



City of Hamilton

GENERAL ISSUES COMMITTEE REVISED

Meeting #: 19-002(k)
Date: March 22, 2019
Time: 1:30 p.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Stephanie Paparella, Legislative Coordinator (905) 546-2424 ext. 3993

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**GENERAL ISSUES COMMITTEE
(OPERATING BUDGET)
MINUTES 19-002(j)**

9:30 a.m.

Thursday, February 28, 2019

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Mayor F. Eisenberger, Deputy Mayor C. Collins (Chair)
Councillors M. Wilson, J. Farr, N. Nann, S. Merulla, T. Jackson,
E. Pauls, J.P. Danko, B. Clark, M. Pearson, L. Ferguson,
A. VanderBeek, T. Whitehead, J. Partridge

Absent: Councillor B. Johnson – Bereavement

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. **Impacts of Changing Transit Area Rating (FCS19010) (City Wide) (Item 6.1)**

(Whitehead/Pearson)
That Report FCS19010, respecting the Impacts of Changing Transit Area Rating, be received.
CARRIED

2. **2018 Assessment Growth (FCS19013) (City Wide) (Item 6.2)**

(Farr/Nann)
That Report FCS19013, respecting the 2018 Growth Assessment, be received.
CARRIED

3. **Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 - 2025 (PW19015) (City Wide) (Item 6.6)**

(Jackson/Pauls)
 - (a) That the Hamilton Strategic Road Safety Program and the Vision Zero Action Plan 2019-2025, as described Appendices "A" to "C" of Report PW19015, be approved;

 - (b) That an increase of \$1,700,000, for the Hamilton Strategic Road Safety Program and the Vision Zero Action Plan 2019-2025, as described Appendices "A" to "C" of Report PW19015, be approved, as a 2019 Tax

Operating Budget amendment with zero net levy impact, to be funded by the Red Light Camera reserve #112203; and,

- (c) That the Outstanding Business List item, respecting a Strategic Road Safety Program update (Vision Zero) be identified as completed and removed from Public Works Committee's Outstanding Business list.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

NOT PRESENT - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 YES - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 NOT PRESENT - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Brad Clark

4. Hess Village Paid Duty Policing (PED18081(a) (Ward 2) (Item 6.7)

(Farr/Merulla)

WHEREAS, the Paid Duty Policing charge to some operators of the City of Hamilton's only Entertainment District is an exclusive-to-Hamilton extra tax for public service; and,

WHEREAS, it is prudent to limit the time and expense related to the Hamilton Licensing Tribunal's work;

THEREFORE, BE IT RESOLVED:

- (a) That for one year, the City of Hamilton pay the operators' portion of the Paid Duty Policing fees, for affected operators within the Hamilton Entertainment District, up to \$50,000 in total, to be funded through the Tax Stabilization Reserve; and,
- (b) That the appropriate staff be directed to report back to the General Issues Committee, during the 2020 Operating Budget process, with an analysis of

a fair funding model for all affected, licensed operators within the Hamilton Entertainment District.

Result: Motion CARRIED by a vote of 10 to 1, as follows:

NO - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 NOT PRESENT - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 NOT PRESENT - Councillor Maria Pearson
 YES - Councillor Brad Clark

5. Winter Sidewalk Maintenance (PW19022) (City Wide) (Item 6.8)

(Whitehead/Partridge)

That Report PW19022, respecting Winter Sidewalk Maintenance, be received;

CARRIED

6. Sidewalk Clearing Program (Item 6.8)

(Nann/Farr)

That staff be directed to prepare a report for consideration during the 2020 budget that would include, but not be limited to, integrating an Equity, Diversity and Inclusion (EDI) framework of removing snow on sidewalks in high pedestrian areas, around parks, daycare and childcare facilities, senior housing and eldercare facilities and provide connectivity to transit routes.

Result: Motion CARRIED by a vote of 8 to 5, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 NO - Councillor John-Paul Danko

NO - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 NO - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 NO - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 NO - Councillor Maria Pearson
 YES - Councillor Brad Clark

7. Snow Angels Program, Pro-Active Sidewalk Snow Removal Enforcement and Regular Maintenance of Canada Post Community Mailbox Locations (Item 6.8)

(Jackson/Pauls)

That staff be directed to report back to either before or to the General Issues Committee during the 2020 Operating Budget process respecting the following:

- (a) The feasibility of ways and means to enhance the Snow Angel program;
- (b) The feasibility of greater proactive sidewalk snow removal enforcement; and
- (c) Communications with Canada Post for regular maintenance (snow and ice removal) of the Community Mailbox locations.

Result: Motion CARRIED by a vote of 13 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

8. 2019 Operating Budget: Our Citizen Survey Business Case (BC-08) (CM19002) (City Wide) (Item 6.9)

(Farr/Pauls)

That \$65,000, for the City Manager's Office, Strategic and Performance Excellence Program Business Case #BC-08, respecting Citizen Engagement and Marketing (Our Citizen Survey), be approved.

Result: Motion CARRIED by a vote of 6 to 3, as follows:

NO - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 NOT PRESENT - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 NOT PRESENT - Councillor John-Paul Danko
 NO - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 NOT PRESENT - Councillor Judi Partridge
 NOT PRESENT - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 NO - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

9. 2018 Vacancy Analysis (FCS19015) (City Wide) (Item 6.10)

(Clark/Pearson)

That Report FCS19015, respecting the 2018 Vacancy Analysis, be received.

CARRIED

10. Request for Information - 2017 Tax Competitiveness Study (FCS19016) (City Wide) (Item 6.11)

(Merulla/Pauls)

That Report FCS19016, respecting the Request for Information - 2017 Tax Competitiveness Study, be received.

CARRIED

11. Transit 2019 Operating Budget Presentation – Follow-up Information (PW19025) (City Wide) (Item 6.13)

(Merulla/Farr)

That Report PW19025, respecting the Transit 2019 Operating Budget Presentation – Follow-up Information, be received.

CARRIED

12. Transit Service Levels, Demand and Growth Opportunities by Ward (PW19026) (City Wide) (Item 6.14)

(Clark/Ferguson)

That Report PW19026, respecting Transit Service Levels, Demand and Growth Opportunities by Ward, be received and referred to the newly established Transit Area Rating Review Sub-Committee for discussion.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 NOT PRESENT - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 NOT PRESENT - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 NOT PRESENT - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

13. A System-Wide Approach to Public Transit (Item 7.1)

(Merulla/Eisenberger)

WHEREAS, transportation and public transit continue to be significant and important public policy matters;

WHEREAS, public transit (known as HSR) in the City of Hamilton remains a priority for Council;

WHEREAS, public transit is currently apportioned to residents based on geographic area and service levels; and,

WHEREAS, Council has stated on numerous occasions, that it supports a system-wide approach to public transit, which includes enhancing service levels;

THEREFORE, BE IT RESOLVED:

- (a) ***That a Transit Area Rating Review Sub-Committee be established, to be comprised of 6 members of Council; (3) three urban and (3) three suburban Councillors, to evaluate options for rebalancing area rating for transit, based on an urban and rural split, and to make recommendations to the General Issues Committee in a fair and equitable way in order to rebalance transit area rating for the 2020 budget process;***
- (b) ***That staff be directed to report back to the General Issues Committee with a Terms of Reference and guiding principles for the Transit Area Rating Review Sub-Committee, prior to the first meeting of the Sub-Committee;***
- (c) That staff be directed to report back to the Transit Area Rating Review Sub-Committee with an area rating analysis for transit for the 2020 Operating budget process, with respect to a public transit system that supports a system-wide approach, with that report to include enhanced service levels that align with the overall City Transit Strategy; and,
- (d) That staff be directed to review the possibility of the area rating net benefit to Wards 1 to 8 being used for public transit city-wide and report to the Transit Area Rating Review Sub-Committee.

Result: Main Motion, AS AMENDED, CARRIED, on a vote of 14 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 YES - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

14. Alternative Funding Options for Transit (Item 7.2)

(Whitehead/Partridge)

That staff be directed to incorporate an analysis of other options of funding for Transit, and to include the following, in the report respecting a system-wide approach to public transit, which is to come forward to the newly established Transit Area Rating Review Sub-Committee:

- (i) Kilometers of service and service levels city-wide; and,
- (ii) Incorporating the assessment part of the area rating formula (as was done by the Region).

Result: Motion CARRIED by a vote of 12 to 2, as follows:

NO - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 NO - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 YES - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

15. Recalculation of the 10-year Transit Strategy (Item 7.5)

(Ferguson/Pearson)

That the General Manager of Public Works be directed to recalculate the 10-year Transit Strategy using actual ridership and population numbers rather than anticipated numbers, and report to the General Issues Committee with the impact during the 2019 Operating Budget process.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 NOT PRESENT - Councillor Nrinder Nann
 YES - Councillor Sam Merulla

YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 NOT PRESENT - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 NOT PRESENT - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

16. Correspondence from the Lakewood Beach Community Council respecting Item 6.2 on today's agenda – Report FCS19013, 2018 Assessment Growth (Item 9.1)

(Partridge/Whitehead)

That the correspondence from the Lakewood Beach Community Council, respecting Item 6.2 on today's agenda – Report FCS19013, 2018 Assessment Growth, be received and referred to staff for a response to the constituents' regarding the questions in the correspondence.

CARRIED

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 1)

The Committee Clerk advised of the following changes to the agenda:

1. DISCUSSION ITEMS (Item 6)

- 6.1 Impacts of Changing Transit Area Rating (FCS19010) (City Wide) (to be distributed) – **REVISED REPORT**
- 6.4 2019 Tax Supported Operating Budget – Recommendations (FCS18096(a)) (City Wide) – **REVISED APPENDIX “D”**
- 6.7 Hess Village Paid Duty Policing (PED18081(a)) (Ward 2)
- 6.8 Winter Sidewalk Maintenance (PW19022) (City Wide)
- 6.9 2019 Operating Budget: Our Citizen Survey Business Case (BC-08) (CM19002) (City Wide)

- 6.10 2018 Vacancy Analysis (FCS19015) (City Wide)
- 6.11 Request for Information - 2017 Tax Competitiveness Study (FCS19016) (City Wide)
- 6.12 Implementation of Living Wage (FCS19017) (City Wide)
- 6.13 Transit 2019 Operating Budget Presentation – Follow-up Information (PW19025) (City Wide)
- 6.14 Transit Service Levels, Demand and Growth Opportunities by Ward (PW19026) (City Wide)

2. MOTIONS (Item 7)

- 7.4 Transit Service Levels
- 7.5 Recalculation of the 10-year Transit Strategy

3. NOTICES OF MOTION (Item 8)

- 8.1 Project 7101954902 - Valley Park Lifecycle Renewal and Accessibility Funding

4. GENERAL INFORMATION / OTHER BUSINESS (Item 9)

- 9.1 Correspondence from the Lakewood Beach Community Council respecting Item 6.2 on today's agenda – Report FCS19013, 2018 Assessment Growth

(Wilson/Farr)

That the agenda for the February 28, 2019 meeting of the General Issues Committee (Operating Budget) be approved, as amended.

Result: Motion CARRIED by a vote of 13 to 0, as follows:

- YES - Councillor Maureen Wilson
- YES - Councillor Jason Farr
- YES - Councillor Nrinder Nann
- YES - Councillor Sam Merulla
- NOT PRESENT - Councillor Tom Jackson
- YES - Councillor Esther Pauls
- YES - Councillor John-Paul Danko

YES - Deputy-Mayor Chad Collins
 YES - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 NOT PRESENT - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)

(i) February 15, 2019 (Operating Budget) (Item 3.1)

(Whitehead/Partridge)

That the Minutes of the February 15, 2019 General Issues Committee (Operating Budget) meeting be approved, as presented.

Result: Motion CARRIED by a vote of 14 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 NOT PRESENT - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 YES - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

(d) DISCUSSION ITEMS (Item 6)

(i) 2019 Operating Budget Offsets from Planning and Development Fees (PED19066) (City Wide) (Item 6.3)

(Jackson/Partridge)

That Report PED19066, respecting 2019 Operating Budget Offsets from Planning and Development Fees, be DEFERRED to the March 22, 2019 Special General Issues Committee meeting.

Result: Motion CARRIED by a vote of 9 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 NOT PRESENT - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 NOT PRESENT - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 NOT PRESENT - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 NOT PRESENT - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

(ii) 2019 Tax Supported Operating Budget – Recommendations (FCS18096(a)) (City Wide) (Item 6.4)

(Danko/Jackson)

That Report FCS18096(a), respecting the 2019 Tax Supported Operating Budget – Recommendations, be DEFERRED to the Special General Issues Committee Budget meeting on March 22, 2019.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 NOT PRESENT - Councillor Esther Pauls
 NOT PRESENT - Councillor John-Paul Danko

YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 YES - Councillor Judi Partridge
 NOT PRESENT - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

(iii) Councillor Ward Office Budgets and Policy Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) (Item 6.5)

(Danko/Jackson)

That Report FCS18083(b), respecting the Councillor Ward Office Budgets and Policy Guidelines for Eligible Expenses for Elected Officials, be DEFERRED to the March 22, 2019 Special General Issues Committee Budget meeting.

