



The Corporation of the  
Town of Milton  
**COUNCIL AGENDA**

January 23, 2023, 7:00 p.m.

Town Hall

150 Mary Street, Milton, ON L9T 6Z5

This meeting will be held as a hybrid meeting with Members of Council having the opportunity to participate in-person at Town Hall or electronically. At this time, members of the public are encouraged to continue to view the meeting by watching the live stream.

Should you wish to delegate to a Council meeting please complete the online delegation form at <https://forms.milton.ca/Community/Delegate-Request-Application> by 12:00 p.m. (noon) two business days before the meeting is to be held.

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	<b>Pages</b>
<b>1. <u>MOMENT OF SILENT REFLECTION / O' CANADA / TRADITIONAL LAND ACKNOWLEDGEMENT</u></b>	
<b>2. <u>AGENDA ANNOUNCEMENTS / AMENDMENTS</u></b> This Council meeting resumes the recessed Council meeting from December 12, 2022 and Agenda Items 4.1, 4.2 and 4.3 are included on this agenda for consideration.	
<b>3. <u>DISCLOSURE OF PECUNIARY INTEREST &amp; GENERAL NATURE THEREOF</u></b>	
<b>4. <u>ITEMS FOR CONSIDERATION</u></b>	
4.1    CORS-064-22 Operating Budget Review Report - October 2022	3
4.2    CORS-065-22    2023 Capital and Operating Budget	37
4.3    CORS-066-22 Ontario Regulation 284-09	79
<b>5. <u>BY-LAWS</u></b>	
5.1    098-2022 Confirm Proceedings By-law December 12, 2022 BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD DECEMBER 12, 2022	82
5.2    001-2023 Confirm Proceedings By-law January 23, 2023 BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL	83

OF THE CORPORATION OF THE TOWN OF MILTON AT ITS  
MEETING HELD JANUARY 23, 2023

6. ADJOURNMENT



# The Corporation of the Town of Milton

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Report To: Council

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From: Glen Cowan, Chief Financial Officer / Treasurer

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Date: December 12, 2022

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Report No: CORS-064-22

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Subject: CORS-064-22 Operating Budget Review Report - October 2022

**Recommendation:** THAT the operating report for the ten months ending October 2022 along with a projected year end surplus position of \$43,476 be received for information.

## EXECUTIVE SUMMARY

This report provides a detailed review and update of the operating budget through October 2022 with the following information of note:

- A projected net favourable variance of \$43,476 for the year is being forecast.
- Gross investment income is expected to be \$3.7 million greater than budget due to higher than budgeted portfolio balances combined with increasing interest rates.
- Reserve balances are expected to be \$44.0 million higher than anticipated, including the Milton Hydro promissory note refinancing and return of funds to the Town in the amount of \$13.9 million.

Significant inflationary pressures have been prevalent within the economy in 2022, however the degree of impact to the Town's operating budget has been lessened as existing rates were reflected in the cost of many contracts and agreements that were in effect for most of the year. Instead the Town will incur the budget impact of many of these price escalations in 2023.

The financial position of the Town for 2022 will continue to change throughout the balance of the year due to factors such as weather conditions, utility and fuel usage and rates, and position vacancies.

## REPORT



**Background**

Corporate Policy No. 113: Financial Management - Budget Management identifies that a comprehensive review of the Town's operating budget will be undertaken in association with its September 30 balances. Due to the timing of the election in 2022 and the resulting Council meeting schedule, this report has been prepared on the basis of the most recently completed month end being October 31, 2022. Further, Corporate Policy No. 116: Financial Management - Treasury as well as Ontario Regulation 438/97 identify that reporting to Council on the investment portfolio must be done at least annually. As such updates are provided on the Town's investments concurrently with operating budget results.

The revenue and expenditures that are shown in the financial statements within Appendix 1 are presented on a cash basis, and therefore exclude accruals.

**Discussion**

**Operating Budget Monitoring for the period ending October 31, 2022**

The following table reflects forecasted variances to the 2022 budget by department based on expectations for program delivery for the remainder of the year.

Department	2022 Approved Budget \$	2022 Forecast \$	Over/(Under) Budget \$
Mayor & Council	625,712	622,055	(3,657)
Executive Services	14,570,670	14,536,746	(33,924)
Corporate Services	11,018,602	10,871,248	(147,354)
General Government	(60,256,113)	(59,102,852)	1,153,261
Community Services	29,991,062	29,760,969	(230,093)
Development Services	4,050,068	3,268,360	(781,709)
Library		-	-
Hospital Expansion		-	-
BIA		-	-
<b>Total Town of Milton</b>	<b>\$</b>	<b>\$ (43,476)</b>	<b>\$ (43,476)</b>

Note 1 Figures include rounding and may result in minor variances to the Attached Financial Schedules

Staff are currently forecasting the Town's 2022 position will fairly close to the net budget by year end. In 2022 the Town continued to be impacted by the pandemic, largely in the area of recreation services, through the provincially mandated facility closures in early 2022 combined with a longer than anticipated recovery in service demand. Revenue losses of \$4.04 million are anticipated in the areas of recreation programs and facility rentals. These are partially offset by associated savings in the areas of part time staffing, materials and contracts in the amount of \$2.94 million. Additional grant funding totaling \$0.35 million from a combination of COVID-19 Recovery Funding, Safe Restart Transit -

## **Discussion**

Phase 3 Funding, as well as additional funding from the Canadian Arts Presentation and Legacy Fund further mitigate the revenue losses.

Additional pressures identified that will negatively impact the Town's year end position in 2022 include a high number of winter events earlier in the year resulting in costs greater than budget of \$0.36 million, higher than anticipated costs of fuel \$0.23 million, insurance premium increases of \$0.16 million, reductions in parking ticket revenues of \$0.37 million, higher than anticipated tax write offs of \$0.61 million and reduced Provincial Offences Act revenues of \$0.14 million.

The additional pressures have been offset by savings due to staff vacancies of \$0.75 million, projected savings from reduction in hydro consumption of \$0.70 million, savings in crack sealing of \$0.35 million, additional winter maintenance and streetlight recoveries from developers due to a shift in timing of subdivision assumptions in the amount of \$0.17 million, property tax capping recoveries of \$0.12 million, savings in software maintenance of \$0.15 million, increased planning and development fee revenues of \$0.09 million, savings in corporate training and administration costs of \$0.19 million and contractual savings within the Infrastructure division of \$0.14 million.

Detailed commentary on variances by department can be found in Appendix 2.

## **Balance Sheet Monitoring as at October 31, 2022**

### **Investments and Cash Management**

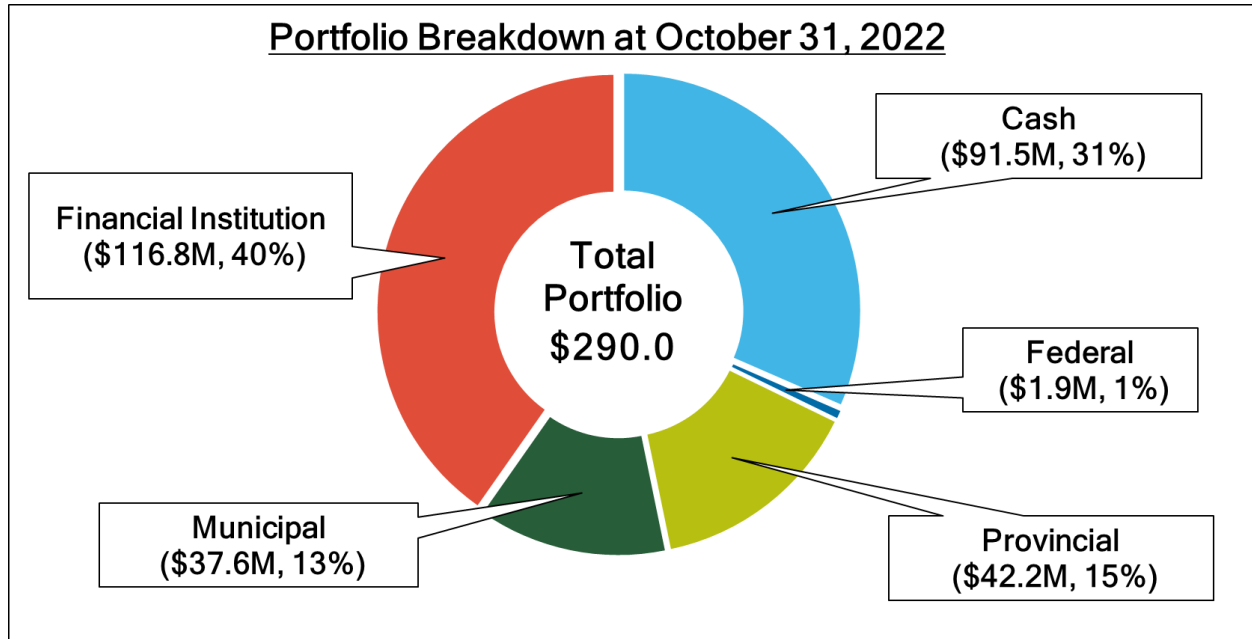
#### *Economic Update*

Throughout 2022 the Bank of Canada (BOC), along with other central banks have pursued one of the most aggressive rate-hiking cycles in history in attempts to manage elevated inflation and future inflation expectations. As shown in Appendix 3, since March of 2022 the BOC has increased the overnight rate from 0.25% to 3.75% (as of October 31, 2022) with expectations that the rate will increase further however how much further will depend on how well monetary policy is working to slow demand, how supply challenges are resolving and how inflation and inflation expectations are responding. With cracks starting to appear in the economy including a cooling housing market, inflationary pressures and high interest rates, the BOC predicts overall GDP growth for 2023 of 0.9% including a potential recession forecasted early in the year. It is also expected that inflation will gradually slow through 2023. Staff will continue to monitor the impacts of the inflationary pressures, fluctuating interest rates and the housing market slowdown throughout 2023.

#### *Portfolio Summary / Cash and Investment Positions*

**Discussion**

A summary of the overall portfolio as of October 31, 2022 is shown in the chart below and a detailed comparison of the limitations on holdings, as set out in Financial Management - Treasury Policy No. 116, is included in Appendix 4. All securities held in the first ten months of 2022 satisfied the Town’s credit rating requirements. The Municipal category includes \$2.0 million of Region of Halton debentures that were purchased in June 2022.



The Town is currently carrying a high cash balance due to market conditions, upcoming capital project expenditures and timing of tax collections and payments. As market opportunities arise the Town will continue to invest to take advantage of the recent increase in rates, compared to recent years.

Through report CORS-024-22, Council approved an expansion to the list of eligible investments for the Town that would allow for exposure to the equity market through the ONE equity fund. At this time, no investments have been made in that fund and it is expected that when the introduction of that investment product does occur, it will be undertaken on a phased basis.

*2022 Investment Income Forecast*

Due to market conditions, the rapid increase in yields since the beginning of the year and a higher than expected portfolio balance (related to the timing of capital inflows/outflows and the funds received from the Milton Hydro promissory note per CORS-006-22), current projections show the gross investment income forecast will be approximately \$6.5 million.



**Discussion**

This amount is \$3.7 million higher than what was incorporated into the 2022 budget. The additional investment income will have no impact on the operating budget in 2022 as it will be allocated to reserves at year end in accordance with the Town’s Treasury Policy. Changing market conditions may create forecast adjustments throughout the year.

Property Tax Collection

The Town of Milton collects property taxes for the Town, Region of Halton and the Halton Boards of Education as legislated under the Municipal Act, 2001. The following table provides an update on the Town’s current year tax collection up to October 4, 2022. As shown, the 2022 collection rate to date is aligned with the prior year rate.

Tax Year	Total Billable Properties	Properties with Arrears as of Oct 4	Final Tax Levy <sup>1</sup>	Current Year Collections (as of Oct 4) <sup>1</sup>	Current Year Past Due <sup>1</sup>	Current Year % Paid
2022	41,825	8,043	\$231,220,779	\$220,025,015	\$15,226,934	86.5%
2021	40,589	7,174	\$220,493,487	\$191,244,743	\$14,329,865	86.7%
2020	39,458	4,559	\$212,617,287	\$157,998,973	\$10,393,037	74.3%

<sup>1</sup> Includes Town, Region and Educational shares

Debenture Obligations

As of October 31, 2022 the Town has an estimated \$47.0 million in total debt outstanding, reflecting both \$5.2 million in debenture repayments that have occurred to date in 2022 as well as a participation in the Regional debenture issuance in June 2022. As all principal payments have been completed there will be no change in the outstanding balance until year end. In addition to the debenture obligations outlined below, \$8.3 million of debt that has been previously approved by Council remains yet to be issued. Based on the status of projects with unissued debt as a funding source, it is expected that no additional debt will be issued by the Town during 2022.

Existing Debenture Obligation (\$000)	Debt at Dec 31, 2021	New Issue	Principal Payments to Oct 31	Debt at Oct 31, 2022	Forecast Dec 31, 2022
Tax Supported	\$21,684	\$7,500	\$(3,138)	\$26,047	\$26,047
Reserve Fund	23	0	(23)	0	0
Development Charge	196	0	(196)	0	0
Capital Provision (Hospital)	9,551	0	(1,503)	8,048	8,048
Hospital Sinking Fund Debt - Capital Provision (see below)	13,184	0	(303)	12,881	12,881
<b>Total</b>	<b>\$44,638</b>	<b>\$7,500</b>	<b>\$(5,162)</b>	<b>\$46,976</b>	<b>\$46,976</b>



The Hospital sinking fund debenture is held and managed by the Region of Halton, for the purposes of retiring the debt at maturity. The annual \$302,726 sinking fund contribution and the interest income to be earned on the investments of the sinking fund over 30 years were projected at the outset to fully cover the principal payment due at maturity. The balance at December 31, 2022 as shown will be further reduced by the interest earned to date on the fund which will be reported by the Region to the Town for year end.

### Reserves and Reserve Funds

Reserves and reserve funds are an important element of the Town’s long-term financial plan. They allow the Town to set aside funds for a future purpose and fulfil a critical financial need for the municipality. They make provisions for the replacement and rehabilitation of existing Town assets, provide a contingency for one-time and unforeseeable events, and provide flexibility to manage debt levels and protect the Town’s financial position.

Through staff report DS-054-22 an update to the Town’s land conveyance policy and By-law was approved. To align with the updates referenced through that report the name of the Town’s current Cash-in-Lieu of Parkland reserve has been updated to Payment-in-Lieu of Land Conveyance. No fundamental alteration to the purpose of the fund, funding source or intended use were made to the reserve definition other than minor housekeeping amendments to add clarity.

The anticipated reserve and reserve fund balances for 2022 are outlined in the table below. Balances by individual reserve and reserve funds are shown in Appendix 5.

Reserves and Reserve Funds (\$000)	As at Dec 31, 2021	As at Oct 30, 2022	Forecasted Dec 31, 2022	Surplus/ (Deficit) to Budget
Stabilization	\$15,126	\$26,289	\$24,287	\$7,301
Corporate Use	12,298	13,026	13,171	2,507
Infrastructure Non Growth	52,919	73,340	74,152	19,115
Infrastructure Growth	51,904	74,333	68,146	8,747
Program Specific	9,767	11,885	17,326	6,064
Board, Committee & Other	2,195	2,549	2,101	279
<b>Total</b>	<b>\$144,208</b>	<b>\$201,423</b>	<b>\$199,183</b>	<b>\$44,014</b>

The forecasted 2022 balance includes projected 2022 activity as identified in the 2022 budget along with any forecasted adjustments that have been identified in 2022. Following is commentary on forecasted 2022 year end reserve balances that are expected to be significantly different than budget:





## *Stabilization Reserves & Reserve Funds*

The Stabilization reserves are expected to be favourable to budget due to higher than anticipated building permit activity, resulting in the Building Stabilization Reserve having a higher than budgeted year-end balance of \$6.4 million. The remainder of the expected surplus relates to favourable year end variances that occurred in 2021 (staff report CORS-021-22).

## *Corporate Use Reserves*

The Corporate Use reserves are expected to be favourable to budget at the end of 2022 due to the allocation of the 2021 year end surplus (staff reports CORS-021-22 and CORS-043-22). \$3.4 million was allocated to the Legal and Insurance reserve and \$1.0 million to the WSIB reserve. Both allocations were done to help manage any future financial risks, potential liabilities and increased future costs.

## *Infrastructure Non Growth*

The Infrastructure Non Growth reserves are projecting a \$19.1 million surplus to budget due in large part to the re-financing of the promissory note to Milton Hydro (staff report CORS-006-22) where it is expected the impact of this change will account for \$13.9 million of the surplus in the Infrastructure Roads reserve at the end of 2022. In addition, investment income is currently projecting a surplus to budget and expected to account for an additional \$1.5 million transfer to the Infrastructure Facilities reserve and an additional \$0.5 million to the Infrastructure Roads reserve. Finally, the Ontario Lottery Corporation Proceeds reserve is projecting a surplus of \$3.0 million due to higher than expected funding received at the end of 2021 and an increase of \$1.0 million in forecasted proceeds in 2022 based on current trends.

## *Infrastructure Growth*

The Infrastructure Growth reserves are forecasting a surplus of \$8.8 million primarily due to a shift in timing of spending on capital projects budgeted to be funded from the Post Period Capacity reserve fund.

While the Development Charge (DC) Reserves are currently projecting to be \$2.5 million lower than expected due to the transfer of the Parking Development Charge Reserve funds to the Property Transactions Reserve Fund (staff report CORS-062-22) shifts in timing of capital expenditures and revenue collections could change as the year progresses.

A portion of the projected surplus compared to the 2022 budget is offset due to variances in the starting balances from what was originally anticipated along with activity throughout





Approved by CAO  
Andrew M. Siltala  
Chief Administrative Officer

### **Recognition of Traditional Lands**

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

**TOWN OF MILTON - SUMMARY  
OPERATING FINANCIAL STATEMENT  
October 2022**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
MAYOR AND COUNCIL	503,222	515,641	625,712	(3,657)	622,055	(106,414)	83%
EXECUTIVE SERVICES	10,213,753	11,282,162	14,570,670	(33,924)	14,536,746	(3,254,584)	78%
CORPORATE SERVICES	8,027,215	7,587,246	11,018,602	(147,354)	10,871,248	(3,284,002)	70%
GENERAL GOVERNMENT	(56,375,996)	(60,209,998)	(60,256,113)	1,153,261	(59,102,852)	(1,107,146)	102%
COMMUNITY SERVICES	21,027,448	22,640,106	29,991,062	(230,093)	29,760,969	(7,120,863)	76%
DEVELOPMENT SERVICES	849,548	2,745,432	4,050,068	(781,709)	3,268,359	(522,927)	84%
LIBRARY	(903,492)	(1,087,556)				(1,087,556)	
HOSPITAL EXPANSION	(206,717)	(302,280)				(302,280)	
BIA	(89,322)	(206,616)				(206,616)	
<b>Total TOWN OF MILTON</b>	<b>(16,954,341)</b>	<b>(17,035,863)</b>		<b>(43,476)</b>	<b>(43,476)</b>	<b>(16,992,387)</b>	

Note: Figures include rounding and may result in minor variances to the departmental financial statements.

