

The Corporation of the County of Northumberland  
Public Works Committee  
Agenda

Monday, July 29, 2024, 1:00 p.m.

Council Chambers

555 Courthouse Road, Cobourg, ON K9A 5J6

Hybrid Meeting (In-Person and Virtual)

Zoom Information

Join Zoom Meeting

<https://us06web.zoom.us/j/86103222847?pwd=nKJcunjRxxj2s3r05i3DfuH3CU0thl.1>

Meeting ID: 861 0322 2847

Passcode: 499778

Phone: 855 703 8985 Canada Toll-free

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Pages

1. Notices

1.a Accessible Format

If you require this information in an alternate format, please contact the Accessibility Coordinator at [accessibility@northumberland.ca](mailto:accessibility@northumberland.ca) or 1-800-354-7050 ext. 2327.

1.b Meeting Format

This Committee meeting will be held using a hybrid meeting model. The public is invited to attend in-person in Council Chambers. Alternatively, the public may view the Committee meeting via live stream, join online, or join by phone using Zoom Conference technology. If you have any questions, please email [matherm@northumberland.ca](mailto:matherm@northumberland.ca).

- Attend in-person in Council Chambers, located at 555 Courthouse Road, Cobourg
- Watch a livestream by visiting [Northumberland.ca/Council](http://Northumberland.ca/Council)
- Join online using Zoom
- Join by phone using Zoom

2. Call to Order

2.a Territorial Land Acknowledgement

3. Approval of the Agenda

Recommended Motion:

"That the agenda for the July 29, 2024 Public Works Committee be approved."

4. Disclosures of Interest

5. Delegations

6. Business Arising from Last Meeting

7. Communications

7.a Correspondence, Eastern Ontario Wardens' Caucus (EOWC) 'Calling for Investment in Municipal Infrastructure for Eastern Ontario's Small and Rural Communities'

7 - 47

Recommended Motion:

**“Whereas** Eastern Ontario’s small rural municipalities face insurmountable challenges to fund both new growth related infrastructure and ongoing maintenance of their capital assets including local roads and bridges, clean water, wastewater, waste facilities, and municipally owned buildings including recreational facilities and libraries; and

**Whereas** the Federation of Canadian Municipalities (FCM) has calculated that Municipal Governments across Canada are responsible for approximately 60 percent of public infrastructure that supports our economy and quality of life, but only receive 10 cents of every tax dollar; and

**Whereas** the Eastern Ontario Wardens’ Caucus (EOWC) region’s capital infrastructure deficit has increased by 58 percent since 2011 and is now at \$6 billion, and growing; and

**Whereas** in 2018, the Ontario Government mandated all Ontario municipalities to develop and fully fund capital asset management plans by July 2025; and

**Whereas** the EOWC has released a regional Municipal Infrastructure Policy Paper showing key infrastructure data, opportunities and challenges in small rural municipalities across Eastern Ontario; and

**Whereas** Eastern Ontario is a growing economy that can grow more with

sustainable, innovative infrastructure partnership and investment from the Federal and Ontario Governments; and

**Whereas** the infrastructure deficit for small rural municipalities cannot be adequately addressed through property tax revenue, restricted municipal borrowing capacity, and municipalities limited ability to generate revenue; and

**Whereas** small rural taxpayers cannot afford dramatic increases to pay for the current and future infrastructure;

**Now Therefore Be It Resolved That** the Public Works Committee, having considered the correspondence from the EOWC regarding 'Calling for Investment in Municipal Infrastructure for Eastern Ontario's Small and Rural Communities', recommend that County Council joins the EOWC, the Association of Municipalities of Ontario (AMO), and FCM in calling on the Federal and Ontario Governments to immediately and sustainably partner with Municipal Governments by investing in both the new and ongoing maintenance and repairs of municipal infrastructure in Eastern Ontario's small rural municipalities; and

**Further Be It Resolved That** the Committee recommend that County Council calls upon the Federal and Ontario Governments to immediately review data and work together to implement solutions based on the EOWC's Municipal Infrastructure Policy Paper in partnership with small rural municipalities; and

**Further Be It Resolved That** the Committee recommend that County Council direct staff to send a copy of this resolution to the key stakeholders listed in the EOWC correspondence as well as MP Philip Lawrence (Northumberland—Peterborough South), the Honourable David Piccini (Minister of Labour, Immigration, Training and Skills Development and MPP for Northumberland—Peterborough South), and Northumberland County's 7 Member Municipalities.”

**7.b Correspondence, 'Infrastructure Funding for Small Rural Municipalities'**

48 - 64

- Municipality of Mattawan
- Township of Georgian Bay
- Town of Kearney
- Municipality of Tweed
- Municipality of North Dundas
- Township of Bonnechere Valley
- Township of North Glengarry

Recommended Motion:

**"That** the Public Works Committee receive the correspondence from the Municipality of Mattawan, Township of Georgian Bay, Town of Kearney, Municipality of Tweed, Municipality of North Dundas, Township of Bonnechere Valley and Township of North Glengarry regarding 'Infrastructure Funding for Small Rural Municipalities', for information, noting that County Council previously considered and supported correspondence regarding this subject matter at the June 19, 2024 County Council meeting; and

**Further That** the Committee recommend that County Council receive the correspondence for information."

**7.c Correspondence, John Cullen 'Climate and Municipal Government Responsibilities'**

65 - 67

Recommended Motion:

**"That** the Public Works Committee receive the correspondence from John Cullen regarding 'Climate and Municipal Government Responsibilities' for information; and

**Further That** the Committee recommend that County Council receive this correspondence for information."

**7.d Correspondence, City of St. Catherines 'Green Roads Pilot Project'**

68 - 69

Recommended Motion:

**"That** the Public Works Committee receive the correspondence from the City of St. Catherines regarding 'Green Roads Pilot Project' for information; and

**Further That** the Committee recommend that County Council receive this correspondence for information."

- 7.e **Correspondence, Eastern Ontario Regional Network (EORN) 'Possible Increased Permit Requests from Internet Service Providers through the Accelerated High Speed Internet Program'** 70 - 71

Recommended Motion:

"**That** the Public Works Committee receive the correspondence from the Eastern Ontario Regional Network (EORN) regarding 'Possible Increased Permit Requests from Internet Service Providers through the Accelerated High Speed Internet Program' for information; and

**Further That** the Committee recommend that County Council receive this correspondence for information."

## 8. Staff Reports

- 8.a **Quarter 2, 2024 Financial Analysis** 72 - 75

Matthew Nitsch, Director Finance / Treasurer

Recommended Motion:

"**That** the Public Works Committee receive the Quarter 2, 2024 Financial Analysis for Transportation, Environmental Services (Waste), Facilities, and the Golden Plough Lodge (GPL) and Northumberland County Archives and Museum (NCAM) Redevelopment Project for information; and

**Further That** the Committee recommend that County Council receive the Quarter 2, 2024 Financial Analysis for information."

- 8.b **Report 2024-084 '4746 County Road 74, Port Hope - Development Agreement'** 76 - 79

Peter Deshane, Manager of Infrastructure

Recommended Motion:

"**That** the Public Works Committee, having considered Report 2024-084 '4746 County Road 74, Port Hope - Development Agreement', recommend that County Council direct staff to enter into a Development Agreement with Leisa Raye Clifford and the Municipality of Port Hope for the construction of two temporary entrances off of County Road 74, which shall ultimately be permanently located off of a future Municipal Road."

- 8.c **Northumberland Radio Tower Project Update - Presentation** 80 - 95

Carol Coleman, Associate Director Engineering

Recommended Motion:

**"That** the Public Works Committee receive the presentation regarding Northumberland Radio Tower Project Update for information; and

**Further That** the Public Works Committee recommend that County Council receive the PowerPoint presentation for information."

**9. Other Matters Considered by Committee**

**9.a Agricultural Advisory Group - Meeting Minutes**

96 - 98

Recommended Motion:

**"That** the Public Works Committee receive the Minutes from the February 20, 2024 meeting of the Agricultural Advisory Group for information; and

**Further That** the Committee recommend that County Council receive the minutes for information."

**10. Media Questions**

**11. Closed Session**

N/A

**12. Motion to Rise and Result from Closed Session**

N/A

**13. Next Meeting - Thursday, September 5, 2024 at 1:00 p.m.**

- Note date change due to Statutory Holiday.

**14. Adjournment**

**Subject:** Request for Resolution of Support - Calling for Investment in Municipal Infrastructure for Eastern Ontario's Small and Rural Communities  
**Date:** Thursday, June 27, 2024 9:10:05 AM  
**Attachments:** [image001.png](#)  
[DRAFT Resolution Template for Municipalities - Calling for Investment in Municipal Infrastructure for Eastern Ontario's Small and Rural Communities - June 27, 2024.docx](#)  
[EOWC-Municipal-Infrastructure-Policy-Paper.pdf](#)

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**CAUTION:** External E-Mail

Good morning fellow Heads of Council and Deputy Heads of Council across the EOWC region,

As Chair of the EOWC, I am looking for your support in advocating for infrastructure investment across small and rural Eastern Ontario municipalities. I ask that you **please bring forward the resolution to your upcoming July/August Council meetings** (draft attached). This will help us to build momentum ahead of the AMO 2024 Conference around the EOWC's number one strategic priority of investing in infrastructure.

The EOWC recently released our regional [Municipal Infrastructure Policy Paper](#). The paper outlines key data and takeaway evidence that supports investment for Eastern Ontario. We are looking to encourage the Federal and Ontario Governments to come to the table and fund rural and small communities' infrastructure, as municipalities do not have the tools and revenues to do it alone. This includes new growth investment as well as maintaining and repairing existing assets. I encourage you all to read the paper in detail and use it as part of your own local advocacy and infrastructure work.

How else can you amplify the message? Please like and share the EOWC's social media posts, and sign up for our newsletter:

[LinkedIn Post](#)

[Twitter \(X\) Post](#)

[June 2024 EOWC Newsletter](#)

Should you have questions, please contact Meredith Staveley-Watson, Manager of Government Relations and Policy at [meredith.staveley-watson@eowc.org](mailto:meredith.staveley-watson@eowc.org) or 647-545-8324.

Thank you for your continued support and leadership as part of the EOWC.

Sincerely,

**Peter Emon**

**2024 Chair**, Warden of Renfrew County

Eastern Ontario Wardens' Caucus

[info@eowc.org](mailto:info@eowc.org)

[eowc.org](http://eowc.org)



Eastern Ontario  
Wardens' Caucus



**DRAFT Resolution: Calling for Investment in Municipal Infrastructure for Eastern Ontario's Small and Rural Communities**

**WHEREAS** Eastern Ontario's small rural municipalities face insurmountable challenges to fund both new growth related infrastructure and ongoing maintenance of their capital assets including local roads and bridges, clean water, wastewater, waste facilities, and municipally owned buildings including recreational facilities and libraries; and

**WHEREAS** the [Federation of Canadian Municipalities](#) has calculated that Municipal Governments across Canada are responsible for approximately 60 percent of public infrastructure that supports our economy and quality of life, but only receive 10 cents of every tax dollar; and

**WHEREAS** the Eastern Ontario Wardens' Caucus (EOWC) region's capital infrastructure deficit has increased by 58 percent since 2011 and is now at \$6 billion, and growing; and

**WHEREAS** in 2018, the Ontario Government mandated all Ontario municipalities to develop and fully fund capital asset management plans by July 2025; and

**WHEREAS** the EOWC has released a regional [Municipal Infrastructure Policy Paper](#) showing key infrastructure data, opportunities and challenges in small rural municipalities across Eastern Ontario; and

**WHEREAS** Eastern Ontario is a growing economy that can grow more with sustainable, innovative infrastructure partnership and investment from the Federal and Ontario Governments; and

**WHEREAS** the infrastructure deficit for small rural municipalities cannot be adequately addressed through property tax revenue, restricted municipal borrowing capacity, and municipalities limited ability to generate revenue; and

**WHEREAS** small rural taxpayers cannot afford dramatic increases to pay for the current and future infrastructure.

**NOW THEREFORE BE IT RESOLVED THAT** municipality joins the Eastern Ontario Wardens' Caucus, the Association of Municipalities of Ontario, and the Federation of Canadian Municipalities in calling on the Federal and Ontario Governments to immediately and sustainably partner with Municipal Governments by investing in both the new and ongoing maintenance and repairs of municipal infrastructure in Eastern Ontario's small rural municipalities; and

**THAT** the Federal and Ontario Governments immediately review data and work together to implement solutions based on the [EOWC's Municipal Infrastructure Policy Paper](#) in partnership with small rural municipalities; and

**FINALLY THAT** this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; The Honourable Lisa Thompson, Ontario Minister of Rural Affairs; The Honourable Peter Bethlenfalvy, Ontario Minister of Finance; The Honourable Prabmeet Sakaria, Ontario Minister of Transportation; The Honourable Victor Fedeli, Ontario Minister of Economic Development, Job Creation and Trade; Local MP; Local MPP; Federation of Canadian Municipalities; Association of Municipalities of Ontario; Canada Mortgage and Housing Corporation; Rural Ontario Municipal Association; Eastern Ontario Wardens' Caucus.

**EASTERN ONTARIO WARDENS' CAUCUS**  
**MUNICIPAL INFRASTRUCTURE POLICY PAPER**

**Produced by the Eastern Ontario Wardens' Caucus**

[www.eowc.org](http://www.eowc.org)

May 2024

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## Introduction

May 21, 2024

It is with great pride and pleasure that the Eastern Ontario Wardens' Caucus presents its partners in the municipal, provincial and federal sectors with the conclusion of one part of its research into the ongoing financial sustainability of local governments across rural Ontario. In this report, the focus is on *municipal infrastructure*.

This report updates one of five policy papers originally published in 2013-2014 as a follow-up to the landmark analysis titled "*Facing our Fiscal Challenges: A Report on the Financial Sustainability of Local Government in Eastern Ontario*". Ten years on, rural ratepayers across the region are increasingly challenged to pay the costs of vital municipal services. This is especially challenging because rural areas have large and growing amounts of infrastructure to be maintained by a relatively small and widely-disperse population. This fact has been amplified by the COVID-19 pandemic's impact on intra-migration, the serious degradation of health and community services, the imposition of additional service responsibilities by the Province of Ontario, and a housing crisis that puts rural municipalities on the front lines.

In presenting this policy paper, the EOWC is looking to continue its efforts that have previously explored with its partners and which have largely proven to be successful. As financial circumstances and budgets continue to be tight, rural municipal governments will require more active support in stimulating growth and employment, and responding effectively to external factors that create turbulent economic and social circumstances. At the same time, provincial and federal partners must continue to partner with municipalities to develop and implement new approaches to lighten the burden for ratepayers.

As it has for more than 20 years, the EOWC will continue to advocate on behalf of its 103 member municipalities across rural Eastern Ontario and work diligently to generate revenues and contain costs. It should be noted that, as in the original municipal infrastructure report, (2013), this update offers analysis and projections that can guide the formulation of recommendations and collective action.

When we consider the capital and operating costs associated with transportation, housing, environmental services, health and long-term care, we face a challenging future to which we must all bring our best. Our physical and digital infrastructure is the bedrock for delivering vital services and ultimately for our shared well-being. On each issue, residents are counting on us.

Peter Emon  
Chair, Eastern Ontario Wardens' Caucus 2024-2025

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## 1. Executive Summary

**Municipalities in Rural Eastern Ontario manage \$12 billion in physical assets**, with another \$7.8 billion in separated cities and towns (2021). Half of the value of infrastructure in the EOWC area (\$6.6 billion) is invested in transportation infrastructure (primarily roads and bridges). Another \$3.4 billion is invested in EOWC municipalities' environmental services (water, wastewater and sewer; waste management/landfills); the separated cities and towns have nearly as much: \$3.1 billion of this type of infrastructure. Together, these two types of infrastructure represent 80 percent of infrastructure investments in Rural Eastern Ontario.

**Municipalities continue to invest in their infrastructure:** over the past decade (2012 to 2021 inclusive), EOWC member municipalities invested \$4 billion in total or \$403 million a year on average, in multiple forms of infrastructure but have continued to see the book value decline. These assets now have a book value of \$6.7 billion.

**The capital infrastructure deficit is estimated at \$5.8 billion**, up from \$3.74 billion in 2011. This simple estimate is based on the difference between the cost of the original investment and the current (depreciated) value. An estimate based on current replacement value of the assets would be much higher.<sup>1</sup>

**Two-thirds of the capital infrastructure deficit estimate (\$3.5 billion) is for roads and bridges, with another \$1.2 billion associated with environmental services.** Rural municipalities are responsible for 86 percent of the region's paved roads (41,734 lane-kilometres), virtually all unpaved roads (19,274 lane-kilometres), 1,829 bridges and 11,364 large culverts. The associated capital infrastructure deficit for transportation infrastructure alone is now \$3.5 billion, up from \$2.48 billion in 2011.

***"Ontario's 444 municipalities own and manage the majority of public infrastructure in the province, more than both the federal and provincial governments combined."***

[Financial Accountability Office, 2021](#)

**EOWC municipalities are spending \$536 million a year to operate and undertake basic maintenance on their transportation infrastructure and services**, roughly double that spent in EOWC municipalities (\$235 million). EOWC municipalities also spend \$321 million a year operating and performing basic maintenance on their environmental services infrastructure. Together these two infrastructure assets require \$771 million a year in operating expenditure support.

**\$980 Million in Annual Capital Investments is Required.** Closing the capital investment gap for *current* infrastructure would require an *additional* minimum annual investment of \$578 million a year (beyond the 10-year average of \$403 million already being invested). This estimate assumes the infrastructure deficit is to be eliminated in 10 years and the \$403 million investment level is maintained. This is more than double the levels of municipal investment, that would have to start now. Note that this estimate does not include any capital investment for growth.

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<sup>1</sup> In 2021, the [Financial Accountability Office of Ontario](#) used Current Replacement Value to estimate the "backlog" (infrastructure deficit) for Ontario's municipal infrastructure. For municipal assets with condition reports, the FAO estimated that 45.3 percent of municipal assets province-wide are not in a state of good repair. However, the FAO says that the share could be as high as 50 percent or as low as 40 percent. By comparison, only 34.7 percent of [provincial assets](#) are not in a state of good repair, suggesting that municipalities are having a more difficult time maintaining infrastructure than the Province of Ontario.

### Key Statistics for Rural Eastern Ontario's Physical Infrastructure

| Infrastructure Type/Function | Capital Assets at Cost (2021) (CC) | Book Value of Capital Assets (2021) (BV) | Net Value of Assets as % of Capital Cost | Simple Calculation Capital Infrastructure Deficit (CC-BV) |
|------------------------------|------------------------------------|--|--|---|
| Transportation Serv.         | 6,671,689,152                      | 3,127,924,676                            | 47                                       | \$3,543,764,476   |
| Environmental Serv.          | 3,392,967,988                      | 2,213,768,099                            | 65                                       | \$1,180,199,899   |
| Recreational & Culture       | 836,865,107                        | 523,398,873                              | 63                                       | \$ 313,466,234  |
| Protection Services          | 411,612,885                        | 217,372,810                              | 53                                       | \$ 194,240,075  |
| General Government           | 404,359,013                        | 259,851,265                              | 64                                       | \$ 144,507,748  |
| Social Housing               | 356,858,607                        | 149,686,827                              | 42                                       | \$ 207,171,780  |
| Social and Family Serv.      | 253,195,470                        | 130,420,245                              | 52                                       | \$ 122,775,225  |
| Health Services              | 95,922,983                         | 48,399,044                               | 50                                       | \$ 47,523,939   |
| Planning & Develop.          | 59,720,878                         | 39,531,441                               | 66                                       | \$ 20,189,437   |
| Other                        | 11,879,676                         | 9,256,440                                | 78                                       | \$ 2,623,236  |
| <b>Total – EOWC Area</b>     | <b>11,954,133,904</b>              | <b>6,718,609,720</b>                     | <b>54</b>                                | <b>\$5,776,462,049</b>                                    |

Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

#### Rural Eastern Ontario is a Growing Economy that Can Grow more with Infrastructure Investment.

The EOWC area (24 percent of Ontario's municipalities) generates \$61 billion in annual economic activity. When the separated cities and towns are included, Eastern Ontario's economic contribution to the province rises to \$107 billion a year. Rural Eastern Ontario exports \$20 billion a year in manufactured goods outside its regional boundaries.

**Major Business Investment is Coming to Rural Eastern Ontario.** Examples are: Umicore, battery storage facilities in Edwardsburgh-Cardinal and Loyalist Townships, Chalk River Great Wolf Lodge, and Eastern Ontario Correctional Complex expansion. They need upgraded or expanded infrastructure. Investments in infrastructure have a strong economic impact multiplier (return on investment to the entire community, region and province.) There is, however, an upfront cost to growth which rural municipalities will not be able to manage on their own.

**In Rural Ontario, 10 households (on average) maintain a lane-kilometre of paved municipal road; in separated cities and towns, there are 28 households to carry this financial burden. In the EOWC area, 236 households must maintain a bridge; in separated cities and towns, that cost is spread over 709 households.**

**Rural Eastern Ontario's Population Growth Exceeds the Provincial Average.** The population of the EOWC area grew by six (6) percent between 2016-2021; the number of households grew by 2.3 per cent. This growth was higher than for Ontario as a whole (5.8%), Canada (5.2%) or the City of Toronto (2.3%). In-migration to Eastern Ontario as a whole rose by 34 percent in the first year of the pandemic compared to the preceding four years.