Result: Motion CARRIED by a vote of 9 to 1, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 NOT PRESENT - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 NO - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 NOT PRESENT - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 NOT PRESENT - Councillor Maria Pearson
 YES - Councillor Brad Clark

(iv) Implementation of Living Wage (FCS19017) (City Wide) (Item 6.12)

(Farr/Merulla)

That Report FCS19017, respecting the Implementation of Living Wage, be DEFERRED to the March 22, 2019 Special General Issues Committee Budget meeting.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 NOT PRESENT - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 NOT PRESENT - Councillor John-Paul Danko
 YES - Deputy-Mayor Chad Collins
 NOT PRESENT - Mayor Fred Eisenberger
 NOT PRESENT - Councillor Judi Partridge
 YES - Councillor Terry Whitehead
 NOT PRESENT - Councillor Arlene VanderBeek
 YES - Councillor Lloyd Ferguson
 NOT PRESENT - Councillor Brenda Johnson
 YES - Councillor Maria Pearson
 YES - Councillor Brad Clark

(e) MOTIONS (Item 7)

(i) A System-Wide Approach to Public Transit (Item 7.1)

(Eisenberger/Merulla)

That the Motion respecting a System-Wide Approach to Public Transit, be amended by adding new sub-sections (a) and (b), and re-lettering the balance accordingly, to read as follows:

- (a) *That a Transit Area Rating Review Sub-Committee be established, to be comprised of 6 members of Council; (3) three urban and (3) suburban Councillors, to evaluate options for rebalancing area rating for transit, based on an urban and rural split, and to make recommendations to the General Issues Committee in a fair and equitable way in order to rebalance transit area rating for the 2020 budget process;***
- (b) *That staff be directed to report back to the General Issues Committee with a Terms of Reference and guiding principles for the Transit Area Rating Review Sub-Committee, prior to the first meeting of the Sub-Committee;***

Result: Amendment CARRIED by a vote of 13 to 1, as follows:

YES - Councillor Maureen Wilson
 YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann

YES - Councillor Sam Merulla
YES - Councillor Tom Jackson
YES - Councillor Esther Pauls
YES - Councillor John-Paul Danko
YES - Deputy-Mayor Chad Collins
YES - Mayor Fred Eisenberger
YES - Councillor Judi Partridge
YES - Councillor Terry Whitehead
NOT PRESENT - Councillor Arlene VanderBeek
NO - Councillor Lloyd Ferguson
NOT PRESENT - Councillor Brenda Johnson
YES - Councillor Maria Pearson
YES - Councillor Brad Clark

Councillor T. Whitehead did not introduce the following Motion and requested that it be placed on the next regular General Issues Committee agenda (March 20, 2019):

(ii) At-Risk Taxpayer Trends (Item 7.3)

That staff be directed to report back to the General Issues Committee with a five-year trend that illustrates at risk tax payers (seniors, renters, etc.) with regard residential late taxes paid and outstanding taxes, with that report to show per capita spending on housing and housing units compared with similar communities, and social services spending and programs.

Mayor Eisenberger did not introduce the following Motion and requested that it be placed on the next regular General Issues Committee agenda (March 20, 2019):

(iii) Transit Service Levels (Item 7.4)

- (a) That the General Manager of the Public Works Department be directed to report back to the Transit Area Rating Review Sub-Committee with the transit volume forecast for Ancaster, Binbrook, Dundas, Waterdown and Stoney Creek, based on the significant growth projected in those communities; and,
- (b) That the General Manager of the Public Works Department be directed to report back to the Transit Area Rating Review Sub-Committee on how existing transit service levels vary, based on volume and demand specifically in non-area-rated service areas.

(f) NOTICES OF MOTION (Item 8)

Councillor B. Clark introduced the following Notice of Motion:

(i) Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility Funding (Item 8.1)

WHEREAS, the Energy, Fleet & Facilities Management Section is preparing design and specification documents for a new/expanded 12,400 square foot library addition, attached to Valley Park Community Centre, which will also house 3,000 square feet of new community programming space;

WHEREAS, through Information Report PW18092 - Capital Lifecycle Renewal – Valley Park Community Centre, which was submitted at the December 7, 2018 General Issues Committee Budget meeting, staff suggested taking a holistic approach by taking advantage of the opportunity to complete capital works in the existing complex, in conjunction with the new library construction project;

WHEREAS, Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility is currently not included in the 2019 Capital Budget, due to funding constraints, but is being accelerated in the plan for future life cycle program years;

WHEREAS, through Information Report PW18092 - Capital Lifecycle Renewal – Valley Park Community Centre, which was submitted at the December 7, 2018 General Issues Committee Budget meeting, staff revised the capital project costing to only include those projects that demonstrated the opportunity for cost avoidance by taking a holistic approach in conjunction with the new library construction project; and,

WHEREAS, capitalizing on the current tender process and in conjunction with the new library construction project for Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility, an estimated cost avoidance of approximately \$420K, is anticipated due to contractor mobilization fee savings, synergies, soft costs, programming and public disruptions, as well as risk of emergency fixes due to end-of-life infrastructure;

THEREFORE, BE IT RESOLVED:

That, in order to complete the capital works of the 3,000 square feet of new community programming space, at the same time as the expansion of the library, at the Valley Park location, Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility, in an amount of up to \$2,400,000, to be funded as follows, be approved:

(a) \$500,000 from the Terrapure Compensation Royalties Reserve Account #117036; and,

(b) \$1,900,000 from the Unallocated Capital Reserve Account #108020.

(g) ADJOURNMENT (Item 10)

(Clark/Pearson)

That, there being no further business, the General Issues Committee, be adjourned at 3:37 p.m.

CARRIED

Respectfully submitted,

C. Collins, Deputy Mayor
Chair, General Issues Committee

Stephanie Paparella
Legislative Coordinator
Office of the City Clerk

Office of the City Clerk
City Hall
71 Main St. W., 1st Floor
Hamilton, ON L8P 4Y5

10 Feb 2019

Dear Sir/Madam

HAMILTON BUDGET DEPUTATION DAY PRESENTATION: STORMWATER BUDGET –
SOURCES OF FUNDING; PRIORITIZATION OF CAPITAL FUNDING; SUFFICIENCY OF CAPITAL RESERVE

This is to convey concerns to council during the budget deputation day presentation, 11 Feb 2019. Unfortunately, I will be out of town on business that day, but would appreciate it if the issues addressed in this letter could be presented at that forum in lieu of my verbal presentation.

I am concerned that the budget provides adequately for stormwater infrastructure investment in Hamilton given the increasing criticality of this infrastructure to meet the challenges posed by the anticipated local impacts of global climate change. The report “The Science of Climate Change: Climate Data for the City of Hamilton, Ontario” generated by ICLEI Canada in 2016 presents these as including:

1. a 3% increase in annual precipitation (more than 10% winter seasonal) in the immediate future, rising to a more than 10% annual (greater than 50% winter seasonal) increase over the time span for which the current infrastructure investments will have to operate; and – more significantly -
2. a drastic increase in extreme weather and heavy rain events.

These predictions mirror recent experience with catastrophic flooding events that resulted in major losses, in a number of local cities (Burlington, 2014; Toronto, 2018). Had similar experiences in Hamilton (Stoney Creek, 2006; Binbrook, 2013), occurred more centrally within the urban area, our impacts would have exceeded these. Accordingly, it seems like providing for adequate and sustainable stormwater infrastructure should be a critical priority in the city budget.

Reviewing the 2018 Hamilton budget, however, this does not seem to be the case.

First, the amount of the capital budget allocated to stormwater infrastructure seems out-of-step with that in comparable local municipalities, both in terms of absolute magnitude and of relative priority vis-à-vis wastewater/water infrastructure. The 2018 budget allocated \$17M capital investment for stormwater infrastructure, which represents only 8% of the total capital provided for water related infrastructure. This is roughly half that in Mississauga (\$33M), which has a comparable watershed. Waterloo – with a substantially smaller stormwater system and watershed impact - has allocated almost half as much (\$6.7M in 2019), and prioritized roughly 50% of its combined wastewater/water capital budget over the next 10 years.

Second, combined storm-/wastewater capital reserves have been significantly drawn down at a time that these should be increasing to reflect the increased climate change-related risk. The current reserve forecast indicates the combined reserve balance will roughly halve from \$120 M at the end of 2017, to

\$62 M in 2020 and then increase over the years to \$86 M in 2027. Is this wise given the likelihood that existing infrastructure will be significantly impacted over that period by climate related emergencies? Again, this does not match reserve provisions maintained by comparable municipalities (Mississauga = \$110M reserve for stormwater alone!).

Finally, the funding approach used to pay for stormwater infrastructure development and maintenance is unfair, and does not match best practices adopted successfully elsewhere. The current budget aggregates storm- and wastewater charges and funds them out of a single rate per user based solely on water consumption. This is entirely divorced from the true drivers of stormwater costs – impermeable property area - and results in a perverse system where residential ratepayers bear more of the cost, while commercial, institutional, and industrial payers – whose expansive parking lots and roof areas disproportionately generate stormwater runoff into the system – pay very little for its upkeep.

Other approaches employing dedicated user charges and development charge provisions related to measures of property impermeable surface area are much more effective and equitable in principle and have been demonstrated in practice by many local jurisdictions. Daniella Dávila Aquije reports in her paper “Paying for Stormwater Management: What Are the Options” for the Institute on Municipal Finance & Governance at the Munk School of Global Affairs:

“User charges have been adopted successfully by several cities in Canada to pay for stormwater management. The Cities of Kitchener and Waterloo introduced user charges in 2010 and fully implemented a stormwater rate system by 2011. Both cities were able to quantify appropriate levels of services and measure the imperviousness of properties in order to determine what each property owner would be charged. The City of Stratford introduced stormwater user charges in 2007, after a recommendation to Council noted the importance of reducing the municipality’s reliance on property taxes to fund the stormwater management program. Finally, the City of Calgary conducted a study on the viability of user charges in 2008. The study recommended that stormwater rates be based on a parcel analysis and the imperviousness of area units, as well as on the stormwater management program revenue requirements of the City.”

The City of Mississauga introduced a Stormwater User Charge in 2016, and maintains the superior levels of capital investment and reserves noted above, while – by the analysis reported within the Hamilton budget itself – maintaining the lowest combined water/wastewater charges of 15 local municipalities, including Hamilton.

Beyond providing a more sustainable and equitable means of funding what must be a concerted and long term project of stormwater infrastructure development, this kind of funding allows the city to incentivize users to mitigate the potential impacts of extreme weather events before they even enter the system. Again, as reported by Aquije for the Mississauga program:

“a credit program has been introduced for multi-residential and non-residential properties. This system will reward property owners for proactively and sustainably managing stormwater on their properties before it reaches the municipal system (through mechanisms that either reduce stormwater runoff volumes or peak flow rates, or improve the quality of the runoff before it leaves the property and enters the City’s system).”

Given these considerations, I would like to request council to consider that the Hamilton budget for 2019 be reviewed to:

1. prioritize funding to support the development of stormwater infrastructure sufficient to meet the challenge posed by anticipated climate change effects;
2. research and maintain an appropriate risk reserve to address the impact to this infrastructure of increasingly frequent severe weather events; and
3. evolve the policy and mechanism used to fund stormwater investments and maintenance to reflect the true drivers of stormwater system usage – in particular, consider the use of a dedicated user charge based on property impermeable surface area.

I would be happy to clarify any of these points at your convenience. Thank you for your consideration, and for the opportunity to provide this input.

Sincerely,

Terri Bocz, BSc Bed

Tibor Bocz, PEng PMP MSc MBA

Paparella, Stephanie

From: Pearson, Julie
Sent: February 28, 2019 8:21 AM
To: Paparella, Stephanie
Subject: FW: February 28 General Issues Committee meeting
Attachments: PhotoGrid_1550763953940.jpg; PhotoGrid_1550762680573.jpg; PhotoGrid_1550762386788.jpg; PhotoGrid_1550761460423.jpg

From: Terri Wallis
Sent: February 27, 2019 5:12 PM
To: clerk@hamilton.ca
Cc: Sarah Jama <
Subject: February 28 General Issues Committee meeting

I know it is too late but after a meeting this afternoon between the Disability Justice Network of Ontario and Councillors Nann and Wilson it was decided that it would be extremely beneficial for the General Issues Committee to hear from a member of the Community that is most effected by snow removal, a person who happens to have a disability. I use a mobility device and have had several terrible experiences around snow removal issues. Every snowfall if we are able get out of our homes we are unable to use the sidewalks and are forced to take our lives in our hands due to snow removal issues. We all feel that this input is important and that those with disabilities need to be heard and our lives considered in regard to this topic and decisions made at this meeting will greatly impact our lives and safety. I am asking to speak as a member of the public and the Disability Justice Network of Ontario Campaigns Committee and not as a member of ACPD. I have not reapplied for a position on that Committee. I hope you will give this request your consideration even though it is late. I have some photos I would like to show if possible. I have included them below. Thank you very much. Terri

Terri Walls

18 March 2019

Re: 7.2 Implementation of Living Wage (GIC, 22 March 2019)

Dear Councillors:

I write in strong support of the proposal before you today at the General Issues Committee to raise the wages of the lowest paid workers at the City of Hamilton to a “living wage,” calculated at present to be \$15.85 per hour.

The report prepared for Council provides some important data for you to weigh as you consider the merits of the proposal, but I want to draw your attention to the unfortunate way that “internal equity” is presented in the report.

The report states that *internal equity* is impacted “when employees perceive that they are not being compensated in a fair and equitable manner according to the relative value of their roles in an organization.” In other words, the report invites us to view internal equity as being impacted when wages are raised for the the lowest-paid workers with no corresponding raise for those already making at or around \$15.85 per hour. The implication is that this measure will disrupt an already-existing *equity* in workers’ pay, whereas I want to suggest that passing this motion will be a step toward fixing long-standing inequities that already exist in the compensation system at the City of Hamilton.

If the report accepts (as it does) the Hamilton and District Labour Council’s definition of a living wage as “the hourly wage a worker needs to earn to cover their basic expenses and participate in their community,” then it is clear that *internal equity* is already impacted when we have workers performing duties for the city while earning *less* than what is needed to cover basic living expenses and to participate in the community.

Further, *internal equity* is already impacted when we have summer students in parks or horticulture (as cited in the report) working side-by-side with regular workers but earning less per hour for performing tasks that are substantially the same. In many cases, then, we already have unequal pay for equal work institutionalized in our compensation system.

If equity and fairness is one of our primary concerns in this discussion — as the report invites us to accept and which I would support wholeheartedly — then I would argue that these existing inequities have a greater day-to-day impact on *internal equity* at the City of Hamilton than those anticipated as a result of wage compression and identified in the report.

But the concerns about perceived fairness among workers already making a living wage should not go unaddressed, and I would suggest that City management has a great opportunity to address these concerns next time they are the bargaining table with CUPE Local 5167, the union that represents many of the front-line workers who make Hamilton “the best place to raise

a child and age successfully.” The City can be a leader for decent work and set the bar for other employers to follow.

Thank you for your time and consideration,

Evan Johnston
Ward 3 resident

CC: Councillor Nrinder Nann — Ward 3



**DON'T BE COMPLICIT IN
POVERTY, ESPECIALLY
FOR YOUR EMPLOYEES.**

COMPLICITY

As an employer, the City of Hamilton can choose to continue to keep its employees in poverty or help raise them out of poverty.

Hamilton taxpayers shouldn't be poverty employers!

The City can be leaders in the fight against poverty or complicit bystanders while its own employees suffer.

VOTE LIVING WAGE FOR ALL CITY EMPLOYEES!



March 20, 2019

Attention: General Issues Committee

City of Hamilton
71 Main St West
Hamilton, ON L8P 4Y5

Dear General Issues Committee,

Re: Living Wage Commitment

The City of Hamilton is a vibrant, diverse and inclusive municipality, leading by example the way forward for other cities in the province. At United Way Halton & Hamilton (UWHH), we firmly believe the path to prosperity is by removing barriers that prevent employees from earning a living wage.