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**MAYOR AND COUNCIL**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
MAYOR AND COUNCIL							
MAYOR AND COUNCIL							
EXPENDITURES							
Salaries and Benefits	462,531	465,919	552,889	(4,813)	548,076	82,157	85%
Administrative	37,559	50,687	54,667	1,182	55,849	5,162	91%
Financial			5,000		5,000	5,000	
Purchased Goods	748	956	701	299	1,000	44	96%
Purchased Services	10,749	7,663	30,426	(325)	30,101	22,438	25%
<b>Total EXPENDITURES</b>	511,587	525,225	643,683	(3,657)	640,026	114,801	82%
REVENUE							
Financing Revenue			(5,000)		(5,000)	(5,000)	
Recoveries and Donations	(8,364)	(9,584)	(12,972)		(12,972)	(3,388)	74%
<b>Total REVENUE</b>	(8,364)	(9,584)	(17,972)		(17,972)	(8,388)	53%
<b>Total MAYOR AND COUNCIL</b>	503,223	515,641	625,711	(3,657)	622,054	106,413	83%
<b>Total MAYOR AND COUNCIL</b>	503,223	515,641	625,711	(3,657)	622,054	106,413	83%
<b>Total MAYOR AND COUNCIL</b>	503,223	515,641	625,711	(3,657)	622,054	106,413	83%

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**EXECUTIVE SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
<b>EXECUTIVE SERVICES</b>							
<b>OFFICE OF THE CAO</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	427,712	443,219	568,018		568,018	124,799	78%
Administrative	8,346	10,092	19,195	(5,000)	14,195	4,103	71%
Purchased Goods	7,890	8,229	5,507	400	5,907	(2,322)	139%
Purchased Services	6,485	8,712	47,351	(1,647)	45,704	36,992	19%
<b>Total EXPENDITURES</b>	450,433	470,252	640,071	(6,247)	633,824	163,572	74%
<b>REVENUE</b>							
Financing Revenue	(16,144)	(16,159)	(16,159)		(16,159)		100%
User Fees and Service Charges	(392)	(1,555)	(3,000)		(3,000)	(1,445)	52%
<b>Total REVENUE</b>	(16,536)	(17,714)	(19,159)		(19,159)	(1,445)	92%
<b>Total OFFICE OF THE CAO</b>	433,897	452,538	620,912	(6,247)	614,665	162,127	74%
<b>STRATEGIC INITIATIVES AND ECONOMIC DEVELOPMENT</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	534,139	649,631	774,126	29,267	803,393	153,762	81%
Administrative	6,562	9,378	22,423	(3,000)	19,423	10,045	48%
Financial	74		1,858	(1,858)			
Transfers to Own Funds	8,827	5,273	26,867	(15,000)	11,867	6,594	44%
Purchased Goods	703	3,591	14,233	(6,844)	7,389	3,798	49%
Purchased Services	48,722	89,261	222,529	(26,705)	195,824	106,563	46%
Reallocated Expenses	1,318	621	2,414		2,414	1,793	26%
<b>Total EXPENDITURES</b>	600,345	757,755	1,064,450	(24,140)	1,040,310	282,555	73%
<b>REVENUE</b>							
Financing Revenue	(8,916)	(10,197)	(35,097)	300	(34,797)	(24,600)	29%
Grants	(16,300)	(38,442)		(48,356)	(48,356)	(9,914)	79%
Recoveries and Donations	(25,000)	(25,000)	(25,000)		(25,000)		100%
User Fees and Service Charges	(21,074)	(18,842)	(116,309)	91,380	(24,929)	(6,087)	76%
<b>Total REVENUE</b>	(71,290)	(92,481)	(176,406)	43,324	(133,082)	(40,601)	69%
<b>Total STRATEGIC INITIATIVES AND ECONOMIC DEVELOPMENT</b>	529,055	665,274	888,044	19,184	907,228	241,954	73%
<b>FIRE</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	8,061,871	8,861,333	11,667,507	(97,799)	11,569,708	2,708,375	77%
Administrative	38,579	89,350	114,721	30,197	144,918	55,568	62%
Financial	2,748	3,692	2,200	1,500	3,700	8	100%
Transfers to Own Funds	1,004,606	1,048,572	1,048,572		1,048,572		100%
Purchased Goods	49,482	52,513	119,688	(38,400)	81,288	28,775	65%
Purchased Services	135,171	183,275	275,059	25,439	300,498	117,223	61%

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**EXECUTIVE SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
Fleet Expenses	173,252	198,773	148,762	73,600	222,362	23,589	89%
Reallocated Expenses			453		453	453	
<b>Total EXPENDITURES</b>	9,465,709	10,437,508	13,376,962	(5,463)	13,371,499	2,933,991	78%
<b>REVENUE</b>							
Financing Revenue	(11,962)	(10,199)	(10,199)		(10,199)		100%
Grants	(31,977)	(4,900)	(2,500)	(2,400)	(4,900)		100%
Recoveries and Donations	(100,963)	(119,608)	(142,000)	(30,000)	(172,000)	(52,392)	70%
User Fees and Service Charges	(70,003)	(138,452)	(160,550)	(9,000)	(169,550)	(31,098)	82%
<b>Total REVENUE</b>	(214,905)	(273,159)	(315,249)	(41,400)	(356,649)	(83,490)	77%
<b>Total FIRE</b>	9,250,804	10,164,349	13,061,713	(46,863)	13,014,850	2,850,501	78%
<b>Total EXECUTIVE SERVICES</b>	10,213,756	11,282,161	14,570,669	(33,926)	14,536,743	3,254,582	78%
<b>Total EXECUTIVE SERVICES</b>	10,213,756	11,282,161	14,570,669	(33,926)	14,536,743	3,254,582	78%

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**CORPORATE SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
<b>CORPORATE SERVICES</b>							
<b>FINANCE</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	3,871,825	3,920,052	5,167,736	(133,526)	5,034,210	1,114,158	78%
Administrative	25,250	35,447	62,244	(4,858)	57,386	21,939	62%
Financial	5,541	5,445	4,258	2,200	6,458	1,013	84%
Purchased Goods	23,557	21,843	45,343	(3,500)	41,843	20,000	52%
Purchased Services	160,405	260,960	301,604	44,013	345,617	84,657	76%
<b>Total EXPENDITURES</b>	4,086,578	4,243,747	5,581,185	(95,671)	5,485,514	1,241,767	77%
<b>REVENUE</b>							
Financing Revenue	(2,535,414)	(2,734,149)	(2,844,099)	32,651	(2,811,448)	(77,299)	97%
User Fees and Service Charges	(586,397)	(709,788)	(1,007,977)	51,200	(956,777)	(246,989)	74%
Reallocated Revenue	(139,732)	(168,897)	(213,344)		(213,344)	(44,447)	79%
<b>Total REVENUE</b>	(3,261,543)	(3,612,834)	(4,065,420)	83,851	(3,981,569)	(368,735)	91%
<b>Total FINANCE</b>	825,035	630,913	1,515,765	(11,820)	1,503,945	873,032	42%
<b>INFORMATION TECHNOLOGY</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	1,947,964	2,284,428	3,131,512	(113,915)	3,017,597	733,169	76%
Administrative	16,491	8,827	24,585	(5,842)	18,743	9,916	47%
Purchased Goods	1,307,435	1,459,697	1,795,484	(153,000)	1,642,484	182,787	89%
Purchased Services	888,254	1,068,565	1,213,788	(37,298)	1,176,490	107,925	91%
<b>Total EXPENDITURES</b>	4,160,144	4,821,517	6,165,369	(310,055)	5,855,314	1,033,797	82%
<b>REVENUE</b>							
Financing Revenue	(64,446)	(485,336)	(573,294)	(86,651)	(659,945)	(174,609)	74%
Recoveries and Donations		58		58	58		100%
User Fees and Service Charges			(100)		(100)	(100)	
Reallocated Revenue	(1,059)	(64,732)	(120,937)		(120,937)	(56,205)	54%
<b>Total REVENUE</b>	(65,505)	(550,010)	(694,331)	(86,593)	(780,924)	(230,914)	70%
<b>Total INFORMATION TECHNOLOGY</b>	4,094,639	4,271,507	5,471,038	(396,648)	5,074,390	802,883	84%
<b>HUMAN RESOURCES</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	1,082,716	912,898	1,367,838	127,000	1,494,838	581,940	61%
Administrative	96,042	115,423	262,101	(94,550)	167,551	52,128	69%
Purchased Goods	22,532	30,036	56,857	(750)	56,107	26,071	54%
Purchased Services	38,828	126,113	170,545	2,001	172,546	46,433	73%
<b>Total EXPENDITURES</b>	1,240,118	1,184,470	1,857,341	33,701	1,891,042	706,572	63%
<b>REVENUE</b>							
Financing Revenue	(192,513)	(337,807)	(348,272)		(348,272)	(10,465)	97%



**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**CORPORATE SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
Reallocated Revenue	(107,137)	(123,401)	(147,368)		(147,368)	(23,967)	84%
<b>Total REVENUE</b>	<b>(299,650)</b>	<b>(461,208)</b>	<b>(495,640)</b>		<b>(495,640)</b>	<b>(34,432)</b>	<b>93%</b>
<b>Total HUMAN RESOURCES</b>	<b>940,468</b>	<b>723,262</b>	<b>1,361,701</b>	<b>33,701</b>	<b>1,395,402</b>	<b>672,140</b>	<b>52%</b>
LEGISLATIVE & LEGAL SERVICES							
EXPENDITURES							
Salaries and Benefits	2,042,303	2,392,394	3,405,461	75,670	3,481,131	1,088,737	69%
Administrative	25,897	26,596	61,909	(11,354)	50,555	23,959	53%
Financial	37,152	36,391	28,834		28,834	(7,557)	126%
Purchased Goods	16,408	15,712	28,055	3,000	31,055	15,343	51%
Purchased Services	679,785	931,740	1,280,969	12,974	1,293,943	362,203	72%
Reallocated Expenses	85,913	91,013	105,248		105,248	14,235	86%
<b>Total EXPENDITURES</b>	<b>2,887,458</b>	<b>3,493,846</b>	<b>4,910,476</b>	<b>80,290</b>	<b>4,990,766</b>	<b>1,496,920</b>	<b>70%</b>
REVENUE							
Financing Revenue	(63,420)	(796,372)	(662,608)	(160,431)	(823,039)	(26,667)	97%
Recoveries and Donations	(64,776)	(87,498)	(94,788)		(94,788)	(7,290)	92%
User Fees and Service Charges	(1,137,442)	(1,208,182)	(2,354,520)	350,000	(2,004,520)	(796,338)	60%
<b>Total REVENUE</b>	<b>(1,265,638)</b>	<b>(2,092,052)</b>	<b>(3,111,916)</b>	<b>189,569</b>	<b>(2,922,347)</b>	<b>(830,295)</b>	<b>72%</b>
<b>Total LEGISLATIVE &amp; LEGAL SERVICES</b>	<b>1,621,820</b>	<b>1,401,794</b>	<b>1,798,560</b>	<b>269,859</b>	<b>2,068,419</b>	<b>666,625</b>	<b>68%</b>
STRATEGIC COMMUNICATIONS							
EXPENDITURES							
Salaries and Benefits	675,721	714,024	965,230	(25,408)	939,822	225,798	76%
Administrative	16,625	10,567	17,937	(149)	17,788	7,221	59%
Purchased Goods	2,578	1,646	8,300	(2,000)	6,300	4,654	26%
Purchased Services	42,302	38,898	77,155	(6,608)	70,547	31,649	55%
<b>Total EXPENDITURES</b>	<b>737,226</b>	<b>765,135</b>	<b>1,068,622</b>	<b>(34,165)</b>	<b>1,034,457</b>	<b>269,322</b>	<b>74%</b>
REVENUE							
Financing Revenue	(191,972)	(203,263)	(197,083)	(6,180)	(203,263)		100%
Grants		(2,100)		(2,100)	(2,100)		100%
<b>Total REVENUE</b>	<b>(191,972)</b>	<b>(205,363)</b>	<b>(197,083)</b>	<b>(8,280)</b>	<b>(205,363)</b>		<b>100%</b>
<b>Total STRATEGIC COMMUNICATIONS</b>	<b>545,254</b>	<b>559,772</b>	<b>871,539</b>	<b>(42,445)</b>	<b>829,094</b>	<b>269,322</b>	<b>68%</b>
<b>Total CORPORATE SERVICES</b>	<b>8,027,216</b>	<b>7,587,248</b>	<b>11,018,603</b>	<b>(147,353)</b>	<b>10,871,250</b>	<b>3,284,002</b>	<b>70%</b>
<b>Total CORPORATE SERVICES</b>	<b>8,027,216</b>	<b>7,587,248</b>	<b>11,018,603</b>	<b>(147,353)</b>	<b>10,871,250</b>	<b>3,284,002</b>	<b>70%</b>

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**GENERAL GOVERNMENT**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
<b>GENERAL GOVERNMENT</b>							
<b>GENERAL GOVERNMENT</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	5,001	25,329		25,329	25,329		100%
Administrative	46,219	52,158	120,000		120,000	67,842	43%
Financial	3,616,736	4,333,640	4,442,545	497,360	4,939,905	606,265	88%
Transfers to Own Funds	26,148,189	34,057,116	38,177,006	1,116,704	39,293,710	5,236,594	87%
Purchased Services	146,542	252,088	87,467	217,212	304,679	52,591	83%
Reallocated Expenses		8,381		8,381	8,381		100%
<b>Total EXPENDITURES</b>	<b>29,962,687</b>	<b>38,728,712</b>	<b>42,827,018</b>	<b>1,864,986</b>	<b>44,692,004</b>	<b>5,963,292</b>	<b>87%</b>
<b>REVENUE</b>							
External Revenue Transferred to Rese	(5,403,585)	(9,798,875)	(13,157,152)	1,628,335	(11,528,817)	(1,729,942)	85%
Financing Revenue	(2,775,980)	(7,181,174)	(5,507,482)	(3,678,673)	(9,186,155)	(2,004,981)	78%
Taxation	(72,002,900)	(77,347,252)	(77,420,407)	(6,222)	(77,426,629)	(79,377)	100%
Payments In Lieu	(995,739)	(1,020,098)	(1,004,695)	(15,402)	(1,020,097)	1	100%
Grants	(1,744,267)						
Recoveries and Donations	(4,031)	(36,664)		(37,108)	(37,108)	(444)	99%
User Fees and Service Charges	(1,996,009)	(1,965,297)	(3,809,871)	1,397,345	(2,412,526)	(447,229)	81%
Reallocated Revenue	(1,416,170)	(1,589,349)	(2,183,524)		(2,183,524)	(594,175)	73%
<b>Total REVENUE</b>	<b>(86,338,681)</b>	<b>(98,938,709)</b>	<b>(103,083,131)</b>	<b>(711,725)</b>	<b>(103,794,856)</b>	<b>(4,856,147)</b>	<b>95%</b>
<b>Total GENERAL GOVERNMENT</b>	<b>(56,375,994)</b>	<b>(60,209,997)</b>	<b>(60,256,113)</b>	<b>1,153,261</b>	<b>(59,102,852)</b>	<b>1,107,145</b>	<b>102%</b>
<b>Total GENERAL GOVERNMENT</b>	<b>(56,375,994)</b>	<b>(60,209,997)</b>	<b>(60,256,113)</b>	<b>1,153,261</b>	<b>(59,102,852)</b>	<b>1,107,145</b>	<b>102%</b>
<b>Total GENERAL GOVERNMENT</b>	<b>(56,375,994)</b>	<b>(60,209,997)</b>	<b>(60,256,113)</b>	<b>1,153,261</b>	<b>(59,102,852)</b>	<b>1,107,145</b>	<b>102%</b>

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**COMMUNITY SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
<b>COMMUNITY SERVICES</b>							
<b>RECREATION AND CULTURE FACILITIES</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	2,901,863	3,952,140	5,910,247	(226,709)	5,683,538	1,731,398	70%
Administrative	9,534	16,453	38,146	(380)	37,766	21,313	44%
Financial	151,364	69,740	163,441	(85,792)	77,649	7,909	90%
Transfers to Own Funds	1,891,892	1,731,905	1,817,420		1,817,420	85,515	95%
Purchased Goods	140,467	323,726	852,247	(218,691)	633,556	309,830	51%
Purchased Services	2,497,734	3,394,060	6,211,529	(1,112,755)	5,098,774	1,704,714	67%
Reallocated Expenses	134,818	118,611	175,074		175,074	56,463	68%
<b>Total EXPENDITURES</b>	<b>7,727,672</b>	<b>9,606,635</b>	<b>15,168,104</b>	<b>(1,644,327)</b>	<b>13,523,777</b>	<b>3,917,142</b>	<b>71%</b>
<b>REVENUE</b>							
Financing Revenue	(573,195)	(282,398)	(402,745)	15,529	(387,216)	(104,818)	73%
Grants	(1,141,091)	(1,051,431)	(910,117)	(142,114)	(1,052,231)	(800)	100%
Recoveries and Donations	(7,168)	(55,748)	(69,395)	(10,775)	(80,170)	(24,422)	70%
User Fees and Service Charges	(1,500,778)	(4,321,084)	(7,387,965)	1,362,318	(6,025,647)	(1,704,563)	72%
Reallocated Revenue	(175,039)	(179,422)	(408,265)		(408,265)	(228,843)	44%
<b>Total REVENUE</b>	<b>(3,397,271)</b>	<b>(5,890,083)</b>	<b>(9,178,487)</b>	<b>1,224,958</b>	<b>(7,953,529)</b>	<b>(2,063,446)</b>	<b>74%</b>
<b>Total RECREATION AND CULTURE F.</b>	<b>4,330,401</b>	<b>3,716,552</b>	<b>5,989,617</b>	<b>(419,369)</b>	<b>5,570,248</b>	<b>1,853,696</b>	<b>67%</b>
<b>ADMINISTRATION AND CIVIC FACILITIES</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	2,505,204	2,492,039	3,487,011	50,952	3,537,963	1,045,924	70%
Administrative	17,322	31,888	42,674		42,674	10,786	75%
Financial	54,384	63,258	59,893		59,893	(3,365)	106%
Transfers to Own Funds	276,813	330,566	423,212		423,212	92,646	78%
Purchased Goods	45,624	53,619	84,413	(2,500)	81,913	28,294	65%
Purchased Services	936,336	1,123,086	1,529,524	(3,228)	1,526,296	403,210	74%
Reallocated Expenses	79,507	86,599	87,678		87,678	1,079	99%
<b>Total EXPENDITURES</b>	<b>3,915,190</b>	<b>4,181,055</b>	<b>5,714,405</b>	<b>45,224</b>	<b>5,759,629</b>	<b>1,578,574</b>	<b>73%</b>
<b>REVENUE</b>							
Financing Revenue	(1,057,419)	(1,155,761)	(1,634,000)		(1,634,000)	(478,239)	71%
Recoveries and Donations	(30,861)	(17,131)	(16,249)		(16,249)	882	105%
User Fees and Service Charges	(202,073)	(214,882)	(328,314)	(5,000)	(333,314)	(118,432)	64%
<b>Total REVENUE</b>	<b>(1,290,353)</b>	<b>(1,387,774)</b>	<b>(1,978,563)</b>	<b>(5,000)</b>	<b>(1,983,563)</b>	<b>(595,789)</b>	<b>70%</b>
<b>Total ADMINISTRATION AND CIVIC F.</b>	<b>2,624,837</b>	<b>2,793,281</b>	<b>3,735,842</b>	<b>40,224</b>	<b>3,776,066</b>	<b>982,785</b>	<b>74%</b>
<b>PROGRAMS</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	1,776,960	2,839,250	5,595,682	(1,926,973)	3,668,709	829,459	77%

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**COMMUNITY SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
Administrative	2,504	24,842	59,587	(5,141)	54,446	29,604	46%
Financial	52,531	116,156	329,855	65,792	395,647	279,491	29%
Transfers to Own Funds			3,350	20,000	23,350	23,350	
Purchased Goods	52,455	123,546	278,539	(61,124)	217,415	93,869	57%
Purchased Services	95,313	175,341	956,794	(350,683)	606,111	430,770	29%
Reallocated Expenses	404	43,141	30,750	15,900	46,650	3,509	92%
<b>Total EXPENDITURES</b>	<b>1,980,167</b>	<b>3,322,276</b>	<b>7,254,557</b>	<b>(2,242,229)</b>	<b>5,012,328</b>	<b>1,690,052</b>	<b>66%</b>
<b>REVENUE</b>							
Financing Revenue	(22,035)	(22,195)	(321,385)	(20,000)	(341,385)	(319,190)	7%
Grants	(114,469)	(48,000)	(68,421)	(36,000)	(104,421)	(56,421)	46%
Recoveries and Donations	(39,130)	(95,618)	(404,395)	7,000	(397,395)	(301,777)	24%
User Fees and Service Charges	(738,149)	(2,775,765)	(6,205,725)	2,677,358	(3,528,367)	(752,602)	79%
Reallocated Revenue		(5,058)		(5,000)	(5,000)	58	101%
<b>Total REVENUE</b>	<b>(913,783)</b>	<b>(2,946,636)</b>	<b>(6,999,926)</b>	<b>2,623,358</b>	<b>(4,376,568)</b>	<b>(1,429,932)</b>	<b>67%</b>
<b>Total PROGRAMS</b>	<b>1,066,384</b>	<b>375,640</b>	<b>254,631</b>	<b>381,129</b>	<b>635,760</b>	<b>260,120</b>	<b>59%</b>
<b>OPERATIONS</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	5,064,206	5,484,469	7,090,792	(264,315)	6,826,477	1,342,008	80%
Administrative	9,075	9,586	43,349	(2,250)	41,099	31,513	23%
Transfers to Own Funds	1,658,785	1,809,887	1,809,887		1,809,887		100%
Purchased Goods	1,031,640	1,278,348	1,828,847	101,408	1,930,255	651,907	66%
Purchased Services	3,796,687	4,954,198	7,760,239	(217,777)	7,542,462	2,588,264	66%
Fleet Expenses	666,911	1,112,627	1,086,514	70,857	1,157,371	44,744	96%
Reallocated Expenses	2,927,701	3,300,204	3,692,966		3,692,966	392,762	89%
<b>Total EXPENDITURES</b>	<b>15,155,005</b>	<b>17,949,319</b>	<b>23,312,594</b>	<b>(312,077)</b>	<b>23,000,517</b>	<b>5,051,198</b>	<b>78%</b>
<b>REVENUE</b>							
Financing Revenue	(119,552)	(133,200)	(292,501)		(292,501)	(159,301)	46%
Recoveries and Donations	(1,823,881)	(2,297,249)	(3,666,421)	166,696	(3,499,725)	(1,202,476)	66%
User Fees and Service Charges	(291,803)	(594,022)	(1,160,195)	(111,240)	(1,271,435)	(677,413)	47%
Reallocated Revenue	(3,286,539)	(3,712,203)	(4,123,239)	(40,095)	(4,163,334)	(451,131)	89%
<b>Total REVENUE</b>	<b>(5,521,775)</b>	<b>(6,736,674)</b>	<b>(9,242,356)</b>	<b>15,361</b>	<b>(9,226,995)</b>	<b>(2,490,321)</b>	<b>73%</b>
<b>Total OPERATIONS</b>	<b>9,633,230</b>	<b>11,212,645</b>	<b>14,070,238</b>	<b>(296,716)</b>	<b>13,773,522</b>	<b>2,560,877</b>	<b>81%</b>
<b>TRANSIT</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	201,014	283,580	318,089	69,660	387,749	104,169	73%
Administrative	6,670	10,040	10,230		10,230	190	98%
Financial			300		300	300	
Transfers to Own Funds	1,376,578	1,468,853	1,468,853		1,468,853		100%

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**COMMUNITY SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
Purchased Goods	3,733	4,371	13,778		13,778	9,407	32%
Purchased Services	3,170,055	3,415,822	4,915,325	(10,894)	4,904,431	1,488,609	70%
Fleet Expenses	699,076	1,098,470	1,462,428	(1,428)	1,461,000	362,530	75%
Reallocated Expenses	54,204	89,981	66,826	40,096	106,922	16,941	84%
<b>Total EXPENDITURES</b>	<b>5,511,330</b>	<b>6,371,117</b>	<b>8,255,829</b>	<b>97,434</b>	<b>8,353,263</b>	<b>1,982,146</b>	<b>76%</b>
<b>REVENUE</b>							
Financing Revenue	(990,263)	(977,940)	(1,177,940)		(1,177,940)	(200,000)	83%
Grants	(662,512)	(115,557)		(115,557)	(115,557)		100%
Recoveries and Donations	(32,419)	(104,944)	(349,999)	52,966	(297,033)	(192,089)	35%
User Fees and Service Charges	(453,533)	(630,695)	(787,149)	29,799	(757,350)	(126,655)	83%
<b>Total REVENUE</b>	<b>(2,138,727)</b>	<b>(1,829,136)</b>	<b>(2,315,088)</b>	<b>(32,792)</b>	<b>(2,347,880)</b>	<b>(518,744)</b>	<b>78%</b>
<b>Total TRANSIT</b>	<b>3,372,603</b>	<b>4,541,981</b>	<b>5,940,741</b>	<b>64,642</b>	<b>6,005,383</b>	<b>1,463,402</b>	<b>76%</b>
<b>Total COMMUNITY SERVICES</b>	<b>21,027,455</b>	<b>22,640,099</b>	<b>29,991,069</b>	<b>(230,090)</b>	<b>29,760,979</b>	<b>7,120,880</b>	<b>76%</b>
<b>Total COMMUNITY SERVICES</b>	<b>21,027,455</b>	<b>22,640,099</b>	<b>29,991,069</b>	<b>(230,090)</b>	<b>29,760,979</b>	<b>7,120,880</b>	<b>76%</b>