**The EOWC Area is a strong performer on housing.** In the 2016-2021 period, EOWC municipalities built more housing units per 100,000 population (39) than the City of Toronto (17) or Ontario as a whole (27). Rural municipalities handled \$2.9 billion in building permits (2021), with another \$1.07 billion in the region's separated cities and towns; \$4 billion for Eastern Ontario as a whole). More than 90 percent of EOWC municipalities are meeting the provincial 10-day median working days standard for processing residential building permits.

**Rural Eastern Ontario municipalities can't finance infrastructure investments on their own.** This report notes that none of the three financing mechanisms for addressing infrastructure needs (funded directly from property taxes, utilization of reserves, or taking on debt) is sustainable for Rural Ontario municipalities. The current debt burden for EOWC municipalities is now \$647 million. While the associated annual repayment limit (as defined by the Province) is \$352.2 million, own purpose revenues (from the municipal property tax base) could not support this level of annual principal and interest payments.

**Total reserves (obligatory and discretionary) totalled \$590 million in 2021,** less than half the reserves in separated cities and towns (\$1.0 billion), meaning that if

current reserves in EOWC municipalities were applied to close the infrastructure deficit, they would be depleted in less than two years. If applied as part of a tripartite infrastructure investment program with provincial and federal governments (an additional \$192 million a year), these reserves would support a longer-term approach to addressing the infrastructure deficit.

**Rural eastern Ontario municipalities would have to increase their own purpose revenues (with tax increases being the only likely means) by an average of five (5) percent per year for 20 years** just to address the current infrastructure deficit. This estimate does not include any tax increases to address rising *operating* costs for any of the services provided by municipalities. Given that on average, jobs across all sectors pay \$6,869 less in rural Eastern Ontario than for Ontario as a whole, ratepayers' ability to pay these kinds of increases is not sustainable.

**Innovation must be part of the infrastructure solution.** Innovative approaches to capital investments in infrastructure assets as well as their maintenance can significantly extend the lifecycle of assets, optimizing their utility and value over time. Purpose-built innovation (at the time of initial investment) is typically far more effective than retrofitting solutions later on. This approach saves both time and resources and avoids time out of service. Innovation can also lead to operational savings, enhancing the cost-effectiveness of infrastructure management. For example, every one (1) per cent that EOWC municipalities could save on current operating costs for transportation services and environmental services, would result in an \$85 million/year savings that could be redirected to other investment, including future-proofing infrastructure to address climate change impacts.

**Net Revenues for EOWC municipalities are \$1.7 billion a year, meaning that the total annual repayment limit (debt charges and interest) is \$352 million. Financial Information Returns (FIRs) for these municipalities have \$289 million currently unused. However, if current cost-sharing and financing arrangements offered by the Province continue in their current configuration, this capacity will support just \$433 million in additional infrastructure investment.**

## **Recommendations:**

**The EOWC requests that the Federal Government and the Ontario Government assist in addressing the growing infrastructure deficit:**

1. Ensure eligibility for programs and funding fits both rural and small urban circumstances.
2. Federal and provincial funding programs are often unpredictable and irregular in their timing. Predictable, non-competitive, permanent infrastructure funding stream is needed.
  - Determine the increase to the Ontario Community Infrastructure Fund (OCIF) that is necessary to enable rural Eastern Ontario's municipalities to maintain their infrastructure, then allocate provincial funds to do so.
3. Investing in housing goes hand-in-hand with investing in institutional, commercial or industrial (ICI) land uses. Take an integrated approach to infrastructure investments, that also considers Return on Investment that is shared by communities and the Province.
4. Reevaluate debt financing options for small municipalities with limited resources to raise funds, ensuring that funds are directed towards infrastructure development rather than servicing debt interest. Specific considerations should include higher upfront/advance contributions as well as the contribution to GDP of "local" investments to provincial priorities.
5. Work with the provincial Financial Accountability Office to ensure that missing/incomplete data that would make their infrastructure reports more robust is provided, that the evolution in asset management plans is reflected in both municipal and FAO work, and that the FAO and the EOWC compare their methodologies for estimating infrastructure deficits/backlogs.

## Background to this Report

This policy paper is expected to contribute to formulation of the EOWC's 2024-2027 strategic plan and any advocacy plans which ensue. The paper was prepared in draft form by Kathryn Wood, CEO of Pivotal Momentum Inc., then reviewed by the EOWC infrastructure working group comprised of:

- Kurt Greaves, CAO Lanark County
- Marcia Wallace, CAO Prince Edward County
- Gary Dyke, CAO Haliburton County
- Connor Dorey, CAO Hastings County
- Meredith Staveley-Watson, Manager of Government Relations and Policy, EOWC.

The primary data sources for this paper were:

- [Financial Information Returns \(FIRs\)](#) for all the municipalities within the geographic area served by the EOWC. Data was also extracted and aggregated for the 10 separated cities and towns served by the EOWC. In some cases, FIR data going back to 2000 were used to project operating and capital expenditures through to 2030. For reference purposes, this report used 2021 municipal data because it was the fiscal year for which FIRs were posted publicly for virtually all municipalities in Eastern Ontario. At the time of analysis, more than 40 municipalities had not posted FIRs for 2022.
- [Statistics Canada Census data, 2021](#). This source was used for population, household, dwelling unit and other similar statistics. All data used in this report was gathered and analyzed at the census subdivision level.
- [Financial Accountability Office of Ontario](#) – Municipal Infrastructure and Provincial Infrastructure reports produced in 2021 and 2020 respectively.
- Asset Management Plan(s) posted in the public domain, on municipal websites.
- [Lightcast Analyst](#) was used to obtain data on average wages and economic data (e.g. production, exports). At the time the analysis was undertaken, the EOWC had an annual license to this service.
- [Censusmapper.ca](#), an online/public domain platform displaying Canadian census data in map form.

## 2. Municipalities in Rural Eastern Ontario Manage \$12 Billion in Assets

### 2.1 Total Municipal Infrastructure Assets

At the end of 2021, municipalities in Rural Eastern Ontario held \$11.95 billion in capital assets --- valued at cost. These holdings are up by 37 per cent from 2011 (\$8.7 billion). Upper/single tier municipalities are responsible for roughly \$3.3 billion of this infrastructure (28% of the total) and lower tier municipalities (townships and small towns) are responsible for the rest: \$8.6 billion (72% of the total)

#### Capital Infrastructure Assets in Eastern Ontario (EOWC and EOMC)

| Jurisdiction                    | Capital Assets<br>(at cost) 2011<br>(in \$billion) | Capital Assets<br>(at cost) 2021<br>(in \$billion) | Percentage<br>Change<br>(%) |
|---------------------------------|--|--|-----------------------------|
| Rural Eastern Ontario (EOWC)    | \$ 8.7   | \$11.9   | 36.8%                       |
| Separated Cities & Towns (EOMC) | \$ 5.3   | \$ 7.8   | 47.2%                       |
| <b>Total – Eastern Ontario</b>  | <b>\$14.0</b>                                      | <b>\$19.7</b>                                      | <b>40.7%</b>                |

Figure 1 – Capital Assets (Infrastructure) Held by Municipalities in Eastern Ontario Source: Financial Information Returns.

For comparative purposes: in 2021, the value of capital assets in the City of Ottawa was \$23.1 billion.

### 2.2 Municipal Infrastructure Assets By Type

These capital assets, commonly referred to as municipal infrastructure, cover the full range of services provided by local government and most of these services are mandated by the Province for delivery by municipalities. They are not optional. For municipal governments in Rural Eastern Ontario, these infrastructure assets include:

- *Transportation systems* (roads, bridges, sidewalks, lighting fixtures, guardrails, maintenance equipment, sand/salt facilities)
- *Environmental services* (such as water and sewer systems, water distribution systems, storm water systems, landfills, fleets for waste collection and recycling)
- *Community housing* (such as rent-geared-to-income facilities)
- *Health and Long-Term Care assets* (such as ambulances and homes for the aged)
- *Protection Services* (such as fire stations or emergency measures centres)
- *Community Facilities for Culture and Recreation* (such as community halls, libraries, arenas, theatres and parks)
- *Municipal buildings* (for administrative services and municipal governance).

Across Rural Eastern Ontario, the types of infrastructure that require the largest initial investment and the largest maintenance responsibilities tend to be transportation assets and environmental assets. For smaller municipalities especially, the cost of building/purchasing and maintaining any of these assets is a heavy burden.

### Rural Eastern Ontario – Infrastructure Assets by Type/Function

| Infrastructure Type/Function | Capital Assets at Cost (2021) (CC) | Book Value of Capital Assets (2021) (BV) | Net Value of Assets as % of Capital Cost | Simple Calculation Capital Infrastructure Deficit (CC-BV) |
|------------------------------|------------------------------------|--|--|---|
| Transportation Serv.         | 6,671,689,152                      | 3,127,924,676                            | 47                                       | \$3,543,764,476   |
| Environmental Serv.          | 3,392,967,988                      | 2,213,768,099                            | 65                                       | \$1,180,199,899   |
| Recreational & Culture       | 836,865,107                        | 523,398,873                              | 63                                       | \$ 313,466,234  |
| Protection Services          | 411,612,885                        | 217,372,810                              | 53                                       | \$ 194,240,075  |
| General Government           | 404,359,013                        | 259,851,265                              | 64                                       | \$ 144,507,748  |
| Social Housing               | 356,858,607                        | 149,686,827                              | 42                                       | \$ 207,171,780  |
| Social and Family Serv.      | 253,195,470                        | 130,420,245                              | 52                                       | \$ 122,775,225  |
| Health Services              | 95,922,983                         | 48,399,044                               | 50                                       | \$ 47,523,939   |
| Planning & Develop.          | 59,720,878                         | 39,531,441                               | 66                                       | \$ 20,189,437   |
| Other                        | 11,879,676                         | 9,256,440                                | 78                                       | \$ 2,623,236  |
| <b>Total – EOWC Area</b>     | <b>11,954,133,904</b>              | <b>6,718,609,720</b>                     | <b>54</b>                                | <b>\$5,776,462,049</b>                                    |

Figure 3 – Infrastructure Assets by Type/Function Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

### Rural and Urban Eastern Ontario (EOWC and EOMC Areas) – Infrastructure Assets by Type

| Capital Assets by Type/Function (2021) | Rural Eastern Ontario (EOWC) Value at Cost (\$billion) | Separated Cities & Towns (EOMC) Value at Cost (\$billion) | Eastern Ontario Total (Value at Cost) (\$billion) |
|--|--|---|---|
| Transportation Services                | \$6.7  | \$2.7   | \$9.4   |
| Environmental Services                 | \$3.4  | \$3.1   | \$6.5   |
| Recreation & Cultural                  | \$0.8  | \$0.9   | \$1.7   |
| Protection Services                    | \$0.4  | \$0.3   | \$0.7   |
| General Government                     | \$0.4  | \$0.2   | \$0.6   |
| Social Housing                         | \$0.4  | \$0.3   | \$0.7   |
| Social and Family Services             | \$0.3  | \$0.09  | \$0.39  |
| Health Services                        | \$0.09   | \$0.02  | \$0.11  |
| Planning & Development                 | \$0.06   | \$0.03  | \$0.09  |
| Other                                  | \$0.01   | \$0.1   | \$0.11  |
| <b>Total</b>                           | <b>\$11.9</b>  | <b>\$7.8</b>  | <b>\$19.7</b>                                     |

Figure 4 – Infrastructure Assets by Type/Function Source: Financial Information Returns (FIRs) for all municipalities in Eastern Ontario

### 2.3 Total Capital Investments Over the 2012-2021 Period

Annual capital investments by local governments in Eastern Ontario totalled \$4 billion since 2012 and have been highly variable in that period. The year with the lowest capital investment was 2012 with just \$301 million invested; the year with the highest investment was 2018 at \$479 million invested.

The highly variable investment pattern over the years suggests that municipalities act on infrastructure needs when they have the resources to do so, especially when there are provincial or federal cost-sharing programs available.

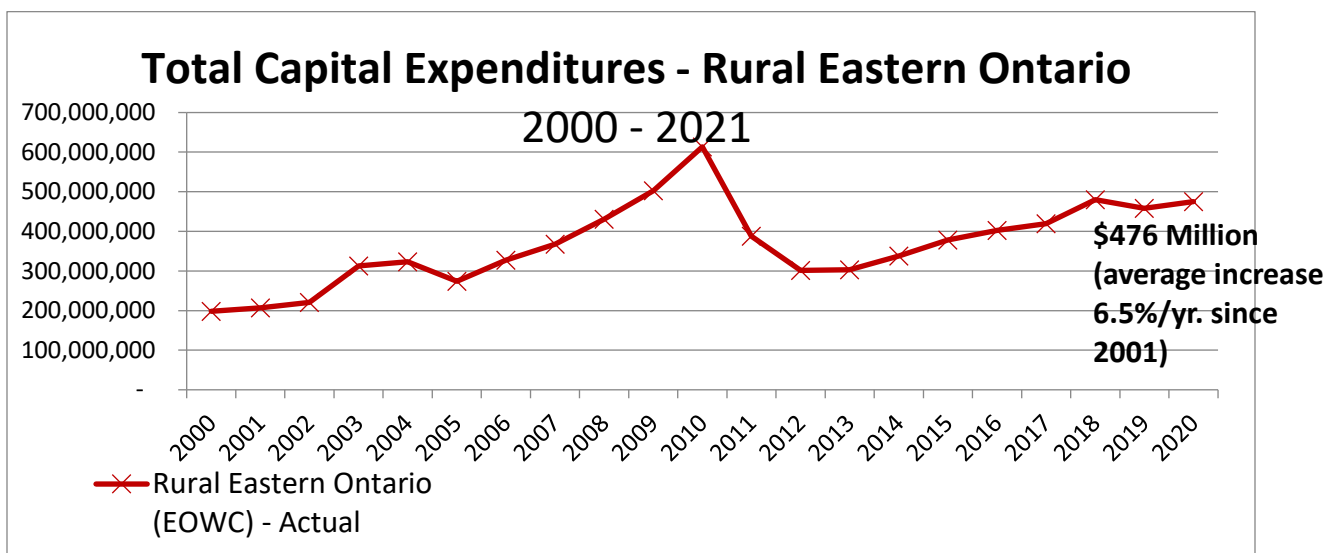


Figure 5 – Total Capital Expenditures – Rural Eastern Ontario 2000 to 2021 Source: Financial Information Returns (FIRs)

### 2.4 Operating Expenditures Rise by 29 Percent in 2012-2021 Period: Now at \$2.57 Billion

Total operating expenditures by municipal governments across Rural Eastern Ontario rose from \$1.988 billion in 2012 to **\$2.570** Billion in 2021, an increase of 29 per cent. Operating expenditures for separated cities and towns rose from \$1.1 billion to \$1.4 billion in the same period, an increase of 28 per cent. In total, municipal government operating expenses across Eastern Ontario were just under \$4 billion in 2021.

For comparative purposes, the total operating expenditures in 2012 in the City of Ottawa were \$2.9 billion and had risen by 34.4 percent to \$3.9 billion in 2021--- very similar to the Eastern Ontario total.

**Total Capital and Operating Expenditures Across Eastern Ontario – 2012 and 2021**

| Jurisdiction                   | Total Operating Expenditures<br>2012<br>(\$ billion) | Total Operating Expenditures<br>2021<br>(\$ billion) | Percentage Change<br>(2012-2021) % |
|--------------------------------|--|--|------------------------------------|
| Rural Eastern Ontario          | \$1.998  | \$2.57   | 29.3                               |
| Separated Cities               | \$1.12   | \$1.44   | 28.6                               |
| <b>Total – Eastern Ontario</b> | <b>\$3.098</b>                                       | <b>\$3.97</b>  | <b>28.1</b>                        |
| City of Ottawa                 | \$2.93   | \$3.94   | 34.4                               |

Figure 6 – Total Capital and Operating Expenditures of Municipal Governments in Eastern Ontario – by Rural Ontario, Separated Cities and Towns, and the City of Ottawa Source: Financial Information Returns SLC 52 9910 01

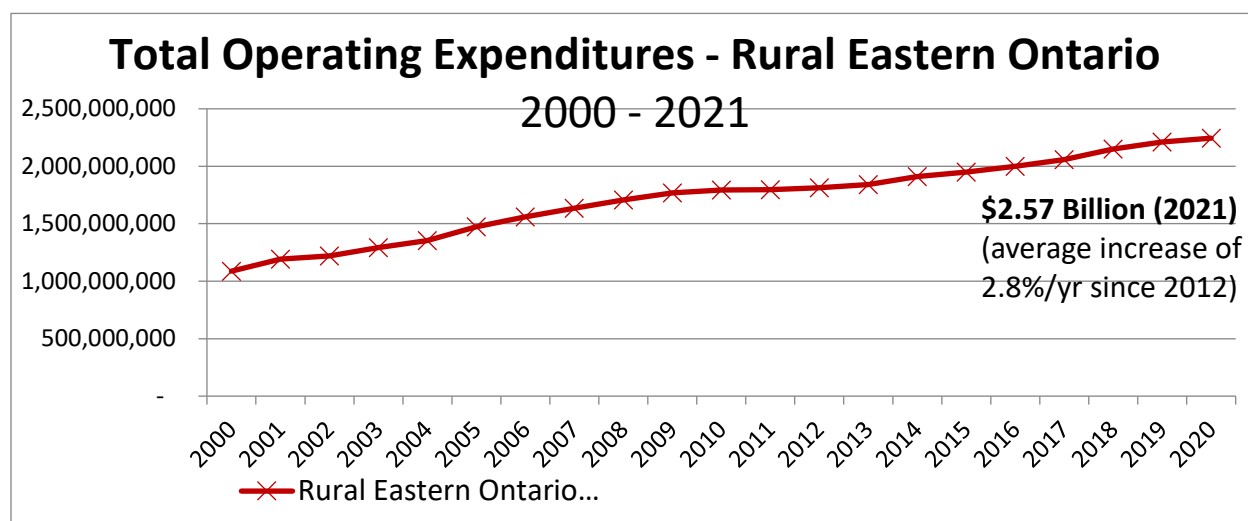


Figure 7 – Total Operating Expenditures – Rural Eastern Ontario 2000-2021 Source: Financial Information Returns

**2.5 Municipal Governments in Rural Eastern Ontario Manage \$3.0 Billion A Year**

When capital and operating costs are taken together, municipalities in Rural Eastern Ontario are managing just over \$3 billion a year in 2021. With separated cities and towns managing \$1.94 billion a year, the Eastern Ontario total is roughly \$5 billion a year.

For comparative purposes, the combined capital and operating expenditures of the City of Ottawa were \$6.39 billion, well above the Eastern Ontario total. The operating expenditures were similar (roughly \$4 billion) but the City of Ottawa invested three times as much in capital infrastructure (by 2021).

### Total Capital and Operating Expenditures Managed by Municipal Governments (2021)

| Jurisdiction                   | Capital Expenditures (2021) (\$ millions) | Operating Expenditures (2021) (\$ billions) | Total – Capital and Operating Expend. (2021) (\$ billions) |
|--------------------------------|---|---|--|
| Rural Eastern Ontario          | \$ 476                                    | \$2.57                                      | \$3.04   |
| Separated Cities & Towns       | \$ 393                                    | \$1.55                                      | \$1.94   |
| <b>Total – Eastern Ontario</b> | <b>\$ 869</b>                             | <b>\$4.12</b>                               | <b>\$4.98</b>  |
| City of Ottawa                 | \$2,643                                   | \$3.94                                      | \$6.39   |

Figure 8 – Total Capital and Operating Expenditures of Municipal Governments in Eastern Ontario – by Rural Ontario, Separated Cities and Towns, and the City of Ottawa Source: Financial Information Returns SLC 52 9910 07 LC 53 1020 01

## 2.6 Revisiting Capital Expenditure Patterns As Projected in 2013

As part of the 2013 Municipal Infrastructure Policy Paper, municipal capital investment patterns of the 2000-2011 period were analyzed to project what the future pattern of capital investments might look like between 2012 and 2020. Three different scenarios were used in the 2013 paper, providing an opportunity to assess which one was the most accurate (comparing projected to actual). This is especially important given the potential disruptive influence of the pandemic at the end of the projection period. The three scenarios utilized in 2013 were:

- Annual capital investments follow the pattern of 2000 to 2011 (long-term)
- Annual capital investments follow the pattern of 2007 to 2011 (medium-term)
- Annual capital investments follow the pattern of 2009 to 2011 (short-term)

As is shown in Figure 9, the most accurate projection of actual investments for 2012 to 2020 was the medium-term version (2007-2011). The actual capital expenditures tracked the four-year projection very closely. The longer-term projection significantly overestimated the actual capital investments for the 2012 to 2020 period, and the short-term projection significantly underestimated the actual capital investments that were in fact made in the 2012 to 2020 period.

Note that projected operating expenditures tracked the annual actuals for the 2000 to 2011 period quite well regardless of scenario, so the four-year scenario (from 2017 to 2021) was used to project capital expenditures through from 2021 to 2030. The results are shown in Figure 10.