UWHH is a charitable organization and is a proud living wage employer. As an anchor agency with a wide spread, positive impact delivery on the daily lives of residents in the city of Hamilton, it is important for UWHH to set the model and example for others to follow suit.

Studies have indicated, employees both in the private and public sectors who are not receiving a living wage endure more stress such as debt, anxiety, long term health problems, lack of productivity in the workforce and fractured personal relationships than those who earn a living wage.

Our goal is to encourage the City of Hamilton to join our organization as a proud living employer. This one small step will offer an abundance of opportunities and economic spinoffs for the City of Hamilton, its employees and local residents. UWHH believes employees feel the positive impacts of earning a living wage in many quantitative ways. As an employer, UWHH continues to be a role model while working to lift the most vulnerable through social impact initiatives.

Let's work together, let's continue to lead by example and showcase to other municipalities your commitment to offer employees a living wage. Breaking down barriers of poverty can begin today with your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Park", written in a cursive style.

Brad Park
President and CEO



United Way
Halton & Hamilton

United Way Halton and Hamilton

4.6

Paparella, Stephanie

From: [REDACTED]
Sent: March 21, 2019 10:25 AM
To: Paparella, Stephanie; Wilson, Maureen
Cc: Anthony Marco
Subject: Letter in Support of making Hamilton a Living Wage city

To whom it may concern,

I understand that a motion calling for the City of Hamilton to become a "Living Wage" employer will be debated by City Council.

I write to express my support for ensuring that all City employees receive a living wage.

To claim the City cannot afford such an initiative is a false claim, those opposing such a motion in reality are saying it isn't a priority for them to ensure no city employee receives poverty wages. Instead they would prioritise their own free lunches, their own pet projects like spending a fortune wooing Amazon or the plan to spend millions on a boondoggle on a vanity project like the common wealth games over helping city workers make ends meet.

City Council cannot claim to be opposed to poverty and oppose a "Living Wage" for its own employees.

City Council cannot claim that Hamilton is a world class city, but won't pay all its employees decent wages.

Our City is facing a looming crisis of affordability, it is time for City Council to put its money where its mouth is and support raising up all city employees.

It is time for you to play a leadership role and show other large employers in the City that paying a Living Wage is the right thing to do.

I urge you all to stop making priorities out of giving tax breaks to wealthy developers and start prioritising the people who make this City work, the workers.

Thank you

Ritch Whyman - a tax payer



INFORMATION REPORT

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	March 22, 2019
SUBJECT/REPORT NO:	Recalculation of 10 Year Local Transit Strategy (PW14015b) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Nancy Purser (905) 546-2424 Ext. 1876 Craig Webb (905) 546-2424 Ext. 1870
SUBMITTED BY:	Debbie Dalle Vedove Director, Transit Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

That the General Manager of Public Works be directed to recalculate the 10 Year Transit Strategy using actual ridership and population numbers rather than anticipated numbers, and report to the General Issues Committee of the impact during the 2019 Operating Budget process.

INFORMATION

Following the approval of Rapid Ready on June 26, 2013, staff were directed by Council to report back in time for the 2015 budget process to the new City Council on a 10 year Hamilton local transit service level strategy, including specific route recommendations and a financial strategy, with reference to the role played by rapid transit, and with a goal of reaching 80-100 rides per capita (modal split) by 2025.

In March of 2015 Council approved the 10 Year (2015 -2024) Local Transit Strategy (PW 14015a). This strategy phased approach firstly addressed current deficiencies in the system (Years 1 and 2), application of service standards commencing in Year 3 of the plan with the remainder of the plan developed to accommodate ongoing growth and promoting ridership (modal split) through the introduction of additional express bus service on the BLAST corridors. The operating costs to support the phased strategy were funded through equitable increases in fares as well as the levy. The plan also included

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**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
(City Wide) - Page 2 of 5**

approximately \$302 million of unfunded capital which the majority was for buses for growth and modal split and an additional maintenance and storage facility.

Years 1 and 2 of the strategy were implemented as prescribed in 2015 and 2016 respectively. In the fall of 2016, the Federal government introduced the Public Transit Infrastructure Fund (PTIF) which provided a funding source for the buses required for Years 3 and 4 of the plan, however, the timing required to procure and receive the buses resulted in the plan being paused in 2017 with no increase in service hours and no fare increase. As a result, Year 3 of the original plan was implemented in September of 2018.

Recalculation

Table 1 below depicts the financial results of the 10 Year Local Transit Strategy from 2015 through to 2018 compared to actuals for service expenditures, fare revenue, net levy impact and ridership.

Table 1

2015-2018 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership
Original Plan	\$14,045	(\$10,829)	\$3,216	23,403,024
Actual	\$8,260	(\$6,563)	\$1,697	21,522,471

The original plan was developed by first establishing the number of service hours required each year for the duration of the plan. Annual ridership projections were then calculated based on service elasticity from the additional service hours. Fare revenues were calculated next based on ridership and additional anticipated revenue from planned fare increases. The recalculation from 2019 to the end of the original plan (now 2025 based on the pause in 2017) has followed this same methodology however using actuals from 2015 to 2018 to inform assumptions moving forward. It is important to note that the assumptions for total service hours of 422,000, FTE's of 336, and fleet additions of 126 have not changed from the original plan.

The original plan identified an addition of 123,000 service hours by the end of 2018. However, due to the pause in 2017, only 84,000 service hours have been added, 39,000 service hours less than planned. Essentially, three years of the plan were executed and not the scheduled four years by the end of 2018.

Service elasticity informed the ridership calculations of the original 10 Year Local Transit Strategy. Transit industry standard prescribes that for every 1% increase in service hours, ridership will increase in the range of 0.5% to 0.7%. Upon reviewing the ridership calculations of the original plan, it was determined that the original plan used a very aggressive expectation of ridership growth at 0.8% service elasticity.

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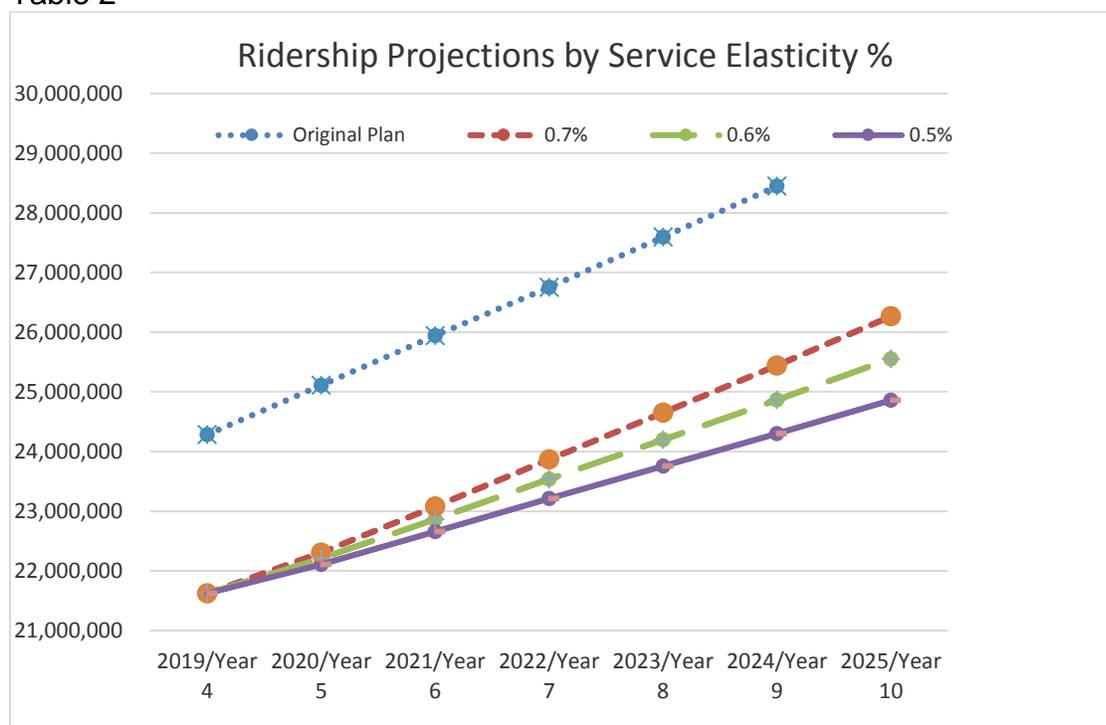
**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
(City Wide) - Page 3 of 5**

The nationwide decline of transit ridership which occurred in 2015, the pause in 2017, the assumption that the first two years of the plan would generate ridership growth by addressing deficiencies, the 0.8% service elasticity forecast and the assumption that the increase in ridership in 2014 was the start of a trend to be the basis of all ridership calculations going forward all contributed to the ridership target not being met.

In order to assist in the recalculation of the remaining years of the plan, staff analysed the impact on ridership with the additional 34,000 hours that were added in September 2018 to determine the service elasticity. Based on the increase in ridership that we have experienced since the implementation of Year 3 in September 2018, initial analysis indicates service elasticity at the lower end of the service elasticity range closer to 0.5%.

Using the planned service hour increases starting in 2019 (Year 4) to the end of the 10 Year Local Transit Strategy (Year 10), staff have forecasted ridership projections using service elasticity based on three scenarios 0.5%, 0.6%, and 0.7%. This range is demonstrated in the graph in Table 2 below.

Table 2



Based on the graph above, Table 3 below provides the breakdown of service expenditures, fare revenue and net levy impact for the remainder of the 10 Year Local Transit Strategy and the associated ridership increases as well as the original plan projections.

**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
(City Wide) - Page 4 of 5**

Table 3

2019 - End 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership Increase
Original Plan*	\$37,400	(\$18,900)	\$18,500	5,042,575
Service Elasticity 0.7%	\$42,562	(\$23,285)	\$19,277	4,741,809
Service Elasticity 0.6%	\$42,562	(\$21,562)	\$21,000	4,031,581
Service Elasticity 0.5%	\$42,562	(\$19,879)	\$22,683	2,776,103

* Original plan includes 39,000 less service hours due to pause in 2017

As a result of the pause in 2017, the recalculated service expenditure in Table 3 for 2019 and beyond is now higher as a result of the service hours being implemented a year later.

Reviewing the assumptions which informed the original plan and 5 months of ridership data since implementation of Year 3, staff believe that a more realistic achievable plan is based on using a 0.5% service elasticity as the reset forecast for the original plan. This results in an increase in ridership of 2,776,103 for the remainder of the plan.

Table 4 below demonstrates the anticipated impact of the full 10 Year Local Transit Strategy, recalculated using a service elasticity of 0.5%.

The recalculation provides for a decrease in service expenditures of \$623,000 which is due to a more refined FTE and operating cost calculations. Revenues are reduced due to reduction in projected ridership growth. In total the recalculation demonstrates an increase to the levy of \$2,664 million versus the original plan. Please see Appendix "A" for plan details by year.

It should also be noted that population information does not inform the calculations used to predict ridership.

Table 4

Original Plan Service Elasticity 0.8% versus Recalculated Service Elasticity 0.5% (000's)

	Elasticity 0.8%			Elasticity 0.5%			Impact B-A
	Plan (2015 - 2018)	Original Remaining Plan	Total A	Actuals (2015 - 2018)	Recalculated Remaining Plan	Total B	
Service Expenditures	\$14,045	\$37,400	\$51,445	\$8,260	\$42,562	\$50,822	-\$623
Fare Revenues	(10,829)	(18,900)	(29,729)	(6,563)	(19,879)	(26,442)	3,287
Net Levy	3,216	18,500	21,716	1,697	22,683	24,380	2,664

The service elasticity percentage will need to be revisited once we have a full year of ridership data to analyse further. As the original plan was developed based on decisions/assumptions at the time of its inception it was always contemplated that as we

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**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
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moved through implementation that adjustments to assumptions based on actuals would be made.

APPENDICES AND SCHEDULES ATTACHED

Appendix A – Recalculation of 10 Year Local Transit Strategy

		2015	2016	2017	2018		2019	2020	2021	2022	2023	2024	2025		
		Year 1	Year 2	Year 3	Year 4	Sub	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10		Sub Total	Total
Original 10 Year Local Transit Strategy*		Deficiencies		Service	Growth	Total 2015- 2018	Growth						Annualized	Sub Total 2019 - End	Total
				Standards			Modal Split								
						Modal Split									
Fleet		8	17	5	11	41	13	14	14	14	15	15		85	126
Hours		16000	34000	34000	39000	123000	46000	49000	49000	49000	53000	53000		299000	422000
FTE		16	34	26	30	106	35	38	38	38	41	41		230	336
OPERATING (000's)	Service Expenditures (000's)	\$800	\$3,500	\$4,800	\$4,500	\$13,600	\$5,500	\$6,000	\$6,000	\$6,000	\$6,500	\$6,500	\$900	\$37,400	\$51,000
	Fare Revenues (000's)	-\$1,245	-\$3,203	-\$3,153	-\$3,227	-\$10,829	-\$1,780	-\$2,690	-\$2,787	-\$2,837	-\$2,993	-\$3,113	-\$2,700	-\$18,900	-\$29,729
	Transfer to Reserve (\$000's)	\$445	\$0	\$0	\$0	\$445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445
	Levy (000's)	\$0	\$297	\$1,647	\$1,273	\$3,217	\$3,720	\$3,310	\$3,213	\$3,163	\$3,507	\$3,387	-\$1,800	\$18,500	\$21,717
	Levy % Increase	0.0%	0.0%	0.2%	0.1%		0.4%	0.4%	0.4%	0.3%	0.4%	0.4%			
	Revenue/Cost Ratio	46.4%	47.7%	46.6%	46.8%		45.0%	43.9%	43.1%	42.4%	41.7%	41.1%			