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**DEVELOPMENT SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
<b>DEVELOPMENT SERVICES</b>							
<b>PLANNING SERVICES</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	1,722,309	1,588,911	2,296,018	(247,557)	2,048,461	459,550	78%
Administrative	12,758	15,321	47,001	(3,000)	44,001	28,680	35%
Purchased Services	57,043	85,550	52,890	39,017	91,907	6,357	93%
<b>Total EXPENDITURES</b>	1,792,110	1,689,782	2,395,909	(211,540)	2,184,369	494,587	77%
<b>REVENUE</b>							
Financing Revenue	(421,515)	(313,682)	(629,086)	74,254	(554,832)	(241,150)	57%
Recoveries and Donations	(31,485)	(25,103)	(48,041)	(31,274)	(79,315)	(54,212)	32%
User Fees and Service Charges	(2,340,186)	(1,505,527)	(1,601,053)	(93,481)	(1,694,534)	(189,007)	89%
<b>Total REVENUE</b>	(2,793,186)	(1,844,312)	(2,278,180)	(50,501)	(2,328,681)	(484,369)	79%
<b>Total PLANNING SERVICES</b>	(1,001,076)	(154,530)	117,729	(262,041)	(144,312)	10,218	107%
<b>BUILDING SERVICES</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	2,572,853	2,801,940	4,995,626	(1,412,554)	3,583,072	781,132	78%
Administrative	53,215	59,850	144,892	(46,288)	98,604	38,754	61%
Financial	13	(1)				1	
Transfers to Own Funds	2,410,096	9,549,567	381,530	7,785,085	8,166,615	(1,382,952)	117%
Purchased Goods	1,233	2,810	16,301	(6,301)	10,000	7,190	28%
Purchased Services	19,747	26,467	45,080	(3,359)	41,721	15,254	63%
Reallocated Expenses	1,510,248	1,618,830	2,485,742		2,485,742	866,912	65%
<b>Total EXPENDITURES</b>	6,567,405	14,059,463	8,069,171	6,316,583	14,385,754	326,291	98%
<b>REVENUE</b>							
Financing Revenue	(8,916)	(26,875)	(9,072)	(17,803)	(26,875)		100%
User Fees and Service Charges	(6,652,963)	(14,032,589)	(8,060,098)	(6,298,781)	(14,358,879)	(326,290)	98%
<b>Total REVENUE</b>	(6,661,879)	(14,059,464)	(8,069,170)	(6,316,584)	(14,385,754)	(326,290)	98%
<b>Total BUILDING SERVICES</b>	(94,474)	(1)	1	(1)		1	
<b>INFRASTRUCTURE MANAGEMENT</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	1,409,571	1,666,366	2,292,456	(138,408)	2,154,048	487,682	77%
Administrative	18,837	22,817	31,896	359	32,255	9,438	71%
Financial		227,951	246,398		246,398	18,447	93%
Transfers to Own Funds		29,257	29,257		29,257		100%
Purchased Goods	18,577	49,409	35,879	21,538	57,417	8,008	86%
Purchased Services	1,026,163	1,242,266	1,987,558	(236,868)	1,750,690	508,424	71%
Reallocated Expenses	2,532	1,212	7,926		7,926	6,714	15%
<b>Total EXPENDITURES</b>	2,475,680	3,239,278	4,631,370	(353,379)	4,277,991	1,038,713	76%

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**DEVELOPMENT SERVICES**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
<b>REVENUE</b>							
Financing Revenue	(845,187)	(810,714)	(1,072,210)	(18,340)	(1,090,550)	(279,836)	74%
Recoveries and Donations	(12,286)	(7,644)	(13,036)	(2,900)	(15,936)	(8,292)	48%
User Fees and Service Charges	(115,823)	(145,961)	(305,566)	(94,843)	(400,409)	(254,448)	36%
<b>Total REVENUE</b>	<b>(973,296)</b>	<b>(964,319)</b>	<b>(1,390,812)</b>	<b>(116,083)</b>	<b>(1,506,895)</b>	<b>(542,576)</b>	<b>64%</b>
<b>Total INFRASTRUCTURE MANAGEMENT</b>	<b>1,502,384</b>	<b>2,274,959</b>	<b>3,240,558</b>	<b>(469,462)</b>	<b>2,771,096</b>	<b>496,137</b>	<b>82%</b>
<b>DEVELOPMENT ENGINEERING</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	1,206,823	1,513,444	2,051,631	(10,433)	2,041,198	527,754	74%
Administrative	14,550	23,345	32,439	(4,000)	28,439	5,094	82%
Purchased Goods			200		200	200	
Purchased Services	170,047	102,773	220,608	64,047	284,655	181,882	36%
<b>Total EXPENDITURES</b>	<b>1,391,420</b>	<b>1,639,562</b>	<b>2,304,878</b>	<b>49,614</b>	<b>2,354,492</b>	<b>714,930</b>	<b>70%</b>
<b>REVENUE</b>							
Financing Revenue	(42,257)	(84,124)	(96,613)		(96,613)	(12,489)	87%
Recoveries and Donations	(19,490)	(14,842)	(97,843)		(97,843)	(83,001)	15%
User Fees and Service Charges	(1,150,244)	(1,273,627)	(1,786,016)	(33,735)	(1,819,751)	(546,124)	70%
Reallocated Revenue	(167,265)	(43,332)	(262,823)		(262,823)	(219,491)	16%
<b>Total REVENUE</b>	<b>(1,379,256)</b>	<b>(1,415,925)</b>	<b>(2,243,295)</b>	<b>(33,735)</b>	<b>(2,277,030)</b>	<b>(861,105)</b>	<b>62%</b>
<b>Total DEVELOPMENT ENGINEERING</b>	<b>12,164</b>	<b>223,637</b>	<b>61,583</b>	<b>15,879</b>	<b>77,462</b>	<b>(146,175)</b>	<b>289%</b>
<b>ADMINISTRATION</b>							
<b>EXPENDITURES</b>							
Salaries and Benefits	359,058	306,327	461,411	(46,022)	415,389	109,062	74%
Administrative	9,550	14,118	12,740	972	13,712	(406)	103%
Purchased Goods	13,318	9,521	47,950	(28,500)	19,450	9,929	49%
Purchased Services	189,100	176,376	227,609	8,966	236,575	60,199	75%
<b>Total EXPENDITURES</b>	<b>571,026</b>	<b>506,342</b>	<b>749,710</b>	<b>(64,584)</b>	<b>685,126</b>	<b>178,784</b>	<b>74%</b>
<b>REVENUE</b>							
Financing Revenue	(114,639)	(83,355)	(119,512)	3,000	(116,512)	(33,157)	72%
Recoveries and Donations	(18,141)	(21,616)		(4,501)	(4,501)	17,115	480%
User Fees and Service Charges	(7,693)						
<b>Total REVENUE</b>	<b>(140,473)</b>	<b>(104,971)</b>	<b>(119,512)</b>	<b>(1,501)</b>	<b>(121,013)</b>	<b>(16,042)</b>	<b>87%</b>
<b>Total ADMINISTRATION</b>	<b>430,553</b>	<b>401,371</b>	<b>630,198</b>	<b>(66,085)</b>	<b>564,113</b>	<b>162,742</b>	<b>71%</b>
<b>Total DEVELOPMENT SERVICES</b>	<b>849,551</b>	<b>2,745,436</b>	<b>4,050,069</b>	<b>(781,710)</b>	<b>3,268,359</b>	<b>522,923</b>	<b>84%</b>
<b>Total DEVELOPMENT SERVICES</b>	<b>849,551</b>	<b>2,745,436</b>	<b>4,050,069</b>	<b>(781,710)</b>	<b>3,268,359</b>	<b>522,923</b>	<b>84%</b>

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**LIBRARY**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
LIBRARY							
LIBRARY							
EXPENDITURES							
Salaries and Benefits	2,786,443	2,868,136	3,896,277	2,150	3,898,427	1,030,291	74%
Administrative	36,225	45,246	43,426		43,426	(1,820)	104%
Financial	4,531	4,942	5,821		5,821	879	85%
Transfers to Own Funds	604,003	634,686	634,686	2,603	637,289	2,603	100%
Purchased Goods	254,221	291,188	322,983	53,667	376,650	85,462	77%
Purchased Services	356,754	382,704	470,980	3,309	474,289	91,585	81%
Reallocated Expenses	170,832	181,844	376,416		376,416	194,572	48%
<b>Total EXPENDITURES</b>	<b>4,213,009</b>	<b>4,408,746</b>	<b>5,750,589</b>	<b>61,729</b>	<b>5,812,318</b>	<b>1,403,572</b>	<b>76%</b>
REVENUE							
Financing Revenue	(17,903)	(18,919)	(168,919)		(168,919)	(150,000)	11%
Taxation	(5,039,861)	(5,308,486)	(5,308,486)		(5,308,486)		100%
Grants		(68,458)	(57,554)	(55,817)	(113,371)	(44,913)	60%
Recoveries and Donations	(19,715)	(14,724)	(14,596)	(5,912)	(20,508)	(5,784)	72%
User Fees and Service Charges	(39,023)	(85,719)	(201,037)		(201,037)	(115,318)	43%
<b>Total REVENUE</b>	<b>(5,116,502)</b>	<b>(5,496,306)</b>	<b>(5,750,592)</b>	<b>(61,729)</b>	<b>(5,812,321)</b>	<b>(316,015)</b>	<b>95%</b>
<b>Total LIBRARY</b>	<b>(903,493)</b>	<b>(1,087,560)</b>	<b>(3)</b>		<b>(3)</b>	<b>1,087,557</b>	<b>36,252,000%</b>
<b>Total LIBRARY</b>	<b>(903,493)</b>	<b>(1,087,560)</b>	<b>(3)</b>		<b>(3)</b>	<b>1,087,557</b>	<b>36,252,000%</b>
<b>Total LIBRARY</b>	<b>(903,493)</b>	<b>(1,087,560)</b>	<b>(3)</b>		<b>(3)</b>	<b>1,087,557</b>	<b>36,252,000%</b>



**TOWN OF MILTON  
OPERATING FINANCIAL STATEMENT  
October 2022**

**HOSPITAL EXPANSION**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
HOSPITAL EXPANSION							
HOSPITAL EXPANSION							
EXPENDITURES							
Financial	2,296,373	2,199,287	2,501,566		2,501,566	302,279	88%
<b>Total EXPENDITURES</b>	2,296,373	2,199,287	2,501,566		2,501,566	302,279	88%
REVENUE							
Financing Revenue	(2,503,090)	(2,501,566)	(2,501,566)		(2,501,566)		100%
<b>Total REVENUE</b>	(2,503,090)	(2,501,566)	(2,501,566)		(2,501,566)		100%
<b>Total HOSPITAL EXPANSION</b>	(206,717)	(302,279)				302,279	
<b>Total HOSPITAL EXPANSION</b>	(206,717)	(302,279)				302,279	
<b>Total HOSPITAL EXPANSION</b>	(206,717)	(302,279)				302,279	

**TOWN OF MILTON**  
**OPERATING FINANCIAL STATEMENT**  
**October 2022**

**BIA**

	2021 YTD ACTUAL	2022 YTD ACTUAL	ANNUAL BUDGET	FORECAST CHANGES	FORECAST BUDGET	VARIANCE	PERCENT of BUDGET
BIA							
BIA							
EXPENDITURES							
Salaries and Benefits	111,195	122,098	153,555	5,000	158,555	36,457	77%
Administrative	45						
Financial	2,083	2,128	4,000		4,000	1,872	53%
Transfers to Own Funds				17,021	17,021	17,021	
Purchased Goods	2,211	21,999	9,700	97,300	107,000	85,001	21%
Purchased Services	81,536	118,197	168,395	80,579	248,974	130,777	47%
Reallocated Expenses	4,059	3,849	6,000	(1,500)	4,500	651	86%
<b>Total EXPENDITURES</b>	201,129	268,271	341,650	198,400	540,050	271,779	50%
REVENUE							
Financing Revenue	(39,132)	(36,604)	(36,604)		(36,604)		100%
Taxation	(235,110)	(244,727)	(245,796)		(245,796)	(1,069)	100%
Grants	(6,088)	(78,610)	(4,000)	(144,000)	(148,000)	(69,390)	53%
Recoveries and Donations	(9,068)	(63,592)	(15,500)	(39,500)	(55,000)	8,592	116%
User Fees and Service Charges	(1,050)	(18,206)	(22,500)	1,000	(21,500)	(3,294)	85%
Reallocated Revenue		(33,150)	(17,250)	(15,900)	(33,150)		100%
<b>Total REVENUE</b>	(290,448)	(474,889)	(341,650)	(198,400)	(540,050)	(65,161)	88%
<b>Total BIA</b>	(89,319)	(206,618)				206,618	
<b>Total BIA</b>	(89,319)	(206,618)				206,618	
<b>Total BIA</b>	(89,319)	(206,618)				206,618	

## 2022 Operating Variance Commentary By Department

Variances impacting multiple departments of the Town are highlighted below.

### Staff Gapping

In 2022, the Town has budgeted for savings from staff vacancies in the amount of \$700,000. As staff gapping savings are identified, the salary and benefit budget is reduced within the respective department while an offsetting variance is shown against the budgets in General Government up to the full year budgeted gapping amounts. This redistributes the annual budget from the departments as the savings are being incurred.

The Town wide staff gapping savings that were projected through the September variance review process are \$1,451,490. As such, the budgeted savings of \$700,000 have been reached and additional savings in the amount of \$751,490 are expected to be realized.

### Insurance

As previously reported through CORS-010-22, the Town's comprehensive insurance portfolio premium for 2022 increased by approximately 40% for the overall program. Total insurance costs amounted to \$1,026,153 and an unfavourable variance to budget of \$157,496 is being reported for the Town. Insurance costs have been allocated across departments and corresponding forecast changes reflecting variances to budget for each department have been completed.

### Fuel

Unexpected increases in fuel rates in 2022 are resulting in an estimated unfavourable variance of \$225,141. Although fuel prices have exceeded budget in 2022, the impact has been partially mitigated to date through variances in consumption relative to budgeted quantities. This is an area of continued financial risk for the Town as price volatility may result in further financial impacts through the balance of the year.

### Utilities

Reducing hydro consumption has been the focus of several recent capital programs. LED lighting upgrades at the Mattamy National Cycling Centre, the Milton Sports Centre, and the Milton Leisure Centre have reduced consumption and maintenance costs. Solar panels have been installed at Sherwood Community Centre to satisfy facility demand with renewable energy. These projects, along with reduced demand have led to energy consumption reductions with utility savings of \$582,005 being reported within the Town facilities. Additional hydro consumption savings of \$116,897 are projected resulting from the LED street light replacements.

Utility rates are another area being closely monitored by staff as changing rates, combined with changes in consumption, could result in continuing impacts to the year end position.

## 2022 Operating Variance Commentary By Department

Variances identified within specific departments are as follows:

### **Mayor & Council - \$3,657 Projected Favourable**

A majority of the favourable variance is the result gapping offset in part by an increase in membership fees.

### **Executive Services - \$33,924 Projected Favourable**

Office of the CAO is reporting a favourable variance of \$6,247 which relates to a reduction in professional development costs.

Strategic Initiatives and Economic Development is reporting a deficit of \$19,184. This is largely the result of reduced demand for facility rental space and memberships at the Milton Education Village Innovation Centre, following the pandemic, resulting in \$91,380 in reduced revenue projections. Partially offsetting this are savings from staff vacancies of \$20,433 and marketing/advertising of \$25,000, pending an external study to review and recommend how to best utilize this budget going forward, along with other miscellaneous areas of expected savings. As discussed in ES-006-22, Digital Service Squad funding of \$48,356 in 2022 was utilized to fund a contract position.

Fire is projecting a surplus to budget of \$46,863. Staff savings of \$97,799 are expected as a result of staff vacancies and a reduction in training hours. Savings are also expected in the areas of program equipment and associated expenses of \$38,400 and increased user fees and recoveries from other municipalities of \$41,000. Partially offsetting these savings are increased fleet expenses of \$73,600 due to vehicle maintenance costs and fuel price increases, increased insurance costs of \$14,939, increased clothing costs of \$26,000 and emergency planning contracts of \$12,000.

### **Corporate Services - \$147,354 Projected Favourable**

The Finance division is reporting savings of \$11,820. Staff gapping savings of \$133,526 are partially offset by a \$44,013 increase in contracts and other purchased services along with revenue reductions of \$83,851 in the areas of visa rebates and accounts payable discounts, bid document revenues and tax name ownership revenues, along with other miscellaneous user fees.

Information Technology is reporting savings of \$396,648. This is largely due to staff vacancy savings of \$214,866. The delay of some software implementation is leading to savings of \$153,000 in annual maintenance costs. Additional savings in service agreements and communications costs are being reported in the amount of \$37,298.

Human Resources is reporting a deficit of \$33,701. This is comprised of expected savings in the area of continuing education and corporate training of \$94,550 offset by \$112,000 in HR legal matters and \$15,000 in overtime costs.

## 2022 Operating Variance Commentary By Department

The Legislative and Legal Services division is reporting a deficit of \$269,859, largely the result of an expected shortfall in parking enforcement revenue of \$367,000. This is partially offset by staff vacancy savings of \$84,761. Short term rentals (DS-053-22) and the Administrative Penalty System (APS) project have been reflected as an increase in staffing costs offset by a contribution from the tax rate stabilization reserve and a contribution from capital, respectively.

Strategic Communications is reporting a net reduction of \$42,445. A majority of savings is due to savings from staff vacancies, contracts, and materials & supplies. A grant received from Canada Summer Jobs, along with a recovery from capital provided funding for staff work on the Orange Crosswalk and other tourism initiatives.

### **General Government - \$1,153,261 Projected Unfavourable**

In 2021 Milton received \$1,502,534 from the 2021 Provincial COVID-19 Recovery Fund to be used towards managing the financial pressures associated with COVID-19. At year end excess funding was transferred to reserve and interest was applied to it. This funding, in the amount of \$85,406 was transferred from reserve to the operating budget in 2022 where it was used to partially offset the impact of provincially mandated facility shutdowns early in the year.

In 2022, the Town budgeted for savings from staff vacancies in the amount of \$700,000. As staff gapping savings are identified, the salary and benefit budget is reduced within the respective department while an offsetting variance is shown against the budgets in General Government up to the full year budgeted gapping amounts. This redistributes the annual budget from the departments as the savings are being incurred. By end of September 2022, the Town wide staff gapping savings identified were \$1,451,490. The budget of \$700,000 has been reached and additional savings in the amount of \$751,490 have been realized.

Year to date paid time off for staff associated with COVID related Infectious Disease Emergency Leave is \$8,608 with no net impact to the Town as it is fully recovered from the Province.

Based on an analysis of corporate wide spending in the area of Administrative expenses, such as professional development and mileage, it is expected that there will be savings in the amount of \$75,000 which as been reflected in General Government.

The Property Tax Capping Program coordinated with the Region has ended with a surplus. As a result, the Town has received a refund, including interest, in the amount of \$117,600. Tax write-offs are trending higher than budget. An additional \$610,000 has been added to the forecast.

Penalties and Interest payments are expected to exceed the budget by \$25,000. Based on information received from Halton Court Services, POA revenue is being reduced by

## 2022 Operating Variance Commentary By Department

\$144,345. Final Payments in Lieu and Taxation have resulted in a projected \$21,624 revenue increase.

Although not affecting the projected year end position, a reduction in development activity has resulted in a net anticipated deficit of \$3,978,000 in capital provision and per unit processing fees. This will in turn result in a lower than anticipated balance transferred to reserve.

In 2022 there were events causing additional expenditures to the Town, such as the damage to the Indoor Turf dome from a windstorm earlier in the year. These expenses are tracked centrally within General Government and are reflected as an increase to the Town's expenses of \$209,436. An offsetting recovery is also shown as these expenses may either be recovered through insurance or transfer from the Town's Insurance and Legal Matters reserve.

Based on Town policy the investment income related to reserve funds, including development charge reserve funds, is allocated directly to the specific reserve fund with the remaining going through the operating budget. Due to a higher than anticipated portfolio balance and overall increase in yields, investment income for the Town is forecasted to be \$3.7 million favourable to budget, with \$2.0 million flowing through Financing Revenue within General Government and then allocated to specific reserves as identified through the budget process with no impact to the bottom line. Based on fluctuating market conditions and varying reserve and reserve fund balances, overall investment income and allocations to specific funds may change throughout the year.

Proceeds from the Ontario Lottery and Gaming Corporation are expected to exceed budget by \$1.0 million with no bottom line impact as the proceeds are transferred to reserve as received.

The sale of a parcel of Town owned land resulted in net proceeds of \$2.1 million which were transferred to the Property Transactions Reserve in accordance with Town policy.

As discussed through the Milton Hydro Holdings staff report (CORS-006-22) the Town's \$14.9 million promissory note to Milton Hydro was restructured and returned to the Town in January 2022. As the Town historically received a fixed dividend/interest amount each year the re-financing will create fluctuations in the annual dividend/interest payments received year to year from Milton Hydro. As outlined in CORS-006-22, transfers to/from reserve will be utilized in 2022 to stabilize the impacts associated with any potential variances in Milton Hydro funding distributions.

### **Community Services - \$230,093 Projected Favourable**

A realignment of staffing positions within Community Services is creating variances between divisions but results in no net impact to the Town's bottom line.

## 2022 Operating Variance Commentary By Department

Recreation and Culture Facilities is projecting a net surplus to budget of \$419,369. As a result of the provincially mandated facility closures earlier in 2022 as well as a slower than anticipated recovery from the pandemic, revenue losses of \$1,362,318 are being reported which are partially mitigated by associated reductions in part-time staffing, materials and contracts of \$974,816 as well as unbudgeted funding received from the Canadian Arts Presentation of \$125,625 and MNCC Legacy Funding of \$25,139. Further savings are expected from reduced hydro consumption of \$535,005 and full time staff vacancies of \$111,219.

Administration and Civic Facilities is projecting a deficit of \$40,224, largely driven by the realignment of staffing between divisions.

The Programs division is projecting an unfavourable variance to budget of \$381,129. Recreation programs were also impacted by the provincially mandated facility closures earlier in the year and continued recovery from the pandemic. Lost revenues of \$2,677,358 are anticipated for the year which are partially mitigated by associated savings in part-time staffing and purchased goods and services of \$1,885,238. Further savings of \$367,750 is the result of full time staff vacancies along with the impact of the realignment of staffing between divisions.