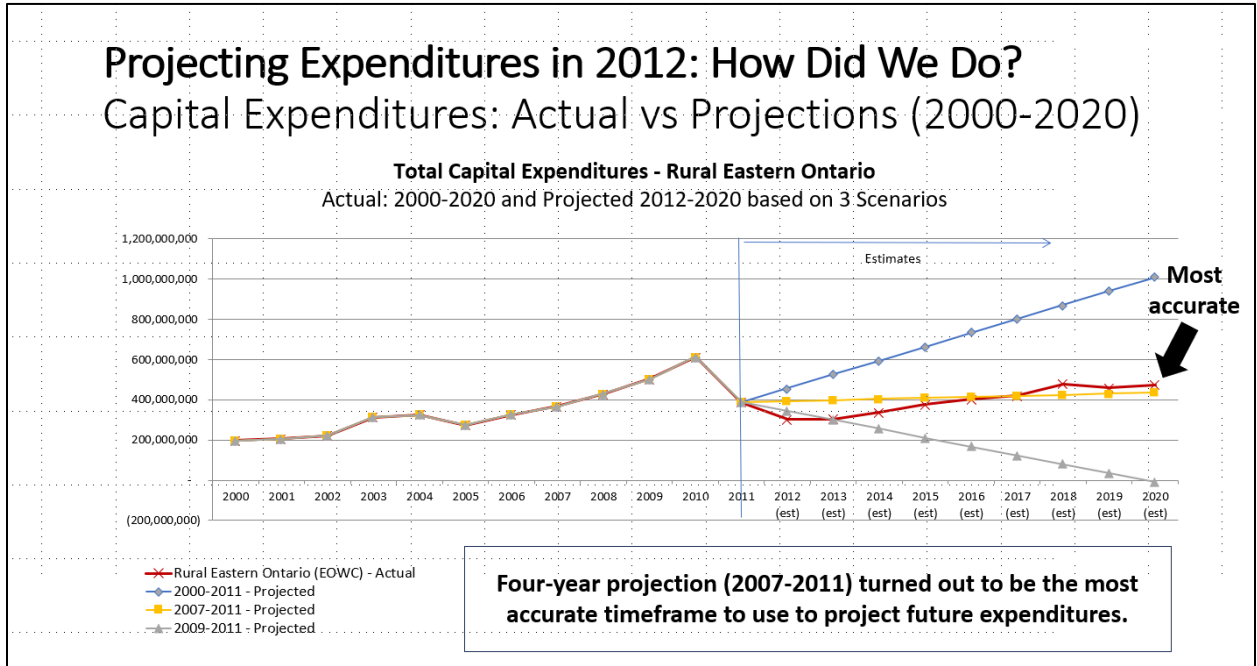


Figure 9 – Revisiting Projected Capital Expenditures for the 2000 to 2011 period Source: Financial Information Returns and 2013 Municipal Infrastructure Policy Paper

## 2.7 Capital Investments Projected to 2030

Using the average annual percentage change in capital expenditures derived from the 2007 to 2021 data, the annual capital expenditures from 2021 to 2030 were estimated.

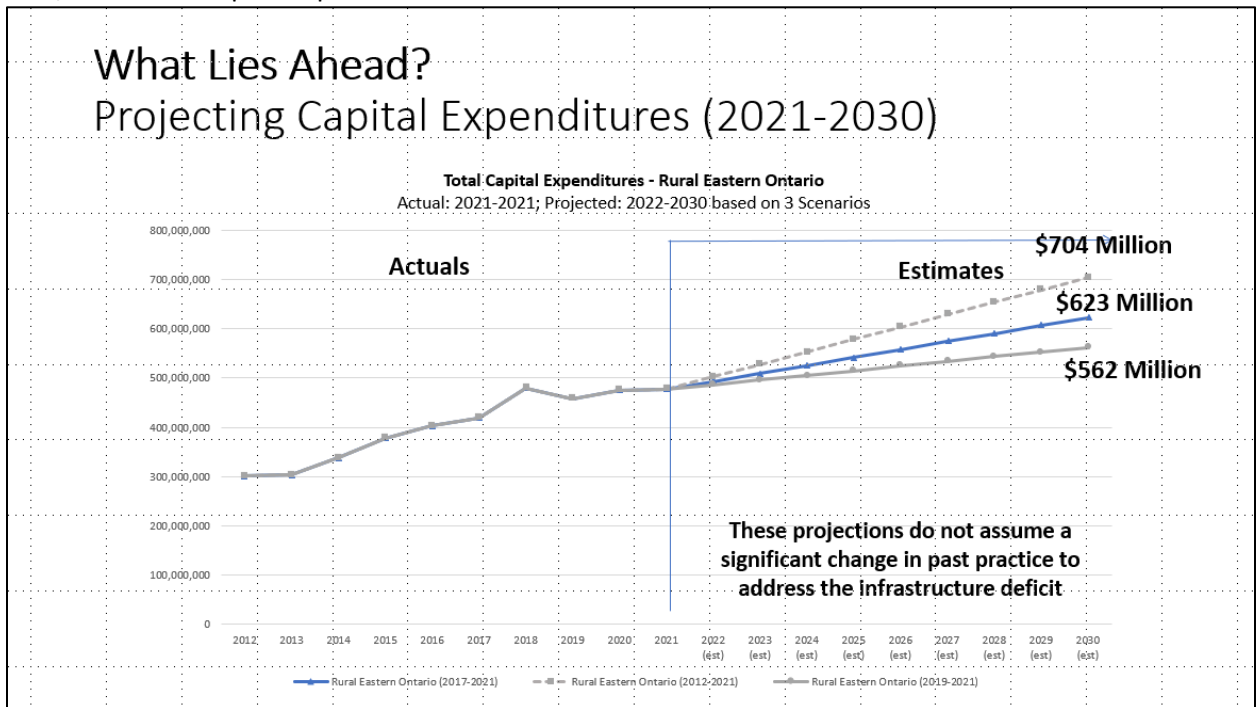


Figure 10 – Projected Annual Capital Expenditures from 2021 to 2030 Source Financial Information Returns

These projections suggest that EOWC municipalities will be making roughly \$623 million a year in capital infrastructure investments by the end of the decade (the mid-range estimate). It is possible that these annual investments might reach \$704 million a year by 2030 or climb more slowly to \$562 million. These estimates may maintain asset value in its current state but **none of the three projections will reach the investment levels required to address the current infrastructure deficit let alone address the region's growth prospects.**

### 3. Capital Expenditures by Asset Type

#### 3.1 Transportation and Environmental Assets Account for 80 Percent of Capital Assets

The dominance of transportation assets in Rural Eastern Ontario’s infrastructure mix is clear: these assets account for 53 percent of the EOWC area’s assets. Environmental services assets are the second most dominant asset type at 27 percent. The two asset types combined account for just over 80 percent of total capital infrastructure assets. In other words, most of the new investment in infrastructure --- whether coming from municipalities or upper levels of government --- will need to be focused on these two asset types if further erosion in the state of these assets is to be avoided.

#### Infrastructure Assets across Rural Eastern Ontario, by Type/Function (2021)

| Infrastructure Type/Function | Capital Assets at Cost (2021)<br>(CC) | Book Value of Capital Assets (2021) (BV) | Percentage of Total Assets (2021)<br>(\$) |
|------------------------------|---------------------------------------|--|---|
| Transportation Serv.         | 6,671,689,152                         | 3,127,924,676                            | 53.39                                     |
| Environmental Serv.          | 3,392,967,988                         | 2,213,768,099                            | 27.15                                     |
| Recreational & Culture       | 836,865,107                           | 523,398,873                              | 6.70                                      |
| Protection Services          | 411,612,885                           | 217,372,810                              | 3.29                                      |
| General Government           | 404,359,013                           | 259,851,265                              | 3.24                                      |
| Social Housing               | 356,858,607                           | 149,686,827                              | 2.86                                      |
| Social and Family Serv.      | 253,195,470                           | 130,420,245                              | 2.03                                      |
| Health Services              | 95,922,983                            | 48,399,044                               | 0.77                                      |
| Planning & Develop.          | 59,720,878                            | 39,531,441                               | 0.48                                      |
| Other                        | 11,879,676                            | 9,256,440                                | 0.10                                      |
| <b>Total – EOWC Area</b>     | <b>11,954,133,904</b>                 | <b>6,718,609,720</b>                     | <b>100.00</b>                             |

Figure 10 - Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

#### 3.2 EOWC Municipalities Manage \$6.7 Billion in Transportation Assets

Municipalities in the EOWC area are managing \$6.7 billion in transportation assets. The book value of these assets (after depreciation is taken into account), leaves a capital infrastructure deficit of \$3.5 billion just for this asset class. Using this measure (assets at cost minus book value), transportation assets across the region have lost more of their value than any other asset class (book value of 46.9 %). With annual capital investments averaging roughly \$288 million a year, Rural Eastern Ontario’s municipalities will continue to lose ground on the state of their transportation infrastructure. Staying abreast of 2021 levels would require at least \$66 million a year invested across the region in addition to the current investments.

Separated cities and towns in Eastern Ontario are faring slightly better, having preserved 52.7 percent of the transportation asset values (\$857 million at cost). Taken together, Eastern Ontario is managing \$7.5 billion in transportation assets that have been amortized to 47.5 percent of their value at cost. There is now a combined capital infrastructure deficit of \$3.95 billion, most of which is in Rural Eastern Ontario.

#### Asset Values for Transportation Services – 2021

| Jurisdiction                   | Asset Value at Cost (2021) | Book Value of Assets (2021) | Percentage of Asset Value Retained (2021) | Capital Infrastructure Deficit (2021) |
|--------------------------------|----------------------------|-----------------------------|---|---------------------------------------|
| Rural Eastern Ontario (EOWC)   | 6,671,689,152              | 3,127,924,676               | 46.9                                      | 3,543,764,476                         |
| Separ. Cities & Towns (EOMC)   | 857,764,795                | 452,122,281                 | 52.7                                      | 405,642,514                           |
| <b>Total – Eastern Ontario</b> | <b>7,529,453,947</b>       | <b>3,580,046,957</b>        | <b>47.5</b>                               | <b>3,949,406,990</b>                  |

Figure 11 – Asset Values for Transportation Services – 2021 Source: Financial Information Returns

Figure 12 suggests that annual capital investments may be trending up in Rural Eastern Ontario. This will not be confirmed until all 2022 and 2023 FIR data can be included in the analysis.

#### Capital Expenditures on Transportation Services – 2019-2022

| Jurisdiction                   | Capital Expenditures 2019 | Capital Expenditures 2020 | Capital Expenditures 2021 | Capital Expenditures 2022 (Est) |
|--------------------------------|---------------------------|---------------------------|---------------------------|---------------------------------|
| Rural Eastern Ontario (EOWC)   | 244,348,737               | 277,446,333               | 277,690,431               | 353,081,338                     |
| Separ. Cities & Towns (EOMC)   | 129,839,961               | 122,480,757               | 140,369,628               | 277,753,614                     |
| <b>Total – Eastern Ontario</b> | <b>374,188,698</b>        | <b>399,927,090</b>        | <b>418,060,060</b>        | <b>630,834,952</b>              |

Figure 12 – Capital Expenditures on Transportation Services – 2019 to 2022 (estimated) Source: Financial Information Returns with 2021 data carried forward into 2022 for those municipalities whose FIRs had not been posted at the time of analysis. For this reason, the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

In addition to annual capital investments, municipalities in Rural Eastern Ontario are spending more than \$500 million a year to operate and maintain transportation assets and services. Together with the operating expenditures of separated cities and towns (more than \$200 million a year), total operating expenditures on transportation assets and services across all of Eastern Ontario exceed \$770 million and may now be in the range of \$850 million.

### Operating Expenditures on Transportation Services – 2019-2022

| Jurisdiction                   | Operating Expenditures 2019 | Operating Expenditures 2020 | Operating Expenditures 2021 | Operating Expenditures 2022 (Est) |
|--------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------------|
| Rural Eastern Ontario (EOWC)   | 520,265,852                 | 518,601,331                 | 536,227,737                 | 590,944,962                       |
| Separ. Cities & Towns (EOMC)   | 235,856,389                 | 226,635,542                 | 235,970,110                 | 259,235,066                       |
| <b>Total – Eastern Ontario</b> | <b>756,122,241</b>          | <b>745,236,873</b>          | <b>772,197,847</b>          | <b>850,198,028</b>                |

Figure 13 – Annual Operating Expenditures on Transportation Services – 2019 to 2022 (estimated) Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

### Total Capital and Operating Expenditures on Transportation Services – 2019-2022

| Jurisdiction                   | Cap & Oper. Expenditures 2019 | Cap & Oper. Expenditures 2020 | Cap & Oper. Expenditures 2021 | Cap & Oper. Expenditures 2022 (Est) |
|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------------|
| Rural Eastern Ontario (EOWC)   | 764,614,589                   | 796,047,664                   | 813,918,169                   | 944,026,300                         |
| Separ. Cities & Towns (EOMC)   | 365,696,350                   | 349,116,299                   | 376,339,738                   | 537,006,680                         |
| <b>Total – Eastern Ontario</b> | <b>1,130,310,939</b>          | <b>1,145,163,963</b>          | <b>1,190,257,907</b>          | <b>1,481,032,680</b>                |

Figure 14 – Total Capital and Operating Expenditures on Transportation Services – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

### 3.3 EOWC Municipalities Manage \$3.4 Billion in Environmental Assets

Municipalities in the EOWC area are managing \$3.4 billion in environmental services assets. The book value of these assets (after depreciation is taken into account), leaves a capital infrastructure deficit of \$1.2 billion just for this asset class. Using this measure (assets at cost minus book value), environmental services assets across the region have lost less of their value than most other asset class (retaining 65 % of value at cost). With annual capital investments varying between \$90 and \$130 million a year, Rural Eastern Ontario’s municipalities may be able to maintain the value of these assets but will not be well-positioned for either a significant asset failure or for growth. For some assets in this class (e.g. treatment plants or landfills), upfront capital costs are significant.

When environmental services assets for the EOMC area are taken into account (capital cost of \$1.1 billion and book value of \$764 million), investment in environmental assets in Eastern Ontario is \$4.5 billion, roughly three-quarters of which is in Rural Eastern Ontario.

The combined infrastructure deficit for this asset class is \$1.5 billion, of which two-thirds (\$1.2 billion) is in Rural Eastern Ontario.

### Asset Values for Environmental Services Infrastructure – 2021

| Jurisdiction                   | Asset Value at Cost (2021) | Book Value of Assets (2021) | Percentage of Asset Value Retained (2021) | Capital Infrastructure Deficit (2021) |
|--------------------------------|----------------------------|-----------------------------|---|---------------------------------------|
| Rural Eastern Ontario (EOWC)   | 3,392,967,998              | 2,212,768,099               | 65.2                                      | 1,180,199,899                         |
| Separ. Cities & Towns (EOMC)   | 1,136,361,572              | 764,888,572                 | 67.3                                      | 371,473,000                           |
| <b>Total – Eastern Ontario</b> | <b>4,529,329,570</b>       | <b>2,977,656,671</b>        | <b>65.7</b>                               | <b>1,551,672,999</b>                  |

Figure 15 – Asset Values for Environmental Services Infrastructure – 2021 Source: Financial Information Returns

### Capital Expenditures on Environmental Services – 2019-2022

| Jurisdiction                   | Capital Expenditures 2019 | Capital Expenditures 2020 | Capital Expenditures 2021 | Capital Expenditures 2022 (Est) |
|--------------------------------|---------------------------|---------------------------|---------------------------|---------------------------------|
| Rural Eastern Ontario (EOWC)   | 126,496,718               | 73,890,716                | 90,554,531                | 127,397,209                     |
| Separ. Cities & Towns (EOMC)   | 82,296,185                | 82,591,804                | 230,170,520               | 81,174,819                      |
| <b>Total – Eastern Ontario</b> | <b>208,792,903</b>        | <b>156,482,520</b>        | <b>320,725,051</b>        | <b>208,572,028</b>              |

Figure 16 – Capital Expenditures on Environmental Services – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

Rural Eastern Ontario municipalities are spending roughly \$300 million a year to operate their environmental services. That number nearly doubles when expenditures by separated cities and towns (EOMC municipalities) are included. There may be an upward trend in these numbers in 2022 but confirmation should await integration of any outstanding Financial Information Returns for that year.

Taken together, municipalities in Rural Eastern Ontario are spending roughly \$400 million a year in capital and operating costs for environmental services, three-quarters of which is operating expenditures. EOWC member municipalities spend more each year to operate environmental services than do the EOMC member municipalities. For Eastern Ontario as a whole, municipal spending for environmental services likely tops \$600 million a year.

### Operating Expenditures on Environmental Services – 2019-2022

| Jurisdiction                   | Operating Expenditures 2019 | Operating Expenditures 2020 | Operating Expenditures 2021 | Operating Expenditures 2022 (Est) |
|--------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------------|
| Rural Eastern Ontario (EOWC)   | 293,798,957                 | 307,649,375                 | 306,201,139                 | 321,365,780                       |
| Separ. Cities & Towns (EOMC)   | 238,595,063                 | 222,479,444                 | 240,143,881                 | 253,614,069                       |
| <b>Total – Eastern Ontario</b> | <b>532,394,020</b>          | <b>530,128,819</b>          | <b>546,345,020</b>          | <b>600,905,035</b>                |

Figure 17 – Operating Expenditures on Environmental Services 2019-2022. Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

### Total Capital and Operating Expenditures on Environmental Services – 2019-2022

| Jurisdiction                   | Cap & Oper. Expenditures 2019 | Cap & Oper. Expenditures 2020 | Cap & Oper. Expenditures 2021 | Cap & Oper. Expenditures 2022 (Est) |
|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------------|
| Rural Eastern Ontario (EOWC)   | 420,077,998                   | 376,505,011                   | 394,028,398                   | 448,762,988                         |
| Separ. Cities & Towns (EOMC)   | 320,891,248                   | 305,071,248                   | 470,314,401                   | 334,788,888                         |
| <b>Total – Eastern Ontario</b> | <b>740,969,246</b>            | <b>681,576,259</b>            | <b>864,342,799</b>            | <b>783,551,876</b>                  |

Figure 18 – Total Capital and Operating Expenditures on Environmental Services – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

### 3.4 \$207 Million Infrastructure Deficit on Community Housing Assets

As of 2021, Rural Eastern Ontario municipalities have invested \$356 million in community (social) housing assets. With a book value of \$150 million, these assets are now worth only 42 percent of their original cost. This means there is a \$207 million infrastructure deficit for these units. These investments and their associated capital infrastructure deficit is larger than for the separated cities and towns in the region (\$277 million in value at cost with a \$134 million deficit).

Community housing in EOMC areas has retained significantly more of its value than in rural areas (59.5% compared to 41.9% respectively). Eastern Ontario as a whole has \$633 million invested in community housing with an associated capital infrastructure deficit of \$343 million.

### Asset Values for Community (Social) Housing Services– 2021

| Jurisdiction                   | Asset Value at Cost (2021) | Book Value of Assets (2021) | Percentage of Asset Value Retained (2021) | Capital Infrastructure Deficit (2021) |
|--------------------------------|----------------------------|-----------------------------|---|---------------------------------------|
| Rural Eastern Ontario (EOWC)   | 356,858,607                | 149,686,827                 | 41.9                                      | 207,171,780                           |
| Separ. Cities & Towns (EOMC)   | 276,601,754                | 141,892,600                 | 59.5                                      | 134,709,154                           |
| <b>Total – Eastern Ontario</b> | <b>633,460,361</b>         | <b>291,579,427</b>          | <b>46.0</b>                               | <b>343,880,934</b>                    |

Figure 19 – Asset Values for Community (Social) Housing Services – 2021. Source: Financial Information Returns.

Whether considering the EOWC or EOMC areas, capital investments in Community (Social) Housing have been modest in the 2019 to 2022 period, totalling roughly \$25 million a year. This level of investment is a contributor to the low percentage of asset value retained (46%).

### Capital Expenditures on Community (Social) Housing Services – 2019-2022

| Jurisdiction                   | Capital Expenditures 2019 | Capital Expenditures 2020 | Capital Expenditures 2021 | Capital Expenditures 2022 (Est) |
|--------------------------------|---------------------------|---------------------------|---------------------------|---------------------------------|
| Rural Eastern Ontario (EOWC)   | 12,453,560                | 12,314,048                | 13,497,504                | 14,634,312                      |
| Separ. Cities & Towns (EOMC)   | 10,634,436                | 18,949,030                | 12,047,114                | 11,084,556                      |
| <b>Total – Eastern Ontario</b> | <b>23,087,996</b>         | <b>31,263,078</b>         | <b>25,544,618</b>         | <b>25,718,868</b>               |

Figure 20 – Capital Expenditures on Community (Social) Housing Service – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

Operating Expenditures for Community Housing total roughly \$128 million a year in Rural Eastern Ontario municipalities with EOMC municipalities adding another \$106 million. This brings the total for Eastern Ontario to \$235 million a year. These expenditures appear to be trending upward but confirmation should await the completion of analysis of 2022 Financial Information Returns data.

### Operating Expenditures on Community (Social) Housing Services – 2019-2022

| Jurisdiction                   | Operating Expenditures 2019 | Operating Expenditures 2020 | Operating Expenditures 2021 | Operating Expenditures 2022 (Est) |
|--------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------------|
| Rural Eastern Ontario (EOWC)   | 111,877,667                 | 120,369,501                 | 132,143,692                 | 128,745,315                       |
| Separ. Cities & Towns (EOMC)   | 88,088,245                  | 90,730,061                  | 97,380,066                  | 106,903,555                       |
| <b>Total – Eastern Ontario</b> | <b>199,965,912</b>          | <b>211,099,562</b>          | <b>229,523,758</b>          | <b>235,648,870</b>                |

Figure 21 – Annual Operating Expenditures for Community (Social) Housing – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

The combined total of annual capital and operating expenditures on Community (Social) Housing Services has risen from \$223 million in 2019 to \$261 million by 2022 (estimated). Rural Eastern Ontario is responsible for 55 percent of the total.

### Total Capital and Operating Expenditures on {Community} Housing Services – 2019-2022

| Jurisdiction                   | Cap & Oper. Expenditures 2019 | Cap & Oper. Expenditures 2020 | Cap & Oper. Expenditures 2021 | Cap & Oper. Expenditures 2022 (Est) |
|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------------|
| Rural Eastern Ontario (EOWC)   | 124,331,227                   | 132,683,549                   | 145,641,196                   | 143,379,627                         |
| Separ. Cities & Towns (EOMC)   | 98,722,681                    | 109,679,091                   | 109,427,180                   | 117,988,111                         |
| <b>Total – Eastern Ontario</b> | <b>223,053,908</b>            | <b>242,362,640</b>            | <b>255,068,376</b>            | <b>261,367,738</b>                  |

Figure 22 – Total Capital and Operating Expenditures for Community (Social) Housing – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.