* service elasticity used .8%

		2015	2016	2017	2018		2019	2020	2021	2022	2023	2024	2025	2026		
		Year 1	Year 2	Pause	Year 3	Sub	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10		Sub Total	Total
Recalculated 10 Year Local Transit Strategy*		Deficiencies			Service	Total 2015- 2018	Growth						Annualized	Sub Total 2019 - End	Total	
					Standards			Modal Split								
Fleet		8	17		5	30	11	13	14	14	14	15	15		96	126
Hours		16000	34000		34000	84000	39000	46000	49000	49000	49000	53000	53000		338000	422000
FTE		16	34		26	76	30	35	38	38	38	41	41		260	336
OPERATING (000's)	Service Expenditures (000's)	\$800	\$3,500	\$1,700	\$1,815	\$7,815	\$2,972	\$4,830	\$5,670	\$6,000	\$6,000	\$6,170	\$6,500	\$4,420	\$42,562	\$50,377
	Fare Revenues (000's)	-\$172	-\$1,980	-\$2,134	-\$2,277	-\$6,563	-\$1,188	-\$2,880	-\$2,337	-\$2,628	-\$2,884	-\$2,593	-\$2,669	-\$2,700	-\$19,879	-\$26,442
	Transfer to Reserve (\$000's)	\$445	\$0	\$0	\$0	\$445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445
	Levy (000's)	\$1,073	\$1,520	-\$434	-\$462	\$1,697	\$1,784	\$1,950	\$3,333	\$3,372	\$3,116	\$3,577	\$3,831	\$1,720	\$22,683	\$24,380
	Levy % Increase	0.0%	0.0%	0.0%	0.2%		0.2%	0.3%	0.4%	0.4%	0.3%	0.4%	0.4%			
	Revenue/Cost Ratio	46.4%	46.2%	48.0%	46.1%		45.4%	45.7%	45.2%	45.3%	45.6%	46.7%	46.6%			

* service elasticity used .5%

- Deficiencies: reduce pass bys
- Service Standards: Implement Council approved service standards
- Growth: state of good repair - keep up with population growth
- Modal Split: Build remaining blast network to 10 minute frequency in peak periods

**RECALCULATION OF THE 10 YEAR
LOCAL TRANSIT STRATEGY
GENERAL ISSUES COMMITTEE
MARCH 22, 2019**

FUNDING APPROVED PLAN - Service & Operating

2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	10 Year Total	
	Deficiencies		Standards									
	Growth											
					Modal Split							
SERVICE												
Hours (000's)	814	16	34	34	39	299					422	
Annual Operating (000's)	\$88,000	\$2,000	\$4,000	\$4,000	\$4,500	\$36,500					\$51,000	
Full Time Equivalents	644	16	34	26	30	230					336	
Fleet	221	14	11	5	11	85					126	
Fares	\$2.00	\$0.15	\$0.15	\$0.10	\$0.10	TBD						
OPERATING												
Service Expenditures (000's)		\$800	\$3,500	\$4,800	\$4,500	\$5,500	\$6,000	\$6,000	\$6,000	\$6,500	\$6,500	
Fare Revenues (000's)		-\$1,245	-\$3,203	-\$3,153	-\$3,227	-\$1,780	-\$2,690	-\$2,787	-\$2,837	-\$2,993	-\$3,113	
Transfer to Reserve (\$000's)		\$445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Levy (000's)		\$0	\$297	\$1,647	\$1,273	\$3,720	\$3,310	\$3,213	\$3,163	\$3,507	\$3,387	
Annual Change to Levy		0.0%	0.0%	0.2%	0.1%	0.4%	0.4%	0.4%	0.3%	0.4%	0.4%	
Revenue/Cost Ratio		46.4%	47.7%	46.6%	46.8%	45.0%	43.9%	43.1%	42.4%	41.7%	41.1%	

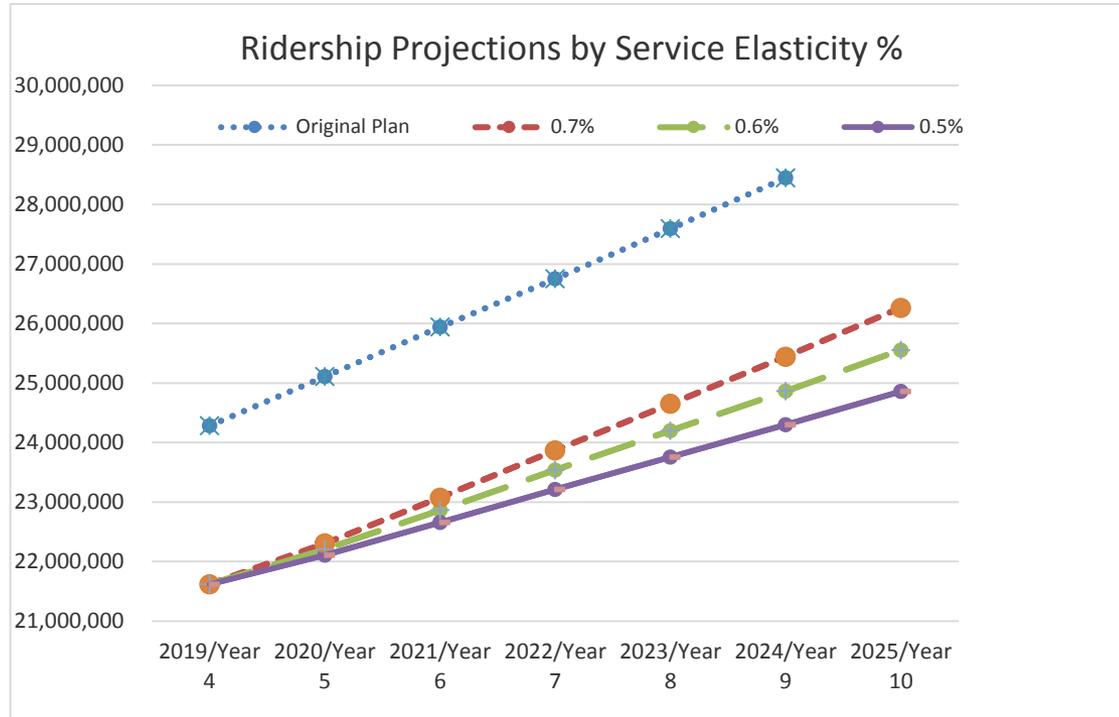
- **Approved in principle at March 11, 2015 Council.**

FINANCIAL RESULTS FROM 2015 THROUGH TO 2018

2015-2018 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership
Original Plan	\$14,045	(\$10,829)	\$3,216	23,403,024
Actual	\$8,260	(\$6,563)	\$1,697	21,522,471

RIDERSHIP PROJECTIONS



SERVICE EXPENDITURES, FARE REVENUE AND NET LEVY IMPACT FOR REMAINDER OF THE 10 YEAR LOCAL TRANSIT STRATEGY

2019 - End 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership Increase
Original Plan*	\$37,400	(\$18,900)	\$18,500	5,042,575
Service Elasticity 0.7%	\$42,562	(\$23,285)	\$19,277	4,741,809
Service Elasticity 0.6%	\$42,562	(\$21,562)	\$21,000	4,031,581
Service Elasticity 0.5%	\$42,562	(\$19,879)	\$22,683	2,776,103

* Original plan includes 39,000 less service hours due to pause in 2017

ANTICIPATED IMPACT OF THE RECALCULATION OF THE 10 YEAR LOCAL TRANSIT STRATEGY

Original Plan Service Elasticity 0.8% versus Recalculated Service Elasticity 0.5% (000's)

	Plan (2015 - 2018)	Elasticity 0.8% Original Remaining Plan	Total A	Actuals (2015 - 2018)	Elasticity 0.5% Recalculated Remaining Plan	Total B	Impact B-A
Service Expenditures	\$14,045	\$37,400	\$51,445	\$8,260	\$42,562	\$50,822	-\$623
Fare Revenues	(10,829)	(18,900)	(29,729)	(6,563)	(19,879)	(26,442)	3,287
Net Levy	3,216	18,500	21,716	1,697	22,683	24,380	2,664

THANK YOU!



CITY OF HAMILTON
CORPORATE SERVICES DEPARTMENT
Financial Planning, Administration and Policy Division

TO:	Chair and Members Governance Review Sub-Committee
COMMITTEE DATE:	February 14, 2019
SUBJECT/REPORT NO:	Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Amanda Thind (905) 546-2424 Ext. 4522
SUBMITTED BY:	Brian McMullen Acting General Manager, Finance and Corporate Services Corporate Services Department
SIGNATURE:	

RECOMMENDATION

That the Student Accommodation Benefit Factor be eliminated and the budget be allocated equally to the Councillor Ward Office Budgets.

EXECUTIVE SUMMARY

A number of reports have been presented to Council through standing committees and sub-committees addressing Councillor Ward Office Budgets. There are several factors considered when creating these budgets.

Report FCS18083(b) addresses two Outstanding Business List items related to some of the factors, as follows:

1. Council, at its meeting of October 11, 2017, approved Audit, Finance and Administration Committee (AF&AC) Report 17-013 directing staff to develop a calculation for student adjustments in Wards affected by post-secondary institutions, considering some full-time attendees live in particular Wards and some are transient.

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SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 2 of 9

2. Council, at its meeting on December 19, 2018, approved Item 13 of the AF&AC Report 18-014, as follows:

“(d) That staff be directed to investigate the Geographic Factor as it relates to the new ward boundaries and report back to the Governance Review Sub-Committee.

(e) That staff be directed to review the Wards represented in the Inner-City Fund and report back to the Governance Review Sub-Committee.”

A new Student Accommodation Factor Benefit, introduced in 2015, refers to the impact on Ward Councillors and office staff of post-secondary students living in any of the fifteen wards of the City of Hamilton. This factor has benefitted old Wards 1, 8, 10 and 12. The total approved 2018 budget was \$6,879.

Statistics Canada has advised that they do not collect data on student housing. A student’s place of residence is considered to be their parent’s address and are counted as such, even if they live elsewhere while attending school. Staff has attempted to obtain information from McMaster University, Mohawk College and Redeemer University College on the post-secondary students living in the fifteen wards of the City of Hamilton. The data that is available does not provide the information needed. With the ward boundary changes effective December 1, 2018, it is expected that post-secondary students now live in new Wards 1, 8, 10, 12 and 14. The total preliminary estimated budget for 2019 increased to \$8,640, with no allocation to new Ward 14.

With uncertainty in the estimated number of post-secondary students living within the new wards, eliminating the Student Accommodation Factor Benefit is recommended by staff. This portion of the 2019 budget of \$8,640 will be distributed equally to each Councillor Ward Office Budget as Other Discretionary Expenses.

The Geographic Factor refers to additional funding received by specific Wards to offset increased commuting expenses due to the size of the Wards. The Geographic Factor was applicable to the largest wards of old Ward 11 and old Ward 14 and with the new ward boundaries effective as of December 1, 2018, is applicable to new Wards 11, 12 and 13. Table 1 (see Page 7) shows the size of each ward in acres and the percentage split for each ward.

The preliminary 2019 budget for the Geographic Factor is \$2,550 or \$850 each, for new Wards 11, 12 and 13.

The Inner City Fund refers to additional funding received by old Wards 2, 3, 4 and 5 to address inner city issues such as social services, language barriers, drug issues and

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SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 3 of 9

density of second level lodging homes / residential care facilities. Since these ward boundaries did not change significantly with the ward boundary changes effective December 1, 2018, the Inner City Fund is still applicable to the new Wards 2, 3, 4 and 5. The preliminary 2019 budget for the Inner City Fund is \$50,680 or \$12,670 each, for new Wards 2, 3, 4 and 5.

Alternatives for Consideration – See Page 8

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The elimination of the Student Accommodation Factor Benefit results in an available 2019 budget of \$8,640 to be distributed equally to all Ward Office Budgets.

Staffing: Not Applicable

Legal: Not Applicable

HISTORICAL BACKGROUND

Council, at its meeting of October 11, 2017, approved Audit, Finance and Administration Committee (AF&AC) Report 17-013 directing staff to develop a calculation for student adjustments in wards affected by post-secondary institutions, considering some full-time attendees live in particular wards and some are transient.

Council, at its meeting on December 19, 2018, approved item 13 of the AF&AC Report 18-014 as follows:

- “(d) That staff be directed to investigate the Geographic Factor as it relates to the new ward boundaries and report back to the Governance Review Sub-Committee.
- “(e) That staff be directed to review the Wards represented in the Inner-City Fund and report back to the Governance Review Sub-Committee.”

Student Accommodation Factor Benefit:

A Student Accommodation Factor Benefit was introduced through the Governance Review Sub-Committee Report 14-003 and approved by Council on September 24, 2014. The recommendation reads that the collective financial impact of the following recommendations be finalized to form part of the 2015 City Budget deliberations, as follows:

SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 4 of 9

“That a new “Student Accommodation Factor Benefit”* be established to assist specific Ward budgets as outlined below:

Ward 1 (presence of main campuses of McMaster University and Columbia International College).

- 12% benefit* (29,496) = \$1,769.76

Ward 8 (presence of main campuses of Mohawk College and Hillfield Strathallan College and a presence by Columbia International College).

- 12% benefit*(49,661) = \$2,979.66

Ward 10 (presence of satellite campus of Mohawk College).

- 5% benefit*(24,278) = \$606.95

Ward 12 (presence of main campus of Redeemer University College).

- 7% benefit*(34,825) = \$1,218.88

Total: \$6,575.25

Benefit is percentage x ward population (based on 2011 census) x \$0.50/person = \$value.”

The calculation, as identified in the recommendation, was built into the 2015 Ward Budgets and approved as part of the 2015 Budget deliberations.

The Student Accommodation Factor Benefit is one component of the Councillor Ward Budgets. The calculation uses the Census population data tailored for each of the affected Wards by applying varying percentage benefits to arrive at a base student population. The base is then multiplied by \$0.50 per person to arrive at the Student Accommodation Factor Benefit.

Based on 2016 Census population data, the 2018 budget allowance for the Student Accommodation Factor Benefit was:

• Old Ward 1	\$ 1,786
• Old Ward 8	\$ 3,133
• Old Ward 10	\$ 604
• Old Ward 12	\$ 1,356
• Total	\$ 6,879

The benefit is not capped. The calculation is not indexed. The amounts fluctuate only when new Census data is available, when the ward boundaries change or when academic space at post-secondary institutions expand.

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SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 5 of 9

Geographic Factor

The Geographic Factor refers to additional funding received by specific wards to offset increased commuting expenses due to the size of the wards. The Geographic Factor was established in 2004 at \$1,600 and in February 2012 it was increased to \$2,500. It increases annually by the guideline unless otherwise specified by Council and is split equally among the qualifying wards. The 2018 approved budget for the Geographic Factor was \$2,500.

Inner City Fund

The Inner City Fund refers to additional funding received by old Wards 2, 3, 4 and 5 to address inner city issues such as social services, language barriers, drug issues and density of second level lodging homes / residential care facilities. The Inner City Fund was established in 2004 at \$45,000. In 2015 an annual inflationary increase was applied to this component, representing the first amendment since 2004. It increases annually by the guideline unless otherwise specified by Council and is split equally among the qualifying wards. The approved 2018 budget for the Inner City Fund was \$49,704.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not Applicable.

