



City of Kenora Committee of the Whole Agenda

Tuesday, March 1, 2016

9:00 a.m.

City Hall Council Chambers

A. Public Information Notices

As required under Notice By-law #144 -2007, the public is advised of Council's intention to adopt the following at its March 15, 2016 meeting:-

- Council will include \$22,333.34 (plus HST) under the 2016 Water and Sewer 2016 Capital Budget

B. Declaration of Pecuniary Interest & the General Nature Thereof

- 1) On Today's Agenda
- 2) From a Meeting at which a Member was not in Attendance.

C. Confirmation of Previous Committee Minutes

Motion:

That the Minutes from the last regular Committee of the Whole Meeting held February 9, 2016 be confirmed as written and filed.

D. Deputations/Presentations

- Patty Fairfield, Ne-chee Friendship Centre

E. Reports:

1. Corporate Services & Strategic Initiatives

Item Subject

Pages 5-33

- 1.1. Kenora Baseball League Community Foundation Application
- 1.2. Pre Budget Submissions Support

2. Fire & Emergency Services

Item Subject

No Reports

3. Operations & Infrastructure

Item Subject

Pages 34-44

- 3.1 Sewage Pump Emergency Replacement
- 3.2 Traffic Amendment – Valley Drive
- 3.3 Traffic Amendment – Rate of Speed - Beach Road

4. Community & Development Services

Item Subject

- 4.1 No Reports

Other:

11:00 a.m. – External Requests for 2016 Budget Considerations

(Lake of the Woods Development Commission, Lake of the Woods Museum, Kenora Public Library, Triple P.L.A.Y., Handi Transit)

Next Meeting

- Tuesday, April 5, 2016

Motion - Adjourn to Closed Meeting:

That this meeting be now declared closed at _____ a.m.; and further

That pursuant to Section 239 of the Municipal Act, 2001, as amended, authorization is hereby given for Committee to move into a Closed Session to discuss items pertaining to the following: -

- i) Proposed or Pending Acquisition or Disposition of Land (2 matters)
- ii) Personal Matter about an Identifiable Individual (1 matters)
- iii) Labour Relations (2 matters)

Adjournment

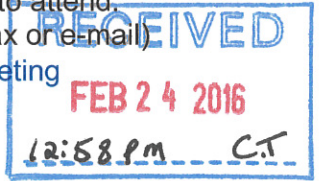


DEPUTATION REQUEST FORM

To Appear before Kenora City Council or Committee of the Whole of Council

How to Make a Deputation:

- Determine date and time of Council or Committee meeting you wish to attend.
- Submit this completed and signed form to the City Clerk (deliver/mail/fax or e-mail)
 - at least seven (7) days in advance of any Committee meeting
 - before 10:00 a.m. on date of a Council meeting;
- State your name prior to speaking, and
- Provide a copy of materials used in your presentation, if any, to the City Clerk for the official record (either in advance or at the time of the deputation).



City Clerk's Contact Information:

By Mail: 1 Main Street South, Kenora, ON P9N 3X2
 By fax: 807-467-2009
 E-mail: hkasprick@kenora.ca

Name: (person making deputation) **Organization You Represent:** (if applicable)

Patti Fairfield / Ne-chee Friendship Centre
 (please print)

Mailing Address: Box 241, Kenora, ON **Telephone Number:** 468-5440

Email Address: acesa@nechee.org **Postal Code:** P9N 3X3

Other Persons Presenting with You on this topic? (on behalf of same organization) No Yes

If yes, Other Names: _____

Topic – include brief statement of issue or purpose for Deputation:

- Please see Protocol Notes on Page 2

Further info re: Emergency Shelter

I wish to appear before Council Committee of the Whole
 Other

On the Meeting date: March 1, 2016

Please Note:
 Most meetings are video-taped and reported on by both the local newspaper and radio stations. Subsequently your deputation will form part of the public record in the minutes which are circulated widely and posted on the City's portal on the internet. By appearing before Council/Committee and signing this form, you hereby understand that information pertaining to you and your deputation will be publicized.

Do you have material to leave with Council following your deputation? Yes No
 (If yes, please give to Clerk upon arrival to meeting)

Signature Required: Patti Fairfield
 (Must be signed by applicant to go forward)

...2

Deputation Protocol

The purpose of the deputation process is to allow individuals or groups an opportunity to make their views known to Council. Council values and welcomes input, comments, and constructive suggestions. Since Council generally has to consider a large number of issues and concerns at any given time, the following Protocol is observed and we thank you for your interest in making a deputation and abiding by the rules:-

2.9 Cell phones/Blackberries/Smart Phones

All phones are required to be turned to vibrate during all Council and Committee meetings.

9.7 No Deputant shall:

1. Speak without first being recognized by the Head of Council or Chair
2. Speak disrespectfully of any person
3. Use offensive words or gestures, or make abusive comments,
4. Speak on any subject other than the subject stated on their Deputation Request Form
5. Disobey the Rules of Procedure or a decision of the Council or Committee

9.9 Expulsion

The Head of Council or Chair may cause to expel and exclude any member of the public who creates any disturbance or acts improperly during a meeting of Council or Committee. If necessary, the Clerk may be called upon to seek the appropriate assistance from police officers for this purpose.

9.14 Appearance - previous - limitation - new information

Any person appearing before Council who has previously appeared before Council on the same subject matter, shall be limited to providing only new information in their second and subsequent appearances.

✓ Check below:

I have never spoken on this issue before.

I have spoken on this issue before and the new information I wish to present is as follows:-

Proposed Plan of Natchez Friendship Centre moving downtown + taking on Emergency Shelter
{Committee of the Whole/Property & Planning Meeting}

Committee of the Whole Meetings combined with the Property & Planning Committee immediately following, commence at 9:00 a.m., typically on the 2nd Tuesday of each month, unless otherwise advertised.

Committee Deputations are given approx. 15 minutes each at the beginning of the meeting, subject to the Chair's discretion.

Members of Committee may engage in dialogue with the person making a deputation as a matter of receiving and/or clarifying information.

Please present any material, letters or other relevant information concerning your deputation to Committee either at the time of your deputation or in advance of the meeting.

When a number of people are to appear representing one viewpoint or interest group, it is expected the group speak through a spokesperson, or submit written submissions.

{Council Meetings}

Regular Council meetings commence at 12:00 p.m., typically on the 3rd Tuesday of each month, unless otherwise advertised.

Deputations before Council are given approx. 5 minutes each at the beginning of the meeting, subject to the Mayor's discretion.

Council will not debate an issue, but will take the information under advisement.

Please present any material, letters or other relevant information concerning your deputation to Council either at the time of your deputation or in advance of the meeting.

When a number of people are to appear representing one viewpoint or interest group, it is expected the group speak through a spokesperson, or submit written submissions.



February 5, 2016

City Council Committee Report

To: Mayor and Council

Fr: Lauren D'Argis, Corporate Services Manager

Re: Kenora Baseball League grant application

Recommendation:

That Council of the City of Kenora hereby authorizes the use of the City of Kenora's Charitable Status by the Kenora Baseball League (KBL) to apply for a grant from the Moffat Family Foundation via the Kenora and Lake of the Woods Regional Community Foundation to be used specifically towards the improvements to the Jaffray Melick Ball Fields.

Background:

In June of 2015, the Council of the City of Kenora authorized the Mayor and Clerk to enter into a five (5) year lease agreement between the Corporation of the City of Kenora and KBL, effective June 23, 2015 for the Jaffray Melick Concession. This was done with the understanding that the KBL would apply for grants to make improvements to the Jaffray Melick Ball Fields. In February, 2016 Council authorized the use of the City's charitable status for this group to apply for fundraising through Ford Canada and this request is similar with the charitable status being used for the Regional Community Foundation application.

Budget: There is no budget impact anticipated from this report.

Communication Plan/Notice By-law Requirements: Cori Libitka of the KBL

Strategic Plan:

1-9 The City will promote Kenora as a 365-day lifestyle destination

1-10 The City will promote and leverage its recreation and leisure amenities as a means to support local economic activity, tourism and to strengthen community ties with our regional neighbours.

1-12 The City will support, promote and expand the tourism industry. In recognition of the growing importance of tourism within the economy, Kenora will pursue the recruitment and facilitation of a new event(s) which celebrates Kenora as a thriving and dynamic year-round destination

2-9 The City will support continuous improvements to recreation and leisure amenities, particularly those that support the quality of life



February 21, 2016

City Council Committee Report

To: Mayor and Council

Fr: Lauren D'Argis, Corporate Services Manager

Re: Ontario's Fiscal Cycle & 2016 Pre-Budget Consultation
Expression of Support – AMCTO, AMO & ROMA Submission

Recommendation:

Whereas municipalities continue to face significant financial strains on annual operating and capital budgets with the demands placed solely on municipalities; and

Whereas the infrastructure deficit is perhaps the most significant fiscal pressure facing municipalities; and

Whereas roads and bridges that were built by the Province are a significant contributor to the infrastructure deficit that Kenora is facing with immediate necessary repairs required with no funding for these repairs, leaving the sole cost burdened to the municipality; and

Whereas many small and rural municipalities have a limited assessment base and programs such as the OMPF fund is a major source of revenue for rural municipalities which continues to decrease annually leaving the municipality with a further burden which they must find savings to offset the lost revenue; and

Whereas emergency services costs broadly have been increasing at three times the rate of inflation annually since 2002, primarily due to salary costs; and

Whereas social services costs are continuing to rise with additional service cost responsibilities being passed onto municipalities with no revenues to offset those costs; and

Whereas high energy costs are impacting the viability and attraction of business to rural areas and also impacts the ability for rural families to stay in their homes;

Therefore Be it Resolved that the City of Kenora supports, in principle, the recommendations outlined in the following documents as presented to the Minister of Finance / Standing Committee of Finance and Economic Affairs developed through its Legislative & Policy Advisory Committee which outlines and provides important feedback to the challenges municipalities face:

1. Association of Municipal Managers, Clerks & Treasurers of Ontario's (AMCTO's) pre-budget submission "Seeing the Big Picture Local Government Priorities for the 2016 Budget"
2. Association of Municipalities of Ontario's (AMO's) pre-budget submission

3. Rural Ontario Municipal Association's (ROMA's) pre-budget submission

; and further

That notice of this motion be sent to the Premier of Ontario, the Minister of Finance, Ontario's Budget Secretariat, Ontario's Standing Committee on Finance and Economic Affairs, Northern Ontario Municipal Association (NOMA), Local MPP's, as well as AMCTO, AMO and ROMA.

Background:

As part of Ontario's Fiscal Cycle processes, the Minister of Finance, as well as the Standing Committee on Finance and Economic Affairs were hosting 2016 Pre-Budget Consultations with stakeholders across the province, and accepting written submissions for consideration of the upcoming budget. In general, this includes the Ministry's release of various documents detailing spending policies and practices available for review for stakeholders' consideration when identifying their own recommendations for the provincial budget, and consultation beginning in late fall and early winter leading up to the following year's Budget.