Operations is projecting an overall surplus of \$296,716. Due to the number of winter events earlier in the year a negative variance to budget of \$353,476 is anticipated. The increased costs of fuel and insurance in 2022 are expected to have a further negative impact of \$141,714. These pressures are more than offset by savings in crack sealing work of \$353,476, savings from staff vacancies of \$264,315 and additional recoveries from developers of \$95,240 due to a shift in timing of assumption of certain subdivisions, along with other miscellaneous savings in contracts, materials and supplies and sportsfield revenues.

Transit is reporting a deficit in the amount of \$64,642. The negative variance is largely the result of higher than expected fuel rates of \$137,684 in addition to reduced bus fare revenues and GO transit recoveries of \$82,765. An increase of Transit staffing costs of \$69,661 is a result of the departmental staff realignment. These pressures were partially mitigated by unbudgeted federal-provincial funding from the Safe Restart Agreement - Transit Phase 3 in the amount of \$115,557, expected savings in vehicle maintenance costs of \$139,112 and other miscellaneous savings in areas such as advertising.

### **Development Services - \$781,709 Favourable**

Planning Services is reporting a surplus in the amount of \$262,041. Savings from staff vacancies of \$189,936 are being reported along with an increase in user fee revenue of \$93,481 in the areas of zoning amendments, subdivision applications and site plans. Additional staff vacancy savings of \$71,070 are offset by reduced recoveries from capital, and the extension of a co-op student contract. Consultant costs increased by \$27,274 with no net impact to the Town's bottom line as these are recoverable from Developers.

## 2022 Operating Variance Commentary By Department

Within Building Services, delays in hiring have led to staff savings of \$1,412,554. Non-residential and residential development building permit applications and revenues are forecast to increase by \$6,298,781. This results in an expected increase in a transfer to the Building Stabilization Reserve this year in the amount of \$7,785,085. Overall there is no net impact to the Town's bottom line.

Infrastructure Management is projecting a \$469,462 favourable variance. Of this amount, \$138,408 is related to savings from staff vacancies. Increased fee revenue of \$94,843 is largely the result of increased developer recoveries of streetlight hydro and maintenance costs due to a shift in timing of subdivision assumptions. An adjustment to the recoveries associated with staff time spent on capital projects has led to increased revenues of \$18,340. Utility savings of \$116,897 are also projected due to LED street lighting replacement. Contract savings reflecting favourable tender awards and adjusted scope of work in the amount of \$137,414 is being forecast. This is offset by an increase of \$21,538 in materials and supplies for street light maintenance.

Development Engineering is reporting a deficit of \$15,879. Savings in staffing due to staff vacancies in the amount of \$10,433 is being reported, as well as increased agreement revenue. A projected increased cost of \$61,617 is due to performing more work on undeveloped subdivisions than will be recovered through the Engineering and Inspection Fees. Partially offsetting this amount is increased fee revenue of \$33,735.

The Administration division has a surplus of \$66,085. Savings from staff vacancies in the amount of \$46,022 is being reported along with a reduction in copies spending of \$28,500 and \$13,000 in postage and printing costs. These savings are partially offset by additional costs of \$17,465 related to the insurance allocation.

### **Library - No Projected Net Variance**

The library has received a \$30,000 Canada Healthy Communities Grant, and a \$23,667 New Horizons for Seniors Grant to offer additional programming. An increase in program expenditures offsets these grants resulting in no net impact to the Library.

### **Hospital - No Projected Net Variances**

### **BIA - No Projected Net Variances**

As reported through CORS-031-22, an expense of \$60,000 has been added for the replacement of the mural at Main St. E. and Charles St., partially offset by federal funding of \$45,000. Increased fundraising in the amount of \$39,500 will fund the balance of costs of the mural as well as additional event costs. The BIA was successful in receiving grant funding in the areas of Reconnect Festivals and Events and the Tourism Relief Fund. The Tourism Relief fund will be used for streetlighting downtown, and the Reconnect Festival



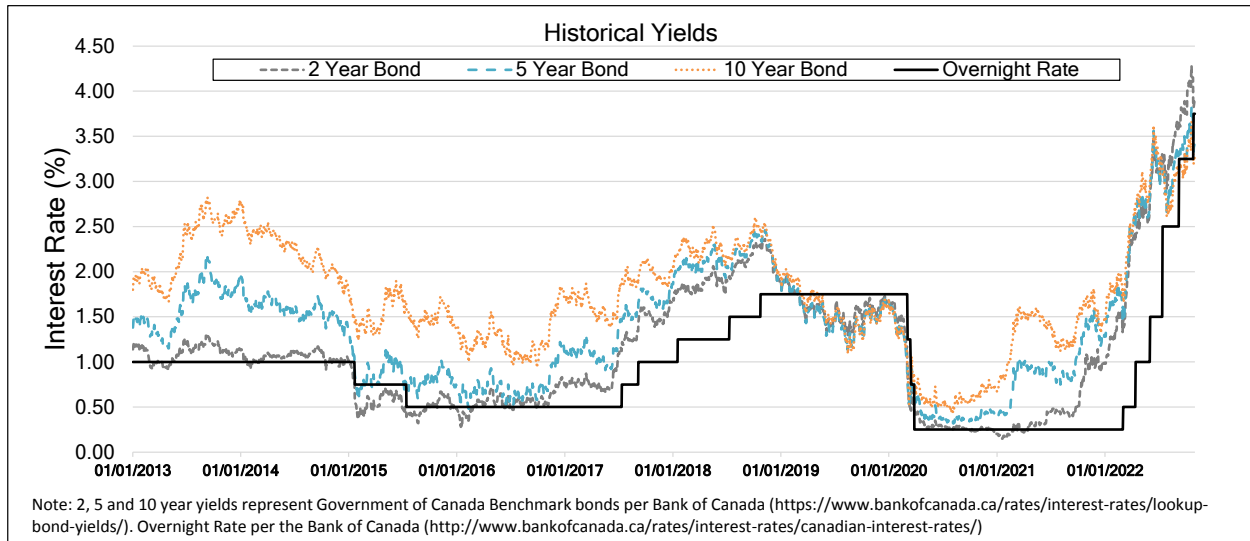
## 2022 Operating Variance Commentary By Department

funding will support the 2022 Downtown Milton HolidayFest. A reallocation of Town spending on the downtown street festivals is resulting in an additional transfer of \$15,900 from the Town to the BIA to fund event costs. Canada Summer Jobs grant funding of \$4,000 is being forecast, offset by related staffing costs. These forecast changes are expected to result in a lower than budgeted transfer from the BIA reserve, resulting in no net impact to the BIA.

## Appendix 3 - CORS-064-22

### Interest Rates and Bond Yields

Historical overnight rates and bond yields are illustrated in the graph below. As the economic outlook improved from the Covid-19 pandemic along with inflationary pressures interest rates have increased to the highest levels in the last ten years. Since the end of December 2021 the 10 year Government of Canada bond yield has improved from approximately 1.50% to 3.27% at the end of October 2022. The Bank of Canada Overnight rate has increased from 0.25% at the beginning of the year to 3.75% at the end of October 2022.



The immediate impact for the Town is that short, medium and long term investments are becoming more attractive as opportunities become available.

## Appendix 4 - CORS-064-22 Investment Portfolio Holdings and Limitations

Authorized Investments and Limitations (31-Oct-2022)										
Category / Sector <sup>(1)</sup>	Remaining Term			Total	% of Portfolio	Portfolio Maximum	Individual Maximum <sup>(2)</sup>	Term Limitation (Years)	Minimum DBRS Rating <sup>(3)</sup>	
	Less than 1 Year	1 to 5 Years	5 to 10 Years						Short-term	Long-Term
<b>Cash</b>	\$91.41	-	-	\$91.41	32%					
<b>Federal and Federal Guaranteed<sup>(4)</sup></b>	-	-	\$1.94	\$1.94	1%	100%	100%	20	N/A	A (low)
<b>Provincial and Provincial Guaranteed<sup>(4)</sup></b>										
Alberta	-	\$2.07	\$6.24	\$8.31	3%		20%			
British Columbia	\$2.79	-	\$0.94	\$3.74	1%		20%			
Manitoba	\$3.28	-	\$5.42	\$8.69	3%		20%			
Ontario	\$1.00	-	\$12.34	\$13.34	5%		20%	15	R-1 (low)	A (low)
Prince Edward Island	-	-	\$0.99	\$0.99	0%		20%			
Quebec	\$2.35	-	\$3.76	\$6.11	2%		20%			
Saskatchewan	-	-	\$1.05	\$1.05	0%		20%			
<b>Provincial and Provincial Guaranteed Sub-total</b>	\$9.42	\$2.07	\$30.75	\$42.24	15%	100%				
<b>Municipal and Municipal Guaranteed</b>										
BC Municipal Finance Authority	-	-	\$8.53	\$8.53	3%		10%			
City of Toronto	-	\$0.98	\$1.00	\$1.97	1%		10%			
Regional Municipality of York	-	\$6.73	\$6.04	\$12.77	4%		10%			
Regional Municipality of Peel	-	\$1.04	-	\$1.04	0%		10%			
City of Montreal	-	\$1.49	\$4.34	\$5.83	2%		10%	15	R-1 (low)	A (low)
Region of Waterloo	-	-	\$4.42	\$4.42	2%		10%			
Region of Halton	-	-	\$2.00	\$2.00	1%		10%			
City of Vancouver	-	-	\$1.06	\$1.06	0%		10%			
<b>Municipal and Municipal Guaranteed Sub-total</b>	\$0.00	\$10.24	\$27.38	\$37.62	13%	50%				
<b>Boards / Schools<sup>(5)</sup> Sub-total</b>	\$0.00	\$0.00	\$0.00	\$0.00	0%	15%		15	R-1 (low)	AA(low)
<b>Financial Institution<sup>(6)</sup></b>										
<b>Schedule I Bank (Six Majors)</b>										
Bank of Montreal	\$8.34	\$9.00	-	\$17.34	6%		20%			
Bank of Nova Scotia (The)	\$3.00	\$29.00	\$9.00	\$41.00	14%		20%			
Canadian Imperial Bank of Commerce	\$9.87	\$14.00	-	\$23.87	8%		20%	10	R-1 (low)	A(low) <sup>(8)</sup>
Royal Bank of Canada	\$15.91	\$5.94	\$7.73	\$29.58	10%		20%			
Toronto-Dominion Bank (The)	-	\$5.04	-	\$5.04	2%		20%			
<b>Schedule I Bank (Six Majors) Sub-total</b>	\$37.12	\$62.98	\$16.73	\$116.83	40%	60%				
<b>Other Sch I/Sch II/Trust/Credit Union</b>	\$0.00	\$0.00	\$0.00	\$0.00	0%	20%		2	R-1 (low)	A(low) <sup>(8)</sup>
<b>Financial Institution Sub-total<sup>(7)</sup></b>	\$37.12	\$62.98	\$16.73	\$116.83	40%	60%				
<b>ONE Investment Program</b>	\$0.00	\$0.00	\$0.00	\$0.00	0%	25%		N/A	N/A	N/A
<b>Asset Backed Securities</b>				\$0.00	0%	10%	5%	5	R-1 (high)	AAA
<b>Commercial paper or promissory notes</b>				\$0.00	0%	10%	5%	1	R-1 (mid)	N/A
<b>Total</b>	<b>\$137.95</b>	<b>\$75.29</b>	<b>\$76.80</b>	<b>\$290.03</b>	<b>100%</b>					

**Notes:**

- (1) Per definitions and regulations under Ontario Regulation 438/97.
- (2) Individual maximum applies to either an individual institution or in the case of the ONE Investment Program it applies to individual portfolios.
- (3) Equivalent ratings from Moody's Investor Services, Standard and Poor's or Fitch Ratings are also acceptable.
- (4) Includes bonds, debentures or other evidence of indebtedness issued or guaranteed by the Government of Canada, or a Province of Canada. A minimum of 10% of the portfolio must be in the Federal or Provincial category.
- (5) Includes a University in Ontario that is authorized to engage in an activity described in section 3 of the Post-secondary Education Choice and Excellence Act, 2000 and a college established under the Ontario Colleges of Applied Arts and Technology Act, 2002.
- (6) Includes bonds, debentures, deposit receipts, deposit notes, certificates of deposit or similar instruments issued, accepted, guaranteed or endorsed by a bank in Schedule I or II or a Credit Union, including bail-in. Six major Schedule I Banks include: Bank of Montreal, Bank of Nova Scotia (The), Canadian Imperial Bank of Commerce, National Bank of Canada, Royal Bank of Canada and Toronto-Dominion Bank (The). Credit Unions require financial statements or certification in writing that various financial criteria has been met as outlined in O. Reg. 438/97.
- (7) The overall Financial Institution category shall not exceed 60% of the total portfolio, within this category:
  - i) Aggregate holdings of the Six major Schedule I Banks shall not exceed 60% of the total portfolio; and
  - ii) Aggregate holdings of Schedule II & Other Schedule I Banks not listed above and Trust Loan / Credit Union's shall not exceed 20% of the total portfolio.
- (8) For securities of bonds, debentures, promissory notes or other evidence of indebtedness, issued or guaranteed by a bank listed in Schedule I, II or III to the Bank Act (Canada) with a term-to-maturity less than or equal to 2 years on the day the investment is made, the prescribed minimum credit rating is AA(low).
- (9) The ONE Investment Program provides recommended investment timelines for each fund however funds can be withdrawn with one day's notice and investments in each pool meet eligibility criteria as defined by regulations under the Municipal Act.

**Appendix 5 - CORS-064-22  
Reserve and Reserve Fund Balances**

<b>Reserves and Reserve Funds (\$000s)</b>	<b>As at Dec 31, 2021</b>	<b>As at Oct 30, 2022</b>	<b>Forecasted Dec 31, 2022</b>	<b>Surplus/ (Deficit) to Budget</b>
<b>Stabilization</b>				
Tax Rate Stabilization	\$8,019	\$9,574	\$8,981	\$462
Severe Weather	1,923	1,923	1,923	456
Building Rate Stabilization	5,184	14,792	13,383	6,383
<b>Subtotal</b>	<b>\$15,126</b>	<b>\$26,289</b>	<b>\$24,287</b>	<b>\$7,301</b>
<b>Corporate Use Reserves</b>				
Insurance and Legal Matters	\$6,923	\$7,431	\$7,234	\$3,185
Per Unit Development Processing Fee	1,340	1,325	1,667	(1,678)
WSIB	4,034	4,270	4,270	1,000
<b>Subtotal</b>	<b>\$12,298</b>	<b>\$13,026</b>	<b>\$13,171</b>	<b>\$2,507</b>
<b>Infrastructure Non Growth</b>				
Infrastructure Renewal - Roads & Structures	\$13,694	\$32,530	\$34,062	\$14,129
Infrastructure Renewal - Stormwater	4,062	4,615	4,615	0
Infrastructure Renewal - Recreation, Facilities, Other	7,896	9,130	11,161	1,499
Information Technology	3,221	3,627	3,658	49
Studies and Other Non Growth Capital	2,992	452	452	0
Vehicles and Equipment Replacement	9,085	7,076	7,076	(235)
Canada Community-Building Fund	7,267	5,669	2,888	620
Ontario Lottery Corporation Proceeds	4,702	10,244	10,242	3,053
<b>Subtotal</b>	<b>\$52,919</b>	<b>\$73,340</b>	<b>\$74,152</b>	<b>\$19,115</b>
<b>Infrastructure Growth</b>				
Growth Capital - Other	\$3,828	\$2,804	\$3,004	\$195
Capital Provision	12,609	7,321	9,229	(4,548)
Cash-in-lieu of Parking	334	334	340	3
Development Charges (Note 1)	21,994	44,846	36,508	(2,574)
Payment-in-Lieu of Land Conveyance	13,138	19,028	19,165	6,082
Post Period Capacity	0	0	(99)	9,589
<b>Subtotal</b>	<b>\$51,904</b>	<b>\$74,333</b>	<b>\$68,146</b>	<b>\$8,747</b>
<b>Program Specific</b>				
Property Transactions	\$8,067	\$10,418	\$15,839	\$5,584
Provincial Gas Tax	772	1,069	1,086	410
Election	627	28	28	0
Aggregate Permit Fees	125	194	194	69
Seniors' Fundraising	76	76	76	0
Arts Programming	6	6	6	0
Mayor's Legacy Fund	94	94	95	1
<b>Subtotal</b>	<b>\$9,767</b>	<b>\$11,885</b>	<b>\$17,326</b>	<b>\$6,064</b>
<b>Board, Committee &amp; Other</b>				
Library Tax Rate Stabilization	\$805	\$805	\$805	\$123
Library Capital Infrastructure	1,107	1,135	1,135	86
DBIA Surplus	198	161	161	71
Provincial Government Transfer	85	448	0	0
<b>Subtotal</b>	<b>\$2,195</b>	<b>\$2,549</b>	<b>\$2,101</b>	<b>\$279</b>
<b>Total Reserve and Reserve Funds</b>	<b>\$144,208</b>	<b>\$201,423</b>	<b>\$199,183</b>	<b>\$44,014</b>

Note 1: Includes Development Charge Exemptions.



# The Corporation of the Town of Milton

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Report To: Council

From: Glen Cowan, Chief Financial Officer / Treasurer

Date: December 12, 2022

Report No: CORS-065-22

Subject: 2023 Capital and Operating Budget

- Recommendation:
1. THAT the 2023 capital expenditures and revenue sources for Town departments, including the Library, in the amount of \$63,041,951 be approved and authorized to proceed;
  2. THAT in accordance with s.s. 5(1) of the Development Charges Act, 1997 and S. 5 of Ontario Regulation 82/98, it is Council's clear intention that any excess capacity provided by any of the above referenced works will be paid for by future development charges;
  3. THAT any donations, grants or subsidies applied in the 2023 capital program to projects with development charges funding are to offset the non-growth related costs of those projects unless otherwise specified;
  4. THAT the 2024-2032 capital forecast for Town departments, including the Library, in the amount of \$1,205,784,565 as outlined in Appendix 6 be approved in principle subject to future annual reviews as part of the capital budget process;
  5. THAT the 2023 Town and Library operating budget be approved with a tax levy of \$87,985,123 assuming 2.28% net assessment growth, save and except for the portion of the Program Salaries and Benefits related to Fitness in the amount of \$314,049;
  6. THAT the Fitness - Salaries and Benefits in the amount of \$314,049, be approved;
  7. THAT, if the actual net taxable assessment growth is different than 2.28%, any increase in the tax dollars generated from the Town portion of assessment growth for 2023 taxation be transferred to the Tax Rate Stabilization Reserve or any decrease in tax dollars generated from the Town portion of



- assessment growth for 2023 taxation be funded from the Tax Rate Stabilization Reserve;
8. THAT the non-union salary range adjustment for 2023 be approved at a rate of 2.0%;
  9. THAT the \$0.7 million of funding from the Tax Rate Stabilization Reserve utilized in the 2023 budget be phased out of the operating budget by 2026;
  10. THAT the \$1.0 million in asset management funding that was eliminated within the 2023 budget be re-instated and increased within the Town's budget beginning in 2024 such that the Town's long-term funding strategy is restored by 2026;
  11. THAT the transfers to and from Reserves and Reserve Funds within the 2023 Proposed Budget as outlined in Appendix 4 (or as amended by Council) be approved;
  12. THAT the 2024-2025 operating forecast for the Town, including the Library, with a combined net increase in the tax levy of \$15.9 million as outlined in Appendix 5 of this report be approved in principle, and as potentially revised, subject to future annual reviews as part of the budget process;
  13. Pending the results of the Town budget, that the Milton BIA expenditures included in the 2023 budget be approved in the gross amount of \$436,826, including additional funding from the Town in the amount of \$68,620, and having a net tax levy of \$258,086.

## EXECUTIVE SUMMARY

As demonstrated through the Town's most recent Fiscal Impact Study, Milton was on a path that was expected to require annual increases to the property tax rates of 5.5% for the next decade. Inflationary increases during 2022 pushed the tax pressure to approximately 12.4% for 2023. Rather than incurring a significant one-time increase, the Proposed 2023 Budget outlines an alternative whereby the Town can phase-in the pressures over a three-year period through the use of stabilization reserves and other funding and cost containment strategies. This approach allows for existing service levels

to be maintained and progress towards the Town's long-term goals to be made with a potential return to the previous 5.5% target in four years.

### Operating Budget Highlights

- The 2023 budget as presented equates to a 7.96% change in local tax rate or \$21.64 per \$100,000 of residential assessment<sup>1</sup>.
- When estimated Regional and Educational changes are considered, the total impact on residential property taxes is estimated at 4.26% or \$29.99 per \$100,000 of residential assessment.
- Options have been provided for Council consideration in the 'Options to Change the Tax Impact' section of the budget document with respect to the potential balance between tax rates, services levels and sustainability for 2023.

### Capital Budget Highlights

- Represents an investment of \$63.0 million in 131 projects.
  - 64.0% of the capital budget is non-growth related, including investment in the maintenance and rehabilitation of existing infrastructure such as the transportation network (roads, structure and traffic), stormwater assets, public facilities and parks.
  - 26.9% of the capital budget will extend existing services to growth areas through investment in new infrastructure and associated studies.
  - 9.1% of the capital budget is related to ongoing implementation of the Human Resource Information System project, investments in radio communications and emergency response equipment for Fire and various IT initiatives.
  - Operating impacts resulting from the 2023 capital program are anticipated to be approximately \$1.0 million annually in 2023 and \$1.5 million in 2024 and 2025.

## REPORT

### Background

The budget process provides a venue within which decisions as to the appropriate balance between affordability, service levels and financial sustainability can be made. Section 290 (1) of the Municipal Act requires municipalities to prepare and adopt an annual budget. In accordance with Town's Budget Management Policy No. 113, budget guidelines are set by Council.

The 2023 Budget Call Report, CORS-060-22, projected a budget pressure equivalent to an increase of 12.40%, or \$33.73 per \$100,000 of residential assessment (relative to the existing levy of \$271.97 per \$100,000) in order to maintain existing service levels. Through CORS-060-22, Council approved staff's recommendation to prepare the 2023 operating

<sup>1</sup> Note – all references to the cost per \$100,000 of residential assessment are derived using the assessment values & tax rates from the 2022 tax by-law (CORS-028-22). These values will be re-stated following budget approval using the finalized 2023 assessment figures from the returned assessment roll.