RELEVANT CONSULTATION

Not Applicable.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Student Accommodation Factor

Data on post-secondary student accommodation by ward is the key component of the Student Accommodation Factor. Statistics Canada has advised that they do not collect data on student housing. A student's place of residence is considered to be their parent's address and are counted as such, even if they live elsewhere while attending school.

Consequently, staff has attempted to obtain the data from McMaster University, Mohawk College and Redeemer University College on the post-secondary students living in the fifteen wards of the City of Hamilton.

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SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 6 of 9

During 2018, Mohawk College and McMaster University were able to provide data based on students that moved into the various wards after the time of application. Movement was determined by comparison of the first address on file with the current student address. Students who did not update their current address to reflect student housing are not captured in the data. Redeemer University College was not able to provide data.

With the ward boundary changes effective December 1, 2018, it is expected that post-secondary students now live in new Wards 1, 8, 10, 12 and 14. Data is not available based on the new ward boundaries.

The total preliminary estimated budget for 2019 increased to \$8,640 with no allocation to new Ward 14.

With uncertainty in the estimated number of post-secondary students living within the new wards, staff is recommending eliminating the Student Accommodation Factor Benefit with a budget reduction of \$8,640.

Geographic Factor

Prior to the new Ward boundaries effective as of December 1, 2018, the Geographic Factor was applicable to old Ward 11 and old Ward 14 based on being the largest area. With the new ward boundaries, this Factor is applicable to largest wards of new Wards 11, 12 & 13. Table 1 shows the size of each ward in acres and the percentage split for each Ward.

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SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 7 of 9

Table 1

Old Wards	Area (acres)	Percentage of all Wards	New Wards	Area (acres)	Percentage of all Wards
Old Ward - 1	3,759	1%	New Ward - 1	3,787	1%
Old Ward - 2	1,636	1%	New Ward - 2	1,463	1%
Old Ward - 3	3,571	1%	New Ward - 3	3,746	1%
Old Ward - 4	4,089	1%	New Ward - 4	5,044	2%
Old Ward - 5	5,097	2%	New Ward - 5	4,865	2%
Old Ward - 6	3,950	1%	New Ward - 6	3,976	1%
Old Ward - 7	4,316	2%	New Ward - 7	3,207	1%
Old Ward - 8	4,296	2%	New Ward - 8	3,345	1%
Old Ward - 9	4,773	2%	New Ward - 9	18,155	7%
Old Ward - 10	3,047	1%	New Ward - 10	7,758	3%
Old Ward - 11	67,690	24%	New Ward - 11	48,630	17%
Old Ward - 12	27,189	10%	New Ward - 12	73,548	26%
Old Ward - 13	6,295	2%	New Ward - 13	67,460	24%
Old Ward - 14	102,414	37%	New Ward - 14	2,784	1%
Old Ward - 15	36,803	13%	New Ward - 15	31,075	11%
	278,925	100%		278,842	100%

Note to Table 1: Errors and Omissions Excepted (E&OE): Table may not add to 100%, due to rounding.

The preliminary 2019 budget for the Geographic Factor is \$2,550 or \$850 each, for new Wards 11, 12 and 13.

Inner City Fund

Staff were requested to review the Wards represented in the Inner City Fund. The Inner City Fund refers to additional funding received by old Wards 2, 3, 4 and 5 to address inner city issues such as social services, language barriers, drug issues and density of second level lodging homes / residential care facilities.

City staff undertake ward profiles using Statistics Canada data and other data to summarize various demographic and statistical information. These ward profiles are available on the City's open data website at <http://open.hamilton.ca/>. The information available indicates that there are many similarities and differences between the wards. Some of these differences can affect the Ward Councillor and the Ward office staff but they can also be City-wide issues. An extensive review of these differences has not been included in Report FCS18083(b).

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SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 8 of 9

Since these ward boundaries did not change significantly with the ward boundary changes effective December 1, 2018, staff is recommending that the Inner City Fund is still applicable to the new Wards 2, 3, 4 and 5. The preliminary 2019 budget for the Inner City Fund is \$50,680 or \$12,670 each, for new Wards 2, 3, 4 and 5.

ALTERNATIVES FOR CONSIDERATION

There are a number of alternatives that can be considered for the Student Accommodation Factor Benefit, Geographic Factor and Inner City Fund.

Alternative 1

Eliminate the Student Accommodation Factor Benefit and reduce the preliminary 2019 budget by \$8,640.

With the ward boundary changes effective December 1, 2018, it is expected that post-secondary students now live in new Wards 1, 8, 10, 12 and 14. With uncertainty in the estimated number of post-secondary students living within the new wards, eliminating the Student Accommodation Factor Benefit is an alternative. The budget for this factor could be reduced to zero dollars resulting in a budget reduction of \$8,640.

Alternative 2

Eliminate the Geographic Factor and allocate the preliminary 2019 budget of \$2,550 to all wards.

With the methods of communicating with residents and businesses changing since the introduction of this factor in 2004, eliminating the Geographic Factor is an alternative. The budget for this factor could be allocated to all wards resulting in no levy impact.

Alternative 3

Eliminate the Geographic Factor and reduce the preliminary 2019 budget by \$2,550.

Similar explanation to Alternative 2, the budget for this factor could be reduced to zero dollars resulting in a budget reduction of \$2,550.

Alternative 4

Eliminate the Inner City Fund and allocate the preliminary 2019 budget of \$50,680 to all wards.

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SUBJECT: Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials (FCS18083(b)) (City Wide) – Page 9 of 9

Each of the new ward offices has different challenges to be considered. With the changes in the population and the size of the wards with the new ward boundaries, eliminating the Inner City Fund is an alternative. The budget for this factor could be allocated to all wards in an attempt to equalize budgets and service levels resulting in no budget reduction.

Alternative 5

Eliminate the Inner City Fund and reduce the preliminary 2019 budget by \$50,680.

Similar explanation to Alternative 4, the budget for this factor could be reduced to zero dollars resulting in a budget reduction of \$50,680.

In addition, the Governance Review Sub-committee and Council can consider the Councillor Ward Office Preliminary 2019 Budget of \$3,936,730, which was approved as amended by Council at its meeting of December 19, 2018, through Audit, Finance and Administration Committee Report 18-014 and Report FCS18083(a). This Report titled “Councillor Ward Office Budgets and Policy and Guidelines for Eligible Expenses for Elected Officials” provides the details on all cost categories in the Councillor Ward Office Budgets.

Note to Report: E&OE: Report FCS18083(b) may contain minor adjustments to numbers presented in Report FCS18083(a) as a result of rounding.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

N/A

AT/dt

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INFORMATION REPORT

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	February 28, 2019
SUBJECT/REPORT NO:	Implementation of Living Wage (FCS19017) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Cyrus Patel (905) 546-2424 Ext. 7698
SUBMITTED BY:	Brian McMullen Acting General Manager, Finance and Corporate Services Corporate Service Department
SIGNATURE:	

COUNCIL DIRECTION

Council at its meeting of February 13, 2019 approved General Issues Committee Report 19-003, as amended, that directed staff to report back, during the 2019 Operating Budget process, to the City becoming a living wage employer by paying all minimum wage employees a rate of \$15.85 per hour, including part-time, seasonal and other contract employees with increases consistent with cost of living in Hamilton.

INFORMATION

Consistent with provincial legislation, the City's 2019 preliminary operating budget was prepared using the hourly wage rate of \$14 per hour for jobs that were assessed as being minimum wage jobs.

The City's 2019 preliminary operating budget (City departments and Library) contains 288.21 full time equivalents (FTEs) that are budgeted based on the minimum wage at \$14 per hour.

According to the Hamilton District Labour Council, a living wage is the hourly wage a worker needs to earn to cover their basic expenses and participate in their community. It has recommended that the living wage for Hamilton for 2019 be set at \$15.85 per hour. When this living wage is applied, a total of 332.02 FTEs are impacted resulting in a financial impact of \$1,223.4 K. The positions involved do not qualify for any Provincial subsidy, so the net impact is also estimated at \$1,223.4 K.

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SUBJECT: Implementation of Living Wage (FCS19017) (City Wide) - Page 2 of 3

However, some of the positions involved may be in areas that charge a user fee and, in such cases, there may be potential to adjust the user fees to offset the increase resulting from the application of the Living Wage policy. The impact of \$1,223.4 K on the City's 2019 budget would translate into an increase of about \$5 per household or 0.1% of the average residential property.

The job codes considered for Report FCS19017 fall into two categories per Table 1.

Table 1 – Impact of Living Wage

Estimation of Budget Impact		\$'000	Adjustment Required - Living Wage = \$15.85/hr					
Staff Category	2019 FTE	Wages @ Min Wage=\$14/hr	Wage	Vac Pay	Govt. Benefits	City Benefits	WSIB	Total Adjustment
City Departments								
Regular Staff	122.19	3,468.7	383.7	15.3	36.6	-	5.4	441.1
Full Time Summer Students	141.91	4,312.5	474.5	19.0	45.3	7.2	10.5	556.5
TOTAL City Departments	264.10	7,781.1	858.2	34.3	81.9	7.2	15.9	997.6
Library								
Regular Staff	67.92	1,854.7	194.9	9.6	18.8	-	2.5	225.8
TOTAL LIVING WAGE IMPACT	332.02	9,635.9	1,053.1	44.0	100.7	7.2	18.4	1,223.4

In the above Table, "Regular Staff" means all positions staffed by persons who are not summer students. These positions are mainly non-union part-time positions and they include crossing guards, recreational facility monitors and resident helpers in the lodges. Summer student positions are mainly cleaning jobs in parks and horticulture facilities and are part of the CUPE Local 5167 union and non-union full-time jobs such as camp counsellor and pool attendants in recreational facilities.

Internal equity is impacted when employees perceive that they are not being compensated in a fair and equitable manner according to the relative value of their roles in an organization. Although these roles are differentiated from a job evaluation perspective, their pay would be the same under the amended living wage rates. This creates a "wage compression" situation and the estimated impact of \$12.2 K is summarized in Table 2.

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SUBJECT: Implementation of Living Wage (FCS19017) (City Wide) - Page 3 of 3**Table 2 – Wage Compression**

Estimation of Budget Impact		\$'000	Compression Adjustment Required When Living Wage = \$15.85/hr					
Staff Category	2019 FTE	Wages @ Current Levels	Wage	Vac Pay	Govt. Benefits	City Benefits	WSIB	Total Adjustment
Compression Total	2.54	80.8	10.6	0.4	1.0	-	0.1	12.2

Consistent with the adoption of the living wage rate policy, amendments would need to be made to the City of Hamilton's existing non-union part time casual wage schedule, non-union full-time summer student wage schedule and the school crossing guard wage schedule.

Future increases to living wage would further cause greater internal equity issues within the non-union part time casual wage schedule. In approving the living wage for a given year, staff requires Council authorization to adjust the relevant wage schedules.

The direction does not speak to the City's external boards and agencies or contractors and the estimates included in Report FCS19017 therefore exclude potential impact if these organizations were to adopt the Living Wage.

Staff were asked for data related to these positions and gender. Of the information available, approximately 58% of the "regular positions" are currently filled by females, 42% by males. Information is not available for the student positions.

Consultation has occurred with the City's Human Resources Division.

APPENDICES AND SCHEDULES ATTACHED

None

TH/CP/dt

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CITY OF HAMILTON
CORPORATE SERVICES DEPARTMENT
Financial Planning, Administration and Policy Division

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	February 15, 2019
SUBJECT/REPORT NO:	2019 Tax Supported Operating Budget - Recommendations (FCS18096(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Tom Hewitson (905) 546-2424 Ext. 4159 Lucia Chen (905) 546-2424 Ext. 4169 Kayla Petrovsky (905) 546-2424 Ext. 1335
SUBMITTED BY:	Brian McMullen Acting General Manager Finance and Corporate Services
SIGNATURE:	

RECOMMENDATIONS

- (a) Council Referred Items, Business Cases and 2020 – 2022 Multi-Year Outlook
 - (i) That Appendix “A” – 2019 Council Referred Items, be received;
 - (ii) That Appendix “B” – 2019 Business Cases, be received;
 - (iii) That Appendix “G” – 2020 – 2022 Multi-Year Outlook, be received;
- (b) Boards and Agencies
 - (i) That the Boards and Agencies operating budget Appendix “C”, \$214,854,184, inclusive of approved amendment as per Appendix “D”, be approved;
- (c) Planning and Economic Development Department
 - (i) That the Planning and Economic Development operating budget (Book 2 – 2019 – 2022 Business Plans), page 6, \$30,185,000, be approved;
- (d) Healthy and Safe Communities Department

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**SUBJECT: 2019 Tax Supported Operating Budget - Recommendations (FCS18096(a))
(City Wide) – Page 2 of 5**

- (i) That the Healthy and Safe Communities operating budget (Book 2 - 2019 – 2022 Business Plans), page 91, \$243,245,010, be approved;
 - (ii) That the General Manager of Healthy and Safe Communities Department or his delegate be authorized and directed to execute all Federal and Provincial Program Service Level Funding Agreements and any ancillary agreements required to give effect thereto and contracts, as provided for in Book 2 – 2019 – 2022 Business Plans, until such time Council approves the subsequent budget. This also includes the authority to authorize the submission of budgets and quarterly / year end reporting;
 - (iii) Where required for Public Health Services, that the General Manager of Healthy and Safe Communities Department or his delegate or the Medical Officer of Health or her delegate be authorized and directed to execute all Federal and Provincial Program Service Level Funding Agreements and any ancillary agreements required to give effect thereto and contracts, as provided for in Book 2 - 2019 – 2022 Business Plans, until such time Council approves the subsequent budget. This also includes the authority to authorize the submission of budgets and quarterly / year end reporting;
- (e) Public Works Department
- (i) That the Public Works operating budget (Book 2 - 2019 – 2022 Business Plans), page 206, \$241,780,180, be approved;
- (f) City Manager's Office
- (i) That the City Manager's operating budget (Book 2 - 2019 – 2022 Business Plans), page 286, \$10,967,820, be approved;
- (g) Corporate Services Department
- (i) That the Corporate Services operating budget (Book 2 - 2019 – 2022 Business Plans), page 328, \$29,177,520, be approved;
- (h) Legislative
- (i) That the Legislative operating budget (Book 2 - 2019 – 2022 Business Plans), page 393, \$5,016,370, be approved;
- (i) Hamilton Entertainment Facilities
- (i) That the Hamilton Entertainment Facilities operating budget (Book 2 – 2019 – 2022 Business Plans), page 401, \$3,912,390, be approved;

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**SUBJECT: 2019 Tax Supported Operating Budget - Recommendations (FCS18096(a))
(City Wide) – Page 3 of 5**

- (j) Corporate Financials – Expenditures / Non Program Revenues
 - (i) That the Corporate Financials - Expenditures operating budget (Book 2 - 2019 – 2022 Business Plans), page 395, \$24,846,360 inclusive of approved amendments as per Appendix “D”, be approved;
 - (ii) That the Non Program Revenues operating budget (Book 2 - 2019 – 2022 Business Plans), page 411, (\$44,964,500), be approved;
- (k) Capital Financing
 - (i) That the Capital Financing operating budget (Book 2 - 2019 – 2022 Business Plans), page 403, \$128,975,900, be approved;
 - (ii) That the Capital Financing portion of the Police Services budget (Book 1 – 2019 Preliminary Tax Operating Budget Report), page 18, \$805,750, inclusive of approved amendments as per Appendix “D”, be approved;
 - (iii) That the Capital Financing portion relating to the Hamilton Public Library budget (Book 1 – 2019 Preliminary Tax Operating Budget Report), page 19, \$187,290, be approved;
- (l) 2019 By-Law Authorization
 - (i) That the City Solicitor and Corporate Counsel be authorized and directed to prepare all necessary by-laws, for Council approval, for the purposes of establishing the tax levy;
- (m) Budgeted Complement Transfer Schedule
 - (i) That in accordance with the “Budgeted Complement Control Policy”, the requested complement transfers from one department/division/cost category to another, as outlined in Appendix “E”, be approved;
- (n) Budget Exclusions Related to Regulation 284/09
 - (i) That the budget exclusions related to Regulation 284/09 of the *Municipal Act* titled “Budget Matters – Expenses”, as per Appendix “F”, be received.