Essentially, the Ontario Budget is the major policy document outlining the government's plans for the upcoming fiscal year. The budget estimates set out details of the operating and capital spending requirements of ministries and constitute the Government's annual formal request to the Legislature for approval of the expenditures involved. During the course of the year, the quarterly finances are issued and culminate in the Public Accounts of the Province of Ontario. These present the financial statements of the province, provide financial and economic highlights of the past year, and report on performance against the goals set out in the Ontario Budget.

The annual Fall Economic Statement also provides a progress report on the economy and the status of Budget measures. For this pre-budget consultation, the Ministry was seeking information from municipalities, organizations, elected officials, experts, and Ontarians throughout the province in terms of recommendations for this year's Ontario budget.

Both the Ministry of Finance and the Standing Committee on Finance and Economic Affairs held consultations across the province, with two deadlines for consultation submissions, as follows: Ministry of Finance was accepting submissions until January 31, 2016; and the Standing Committee on Finance and Economic Affairs was accepting submissions until February 2, 2016.

In coordination with this consultation, as key stakeholders, the Association of Municipal Managers, Clerks & Treasurers of Ontario (AMCTO) through its Legislative & Policy Advisory Committee, the Association of Municipalities of Ontario (AMO) and Rural Ontario's Municipal Association (ROMA); identifying municipal needs through their respective submissions. All recommendations were put forward to the provincial Committee on Finance and Economic Affairs.

Association of Municipal Clerks and Treasurers of Ontario (AMCTO)

On Wednesday January 20, 2016, the Association of Municipal Clerks and Treasurers of Ontario (AMCTO) President, Mr. Chris Wray presented the Association's recommendations for the 2016 Ontario Budget before the Standing Committee on Finance and Economic Affairs during its hearings in Thunder Bay, Ontario. At this time, AMCTO has released its full Pre-budget written submission "*Seeing the Big Picture Local Government Priorities for the 2016 Budget*" (*Attachment*). Essentially, the submission is policy advice to the government on behalf of the local government professionals who manage local services

and bear the responsibility for translating provincial direction and legislation into action. Within this submission, AMCTO recommends provincial action on the following items:

1. **Take the lead on a regulatory approach to the sharing economy** – Sharing economy companies, like Uber and AirBnB, have grown to become dominant forces in our economy;
2. **Continue to invest in infrastructure** - The infrastructure deficit is perhaps the most significant fiscal pressure facing municipalities;
3. **Modernize and streamline regulation and provincial reporting** - Local governments in Ontario are drowning in regulation and unnecessary reporting;
4. **Invest in capacity building and succession planning in rural, remote and northern municipalities** - Northern, rural and remote municipalities face an additional challenge of attracting and maintaining qualified municipal staff;
5. **Give municipalities access to new revenue tools** - Local governments in Ontario facing a fiscal squeeze

Association of Municipalities of Ontario (AMO)

1. **The Upload** - The ongoing upload that began in 2008 of some previously downloaded provincial programs, must continue to full maturity in 2018. Why? Because the funds that are no longer sent to the Province are being invested in municipal infrastructure and services.
2. **The Ontario Municipal Partnership Fund (OMPF)** - While the upload Agreement continues to be valued, not all municipal governments have the same economic basis.
3. **Interest Arbitration** - Emergency service costs broadly have been increasing at three times the rate of inflation annually since 2002.
4. **Infrastructure and Social Housing** - Municipal governments own 67% of the infrastructure in this province. As noted previously, we are making some inroads but we have a long way to go.
2. **Toronto Tax Tools** - The Toronto Act deliberately gave the City the authority determine whether to use this authority. AMO and many others requested that the same permissive authority be transferred to all.
3. **Joint and Several Liability Reform** - Municipal governments are increasingly the targets of litigation when other defendants do not have the means to pay high damage awards.
4. **Photo Radar** - Municipalities should be given permissive regulatory authority to use photo radar.
5. **Heads and Beds** - Heads and beds is the levy that the Province pays instead of property taxes on such facilities as colleges, universities, hospitals, and correctional facilities.
6. **Power Dams - 110** municipal governments host power dams and have had provincial revenue to offset the tax exemption on the dams.
7. **Simplify Municipal Reporting Requirements to the Province** - In 2012, The Drummond Commission looked at the amount of reporting to the Province and wrote "the information reported is often not used at the other end to influence changes in policy or service delivery".

Rural Ontario Municipal Association (ROMA):

1. **Ontario Municipal Partnership Fund (OMPF)** - OMPF is a major source of revenue for rural municipalities. Many small and rural municipalities have a very limited assessment base and no non-residential assessment, plus residents with low disposable household incomes.
2. **Interest Arbitration** - Emergency service costs have been increasing at three times the rate of inflation annually since 2002, significantly due to salary costs.

3. **Infrastructure – Roads and Bridges** - Roads and bridges are the lifeline of rural and northern communities when transporting goods and services across Ontario.
4. **Prudent Investor Status** - Municipalities should be allowed to invest in a broader range of investments based on 'prudent investor' principles according to the One Investment program.
5. **Power Dams** - Many rural municipalities host power dams and have had provincial revenue to offset the tax exemption on the dams.
6. **Energy Costs and Access, Broadband Internet Access and Economic Growth** - High energy costs are impacting the viability of rural businesses and the ability for rural families to stay in their homes; Broadband internet continues to be inaccessible in many rural areas; and Rural municipalities also face unique challenges to economic growth.

Budget:

There are no anticipated budget impacts from this report.

Communication Plan/Notice By-law Requirements:

Notice of this motion to be sent to the Premier of Ontario, the Minister of Finance, Ontario's Budget Secretariat, Ontario's Standing Committee on Finance and Economic Affairs, Northern Ontario Municipal Association (NOMA), Local MPP's, as well as Association of Municipal Managers, Clerks & Treasurers of Ontario's (AMCTO), Association of Municipalities of Ontario (AMO), and Rural Ontario Municipal Association (ROMA).

Strategic Plan or other Guiding Document:

1-1 The City will provide clear and decisive leadership on all matters of economic growth in Kenora and the surrounding district.

2-4 The City will act as the catalyst for continuous improvements to the public realm.

2-6 The City will support the development of a diverse range of housing types with an emphasis on affordable options for families, seniors and individuals in need of transitional and emergency housing.

2-14 The City will be an active and vocal champion for fair funding from provincial and federal governments, including gas tax and other transfer allocations. Priority will be given to initiatives that directly address the infrastructure and community development challenges of the city.



Seeing the Big Picture: Local Government Priorities for the 2016 Budget





Our Recommendations

- 1** Take the lead on a regulatory approach for the sharing economy
- 2** Continue to invest in infrastructure
- 3** Modernize and streamline regulation and provincial reporting
- 4** Invest in capacity building and succession planning in rural, remote and northern municipalities
- 5** Give municipalities access to new revenue tools



The Context of Local Government in Ontario

The 2016 budget comes at an important time for Ontario's municipal sector. Across the province, local governments are grappling with increasingly complex demands, from budget shortfalls and an infrastructure deficit, to aging populations and a looming social housing crisis. At the same time, steady urbanization, rapid technological change, demographic transformation, and globalization have all dramatically transformed the makeup and expectations of Ontarians. Many municipalities have worked hard to adapt to these changes by moving to citizen-centred services, regional cooperation agreements, enhanced consultation and outreach, open data, and the adoption of digital technology. Yet challenges remain.

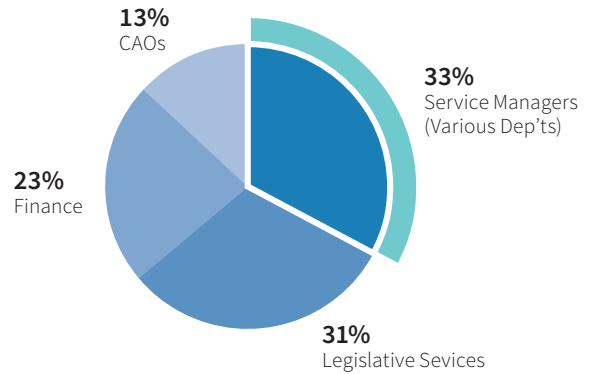
Over the past 150 years municipal governments have grown to become more sophisticated and deeply enmeshed in the everyday lives of their citizens. Municipalities in Ontario are now responsible for substantive and complex programs and services, including economic development, infrastructure, public health, housing, public safety, and a range of human and social services. Yet despite the growth and maturity of local governments, federal issues tend to dominate most discussions about intergovernmental affairs. Equalization and sovereignty are prioritized at the expense of the services that are closer to home, like policing, planning, social welfare, and transit.

Policy Advice for a Stronger Ontario

As the province's largest voluntary association of municipal professionals, our members are on the front line of local government policy and management across a range of service areas. They are frequently called upon by councilors and the community to provide advice and develop solutions to some of this province's most intractable problems.

Ontario's municipalities are now confronted by grand challenges, and solving them will require bold leadership and thoughtful policy guidance. This submission provides policy guidance from municipal professionals, and it reflects the counsel that AMCTO members provide everyday in almost every community in this province. Its recommendations are designed to give municipal politicians and public servants the tools that they need to make their communities safer, stronger, and more vibrant.

Figure 1: AMCTO Membership Breakdown



Source: AMCTO

Principles for an Effective Provincial-Municipal Relationship

The relationship between the province and its municipalities is especially important for local governments, who are subject to provincial policies, laws, regulations and financial transfer arrangements. Indeed, provincial laws and regulations impact

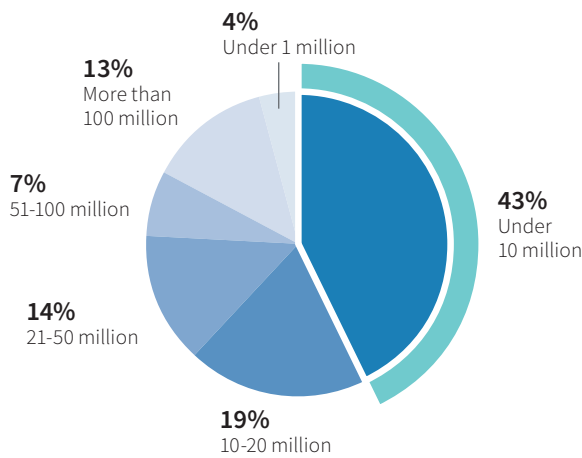
almost every area of municipal business. Therefore, any discussion about improving governance at the local level must begin with principles for improving and maintaining a strong provincial-municipal relationship.