### 3.5 Operating Expenditures on Health and Emergency Services Outpace Capital Expenditures

Rural Eastern Ontario has health and emergency services assets valued (at cost) at \$96 million with a capital infrastructure deficit of \$48 million. These data will change significantly in the coming years as new long-term care capacity comes onstream across the EOWC area.

With the additional \$22 million in asset value from the EOMC area, total health and emergency services assets are roughly \$118 million in total with a \$57 million capital infrastructure deficit.

#### Asset Values for Health and Emergency Services – 2021

| Jurisdiction                   | Asset Value at Cost (2021) | Book Value of Assets (2021) | Percentage of Asset Value Retained (2021) | Capital Infrastructure Deficit (2021) |
|--------------------------------|----------------------------|-----------------------------|---|---------------------------------------|
| Rural Eastern Ontario (EOWC)   | \$ 95,922,983              | \$ 48,399,044               | 50.5%                                     | \$ 47,523,939                         |
| Separ. Cities & Towns (EOMC)   | \$ 22,136,022              | \$ 12,802,982               | 57.8%                                     | \$ 9,333,040                          |
| <b>Total – Eastern Ontario</b> | <b>\$ 118,059,005</b>      | <b>\$ 61,202,026</b>        | <b>51.8%</b>                              | <b>\$ 56,856,979</b>                  |

Figure 23 – Asset Values for Health and Emergency Services – 2021. Source: Financial Information Returns.

Capital spending on health and emergency services is relatively modest in relation to other asset classes: Rural Eastern Ontario invests between seven (7) and nine (9) million dollars a year on these services while EOMC area municipalities spend only one to two million a year. Taken together, Eastern Ontario’s capital investments range between eight and ten million a year.

#### Capital Expenditures on Health and Emergency Services – 2019-2022

| Jurisdiction                   | Capital Expenditures 2019 | Capital Expenditures 2020 | Capital Expenditures 2021 | Capital Expenditures 2022 (Est) |
|--------------------------------|---------------------------|---------------------------|---------------------------|---------------------------------|
| Rural Eastern Ontario (EOWC)   | \$ 9,217,908              | \$ 7,234,269              | \$ 9,490,864              | \$ 7,003,225                    |
| Separ. Cities & Towns (EOMC)   | \$ 1,149,412              | \$ 1,311,099              | \$ 1,884,848              | \$ 1,146,003                    |
| <b>Total – Eastern Ontario</b> | <b>\$10,367,320</b>       | <b>\$ 8,545,368</b>       | <b>\$11,375,712</b>       | <b>\$ 8,149,228</b>             |

Figure 24 – Capital Expenditures on Health and Emergency Services – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

For health and emergency services, operating expenditures are a much larger part of municipal budgets. Rural Eastern Ontario spending on these services is now over \$200 million a year and appears to be climbing. The same trend is evident for separated cities and towns, with their annual spending rising to more than \$80 million a year. Taken together, Eastern Ontario municipalities are now spending more than \$300 million a year on these services, with Rural Eastern Ontario being responsible for three-quarters of these expenditures (\$225 million of \$308 million).

### Operating Expenditures on Health and Emergency Services – 2019-2022

| Jurisdiction                   | Operating Expenditures 2019 | Operating Expenditures 2020 | Operating Expenditures 2021 | Operating Expenditures 2022 (Est) |
|--------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------------|
| Rural Eastern Ontario (EOWC)   | \$185,043,621               | \$203,705,244               | \$225,290,429               | \$238,662,451                     |
| Separ. Cities & Towns (EOMC)   | \$ 69,080,816               | \$ 74,043,275               | \$ 82,810,435               | \$ 83,175,881                     |
| <b>Total – Eastern Ontario</b> | <b>\$254,124,437</b>        | <b>\$277,748,519</b>        | <b>\$308,100,864</b>        | <b>\$321,838,332</b>              |

Figure 25 – Operating Expenditures on Health and Emergency Services – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

### Total Capital and Operating Expenditures on Health and Emergency Services – 2019-2022

| Jurisdiction                   | Cap & Oper. Expenditures 2019 | Cap & Oper. Expenditures 2020 | Cap & Oper. Expenditures 2021 | Cap & Oper. Expenditures 2022 (Est) |
|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------------|
| Rural Eastern Ontario (EOWC)   | \$194,261,529                 | \$210,939,513                 | \$234,781,293                 | \$245,665,677                       |
| Separ. Cities & Towns (EOMC)   | \$ 70,230,228                 | \$ 75,354,374                 | \$ 84,695,283                 | \$ 84,321,884                       |
| <b>Total – Eastern Ontario</b> | <b>\$264,491,757</b>          | <b>\$286,293,887</b>          | <b>\$319,476,576</b>          | <b>\$329,987,561</b>                |

Figure 26 – Total Capital and Operating Expenditures on Health and Emergency Services – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

## 4 Municipal Capital Spending Not Keeping Up to Needs

### 4.1 Capital Infrastructure Deficit Continues to Grow, Now Approaching \$6 Billion

Between 2019 and 2021, Rural Eastern Ontario's investment in capital infrastructure grew by \$782 million (roughly seven percent over the two-year period). However, the capital infrastructure deficit for the EOWC area grew by 5.2 percent (roughly 2.6 percent per year). If a Current Replacement Value (two times the infrastructure deficit) is used, the capital infrastructure deficit of Rural Eastern Ontario would be \$11.6 billion --- a difference of \$575 million in two years.

#### Change in Capital Assets and Capital Infrastructure Deficit Between 2019 and 2021

| Jurisdiction          | Capital Assets at Cost (2019) (CC) | Capital Infrastructure Deficit (2019) | Capital Assets at Cost (2021) (CC) | Capital Infrastructure Deficit (2021) |
|-----------------------|------------------------------------|---------------------------------------|------------------------------------|---------------------------------------|
| Rural Eastern Ontario | \$11,171,932,273                   | \$5,487,424,171                       | \$11,954,133,904                   | \$5,776,462,049                       |
| Sep. Cities & Towns   | \$ 8,218,922,600                   | \$3,057,279,020                       | \$ 7,852,048,309                   | \$3,360,302,393                       |
| Total – East. Ontario | \$19,587,938,804                   | \$8,544,703,191                       | \$19,806,182,213                   | \$9,136,764,442                       |

Figure 27 – Change in Capital Assets and Capital Infrastructure Deficit Between 2019 and 2021 Source: Financial Information Returns

As Figure 28 shows, most of the infrastructure deficit for Rural Eastern Ontario --- 82 per cent --- is concentrated in Transportation Services and Environmental Services. These two components of the infrastructure deficit account for \$4.7 billion of the \$5.7 billion deficit total.

#### Breakout of Infrastructure Deficit by Infrastructure Type/Function

| Infrastructure Type/Function | Capital Assets at Cost (2021) (CC) | Book Value of Capital Assets (2021) (BV) | Net Value of Assets as % of Capital Cost | Simple Calculation Capital Infrastructure Deficit (CC-BV) |
|------------------------------|------------------------------------|--|--|---|
| Transportation Serv.         | 6,671,689,152                      | 3,127,924,676                            | 47                                       | \$3,543,764,476   |
| Environmental Serv.          | 3,392,967,988                      | 2,213,768,099                            | 65                                       | \$1,180,199,889   |
| Recreational & Culture       | 836,865,107                        | 523,398,873                              | 63                                       | \$ 313,466,234  |
| Protection Services          | 411,612,885                        | 217,372,810                              | 53                                       | \$ 194,240,075  |
| General Government           | 404,359,013                        | 259,851,265                              | 64                                       | \$ 144,507,748  |
| Social Housing               | 356,858,607                        | 149,686,827                              | 42                                       | \$ 207,171,780  |
| Social and Family Serv.      | 253,195,470                        | 130,420,245                              | 52                                       | \$ 122,775,225  |
| Health Services              | 95,922,983                         | 48,399,044                               | 50                                       | \$ 47,523,939   |
| Planning & Develop.          | 59,720,878                         | 39,531,441                               | 66                                       | \$ 20,189,437   |
| Other                        | 11,879,676                         | 9,256,440                                | 78                                       | \$ 2,623,236  |
| Total – EOWC Area            | 11,954,133,904                     | 6,718,609,720                            | 54                                       | \$5,776,462,049   |

Figure 28 – Breakout of Infrastructure Deficit by Infrastructure Type/Function Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

## 4.2 Significant Additional Investment is Required to Address the Deficit

Closing the capital investment gap for *current* infrastructure would require an *additional* minimum annual investment of \$578 million a year (beyond the 10-year average of \$403 million), assuming the deficit is to be eliminated in 10 years and the \$403 million investment level is maintained. This is more than double the current levels of municipal investment, that would have to start now. Note that this estimate does not include any capital investment for growth. **\$980 Million in Annual Capital Investments is Required.**

## 4.3 The Ontario Financial Accountability Office Has Developed Infrastructure Deficit Estimates

In 2021, the provincial Financial Accountability Office (FAO) [released a report](#) containing its infrastructure deficit calculations (described as the backlog) for all 444 Ontario municipalities. The FAO's methodology is based on an estimate of backlog using Current Replacement Value (CRV) and current condition reports of municipal infrastructure, endeavouring to estimate the cost to bring all municipal assets into a state of good repair. The FAO used 2020 as the baseline year for their analysis.

For EOWC purposes, the highlights of the FAO analysis are that:

- The CRV of Ontario's municipal infrastructure is estimated to be \$484 billion, of which municipal roads and bridges account for \$171 billion (35%). Municipal water infrastructure has a CRV of \$299 billion (47%).
- The total municipal infrastructure deficit is estimated at \$45 to \$59 billion (a range is used because the FAO was not able to get complete information on all assets from all municipalities).
- The total "Eastern Ontario" backlog is \$10.1 Billion, which is between 17 and 22 percent of the province-wide total. See the map on the following page to view the area defined as Eastern Ontario. It is comprised of three (3) economic regions. It is not clear how much of the backlog is attributed to the City of Ottawa or to the District of Muskoka. As a result, what share of the \$10.1 billion is attributed to the EOWC or EOMC areas is also unclear.
- The backlog in the Kingston-Pembroke economic region is estimated to be \$3.1 billion
- The backlog in the Muskoka-Kawartha economic region is estimated to be \$2.1 billion
- The backlog in the Ottawa economic region is \$4.9 billion. (This region includes the United Counties of Prescott and Russell, Lanark, Leeds and Grenville and Stormont, Dundas and Glengarry as well as separated cities and towns within those counties).

For comparative purposes, the FAO calculates the backlog for the City of Toronto at \$15.4 billion.

The FAO's methodology may lead to significantly different estimates of the capital infrastructure deficit for EOWC municipalities. The EOWC has typically calculated the difference between asset values "at cost" and book value (after asset depreciation has been taken into account).

***As part of the EOWC's strategic plan implementation and its ongoing advocacy with the Province of Ontario, there is merit in meeting with the FAO to compare data sets and to ensure that municipalities in Rural Eastern Ontario are fully represented in the FAO's analysis.***

**FAO Infrastructure Backlog as a Share of Current Replacement Value, by Economic Region**

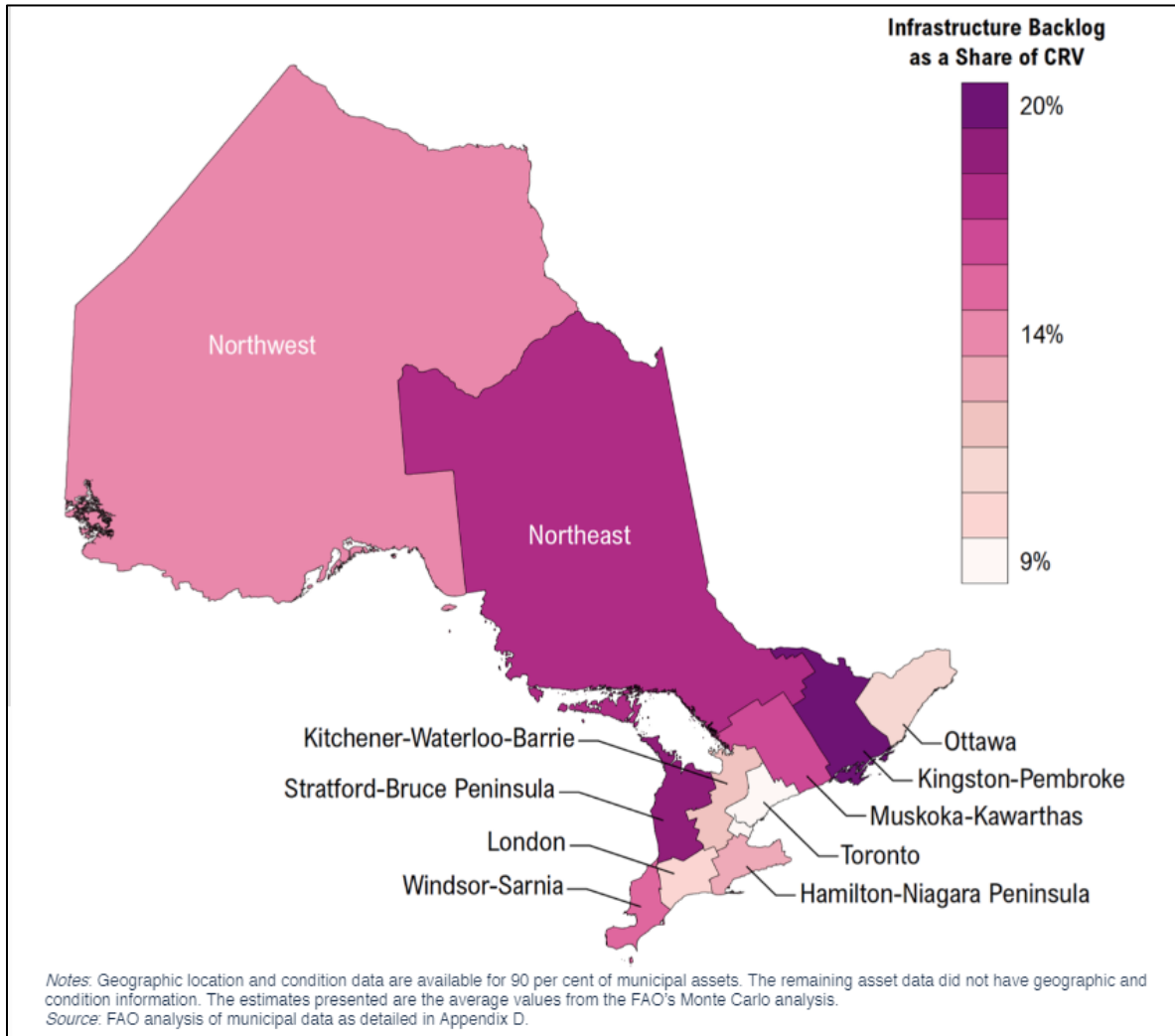


Figure 29 – Infrastructure Backlog as a Share of Current Replacement Value (CRV) as calculated by the Financial Accountability Office of Ontario

## 5 Rural Municipalities Have Limited Debt Capacity to Finance Infrastructure

### 5.1 Municipal Governments in Rural Eastern Ontario Are Carrying \$641 Million in Debt

Municipalities in Rural Eastern Ontario are carrying roughly \$641 million debt (2021). Debt levels have risen by 10.5% over the past decade, significantly less than the debt now carried by the separated cities and towns (\$837 million). Across the region (Eastern Ontario), municipalities are carrying \$1.478 billion in debt.

#### Current Debt Burden (2021)

| Jurisdiction                   | Debt Burden (2012)<br>(\$ millions) | Debt Burden (2021)<br>(\$ millions) | Percentage Change<br>2012 to 2021<br>(%) |
|--------------------------------|-------------------------------------|-------------------------------------|--|
| Rural Eastern Ontario          | \$ 580                              | \$ 641                              | 10.5                                     |
| Separated Cities & Towns       | \$ 465                              | \$ 837                              | 80.0                                     |
| <b>Total – Eastern Ontario</b> | <b>\$1,045</b>                      | <b>\$1,478</b>                      | <b>41.4</b>                              |
| City of Ottawa                 | \$1,775                             | \$3,432                             | 93.4                                     |

Figure 30 – Total Debt Burden for Municipal Governments in Eastern Ontario – by Rural Ontario, Separated Cities and Towns, and the City of Ottawa. Source: Financial Information Returns SLC 9910 01

#### Municipal Debt Burden: 2012 to 2022

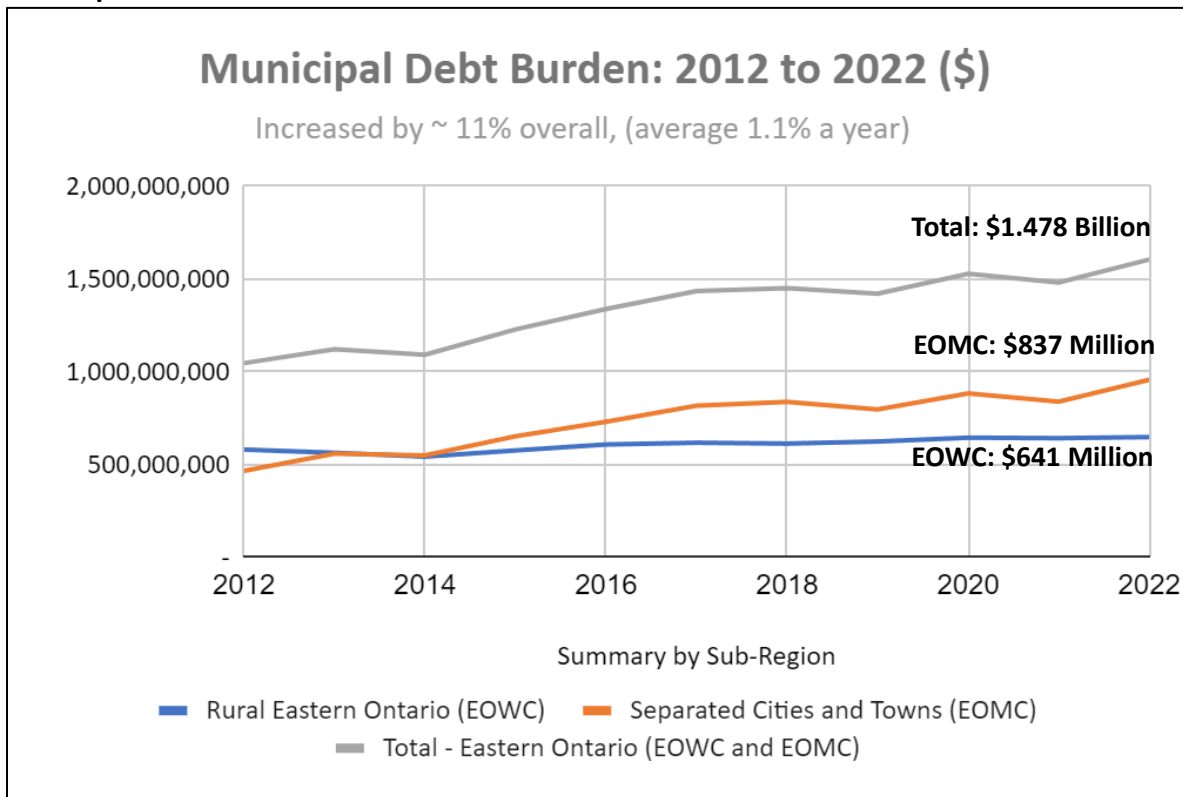


Figure 31 – Municipal Debt burden by year, 2012 to 2022, broken out by EOWC and EOMC Source: Financial Information Returns

*As part of the EOWC's strategic plan implementation and ongoing advocacy, debt burden data should be updated to at least the 2023 FIR basis.*

### 5.2 Debt Servicing Costs for EOWC Area Municipalities Total \$84 Million a Year

From \$70 million in 2012 to \$84 million in 2022 (estimate), debt servicing costs for Rural Eastern Ontario municipalities have risen by 20 per cent. Across the separated cities and towns (EOMC), debt servicing costs have risen from \$50 million to \$89 million in the same timeframe, an increase of 78 per cent over the same timeframe.