**SUBJECT: 2019 Tax Supported Operating Budget - Recommendations (FCS18096(a))
(City Wide) – Page 4 of 5**

EXECUTIVE SUMMARY

The 2019 Preliminary Tax Supported Operating Budget was submitted to the General Issues Committee (GIC) at its meeting on December 7, 2018. The Average Municipal Residential tax impact, excluding the reassessment impact, was 3.2%. Each department then provided GIC with an in-depth presentation of their 2019 budget. Boards and Agencies also presented their 2019 budgets. During this time, a few amendments were proposed. However, with those changes the Municipal Residential tax impact maintains at 3.2%. The amendments are identified in Appendix “D” to Report FCS18096(a).

The recommendations to this Report ask Council to approve the budget as submitted in the preliminary document, including the approved amendments contained in the attached Appendix “D” to Report FCS18096(a). Council may approve additional changes which would then be added to this amendment list (Appendix “D”).

Note: The average Municipal Residential tax impact of 3.2% does *not include* potential approval of any Council Referred Items or Business Cases in Recommendation (a): Appendix “A” and “B”. Should Council wish to approve items from the Council Referred Items (Appendix “A”) or Business Cases (Appendix “B”), it may do so by motion, and these would then be added to Appendix “D” of this Report (the amendment schedule). If all Council Referred Items and proposed Business Cases were approved, it would result a total of 0.13% Municipal Residential tax impact (Council Referred Items – 0.03%; Business Cases - 0.10%).

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Full financial information can be found in Books 1 and 2 of the 2019 Preliminary Tax Supported Operating Budget.

Staffing: A complement summary can be found in Appendix “1 – 4” of the 2019 Preliminary Tax Supported Operating Budget (Book 1).

Legal: N/A

HISTORICAL BACKGROUND

The 2019 Committee calendar includes a number of scheduled General Issues Committee (GIC) meetings for the 2019 Tax Operating Budget. The budget kick-off took place on December 7, 2018, followed by various other GIC dates which allowed for departmental budget presentations.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: 2019 Tax Supported Operating Budget - Recommendations (FCS18096(a))
(City Wide) – Page 5 of 5**

As of the writing of this Report, the remaining scheduled GIC budget deliberation meeting dates are as follows:

- February 25th, February 28th
- March 1st (if required)
- March 27th (Council Budget Approval)

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

The budget has been developed in conjunction with internal and external partners.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

N/A

ALTERNATIVES FOR CONSIDERATION

As part of the budget deliberations, Council can direct changes to the budget as required.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

- Appendix “A” – 2019 Council Referred Items
- Appendix “B” – 2019 Business Cases
- Appendix “C” – 2019 Boards and Agencies Operating Budget
- Appendix “D” – 2019 Tax Supported Operating Budget Amendments
- Appendix “E” – Budgeted Complement Transfer Schedule
- Appendix “F” – Budget Exclusions Related to Regulation 284/09
- Appendix “G” – 2020 – 2022 Multi-Year Outlook

TH/LC/KP/dt

**CITY OF HAMILTON
2019 COUNCIL REFERRED ITEMS
SUMMARY**

FORM #	DIVISION	SERVICE / PROGRAM	DESCRIPTION OF REFERRED ITEM	2019 IMPACT		FTE Impact	Decision @ Feb 8 GIC
				\$ GROSS	\$ NET		
PLANNING & ECONOMIC DEVELOPMENT							
CR-01	Licensing and Bylaw Services	Illegal Businesses in Ward 11	Zoning Examiner/Enforcement Officer in Ward 11 - PED16207c) (Originally submitted as Gross \$116,240; Net \$116,240, 1.00 FTE)	\$ 116,240	\$ -	0.00	Approved to grant 12-month extension to position funded through Tax Stabilization Reserve.
CR-02	Licensing and Bylaw Services	Municipal Law Enforcement	Cigarette Butt By-law Enforcement Officer - PED18154(a), motion approved Sept 26, 2018 (Originally submitted as Gross \$30,000; Net \$30,000, 0.50 FTE)				Defer to 2020.
CR-03	Licensing and Bylaw Services	Support On-Demand Accessible Transportation	Financial Incentives for Taxi Operators to Provide Accessible Taxicab Trips - PED18082 Staff requesting deferral to 2020		Defer to 2020		Defer to 2020.
POST BUDGET BOOK							
CR-05	Licensing and Bylaw Services	Hess Village Paid Duty Policing	The cost for city staff to administer the current Paid Duty Policing Program exceeds the cost paid by the Hess Village Entertainment District licence holders - PED18081 (Originally submitted as Gross \$50,000; Net \$50,000; 0 FTE)	\$ 50,000	\$ -	-	Approved on Feb 28 to be funded through Tax Stabilization Reserve (one-time).
CR-06	Licensing and Bylaw Services	Special Enforcement Team	A dedicated Municipal Enforcement Team is required to assist the Police and follow Councils direction to work closely with the Hamilton Police Service to close down illegal cannabis dispensaries. A vehicle at a gross cost of \$26,000 is required in capital budget with funding from Ontario Cannabis Legalization Implementation Fund. PED impact only. Potential Public Health and Police impacts are being reviewed.	\$ 147,000	\$ -	-	Approved.
PLANNING & ECONOMIC DEVELOPMENT SUBTOTAL				\$ 313,240	\$ -	0.00	
CITY MANAGER'S OFFICE							
CR-04	Strategic Partnerships & Communications	Administration	City Enrichment Fund - GRA18003	\$ 93,200	\$ 93,200	-	Approved
CITY MANAGER'S OFFICE SUBTOTAL				\$ 93,200	\$ 93,200	0.00	
TOTAL				\$ 406,440	\$ 93,200	0.00	

CITY OF HAMILTON 2019 BUSINESS CASES SUMMARY

FORM #	DIVISION	SERVICE / PROGRAM	BUSINESS CASE DETAILS	2019 IMPACT		FTE Impact	Decision @ Feb 8 GIC
				\$ GROSS	\$ NET		
PLANNING & ECONOMIC DEVELOPMENT							
BC-01	Economic Development	Real Estate	Senior Business Development Consultant / Legal Services ¹	\$ 443,400	\$ -	3.00	Approved ²
BC-02	Economic Development	Business Development	Hamilton SBEC Business Development Officer position	\$ 103,430	\$ -	1.00	Approved ²
BC-03	Licensing and Bylaw Services	Student Program	Student Co-ordinator/Trainer	\$ 102,000	\$ -	1.00	Approved ²
BC-04	Licensing and Bylaw Services	Licensing Intake/Renewal & Compliance /Enforcement	Licensing Administrator, Licensing Compliance - Mobile PED16099(c)	\$ 95,000	\$ -	1.00	Approved ²
PLANNING & ECONOMIC DEVELOPMENT SUBTOTAL				\$ 743,830	\$ -	\$ 6.00	
CORPORATE SERVICES							
BC-05	Financial Services	Procurement Services	City Procurement Issuing Procurements on behalf of City/Housing Hamilton - AUD17024	\$ 102,630	\$ -	1.00	Approved
CORPORATE SERVICES SUBTOTAL				\$ 102,630	\$ -	\$ 1.00	
CITY MANAGER							
BC-06	Strategic Partnership & Communications	Digital Communications	Digital Media Administrator	\$ 68,790	\$ 68,790	1.00	Approved
BC-07	Strategic Partnership & Communications	Creative Design Services	Graphic Designer - HUR17007/CM17012/FCS17056	\$ 68,790	\$ -	1.00	Approved
BC-08	Strategic Partnership & Communications	Strategy and Performance Excellence	Citizen Engagement and Marketing (Our Citizen Survey) - CM18016	\$ 65,000	\$ 65,000	-	Approved on Feb 28
BC-09	Strategic Partnership & Communications	Revenue Generation	Converting Contractual Positions to Permanent	\$ 130,200	\$ -	1.40	Approved ²
BC-10	Strategic Partnership & Communications	Government Relations & Civic Engagement (new)	Government Relations & Civic Engagement	\$ 200,000	\$ 200,000	-	Approved
BC-11	Human Resources	Legal Fees and Contract Services	Arbitration Legal Fees	\$ 230,000	\$ 230,000	-	Approved
BC-12	Human Resources	Return to Work Services	Return to Work Services Assistant	\$ 71,960	\$ -	-	Approved
CITY MANAGER SUBTOTAL				\$ 834,740	\$ 563,790	\$ 3.40	
TOTAL				\$ 1,681,200	\$ 563,790	10.40	

Notes:

1. The Real Estate business case is a joint submission between Corporate Services and PED
2. Motion approved to report back through BER Reports on status of cost recovery.

2019 Boards and Agencies Operating Budget		
#	Board/Agency	2019 NET Preliminary Budget \$
City Boards:		
1	Hamilton Police Services *	165,036,328
2	Hamilton Public Library	30,700,190
3	Farmers' Market	112,800
	Subtotal	195,849,318
Conservation Authorities:		
4	Niagara Peninsula Conservation Authority	565,660
5	Grand River Conservation Authority	275,640
6	Conservation Halton	212,240
7	Hamilton Conservation Authority	4,444,360
	Subtotal	5,497,900
Grants:		
8	Hamilton Beach Rescue Unit Inc.	134,340
9	Royal Botanical Gardens	634,720
	Subtotal	769,060
Other Items:		
10	MPAC *	6,715,216
11	City Enrichment Fund	6,115,890
	Subtotal	12,831,106
Total for All Boards and Agencies		214,947,384

* including amendments from Appendix "D".

**CITY OF HAMILTON
2019 TAX SUPPORTED OPERATING BUDGET AMENDMENTS**

<u>Department</u>	<u>Description</u>	<u>FTE</u>	<u>Preliminary Budget</u>	<u>Net Levy Adjustment</u>	<u>Levy Increase \$</u>	<u>Residential Impact Municipal</u>
Recommended Operating Levy Impact Preliminary Budget - Budget Book - (Dec 7 GIC)		7,245.01	\$ 889,049,230		\$ 31,068,630	3.2%
PROPOSED AMENDMENTS:						
Jan 31 GIC						
B&A	MPAC - Assessment Services Adjustment	0.00		\$ 29,256		
B&A	Hamilton Police Services adjustment per Board Approval	27.00		\$ 30,788		
APPROVED AMENDMENTS:						
Feb 8 GIC						
Council Referred Items:						
PED (CR-01)	Zoning Examiner/Enforcement Officer in Ward 11 - PED16207c) (Gross \$116,240)	0.00			\$0	
CEF (CR-04)	City Enrichment Fund (Gross \$93,200)	0.00		\$ 93,200		
PED (CR-06)	Licensing and By-Law Services (Gross \$147,000)	0.00			\$0	
Business Cases:						
PED (BC-01)	Senior Business Development Consultant / Legal Services (Gross \$443,400)	3.00			\$0	
PED (BC-02)	Hamilton SBEC Business Development Officer (Gross \$103,430)	1.00			\$0	
PED (BC-03)	Student Coordinator/Trainer (Gross \$102,000)	1.00			\$0	
PED (BC-04)	Licensing Administrator, Licensing Compliance - Mobile PED16099(c) (Gross \$95,000)	1.00			\$0	
CS (BC-05)	City Procurement Issuing Procurements on behalf of City/Housing Hamilton - AUD17024 (Gross \$102,630)	1.00			\$0	
CMO (BC-06)	Digital Media Administrator (Gross \$68,790)	1.00		\$ 68,790		
CMO (BC-07)	Graphic Designer (Gross \$68,790)	1.00			\$0	
CMO (BC-09)	Converting Contractual Positions to Permanent (Gross \$130,200)	1.40			\$0	
CMO (BC-10)	Government Relations & Civic Engagement (Gross \$200,000)	0.00		\$ 200,000		
CMO (BC-11)	Arbitration Legal Fees (Gross \$230,000)	0.00		\$ 230,000		
CMO (BC-12)	Return to Work Services Assistant (Gross \$71,960)	0.00			\$0	
Feb 15 GIC						
Legislative	Volunteer Committee Budget Approvals	0.00		\$ 3,130		
Corp Fin	Bill 148 – PEL Days and Contractual Contingencies not required	0.00		\$ (1,236,000)		
Corp Fin	Operating Impacts from Capital – Assume April 1 start	0.00		\$ (500,000)		
Corp Fin	Adjustment for OIC - Project deferred to 2020 (project 3541849003)	0.00		\$ (120,000)		
Feb 28 GIC						
PED (CR-05)	Hess Village Paid Duty Policing (Gross \$50,000) - to be funded from tax stabilization reserve	0.00			\$0	
CMO (BC-08)	Citizen Engagement and Marketing (Our Citizen Survey) - CM18016 (Gross \$65,000)	0.00		\$65,000		
					\$ (1,135,836)	(0.1)%
AVERAGE RESIDENTIAL TAX IMPACT (Inclusive of Above)		7,282.41	\$ 887,913,394		\$ 29,932,794	3.1%
Updated Assessment Growth Impact:						(0.2)%
Updated Reassessment / Policies:						(0.1)%
AVERAGE RESIDENTIAL TAX IMPACT (Inclusive of Above)						2.7%

Note - anomalies in totals due to rounding.