Respecting municipal diversity

Too often the province develops policy based on the assumption that all municipalities are the same. Yet the challenges and strengths of each local government is different, especially in rural vs. urban, small vs. large, and north vs. south. The default inclination to treat all municipalities as if they are same, ignores the fact that some municipalities have fewer than 5 employees who are deeply connected to the local community and some are larger than provincial governments and have robust financial controls, rigorous accountability regimes, and sophisticated policy-making functions (Cote and Fenn, 2015, 25).

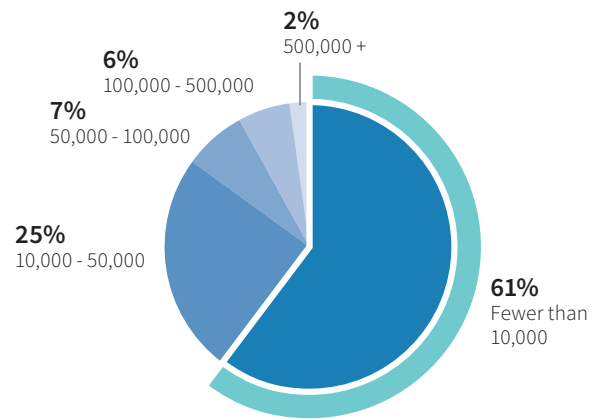
The "one size fits all" approach to provincial-municipal relations often creates perverse outcomes that would not be tolerated in other sectors. Policymakers at the federal and provincial level, for instance, have worked hard to ensure that small businesses are regulated differently from large corporations. Yet in the municipal sector, the same measures are applied to the Township of Cockburn Island and its two residents as to the City of Toronto, and its 2,808,503.

Figure 2: Percentage of Ontario Municipalities, by Revenue Size



Source: Ministry of Municipal Affairs and Housing, Financial Information Returns, 2014

Figure 3: Percentage of Ontario Municipalities, by Population Size



Source: Ministry of Municipal Affairs and Housing, Financial Information Returns, 2014

Responsible orders of government

In addition to respecting diversity, another key to a strong municipal sector, and strong provincial-municipal relations, is treating municipalities like responsible orders of government. Local governments in Ontario operate within a very restrictive legislative and regulatory environment. They have often been referred to as ‘creatures of the provinces’ because Canada’s Constitution assigns the provinces responsibility for local institutions, and all of the provinces in Canada have some legislation governing their municipalities (Slack et al., 2013, 2). Yet the province has repeatedly declared that Ontario’s municipalities are responsible orders of government in their own right (Slack et al., 2013, 2), and that they should

be treated as independent governments and given the autonomy to deal with local issues (LeBlanc, 2014, 60). If the province views municipalities as responsible governments than it should treat them as such. To do so, is the best opportunity for promoting effective governance and management at the local level. Municipalities are responsible for a substantial range of public services (see table 1), and if they are driven strictly by compliance and rote functionality they will never truly become modern, fiscally sustainable agents of good governance, who promote professionalism, ethics, and accountability.



Table 1: Federal-Provincial-Municipal Division of Responsibilities

MUNICIPAL GOVERNMENT	PROVINCIAL GOVERNMENT	FEDERAL GOVERNMENT
<ul style="list-style-type: none"> • Airports • Ambulance • Animal Control • By-law Enforcement • Arts and Culture • Child Care • Economic Development • Fire Services • Garbage Collection and Recycling • Electric Utilities • Library Services • Long Term Care and Senior Housing • Road Maintenance • Parks and Recreation • Public Transit • Planning • Police Services • Property Assessment • Public Health • Social Services • Water and Sewage 	<ul style="list-style-type: none"> • Administration of Justice • Education • Hospitals • Natural Resources and the Environment • Property and Civil Rights • Social Services • Provincial Highways • Culture and Tourism • Prisons • Post-Secondary Education 	<ul style="list-style-type: none"> • Citizenship • Criminal Law • Copyright • Employment Insurance • Foreign Policy • Money and Banking • National Defence • Trade and Commerce • Post Office

Legislating Outcomes, and Not Behaviours

Nevertheless, the province is the regulator of local government and there is a role for it to play in guiding policy and practice within the sector. However, regulation should focus on outcomes and not behaviours. There is space for the province to provide broad guidance and direction, but not to impose overly prescriptive requirements, such as the specific wording of council resolutions, or when and what documents to send via official mail. Yet far too often, policy from the province is far too prescriptive and developed without a concrete understanding of the factors that affect its implementation. Local governments have the best access to local information, and are better positioned to respond to local needs than the provincial or federal government (Cote and Fenn, 2014, 20).

The use of overly prescriptive provincial policy is also now increasingly out-of-step with the ‘silent revolution’ of decentralization that has been taking place in municipalities across the world since the 1980s. More and more countries

have recognized that allowing decisions to be made by the level of government that is closest to the people leads to greater fairness, accountability and responsiveness. In the United Kingdom, for instance, decision-makers have identified the central state is a barrier to good local governance, and have been transitioning from highly prescriptive legislative direction towards local control over governance, planning, and finance (Cote and Fenn, 2014, 21).

Unnecessarily prescriptive, command-and-control, policy-making from the province also limits the ability of local governments to experiment, innovate, and ultimately improve program and service delivery. Less prescriptive, more collaborative and outcome-oriented policy from the province, would give municipalities the ability to meet provincially-set targets in the way that is the most effective and appropriate for them, without being forced to replicate a process mapped out by the province.

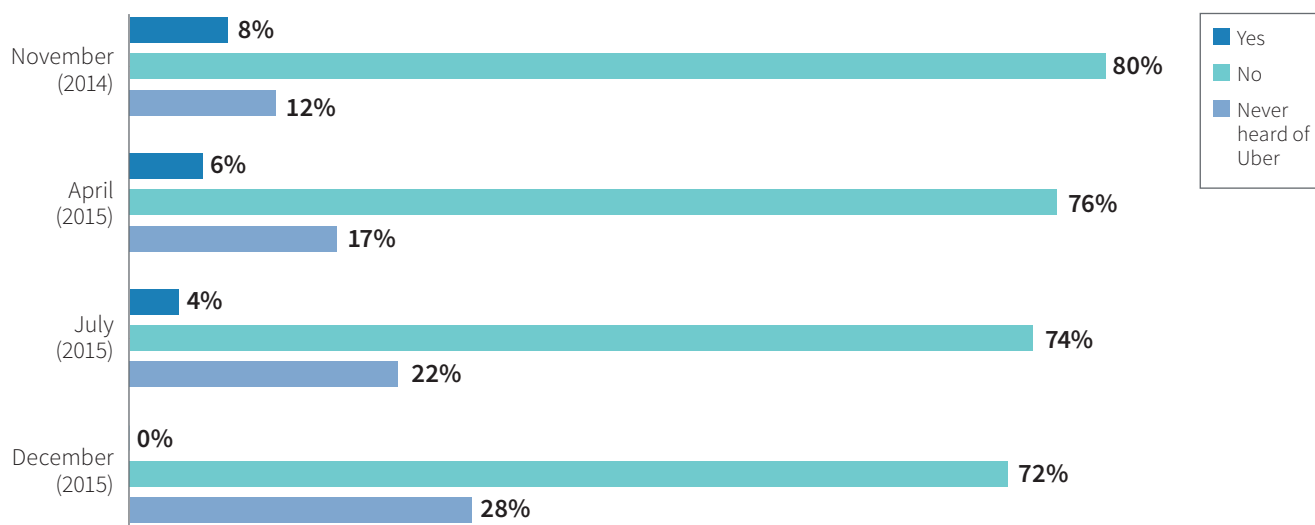
Recommendations

1 Take the lead on a regulatory approach for the sharing economy

In the past five years, Ontario's consumer economy has undergone a rapid transformation. The emergence of the "Sharing Economy," has introduced new models for consuming and selling services, and shifted the traditional focus of market activity from private ownership to shared production and consumption. Once peripheral, sharing economy services like Uber and AirBnB are growing rapidly and have become dominant players in the economy.

According to public opinion research conducted by Forum, 28 per cent of Toronto residents used Uber in 2015, up from just 12 per cent a year earlier (Figure 4). Similar research done by the Ontario Chamber of Commerce and PwC found that 45 per cent of Canadians are willing to rent their belongings to others, and 42 percent are will to rent from others (Holmes and McGuinty, 2015, 4).

Figure 4: Uber Usage in Toronto November 2014 – December 2015 (Have you used the Uber ride sharing mobile app?)

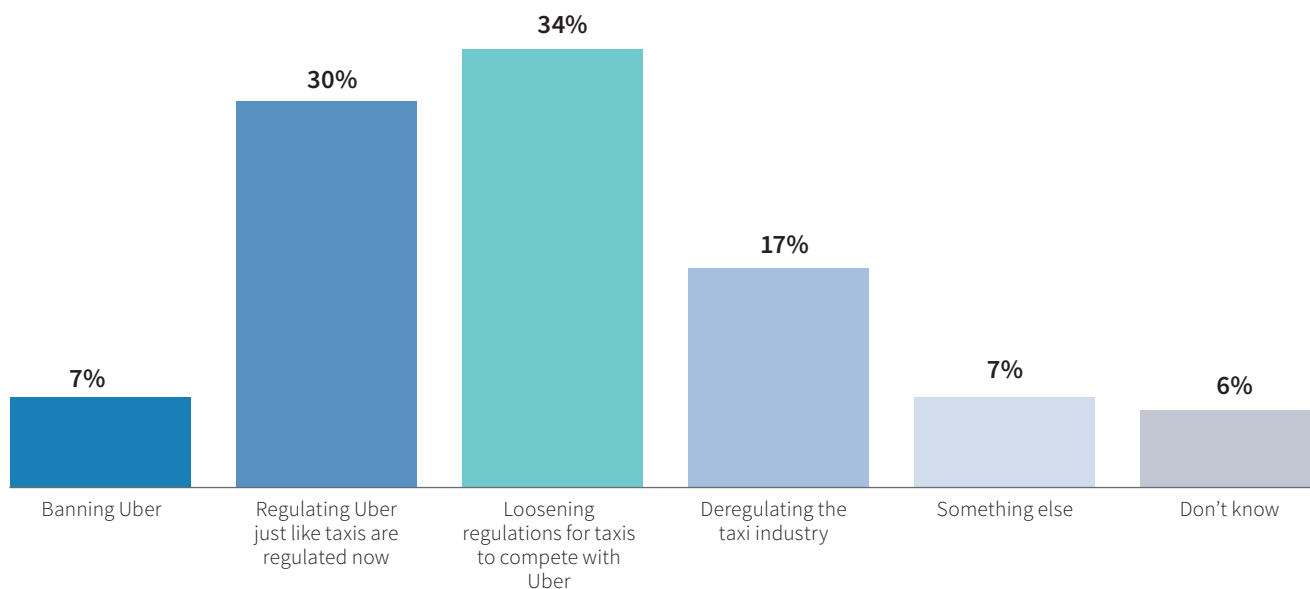


Source: Forum Research Inc., "Uber use continues to climb; satisfaction high," December 29, 2015

As sharing economy companies have expanded, their growth has raised novel questions for regulators. Municipalities across the world have struggled to identify an appropriate response to these new actors, reacting with a mix of fines, by-laws,

subpoenas, enforcement campaigns, and cease-and-desist orders. At this point, all attempts to slow the growth of the sharing economy and force companies to comply with existing regulations have been ineffective.