## Background

budget to be in alignment with the Town's Council approved strategic plans and long-term studies and that the newly elected Council be provided with options to mitigate the tax levy impact for the year 2023.

Full details pertaining to the Town's 2023 Proposed Budget are available in the Strategic Overview and Supplementary Details documents that are available under separate cover, with a condensed summary provided in the staff report below. The information and figures presented in the balance of this staff report will exclude Downtown Milton's Business Improvement Area (BIA) unless otherwise noted.

## Discussion

### Budget Public Input

An important consideration in the preparation of the budget is the input received from the public throughout the year as part of the engagement initiatives for master plan updates, planning processes, etc. In addition to these ongoing opportunities, residents and business owners were also invited to provide comments and input related to the prioritization of services and investments for the 2023 budget year. This opportunity was available from July to December through the Let's Talk Milton platform. All comments received by the time of publishing this report are attached as Appendix 1 to this report. Additional comments that are received will be shared with Council in advance of the December 12, 2022 budget meeting.

Once per term of Council, a more formal public input survey is utilized, with the next survey expected to inform the 2024 budget. As such, the development of the 2023 budget continued to consider the public survey results received over the past several years that tend to be relatively consistent from year to year, as well as comments and feedback received through the additional avenues noted above.

One service area where residents consistently request increased investment is within the Town's road network. The proposed 2023 Budget continues to address the road and active transportation network through a planned update to the Town's Transportation Master Plan, development of multi-use trails within the Boyne area, rehabilitation of existing road networks through expanded asphalt and asphalt overlay programs and the continuation of redevelopment of bridges and culverts.

### Council-Staff Work Plan Alignment

The corporate Council-Staff Work Plan (ES-009-20) created a shared vision for Council and staff and establishes the priorities for the Town. The proposed 2023 Budget supports the four goals of the plan through both new and multi-year projects as outlined below:

- Planning for Growth - updates to Transportation Master Plan and Transit Service Review and Master Plan, development of Multi-Use Trails in Boyne area, continued implementation of Preemption Traffic Control System, various condition and needs



## Discussion

assessment studies to ensure infrastructure can continue to provide existing service levels.

- Increasing Revenue Potential - Installation of audio/visual cabling at the Milton Education Village Innovation Centre to ensure rental space is attractive and usable.
- Community Attractiveness and Competitiveness - Design, construction and redevelopment of the park network, continued planning and design for Civic Precinct, update to Recreation Master Plan, planned propulsion conversion of a transit bus from diesel to electric.
- Service Innovation - development of Technology Strategic Plan, continued implementation of a Human Resources Information System.

## Operating Budget

In order to reduce the tax impact from 12.40% projection from CORS-060-22 and spread the impact of the elevated inflationary pressures over several years, the following notable cost reductions/revenue increases were made in the year 2023:

- Reduction of \$1.0 million in the planned asset management funding and a \$0.7 million contribution from the Tax Rate Stabilization reserve, both of which are proposed to be unwound during this term of Council so that the Town's long-term financial position is not affected.
- Increases in revenues for supplementary taxes, investment income and site plan fees, as well as an increase to staff gapping savings, a non-recurring reduction to staff training and administration costs and a reduction in the transfer to the Insurance and Legal Matters reserve based on a review of historical experience and projections.
- Deferrals of new initiative or spending including planned expansion of transit service within the Boyne and Derry Green areas.

The operating budget presented in the 2023 Proposed Budget document, and summarized in Appendix 2, includes \$183.8 million of gross expenditures to support service delivery across the growing community, of which 50.3% is funded from non-property tax revenues. The budget, as presented, results in achieving a 7.96% local property tax increase (\$21.64 per \$100,000 of residential assessment).

The net levy presented in the 2023 Proposed Budget document has increased \$8.3 million from the 2022 budget and can be divided into four major categories:

### Non-Recurring Impacts (\$0.50 million reduction)

Non-recurring are items that are expected to have an impact on the budget for a limited time period. A contribution to/from reserve will be utilized in 2023 in order to maintain the total funding to the operating budget from Milton Hydro at prior levels pending the results



## Discussion

of a dividend review study that is expected in 2023. Also included are one-time savings of \$0.17 million in various IT expenses, \$0.03 million in contractual costs in transit and \$0.02 million in savings across other service areas. The budget also includes non-recurring cost reductions in the areas of Town-wide administration costs of \$0.13 million and \$0.09 million in continuing education and corporate training.

### Status Quo Impacts (\$5.15 million increase)

Status quo changes represent the increases or decreased required to maintain existing service levels. The main driver of the increase relates to \$6.2 million in inflationary pressures booked to individual accounts as appropriate. Partially offsetting the inflationary pressures are a \$0.35 million transfer from the Tax Rate Stabilization funding above the stabilization funding included in the 2022 budget, a \$0.2 million increase in each of investment income and supplementary tax revenues, a \$0.25 million reduction in transfers to the Insurance and Legal Matters reserve, and the reversal of 2022 COVID-19 impacts and mitigation.

### Extension of Services to Growth Areas (\$3.56 million increase)

This category represents the costs and revenues required to extend existing services to newly developed neighborhoods including increased investment in reserves to fund the future rehabilitation of newly assumed or constructed infrastructure, along with the addition of growth related staffing and technology, partially offset by increased site plan and subdivision application revenues.

### Service Level Changes (\$0.09 million increase)

The increase relates to the expected net cost of implementing the Consolidated Linear Infrastructure Environmental Compliance Approval Program and a new contract requirement for wildlife services, which will be partially offset by an increase in expected revenue related to a new pre-consultation service fee in the development application process.

### Human Resources

Through the 2023 budget the total staffing level is proposed to increase by 14.07 full time equivalents (FTEs) bringing the total Town staffing level to 670.46 FTEs. Of the 14.07 net change in FTE, 7.62 related to Fire Services and 6.45 relate to the balance of the program areas. The net change in FTE represents a 2.1% increase in 2023.

A 2.0% increase to the non-union salary range is recommended for 2023. The percentage increase is based on input received from a third party firm specializing in compensation based on their assessment of the likely market changes next year.



**Capital Budget**

The 2023 proposed capital budget will invest in 131 projects valued at \$63.0 million. The 2023 capital budget continues to reflect data collected through the Town’s Asset Management Plan and underlying condition assessment studies. Of the \$40.4 million of state of good repair projects, 59% is within the area of Transportation including roads, bridges, culverts and other traffic related infrastructure.

Although the majority of the \$16.9 million investment in growth projects is focused on the road network and stormwater management network, 2023 funding will also provide for a multi-use trails and construction of a new neighborhood park, both within the Boyne Secondary Plan area.

An additional \$5.7 million investment is related to projects that are not driven directly by growth or investments in the state of good repair and include the continued implementation of the Human Resources Information System, investments in radio communications and emergency response equipment for Fire and various IT initiatives.

Appendix 3 provides a summary of the 2023 proposed capital budget expenditures and funding by project.

*Operating Impacts from Capital Projects*

Investing in new and expanded infrastructure can have a significant financial impact on future operating budgets and tax levies. In addition to the operational costs, contributions to reserves are also introduced with the addition of new infrastructure in order to prevent increases in the Town’s annual infrastructure deficit. The 2023 capital budget includes projects that are expected to result in increased operating costs as summarized below:

Project	2023 Impact*	2024 Impact*	2025 Impact*	Annualized Tax Levy Impact**
Information Technology	\$525,617	\$928,978	\$930,978	1.14%
Transit	165,834	165,834	165,834	0.21%
Transportation	117,538	129,059	129,059	0.16%
Operations Fleet	114,959	130,346	130,346	0.16%
Parks & Trails	100,362	139,767	139,767	0.17%
Fire	9,867	9,867	9,867	0.01%
<b>Total Operating Impacts</b>	<b>\$1,034,177</b>	<b>\$1,503,851</b>	<b>\$1,505,851</b>	<b>1.85%</b>

\* Represent impacts from the 2023 capital program only.

\*\* The percentages (%) are relative to 2022 tax rates applied to projected 2022 assessment values.



### Long Term Financial Planning

The Town ensures that the annual budget is developed in the context of a long-term planning framework in order to ensure the financial sustainability of the services that are provided to the community. This includes giving consideration of the findings of the Town's longer-term fiscal impact studies as well as aligning the budget with the results of the Town's asset management and master planning exercises.

### Growth Projections and Fiscal Impact Study

Over the next several years the Town is anticipating a significant amount of residential growth as the Boyne area progresses and intensification in the pre-HUSP area occurs. Similarly, non-residential activity is also expected to increase as the Derry Green business park activity continues.

During 2021, an updated fiscal impact study was prepared that considered growth to 2041 (see staff report CORS-056-21). The analysis suggested that financial pressure on the Town and its taxpayers will continue as existing shortfalls continue to be addressed and expansion of services continue to new urban areas. The study projected an annual average tax rate pressure of 4.3% between 2021 and 2041 including an initial pressure averaging 5.5% for the first 10 years of the forecast.

### Operating Budget Forecast for 2024 and 2025

Within the context of the 20 year forecasting completed through the fiscal impact study, the Town annually prepares a three year operating forecast. Based on a 2023 tax rate increase of \$21.64 per \$100,000 of assessment, the Town can expect a tax rate pressure of \$23.94 and \$25.25 per \$100,000 of residential assessment in each of 2024 and 2025 to maintain existing service levels. This equates to an estimated 8.15% and 7.95% tax increase at the local level in those years which includes the phasing out of the \$0.7 million in Tax Rate Stabilization Reserve funding utilized in the 2023 budget as well as re-instating the incremental asset management funding at \$1.3 million in new funding per year. Preliminary estimates suggests that the Town could then potentially return to a forecasted annual average from the fiscal impact study of approximately 5.5% in 2026. The main drivers associated with the projected increases to the tax levy for each of 2024 and 2025 are outlined within Appendix 5.

### Capital Forecast and Financing

The expected capital investment in growth, state of good repair and other projects over the ten year budget and forecast from 2023-2032 is \$1.2 billion and is largely focused on transportation (roads, bridges and traffic), public facilities and parks & trails with 80% of funds directed towards these services. Of this ten year forecast, the nine years between



**Discussion**

2024 and 2032 for which approval in principle is recommended is summarized within Appendix 6.

Approximately 63% of the estimated investment requirements through the capital forecast will be funded from external sources, largely development charges. The balance is projected to be funded from a combination of debentures, reserves and reserve funds and grants and other recoveries. Milton is forecasted to remain within the stated debenture capacity limits of the Province and Council assuming the continuation of the Town’s strategies to gradually reduce the existing infrastructure deficit.

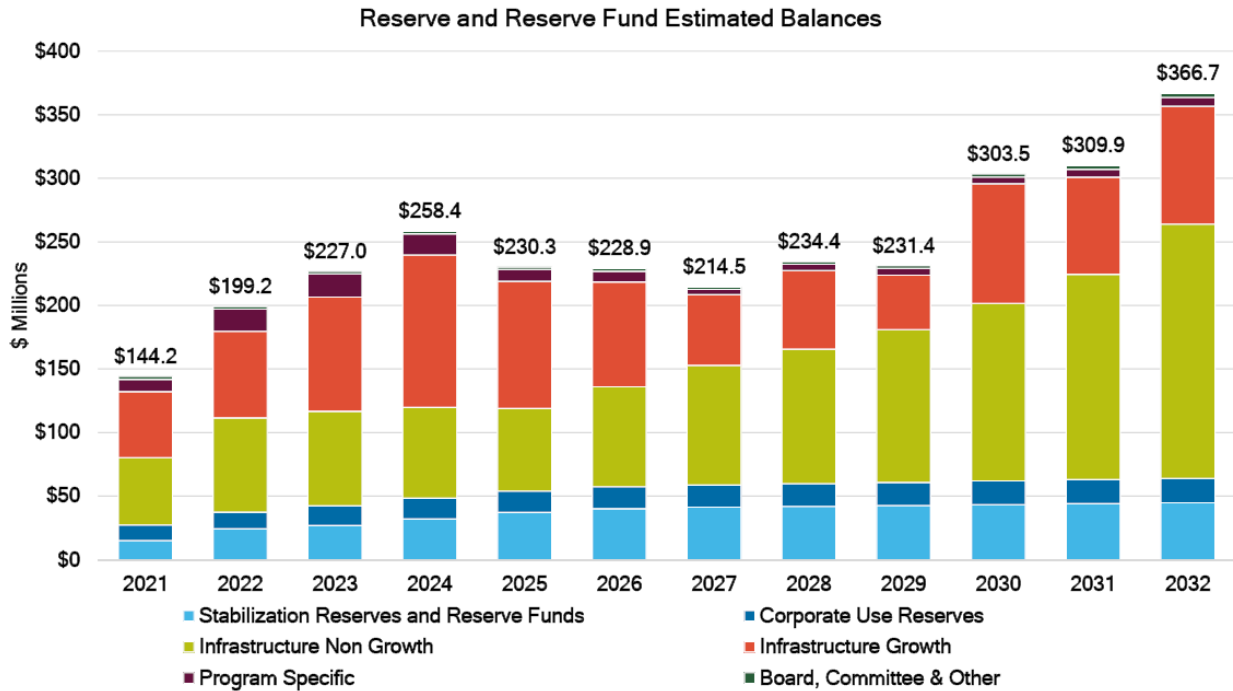
Reserves and Reserve Funds

Reserves and reserve funds are a critical element of the Town’s long-term financial plan and are used to maintain a stable financial position, minimize fluctuations in the tax rate and to support future funding requirements. The aggregate balance in reserves is anticipated to increase by \$27.5 million in 2023, primarily due to the increase in the Infrastructure Growth Reserves category due to anticipated collections and timing of expenditures within the capital program.

Reserve / Reserve Fund Type	Dec 31, 2021 Balance	Dec 31, 2022 Estimated Balance	Dec 31, 2023 Estimated Balance
	(\$ thousands)		
Stabilization	\$15,126	\$24,287	\$26,951
Corporate Use	12,298	13,171	15,389
Infrastructure Non Growth	52,919	74,152	74,582
Infrastructure Growth	51,904	68,146	89,632
Program Specific	9,767	17,326	18,387
Boards and Committees	2,195	2,101	2,038
<b>Total Reserves and Reserve Funds</b>	<b>\$144,208</b>	<b>\$199,183</b>	<b>\$226,979</b>

As shown in the following graph the Town’s reserves are estimated to stay relatively consistent between 2023 (\$227.0 million projected ending balance) to 2029 (\$231.4 million projected ending balance) before increasing to \$366.7 million in 2032. It is important to note that even though the reserve balances increase sharply towards the end of the forecast there are multiple projects that are projected to draw down on the balances in 2033 and beyond including the construction of Main Street from Sixth Line to Trafalgar and the constructions of the Trafalgar/Agerton and Britannia community centres.

## Discussion



The Town’s most recent Asset Management Plan recognized the Town’s contributions to capital reserves will require augmentation through future budgets to ensure sufficient funds are available to adequately finance infrastructure renewal requirements. The forecast period presented to 2032 assumes the re-introduction of an annual infrastructure renewal contribution at an amount of \$1.3 million beginning in 2024 as well as a continuation of this strategy throughout the forecast period. Should this strategy be altered, both the reserve and capital project forecasts would require a corresponding adjustment.

### Risks, Challenges and Opportunities

There are a number of issues that the Town will need to remain mindful of in both 2023 and future budget processes including:

- Existing infrastructure funding deficit and Asset Management Plan requirements.
- Staffing complement is notably lower than that of comparator municipalities, with higher reliance on contractors, part-time staffing and volunteers in several service areas.
- Economic considerations including inflationary pressures, fluctuating interest rates and a cooling of the housing market.
- Expanding existing services into the growth areas and the additional service and infrastructure requirement that will result for the Town.

## Discussion

- Financial pressures that may result from legislative changes at both the Provincial and Federal level including the introduction of Bill 109 and Bill 23.
- Implementation of all recommendations from master plans, service delivery reviews and other strategic plans.
- Further allocation to development from the Region will be required during the planning horizon to achieve the growth projections included in the budget forecast.
- Continued partnerships to create a post-secondary presence in the Milton Education Village along with continued assessment of financial implications and opportunities for financial assistance.
- External Revenues such as the Ontario Lottery and Gaming (OLG) revenues, Halton Court Services and Milton Hydro Dividend may continue to fluctuate.
- Continued pursuit of opportunities to secure funding support from other levels of government.

### Downtown Business Improvement Area (BIA)

Council approval is also being sought for the recommended BIA Budget that includes a gross expenditure of \$0.4 million and a net levy requirement of \$0.26 million. This budget was approved by the BIA Board in the fall of 2023 and the BIA levy will be applicable for industrial and commercial properties within the BIA boundary.

It should be noted that the 2023 BIA budget includes a contribution from the Town in the total amount of \$100,000, which is \$68,620 higher than the funding amount included within the Town's proposed budget. The \$68,620 represents an additional funding request of the BIA to the Town to increase the BIA staffing and other resources for the summer event on Main Street and to financially support the new winter event which will be run directly by the BIA. This additional funding request, along with further details, is included in the Options to Change Tax Rate Impact section for Council consideration.

## Financial Impact

The proposed levy of \$87.9 million equates to a 7.96% change in the Town's portion of property taxes and an impact of \$21.64 per \$100,000 of residential assessment. When the estimated changes in the Region of Halton and Education shares are considered, a net increase of approximately 4.26% or \$29.99 per \$100,000 of assessment is anticipated.

### **Estimated Impact on Total Tax Bill per \$100,000 of Residential Assessment\***



## Financial Impact

	Share of Tax Bill	2022 Taxes	2023 Increase	2023 Taxes	\$ Impact on Total Tax Bill	% Impact on Total Tax Bill
Milton Services	33.65%	\$ 227.39	8.55%	\$ 246.82	\$19.43	2.76%
Fire Services	6.38%	\$ 44.58	4.94%	\$ 46.78	\$2.20	0.31%
<b>Total Milton</b>	<b>40.03%</b>	<b>\$ 271.97</b>	<b>7.96%</b>	<b>\$ 293.61</b>	<b>\$21.64</b>	<b>3.08%</b>
Regional Services	24.54%	\$ 174.72	3.00%	\$ 179.96	\$5.24	0.74%
Police Services	14.57%	\$ 103.77	3.00%	\$ 106.88	\$3.11	0.44%
<b>Total Region of Halton**</b>	<b>39.11%</b>	<b>\$ 278.49</b>	<b>3.00%</b>	<b>\$ 286.84</b>	<b>\$8.35</b>	<b>1.19%</b>
Education***	20.86%	\$ 153.00	0.00%	\$ 153.00	\$0.00	0.00%
<b>Total</b>	<b>100.00%</b>	<b>\$ 703.46</b>	<b>4.26%</b>	<b>\$ 733.44</b>	<b>\$ 29.99</b>	<b>4.26%</b>

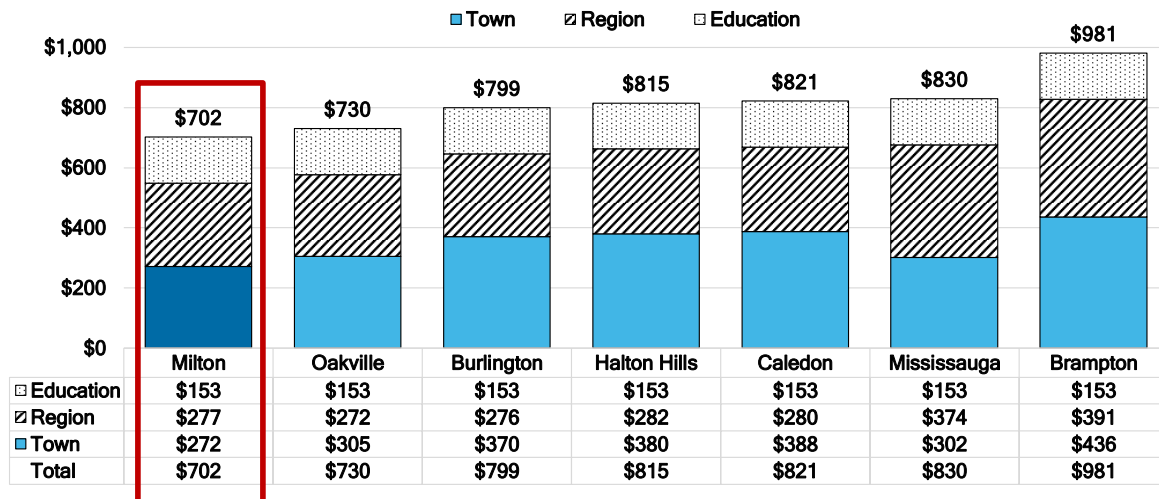
\* Cost per \$100,000 of residential assessment are derived using the assessment values & tax rates from the 2022 tax by-law (CORS-028-22). These values will be re-stated following budget approval using the finalized 2022 assessment figures from the returned assessment roll.

\*\* Estimated 2023 increase per Region of Halton 2023 Budget Directions, FIN-26-22 (includes enhanced waste service for urban area). Final impact may be different subject to Regional Council approval.

\*\*\* Consistent with recent experience, the 2023 education rate is presented in alignment with the prescribed rate currently outlined in O.Reg. 400/98 and is subject to change through the approval of final 2023 rates by the Province.

Tax rates in Milton continue to be one of the most affordable in the Province. Based on the 2021 BMA Municipal Study, Milton has the lowest taxes and rates as a percentage of household income in the GTA and is the second lowest in the Province. In 2022 Milton residents paid \$702 per \$100,000 of residential assessment which is less than the surrounding Municipalities as demonstrated below.