#### Total Debt Servicing Costs – 2012 to 2022

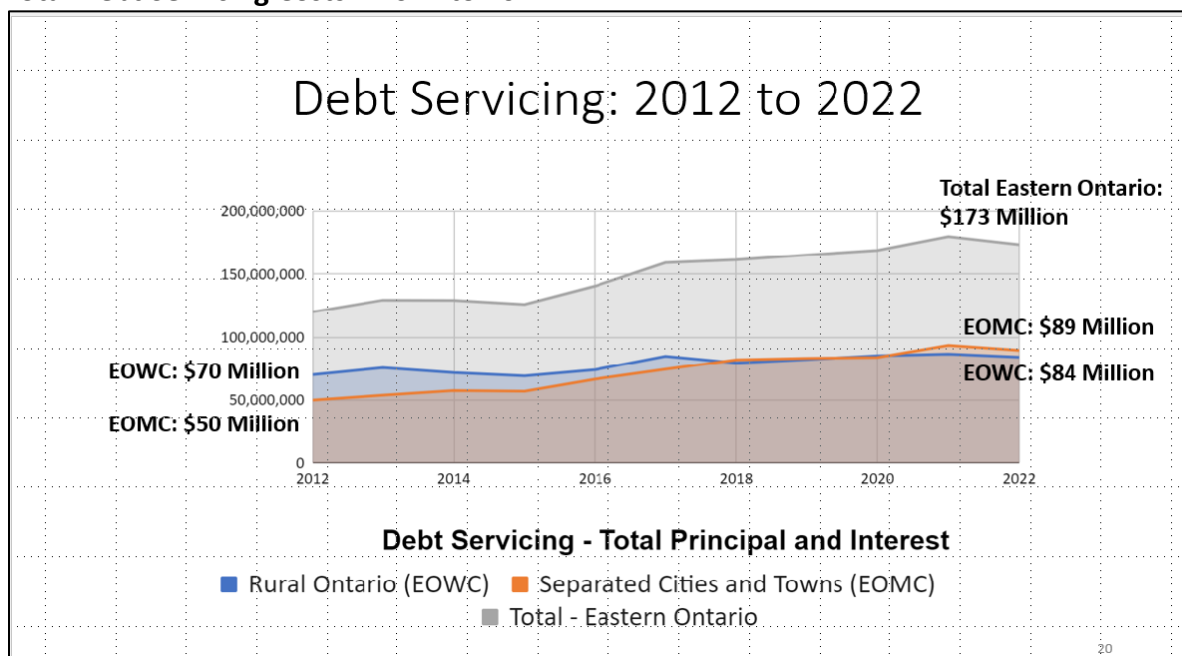


Figure 32 – Total Debt Servicing Costs from 2012 to 2022, broken out by EOWC and EOMC Source: Financial Information Returns

As shown in Figure 32, of the total debt servicing costs, principal repayment comprises \$63 million a year for municipalities that are part of the EOWC membership. Interest is \$21 million a year.

For EOMC municipalities, principal repayment is \$63 million a year, with interest payments of \$29 million making up the balance.

Upper/single tier municipalities (counties, cities and towns) are carrying \$37.2 million of the debt servicing total, while lower tiers within counties are paying \$63.4 million of the debt servicing load.

### Debt Servicing Costs – Breakout by Interest and Principal Repayments

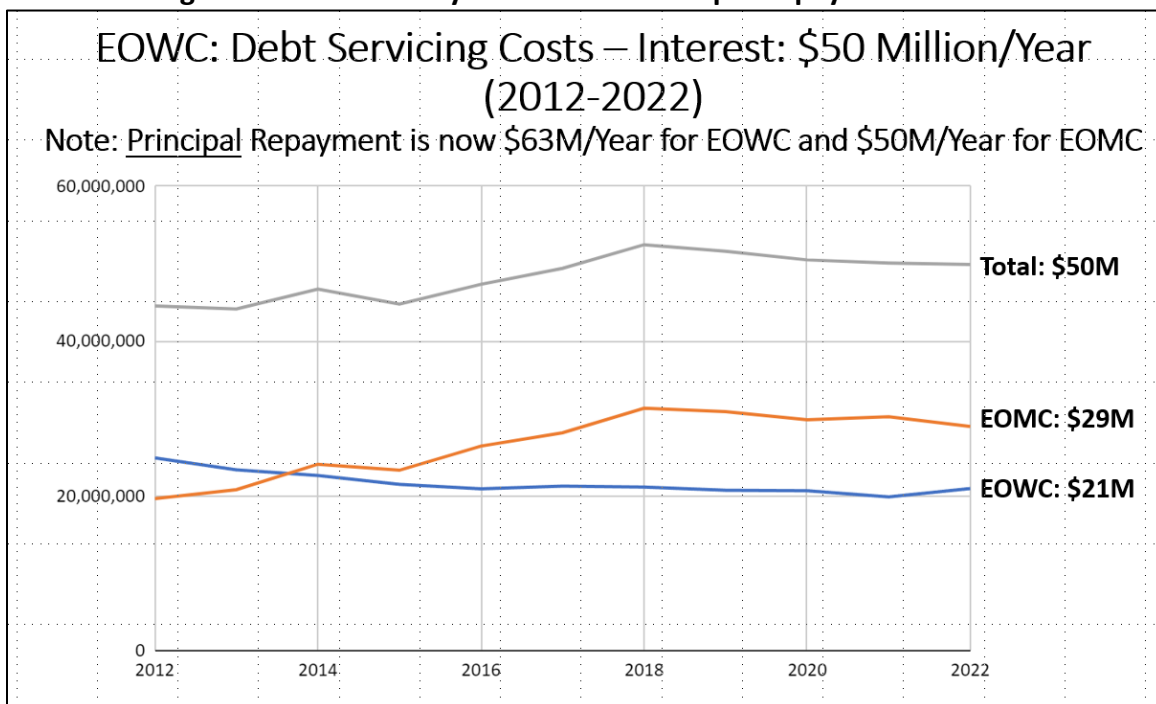


Figure 33 – Debt Servicing Costs – Breakout by Interest and Principal Repayment, by EOWC and EOMC. Source: Financial Information Returns.

### 5.3 Rural Eastern Ontario Municipalities Have a \$352 Million in Annual Debt Repayment Limit

Based on the Province of Ontario formula for calculating municipalities’ annual debt servicing limits, the total estimated annual repayment limit for municipalities in the EOWC area is \$352 million, of which \$100 million was being used in 2021. As a result, EOWC municipalities have an additional \$251.6 million in available debt servicing capacity. However, these municipalities must be able to generate sufficient property tax revenues to cover the interest and principal repayments each year. This is a challenge for municipalities with relatively small tax bases.

#### Annual Debt Capacity for Eastern Ontario Municipalities (2021)

| Sub-Region                              | Net Revenues (2021) | 25% of Net Revenues (2021) | Estimated Annual Repayment Limit | Over/Under Estimated Annual Limit (2021) |
|---|---------------------|----------------------------|----------------------------------|--|
| Rural Eastern Ontario (EOWC)            | \$1,736,937,495     | \$434,234,374              | \$352,252,830                    | \$251,600,717                            |
| Separated Cities and Towns (EOMC)       | \$1,181,274,989     | \$295,318,747              | \$199,630,729                    | \$106,191,436                            |
| Total - Eastern Ontario (EOWC and EOMC) | \$2,918,212,484     | \$729,553,121              | \$551,883,560                    | \$357,792.154                            |

Figure 34 – Annual Debt Capacity for Eastern Ontario municipalities, broken out by EOWC and EOMC Source: Financial Information Returns



## 5.4 Scenario Analysis Demonstrates Need for Upper Level Government Support for Infrastructure

In a separate analysis conducted by the EOWC, three scenarios were examined in order to understand what degree of increase in Own Purpose Revenues (OPR) would be required to generate sufficient revenue to sustain municipal infrastructure *without support from other levels of government*. The three scenarios were:

- Scenario 1: Increase OPR by five (5) percent more revenue each year, for the next eight (8) years, ending in 2032-2033.
- Scenario 2: Increase OPR by ten (10) percent in ‘year one’, then implement four (4) percent increases annually for the next seven (7) years
- Scenario 3: Increase OPR by three (3) percent a year for eight years (3% was the average annual rate of increase in the 2012-2022 period)

The percentage change in annual Own Purposes Revenues by 2032 for each scenario would be:

- Scenario 1: 63% increase
- Scenario 2: 57% increase
- Scenario 3: 34% increase

Based on an infrastructure deficit of \$6 billion, the only scenarios that would allow sufficient investment to address it are Scenarios 1 and 2, but only if applied over a period of 20 years. This is because the property tax base is limited.

A five percent increase, applied to a \$1.27 billion OPR total *across all of Rural Eastern Ontario*, only generates \$64 million in the first year. In a *single city*, such as Ottawa or Toronto, a five percent increase generates between \$90 and \$235 million in the first year. This is because their OPR is so much larger than individual municipalities in Rural Eastern Ontario. In fact, it is larger than the OPR for all 103 municipalities that are part of the EOWC area.

### Revenue Generation Potential from Municipalities with Varying Sizes of Own Purpose Revenues

| Jurisdiction                 | Own Purpose Revenues from Property Taxation (2021) | Annual Revenue Generated by a five (5) percent increase in OPR |
|------------------------------|--|--|
| City of Toronto              | \$4,704,939,344                                    | \$235 million  |
| City of Ottawa               | \$1,850,956,478                                    | \$ 93 million  |
| <b>Rural Eastern Ontario</b> | <b>\$1,270,082,850</b>                             | <b>\$ 64 million</b>   |

Figure 35 – Examples of the revenue generation potential from municipalities with varying sizes of Own Purpose Revenues. Source: Financial Information Returns

## 6 Rural Eastern Ontario Had \$621 Million in Reserves in 2022

### 6.1 Rural Eastern Ontario increased reserves by more than nine percent since 2012

Municipalities in Rural Eastern Ontario increased their total reserves from \$266 million to \$590 million between 2012 and 2021 --- a compound annual growth rate of 9.11 percent. While this policy more than doubled reserves (an additional \$324 million), it is still insufficient to address a capital infrastructure deficit that requires nearly \$600 million in *additional* resources each year for the next decade. This is another example of the challenges faced by municipalities with small tax bases; a nine per cent tax increase may seem ample but applied to a small tax base, the additional reserves that can be set aside are modest.

By comparison, the separated cities and towns (EOMC members) increased their total reserves by 7.44 percent, going from \$535 million to \$1.0 billion, adding \$465 to their total reserves by 2021. Across Eastern Ontario, total reserves are \$1.6 billion.

#### Increase in Total Reserves 2012 to 2021

| Jurisdiction                      | Total Reserves (2012) | Total Reserves (2021) | Compound Annual Growth Rate (2012-2021) |
|-----------------------------------|-----------------------|-----------------------|---|
| Rural Eastern Ontario (EOWC)      | \$266,458,635         | \$590,391,541         | 9.11%                                   |
| Separated Cities and Towns (EOMC) | \$535,693,651         | \$1,022,234,744       | 7.44%                                   |
| Total – Eastern Ontario           | \$805,152,286         | \$1,612,626,285       | 8.02%                                   |

Figure 36 – Increase in Total Reserves 2012 to 2021, broken out by EOWC and EOMC Source: Financial Information Returns

## 7. Recommendations

**The EOWC requests that the Federal Government and the Ontario Government assist in addressing the growing infrastructure deficit:**

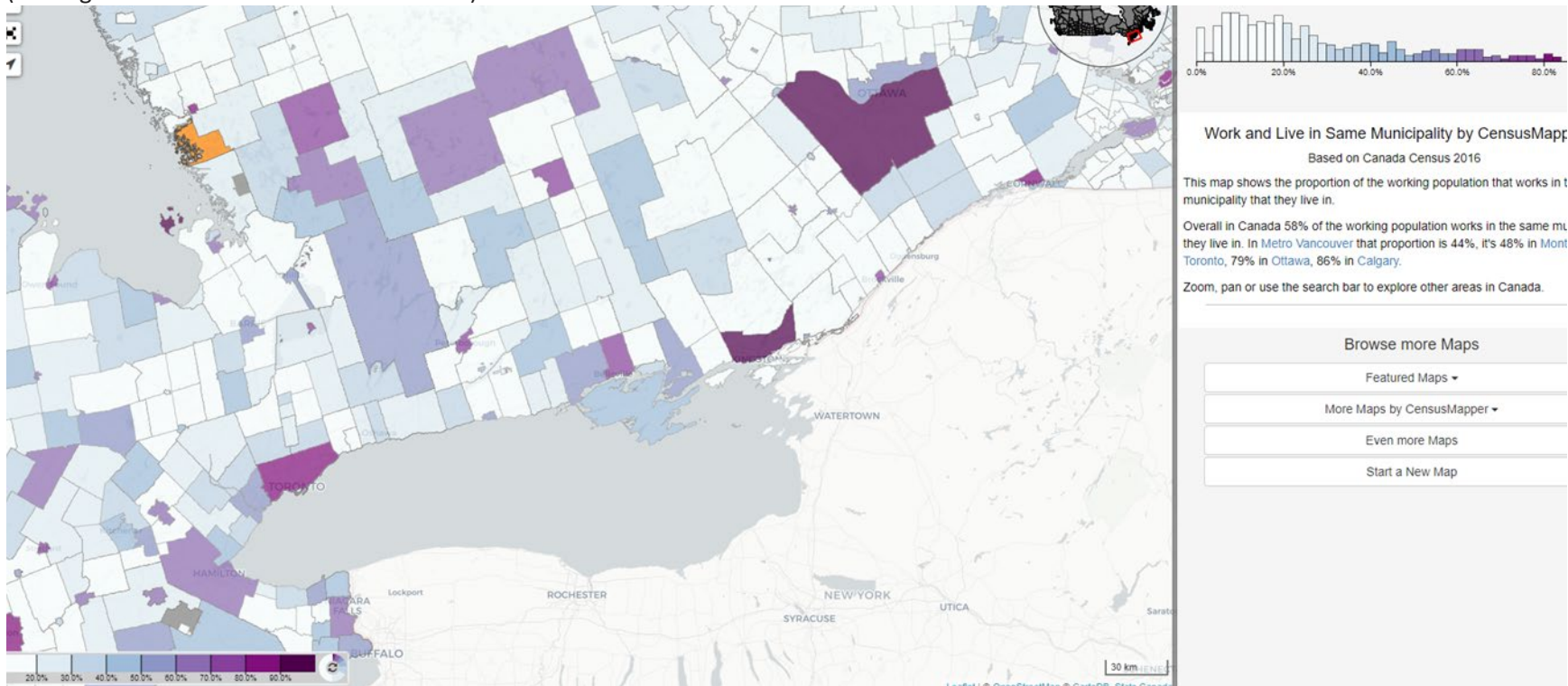
1. Ensure eligibility for programs and funding fits both rural and small urban circumstances.
2. Federal and provincial funding programs are often unpredictable and irregular in their timing. Predictable, non-competitive, permanent infrastructure funding stream is needed.
  - Determine the increase to the Ontario Community Infrastructure Fund (OCIF) that is necessary to enable rural Eastern Ontario's municipalities to maintain their infrastructure, then allocate provincial funds to do so.
3. Investing in housing goes hand-in-hand with investing in institution, commercial or industrial (ICI) land uses. Take an integrated approach to infrastructure investments, that also considers Return on Investment that is shared by communities and the Province.
4. Reevaluate debt financing options for small municipalities with limited resources to raise funds, ensuring that funds are directed towards infrastructure development rather than servicing debt interest. Specific considerations should include higher upfront/advance contributions as well as the contribution to GDP of "local" investments to provincial priorities.
5. Work with the provincial Financial Accountability Office to ensure that missing/incomplete data that would make their infrastructure reports more robust is provided, that the evolution in asset management plans is reflected in both municipal and FAO work, and that the FAO and the EOWC compare their methodologies for estimating infrastructure deficits/backlogs.

8. Appendices

## Long Commutes Put Extra Stress on Transportation Infrastructure

The map below shows the percentage of people within a municipality (census subdivision) who live and work in the same CSD. The lighter colours correspond to lower percentages; in other words, **in lighter coloured municipalities, a larger share of workers is commuting across municipal boundaries for work, making greater use of roads (and bridges) and incurring higher costs to do so.** The darker colours, primarily the urban areas, have smaller percentages of people commuting to neighbouring CSDs.

(The legend is in the lower left-hand corner).



Source: censussmapper.ca

## Summary of Original Recommendations (from 2013 report)

### Municipal Infrastructure – EOWC

- Develop and implement a regional economic development strategy
- Create a regional infrastructure task force
- Create a transportation infrastructure renewal network
  - Draft “terms of reference” provided in Appendix
- Complete Asset Management Plans

### Municipal Infrastructure – Province

- Permanent, predictable non-competitive infrastructure fund
  - Detailed design provided by EOWC in Appendix
- Implement social services upload
- Compensation for lands with assessment constraints (ex. PIL for Crown Lands)

*Note: EOWC also made a major [submission](#) to the Provincial Infrastructure Consultations in 2015*

### *Social (Community) Housing – EOWC*

- Region-wise economic development strategy
- Work with Service Managers on more cost-effective ways to meet community housing needs
  - Different operational models
- Support AMO and FCM advocacy work re: housing
  - EOWC support for AMO principles
  - Sustainable funding not from property tax base
- Share analysis and recommendation with EOMC

*Note: EOWC also asked for reinstatement of federal Home Renovation Tax Credit (energy efficiency) and provincial Home Renovation Tax Credit (seniors and co-resident family members)*

### **Social (Community) Housing – Province**

- Comprehensive National Housing Strategy
- Greater local/service area flexibility
  - Interpretation of/changes: “prescribed units”
  - Mix of public and private housing options - same project
  - Best mix of types of accommodation
  - Allocate available housing units to those on waiting list likely to be successful in specific types of units available
- Contain the growing costs for program and service delivery, especially by using information technology
- Policy flexibility on provincial gas tax funds for supportive transit
- Interest-free loans for upgrading existing housing stock
- Increase Rent-Geared-To-Income subsidy levels
- Consultation when legislation, regulations and policies change.

## Key Findings – Municipal Infrastructure

- Transportation services and Environmental Services continue to dominate the infrastructure agenda
- Capital investments continue to be highly variable while operating costs are on an upward trending straight line
- EOWC and its members:
  - Now manage \$12 billion in physical assets (up from \$8.7 billion in 2011)
  - Cash flow: \$1.69 billion in Total Operating Revenue (up from \$1.07 billion in 2011)
  - Have an infrastructure deficit of \$5.99 billion in 2021 (up from \$3.74 billion in 2011)
  - Need to add \$600 million a year in capital investments for the next 10 years to maintain existing assets and address deficit (up from \$686 million/year in 2011)
  - Are using about 28 percent of total debt capacity
  - Continue to experience many of the same fiscal and affordability challenges as existed in 2013-2014.

**THE CORPORATION OF THE MUNICIPALITY OF MATTAWAN**

DATE May 27, 2024 Resolution No. 2024 - 068

MOVED BY Councillor EDWARDS


SECONDED BY Councillor LAHAYE

BE IT RESOLVED that Council for the Municipality of Mattawan support the resolution Hastings County and the Municipality of East Ferris, calling on the Ontario and Federal Governments to implement sustainable infrastructure funding for small rural municipalities;

AND FURTHER THAT small rural municipalities are not overlooked and disregarded on future applications for funding;

AND FURTHER THAT both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

AND FURTHER THAT AND FINALLY THAT this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Anthony Rota, MPP Vic Fedeli, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus, Good Roads and all Municipalities in Ontario.

CARRIED Mayor Peter Murphy 

DIVISION VOTE

| NAME OF MEMBER OF COUNCIL | YEAS  | NAYS  |
|---------------------------|-------|-------|
| <u>Councillor Bell</u>    | _____ | _____ |
| <u>Councillor Edwards</u> | _____ | _____ |
| <u>Councillor Lahaye</u>  | _____ | _____ |
| <u>Councillor Lemaire</u> | _____ | _____ |



**REGULAR COUNCIL MEETING**  
HELD  
May 14<sup>th</sup>, 2024

**2024-104**

**Moved by Deputy Mayor Rooyakkers**  
**Seconded by Councillor Champagne**

THAT Council for the Municipality of East Ferris support the resolution from Hastings County calling on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;

AND FURTHER THAT small rural municipalities are not overlooked and disregarded on future applications for funding;

AND FURTHER THAT both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

AND FURTHER THAT AND FINALLY THAT this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Anthony Rota, MPP Vic Fedeli, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus, Good Roads and all Municipalities in Ontario.

**Carried Mayor Rochefort**

CERTIFIED to be a true copy of  
Resolution No. 2024-104 passed by the  
Council of the Municipality of East Ferris  
on the 14th day of May, 2024.



Kari Hanselman, Dipl. M.A.  
Clerk

Municipality of Tweed Council Meeting  
Council Meeting



**Resolution No.** 229  
**Title:** Councillor P. Valiquette  
**Date:** Tuesday, April 23, 2024

---

**Moved by** P. Valiquette  
**Seconded by** J. Palmateer

WHEREAS it is apparent that the Ontario Government has overlooked the needs of small rural Ontario;  
AND WHEREAS Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, bridges, water/ wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets;

AND WHEREAS small rural Ontario's operating needs consume the majority of property tax revenue sources;

AND WHEREAS small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

AND WHEREAS in 2015 the provincial government moved to standardized billing for all non-contract J.P.P. (5.1) locations;

AND WHEREAS the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway; and \$534 million to Ottawa for the repatriation of Hwy 174;

AND WHEREAS the annual cost of the Ontario Provincial Police, Municipal Policing Bureau for small rural non-contract (5.1) municipalities is approximately \$428 million;

AND WHEREAS this annual cost is significantly less than the repatriation costs of the Gardiner Express Way, the Don Valley Parkway and Highway 174 (Ottawa Region) but provides a greater impact to the residents of the Province overall;

AND WHEREAS this will afford relief to small rural municipalities for both infrastructure and operating needs while having a minimal impact on the provincial budget;

NOW THEREFORE BE IT RESOLVED THAT The Municipality of Tweed call on the Ontario Government to immediately implement sustainable funding for small rural municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities;

AND FURTHER, that Council direct staff to circulate this resolution to Premier Doug Ford ([premier@ontario.ca](mailto:premier@ontario.ca)), Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario ([amo@amo.on.ca](mailto:amo@amo.on.ca)) and all Municipalities in Ontario.