Figure 5: Public Preferences on How to Regulate Uber (Which of the following is the best solution to this dispute?)



Source: Forum Research Inc., "Uber use continues to climb; satisfaction high," December 29, 2015

One of the main challenges facing municipalities is the mismatch between their jurisdiction and authority and the scale and scope of sharing economy companies. Uber, for instance, now exists in 67 countries and over 371 cities, (Uber, 2016) while AirBnB has more than 2 million listings in 34,000 cities, and 190 countries (AirBnB, 2016). The largest companies in the sharing economy dwarf their traditional market competitors.

The growth of the sharing economy has quickly exposed the limits of our current approach to regulating new economic activity (Johal and Zon, 2015, 4). At the end of September 2015, the City of Toronto became the first municipality in Canada to decide in favour of incorporating ride-sharing service Uber into its taxi regulations. More and more municipalities will begin to follow suit in the coming months. However, the result will be a fragmented, ad-hoc patchwork of by-laws attempting to limit activities that are not local in scope, but exist at the sub-national, national and international level.

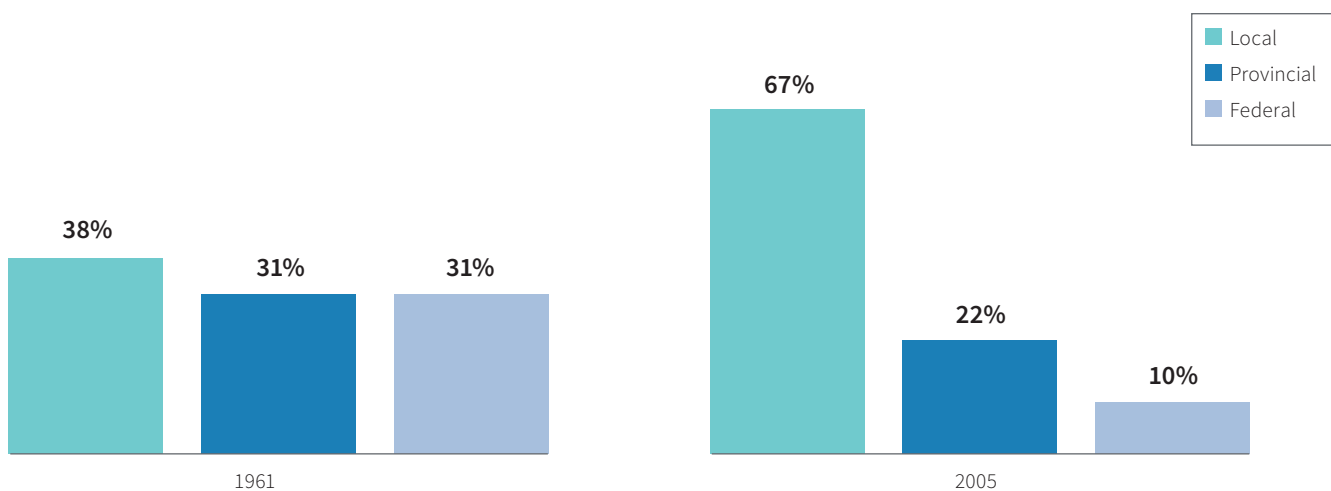
The growth of the sharing economy is emblematic of our increasingly globalized world, and the way that many services and sectors are no longer constrained to traditional legal boundaries or borders. The province should recognize that this is not an isolated event, rather a tectonic shift in the market economy, and take the lead on a proactive and progressive set of regulations. This means taking a holistic approach, and not leaving it to the provinces 444 municipalities to attempt a patchwork of piecemeal solutions to what is a provincial, or even national problem. There are precedents from other jurisdictions, such as the United Kingdom, where higher orders of government have taken the lead, and we believe the government of Ontario should do the same. This is not a call for more regulation, it is a call for smarter regulation. In this case, smart regulation means replacing 400 fragmented responses with a provincial phenomenon to one consistent approach. Regulators in Ontario, Canada, and around the world have been slow to respond to the sharing economy. Now is the time for action.

2 Continue to invest in infrastructure

Perhaps the most significant fiscal pressure facing municipalities in Ontario is the infrastructure deficit. Approximately 40 per cent of public infrastructure in Ontario is owned by municipalities, including water and wastewater facilities, transit systems, social housing, and government buildings. For instance, municipalities in Ontario are responsible for over 140,000 kilometers

of roads and 15,000 bridges and large culverts. The Provincial-Municipal Fiscal and Service Delivery Review in 2008 estimated that roads and bridges account for \$2.8 billion, or approximately half of the infrastructure gap. These costs are expected to grow 19 percent from 2009 to 2020 (AMO, 2015, 11).

Figure 6: Federal, Provincial, and Municipal Asset Ownership, 1961 – 2005 (excluding provincially-owned infrastructure dedicated to education and healthcare)



Source: Association of Municipalities Ontario (AMO), *What's Next Ontario? Imagining a prosperous future for our communities*, 2015, 23

In 2008, the infrastructure deficit was estimated to be approximately \$60 billion, not including tourism-related cultural assets, parks and recreation facilities, or the costs for social housing units, which are valued at an additional \$40 billion (Cote and Fenn, 2014, 6). The introduction of the gas tax in 2004 as a dedicated source of predictable long-term infrastructure funding has helped, but it has not been enough to fill the gap. According to the Association of Municipalities Ontario (AMO), Ontario's local governments would have to substantially raise property taxes over the next ten years to meet their infrastructure commitments (AMO, 2015, 4). The current infrastructure deficit is too vast to be covered by municipalities on their own. Take the GTHA for example, where population growth and increased density are projected to increase the regional population to 8.6

million people by 2021, and where traffic congestion is said to already cost the economy \$11 billion in lost productivity a year (AMO, 2015, 10; Government of Ontario, 2015).

Investments in infrastructure support Ontario's municipalities and the province's economic growth. Public infrastructure creates jobs and provides long-term benefits for citizens and key sectors of the economy. In the 2015 provincial budget, the government committed to \$130 billion of dedicated infrastructure spending over the next ten years. We would encourage the government to continue its investments in infrastructure, and to work with its municipal partners to identify areas where crucial investment is needed.

3 *Modernize and streamline regulation and provincial reporting*

Ontario's municipalities are drowning in regulation and unnecessary reporting. The provincial-municipal relationship is a tangled web of redundant and ineffective interactions. Currently the province has a role in almost every area of municipal business, from legislation to establishing policy and regulatory frameworks, local mandates, and imposing service standards. There are more than 70 pieces of provincial legislation that carry implications for the municipal sector, with an unknown number of associated regulations. Local services like social assistance, childcare, housing, water, long-term care, solid waste disposal, building inspections and fire protection all carry provincial standards, while municipalities are also linked to a range of additional provincial institutions, including Infrastructure Ontario, the Ontario Municipal Board, the Technical Safety Standards Association, conservation authorities, school boards, and local health integration networks (LHINs), to name but a few.

Many of these complicated intergovernmental arrangements carry burdensome and rigorous reporting requirements. These requirements take a variety of forms including standardized financial reporting, providing service level performance data, compliance reporting for fiscal transfers and conditional grants, audits and evaluations of provincially mandated programs. While there are no exact figures, some estimates indicate that municipalities are required to submit more than 250 separate reports to the province each year (Cote and Fenn, 2014).

For municipalities, the current provincial-municipal reporting and regulatory requirements are a substantial drain on resources. There is no doubt that reporting is necessary and important, but there is also no doubt that the fragmented nature of these reporting requirements leads to unnecessary duplication and inefficiency.

“Is there really a provincial interest in the wording of municipal public notices, the physical design of municipal child care centres, or restricting public access to municipal property assessment data?”

– Michael Fenn and Andre Cote

Over the past several decades the boom in electronic and digital technology has radically transformed Ontario and presented governments with new challenges and new opportunities. Organizations all across the public sector have begun to integrate technology into their operations, processes and services. Some sectors, such as healthcare, have firmly embraced the transformational power of technology, and are using it to introduce new service-level improvements (ITAC, 2014). These changes represent what some are calling the “first wave of digitization”—taking simple, transactional services and moving them online (Johal, 2014). Future changes must look at more advanced functions like the current open data / open government movement, and the opportunities that they present.

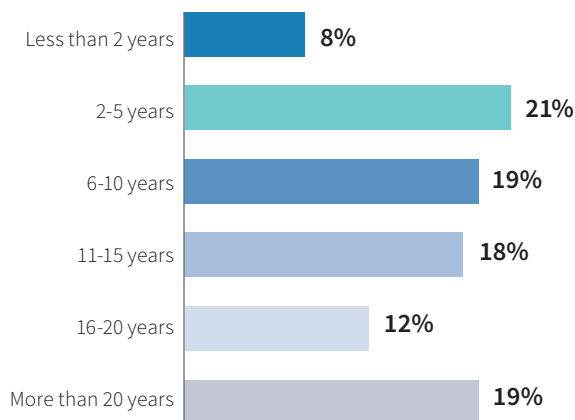
Currently, there are simply too many touch-points between municipalities and the province, too many indicators, too many regulations and reports being submitted. The sheer complexity of the regulatory and reporting relationship makes it an almost certainty that no one person or organization has a comprehensive picture of what's happening. The province needs to conduct a wholesale review of its regulations and reporting requirements in the municipal sector, and look for ways to modernize and streamline these requirements. Technological innovation has made much of this reporting unnecessary and redundant. There is no doubt that staff time—currently devoted to reporting, complying with countless regulations and filling out reports—could be better spent looking for new ways to provide better service to citizens.

4 Invest in capacity building and succession planning in rural, remote and northern municipalities

Many of the challenges faced by Ontario's municipalities are especially dire in rural, remote and northern municipalities. However, these communities also face the additional challenge of attracting and maintaining talented, knowledgeable and experienced municipal staff. As the current generation of municipal professionals prepares to retire, these municipalities are also staring down a deficit of critical human infrastructure.

All sectors of the Canadian economy are preparing for substantial turnover as the baby boom generation prepares to retire. The public sector work force, however, is generally older than the private sector and thus more vulnerable to the effects of demographic change (Munslow, 2010, 3).

Figure 7: Projected Municipal Staff Retirements (How long do you have until your anticipated retirement date?)