2022 Total Property Taxes (per \$100,000 of assessment)

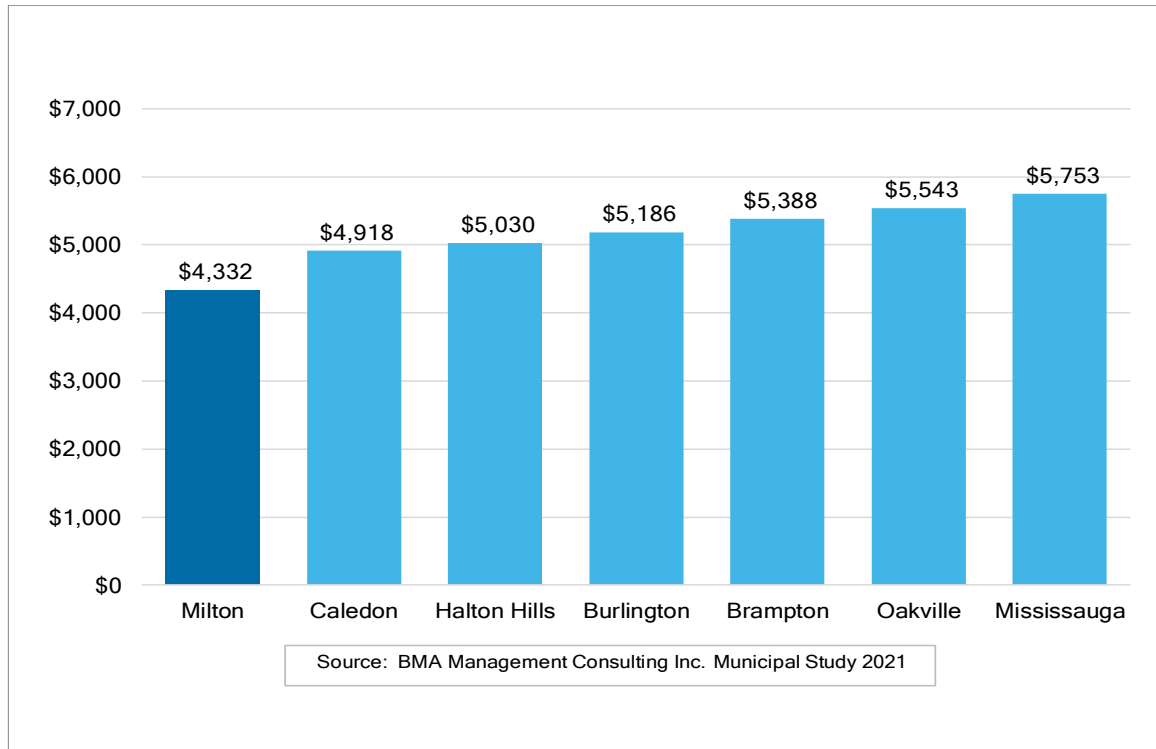




## Financial Impact

Noting that the above graph does not capture differences in assessment values between municipalities, the following graph shows that Milton’s residential property taxes (local, regional and education) for a 2 storey home are 18% lower than the comparator group.

2021 Residential Property Taxes for a 2 Storey Home



Respectfully submitted,

Glen Cowan  
Chief Financial Officer / Treasurer

For questions, please contact: Jennifer Kloet, CPA, CA

Phone: 905-878-7252  
Ext. 2216



## Attachments

Appendix 1 - Public Input Results

Appendix 2 - Gross and Net Operating Expenditures per 2023 Proposed Budget Document

Appendix 3 - 2023 Proposed Capital Budget - Project Expenses and Funding

Appendix 4 - Transfers to/from reserves and reserve funds

Appendix 5 - 2024-25 Proposed Operating Forecast

Appendix 6 - 2024-2032 Proposed Capital Forecast

2023 Proposed Budget - Strategic Overview (available under separate cover)

2023 Proposed Budget - Supplemental Details (available under separate cover)

Approved by CAO  
Andrew M. Siltala  
Chief Administrative Officer

## Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Share your thoughts! 28-Nov-22

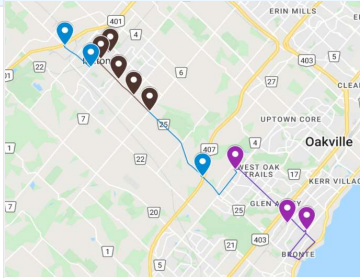
Date of contribution	Ideas		Votes	Visitors	Media
	Title	Description			
Jul 04 22 08:48:15 pm	5.47% increase in property tax is too much!!	The number of Town of Milton employees who earned at least \$100,000 over the past year rose from 127 to 144. Small town like Milton has over 140 employees making over \$100k????? We need austerity.	8	40	
Jul 06 22 11:57:11 am	Property Tax for low income should be much lower and no further increase, and in the current situation of high inflation should be zero.		6	8	
Jul 06 22 12:11:28 pm	Most of main streets between Milton and Burlington/Oakville even part of Derry without lights, this should be part of your plan/budget!		0	17	
Jul 06 22 02:02:03 pm	Our historic downtown - buildings and parks need protection from a "possible" flood disaster. Historic builds could be lost, businesses shut	Address Flood plain issues in Milton - residential and commercial. There is a solution - anyone listen ?	0	13	
Jul 07 22 10:47:21 pm	No difference in rich and poor!! Shame on rich councilors!!	Income tax rates are 15%, 20.5%, 26%, 29% and 33%, rates increase as income goes up. But not in Milton, here everyone pays a flat rate of 0.007%, whether you are a mansion owner or living in a smallest house, whether you are a speculator that owns multiple properties, you pay the same 0.007% rate. What a shame. Please tell me how many properties are owned by the councilors?	3	39	
Jul 09 22 05:05:36 pm	Reduce spending	Public transit bus lines should be reduced as many buses operate empty. All religious community's should be privately funded and not allowed to use tax dollar property for their services - like the Milton Sports Center building or park. There should be a hiring freeze for every department except police, fire and EMS. Whatever seervice can be cut, do it. Less is sometimes more (lower taxes)	3	30	
Jul 12 22 06:48:30 pm	Public transit is in bad shape, why don't we have e-bikes/e-scooters for on-demand services? Mattamy Cycling is still not connected.	Transit	5	17	

Share your thoughts!						28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Jul 14 22 02:44:46 pm	Build actual cycling infrastructure. We are home to the National Cycling centre, but are unable to safely bike there! Separated lanes etc.	Cycling Infrastructure	5	7		
Jul 14 22 02:53:01 pm	Pipeline trail. So much promise but unusable in winter & hot summer days. Add shade and trees, skating rink, benches, picnic, public art...	Reimagine the Pipeline Trail	8	11		
Jul 14 22 03:54:55 pm	More needs to be done about parking. I live on main Thompson and there is no literally no parking avenues for guests.		2	8		
Jul 14 22 09:32:39 am	Comment response to "Most of main streets between Milton and Burlington/Oakville even part of Derry without lights, this should be part of your plan/budget!"	Street lights contribute to further light pollution, affect wildlife, human circadian rhythms and have no effectual value when people do not walk at night or have limited night travel. We can go without and should go without - more often, everywhere.	0	0		
Jul 14 22 11:36:24 am	Comment response to "No difference in rich and poor!! Shame on rich councilors!!"	I think you mean property taxes	0	0		
Jul 14 22 11:33:41 am	Comment response to "Reduce spending "	I couldn't agree more. My wife took my 3 year old on the bus to show her what it was like. The bus was 20 minutes early, they were the only ones on it, and it never stopped once until they got to the end of the route. We can't eliminate buses but drastically reducing the frequency will help to lower costs to the city and taxpayer	0	0		

Share your thoughts! 28-Nov-22

Date of contribution	Ideas		Votes	Visitors	Media
	Title	Description			
Jul 14 22 11:30:33 am	Comment response to "Public transit is in bad shape, why don't we have e-bikes/e-scooters for on-demand services? Mattamy Cycling is still not connected."	Take a look at Ottawa and see how well that went over	0	0	
Jul 16 22 12:22:21 pm	Fix roads in bad shape	Many of Milton's main roads and highways are in disrepair. Example: Ontario St South has potholes all over.	1	10	
Jul 16 22 12:24:31 pm	Let's get proactive - Expand roads & highways	Milton's population has doubled in the last while, it's only growing. We need to keep the road infrastructure aligned with current and future growth. Let's be honest, rapid transit across GTA is not foreseeable in the near future.	0	9	
Jul 19 22 11:32:20 am	Comment response to "No difference in rich and poor!! Shame on rich councilors!!"	You pay the tax rate on the assessed value of each property. Larger properties pay more as they are assessed higher.	0	0	
Jul 22 22 01:59:55 pm	Comment response to "Reduce spending "	Eliminate buses. At least publish how little the bus is used. Spend the money on enhanced Go Train instead. Consider subsidizing Uber instead of spending money on transit like is done in Innisfil	0	0	
Jul 22 22 02:03:28 pm	Comment response to "Fix roads in bad shape"	Bury power lines in rural areas so the power doesn't go out during storms. People have died clearing trees from the power lines during wind storms and ice storms	0	0	
Jul 22 22 02:07:54 pm	Comment response to "No difference in rich and poor!! Shame on rich councilors!!"	Reduce tax in rural areas for residents that don't get, and don't want, municipal services (like water, streetlights, fire hydrants, libraries, sport centres, museums, arts centres, transit, etc)	0	0	
Jul 22 22 02:09:26 pm	Comment response to "Let's get proactive - Expand roads & highways"	Eliminate traffic lights by installing roundabouts, everywhere.	0	0	
Jul 22 22 02:16:06 pm	Comment response to "Reduce spending "	Spend less on new police cars. Hilton Regional Police do not need so many new, huge, inefficient SUVs. They can do the same job in a RAV4 or Honda Civic (built in Ontario). Ford Explorers, Chev Suburbans are not necessary to run radar.	0	0	



Share your thoughts!						28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Jul 22 22 04:54:50 pm	Slower speed limits in community zones	Woodward Ave is just one example of racing! Martin St is another! Better enforcement and/or speed humps to deter the reckless driving.	5	5		
Jul 25 22 04:01:45 pm	Quit using our tax dollars to fund private development	The appeal to OLT for the Durante Group/Vue's proposed mega towers at Bronte & Main... some councillors wouldn't vote No on the proposal claiming it would go to the OLT and cost tax payers money, but town council has no problem approving the \$100,000 to defend their decision at the OLT, basically fighting Miltonians using their own tax dollars on behalf of the developer.	1	9		
Jul 28 22 09:37:34 pm	Comment response to "Reduce spending "	Go take the 6 bus after a GO Train and see how empty it is. 7-15 people is not empty.	0	0		
Jul 28 22 11:56:28 pm	Comment response to "Let's get proactive - Expand roads & highways"	Expanding Roads and Highways will just increase congestion. It is very expensive for the town, region, and province to support infrastructure for private automobiles. As we densify and population increases in the GTA, our only option to decrease congestion in a financially possible way is to support transit, and active transportation as alternatives to driving. This will alleviate congestion. The Netherlands is ranked as the most cycling friendly country in the world. Waze also ranked them the best country for driving. This is because cycling infrastructure and transit provide lots of capacity without taking up much space. People using these alternatives leave more capacity on the roadway for cars. And actually, rapid transit is foreseeable in the GTA. There used to be an interurban railway between Kitchener and Brantford, and Brantford and Hamilton, and radial lines out of Toronto, in the first half of the 20th century, when the population in the GTA and Golden Horseshoe was many times smaller. Given population has skyrocketed and is still increasing, there is no way to say rapid transit is not foreseeable when it clearly is, and it is being built right now with GO Expansion or RER (Regional Express Rail).	0	0		
Jul 28 22 08:13:29 am	Parking lines on main streets	We need parking lines, at least on main streets (eg. Hepburn Road) where daytime parking is allowed. People will park randomly and take up space for 2 cars due to the lack of clear parking lines/space. There is hardly any parking space available already and a lot of homes only have one car parking in the driveway. This needs to be fixed or I see people starting to move out of Milton !	2	4		
Jul 28 22 09:10:40 am	More EV Chargers + Parking	Hi,  I would love to see more Electric Vehicle chargers and parking spaces added to the Town of Milton, as well as Tesla Supercharging stalls close to the highway (this would bring more traffic into the town and also help car owners in town). It'll be a great way to incentivize and encourage the push for a sustainable future.  Thanks!	1	3		

Share your thoughts!						28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Jul 28 22 07:42:07 pm	Repave Multi-Use Paths	Many multi-use paths in Milton are in poor shape. Examples are along Thompson Rd. (North of Louis St Laurent), Martin St. (North of Steeles), Main St., Derry Rd.. Along with repaving, cross-rides should be added at all intersections with multi-use paths. This should be prioritized over street and road repaving given the spike in people using them this summer (2022) compared to the past.	1	3		
Jul 28 22 07:44:36 pm	Add bicycle parking at all town properties, and in downtown and along Bronte St.	Lions Club, and Main St (Downtown) have no bicycle racks. Bicycle racks should be added at all town properties, along Main St., Bronte St., and the town should force plaza owners to add more bicycle racks given a spike in cycling this summer (2022).	1	6		
Jul 28 22 07:50:48 pm	A bus line connecting Milton and Oakville	<p>I propose the Town of Oakville and Town of Milton run a joint bus line from the GO Bus 25 Stop to at least Bronte GO. My proposal is for Milton to discontinue service on the Line 9 Bus and for Oakville to discontinue service on the Line 3 bus, and for the new bus line to replace these two bus lines. In the image I attached, you can see Milton's current Line 9 in brown, Oakville's current Line 3 in purple, and my proposed extensions in blue for the joint line.</p> <p>Link to Google My Map Proposal:  <a href="https://www.google.com/maps/d/edit?mid=10pMkUf-XjE_7--BzK_Qa01wjVRZ7X9X5&amp;usp=sharing">https://www.google.com/maps/d/edit?mid=10pMkUf-XjE_7--BzK_Qa01wjVRZ7X9X5&amp;usp=sharing</a></p>	2	5		
Jul 28 22 09:10:24 pm	Get Serious About Density	In the recent census, Mississauga dropped in population. It's time to get serious about density so that in a few decades, we are not in a similar situation where the town can no longer keep up with maintenance because the tax base is too small due to most of Milton being single-family dwellings. Why aren't there more 4-5 storey apartments mixed in? Most of Derry Road is bordered by single-family homes—it's an embarrassment. END single-use zoning. If there is a grocery store or shopping plaza along a main road, there needs to be a mandate for an apartment/condo on top of it.	1	9		

Share your thoughts! 28-Nov-22


Date of contribution	Ideas		Votes	Visitors	Media
	Title	Description			
Jul 28 22 09:33:07 pm	End the parking obsession	We waste so much space for parking lots despite being in the midst of a housing crisis. End parking minimums. The Milton GO Station expansion plan is disgusting. We have a transit system in which <b>**all routes**</b> extend from a central location, yet we are spending all this money to expand roads which lead to a larger parking lot? Is this the 1950s? Metrolinx spent tens of millions to build a parking structure in the middle of nowhere (Bloomington). The Town is being ripped off here. Milton Transit bus connection to GO Transit is FREE!! The Town would probably SAVE money by instead investing in Milton Transit and actually implementing the Milton Transit Master Plan which was approved years ago. Instead, Milton Transit is intentionally sabotaged by schedules which get you to the GO Station 30 minutes slower than car (literally: I have to leave the house at 6:00 to catch the 6:08 bus which gets to Milton GO at 6:25 for the 6:48 train. Or, I could leave the house at 6:30 by car and still get there on time.) Instead of parking lots, how about housing? Even better, how about affordable housing? I believe housing brings in more tax revenue and economic benefits than parking lots. Why doesn't the Town?	1	7	
Jul 28 22 11:44:16 pm	Adding advisory bike lanes or better on all repaved streets and roads.	When streets or roads are repaved, the town should examine different approaches to adding cycling facilities onto the roadways. As a minimum for every street/ minor collector, advisory bike lanes should be added along a curb (if no parking is allowed along the side of the road) and sharrows should be added 1m+ from car parking. This approach would take away no space from car traffic. Further, removing on-street parking along one side of some roadways where parking is not needed can allow for the creation of better cycling facilities such as bike lanes, cycle tracks, or even new multi-use paths. This would take away some convenience from parking cars, but would still leave space available for car parking. Town staff should follow OTM Book 18: Cycling Facilities for the facility selection process, facility designs, and signs to use.	0	3	
Jul 28 22 11:59:49 pm	Electric or at least Hybrid Buses	The Town should refer to the TTC plans and latest rollout of electric buses to see how we can order electric buses as our fleet grows. At a minimum hybrid buses should be purchased for all new buses (GRT is a good example for this).	0	1	
Aug 05 22 07:53:10 pm	Comment response to "Add bicycle parking at all town properties, and in downtown and along Bronte St."	Downtown have many blue bicycle places to leave yours. There could be more. Some spots behind main building at Main & Martin.	0	0	



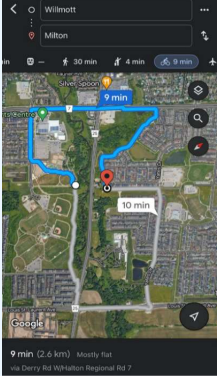
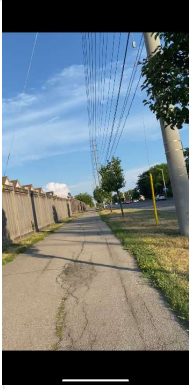
Share your thoughts!						28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Aug 05 22 09:15:58 pm	Comment response to "Add bicycle parking at all town properties, and in downtown and along Bronte St."	@donald100 Thanks, I didn't know that. The point is that bicycle parking should be plentiful, everywhere, and located in convenient locations (near store entrances). The fact that there is so much car parking and little and inconveniently located bicycle parking, even though a bicycle takes up a tenth of the space a car does, we undoubtedly need to add more bicycle racks (especially in front of every store/ entrance).	0	0		
Aug 06 22 10:58:49 pm	Extend multi use path along James Snow Parkway	I was cycling on the multi use path on the West side of James Snow Parkway going North. I knew the pathway ended after Main St. but I had forgotten this happens. I had to take a detour and cycle North West on Maple Ave. (whose bike lanes disappear half away through the road), then North on Thompson (whose multi use path has many cracks and meets many dangerous intersections), then East on Steeles (whose pathway becomes a narrow sidewalk on the 401 bridge, and becomes a paved shoulder after the bridge), to reach the plaza. This adds about 5 minutes to the trip but this depends on how fast you bike. In the picture I added, the yellow shows the path I took, and the red is the path I would've taken if the multi use path extended. No wonder Milton is so car-centric, you can't even bike safely to the town's Walmart plaza for god's sake!	0	1		
Aug 06 22 11:13:52 pm	We need high quality cycle paths between Milton/ Oakville and Milton/ Mississauga	Since many people in Milton frequently travel to Mississauga (Peel region) and Oakville (Halton Region), we need high quality cycling connections between these towns and cities. We need wide, separated, off-road pathways with lighting (like bicycle highways in Netherlands), to be used by people of all ages to travel between these places without a car. This doesn't mean we won't need transit too, we need different alternatives to driving. Especially with e-bikes, these kind of cycling trips are actually feasible if we only had the infrastructure!	1	5		
Aug 11 22 09:57:44 pm	Additional general maintenance of existing facilities	As nice as new shiny things are, i'd appreciate additional spending on maintenance of existing infrastructure and general beautification. Some of the parks could use new basketball nets, lubrication of squeaky swings, and new wood chips. There are also many dead trees and unkept flowerbeds through-out town. Then there's also the graffiti everywhere. Add more budget and people to keep things clean. A bit off topic, i did appreciate the crackdown on the problematic commercial advertising signs last year.	1	3		
Aug 12 22 01:40:15 pm	Comment response to "Slower speed limits in community zones "	I agree with enforcement, just sharing that I don't think lowering the limit will help anyone since the racers will ignore it (they clearly do already). It will just cause congestion/delays and slow down people who already follow the speed limit.	0	0		




Share your thoughts!						28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Aug 12 22 01:37:05 pm	Comment response to "We need high quality cycle paths between Milton/ Oakville and Milton/ Mississauga"	I don't think we should invest in infrastructure that can't be used 25%/33% of the year. If people need to travel out of Milton, it has to be highways for cars. Take Oakville, a trip via bicycle would take over an hour, one way, and this is a city within Halton region. People can't commute this way. Like it or not, roads and motor vehicles are the solution.	0	0		
Aug 12 22 05:14:18 pm	Comment response to "We need high quality cycle paths between Milton/ Oakville and Milton/ Mississauga"	<p>@martinvincent Thanks for the comment! You bring up common points but they are both misconceptions that need to be addressed. For your first point, weather is a big issue. Cold temperatures can be a problem for some people but you actually warm up really quickly when cycling and you can wear a mask or scarf to keep warm. The main problems in the winter are ice and snow. These are also problems for driving. That's why cycling pathways need to be well maintained and clear of snow and ice. You can watch this video about cycling in Finland (another cold country) and why it's easier to cycle there in the winter: <a href="https://m.youtube.com/watch?v=Uhx-26GfCBU">https://m.youtube.com/watch?v=Uhx-26GfCBU</a>.</p> <p>For your second point about distance, yes, driving is faster. But it isn't as much faster as you may think. Typically for me, cycling only takes double the time for a trip in the city, and in rural areas maybe it may be up to three times the time for a cycling trip. However, this doesn't mean there isn't demand for long distance cycle paths. That's because there are other factors to consider like cost, space, the experience, and health benefits. Most people may choose to drive, but others will seek alternatives like transit or cycling. Not only for commuting, but for recreation or other trips like visiting friends.</p> <p>Ultimately, providing long distance cycling paths as an alternative to driving will reduce the number of cars on the road, freeing up capacity and reducing congestion between our ever growing cities, and would increase the quality of life for Miltonians by providing a cleaner and more pleasurable experience. I strongly believe there is a case for cycling paths between Milton/ Mississauga and Milton/ Oakville because the distance between our urban boundaries is continuing to get closer and closer, and the demand is there. I think it's a smart investment to make and we would benefit from having better quality cycling infrastructure.</p>	0	0		
Aug 12 22 01:31:48 pm	Comment response to "Additional general maintenance of existing facilities"	Agreed, the graffiti needs to be dealt with before it leads to other things.	0	0		
Aug 18 22 07:37:22 am	1) Speed bumps in residential areas of speeding 2) full time fire department across milton 3) infrastructure building prior to development		0	0		



**Share your thoughts!** **28-Nov-22**


Date of contribution	Ideas		Votes	Visitors	Media
	Title	Description			
Aug 18 22 10:27:33 am	Rural Roadside Safety	The Town is working on a great initiative to support road safety in the urban area. We would love to have this work extended to the rural area.	1	3	
Aug 18 22 12:10:45 pm	Bike Lanes	Cycling is pervasive on all rural roads. All future road resurfacing should include, at minimum, paved shoulders. (NCCC)	0	1	
Aug 18 22 12:12:14 pm	rural Internet	Improvement are needed to high speed rural internet. There are still pockets in the rural area not serviced. (NCCC)	3	4	
Aug 18 22 12:18:01 pm	401 Noise Wall	Residents in Campbellville deal with increased noise from the 401 and have requested a joint resident/Town/Region/OMT noise wall along the 401. (NCCC)	1	0	
Aug 18 22 12:24:14 pm	Skating!	Add an ice skating rink at the Brookville Park	1	0	
Aug 18 22 09:58:02 pm	With more work from home and cost of housing increasing internet is now more essential than ever. Need to move out of the community.		0	0	
Aug 19 22 09:35:59 am	Open Nassagaweya Tennis Community Hall into a mini library & internet hub.	Rural internet is a real struggle. Having somewhere to access high speed internet, especially for teens trying to do homework, would add real value to the community.	1	0	
Aug 19 22 10:23:13 am	Fast Food Places on the Guelph Line at Campbellville. . People are in a Hurry, some don't cook Great for Seniors , and jobs. And flow in t		0	1	