**Carried**



# Town of Kearney

## COUNCIL RESOLUTION # 2024 - 210

Date: June 20 2024

**MOVED BY:**

- Beaucage, Keven
- Pateman, Heather
- Rickward, Michael – Deputy Mayor
- Sharer, Jill

**SECONDED BY:**

- Beaucage, Keven
- Pateman, Heather
- Rickward, Michael – Deputy Mayor
- Sharer, Jill

**WHEREAS** Ontario’s small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads and bridges and water wastewater and municipally owned buildings including recreational facilities and libraries;

**AND WHEREAS** in 2018, the Ontario government mandated all Ontario municipalities to develop capital asset management plans with the stipulation that they be considered in the development of the annual budget;

**AND WHEREAS** small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

**AND WHEREAS** the only application approved through the recently awarded Housing Accelerator Fund to a small rural municipality was to Marathon Ontario, who received an allocation of \$1.9 million dollars while over \$1.369 billion going to Ontario’s large urban centres, resulting in a 0.2% investment in rural Ontario;

**AND WHEREAS** the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway;

**AND WHEREAS** small rural Ontario cannot keep pace with the capital investments required over the next 20 years unless both the Provincial and Federal Governments come forward with new sustainable infrastructure funding;

**AND WHEREAS** it is apparent that both the Federal and Ontario Governments have neglected to recognize the needs of small rural Ontario;

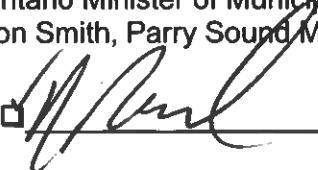
**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Town of Kearney hereby support Township of Pelee’s resolution calling on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;

**AND THAT** small rural municipalities are not overlooked and disregarded on future applications for funding;

**AND THAT** both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

**AND THAT** both the Federal and Ontario Governments immediately commission a Working Group to develop a plan on how to deal with the impending debt dilemma; and finally

**THAT** this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada; The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Scott Aitchison, Parry Sound- Muskoka; MPP Graydon Smith, Parry Sound Muskoka; AMO, ROMA, FCM, and all Municipalities in Ontario.

CARRIED  

DEFEATED  \_\_\_\_\_

Recorded Vote Requested by: \_\_\_\_\_

| Recorded Vote:                   | For                      | Opposed                  |
|----------------------------------|--------------------------|--------------------------|
| Beaucage, Keven                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Pateman, Heather                 | <input type="checkbox"/> | <input type="checkbox"/> |
| Philip, Cheryl – Mayor           | <input type="checkbox"/> | <input type="checkbox"/> |
| Rickward, Michael – Deputy Mayor | <input type="checkbox"/> | <input type="checkbox"/> |
| Sharer, Jill                     | <input type="checkbox"/> | <input type="checkbox"/> |



May 29, 2024

The Right Honourable Justin Trudeau  
Prime Minister of Canada  
[justin.trudeau@parl.gc.ca](mailto:justin.trudeau@parl.gc.ca)

DELIVERED VIA EMAIL

**RE: Township of Pelee Support Township of Georgian Bay Resolution  
Sustainable Infrastructure Funding for Small Rural Municipalities**

---

Dear Prime Minister Trudeau,

Please be advised that at the Township of Pelee's Regular Meeting of Council held on May 28<sup>th</sup>, 2024, the following resolution was passed:

**Resolution 2024 – 77**

**Moved By: Mayor Cathy Miller**

**Seconded By: Councillor Michelle Taylor**

**WHEREAS** Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads and bridges and water wastewater and municipally owned buildings including recreational facilities and libraries;

**AND WHEREAS** in 2018, the Ontario government mandated all Ontario municipalities to develop capital asset management plans with the stipulation that they be considered in the development of the annual budget;

**AND WHEREAS** small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

**AND WHEREAS** the only application approved through the recently awarded Housing Accelerator Fund to a small rural municipality was to Marathon Ontario, who received an allocation of \$1.9 million dollars while over \$1.369 billion going to Ontario's large urban centres, resulting in a 0.2% investment in rural Ontario;

**AND WHEREAS** the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway;

**AND WHEREAS** small rural Ontario cannot keep pace with the capital investments required over the next 20 years unless both the Provincial and Federal Governments come forward with new sustainable infrastructure funding;

**AND WHEREAS** it is apparent that both the Federal and Ontario Governments have neglected to recognize the needs of small rural Ontario;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Township of Pelee hereby support Township of Georgian Bay's resolution calling on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;

**AND THAT** small rural municipalities are not overlooked and disregarded on future applications for funding;

**AND THAT** both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

**AND THAT** both the Federal and Ontario Governments immediately commission a Working Group to develop a plan on how to deal with the impending debt dilemma;

**AND FINALLY THAT** this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada; The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Dave Epp, Chatham-Kent-Leamington; MPP Trevor Jones, Chatham-Kent-Leamington; AMO, ROMA, FCM, and all Municipalities in Ontario.

# *The Corporation of the Township of Bonnechere Valley*

49 Bonnechere Street East  
P.O. Box 100  
Eganville, Ontario K0J 1T0



Phone (613) 628-3101  
Fax (613) 628-1336  
e-mail [annetteg@eganville.com](mailto:annetteg@eganville.com)

June 24, 2024

Re: Resolution to Support Increase to Infrastructure Funding

At its regular council meeting of June 5, 2024, the Council of the Township of Bonnechere Valley reviewed correspondence

This letter is to advise that Council voted in support of this correspondence with the following resolution:

**24.094 MOVED BY** Tracey Sanderson  
**SECONDED BY** Brent Patrick

**WHEREAS** Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads and bridges and water wastewater and municipally owned buildings including recreational facilities and libraries; and

**WHEREAS** in 2018, the Ontario government mandated all Ontario municipalities to develop capital asset management plans with the stipulation that they be considered in the development of the annual budget; and

**WHEREAS** small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone; and

**WHEREAS** the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway; and

**WHEREAS** small rural Ontario cannot keep pace with the capital investments required over the next 20 years unless both the Provincial and Federal Governments come forward with new sustainable infrastructure funding; and

**WHEREAS** it is apparent that both the Federal and Ontario Governments have neglected to recognize the needs of small rural Ontario; and

**NOW THEREFORE BE IT RESOLVED THAT** Bonnechere Valley call on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;

**AND THAT** small rural municipalities are not overlooked and disregarded on future applications for funding;

**AND THAT** both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;



**AND THAT** both the Federal and Ontario Governments immediately commission a Working Group that includes a member of the Eastern Ontario Wardens Caucus, to develop a plan on how to deal with the impending debt dilemma;

**AND FINALLY THAT** this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Cheryl Gallant; MPP John Yakabuski, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus and all Municipalities in Ontario.

Carried

I trust you will find this satisfactory, but if you have any questions or comments please feel free to contact the undersigned.

Yours truly,

Annette Gilchrist, CMO., AOMC  
CAO/Clerk/Treasurer  
Township of Bonnechere Valley

cc.



**The Township of Georgian Bay  
Resolutions  
Council - 13 May 2024**

**Item 12.(a)**

**Date: May 13, 2024**

**C-2024-165**

**Moved by** Councillor Stephen Jarvis  
**Seconded by** Councillor Peter Cooper

WHEREAS Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads and bridges and water wastewater and municipally owned buildings including recreational facilities and libraries;

WHEREAS in 2018, the Ontario government mandated all Ontario municipalities to develop capital asset management plans with the stipulation that they be considered in the development of the annual budget;

WHEREAS small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

WHEREAS the only application approved through the recently awarded Housing Accelerator Fund to a small rural municipality was to Marathon Ontario, who received an allocation of \$1.9 million dollars while over \$1.369 billion going to Ontario's large urban centres, resulting in a 0.2% investment in rural Ontario;

WHEREAS the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway;

WHEREAS small rural Ontario cannot keep pace with the capital investments required over the next 20 years unless both the Provincial and Federal Governments come forward with new sustainable infrastructure funding;

WHEREAS it is apparent that both the Federal and Ontario Governments have neglected to recognize the needs of small rural Ontario;

NOW THEREFORE BE IT RESOLVED THAT the Township of Georgian Bay call on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;

AND THAT small rural municipalities are not overlooked and disregarded on future applications for funding;

AND THAT both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

AND THAT both the Federal and Ontario Governments immediately commission a Working Group that includes a member of the Eastern Ontario Wardens Caucus, to develop a plan on how to deal with the impending debt dilemma;

AND FINALLY THAT this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Shelby Kramp-Neuman, Hastings-Lennox Addington; MPP Ric Bresee Hastings-Lennox Addington, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus and all Municipalities in Ontario.

Carried       Defeated       Recorded Vote       Referred       Deferred

**Recorded Vote:**

|                              | <b>For</b> | <b>Against</b> | <b>Absent</b> |
|------------------------------|------------|----------------|---------------|
| Councillor Brian Bocek       |            |                |               |
| Councillor Peter Cooper      |            |                |               |
| Councillor Kristian Graziano |            |                |               |
| Councillor Allan Hazelton    |            |                |               |
| Councillor Stephen Jarvis    |            |                |               |
| Councillor Steven Predko     |            |                |               |
| Mayor Peter Koetsier         |            |                |               |

**Peter Koetsier, Mayor**



Thursday June 13, 2024

The Right Honourable Justin Trudeau, Prime Minister of Canada  
Office of the Prime Minister  
80 Wellington Street  
Ottawa, ON  
K1A 0A2

Dear Prime Minister Trudeau,

**Re: Infrastructure Small Rural Municipalities**

Please be advised that at their last Regular Meeting of Council on Thursday, June 6, 2024, the Council for the Corporation of the Township of North Dundas supported the following resolution:

Resolution #2024-138

Moved By: Councillor Uhrig

Seconded By: Councillor Lennox

THAT the Council of the Township of North Dundas supports resolution number C-2024-165 from the Township of Georgian Bay dated May 13, 2024 regarding the implementation of sustainable infrastructure funding for small rural municipalities and actions to address the impending debt dilemma facing small rural municipalities;

AND THAT a copy of this resolution be sent to the Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Eric Duncan, Stormont-Dundas-South Glengarry; MPP Nolan Quinn, Stormont-Dundas-South Glengarry, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus and all Municipalities of Ontario.

Result: Carried.

A copy of the resolution from the Township of Georgian Bay is attached.

Yours Sincerely,

Nancy Johnston, MBA  
Director of Corporate Services/Clerk  
Encl. (2)



The Township of Georgian Bay  
**Resolutions**  
Council - 13 May 2024

Item 12.(a)

**Date: May 13, 2024**

**C-2024-165**

**Moved by** Councillor Stephen Jarvis  
**Seconded by** Councillor Peter Cooper

WHEREAS Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads and bridges and water wastewater and municipally owned buildings including recreational facilities and libraries ;

WHEREAS in 2018, the Ontario government mandated all Ontario municipalities to develop capital asset management plans with the stipulation that they be considered in the development of the annual budget;

WHEREAS small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

WHEREAS the only application approved through the recently awarded Housing Accelerator Fund to a small rural municipality was to Marathon Ontario, who received an allocation of \$1.9 million dollars while over \$1.369 billion going to Ontario's large urban centres, resulting in a 0.2% investment in rural Ontario;

WHEREAS the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway;

WHEREAS small rural Ontario cannot keep pace with the capital investments required over the next 20 years unless both the Provincial and Federal Governments come forward with new sustainable infrastructure funding;

WHEREAS it is apparent that both the Federal and Ontario Governments have neglected to recognize the needs of small rural Ontario;

NOW THEREFORE BE IT RESOLVED THAT the Township of Georgian Bay call on the Ontario and Federal Government to implement sustainable infrastructure funding for small rural municipalities;

AND THAT small rural municipalities are not overlooked and disregarded on future applications for funding;

AND THAT both the Federal and Ontario Governments begin by acknowledging that there is an insurmountable debt facing small rural municipalities;

AND THAT both the Federal and Ontario Governments immediately commission a Working Group that includes a member of the Eastern Ontario Wardens Caucus, to develop a plan on how to deal with the impending debt dilemma;

AND FINALLY THAT this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Shelby Kramp-Neuman, Hastings-Lennox Addington; MPP Ric Bresee Hastings-Lennox Addington, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus and all Municipalities in Ontario.

Carried       Defeated       Recorded Vote       Referred       Deferred

**Recorded Vote:**

|                              | <b>For</b> | <b>Against</b> | <b>Absent</b> |
|------------------------------|------------|----------------|---------------|
| Councillor Brian Bocek       |            |                |               |
| Councillor Peter Cooper      |            |                |               |
| Councillor Kristian Graziano |            |                |               |
| Councillor Allan Hazelton    |            |                |               |
| Councillor Stephen Jarvis    |            |                |               |
| Councillor Steven Predko     |            |                |               |
| Mayor Peter Koetsier         |            |                |               |

**Peter Koetsier, Mayor**

**CORPORATION OF THE  
TOWNSHIP OF NORTH GLENGARRY**

**Council Meeting**

**Resolution #** 13

**Date:** Monday, June 24, 2024

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**Moved by:** Jamie MacDonald

**Seconded by:** Carma Williams

**WHEREAS** Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads and bridges and water wastewater and municipally owned buildings including recreational facilities and libraries ; and

**WHEREAS** in 2018, the Ontario government mandated all Ontario municipalities to develop capital asset management plans with the stipulation that they be considered in the development of the annual budget; and

**WHEREAS** small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone; and

**WHEREAS** the only application approved through the recently awarded Housing Accelerator Fund to a small rural municipality was to Marathon Ontario, who received an allocation of \$1.9 million dollars while over \$1.369 billion going to Ontario's large urban centers, resulting in a 0.2% investment in rural Ontario; and

**WHEREAS** the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway;

**AND WHEREAS** small rural Ontario cannot keep pace with the capital investments required over the next 20 years unless both the Provincial and Federal Governments come forward with new sustainable infrastructure funding;

**AND WHEREAS** it is apparent that both the Federal and Ontario Governments have neglected to recognize the needs of small rural Ontario;




**AND THAT** both the Federal and Ontario Governments immediately commission a Working Group that includes a member of the Eastern Ontario Wardens Caucus, to develop a plan on how to deal with the impending debt dilemma;

**AND FINALLY THAT** this resolution be forwarded to The Honourable Justin Trudeau, Prime Minister of Canada, The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada; Michel Tremblay Acting President and CEO, Canada Mortgage and Housing Corporation; The Honourable Doug Ford, Premier of Ontario; The Honourable Kinga Surma, Ontario Minister of Infrastructure; The Honourable Paul Calandra, Ontario Minister of Municipal Affairs and Housing; MP Shelby Kramp-Neuman, Hastings-Lennox Addington; MPP Ric Bresee Hastings-Lennox Addington, AMO, ROMA, FCM, Eastern Ontario Wardens' Caucus and all Municipalities in Ontario

**Carried**

**Deferred**

**Defeated**

  
\_\_\_\_\_  
Mayor / Deputy Mayor



-----Original Message-----

From: [noreply@northumberlandcounty.ca](mailto:noreply@northumberlandcounty.ca) <[noreply@northumberlandcounty.ca](mailto:noreply@northumberlandcounty.ca)> On Behalf Of john cullen  
Sent: Thursday, June 13, 2024 9:23 AM  
To: Mather, Maddison <[matherm@northumberland.ca](mailto:matherm@northumberland.ca)>  
Subject: CLIMATE: THE MOVIE (THE COLD TRUTH)

CAUTION: External E-Mail

Please distribute this message to all Members of Northumberland County Council.

This message is a followup to my original Municipal Government Responsibilities email of 04Jun2024 pertaining to municipalities caught up in "climate change" and "climate emergency" agendas.

I would strongly urge every member of Northumberland County Council to view CLIMATE: THE MOVIE (THE COLD TRUTH) <https://www.youtube.com/watch?v=zmfRG8-RHEI> with an open mind and consider whether any climate agenda is an appropriate topic of interest for any municipality.

Points included in my original email are described in much greater detail with easily understood scientific data narrated by Nobel Prize winning climate scientists, physicists, and other highly qualified scientists from all over the world, including Canada.

The movie is well done so I'm sure Council Members will find it very interesting and informative.

The film provides a clear understanding of the earth's climate, and the reasons why "climate change" and "climate emergency" developed into a faux global crisis.

Northumberland County has far more pressing local issues to address to maintain their record of fiscal responsibility.

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Origin: <https://www.northumberland.ca/Modules/contact/search.aspx?s=HVj4fogUdfYP1UsP1UsggLS7cBAAeQuAleQuAl>  
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This email was sent to you by john cullen < through <https://www.northumberland.ca/>.

**Subject:** Municipal Government Responsibilities  
**From:** "JHC" <[REDACTED]>  
**Sent:** Tue. 04Jun2024 15:04:35  
**To:** "Municipality of Port Hope" <[admin@porthope.ca](mailto:admin@porthope.ca)>;  
**CC:** "Vicki Mink" <[VMink@porthope.ca](mailto:VMink@porthope.ca)>;

**Please distribute to the Mayor and all Members of Council.**

To the Mayor and all Members of Council,

Municipal governments should be focusing on prioritizing local needs to ensure funding allocations reflect the immediate needs of their community, and not spend any time or taxes discussing, funding, or otherwise abiding by the edicts and demands of climate activist organizations.

I am so tired of being bombarded by the politically motivated false narrative of the United Nations, the World Health Organization, the World Economic Forum, the "climate change" activists, and their cooperative media zealots, all trying to convince us the world is in a "Climate Emergency".

We're assaulted daily with hysterical cries of an imminent "climate emergency" as fearsome as if nuclear missiles were airborne and aimed directly at our front porch.

Even though thousands of highly qualified climate scientists have voiced their objections to the flawed computer modeling used for climate change scenarios they are simply dismissed as naysayers.

Well of course the climate is changing. It's been doing that since the earth cooled hundreds of millions years ago. Raising a heightened awareness of "climate change" is about as newsworthy as the daily change in sunset times.

The UN and WHO organizations began with good intentions, but unfortunately both have since been hijacked for political purposes, whereas the WEF bypassed beginning with good intentions altogether.

Does anyone recall the dust bowl of the 1930's and the scorching hot summers in the 1940's before cooler temperatures prevailed in the 1950's along with freezing cold winters? Was the lack of concern about "climate change" back then because the UN was busy with more pressing issues in 1945, the WHO wasn't formed until later in 1948, and the WEF didn't appear until 1971, or did the public have less regard for hysterical media rhetoric?

In the military service when a new operational challenge is presented, commanders address the issue with the standard motto of "Improvise, adapt, and overcome".

In the 1930's when people were sweltering in the summer heat, it launched the invention of air conditioners. Later in the 1950's when freezing cold winters were common, it launched the creation of lightweight waterproof winter clothing and footwear to replace heavy woolen coats and rubber boots.

The world simply adapted to the climate rather than trying to change it.

Adapting is a far more sensible course of action, especially when there is no emergency. The earth isn't going to burn or freeze solid tomorrow morning, or sometime within the next week, month, year, decade, or century.

Maintaining clean air, water, and land are certainly important and worthwhile goals to achieve in every community, but believing mankind can control the earth's climate is farcical. Mother Nature's size and eons of experience are no match for even the most astute scientists and engineers.

Current and evolving technology will play a crucial role in allowing mankind to improvise, adapt, and overcome the challenges of a gradually changing climate, just as it always has in the past.

Municipal ratepayers are already stretched beyond the limit of acceptable reality with double digit municipal tax increases. Municipal Councils should therefore confine themselves to *local issues* and resist any attempt to venture outside their area of responsibility.

Sincerely,

John & Joy Cullen  
Port Hope

June 27, 2024

Association of Municipalities of Ontario  
155 University Ave | Suite 800  
Toronto, ON M5H 3B7

Sent via email: [resolutions@amo.on.ca](mailto:resolutions@amo.on.ca)

**Re: Green Roads Pilot Project  
Our File 35.72.3**

To Whom it May Concern,

At its meeting held on June 24, 2024, St. Catharines City Council approved the following motion:

WHEREAS St. Catharines has declared a climate emergency, recognizing the urgent need to address and mitigate the impacts of climate change on our community and environment; and

WHEREAS alternatives to traditional road surfacing materials exist, including green roads technologies that are more sustainable and environmentally friendly; and

WHEREAS bioresin is a natural alternative that can be used to support road surfacing, providing a more sustainable option that reduces our reliance on petrochemical-based products; and

WHEREAS many secondary roads in St. Catharines require resurfacing, presenting an opportunity to explore and implement innovative and sustainable road surfacing solutions; and

WHEREAS Good Roads, the Association of Municipalities of Ontario (AMO), and the Federation of Canadian Municipalities (FCM) have presented alternatives for municipal road restoration that include sustainable and environmentally friendly materials and methods; and

WHEREAS other municipalities, such as Centre Wellington, have entered into a similar pilot project using bioresin and other sustainable materials, demonstrating a commitment to innovation and environmental stewardship; and

WHEREAS implementing pilot projects using bioresin on city roads can provide valuable data and insights into the feasibility, performance, and environmental benefits of this alternative material; and

WHEREAS the Federation of Canadian Municipalities (FCM) has established the Green Municipal Fund which includes new funding for pilot projects to test innovative and ambitious technologies to improve environmental outcomes;

THEREFORE BE IT RESOLVED that St. Catharines City Council directs staff to investigate the feasibility and potential benefits of using bioresin on City road works; and

BE IT FURTHER RESOLVED that staff investigate other alternative construction materials and methods for road works that minimizes the City's carbon footprint and are more environmentally sustainable; and

BE IT FURTHER RESOLVED that staff prepare a report on the findings, no later than Q3 2024, including potential costs, benefits, and environmental impacts of using bioresin or other sustainable construction materials or methods for road works, and if feasible, a list of City streets where a pilot project may be considered in accordance with the City's procurement policy; and

BE IT FURTHER RESOLVED that this resolution be sent to all Ontario municipalities, the Association of Municipalities of Ontario (AMO), and the FCM to encourage the exploration and adoption of sustainable road surfacing alternatives.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Donna Delvecchio, Acting City Clerk  
Legal and Clerks Services, Office of the City Clerk  
:sm

cc: all Ontario Municipalities

July 3, 2024

Attention: Municipal CAOs and staff

Subject: Possible Increased Permit Requests from Internet Service Providers through the Accelerated High Speed Internet Program

EORN is reaching out to inform you about continued development that may impact your municipality in the coming months. As you are aware, the Accelerated High Speed Internet Program (AHSIP), funded by the province, is currently underway with an ambitious goal of completing all projects by December 2025. This program aims to enhance high-speed internet access across eastern Ontario, necessitating a significant number of infrastructure projects.