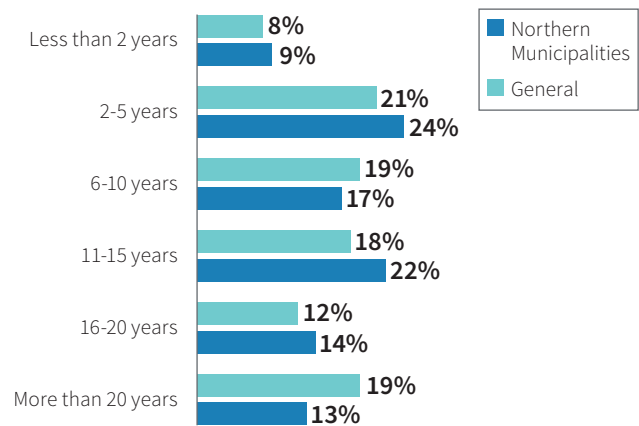


Source: AMCTO, State of the Membership Survey, December 2015

As seen in figure 7, a recent survey of AMCTO's membership shows that within the next five years 29 percent of AMCTO members are preparing to retire. That number jumps to 48 percent within ten years. This problem is especially acute in Northern communities, where the level of expected retirements is higher than the provincial average (Figure 8).

As these experienced municipal professionals leave, they will take significant accumulated knowledge, expertise and experience with them. While this provides exciting opportunities for new professionals and new ideas to enter the sector, it also presents those same individuals with a steep learning curve. Many municipalities are working on

Figure 8: Projected Municipal Staff Retirements, Northern Ontario



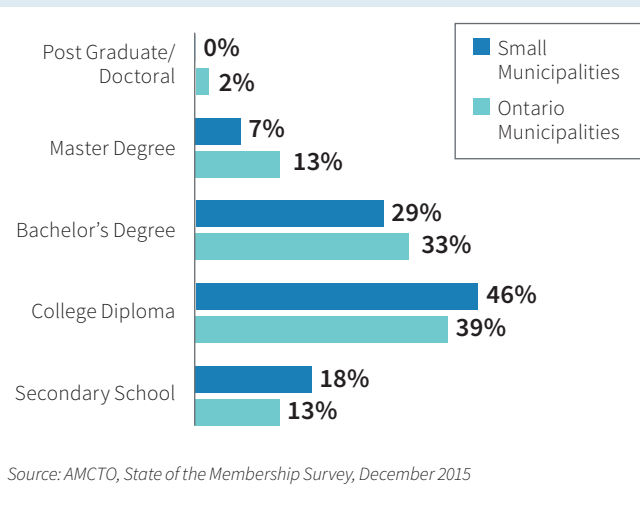
Source: AMCTO, State of the Membership Survey, December 2015

strategies to mitigate the effects of these demographic changes that are likely to cause serious turnover in the municipal sector. Many municipalities are not (Carson, 2009).

In addition to pending retirements, municipal staff in smaller municipalities are also faced with the challenge of trying to do more with less. They have the same requirements for service-delivery as their larger counterparts, but are often stretched across a higher number of job functions. Staff in smaller municipalities are less closely connected to universities and Colleges and have fewer opportunities to participate in professional development, which more often takes place in larger urban centres.

The challenge of succession planning in rural, remote, and northern municipalities is a systemic concern. While each municipality bears responsibility for its own succession planning, there is a role for the province to play in helping to address it at a sector-wide level. AMCTO has worked hard to prioritize succession planning and capacity building through the Municipal Management Internship Program and the ONWARD initiative. However, we believe that there is a seat at the table reserved for the province, and would encourage the government to increase its investments in capacity building and succession planning in these areas.

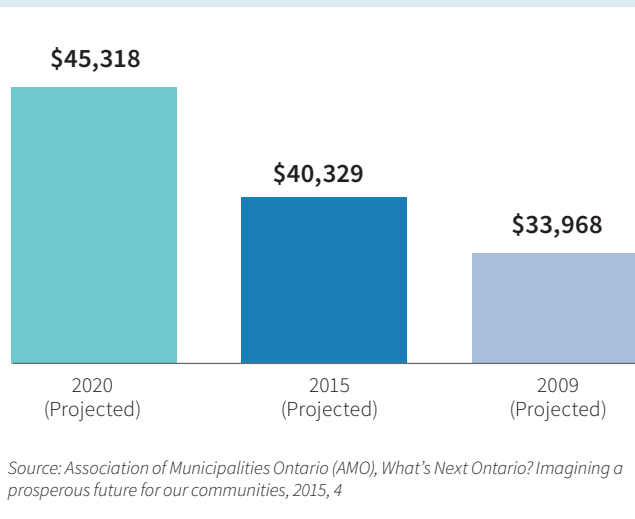
Figure 9: Municipal Staff Educational Attainment, Small Municipalities



5 Give municipalities access to new revenue tools

Local governments in Ontario are also facing a fiscal squeeze as the services they offer are becoming more expansive, expensive and complex to administer. Many municipalities are concerned about their ability to maintain high quality services for their citizens with existing sources of revenue, and the probable growth of complexity and demand in the future (Slack et al., 2013, 3). Most projections expect that municipal operating expenditures will continue to grow significantly over the next decade (AMO, 2015, 4).

Figure 10: Projected Ontario Municipal Operating Costs to 2020 (in millions)



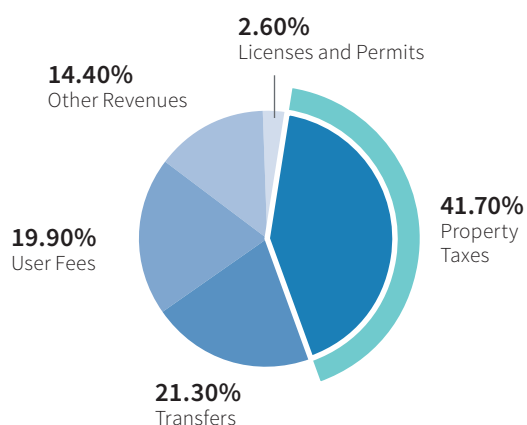
“Property taxes don’t grow with the economy in the way sales or income taxes do. Politicians at other levels of government do not have to adjust tax rates every year to keep up with inflation, but municipal politicians do.”

– Sheila Block and Alexandra Weiss

The largest area of expenditure for municipalities is salaries, wages and employee benefits. In 2011 these costs represented approximately 43 percent of municipal operating spending, which was a 37 percent increase from 2001. Most municipal workers are unionized, which in combination with the highly fragmented environment for collective bargaining makes it difficult to control costs, as high agreements or settlements in one municipality act as precedents for all of the others. This problem is especially acute when it comes to emergency services. Police, fire, and paramedics are not permitted to strike, which leaves

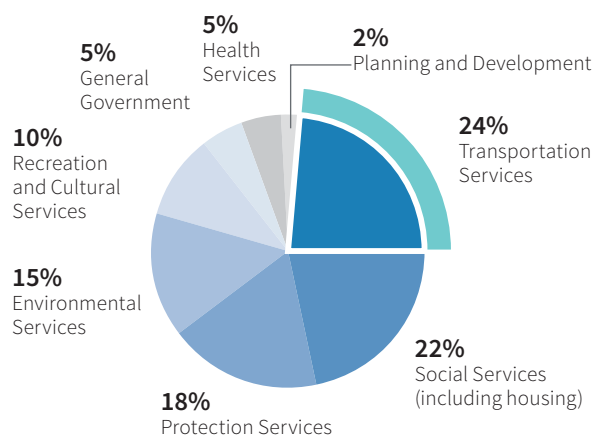
municipalities with little control over costs, as arbitrators replicate agreements in different municipalities with little regard for local economic conditions or ability to pay (Cote and Fenn, 2014, 6). As a result, over the past 10 years, base wages for police officers and firefighters have grown at an average of 3.3 percent per year, compared to 2.7 for other unionized municipal workers and 2.2 for those in the private sector (Cote and Fenn, 2014, 6). Ontarians now pay the highest policing costs in the country, of which 86 percent goes to staffing (AMO, 2015, 13).

Figure 11: Sources of Municipal Revenue, 2013



Source: Ministry of Municipal Affairs and Housing, Financial Information Returns, 2013

Figure 12: Ontario Municipal Expenses, by Service Area 2014



Source: Ministry of Municipal Affairs and Housing, Financial Information Returns, 2014

Yet, despite these pressures municipalities still have relatively limited sources of revenue. Within their current powers, the majority of municipal revenues still come from property taxes (Slack et al., 2013, 3), which are both stretched and widely unpopular amongst residents. The use of conditional transfers from senior orders of government are an important stopgap but they often come with mandated service standards, cumbersome reporting requirements and a lack of ongoing certainty.

Across the world there is a growing recognition that local government's need to have greater control over their financial destiny. For instance, countries such as France, Ireland, and the Slovak Republic are all reforming their

local government taxation systems to give municipalities more fiscal responsibility and predictable revenue. The Czech Republic, meanwhile, is increasing equalization payments and bringing them more in line with delegated responsibilities and local needs (Cote and Fenn, 2014, 20).

The fiscal challenges faced by the province's local governments are complex, and there is no single solution. Each municipality faces its own unique set of challenges, and has unique needs. Rather than imposing a blanket solution to the fiscal challenges faced by municipalities, the government should look at giving municipal government access to new revenue tools, and allowing them to decide what's right for them.



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Pre-Budget Submission

Submission to the Standing Committee on Finance and
Economic Affairs

January 19, 2016



2016 AMO Pre-Budget Submission

The Association of Municipalities of Ontario (AMO) presents its 2016 pre-budget submission. Municipal governments are mindful of current economic challenges. We live, eat, and breathe this reality every day. We offer a modest list of changes that would have proportionately greater outcomes for communities – some with little or no cost to the Ontario government.

1. The Upload

The ongoing upload that began in 2008 of some previously downloaded provincial programs, must continue to full maturity in 2018. Why? Because the funds that are no longer sent to the Province are being invested in municipal infrastructure and services.

From 2003-2008, before the upload, infrastructure spending averaged almost \$4 billion annually. From 2008-2012 it averaged above \$6 billion annually with \$8 billion in 2010, the stimulus year. For 2013, municipal investments exceeded \$7 billion annually.

Both orders of government have been upholding their sides of the Agreement and there should be no cause for change.

It has been suggested that municipal governments have done much better than other sectors, such as health and education. Let me remind all that municipal governments were saddled with over \$3 billion in provincial costs to fund, a gift that others did not receive, so our starting point was very much behind others.

We urge the continued honouring of this landmark agreement to 2018 and, again, caution against the assumption that the upload offers space for new spending to pay for provincial statutory changes across government. Every dollar to support a new regulation will detract from the needed infrastructure investment and related economic spin offs.