CITY OF HAMILTON BUDGETED COMPLEMENT TRANSFER SCHEDULE

STAFF COMPLEMENT CHANGE

Complement Transfer to another division or department ⁽¹⁾

ITEM #	TRANSFER FROM				TRANSFER TO			
	Department	Division	Position Title (2)	FTE	Department	Division	Position Title (2)	FTE
1.1	PED	Licensing By Law Services	Senior Project Manager	Temporary	PED	Licensing By Law Services	Senior Project Manager	Temporary
	Explanation: Temporary position with a 24 month term expiring May 2019, requesting approval for additional 24 months extension. No financial impact, position covered from incremental revenues associated with position.							
1.2	Public Works	Environmental Services	Student Local 5	1.00	Public Works	Environmental Services	Sr. Proj Mgr - Operating	1.00
	Explanation: Requesting approval to convert 3 summer student positions into a Senior Project Manager - Operating, from a C5 Grade C25 (student) to a CA Grade 6. The cost differential between the two positions is approximately \$60,000 and will be absorbed within the operating budget. The budget impact will be zero.							
1.3	Public Works	EF&FM	Caretaker	1.00	Public Works	EF&FM	Property Mgmt Officer	1.00
	Explanation: The Caretaker position 1.0 FTE (\$56,844) was made redundant and converted to a Property Management Officer position 1.0 FTE (\$103,691) that is needed to affect leasing related administrative functions. To get the appropriate skill and also to be consistent with other similar role the Caretaker position is being converted to an N level. The difference in pay rate (\$46,848) is expected to be recovered from the revenue generation increases that will come from the leasing out and charging back for space. Revenue generation increases will offset the difference in pay rate resulting in no impact to the levy.							
1.4	Public Works	Transit	Automotive Mechanic Apprentice	0.50	Public Works	Energy, Fleet & Facilities	Corporate Security Officer	1.00
	Public Works	Environmental Services	Summer Student	0.50				
Explanation: To assist in the establishment of a Corporate Security Office, 0.5 FTE are being transferred from each of the Transit and Environmental Services Division to Energy, Fleet and Facilities. The 0.5 FTE from Transit (Position #3490) has 2019 Salary and Benefits of approximately \$37,225. The 0.5 FTE from Environmental Services (Position #4559) has 2019 Salary and Benefits of approximately \$15,200. There will be no impact to the levy as the salary for both the existing 0.5 FTE positions will be equivalent to the Corporate Security Officer position.								

Note - Complement transfers include the transfer of corresponding budget.

(1) - All other budgeted complement changes that require Council approval per Budgeted Complement Control Policy must be done through either separate report or the budget process (i.e. Increasing/decreasing budgeted complement).

(2) - If a position is changing, the impact of the change is within 1 pay band unless specified.

Budget Exclusions Related to Regulation 284/09

On June 5, 2009, the Provincial Government of Ontario approved Bill 162 - *An Act Respecting the Budget Measures and Other Matters* and Schedule 18 *Municipal Act, 2001*. On July 31, 2009, Regulation 284/09 titled "*Budget Matters – Expenses*" was filed with the Ontario Registrar of Regulations.

Regulation 284/09 states that municipalities may exclude certain estimated expenses from their budget.

These excluded expenses relate to:

- Amortization expenses on tangible capital assets
- Post-employment benefits expenses
- Solid waste landfill closure and post-closure expenses

As per Public Sector Accounting Board (PSAB) standards, which follows the full accrual basis of accounting, these expenses are reported on in the City's annual financial statements. Although these expenses do not need to be budgeted for, there is a requirement under Ontario Regulation 284/09 to report on the excluded expenses before adopting a budget.

Below is summary of these excluded expenses:

TABLE 1
Excluded Expenses

(Amounts are representative of 2017 expenses and are reported in \$millions)

1. Amortization expenses on tangible capital assets	\$192.1M
2. Increase in post-employment benefits liability	10.8M
3. Decrease in solid waste landfill closure and post closure liability	<u>(0.3)M</u>
Total	\$202.6M

The Table above outlines the expenses as reported in the City's audited 2017 financial statements. Expenses for 2018 and 2019 have not yet been determined and will be reported in the 2018 and 2019 financial statements respectively.

1. Amortization Expenses on Tangible Capital Assets

Amortization expenses on tangible capital assets were recorded in the 2017 financial statements of \$192.1 million as required by PSAB standards. Amortization expenses represent the cost of tangible capital assets allocated to the financial period, based on the *original* cost of the assets when they were originally constructed or purchased.

Although the City's 2019 Budget does not include amortization expenses on tangible capital assets, provisions are made in the 2019 tax and rate Operating Budgets for transfers to capital of \$169 million and transfers to capital reserves of \$24.2 million resulting in an infrastructure funding surplus estimated at \$1.1 million when compared to the amortization expenses. However, information provided as part of the 2019 capital budget workshops estimates the infrastructure repair deficit to be approximately \$195 million, annually, in *today's* dollars. The City's tangible capital asset spending requirements, funding requirements and capital financing policies are presented annually during the budget process.

2. Post-Employment Benefits Expenses

The PSAB standards do not require liabilities associated with post-employment benefits to be fully funded by setting aside any portion as reserves and reserve funds. The City's 2017 consolidated financial statements report liabilities of \$367.6 million and expenses increases of \$10.8 million while the City's 2019 budget includes expenses for expected 2019 payments for retirement benefit plans, sick leave benefit plans, long-term disability plans, *Workplace Safety and Insurance Act* benefits, vacation agreements and non-OMERS pension plans.

As of the end of 2017, the City has reserves associated with these liabilities of \$66.0 million which represent 18% funding for these liabilities. The future payments for these liabilities and expenditures for transfers to reserves will continue to be included in the operating budget as these unfunded liabilities are addressed.

3. Solid Waste Landfill Closure and Post-Closure Expenses

The PSAB standards do not require liabilities associated with solid waste landfill closure and post-closure care activities to be fully funded by setting aside any portion as reserves and reserve funds. The City's 2017 consolidated financial statements report liabilities of \$24.2 million and reduction in expenses of \$0.3 million for landfill closure and post-closure. As of the end of 2017, the City has reserves associated with these liabilities of \$1.1 million which represent 4.5% funding for these liabilities.

To conform to the PSAB standard, future liabilities reported on the City's financial statements have been estimated. As actual work is planned and undertaken related to the City's closure and post-closure care, the associated costs will be included in the budget.

CITY OF HAMILTON
2020 - 2022 MULTI-YEAR OUTLOOK
(Maintenance Budget Only - Excludes Business Cases)

	Multi-Year Outlook					
	2020		2021		2022	
	\$	%	\$	%	\$	%
<u>PLANNING & ECONOMIC DEVELOPMENT</u>						
General Manager	1,171,210	5.5%	1,225,710	4.7%	1,282,330	4.6%
Transportation, Planning and Parking	2,067,980	5.7%	2,093,690	1.2%	2,099,080	0.3%
Building	1,435,240	2.9%	1,474,460	2.7%	1,511,530	2.5%
Economic Development	5,667,970	2.4%	5,785,370	2.1%	5,896,840	1.9%
Growth Management	1,000,000	84.2%	1,063,740	6.4%	1,187,150	11.6%
Licensing & By-Law Services	7,058,490	4.2%	7,235,870	2.5%	7,402,620	2.3%
Planning	3,779,510	1.0%	3,923,890	3.8%	4,030,280	2.7%
Tourism & Culture	9,307,200	1.9%	9,468,340	1.7%	9,632,230	1.7%
TOTAL PLANNING & ECONOMIC DEVELOPMENT	31,487,600	4.3%	32,271,070	2.5%	33,042,060	2.4%
<u>HEALTHY AND SAFE COMMUNITIES</u>						
HSC Administration	2,718,690	3.3%	2,800,800	3.0%	2,871,610	2.5%
Children's Services and Neighbourhood Dev.	8,689,120	1.4%	8,790,390	1.2%	8,891,220	1.1%
Ontario Works	12,267,320	2.6%	12,581,290	2.6%	12,899,400	2.5%
Housing Services	45,700,370	1.4%	46,514,260	1.8%	47,868,510	2.9%
Long Term Care	14,073,990	4.4%	14,749,240	4.8%	15,329,750	3.9%
Recreation	34,055,690	2.3%	34,852,200	2.3%	35,678,670	2.4%
Hamilton Fire Department	95,728,520	3.5%	98,559,540	3.0%	100,304,530	1.8%
Hamilton Paramedic Service	23,525,970	1.2%	24,056,330	2.3%	24,267,260	0.9%
Public Health Services	13,318,130	6.8%	14,235,580	6.9%	15,054,160	5.8%
TOTAL HEALTHY AND SAFE COMMUNITIES	250,077,800	2.8%	257,139,630	2.8%	263,165,110	2.3%
<u>PUBLIC WORKS</u>						
Roads & Traffic	75,412,790	2.2%	76,940,320	2.0%	78,479,240	2.0%
PW-General Administration	730,590	2.1%	745,960	2.1%	761,330	2.1%
Energy Fleet and Facilities	9,362,990	2.4%	9,573,320	2.2%	9,786,990	2.2%
Engineering Services	5,741,000	0.2%	5,756,740	0.3%	5,769,580	0.2%
Environmental Services	79,743,420	2.9%	81,520,010	2.2%	83,286,840	2.2%
Transit	83,731,320	11.7%	92,958,280	11.0%	101,807,680	9.5%
TOTAL PUBLIC WORKS	254,722,110	5.4%	267,494,630	5.0%	279,891,660	4.6%

CITY OF HAMILTON
2020 - 2022 MULTI-YEAR OUTLOOK
(Maintenance Budget Only - Excludes Business Cases)

	Multi-Year Outlook					
	2020		2021		2022	
	\$	%	\$	%	\$	%
LEGISLATIVE						
Legislative General	(338,310)	0.2%	(340,710)	0.7%	(343,730)	0.9%
Mayors Office	1,171,570	3.3%	1,210,280	3.3%	1,250,560	3.3%
Volunteer Committee	110,360	(0.1%)	110,200	(0.1%)	110,040	(0.1%)
Ward Budgets	4,185,980	1.9%	4,263,990	1.9%	4,344,280	1.9%
TOTAL LEGISLATIVE	5,129,600	2.3%	5,243,760	2.2%	5,361,150	2.2%
CITY MANAGER						
Strategic Partnerships & Communications	2,486,580	3.1%	2,555,860	2.8%	2,608,240	2.0%
Audit Services	1,142,420	2.4%	1,169,700	2.4%	1,197,840	2.4%
CMO - Administration	407,020	3.2%	419,540	3.1%	432,320	3.0%
Human Resources	7,192,410	2.1%	7,348,980	2.2%	7,503,480	2.1%
TOTAL CITY MANAGER	11,228,430	2.4%	11,494,080	2.4%	11,741,880	2.2%
CORPORATE SERVICES						
City Clerk's Office	2,478,980	2.9%	2,545,350	2.7%	2,609,860	2.5%
Corporate Services - Administration	339,630	3.1%	347,020	2.2%	354,600	2.2%
Customer Service	5,381,350	2.1%	5,498,480	2.2%	5,615,170	2.1%
Financial Planning, Admin & Policy	4,976,330	3.7%	5,136,940	3.2%	5,294,110	3.1%
Financial Services	4,124,800	3.6%	4,232,660	2.6%	4,368,340	3.2%
Information Technology	9,265,020	2.9%	9,494,010	2.5%	9,712,130	2.3%
Legal Services	3,520,700	4.1%	3,654,980	3.8%	3,777,460	3.4%
TOTAL CORPORATE SERVICES	30,086,810	3.1%	30,909,440	2.7%	31,731,670	2.7%

CITY OF HAMILTON
2020 - 2022 MULTI-YEAR OUTLOOK
(Maintenance Budget Only - Excludes Business Cases)

	Multi-Year Outlook					
	2020		2021		2022	
	\$	%	\$	%	\$	%
<u>CORPORATE FINANCIALS - EXPENDITURES</u>						
Corporate Pensions, Benefits & Contingency	17,745,900	3.1%	18,259,490	2.9%	18,788,860	2.9%
Corporate Initiatives	10,324,430	33.3%	11,374,010	10.2%	12,837,710	12.9%
TOTAL CORPORATE FINANCIALS	28,070,330	12.4%	29,633,500	5.6%	31,626,570	6.7%
<u>HAMILTON ENTERTAINMENT FACILITIES</u>						
Operating	4,084,600	4.4%	4,189,810	2.6%	4,275,120	2.0%
TOTAL HAMILTON ENTERTAINMENT FACILITIES	4,084,600	4.4%	4,189,810	2.6%	4,275,120	2.0%
TOTAL CITY EXPENDITURES	614,887,280	4.4%	638,375,920	3.8%	660,835,220	2.9%
<u>CAPITAL FINANCING</u>						
Debt-Planning & Economic Development	193,120	(0.6%)	191,870	(0.6%)	190,600	(0.7%)
Debt-Healthy and Safe Communities	2,118,000	(2.6%)	2,059,810	(2.7%)	2,000,440	(2.9%)
Debt-Public Works	40,107,490	5.3%	43,920,010	9.7%	46,815,980	8.8%
Debt-Corporate Financials	80,736,260	7.9%	85,713,260	6.2%	91,334,260	6.6%
Infrastructure Renewal Levy	13,528,870	0.7%	13,628,870	0.7%	13,728,870	0.7%
TOTAL CAPITAL FINANCING	136,683,740	6.0%	145,513,820	6.5%	154,070,150	5.9%

CITY OF HAMILTON
2020 - 2022 MULTI-YEAR OUTLOOK
(Maintenance Budget Only - Excludes Business Cases)