As Internet Service Providers (ISPs) ramp up their efforts to meet this deadline, we anticipate a substantial increase in permit requests submitted to your municipality. The volume of these requests is expected to grow rapidly, which may place considerable pressure on your staff resources and impact the timely processing of permits. With fibre deployment ISPs will either need to hang the fibre on existing utility poles or bury the fibre. There are potentially thousands of kilometers of fibre, that if buried will require permitting from municipalities.

Given the tight project timeline, EORN recommends your municipality to consider measures to expedite the permit approval process as this is a requirement of the program. Here are a few recommendations to help manage the increased demand and ensure municipalities are prepared to meet their requirements directed by the province, to allow for the implementation of this critical infrastructure project:

1. **Expedited Permit Processing:** Implement processes to prioritize and expedite permit applications related to the AHSIP projects. Streamlining procedures and reducing delays will be crucial in meeting the December 2025 deadline.
2. **Utilize Automated Permitting Platforms:** We recommend leveraging either the One Window Broadband Window provided by the province for the program or EORN's Permit Central. Both systems are a centralized platform designed to facilitate and streamline the permit application process. This tool can help manage the increased workload more efficiently and ensure timely approvals. Both platforms aid in monitoring the progress of permit applications and identify potential challenges. Regular reporting on permit status can help keep all stakeholders informed and ensure accountability.

3. Adoption of Municipal Access Agreement Lite: EORN has worked closely with a consulting firm on the creation of a municipal access agreement lite agreement for municipalities to use with ISPs to assist in expediting the process of negotiating this legal document.
4. Staff Augmentation and Training: Consider reallocating existing resources to manage the influx of permit requests or contracting services for the processing of the permitting requests. Providing specialized training on AHSIP-related requirements will also help improve the accuracy and speed of permit processing. Training on both automated permitting platforms is available. In extreme cases there may be a requirement for additional staff to be hired.
5. Collaboration with ISPs: Establish clear communication channels with ISPs to ensure that permit applications are complete and accurate upon submission. Regular coordination meetings can help address any issues promptly and keep projects on track.

EORN recognizes that this increased demand for permits presents a significant challenge, but it also offers an opportunity to greatly enhance the connectivity and economic development of our region. Your cooperation and proactive measures will be instrumental in the success of the AHSIP.

Should you have any questions or require further assistance, please do not hesitate to contact me directly. We are committed to supporting your municipality throughout this process and are here to assist in any way we can.

Thank you for your attention to this matter, and we look forward to your continued collaboration and support.

Sincerely,



Jason St. Pierre,  
EORN Chief Executive Officer

Jst-pierre@eorn.ca

County Of Northumberland  
Transportation Services  
June 30, 2024

|                           | YEAR-TO-DATE         |                      | ANNUAL BUDGET        |                      | Comments  |
|---------------------------|----------------------|----------------------|----------------------|----------------------|---|
|                           | Actual               | Budget               | Variance             |                      |   |
| <b>Cash Based Revenue</b> |                      |                      |                      |                      |   |
| Taxation                  | \$11,794,549         | \$11,794,549         | (\$0)                | \$23,589,098         |   |
| Internal Chargebacks      | \$644,280            | \$1,022,292          | (\$378,012)          | \$1,908,788          | Timing - Fleet equipment allocation   |
| Grants & Subsidies        | \$1,926,018          | \$1,820,683          | \$105,335            | \$3,641,367          | OCIF funding 105K   |
| Permits & Fees            | \$42,050             | \$22,222             | \$19,828             | \$1,581,359          | Entrance permits  |
| County Revenue            | \$164,263            | \$360,550            | (\$196,287)          | \$1,542,200          | Timing - Surface Treatment  |
| Other Revenue             | \$97,478             | \$54,175             | \$43,303             | \$260,100            | GIS recoveries  |
| <b>Total Revenue</b>      | <b>\$14,668,638</b>  | <b>\$15,074,472</b>  | <b>(\$405,833)</b>   | <b>\$32,522,912</b>  |   |
| <b>Expenditures</b>       |                      |                      |                      |                      |   |
| Salaries & Wages          | \$1,921,361          | \$2,341,610          | (\$420,249)          | \$4,675,298          | Gapping, Timing, union increases  |
| Benefits                  | \$560,628            | \$643,783            | (\$83,154)           | \$1,242,457          | Gapping, Timing, union increases  |
| Travel & Training         | \$33,300             | \$24,800             | \$8,500              | \$49,600             |   |
| Materials & Supplies      | \$36,900             | \$47,368             | (\$10,468)           | \$94,600             |   |
| Transportation Supplies   | \$1,100,655          | \$1,734,523          | (\$633,868)          | \$3,591,200          | Timing - Sand & Salt (358K), Emulsions (125K), Surface treatment (264K), offset by fleet Parts & Supplies of \$110  |
| Insurance                 | \$158,981            | \$169,900            | (\$10,919)           | \$339,800            |   |
| Licences                  | \$29,842             | \$7,800              | \$22,042             | \$75,400             | Timing - Radio Licence  |
| Information Technology    | \$18,416             | \$18,550             | (\$134)              | \$37,100             |   |
| External Services         | \$630,610            | \$1,239,212          | (\$608,602)          | \$4,945,695          | Timing - Transportation Construction Projects (500K), safety devices (335K), offset by EAB Project \$100K; Roadside Maintenance \$69K; Hard top Replacement \$62K |
| Utilities & Fuel          | \$342,533            | \$453,700            | (\$111,167)          | \$907,400            | Fleet fuel & diesel under by (160K) offset partially by depot fuel and utilities \$49K  |
| Rent & Property Tax       | \$0                  | \$2,650              | (\$2,650)            | \$5,300              |   |
| Repairs & Maintenance     | \$447,176            | \$218,536            | \$228,640            | \$458,100            | Fleet repairs \$112K, Equipment rental \$69K  |
| TCAs under Threshold      | \$84,497             | \$8,550              | \$75,947             | \$17,100             | Safety Traffic devices \$42K, Furniture and small equipment of \$34K  |
| Internal Chargebacks      | \$1,146,794          | \$1,508,656          | (\$361,863)          | \$2,904,994          | Timing - Internal Equipment allocation  |
| Financial Services        | \$1,163              | \$1,500              | (\$337)              | \$3,000              |   |
| <b>Total Expenditures</b> | <b>\$6,512,855</b>   | <b>\$8,421,138</b>   | <b>(\$1,908,283)</b> | <b>\$19,347,044</b>  |   |
| <b>Investments</b>        |                      |                      |                      |                      |   |
| TCAs over Threshold       | \$2,590,449          | \$4,262,299          | (\$1,671,850)        | \$16,772,621         | Timing - Bridges construction (\$783K), Road constructions (\$163K), Capital equipment ( \$787K), Radio tower over by \$115K                                      |
| Transfers to Reserves     | \$1,558,726          | \$1,558,726          | \$0                  | \$3,117,451          |   |
| <b>Total Investments</b>  | <b>\$4,149,174</b>   | <b>\$5,821,024</b>   | <b>(\$1,671,850)</b> | <b>\$19,890,072</b>  |   |
| <b>Financing</b>          |                      |                      |                      |                      |   |
| Transfer from Reserve     | (\$2,682,253)        | (\$2,682,253)        | \$0                  | (\$6,714,204)        |   |
| <b>Total Financing</b>    | <b>(\$2,682,253)</b> | <b>(\$2,682,253)</b> | <b>\$0</b>           | <b>(\$6,714,204)</b> |   |
| <b>Surplus/(Deficit)</b>  | <b>\$6,688,862</b>   | <b>\$3,514,563</b>   | <b>\$3,174,299</b>   | <b>\$0</b>           |   |



County Of Northumberland  
Environmental Services (Waste)  
June 30, 2024

|                           | YEAR-TO-DATE       |                    | ANNUAL BUDGET     |                     | Comments   |
|---------------------------|--------------------|--------------------|-------------------|---------------------|--|
|                           | Actual             | Budget             | Variance          |                     |  |
| <b>Cash Based Revenue</b> |                    |                    |                   |                     |  |
| Taxation                  | \$3,364,868        | \$3,364,868        | (\$0)             | \$6,729,736         |  |
| Grants & Subsidies        | \$113,646          | \$37,000           | \$76,646          | \$100,000           | Diversion funding  |
| Permits & Fees            | \$837              | \$0                | \$837             | \$141,600           |  |
| County Revenue            | \$4,305,572        | \$4,089,150        | \$216,422         | \$8,636,000         | MRF operations first week of Jan '24, paid for by new owner \$39K, Tipping Fees \$137K, Bag Tags \$40K |
| Other Revenue             | \$51,461           | \$53,350           | (\$1,889)         | \$106,200           | Scrap metal sales  |
| <b>Total Revenue</b>      | <b>\$7,836,384</b> | <b>\$7,544,368</b> | <b>\$292,017</b>  | <b>\$15,713,536</b> |  |
| <b>Expenditures</b>       |                    |                    |                   |                     |  |
| Salaries & Wages          | \$957,661          | \$1,048,173        | (\$90,512)        | \$2,116,815         | Gapping, MRF salaries \$22K  |
| Benefits                  | \$321,576          | \$310,001          | \$11,575          | \$620,003           | MRF benefits for partial month   |
| Travel & Training         | \$8,777            | \$5,750            | \$3,027           | \$11,500            |  |
| Materials & Supplies      | \$86,780           | \$57,350           | \$29,430          | \$169,700           | Timing   |
| Insurance                 | (\$15,229)         | \$13,000           | (\$28,229)        | \$26,000            | MRF Insurance adjustment   |
| Licenses                  | \$0                | \$250              | (\$250)           | \$500               |  |
| Information Technology    | \$10,756           | \$8,700            | \$2,056           | \$17,400            |  |
| External Services         | \$4,003,649        | \$3,733,498        | \$270,150         | \$7,727,000         | sale of MRF \$178K - will be netted against sale proceeds, Roll off contract \$98K                     |
| Utilities & Fuel          | \$98,529           | \$107,500          | (\$8,971)         | \$215,000           |  |
| Rent & Property Tax       | \$53,949           | \$51,560           | \$2,389           | \$103,120           |  |
| Repairs & Maintenance     | \$388,303          | \$282,134          | \$106,168         | \$523,500           | Equipment/Vehicle repairs and rental - \$55K, MRF R&M \$20K, Electrical repairs \$17K                  |
| TCAs under Threshold      | \$1,058            | \$500              | \$558             | \$1,000             |  |
| Waste Expenses            | \$792,605          | \$775,800          | \$16,805          | \$1,339,000         |  |
| Internal Chargebacks      | \$481,671          | \$494,831          | (\$13,160)        | \$989,663           | Timing - Fleet work  |
| Financial Services        | \$283,276          | \$283,599          | (\$323)           | \$567,198           |  |
| <b>Total Expenditures</b> | <b>\$7,473,360</b> | <b>\$7,172,648</b> | <b>\$300,712</b>  | <b>\$14,427,399</b> |  |
| <b>Investments</b>        |                    |                    |                   |                     |  |
| TCAs over Threshold       | \$2,251            |                    | \$2,251           | \$515,000           |  |
| Transfers to Reserves     | \$689,068          | \$689,068          | \$0               | \$1,378,137         |  |
| <b>Total Investments</b>  | <b>\$691,320</b>   | <b>\$689,068</b>   | <b>\$2,251</b>    | <b>\$1,893,137</b>  |  |
| <b>Financing</b>          |                    |                    |                   |                     |  |
| Transfer from Reserve     |                    |                    |                   | (\$607,000)         |  |
| <b>Total Financing</b>    |                    |                    |                   | <b>(\$607,000)</b>  |  |
| <b>Surplus/(Deficit)</b>  | <b>(\$328,295)</b> | <b>(\$317,348)</b> | <b>(\$10,947)</b> | <b>\$0</b>          |  |

County Of Northumberland  
Facilities  
June 30, 2024

|                           | YEAR-TO-DATE       |                    |                    | ANNUAL BUDGET      | Comments   |
|---------------------------|--------------------|--------------------|--------------------|--------------------|--|
|                           | Actual             | Budget             | Variance           |                    |  |
| <b>Cash Based Revenue</b> |                    |                    |                    |                    |  |
| Taxation                  | \$314,654          | \$314,654          | \$0                | \$629,309          |  |
| Internal Chargebacks      | \$2,109,796        | \$2,109,796        | \$0                | \$4,219,591        |  |
| Grants & Subsidies        | \$2,218            |                    | \$2,218            | \$0                |  |
| Other Revenue             | \$514,174          | \$540,963          | (\$26,789)         | \$1,081,925        | Timing   |
| <b>Total Revenue</b>      | <b>\$2,940,842</b> | <b>\$2,965,413</b> | <b>(\$24,571)</b>  | <b>\$5,930,825</b> |  |
| <b>Expenditures</b>       |                    |                    |                    |                    |  |
| Salaries & Wages          | \$598,456          | \$657,198          | (\$58,742)         | \$1,406,341        | Gapping  |
| Benefits                  | \$192,839          | \$193,895          | (\$1,056)          | \$387,789          |  |
| Travel & Training         | \$4,821            | \$9,250            | (\$4,429)          | \$18,500           |  |
| Materials & Supplies      | \$36,659           | \$25,500           | \$11,159           | \$51,000           | Timing   |
| Licences                  | \$0                | \$500              | (\$500)            | \$1,000            |  |
| Information Technology    | \$22,765           | \$23,100           | (\$335)            | \$46,200           |  |
| External Services         | \$31,179           | \$3,000            | \$28,179           | \$6,000            | Final payment to WSP for Security Audit of County Facilities |
| Utilities & Fuel          | \$261,724          | \$275,850          | (\$14,126)         | \$551,700          | Underspending in Hydro & Gas                                 |
| Rent & Property Tax       | \$540              | \$818              | (\$278)            | \$1,636            |  |
| Repairs & Maintenance     | \$428,602          | \$573,260          | (\$144,658)        | \$1,761,000        | Timing - Building Improvement Projects - County Buildings    |
| TCA's under Threshold     | \$14,434           | \$14,250           | \$184              | \$28,500           |  |
| Internal Chargebacks      | \$675,808          | \$669,297          | \$6,511            | \$1,338,594        |  |
| Financial Services        | \$322,333          | \$322,333          | \$0                | \$644,117          |  |
| <b>Total Expenditures</b> | <b>\$2,590,159</b> | <b>\$2,768,250</b> | <b>(\$178,091)</b> | <b>\$6,242,377</b> |  |
| <b>Investments</b>        |                    |                    |                    |                    |  |
| TCA's over Threshold      | \$54,413           | \$140,000          | (\$85,587)         | \$400,000          |  |
| Transfers to Reserves     | \$91,724           | \$91,724           | \$0                | \$183,448          |  |
| <b>Total Investments</b>  | <b>\$146,137</b>   | <b>\$231,724</b>   | <b>(\$85,587)</b>  | <b>\$583,448</b>   |  |
| <b>Financing</b>          |                    |                    |                    |                    |  |
| Transfer from Reserve     | (\$37,500)         | (\$37,500)         |                    | (\$895,000)        |  |
| <b>Total Financing</b>    | <b>(\$37,500)</b>  | <b>(\$37,500)</b>  |                    | <b>(\$895,000)</b> |  |
| <b>Surplus/(Deficit)</b>  | <b>\$242,047</b>   | <b>\$2,939</b>     | <b>\$239,107</b>   | <b>\$0</b>         |  |

County Of Northumberland  
 GPL and NCAM Project  
 June 30 2024

|                           | YEAR-TO-DATE          |                       | ANNUAL BUDGET        |                       | Comments                      |
|---------------------------|-----------------------|-----------------------|----------------------|-----------------------|-------------------------------|
|                           | Actual                | Budget                | Variance             |                       |                               |
| <b>Cash Based Revenue</b> |                       |                       |                      |                       |                               |
| Taxation                  | \$48,186              | \$48,186              |                      | \$96,372              |                               |
| Permits & Fees            |                       |                       |                      | \$215,591             |                               |
| Other Revenue             | \$178,933             |                       | \$178,933            |                       | Insurance claim - materials   |
| <b>Total Revenue</b>      | <b>\$227,119</b>      | <b>\$48,186</b>       | <b>\$178,933</b>     | <b>\$311,963</b>      |                               |
| <b>Expenditures</b>       |                       |                       |                      |                       |                               |
| Salaries & Wages          | \$259,320             | \$272,198             | (\$12,878)           | \$548,210             |                               |
| Benefits                  | \$80,730              | \$75,010              | \$5,720              | \$150,020             |                               |
| Travel & Training         | \$139                 | \$4,080               | (\$3,941)            | \$8,160               |                               |
| Materials & Supplies      | \$178,939             | \$338                 | \$178,600            | \$676                 | Insurance claim - materials   |
| Information Technology    | \$836                 | \$1,200               | (\$364)              | \$2,400               |                               |
| External Services         | \$0                   | \$1,500               | (\$1,500)            | \$3,000               |                               |
| Repairs & Maintenance     | \$191                 | \$192                 | (\$1)                | \$384                 |                               |
| Internal Chargebacks      | \$40,876              | \$40,875              | \$1                  | \$81,752              |                               |
| Financial Services        | \$1,885,294           | \$2,150,958           | (\$265,664)          | \$4,301,916           | Interest on construction loan |
| <b>Total Expenditures</b> | <b>\$2,446,323</b>    | <b>\$2,546,351</b>    | <b>(\$100,028)</b>   | <b>\$5,096,518</b>    |                               |
| <b>Investments</b>        |                       |                       |                      |                       |                               |
| TCAs over Threshold       | \$9,522,612           | \$16,594,696          | (\$7,072,083)        | \$33,189,391          | Timing                        |
| <b>Total Investments</b>  | <b>\$9,522,612</b>    | <b>\$16,594,696</b>   | <b>(\$7,072,083)</b> | <b>\$33,189,391</b>   |                               |
| <b>Financing</b>          |                       |                       |                      |                       |                               |
| Short Term Liabilities    | (\$6,245,657)         | (\$13,497,285)        | \$7,251,628          | (\$26,994,570)        | Timing                        |
| Transfer from Reserve     | (\$5,489,688)         | (\$5,489,688)         |                      | (\$10,979,376)        |                               |
| <b>Total Financing</b>    | <b>(\$11,735,345)</b> | <b>(\$18,986,973)</b> | <b>\$7,251,628</b>   | <b>(\$37,973,946)</b> |                               |
| <b>Surplus/(Deficit)</b>  | <b>(\$6,472)</b>      | <b>(\$105,888)</b>    | <b>\$99,416</b>      |                       |                               |

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## Report 2024-084

**Report Title:** 4746 County Road 74, Port Hope – Development Agreement

**Committee Name:** Public Works

**Committee Meeting Date:** July 29, 2024

**Prepared by:** Peter Deshane  
Manager of Infrastructure  
Public Works

**Reviewed by:** Carol Coleman  
Associate Director of Engineering  
Transportation, Waste, Facilities and Capital Projects

Denise Marshall  
Director, Public Works

**Approved by:** Jennifer Moore, CAO

**Council Meeting Date:** August 14, 2024

**Strategic Plan Priorities:**  Innovate for Service Excellence  
 Ignite Economic Opportunity  
 Foster a Thriving Community  
 Propel Sustainable Growth  
 Champion a Vibrant Future

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### Recommendation

“**That** the Public Works Committee, having considered Report 2024-084 ‘4746 County Road 74, Port Hope - Development Agreement’, recommend that County Council direct staff to enter into a Development Agreement with Leisa Raye Clifford and the Municipality of Port Hope for the construction of two temporary entrances off of County Road 74, which shall ultimately be permanently located off of a future Municipal Road.”

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### Purpose

The purpose of this report is to direct staff to proceed with entering into a Development Agreement with Leisa Raye Clifford and the Municipality of Port Hope for the construction of two

temporary entrances off of County Road 74 that will ultimately be constructed and permanently located off of a future Municipal Road.

## **Background**

Leisa Raye Clifford is developing two small parcels of land located at 4746 County Road 74 (Dale Road) which will require temporary access from County Road 74 until such time as a future Municipal Road is constructed that will sever the two lots. The development will include the construction of two new residential homes and the future Municipal Road that will sever the two parcels will become part of a larger future subdivision.

When the future Municipal Road has been constructed the temporary entrances off of County Road 74 will be removed and two new entrances will be constructed off of the Municipal Road which will become permanent.

## **Consultations**

N/A

## **Legislative Authority / Risk Considerations**

A development agreement will be developed and reviewed by legal counsel prior to execution.

The developer will retain the contractor to complete the works within the County ROW and will be responsible to comply with all relevant guidelines and legislation including but not limited to the Occupational Health and Safety Act, R.S.O. 1990 (OHS), O. Reg. 406/19: On-Site and Excess Soil Management, Ontario Traffic Manual Book 7 for Traffic Control, etc. The contractor will also be required to obtain a ROW permit from the County and any other required agency approvals.

## **Discussion / Options**

Allowing developers to complete this type of work under a development agreement is a common wide-spread municipal practice.

## **Financial Impact**

The developer will be responsible for all costs associated with the construction of both the temporary and permanent entrances.