2. The Ontario Municipal Partnership Fund (OMPF)

While the upload Agreement continues to be valued, not all municipal governments have the same economic basis. Many only have a very limited assessment base and no non-residential assessment, plus residents with low disposable household incomes. They have seen the Ontario Municipal Partnership Fund (OMPF) reduced by \$91 million from 2012 to 2016, forcing many rural and northern communities to raise property taxes or reduce services.

For almost half of Ontario's municipal governments, a 1% property tax increase raises just \$50,000. These governments fully understand the constraints their citizens have to absorb with property tax increases. OMPF is essential – it is their major source of revenue.

The upload Agreement included funding commitments for the OMPF to 2016. The going forward envelope has yet to be established. We urge an increase to the OMPF of at least \$11 million in 2017 to reflect inflationary adjustment and stronger recognition of those where there is no or little population growth. In particular, these dollars should be directed to municipalities with the most pressing fiscal circumstances and particularly those communities with high percentages of farmland and managed forests which are taxed at a heavily discounted rate as well as large areas with Crown Land which is non-taxable land and cannot contribute to the assessment base.

This change would bring the OMPF to \$516 million, just slightly more than was allocated in 2015. They don't make calculators with enough zeros to say how small a portion of Ontario's total revenues this \$11 million represents. It is desperately needed to meet pressing economic realities in small communities.

3. Interest Arbitration

Emergency service costs broadly have been increasing at three times the rate of inflation annually since 2002. For example, annual policing costs are likely to exceed \$5 billion this year – which is two and half times the value of the upload. Fire service is similarly growing. Salaries are a major driver to these cost increases.

EMS salary bands already reflect the risk of their work, so the public are struggling to understand why the cost of living adjustments are higher for this group of employees than others.

New research has revealed that had police and fire personnel received the same economic adjustment as other municipal employees from 2010 to 2014, the cumulative savings would have been \$485 million. This includes \$72 million in fire service savings and \$111.6 million in police service savings for 2014 alone. These extraordinary sums of money are the true cost of the failure to address interest arbitration reform. Will 2016 be the year we finally get to a better place – where salary adjustments have a better association to capacity to pay and how other employee groups are treated?

4. Infrastructure and Social Housing

Municipal governments own 67% of the infrastructure in this province. As noted previously, we are making some inroads but we have a long way to go. For example, it is estimated that the capital repair backlog for the social housing sector stands at \$1.5 billion. The deferred maintenance for roads and bridges, water, wastewater, stormwater, transit, conservation authorities, and solid waste is \$5.9 billion in 2006 dollars¹. Then there are the new capital needs such as transit, social housing and roads.

¹ PMFSDR Report 2008, page 43.

Where we have to go involves more investment in deferred maintenance for all assets so that the existing infrastructure can meet its life expectancy before it needs replacement. This is important to the smaller and larger municipal governments. While large strategic projects can invigorate the economy, so can small projects help local economies across all Ontario.

Program design that treats **all** municipal governments (and service delivery managers²) fairly and equitably is how we will advance progress. No community should be left behind. Every municipal government should have a better sense of what it can count on so that it can do the best possible infrastructure finance planning.

Can we figure out how to achieve this? Yes – the time is now for a made-in-Ontario tri-lateral approach that fits our needs, our circumstances. We need to be at the table, together.

5. Toronto Tax Tools

The *Toronto Act* deliberately gave the City the authority to use or not the authority. AMO and many others requested that the same permissive authority be transferred to all. Toronto and its citizens looked at different approaches and figured out what worked for its circumstances. Why do you think other cities should not have the same ability? Are they any less capable of doing the research and analysis? AMO supported the transfer of authority, acknowledging that for Ontario's other 443 municipal governments it may not be used or achieve fiscal sustainability, but they should be able to decide. We restate the request that all municipal governments should have the discretionary authority.

6. Joint and Several Liability Reform

Municipal governments are increasingly the targets of litigation when other defendants do not have the means to pay high damage awards. This exposure has contributed to higher risks which, in turn, drive up insurance costs and settlements.

The legislature passed a resolution with all-party support to seek solutions. We had arrived at several options that provided some limitation when others cannot pay their court determined share. We need to get back to work on these.

7. Photo Radar

Municipalities should be given permissive regulatory authority to use photo radar. Such an authority would be consistent with existing enforcement responsibilities and could provide

² Housing is provided by designated service managers

an alternate means for police services to uphold speed limits on Ontario roads while redirecting the efforts of police officers to other public safety priorities.

8. Prudent Investor Status

We are asking that municipalities be allowed to invest in a broader range of investments using ‘prudent investor’ principles, via the One Investment Program in our roles as the municipality’s agent. Conservative estimates of this long-held municipal request are that it could yield an addition \$10-20 million for the municipal sector. Stretching the municipal tax dollar makes so much sense and at no expense to the Province. We are also asking that the eligible list of investors recognized in the *Municipal Act* regulation be expanded to include municipal associations such as LAS, AMO, MFOA, AMCTO, and also indigenous groups such as the First Nations.

9. Heads and Beds

Heads and beds is the levy that the Province pays instead of property taxes on such facilities as colleges, universities, hospitals, and correctional facilities. Instead they pay a levy to the local municipalities known as “heads and beds”. This levy (\$75 per head/bed) has remained unchanged for 29 years. If it had kept up with inflation it would be \$138 today.

Municipalities that host such facilities bear the burden of added wear and tear on local infrastructure, increased demand for public transit, policing, and EMS services to name a few. AMO calls on the provincial government to begin to adjust the fee in accordance with inflation after nearly three decades at the same fixed rate.

10. Power Dams

110 municipal governments host power dams and have had provincial revenue to offset the tax exemption on the dams. In its 2014 Budget, the Province proposed cutting these payments by \$4.4 million over four years. It has deferred this cut as it looks at options to restore municipal taxation. Given the related challenges, we request the government to fully abandon plans for any future claw backs and to restore inflationary indexing. Municipal governments should not have this held over their heads.

11. Simplify Municipal Reporting Requirements to the Province

In 2012 The Drummond Commission looked at the amount of reporting to the Province and wrote, “ the information reported is often not used at the other end to influence changes in policy or service delivery”. Drummond went on, “we believe there are simply too many layers of watchers at the expense of the people who actually get thing done. The government must find a new middle ground”.

One municipality reviewed its reporting and sends 270 reports annually, plus an additional 16 audited statements, plus the annual Municipal Financial Information Return. That's more than one for every single workday in the year.

AMO has highlighted this issue for the last three years. AMO wants to find the middle ground – between investing in frontline work while being accountable in the most efficient manner.

Conclusion

In Ontario, we collect approximately \$19 billion in own source property taxes. An additional \$7 billion a year is sent to the Province for education via property taxes. Some \$4 billion of municipal property taxes are spend funding the mandatory municipal cost sharing of provincial health and social services programs such as public health, land ambulance, long-term care for seniors, and social assistance administrative costs.

Property tax dollars in Ontario deliver more services than in any other Canadian province. They are also the highest - a factor when industry and commerce scout locations for future development.

Our ask is simple – let's solve these outstanding issues and prepare for the future.



Sent via e-mail: kkoch@ola.org

January 26, 2016

Katch Koch
Clerk, Standing Committee on Finance and Economic Affairs
Room 1405, Whitney Block, Queen's Park
Toronto, ON M7A 1A2

Dear Mr. Koch:

On behalf of the Rural Ontario Municipal Association (ROMA), I am writing to convey our support for the Association of Municipalities of Ontario (AMO)'s 2016 Pre-Budget Submission, presented to the Standing Committee on Finance and Economic Affairs by AMO's president, Gary McNamara on January 19th. AMO's submission emphasizes important issues for all municipal governments. It outlines changes which would have significant benefit for municipalities at little or no cost to the Ontario government.

Many of the issues outlined by AMO are especially important for rural municipal governments: the Ontario Municipal Partnership Fund (OMPF), Interest Arbitration, Infrastructure, Prudent Investor Status and Power Dams. In addition, the issues of Energy Access and Costs, Broadband Internet Access and Rural Economic Growth are particular concerns of rural municipal governments.

Ontario Municipal Partnership Fund (OMPF)

OMPF is a major source of revenue for rural municipalities. Many small and rural municipalities have a very limited assessment base and no non-residential assessment, plus residents with low disposable household incomes. Total operating costs for local governments are also rising. In Rural Eastern Ontario, for example, operating costs rose dramatically in the 2000-2011 period by 65%, reaching \$1.84 billion, and total annual operating expenditures are projected to reach \$2.24 billion by 2020. Operating expenditures have grown faster than the region's household or population growth, at 11.3% and 13.5% respectively since 2000.

As OMPF has been reduced by \$91 million from 2012 to 2016, many rural and northern communities have been forced to raise property taxes or reduce services. We urge an increase to the OMPF of at least \$11 million in 2017 to reflect inflationary adjustment. ROMA supports the move towards formula-based funding allocation, with a minimum threshold for municipalities with no or little population growth.

Interest Arbitration

Emergency service costs have been increasing at three times the rate of inflation annually since 2002, significantly due to salary costs. Rural municipalities are especially affected by this increase given their smaller populations and limited tax base. In particular, the recent changes in police billing have resulted in costs rising by up to 36% or millions of dollars in some areas.

As AMO's submission outlines, new research has revealed that had police and fire personnel received the same economic adjustment as other municipal employees from 2010 to 2014, the cumulative savings would have been \$485 million. These extraordinary sums of money are the true cost of the failure to address needed interest arbitration changes. Salary adjustments must have a better correlation to capacity to pay and how other employee groups are treated. Rural communities cannot fund emergency services at the expense of other programs that also keep communities safe and strong.

Infrastructure – Roads and Bridges

Roads and bridges are the lifeline of rural and northern communities when transporting goods and services across Ontario. Ensuring these assets remain in good condition, however, comes at a significant cost. *The 2012 Roads and Bridges Review* by the Ministry of Transportation and AMO found that the infrastructure gap, per capita, for small municipalities in the north east and west regions of the province to be double that of central Ontario.

The deferred maintenance for roads and bridges, water, wastewater, stormwater, transit, conservation authorities and solid waste is \$5.9 billion in 2006 dollars. Additionally, given the limited resources of rural municipalities, the damage to infrastructure caused by extreme weather impacts, such as flooding, can be particularly costly.

AMO's Pre-Budget Submission emphasizes predictable funding. This is an important issue for ROMA. Every municipal government needs a better sense of what it can count on so that it can do the best possible infrastructure finance planning.

Prudent Investor Status

Municipalities should be allowed to invest in a broader range of investments based on 'prudent investor' principles according to the One Investment program. For small and rural municipalities with limited tax incomes, this could mean access to an important funding stream at no expense to the Province. Conservative estimates of this long-held municipal request approximate an additional \$10-20 million for the municipal sector. The eligible list of investors recognized in the *Municipal Act* regulation should also be expanded to include municipal associations such as LAS, AMO, MFOA, AMCTO and First Nations.