Share your thoughts! 28-Nov-22

Date of contribution	Ideas		Votes	Visitors	Media
	Title	Description			
Aug 19 22 11:18:50 pm	More Bridges like Boyne Pedestrian Cyclist Bridge	How about some more bridges serving a similar purpose to the Boyne Pedestrian and Cyclist Bridge, but cheaper like the bridge over the CP Rail near Bishop Reding CSS, but would include ramps on stairs for bicycles. Locations to consider should include the intersection of Union Gas Trail and CN Rail (South of Derry Rd, West of Bronte St), another to the North to connect the trail along Duncan Ln to Bronte St, and one over Regional Rd 25 to connect Milton Community Park to a trail connecting to Yates Dr. I know these projects are expensive, but they have a big impact. For example, a bridge over Regional Road 25 (see picture) would turn a 30 minute walk or 9 minute bike into 1-2 minutes.	0	0	
Aug 19 22 11:35:57 pm	Multi-use paths to repave + add bicycle crossings at intersections	This is Thompson Rd.	0	0	

Share your thoughts!					28-Nov-22	
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Aug 19 22 11:37:13 pm	Multi-use paths to repave + add bicycle crossings at intersections	This is Steeles bridge over 401. The road shoulder can just be elevated to make the pathway wider. Is this possible?	0	0		
Aug 19 22 11:43:09 pm	Multi-use paths to repave + add bicycle crossings at intersections	This is Thompson Rd. - beside RioCan plaza. Just shows that anyone on wheels using the pathway will get punctured tires trying to cross through here. Also this plaza doesn't have enough bicycle parking. I'm pretty sure they can be sued because bicycles and e-scooters literally clog the sidewalk beside LA Fitness (since there is one bicycle rack here), and from time to time bicycle tumble over so this is definitely an accessibility issue.	0	0		
Aug 19 22 11:46:17 pm	Multi-use paths to repave + add bicycle crossings at intersections	This is Derry Rd. I like how there is a multi use path + sidewalk here, but clearly this pathway needs to be maintained. Also, some tree canopy here would be nice to provide some nice shade and give a sense of narrowed road space to drivers to slow down speeds.	0	0		

Share your thoughts!						28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Aug 19 22 11:51:42 pm	Multi-use paths to repave + add bicycle crossings at intersections	Last, but definitely not least, there is a beautiful new pathway along a section of Martin St near the 401 park and ride that just doesn't connect to the existing sidewalk. I don't know who's project this was but some level of government needs to step up to fix this.	0	0		
Aug 19 22 11:58:14 pm	An image of bicycles blocking the sidewalk in a plaza	The image shows 1 bike rack in front of LA Fitness in Milton. Somehow, allocating half the plaza's land to car parking, and nothing to bicycle parking was a decision RioCAN made more than 10 years ago. Now, car parking is past capacity, and bicycles are a safety hazard (especially for people with accessibility constraints), and RioCAN still hasn't added more and better bicycle parking (despite many phone calls requesting they do).	0	1		
Aug 22 22 12:02:08 am	Speed bumps on residential main roads in Campbellville ex Main Street S between McLaren and Main Street		0	2		
Aug 22 22 01:54:08 pm	Residents on Macarthur Drive, Guelph line, Campbellville, & surrounding areas to be serviced with Municipal Water & Gas connections.	Resident population has increased in the above areas of Milton. We need municipality utilities pipeline connections for Water, Gas, Fiberoptic Internet provisions.	0	6		
Oct 17 22 06:47:11 pm	Libraries need to increase the inventory of Chinese books due to high demand of books by accepting book donations from local families!	Chinese books availability in library	17	35		

Share your thoughts!						28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media	
	Title	Description				
Oct 17 22 06:58:24 pm	Comment response to "Libraries need to increase the inventory of Chinese books due to high demand of books by accepting book donations from local families!"	Milton Canadian Chinese Association can assist in getting book donations. Please contact me to discuss further.	0	0		
Oct 17 22 07:32:40 pm	Comment response to "Libraries need to increase the inventory of Chinese books due to high demand of books by accepting book donations from local families!"	We would like to see much more Chinese books in our local library for the local Chinese residents. The Chinese residents in Milton is increasing rapidly these years. We hope the Milton library could consider the diversity of the residents and their special needs.	0	0		
Oct 17 22 07:49:42 pm	Comment response to "Libraries need to increase the inventory of Chinese books due to high demand of books by accepting book donations from local families!"	I am surprised that there is no Chinese book available in Milton library even though Chinese population increases a lot in the past	0	0		
Oct 17 22 07:52:42 pm	Comment response to "Libraries need to increase the inventory of Chinese books due to high demand of books by accepting book donations from local families!"	With the dramatically increased populations in the Chinese community in Milton, especially kids and senior members, it will be very beneficial to have Chinese books available in Milton libraries.	0	0		
Oct 17 22 07:55:23 pm	Comment response to "Libraries need to increase the inventory of Chinese books due to high demand of books by accepting book donations from local families!"	As a resident of Milton for ten years, I hope there will be Chinese books available to borrow from Milton's library to reflect Milton's multiculturalism!	0	0		
Oct 31 22 02:28:00 pm	Add retractable bollards to Main Street Downtown	Add retractable bollards to Main Street Downtown, between Martin St and Bell Street and close vehicle access to Downtown throughout the summer and on Weekends throughout the winter To attract more people downtown and allow restaurants space to setup outside dining and shops to put out tables and to easily allow for more markets and events downtown.	0	0		

Share your thoughts!							28-Nov-22
Date of contribution	Ideas		Votes	Visitors	Media		
	Title	Description					
Nov 24 22 05:06:04 am	Increase funding to community safety resources	<p>Increasing community safety resources to meet up with current town population levels and for further growth.</p> <p>1 - Firefighters 2 - Paramedic 3 - Police</p> <p>All these essential services funded partially or fully by the Town should be increased. They are underfunded at the moment making the town unsafe.</p>	0	0			
Nov 24 22 10:05:45 am	More investment in cleaning & maintenance of sidewalks & paths. Derry b/w James snow & trudeau. garbage receptacles at parks - more not less		0	0			
Nov 26 22 08:07:10 pm	Renovations for the GoodLife Gym facility and/or a new location in "New Milton"	Would be nice to have a closer commute instead of having to travel to the other side of Milton - and if we have to make the trip, at least make it worthwhile. Thank you, kindly!	0	0			



**Appendix 2 - CORS-065-22**  
**Gross and Net Operating Expenditures - Per 2023 Proposed Budget Document**

DEPARTMENT NAME	2021 Actuals	2022 Projected Actuals	2022 Approved Budget	2023 Non-Recurring	2023 Status Quo/ Contractual	2023 Growth/Volume Change	2023 Service Level Change	2023 Budget As Presented	% Change Presented/ P.Y. Approved
<b>EXPENDITURES</b>									
Mayor and Council	\$ 576,240	\$ 640,026	\$ 643,684	\$ -	\$ 17,587	\$ -	\$ -	\$ 661,271	2.7%
Executive Services	1,375,280	1,674,135	1,704,520	87,022	14,323	(529)	-	1,805,336	5.9%
Corporate Services	16,490,140	19,257,094	19,582,993	900,282	643,400	1,306,803	65,000	21,211,678	8.3%
General Government	39,691,543	44,692,003	42,892,018	(1,125,000)	5,864,052	2,724,669	-	50,355,739	17.4%
Community Services	56,833,180	69,021,012	73,082,453	102,014	3,173,519	1,998,504	-	78,356,490	7.2%
Development Services	15,840,164	23,887,730	18,086,041	-	1,063,265	3,467,879	100,000	22,717,185	25.6%
Library	5,186,539	5,812,321	5,750,589	-	430,733	15,106	-	6,196,428	7.8%
<b>SUBTOTAL TOWN OF MILTON</b>	<b>\$ 135,993,086</b>	<b>\$ 164,984,321</b>	<b>\$ 161,742,298</b>	<b>\$ (35,682)</b>	<b>\$ 9,920,079</b>	<b>\$ 9,512,432</b>	<b>\$ 165,000</b>	<b>\$ 181,304,127</b>	<b>12.1%</b>
Hospital Expansion	\$ 2,494,892	\$ 2,501,566	\$ 2,501,566	\$ -	\$ (2,310)	\$ -	\$ -	\$ 2,499,256	(0.1%)
<b>TOTAL TOWN OF MILTON EXPENDITURES</b>	<b>\$ 138,487,978</b>	<b>\$ 167,485,887</b>	<b>\$ 164,243,864</b>	<b>\$ (35,682)</b>	<b>\$ 9,917,769</b>	<b>\$ 9,512,432</b>	<b>\$ 165,000</b>	<b>\$ 183,803,383</b>	<b>11.9%</b>
<b>REVENUE</b>									
Mayor and Council	\$ (10,050)	\$ (17,972)	\$ (17,972)	\$ -	\$ 2	\$ -	\$ -	\$ (17,970)	(0.0%)
Executive Services	(15,909)	(52,241)	(95,565)	(5,344)	5,771	-	-	246,680	26.1%
Corporate Services	5,922,922	8,385,842	8,564,389	(1,158,033)	1,251,039	42,445	-	8,428,938	(1.6%)
General Government	23,890,158	29,417,529	28,705,804	1,000,000	8,626,591	(1,382,032)	-	32,714,427	14.0%
Community Services	(7,921,794)	26,245,189	30,029,667	264,722	(52,305)	(491,723)	-	31,238,417	4.0%
Development Services	(4,186,890)	20,619,372	(4,100,970)	-	2,083,827	(4,117,195)	75,697	20,377,689	44.5%
Library	(46,678)	603,835	(42,106)	-	147,223	-	-	294,883	(33.3%)
<b>SUBTOTAL TOWN OF MILTON</b>	<b>\$ (62,194,401)</b>	<b>\$ (85,341,980)</b>	<b>\$ (82,056,473)</b>	<b>\$ (468,099)</b>	<b>\$ (4,770,230)</b>	<b>\$ (5,948,505)</b>	<b>\$ (75,697)</b>	<b>\$ (93,319,004)</b>	<b>13.7%</b>
Hospital Expansion	\$ (2,494,892)	\$ (2,501,566)	\$ (2,501,566)	\$ -	\$ 2,310	\$ -	\$ -	\$ (2,499,256)	(0.1%)
<b>TOTAL TOWN OF MILTON REVENUES</b>	<b>\$ (64,689,293)</b>	<b>\$ (87,843,546)</b>	<b>\$ (84,558,039)</b>	<b>\$ (468,099)</b>	<b>\$ (4,767,920)</b>	<b>\$ (5,948,505)</b>	<b>\$ (75,697)</b>	<b>\$ (95,818,260)</b>	<b>13.3%</b>
<b>TOTAL LEVY REQUIREMENTS TOWN OF MILTON</b>	<b>\$ 73,798,685</b>	<b>\$ 79,642,341</b>	<b>\$ 79,685,825</b>	<b>\$ (503,781)</b>	<b>\$ 5,149,849</b>	<b>\$ 3,563,927</b>	<b>\$ 89,303</b>	<b>\$ 87,985,123</b>	<b>10.4%</b>

Note: The figures above do not include the Downtown Milton Business Improvement Area (BIA).

**Appendix 2 - CORS-065-22  
Gross and Net Operating Expenditures - Per 2023 Proposed Budget Document**

DEPARTMENT NAME	2021 Actuals	2022 Projected Actuals	2022 Approved Budget	2023 Non-Recurring	2023 Status Quo/ Contractual	2023 Growth/Volume Change	2023 Service Level Change	2023 Budget As Presented	% Change Presented/ P.Y. Approved
Mayor and Council	\$ 566,190	\$ 622,055	\$ 625,712	\$ -	\$ 17,589	\$ -	\$ -	\$ 643,301	2.8%
Executive Services	1,259,371	1,521,895	1,508,955	41,678	8,552	(529)	-	1,558,656	3.3%
Corporate Services	10,567,218	10,871,250	11,018,605	(257,751)	607,638	1,349,248	65,000	12,782,740	16.0%
General Government	15,801,385	15,274,474	14,186,214	(125,000)	2,237,461	1,342,637	-	17,641,312	24.4%
Community Services	38,911,386	42,775,822	43,052,785	(162,708)	2,721,215	1,506,781	-	47,118,073	9.4%
Development Services	1,653,274	3,268,359	3,985,071	-	(1,020,562)	(649,316)	24,303	2,339,496	(41.3%)
Library	5,039,861	5,308,486	5,308,483	-	577,956	15,106	-	5,901,545	11.2%
<b>SUBTOTAL TOWN OF MILTON</b>	<b>\$ 73,798,685</b>	<b>\$ 79,642,341</b>	<b>\$ 79,685,825</b>	<b>\$ (503,781)</b>	<b>\$ 5,149,849</b>	<b>\$ 3,563,927</b>	<b>\$ 89,303</b>	<b>\$ 87,985,123</b>	<b>10.4%</b>
Hospital Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%
<b>SUBTOTAL HOSPITAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>
<b>TOTAL LEVY REQUIREMENTS TOWN OF MILTON</b>	<b>\$ 73,798,685</b>	<b>\$ 79,642,341</b>	<b>\$ 79,685,825</b>	<b>\$ (503,781)</b>	<b>\$ 5,149,849</b>	<b>\$ 3,563,927</b>	<b>\$ 89,303</b>	<b>\$ 87,985,123</b>	<b>10.4%</b>

**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Executive Services</b>							
<b>Office of the CAO</b>							
C100102 Corporate Strategic Plan	223,016	122,659	100,357				
Total Office of the CAO	<b>223,016</b>	<b>122,659</b>	<b>100,357</b>				
<b>Total Executive Services</b>	<b>223,016</b>	<b>122,659</b>	<b>100,357</b>				
<b>Corporate Services</b>							
<b>Finance</b>							
C200124 Legislated DC Exemptions	3,185,450	3,185,450					
C201120 PSAB Legislative Changes	30,900	30,900					
<b>Total Finance</b>	<b>3,216,350</b>	<b>3,216,350</b>					
<b>Human Resources</b>							
C220109 Health and Safety Audit/Implementation	32,321	32,321					
C220110 Workplace Accommodation	15,450	15,450					
<b>Total Human Resources</b>	<b>47,771</b>	<b>47,771</b>					

**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Information Technology</b>							
C240003 Technology Strategic Plan	157,822	157,822					
C240004 Technology Replacement/Upgrade	189,830	189,830					
C240011 GIS Service Delivery	45,907	45,907					
C240014 Application Software Update	21,100	21,100					
C240025 Photocopiers	59,740	59,740					
C240027 Radio Communications	1,155,458	1,155,458					
C240028 Milton Air Photo Mapping	20,963	20,963					
C240119 Enterprise Content Management	244,434	244,434					
C240121 Emergency Operations Centre	89,091	89,091					
C240122 Open Data Initiative	10,300	10,300					
C240123 Mobile Parking Enforcement	176,857	176,857					
C240125 Human Resources Information System	1,604,159	1,604,159					
C240128 Microsoft 365 Migration	294,479	294,479					
C240129 Automatic Vehicle Locator and Road Patrol	294,812	294,812					
C241100 Department Specific Initiatives	353,080	353,080					
C241101 Council Technology	51,500	51,500					
C241102 Property Tax System	229,144	229,144					
C241103 Citizen Portal Implementation	533,358	533,358					
C241104 Financial Enterprise Systems	93,477	93,477					
C241106 Fire Department Emergency Systems	107,013	107,013					
C242001 Facilities Infrastructure and Networking	1,113,992	577,143		536,849			
C242002 Tech Infrastructure - Server Hardware	324,920	179,134		145,786			
C242003 Enterprise Licencing and Compliance	342,633	342,633					
<b>Total Information Technology</b>	<b>7,514,069</b>	<b>6,831,434</b>		<b>682,635</b>			
<b>Legislative &amp; Legal Services</b>							
C260002 Impact on Regulatory Framework Study	84,048	8,405	75,643				
<b>Total Legislative &amp; Legal Services</b>	<b>84,048</b>	<b>8,405</b>	<b>75,643</b>				
<b>Total Corporate Services</b>	<b>10,862,238</b>	<b>10,103,960</b>	<b>75,643</b>	<b>682,635</b>			

**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Community Services</b>							
<b>Comm Serv Administration</b>							
C500106 Recreation Master Plan (DC)	82,473	20,618	61,855				
C500129 Facility Roof Assessments	61,800	61,800					
<b>Total Comm Serv Administration</b>	<b>144,273</b>	<b>82,418</b>	<b>61,855</b>				
<b>Parks Redevelopment</b>							
C510152 Baldwin Park Redevelopment	479,266	479,266					
C510153 Chris Hadfield Park Redevelopment	767,640	167,640				600,000	
C510165 Trudeau Park Redevelopment	70,457	70,457					
C510166 Beaty Trail Park Redevelopment	74,064	74,064					
<b>Total Parks Redevelopment</b>	<b>1,391,427</b>	<b>791,427</b>				<b>600,000</b>	
<b>Parks Growth</b>							
C521139 Escarpment View Lands (Formerly CMHL Property)	282,357		282,357				
C522133 District Park West - Boyne	628,498		621,653				6,845
C524001 Walker Neighbourhood Park - Boyne	2,488,809		2,488,809				
<b>Total Parks Growth</b>	<b>3,399,664</b>		<b>3,392,819</b>				<b>6,845</b>
<b>Facilities Redevelopment</b>							
C581100 Corporate Office Furniture & Equipment	166,464	166,464					
C581127 Civic Facilities Improvements	1,269,912	369,912				900,000	
C581130 Heritage Property Restoration	161,965	161,965					
C581149 Accessibility Improvements	261,185	261,185					
C582106 Indoor Fitness Equipment	43,476	43,476					
C582147 John Tonelli Sports Centre Facility Improvements	214,687	107,640			107,047		
C582148 Milton Sports Centre Facility Improvements	141,728	141,728					
C582160 Mattamy National Cycling Centre Improvements	984,588	984,588					
C583101 FirstOntario Arts Centre Milton Facility Improvements	250,557	250,557					
C584101 Brookville Yard Facility Improvements	195,492	195,492					
C584105 Civic Operations Centre Facility Improvements	90,940	90,940					
C584110 Facility Parking Area Improvements	184,595	184,595					
C587114 Fire Halls Facility Improvements	295,776	295,776					
<b>Total Facilities Redevelopment</b>	<b>4,261,365</b>	<b>3,254,318</b>			<b>107,047</b>	<b>900,000</b>	

**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Facilities Growth</b>							
C594105 Civic Operations Centre	1,140,775		1,140,775				
<b>Total Facilities Growth</b>	<b>1,140,775</b>		<b>1,140,775</b>				
<b>Fleet Equipment Replacement</b>							
C450117 1 Ton Crew Dump Truck	113,115	113,115					
C450118 1/2 Ton Pick Ups Replacement	100,288	100,288					
C450123 Landscape Trailer	28,227	28,227					
C450127 3/4 Ton Pick Ups Replacement	143,383	143,383					
C450132 Multifunction Tractor	256,822	256,822					
C450137 Trackless Front Mower Deck	106,893	106,893					
C450145 Ball Diamond Groomer	48,644	48,644					
C450148 Enforcement Vehicles	57,409	57,409					
C450149 Sign Truck	421,159	421,159					
C450153 Tractor Attachments	71,377	71,377					
C450156 Gator Utility Vehicle - Replacement	84,111	84,111					
<b>Total Fleet Equipment Replacement</b>	<b>1,431,428</b>	<b>1,431,428</b>					
<b>Fleet Equipment Growth</b>							
C460101 1 Ton Dump Trucks - Growth	178,089		178,089				
C460104 Tractors, Loaders & Back Hoes - Growth	639,149		639,149				
C460146 Haul All/Packer - Growth	274,506		274,506				
C460149 Facility Maintenance Pick-up - Growth	52,943		52,943				
<b>Total Fleet Equipment Growth</b>	<b>1,144,687</b>		<b>1,144,687</b>				
<b>Operations - Maintenance</b>							
C470001 Park Improvements	87,794	87,794					
C470008 Multi-Court Resurfacing	77,303	77,303					
<b>Total Operations - Maintenance</b>	<b>165,097</b>	<b>165,097</b>					
<b>Transit</b>							
C550100 Transit Study	221,151	55,288	165,863				
C550104 Transit Bus Pads	21,525		21,525				
<b>Total Transit</b>	<b>242,676</b>	<b>55,288</b>	<b>187,388</b>				
<b>Transit Fleet Replacement</b>							
C560110 Transit Bus Non Growth: Refurbishment	1,131,875	1,131,875					
<b>Total Transit Fleet Replacement</b>	<b>1,131,875</b>	<b>1,131,875</b>					

**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Fire Fleet Equipment Growth</b>							
C710115 Emergency Vehicle Technician Equipment Growth	26,935	26,935					
<b>Total Fire Fleet Equipment Growth</b>	<b>26,935</b>	<b>26,935</b>					
<b>Fire - Replacement</b>							
C720103 Hazardous Material Equipment Replacement	25,750	25,750					
C720115 Thermal Image Camera Replacement	20,600	20,600					
C720118 Firefighting Hose Replacement	20,600	20,600					
C720124 Firefighting Equipment Replacement	10,300	10,300					
C720127 Defibrillators Replacement	32,960	32,960					
C720157 Bunker Gear Replacement - Employee Turnover	31,444	31,444					
<b>Total Fire - Replacement</b>	<b>141,654</b>	<b>141,654</b>					
<b>Fire - Growth</b>							
C730104 Bunker Gear & Recruit Package Growth	46,543		46,543				
<b>Total Fire - Growth</b>	<b>46,543</b>		<b>46,543</b>				
<b>Total Community Services</b>	<b>14,668,399</b>	<b>7,080,440</b>	<b>5,974,067</b>		<b>107,047</b>	<b>1,500,000</b>	<b>6,845</b>