## **Member Municipality Impacts**

The design drawings for the water servicing include the Municipality of Port Hope infrastructure and will be reviewed and approved by the Municipality of Port Hope and are included as part of the conditions of Consent for B01/23 and B02/23.

The Municipality will also review and approve the permanent location of the two entrances off of the future municipal road and will be included as part of the Development Agreement as well as all other required provisions between the Municipality of Port Hope and Liesa Raye Clifford.

## **Conclusion / Outcomes**

It is recommended that County Council direct staff to proceed with entering into a development agreement with Leisa Raye Clifford and the Municipality of Port Hope for the construction of two

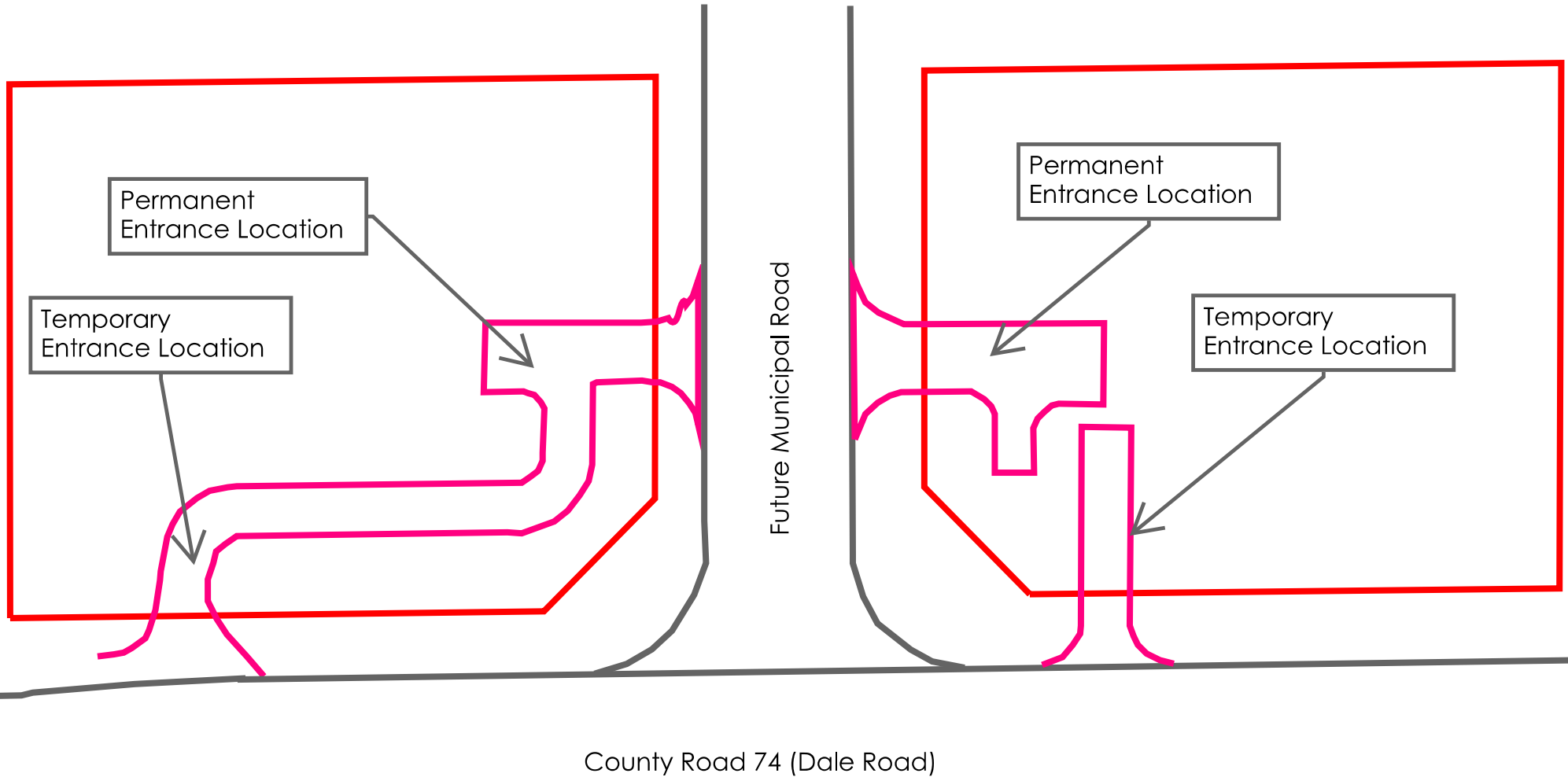
temporary entrances off of County Road 74 ultimately to be permanently located off of a future Municipal Road.

**Attachments**

1. Report 2024-084 ATTACH 1 'Entrance Location Sketch'

# Northumberland County

4746 Dale Road





# Northumberland Radio Tower Project

## Project Update

Carol Coleman  
Associate Director of Engineering  
July 29, 2024



# Overview

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- ▶ Scope of Work
- ▶ Items not in scope
- ▶ Status of work
- ▶ Budget update
- ▶ Schedule update

# Scope of Work

---

- ▶ Procurement of all radio equipment, materials and consumables
- ▶ Installation and configuration of all equipment and components needed for the new radio system
- ▶ Tower installation of new antennas and feed lines required for the new radio system
- ▶ Decommissioning and removal of existing county radio tower

# Items Out of Scope

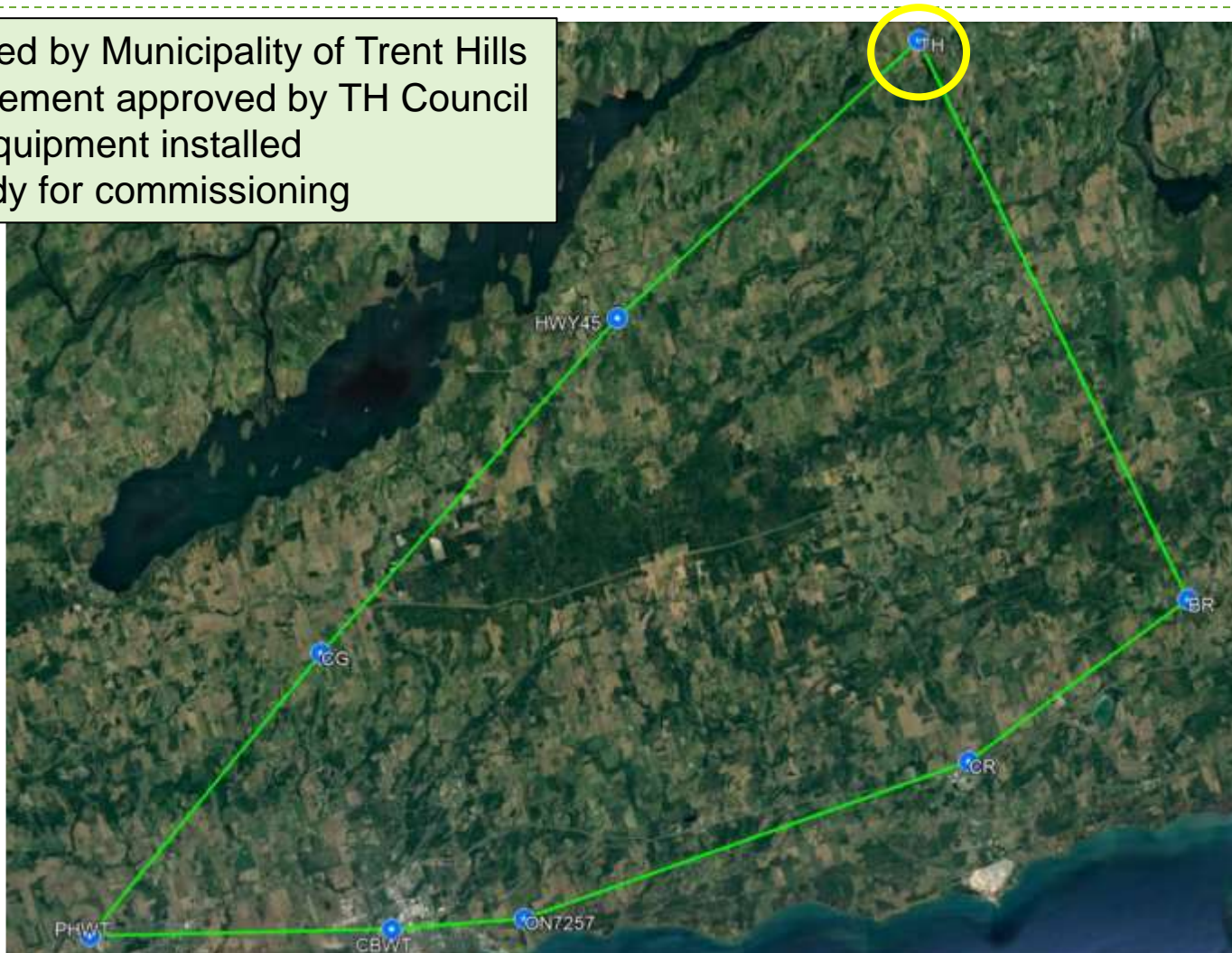
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- ▶ Any work associated with operations (i.e. dispatch services, handheld radios, etc.)



# Trent Hills Tower

- Owned by Municipality of Trent Hills
- Agreement approved by TH Council
- All equipment installed
- Ready for commissioning





# Brighton Tower

- Owned by American Towers
- Agreement fees being negotiated
- Equipment is ready to be installed



# Cramahe Tower

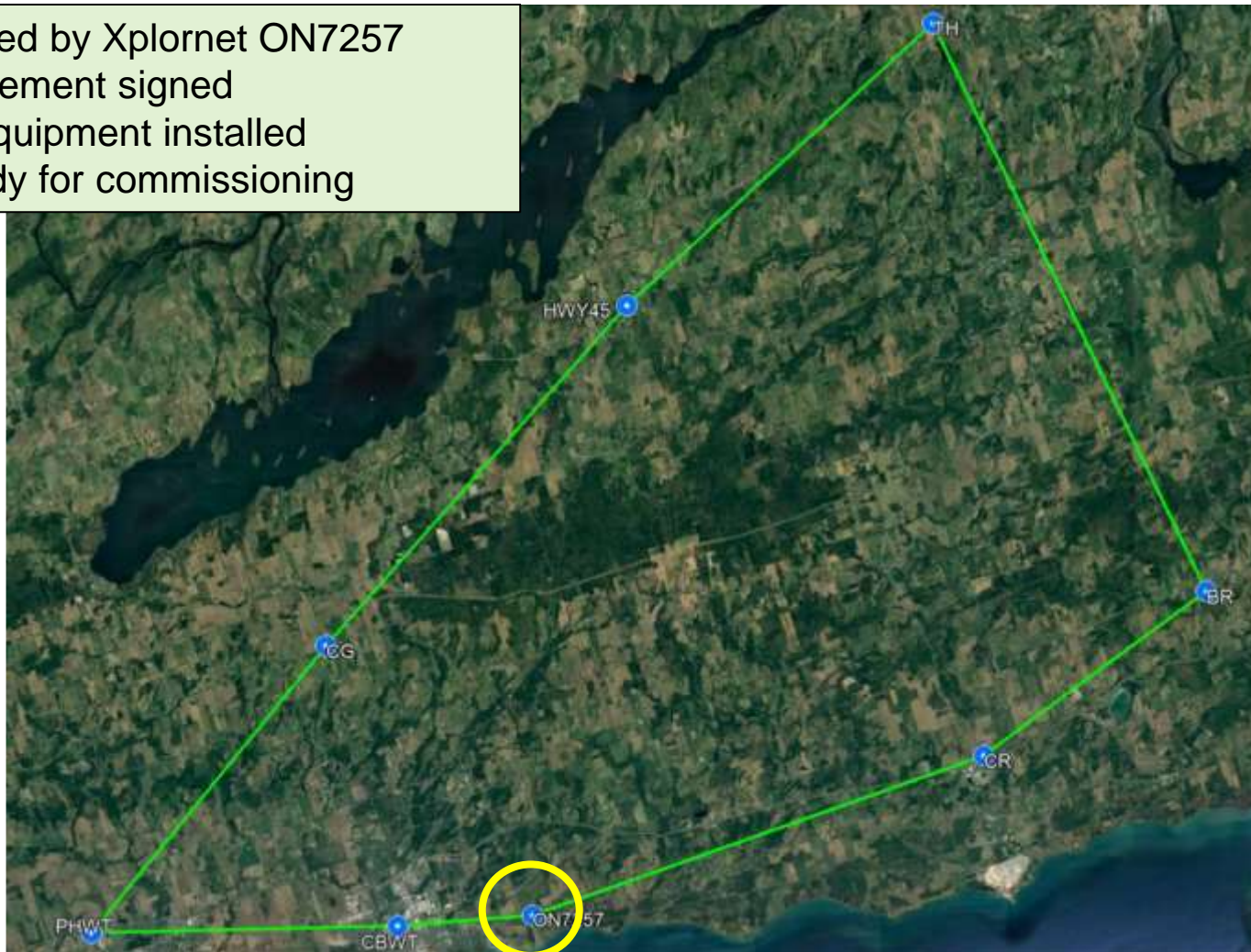
- Owned by Rogers
- Agreement signed
- All equipment installed
- Older antenna needs replacement
- Ready for commissioning





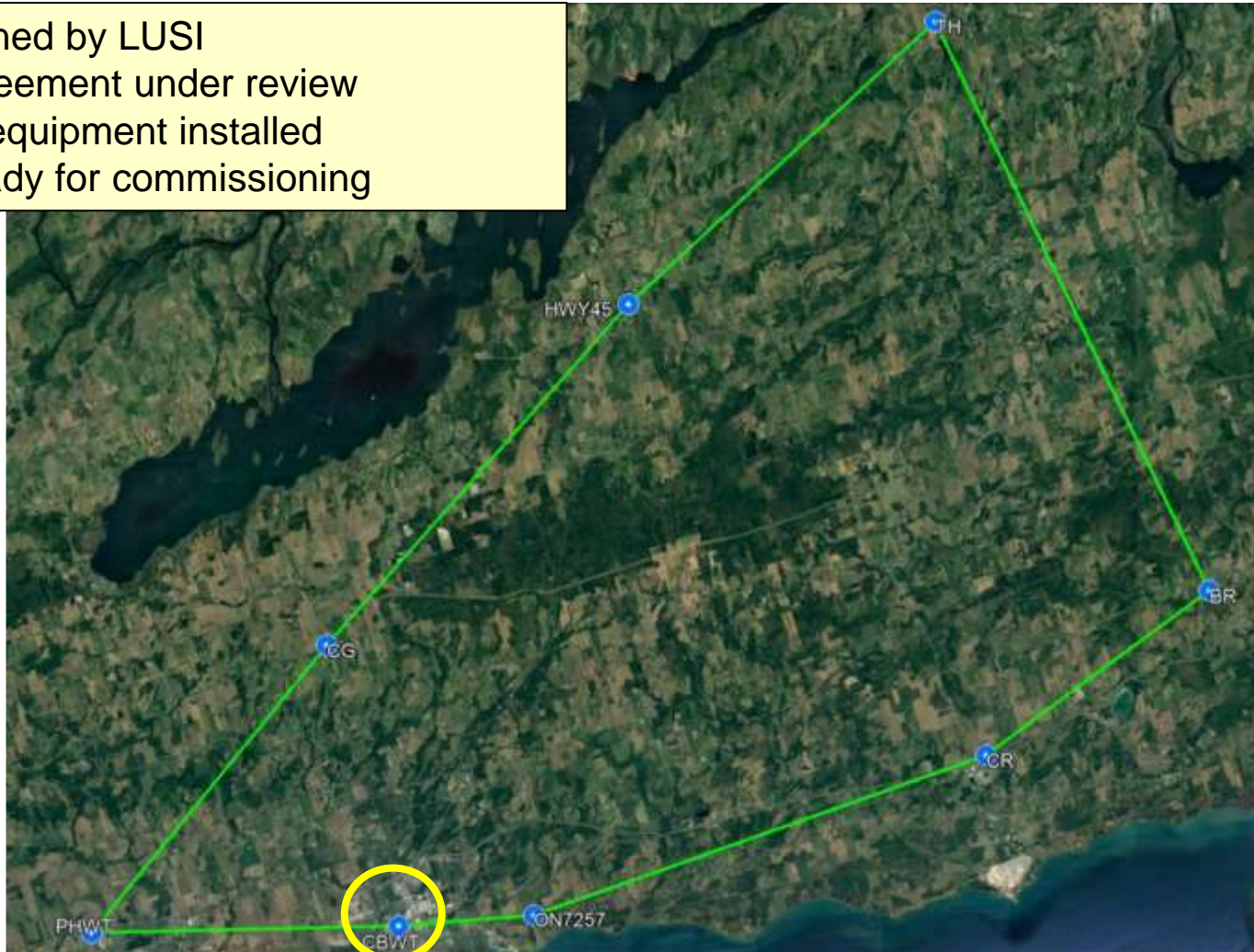
# Alnwick/ Haldimand Tower

- Owned by Xplornet ON7257
- Agreement signed
- All equipment installed
- Ready for commissioning



# Cobourg Water Tower

- Owned by LUSI
- Agreement under review
- All equipment installed
- Ready for commissioning





# Port Hope Water Tower

- Owned by Municipality of Port Hope
- Agreement to Committee August 6
- All equipment installed
- Ready for commissioning
- Propane tank and generator needed



# Hamilton Tower

- Owned by Canada Coast Guard
- Agreement signed
- All equipment installed
- Ready for commissioning
- Propane tank and generator needed





# Alderville Tower

- Owned by Alderville First Nation
- Agreement signed
- All equipment installed
- Ready for commissioning
- Propane tank and generator needed



# Approved Project Budget

| Description                                     | Amount           |
|---|------------------|
| Submitted Project Cost (BearCom)                | \$472,951        |
| Service Parts (for on-going maintenance/repair) | \$19,720         |
| <b>TOTAL SUBMITTED COST</b>                     | <b>\$492,671</b> |
| Non-recoverable HST                             | \$8,671          |
| <b>TOTAL SUBMITTED COST (incl. HST)</b>         | <b>\$501,342</b> |
| Project Contingency (5%)                        | \$25,000         |
| <b>TOTAL PROJECT COST</b>                       | <b>\$526,342</b> |

# Change Orders

| Description  | Amount          | Status       |
|--|-----------------|--------------|
| Remove and relocate osprey nest at Alderville Tower  | \$2,600         | completed    |
| Extension of fence at Alderville Tower   | \$7,000         | completed    |
| Engineering design services for Cobourg Water Tower assessment   | \$6,500         | completed    |
| Additional Bearcom assistance for technical consulting, agreement consultation, ISED assistance for re-organizing tower licenses and legal meeting | \$17,457        | under review |
| <b>Total</b>   | <b>\$33,557</b> |              |
| Contingency  | \$25,000        |              |
| <b>Overbudget*</b>   | <b>\$ 8,557</b> |              |

\* Request for additional funds, as needed to be brought forward in upcoming Committee/Council meeting for approval

# Schedule Update

| Task   | July | Aug. | Sept. | Oct. |
|--|------|------|-------|------|
| Install equipment on Brighton Tower          | █    |      |       |      |
| Install propane and generators (3 locations) | █    |      |       |      |
| Stress test system                           |      | █    |       |      |
| Commission towers                            |      | █    |       |      |
| Program radios                               |      | █    | █     |      |
| Remove County tower                          |      |      |       | █    |

# Questions?



**Northumberland County  
Agriculture Advisory Group Meeting  
Minutes  
February 20, 2024 at 7:30 p.m.**

**Present:**

P. Burnham, A. Carruthers, L. Meekes, M. Opsteen, B. Crews, A. Botha

**Staff Present:**

D. Borowec - Director Economic Development, Tourism & Land Use Planning  
D. Campbell - Manager, Planning and Community Development / Chief Planner  
D. Marshall - Director Public Works  
T. Mellor - Manager Agri-Food  
J. Moore - CAO  
M. Nitsch - Deputy Treasurer  
M. Stergios – EA to the CAO

**Regrets:** Councillor S. Jibb

**1) Welcome**

**2) Approval of the February 20, 2024 Agenda**

- February 20, 2024 agenda approved

**3) Approval of the September 26, 2023 Minutes**

**4) Action Items and Follow Up from Previous Meeting**

**5) Communications**

a) Open Surveys/Consultations

- Join-in Northumberland – 310 Division St. Survey & Info Sessions

**6) New/Other Business**



a) Official Plan Update

- Similar to the update provided in April, there have still been no answers provided by the province regarding the proposed legislative changes
- Items we were told would not be followed through on remain part of the policy statement.
- Not knowing the exact direction the province will take, the County is targeting a spring date to bring forward mapping and policy reports to the public – will be public meetings

b) High Speed Internet Updates

- Project on schedule to be completed by Dec 2025.
- Escalation of costs have presented challenges, however the County has secured 45m in additional government funding, included 50m from the private sector.
- Design build for the project is complete
- Fiber to the home

c) Fire Communications re: Tower Upgrades

- Most municipalities use the County tower and it is close to end of life
- Working with Bearcom to migrate to a digital system
- Using a number of existing towers across the County to ensure connectivity across jurisdictions and to provide redundancy
- Working through agreements with municipalities, making progress
- Will decommission tower once everything has been set up, pushing actively to speed up process

d) Northumberland County Budget Information

- Adopted first ever 3-year budget.
- 6.57% increase to levy. Includes 1% dedicated infrastructure levy.
- Also includes 1% dedicated housing levy.
- Just under 219m in expenditures.
- Average of \$93 dollars for homeowner.
- Multiyear budget still requires approval each year therefore changes can still be made

e) Drainage Update

- Draft policy complete, feedback to be received over the next few weeks/month.

**7) Next Meeting**

- Agenda items?

- Date to be determined