Power Dams

Many rural municipalities host power dams and have had provincial revenue to offset the tax exemption on the dams. In its 2014 Budget, the Province proposed cutting these payments by \$4.4 million over four years. This cut was deferred as the Province looks at options to restore municipal taxation. ROMA supports AMO's ask that the government fully abandon plans for any future claw backs and restore inflationary indexing.

Energy Costs and Access, Broadband Internet Access and Economic Growth are also major priorities for rural communities.

- High energy costs are impacting the viability of rural businesses and the ability for rural families to stay in their homes. Natural gas, which can be a much more affordable option, is only accessible to less than 20 per cent of rural residents due to distribution expansion constraints and regulatory requirements. In some northern and rural areas, liquid natural gas is the only option. Access to affordable, reliable energy is part of the foundation for our economy. ROMA urges the government to take actions to lower the costs.
- Broadband internet continues to be inaccessible in many rural areas. Reliable and high speed internet is crucial in rural communities and allows for innovation and cost savings in transportation, healthcare, community services and business practices. Ensuring widespread access is a major priority for rural municipalities.
- Rural municipalities also face unique challenges to economic growth. Inconsistent access and high rates of energy and reliable internet hinder business investment. Larger populations of older residents and higher rates of out-migration indicate a need to attract immigrants and younger workers. Investment in key industries including forest management and agri-food industries, which are central to many rural economies, would have significant positive spin-off economic impacts. Funding for capacity building, economic development and innovation would also lead to important benefits in rural economies.

ROMA asks that the Standing Committee on Finance and Economic Affairs consider the recommendations we have highlighted. Addressing these issues would be an important step in ensuring rural municipal governments continue to be viable and in working together towards a sustainable future.

Yours sincerely,



Ron Holman
ROMA Chair



February 22, 2016

City Council Committee Report

TO: Mayor and Council

**FR: Richard Perchuk, Operations & Infrastructure Manager
Biman Paudel, Water & Sewer Supervisor**

RE: Sewage Pump Emergency Purchase – Eighth Ave S at Laurenson’s Creek

Recommendation:

That Council hereby authorizes the purchase of a sewage pump in the amount of \$22,333.34 (HST extra); and further

That Council hereby approves this purchase prior to approval of the 2016 Water and Sewer Capital Budget to be funded through the appropriation of \$22,333.34 (HST extra), from the Water and Sewer Reserve Fund; and further

That in accordance with Public Notices bylaw 144-2007 public notice is hereby given that Council will include these funds under the 2016 Water and Sewer Capital Budget; and further

That the only quotation for the supply and delivery of a 6W JFS Heavy Duty Grease Lube Vertical Pump from Industrial Fluid Consultants in the amount of \$22,333.34 (HST extra) be hereby accepted.

Background:

The sewage pumping station at Eighth Avenue South and Laurenson’s Creek requires two pumps to control the amount of sewage flow. The station is presently running on one pump as the other was found to be worn out, past repair and in need of replacing. If the pump were to quit there would be a major sewage overflow into the waterway. Delivery time for a new pump is 8-9 weeks.

Due to the urgency of this situation it is recommended that Council authorize the purchase prior to approval of the 2016 Capital Budget.

If approval is granted that Council receive the only quotation for the supply and delivery of one heavy duty grease lube vertical pump from Industrial Fluid Consultants, Winnipeg, Manitoba, in the amount of \$22,333.34, HST extra.

Because the pump fits into a specific place that requires the mounting base, suction and discharge pipe to align so it can fit back together without having to rebuild all the piping to reconnect the new pump, the part was sole sourced and one company approached for a quotation.

Budget/Finance Implications:

This purchase will be in the 2016 Capital Budget, funded from the Water & Sewer Reserve Fund.

Communication Plan/Notice By-law Requirements:

Resolution & By-Law required.

Distribution: R. Perchuk, B. Paudel

Strategic Plan or other Guiding Document:

Goal #2 Strengthen Our Foundations

2-1 - The City will ensure that our municipal infrastructure is maintained using available resources with the intent of moving towards all City infrastructure being in a good state of repair to ensure certainty, security and long-term stability of our systems.

2-2 - The City will keep in the forefront that there is a significant infrastructure deficit, and current and future Councils will need to continue to work towards allocating sufficient resources to be able to adequately address this issue.

2-13 - The City will continue to advance our leadership position as "Stewards of the Lake" and "Stewards of the Land" by safeguarding water quality on our lakes and optimizing waste diversion practices that reduce future landfill requirements.

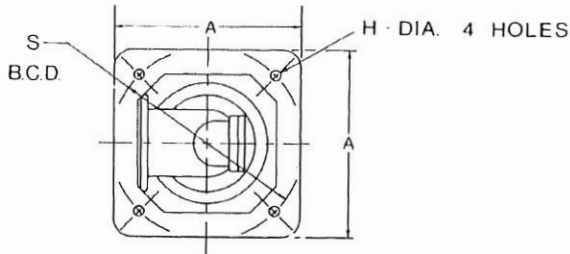
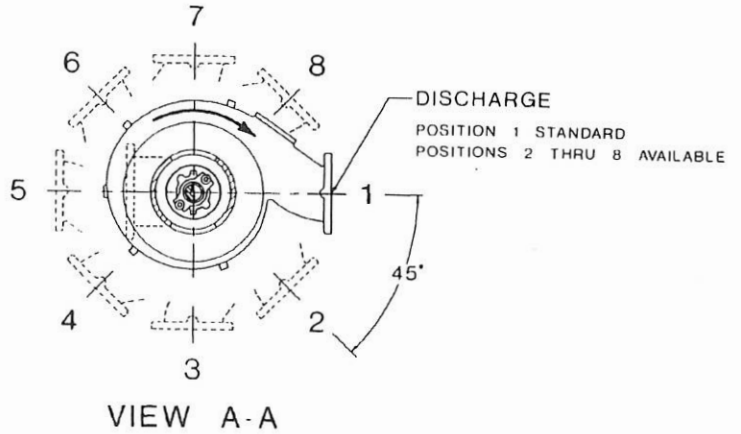
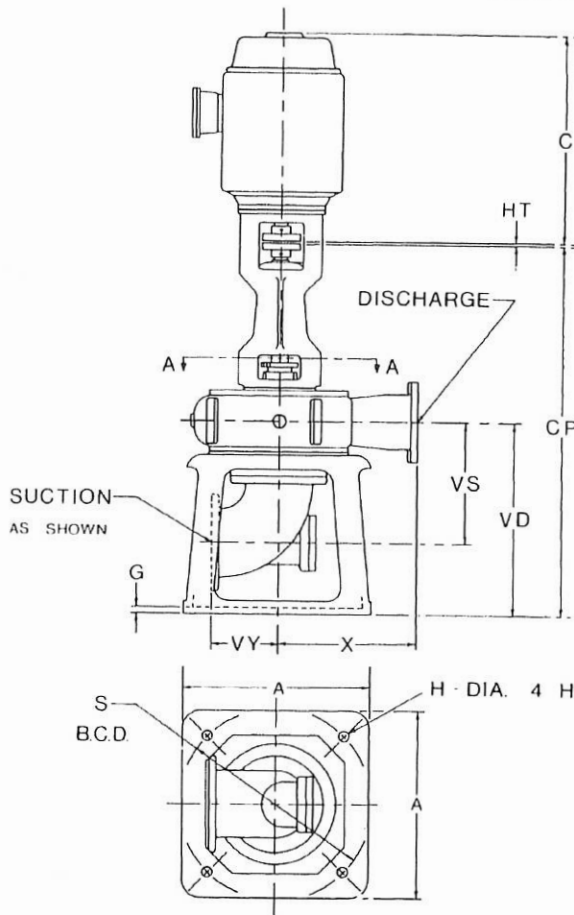


**SMART
TURNER**

DIMENSIONS

**NON CLOG, VERTICAL
FRAME MOUNTED DRIVE**

PAGE F-3.0



PUMP MODEL	FRAME	125 # A.N.S.I.		A	S	G	H	VD	VS	X	VY	CP	HT	MOTOR FRAME	C (MAX.)
		SUCTION	DISCHARGE												
4WCFS	8	4	4	17	16½	¾	1⅛	20½	13½	13	6½	43⅞	⅞	182TC	15
4WDFS	8	6	4	22	21⅞	¾	1⅛	24½	15⅛	15	8	47⅞	⅞	184TC	16
4WDFS	10S	6	4	22	21⅞	¾	1⅛	24½	15⅛	15	8	53⅞	⅞	213TC	18
6WJFS	8	8	6	22	21⅞	¾	1⅛	24¾	17⅛	18	9	47⅞	⅞	215TC	20
6WJFS	10S	8	6	22	21⅞	¾	1⅛	24¾	17⅛	18	9	54⅞	⅞	254TC	24
6WJFS	10H	8	6	22	21⅞	¾	1⅛	24¾	17⅛	18	9	54⅞	⅞	256TC	26
6WMFS	10S	8	6	22	21⅞	¾	1⅛	25⅞	17⅛	17	9	55⅞	⅞	284TC	27
6WMFS	10H	8	6	22	21⅞	¾	1⅛	25⅞	17⅛	17	9	55⅞	⅞	286TC	29
6WMFS	10HH	8	6	22	21⅞	¾	1⅛	25⅞	17⅛	17	9	55⅞	⅞	324TC	30
8WDFS	10S	10	8	31	32	1	1⅛	32⅞	20⅞	23	11	62⅞	⅞	326TC	31
8WDFS	10H	10	8	31	32	1	1⅛	32⅞	20⅞	23	11	62⅞	⅞	364TC	33
8WDFS	10HH	10	8	31	32	1	1⅛	32⅞	20⅞	23	11	62⅞	⅞	365TC	34
10WDFS	10S	12	10	31	32	1	1⅛	32⅞	20⅞	24	12	62¾	⅞	404TC	36
10WDFS	10H	12	10	31	32	1	1⅛	32⅞	20⅞	24	12	62¾	⅞	405TC	38
10WDFS	10HH	12	10	31	32	1	1⅛	32⅞	20⅞	24	12	63⅞	⅞	444TC	42
10WRFS	10S	12	10	31	32	1	1⅛	32⅞	20⅞	24	12	62¾	⅞	445TC	44
10WRFS	10H	12	10	31	32	1	1⅛	32⅞	20⅞	24	12	62¾	⅞	504UC	46
10WRFS	10HH	12	10	31	32	1	1⅛	32⅞	20⅞	24	12	63⅞	⅞	505UC	48

These are not certified dimensions. Certified drawings can be obtained on request. All dimensions are in inches.