	Multi-Year Outlook					
	2020		2021		2022	
	\$	%	\$	%	\$	%
BOARDS & AGENCIES						
<u>POLICE SERVICES</u>						
Operating	169,936,510	2.9%	174,924,110	2.9%	180,062,110	2.9%
Capital Financing	710,290	(0.9%)	703,950	(0.9%)	697,480	(0.9%)
TOTAL POLICE SERVICES	170,646,800	2.9%	175,628,060	2.9%	180,759,590	2.9%
<u>OTHER BOARDS & AGENCIES</u>						
Library	31,343,750	2.1%	31,924,050	1.9%	32,512,060	1.8%
Conservation Authorities	5,580,360	1.5%	5,664,060	1.5%	5,749,020	1.5%
Hamilton Beach Rescue Unit	136,300	1.5%	138,270	1.4%	140,280	1.5%
Royal Botanical Gardens	644,240	1.5%	653,900	1.5%	663,710	1.5%
MPAC	6,786,250	1.5%	6,888,040	1.5%	6,991,360	1.5%
Farmers Market	127,900	13.4%	138,600	8.4%	144,930	4.6%
TOTAL OTHER BOARDS & AGENCIES	44,618,800	1.9%	45,406,920	1.8%	46,201,360	1.7%
Capital Financing - Other Boards & Agencies	181,660	(3.0%)	175,920	(3.2%)	170,060	(3.3%)
City Enrichment Fund	6,022,690	0.0%	6,022,690	0.0%	6,022,690	0.0%
TOTAL BOARDS & AGENCIES	221,469,950	2.6%	227,233,590	2.6%	233,153,700	2.6%
TOTAL EXPENDITURES	973,040,970	4.2%	1,011,123,330	3.9%	1,048,059,070	3.7%

CITY OF HAMILTON
2020 - 2022 MULTI-YEAR OUTLOOK
(Maintenance Budget Only - Excludes Business Cases)

Multi-Year Outlook					
2020		2021		2022	
\$	%	\$	%	\$	%

NON PROGRAM REVENUES

Payment In Lieu	(15,726,700)	0.0%	(15,726,700)	0.0%	(15,726,700)	0.0%
Penalties and Interest	(10,500,000)	0.0%	(10,500,000)	0.0%	(10,500,000)	0.0%
Right of Way	(3,228,000)	0.0%	(3,228,000)	0.0%	(3,228,000)	0.0%
Senior Tax Credit	587,000	0.0%	587,000	0.0%	587,000	0.0%
Supplementary Taxes	(9,125,000)	0.0%	(9,125,000)	0.0%	(9,125,000)	0.0%
Tax Remissions and Write Offs	9,685,400	(1.1%)	9,580,400	(1.1%)	9,575,400	(0.1%)
Hydro Dividend and Other Interest	(5,300,000)	0.0%	(5,300,000)	0.0%	(5,300,000)	0.0%
Investment Income	(4,100,000)	0.0%	(4,100,000)	0.0%	(4,100,000)	0.0%
Slot Revenues	(5,000,000)	0.0%	(5,000,000)	0.0%	(5,000,000)	0.0%
POA Revenues	(2,197,410)	7.0%	(2,033,750)	7.4%	(1,867,920)	8.2%
TOTAL NON PROGRAM REVENUES	(44,904,710)	0.1%	(44,846,050)	0.1%	(44,685,220)	0.4%

TOTAL LEVY REQUIREMENT	928,136,260	4.4%	966,277,280	4.1%	1,003,373,850	3.8%
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RESIDENTIAL MUNICIPAL TAX IMPACT		3.9%		3.6%		3.3%
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CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	March 22, 2019
SUBJECT/REPORT NO:	Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Edward Soldo (905) 546-2424 Ext. 4622
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION(S)

- (a) That the Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative, as outlined in this report, be funded in the amount of \$150,000 from the Red Light Camera Reserve #112203, with zero net levy impact, be approved; and
- (b) That the Mayor submit a letter to the Attorney General and the Minister of Transportation Ontario, on behalf of City Council, seeking legislative and regulatory amendments to allow the City to implement Automated Speed Enforcement on the Lincoln M. Alexander Parkway and Red Hill Valley Parkways through an administrative monetary penalty system.

EXECUTIVE SUMMARY

At the meeting of February 13, 2019, Hamilton City Council approved Report PW19014 which included the following recommendations:

1. That the existing speed limit be reduced to 80 km/h on the Red Hill Valley Parkway from the Greenhill Interchange to the Queen Elizabeth Way; and

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide) – Page 2 of 6

2. That Hamilton Police Services be requested to continue to undertake regular speed and aggressive driving enforcement on both the Lincoln M. Alexander and the Red Hill Valley Parkways, and that the results be reported annually to the Public Works Committee as part of the Hamilton Strategic Road Safety Program Annual Report.
3. That staff be directed to request that Hamilton Police Service provide enhanced and dedicated speed enforcement on the Red Hill Valley Parkway.

In response to the request the Hamilton Police Service (HPS), in consultation with the City, is proposing to implement an interim enhanced enforcement initiative to increase enforcement along the Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkways (RHVP). The 12-week program would use Voluntary Paid Duty (VPD) Officers to implement a two-pronged roadway safety approach, combining zero tolerance enforcement with a high visibility police presence to educate the public of the ongoing safety initiatives.

The HPS recommend that a longer-term solution that features a robust and sustainable model of enhanced enforcement on these two roadways be developed. The solution may include the deployment of a dedicated traffic enforcement unit and should be assessed within the context of the City-wide Vision Zero Action Plan as well as the potential implementation of Automated Speed Enforcement (ASE).

Since the use of ASE is currently limited to designated school zones and community safety zones where the prescribed speed limit is less than 80 km/h, and given the LINC and RHVP do not qualify for the ASE program, it is recommended that a request be made to the Province to exercise its authority and implement the necessary legislative changes to authorize the City to utilize ASE on the LINC and the RHVP. This would set a precedence in Ontario for this classification of highway.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The Red Light Camera (RLC) Reserve is funded from the issuance of violations through the Red Light Camera program. As directed by Council, this reserve fund is to be used to address identified road safety issues throughout the City of Hamilton.

Staff is requesting a 2019 Tax Operating Budget amendment with zero net levy impact to be funded by the Red Light Camera Reserve account #112203 for a one-time transfer of \$150,000 (actual costs recovered by HPS will be based on actuals, not to exceed \$150,000) to the HPS to fund increased speed

SUBJECT: Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide) – Page 3 of 6

enforcement on the LINC and RHVP. Staff have reviewed the RLC Reserve forecast to ensure funding can be supported from this service.

Staffing: There are no staffing implications related to this report.

Legal: Bill 65 amendments to the Highway Traffic Act permit municipalities to use ASE in school zones and in community safety zones where the prescribed rate of speed is less than 80 km/h. The amendment does not allow for ASE on the LINC and RHVP, as those two roadways have speed limits that are higher than the 80 km/h. Additional legislative amendments are required to authorize the enforcement of ASE on the LINC and RHVP and would set a precedence in Ontario for this classification of highway.

HISTORICAL BACKGROUND

The City has been evaluating and assessing the roadway safety of the LINC and RHVP through a number of recent reports, including Bill 65 – Automated Speed Enforcement (PW19002), Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 (PW19015), City of Hamilton Annual Collision Report – 2017 (PW19012) and Speed Limit Reduction Feasibility Study on the Lincoln M. Alexander and the Red Hill Valley Parkways (PW19014).

Hamilton City Council approved the reduction of the speed limit to 80 km/h on the RHVP from the Greenhill Interchange to the Queen Elizabeth Way on February 13, 2019. The new speed limits were implemented on February 17, 2019. Motorists were made aware of the changes through the installation of oversized speed limit signs, advance advisory information signage, the use of variable message signs, and multiple media releases and posts.

The City has been monitoring speed limit compliance on the RHVP since the reduction and has been identified that the 85th percentile speed, the speed at which 85 percent of motorists are travelling at or below, has been reduced to an average of 85 km/h. This is a reduction of approximately 7-10 km/h since January 2019 and approximately 20-25 km/h lower than speeds gathered in 2015.

The City and HPS also launched a new education campaign targeting speeding drivers as part of the Vision Zero Action Plan. Over the month of March, the education campaign focuses on promoting safe speeds, reminding motorists that “There’s no such thing as speeding a little – speeding is speeding”. The campaign is being promoted using print media, radio ads, online advertising, billboards, bus ads and social media.

Speeding in excess of the posted speed limit is responsible for a high percentage of injuries and fatalities resulting from motor vehicle collisions. Controlling vehicle speed can

SUBJECT: Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide) – Page 4 of 6

prevent collisions from occurring and can reduce the severity of injury when they do occur, especially when vulnerable road users such as pedestrians and cyclists are involved. Appropriate vehicle speeds allow motorists more time to stop, reduce stopping distances and lessen the likelihood of a collision.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Once Provincial regulations for the implementation of ASE are established, and the program is operational, in order to implement ASE in the City of Hamilton, amendments to the existing Traffic By-law will be required to designate certain areas as Community Safety Zones.

Additional legislative amendments are required to authorize the use of ASE technology on the LINC and RHVP as the prescribed posted speed limit on those roadways are not less than 80 km/r. A special provision would need to be written directly into the Provincial Legislation stating that the City of Hamilton has the authority to utilize ASE on the LINC and RHVP and it would set a precedence in Ontario for this classification of highway.

RELEVANT CONSULTATION

This report has been written in consultation with staff from Legal Services, Finance and Hamilton Police Services.

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

On February 20, 2019, through Report PW19014, Council directed staff to request additional support from HPS, particularly as it relates to a targeted enforcement campaign for speed, aggressive driving and distracted driving on both the LINC and the RHVP. HPS and City staff met on a number of occasions to develop an implementation plan.

HPS continues to develop strategies that will aid in educating and enforcing road safety on the LINC and RHVP. The goal of these initiatives is to reduce aggressive driving, speeding, collisions and to ensure compliance with newly implemented speed limits.

HPS currently patrols the LINC and RHVP as a component of its annual Traffic Safety Strategy. This deployment uses officers from the Central Breathalyzer & Drug Recognition Evaluator Unit, when they are not engaged in impaired driving related investigations. In addition, Divisional Patrol Officers and Divisional Safety Officers may conduct enforcement when they are not engaged in priority calls for service, or other community related traffic complaints.

As an interim enhancement option to the current deployment model, HPS is proposing to implement a VPD initiative for a 12-week timeframe until the resurfacing project of the

SUBJECT: Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide) – Page 5 of 6

RHVP begins. The VPD initiative would be subject to potential staffing complications based on the voluntary nature of the assignment.

The enhanced enforcement model would consist of two additional officers per day, working two subsequent shifts a day, seven days per week. These officers will be strictly dedicated speed enforcement on the RHVP and the LINC, resulting in a marked uniformed presence.

The initiative would have a two-pronged approach, combining zero tolerance enforcement, with a high visibility police presence, to educate the public of the ongoing safety initiatives. All related statistics will be tracked and shared with the City.

The total cost of the enhanced enforcement initiative, for the duration of 12 weeks, is approximately \$150,000.

It should be noted that the recommended staffing and projected costs above, are subject to the voluntary nature of the VPD program. As such, the HPS may not be able to fill every available paid duty, and the total costing may be lower than projected. As spring and summer months arrive, there will be increasing demands on the VPD program, inevitably diminishing the potential to staff this initiative.

HPS recommends the need for a longer-term solution featuring a robust and sustainable model of enhanced enforcement for the City as outlined in the Vision Zero Action Plan. This may include the deployment of a dedicated traffic enforcement unit that would undertake enforcement on both parkways as well as direct enforcement resources to locations throughout the City as identified through the Hamilton Strategic Road Safety Program and Vision Zero. HPS does not have the capacity to staff a dedicated enforcement unit without additional funding.

In 2017, the Ontario Legislature passed Bill 65, the Safer School Zones Act, which amended the Ontario Highway Traffic Act (HTA) to among, other things, authorize the municipalities to use ASE technology (known as photo radar) as a tool to address vehicle speed concerns and collision patterns involving speeding.

As identified through Report PW19002, the ASE amendments to the HTA will allow municipalities to use ASE in designated school zones and community safety zones where the prescribed rate of speed is less than 80 km/h. The LINC and RHVP fail to meet the Provincial criteria for community safety zone designation given that those roads have a prescribed rate of speed that is not less than 80 km/h, and therefore do not qualify for the use of the ASE program.

It is recommended that a request be made to the Province to exercise its authority and implement the necessary provincial legislative changes to authorize the City to use ASE

SUBJECT: Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide) – Page 6 of 6

on the LINC and the RHVP through an administrative monetary penalty system. This would set a precedence in Ontario for this classification of highway.

The development of the long-term enforcement solution should be assessed within the context of the Vision Zero Action Plan and potential ASE initiative. City staff will report back to Council with options for consideration.

ALTERNATIVES FOR CONSIDERATION

In order for the speed limit reduction on the Red Hill Valley Parkway to be effective, an enhanced enforcement initiative is required. While City staff will be working with the HPS to determine a long term solution, the alternative for Council is to not implement the enhanced enforcement initiative and rely on the existing Traffic Safety Strategy.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**Healthy and Safe Communities**

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

None.

CITY OF HAMILTON MOTION

Special General Issues Committee (Budget): March 22, 2019

MOVED BY COUNCILLOR B. CLARK.....

SECONDED BY MAYOR / COUNCILLOR

Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility Funding

WHEREAS, the Energy, Fleet & Facilities Management Section is preparing design and specification documents for a new/expanded 12,400 square foot library addition, attached to Valley Park Community Centre, which will also house 3,000 square feet of new community programming space;

WHEREAS, through Information Report PW18092 - Capital Lifecycle Renewal – Valley Park Community Centre, which was submitted at the December 7, 2018 General Issues Committee Budget meeting, staff suggested taking a holistic approach by taking advantage of the opportunity to complete capital works in the existing complex, in conjunction with the new library construction project;

WHEREAS, Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility is currently not included in the 2019 Capital Budget, due to funding constraints, but is being accelerated in the plan for future life cycle program years;

WHEREAS, through Information Report PW18092 - Capital Lifecycle Renewal – Valley Park Community Centre, which was submitted at the December 7, 2018 General Issues Committee Budget meeting, staff revised the capital project costing to only include those projects that demonstrated the opportunity for cost avoidance by taking a holistic approach in conjunction with the new library construction project; and,

WHEREAS, capitalizing on the current tender process and in conjunction with the new library construction project for Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility, an estimated cost avoidance of approximately \$420K, is anticipated due to contractor mobilization fee savings, synergies, soft costs, programming and public disruptions, as well as risk of emergency fixes due to end-of-life infrastructure;

THEREFORE, BE IT RESOLVED:

That, in order to complete the capital works of the 3,000 square feet of new community programming space, at the same time as the expansion of the library, at the Valley Park location, Project 7101954902 - Valley Park Life Cycle Renewal and Accessibility, in an amount of up to \$2,400,000, to be funded as follows, be approved:

- (a) \$500,000 from the Terrapure Compensation Royalties Reserve Account #117036; and,
- (b) \$1,900,000 from the Unallocated Capital Reserve Account #108020.