Pump:

Size: 6WJ
 Type: NON-CLOG
 Synch speed: 1200 rpm
 Curve: 8403-F-3
 Specific Speeds:
 Dimensions:
 Speed: 1150 rpm
 Dia: 11.125 in
 Impeller:
 Ns: ---
 Nss: ---
 Suction: 8 in
 Discharge: 6 in

Search Criteria:

Flow: 1100 US gpm Head: 37 ft

Fluid:

Water
 SG: 1
 Viscosity: 0.9946 cP
 NPSHa: ---
 Temperature: 68 °F
 Vapor pressure: 0.3391 psi a
 Atm pressure: 14.7 psi a

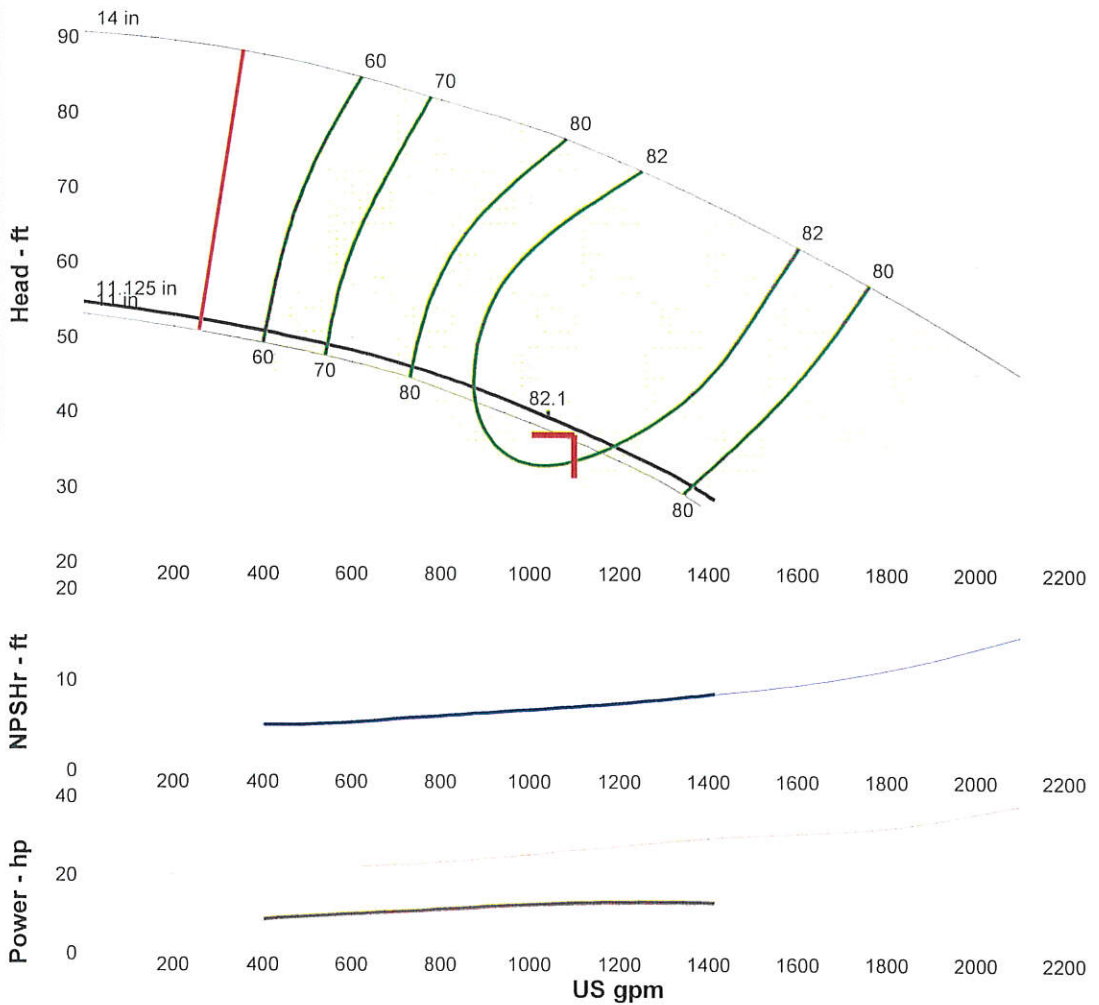
Pump Limits:

Temperature: ---
 Pressure: ---
 Sphere size: 3 in
 Power: ---
 Eye area: ---

Motor:

Standard: NEMA
 Enclosure: TEFC
 Sizing criteria: Max Power on Design Curve
 Size: 15 hp
 Speed: 1200
 Frame: 284T

---- Data Point ----	
Flow:	1100 US gpm
Head:	37.8 ft
Eff:	82.1%
Power:	12.7 hp
NPSHr:	7.08 ft
---- Design Curve ----	
Shutoff head:	54.7 ft
Shutoff dP:	23.7 psi
Min flow:	260 US gpm
BEP:	82.1% @ 1041 US gpm
NOL power:	13 hp @ 1363 US gpm
-- Max Curve --	
Max power:	38 hp @ 2097 US gpm



Performance Evaluation:

Flow US gpm	Speed rpm	Head ft	Efficiency %	Power hp	NPSHr ft
1320	1150	31.6	80.5	13	8.03
1100	1150	37.8	82.1	12.7	7.08
880	1150	43.1	82	11.7	6.32
660	1150	47.2	76.1	10.3	5.56
440	1150	50.3	62.6	8.88	5.04



February 17, 2016

City Council Committee Report

To: Mayor and Council

Fr: Richard Perchuk, Operations & Infrastructure Manager

Re: Traffic Regulation By-Law Amendment – No Parking – Seasonal Basis
–Valley Drive

Recommendation:

That Council authorizes an amendment to the City of Kenora Traffic Regulation By-law Number 180-2015 to include changes to Schedule "B" No Parking Tow Away Zone and to Schedule "F" No Parking – Seasonal Basis, for Valley Drive; and further

That three readings be given to an amending by-law for this purpose.

Background:

The City received a request from the Principal of Valleyview School to implement a no parking restriction on Valley Drive along the south side, fronting the school and on the north side, on either side of the crosswalk, in order to maintain the safety of students, parents and staff when using the crosswalk. There is a School Crossing Guard station at the crosswalk. Clearing the area around the crosswalk will enhance visibility and increase safety.

If approval is granted it will be necessary to amend the Traffic Regulation By-Law No. 180 -2015 Schedule "B" No Parking Tow Away Zone and to Schedule "F" No Parking – Seasonal Basis for Valley Drive as follows:

Schedule "B" No Parking Tow Away Zone

Column 1 STREET/HIGHWAY	Column 2 LOCATION	Column 3 SIDE	Column 4 TIME
<u>ADD:</u> Valley Drive	From 20 m east of Darren Av to 20 m west of Darren Av	North	Anytime
<u>ADD:</u> Valley Drive	From 20 m west of Darren Av to 20 m east of Darren Av	South	Anytime

Schedule "F" No Parking – Seasonal Basis

Column 1 STREET/HIGHWAY	Column 2 LOCATION	Column 3 SIDE	Column 4 TIME
<u>DELETE:</u> Valley Drive	From Rabbit Lake Road to the Airport Road	North South	Between November 1 st and March 31 st of any given year.

Budget/Finance Implications: 2016 Operating Budget

Communication Plan/Notice By-law Requirements: Resolution & By-Law required.
Distribution: R. Perchuk, K. Koralalage, M. Vogrig, P. Van Walleghem, H. Lajeunesse, By-Law, O.P.P.

Strategic Plan or other Guiding Document:

Goal#2 Strengthen Our Foundations

2-4 - The City will act as the catalyst for continuous improvements to the public realm.



1520

1522

1524

Darren Ave.

Valley Drive

VALLEY DRIVE

Proposed No Parking Anytime

February 2016

0 10 20 30 40 Meters





February 17, 2016

City Council Committee Report

To: Mayor and Council

Fr: Richard Perchuk, Operations & Infrastructure Manager

Re: Traffic Regulation By-Law Amendment – Rate of Speed – Beach Road,
St. Clair Street and Fourteenth Street

Recommendation:

That Council authorizes an amendment to the City of Kenora Traffic Regulation By-law Number 180-2015 to include changes to Schedule "T" – Rate of Speed – 25 Kilometres Per Hour Zone and additions to 40 Kilometres Per Hour Zone for Beach Road, St. Clair Street and Fourteenth Street; and further

That three readings be given to an amending by-law for this purpose.

Background:

Beach Road has a reduced rate of speed of 25 kilometres per hour on either side of Keewatin Beach for the safety of Park users. The remaining Beach Road, to St. Clair Street and including Fourteenth Street to Highway 17 West, has a rate of speed of 50 kilometres per hour, but requires driving at a lower speed to negotiate the curves and hills.

When motorists are entering Beach Road off Highway 17 West there is confusion as to what the speed limit is as there is no signage until the signed 25 kilometres per hour section. All roads, within the City of Kenora are 50 kilometres per hour, unless approved by bylaw, and do not require signage as per the Highway Traffic Act. It is proposed that the section of Beach road, presently designated as 50 kilometres per hour, be reduced to 40 kilometres per hour. This would enhance motorist safety, provide a logical transition to the reduced 25 kilometre speed and eliminate the confusion when exiting Highway 17 West.

If approval is granted it will require an amendment to the Traffic Regulation By-Law No. 180 -2015 Schedule "T" Rate of Speed to amend the 25 Kilometres Per Hour Zone section and to allow additions to the 40 Kilometres Per Hour Zone section as per the following:

Schedule "T" – Rate of Speed

25 Kilometres Per Hour Zone

Column 1 STREET	Column 2 LOCATION	Column 3 MAXIMUM SPEED Kilometres per Hour
AMEND: Beach Road	From Eighth St, westerly to 40 m east of Seventh St	25
TO READ: Beach Road	From 66 m west of Ninth St to Ontario St	25

40 Kilometres Per Hour Zone

Column 1 STREET	Column 2 LOCATION	Column 3 MAXIMUM SPEED Kilometres per Hour
<u>ADD:</u> Beach Road	From St Clair St to 66 m west of Ninth St	40
<u>ADD:</u> Beach Road	From Hwy 17 W to Ontario St	40
<u>ADD:</u> St. Clair St	From Hwy 17 W to Fourteenth Street	40
<u>ADD:</u> Fourteenth St	From St Clair St to Hwy 17 W	40

Budget/Finance Implications : 2016 Operating Budget

Communication Plan/Notice By-law Requirements: Resolution & By-Law required.
Distribution: R. Perchuk, K. Koralalage, P. Van Walleghem, H. Lajeunesse, By-Law, O.P.P.

Strategic Plan or other Guiding Document:

Goal#2 Strengthen Our Foundations

2-4 - The City will act as the catalyst for continuous improvements to the public realm.

2-10 –The City will continue to explore opportunities to develop and improve our beaches, parks & trails.