**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Development Services</b>							
<b>Development Services Administration</b>							
C300109 Transportation Master Plan	272,064	68,016	204,048				
C300115 Guiderail Inventory, Condition and Needs Assessment	104,288	104,288					
C300116 Retaining Wall Inventory and Condition Assessment	69,525	69,525					
C300117 Road Needs Study/Asset Management Plan for Roads	208,575	208,575					
<b>Total Development Services Administration</b>	<b>654,452</b>	<b>450,404</b>	<b>204,048</b>				
<b>Urban Roads Redevelopment</b>							
C330143 High Point Drive (Hwy 25 to Parkhill Dr)	3,220,463	3,220,463					
C330151 Main Street (Drew Centre to Thompson Road)	1,116,910	1,116,910					
C339000 Asphalt Overlay Program - Construction	7,972,965	1,083,372	794,593		2,595,000	3,500,000	
C339001 Asphalt Overlay Program - Design	604,674	544,207	60,467				
<b>Total Urban Roads Redevelopment</b>	<b>12,915,012</b>	<b>5,964,952</b>	<b>855,060</b>		<b>2,595,000</b>	<b>3,500,000</b>	
<b>Urban Roads Growth</b>							
C340020 Thompson Road (Louis St Laurent to Derry Rd)	526,967		526,967				
C340054 Main Street (Fifth Line to Sixth Line)	591,282		591,282				
C340091 Peru Road (Bridge Removal and Cul De Sac)	184,360	18,436	165,924				
C340092 Boulevard Works	742,742		742,742				
<b>Total Urban Roads Growth</b>	<b>2,045,351</b>	<b>18,436</b>	<b>2,026,915</b>				
<b>Rural Roads Redevelopment</b>							
C350005 Appleby Line	1,897,968	1,708,171	189,797				
C350008 Surface Treatment Program	1,160,034	1,160,034					
C350128 Expanded Asphalt Program - Construction	4,839,330	789,330			1,235,000	2,815,000	
C350133 Expanded Asphalt Program - Design	236,772	236,772					
C350135 Milborough Line Rehabilitation	116,820	69,706					47,114
C350136 Burnhamthorpe Rd Rehabilitation	179,739	107,738					72,001
C350137 Campbellville Road - Guiderail Replacement	778,242	778,242					
<b>Total Rural Roads Redevelopment</b>	<b>9,208,905</b>	<b>4,849,993</b>	<b>189,797</b>		<b>1,235,000</b>	<b>2,815,000</b>	<b>119,115</b>



**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Active Transportation Redevelopment</b>							
C370107 James Snow Parkway Multi-Use Path Replacement	68,598	68,598					
<b>Total Active Transportation Redevelopment</b>	<b>68,598</b>	<b>68,598</b>					
<b>Active Transportation Growth</b>							
C381000 Boyne Multiuse (Asphalt Trails in Greenlands) Lit - W. of 16 Mile Creek	91,225		91,225				
C381001 Boyne Limestone Trails in Greenlands (W., Tremaine Rd. to 16 Mile Creek)	364,182		364,182				
C381002 Boyne Pedestrian Bridge - Minor Crossing	39,162		39,162				
C381004 Boyne Multiuse (Asphalt Trails in Greenlands) Lit - E. Side of 16 Mile Creek	312,981		312,981				
<b>Total Active Transportation Growth</b>	<b>807,550</b>		<b>807,550</b>				
<b>Bridges/Culverts Redevelopment</b>							
C390110 Bridge Needs Study	83,430	83,430					
C390112 Bridge/Culvert Rehab Needs - Construction	642,401	642,401					
C390128 Bridge/Culvert Rehab Needs - Design	228,058	228,058					
C390134 Fourth Line Nassagaweya Bridge Replacement (Structure 112)	240,908	240,908					
<b>Total Bridges/Culverts Redevelopment</b>	<b>1,194,797</b>	<b>1,194,797</b>					
<b>Storm Water Management Rehabilitation</b>							
C430003 Storm Sewer Network Program - Design	264,975	264,975					
C430004 Storm Sewer Network Program - Construction	3,633,480	1,633,480			2,000,000		
C430006 Mill Pond Rehabilitation	2,644,657	2,644,657					
C430007 Stormwater Pond Maintenance - Design	163,768	163,768					
C430008 Stormwater Master Plan	602,550	602,550					
<b>Total Storm Water Management Rehabilitation</b>	<b>7,309,430</b>	<b>5,309,430</b>			<b>2,000,000</b>		
<b>Storm Water Management Growth</b>							
C440106 Stormwater Management - Boyne	133,569		133,569				
C440107 Stormwater Management - Derry Green (BP2)	120,728		120,728				
C440109 Stormwater Management - Milton Education Village	130,803		130,803				
C440114 Stormwater Management - North Porta	133,900						133,900
<b>Total Storm Water Management Growth</b>	<b>519,000</b>		<b>385,100</b>				<b>133,900</b>

**Appendix 3 - CORS-065-22**  
**2023 Proposed Capital Budget - Project Expenses and Funding**

Description	Expenditures	Reserves / Reserve Funds	Development Charges	Capital Provision	Grants / Subsidies	Debentures / Long Term Liability	Recoveries / Donations
<b>Traffic</b>							
C400102 Traffic Infrastructure	79,416	79,416					
C400110 Traffic Safety Services Review	67,117	67,117					
C400112 Pedestrian Crossover (PXO) Program	108,342	108,342					
C400113 New Traffic Signals	376,352	37,635	338,717				
C400114 Preemption Traffic Control System	46,567	4,656	41,911				
C400124 Signal Interconnect Program Replacement	74,489	74,489					
C400126 Traffic Calming	85,068	85,068					
C400127 Intersection Pedestrian Signal (LSL at Diefenbaker St/Hamman Way)	177,037	177,037					
<b>Total Traffic</b>	<b>1,014,388</b>	<b>633,760</b>	<b>380,628</b>				
<b>Streetlighting</b>							
C410001 Street Light Inventory and Condition Assessment	451,720	451,720					
C410100 Street Lighting	69,368	69,368					
C410200 Street Light/Pole/Underground Power Renewal	67,221	67,221					
<b>Total Streetlighting</b>	<b>588,309</b>	<b>588,309</b>					
<b>Planning</b>							
C900103 Res/Non-Res Take Up/Land Needs Study	250,192	237,683		12,509			
<b>Total Planning</b>	<b>250,192</b>	<b>237,683</b>		<b>12,509</b>			
<b>Total Development Services</b>	<b>36,575,984</b>	<b>19,316,362</b>	<b>4,849,098</b>	<b>12,509</b>	<b>5,830,000</b>	<b>6,315,000</b>	<b>253,015</b>
<b>Library</b>							
<b>Library</b>							
C800100 Automation Replacement	235,448	235,448					
C800121 Collection - Replacement	476,866	476,866					
<b>Total Library</b>	<b>712,314</b>	<b>712,314</b>					
<b>Total Library</b>	<b>712,314</b>	<b>712,314</b>					
<b>Total Capital Budget and Forecast</b>	<b>63,041,951</b>	<b>37,335,735</b>	<b>10,999,165</b>	<b>695,144</b>	<b>5,937,047</b>	<b>7,815,000</b>	<b>259,860</b>

**Appendix 4 - CORS-065-22**  
**Transfers to/from reserves and reserve funds (\$ thousands)**

Reserve Name	Dec 31, 2021 Balance	Dec 31, 2022 Estimated Balance	Projected 2023 Activity					Dec 31, 2023 Estimated Balance	2023 Reserve Target
			Interest Earned	Contribution from Revenue	Other Revenue	Transfer to Capital <sup>1</sup>	Transfer to Revenue		
<b>Stabilization Reserves and Reserve Funds</b>									
Tax Rate Stabilization	\$8,019	\$8,981	\$-	\$-	\$-	\$-	\$(1,099)	\$7,882	\$7,438
Severe Weather	1,923	1,923	-	-	-	-	-	1,923	2,231
Building Rate Stabilization	5,184	13,383	294	3,998	-	(829)	-	16,846	11,980
<b>Subtotal</b>	<b>\$15,126</b>	<b>\$24,287</b>	<b>\$294</b>	<b>\$3,998</b>	<b>\$-</b>	<b>\$(829)</b>	<b>\$(1,099)</b>	<b>\$26,651</b>	
<b>Corporate Use Reserves</b>									
Insurance and Legal Matters	\$6,923	\$7,234	\$-	\$299	\$-	\$-	\$-	\$7,533	\$6,300
Per Unit Development Processing Fee	1,340	1,667	-	2,179	-	-	(548)	3,298	1,097
WSIB	4,034	4,270	-	436	-	-	(148)	4,558	6,000
<b>Subtotal</b>	<b>\$12,298</b>	<b>\$13,171</b>	<b>\$-</b>	<b>\$2,915</b>	<b>\$-</b>	<b>\$-</b>	<b>\$(696)</b>	<b>\$15,389</b>	
<b>Infrastructure Non Growth</b>									
Infrastructure Renewal - Roads & Structures, Traffic	\$13,694	\$34,062	\$-	\$13,557	\$-	\$(12,419)	\$(1,256)	\$33,944	\$82,249
Infrastructure Renewal - Stormwater	4,062	4,615	-	2,295	-	(3,207)	-	3,704	20,754
Infrastructure Renewal - Recreation, Facilities, Misc.	7,896	11,161	-	5,264	-	(2,208)	-	14,217	86,047
Information Technology	3,221	3,658	-	3,399	-	(3,676)	-	3,381	4,616
Studies and Other Non Growth Capital	2,992	452	-	1,317	-	(17)	-	1,751	1,945
Vehicles and Equipment Replacement	9,085	7,076	-	4,886	-	(2,563)	-	9,398	7,469
Canada Community-Building Fund	7,267	2,888	40	-	3,645	(6,040)	-	533	N/A
Ontario Lottery Corporation Proceeds	4,702	10,242	199	6,200	-	(8,700)	(287)	7,654	N/A
<b>Subtotal</b>	<b>\$52,919</b>	<b>\$74,152</b>	<b>\$239</b>	<b>\$36,919</b>	<b>\$3,645</b>	<b>\$(38,830)</b>	<b>\$(1,543)</b>	<b>\$74,582</b>	
<b>Infrastructure Growth</b>									
Growth Capital - Other	\$3,828	\$3,004	\$-	\$3,411	\$-	\$(3,185)	\$-	\$3,229	\$7,203
Capital Provision	12,609	9,229	-	8,428	-	(695)	(2,499)	14,462	N/A
Payment-in-Lieu of Land Conveyance	13,138	19,165	442	-	1,000	-	-	20,607	N/A
Cash-in-lieu of Parking	334	340	8	-	-	-	-	348	N/A
Development Charges	21,994	36,508	1,357	-	96,558	(73,833)	-	60,590	N/A
Post Period Capacity	-	(99)	(2)	-	-	(9,503)	-	(9,604)	N/A
<b>Subtotal</b>	<b>\$51,904</b>	<b>\$68,146</b>	<b>\$1,804</b>	<b>\$11,839</b>	<b>\$97,558</b>	<b>\$(87,217)</b>	<b>\$(2,499)</b>	<b>\$89,632</b>	

Note: 1) Transfer to Capital includes 2023 capital budget transfers and prior year commitments

**Appendix 4 - CORS-065-22**  
**Transfers to/from reserves and reserve funds (\$ thousands)**

Reserve Name	Dec 31, 2021 Balance	Dec 31, 2022 Estimated Balance	Projected 2023 Activity					Dec 31, 2023 Estimated Balance	2023 Reserve Target
			Interest Earned	Contribution from Revenue	Other Revenue	Transfer to Capital <sup>1</sup>	Transfer to Revenue		
<b>Program Specific</b>									
Property Transactions	\$8,067	\$15,839	\$361	\$447	\$-	\$-	\$-	\$16,648	N/A
Provincial Gas Tax	772	1,086	24	-	969	-	(969)	1,111	N/A
Election	627	28	-	225	-	-	-	253	N/A
Aggregate Permit Fees	125	194	-	1	-	-	-	195	N/A
Seniors' Fundraising	76	76	-	-	-	-	-	76	N/A
Arts Programming	6	6	-	-	-	-	-	6	N/A
Mayor's Legacy Fund	94	95	2	-	-	-	-	98	N/A
<b>Subtotal</b>	<b>\$9,767</b>	<b>\$17,326</b>	<b>\$388</b>	<b>\$673</b>	<b>\$969</b>	<b>\$-</b>	<b>\$(969)</b>	<b>\$18,387</b>	
<b>Board, Committee &amp; Other</b>									
Library Tax Rate Stabilization	\$805	\$805	\$-	\$-	\$-	\$-	\$-	\$805	\$531
Library Capital Infrastructure	1,107	1,135	-	679	-	(712)	-	1,102	1,240
DBIA Surplus	198	161	-	-	-	-	(30)	131	N/A
Provincial Government Transfer	85	-	-	-	-	-	-	-	N/A
Federal Government Transfer	-	-	-	-	-	-	-	-	N/A
<b>Subtotal</b>	<b>\$2,195</b>	<b>\$2,101</b>	<b>\$-</b>	<b>\$679</b>	<b>\$-</b>	<b>\$(712)</b>	<b>\$(30)</b>	<b>\$2,038</b>	
<b>Total</b>	<b>\$144,208</b>	<b>\$199,183</b>	<b>\$2,726</b>	<b>\$57,023</b>	<b>\$102,172</b>	<b>\$(127,588)</b>	<b>\$(6,836)</b>	<b>\$226,679</b>	

Note: 1) Transfer to Capital includes 2023 capital budget transfers and prior year commitments

**Appendix 5 - CORS-065-22  
2024-25 Proposed Operating Forecast**

Component	2024			2025			Comments
	Net Levy Impact \$ (000's)	Residential Tax		Net Levy Impact \$ (000's)	Residential Tax		
		per \$100K of Assessment*	% Change		per \$100K of Assessment*	% Change	
<b>Prior Year Tax Levy</b>	<b>\$87,985</b>	<b>\$293.61</b>		<b>\$99,016</b>	<b>\$317.54</b>		
<b>Inflation and Base Adjustments:</b>							
Inflation (MPI)	\$2,991	\$9.59	3.27%	\$3,268	\$9.78	3.08%	Inflation based on Municipal Price Index (MPI) and other miscellaneous status quo items.
Non-recurring & Reversal of One-Time Transfers	\$316	\$1.01	0.35%	\$825	\$2.47	0.78%	2024 includes reversal of miscellaneous 2023 one-time items, largely in area of IT (\$0.17M) and corporate training (\$0.1M). 2025 includes reduction in funding from Tax Rate Stabilization Reserve (\$0.70M) and reversal of cost reductions in administrative savings (\$0.13M).
Service Enhancements	\$252	\$0.81	0.28%	\$36	\$0.11	0.03%	Includes service level enhancements deferred within 2023 budget such as participation in Halton Region Smart Commute program (\$0.04M in 2024), introduction of Automated Speed Enforcement (\$0.07M in 2024 and \$0.03M in 2025), Green Pavement Markings (\$0.09M in 2024) and introduction of Subsidized Passes for Low Income Transit program (\$0.04M in 2023).
Infrastructure Deficit	\$1,300	\$4.17	1.42%	\$1,300	\$3.89	1.22%	Funding to gradually reduce the infrastructure deficit outlined in existing asset management plan.
Other Base Adjustments	\$499	\$1.60	0.54%	\$404	\$1.21	0.38%	Progression of fire staff through ranks (\$0.20M 2024 and 2025), annualization of staff positions starting mid 2023 (\$0.22M in 2025), continued conversion of seasonal operations staff to full time (\$0.07M in each of 2024 and 2025) and elimination of library fines (\$0.13M 2025).
<b>Total Inflation and Base Adjustments</b>	<b>\$5,358</b>	<b>\$17.18</b>	<b>5.85%</b>	<b>\$5,833</b>	<b>\$17.45</b>	<b>5.50%</b>	
<b>Growth Related:</b>							
State of Good Repair for Constructed & Assumed Assets	\$2,032	\$6.52	2.22%	\$4,870	\$14.57	4.59%	Lifecycle contributions to reserves based on budgeted and assumed assets in order to prevent a further increase in the infrastructure funding deficit.
Expanded Service Delivery to Growth Areas	\$1,664	\$5.34	1.82%	\$2,941	\$8.80	2.77%	Costs (materials, contracts etc.) of expanding service to growth areas e.g. road and park maintenance (\$0.5M in 2024 and \$0.7M in 2025), expansion of conventional transit to Boyne area (\$0.32M in 2025) and specialized transit to service Boyne and Derry Green (\$0.33M in 2025). Additional fire staffing in relation to Fire Master Plan (\$0.8M in 2024 and \$0.6M in 2025). Provision for growth staffing across organization (\$0.4M in 2024 and \$1.0M in 2025).
Other Growth-Related Impacts	\$1,977	\$6.34	2.16%	\$1,910	\$5.71	1.80%	Funding for legislated development charge exemptions (\$0.2M in each of 2024/2025), growth related increase to reserves (\$0.4M in 2024, \$1M in 2025), HRIS (\$0.1M in 2024), software licensing (\$0.3M in 2024), annualization of growth capital projects from 2023 (\$0.2M in 2024), Property Tax System (\$0.1M in 2024), CRM (\$0.1M in 2024), Library Bookmobile (\$0.2M in 2024), reduction in subdivision revenue (\$0.3M in 2024 \$0.4M in 2025), increase in tax write-offs (\$0.1M in each of 2024/2025) and transit facility maintenance (\$0.2M in 2025).
<b>Total Growth Related</b>	<b>\$5,673</b>	<b>\$18.20</b>	<b>6.20%</b>	<b>\$9,721</b>	<b>\$29.08</b>	<b>9.16%</b>	
<b>Total Increase in Levy</b>	<b>\$11,031</b>	<b>\$35.38</b>	<b>12.05%</b>	<b>\$15,554</b>	<b>\$46.53</b>	<b>14.65%</b>	
<b>Total Tax Levy</b>	<b>\$99,016</b>	<b>\$328.98</b>		<b>\$114,570</b>	<b>\$364.08</b>		
Estimated Assessment Growth (net of reductions)**	(\$3,568)	(\$11.44)	-3.90%	(\$7,112)	(\$21.28)	-6.70%	Forecast assessment growth based on updated residential growth forecast and expected industrial/commercial development.
<b>Forecasted Net Tax Levy Increase</b>	<b>\$7,463</b>	<b>\$317.54</b>	<b>8.15%</b>	<b>\$8,442</b>	<b>\$342.80</b>	<b>7.95%</b>	

\* Based on 2022 CVA values per 2022 Final Tax Levy By-law , CORS-028-22. Through the annual tax setting bylaw tax rates are re-calculated each year using current year assessment values.

\*\* This is the amount net of anticipated losses from Assessment Review Board appeals, Request for Reconsiderations, and Section 357 Applications (tax class changes, properties razed by fire, etc.).

CORS-065-22 - Appendix 6  
2024-32 Proposed Capital Forecast

Nine Year Capital Forecast and Financing Summary (\$ thousands)										
	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
<b>Program Expenditures</b>										
Transportation	\$60,685	\$102,762	\$68,435	\$30,764	\$34,786	\$53,336	\$42,310	\$31,117	\$84,583	\$508,777
Public Facilities	22,413	31,221	21,734	38,170	47,316	51,450	14,192	39,851	26,768	293,115
Parks & Trails	13,500	37,083	18,420	24,146	21,583	12,307	8,664	33,379	2,516	171,597
Development Studies/Financing	3,383	6,813	2,985	6,296	6,261	3,044	6,370	12,932	2,739	50,823
Information Technology	8,998	5,337	6,858	3,221	2,989	3,091	2,634	2,807	2,711	38,646
Transit	7,671	2,641	5,521	2,839	1,714	4,974	3,963	4,250	932	34,506
Storm Water Management	6,646	3,921	2,232	2,205	945	4,440	759	2,054	3,075	26,276
Operations Fleet	3,881	3,630	3,073	4,730	4,049	2,879	1,831	2,229	3,079	29,381
Fire	1,885	4,444	1,345	2,583	1,058	4,254	3,537	165	1,835	21,106
Parking	2,040	7,331	7,331							16,703
Library	1,720	1,334	805	836	889	2,370	1,890	923	923	11,689
Master Plans/Other Studies	544	48	356	671	461	48	118	447	473	3,165
<b>Total Expenditures</b>	<b>\$133,365</b>	<b>\$206,564</b>	<b>\$139,095</b>	<b>\$116,460</b>	<b>\$122,050</b>	<b>\$142,194</b>	<b>\$86,268</b>	<b>\$130,153</b>	<b>\$129,635</b>	<b>\$1,205,785</b>
<b>Financing</b>										
Developer Funding	\$71,040	\$129,387	\$78,962	\$59,589	\$55,623	\$76,393	\$26,169	\$71,415	\$75,345	\$643,922
Reserves and Reserve Funds	50,051	61,724	47,075	47,764	57,571	50,061	49,199	53,838	41,389	458,672
Tax Debentures	6,000	11,600	9,200	5,250	4,000	2,000	2,000	1,000	1,000	42,050
Grants & Subsidies	3,967	3,623	3,554	3,723	3,617	3,676	3,900	3,900	3,900	33,860
Development Charge Debentures	-	-	-	-	-	10,000	5,000		8,000	23,000
Recoveries and Donations	2,308	230	305	134	1,239	65				4,279
<b>Total Financing</b>	<b>\$133,365</b>	<b>\$206,564</b>	<b>\$139,095</b>	<b>\$116,460</b>	<b>\$122,050</b>	<b>\$142,194</b>	<b>\$86,268</b>	<b>\$130,153</b>	<b>\$129,635</b>	<b>\$1,205,785</b>



# The Corporation of the Town of Milton

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Report To: Council

From: Glen Cowan, Chief Financial Officer / Treasurer

Date: December 12, 2022

Report No: CORS-066-22

Subject: Ontario Regulation 284-09

**Recommendation:** THAT the compliance report for the expenses excluded from the 2023 budget outlined in report CORS-065-22 be approved as a requirement of Ontario Regulation 284-09 passed under the *Municipal Act, 2001*.

## EXECUTIVE SUMMARY

The Town of Milton is required under Ontario Regulation 284/09 to report on amortization, post-employment benefits and solid waste landfill closures and post-closure expenses that are excluded from the annual budget. For 2023, amortization of \$37.5 million has been excluded from the budget.

## REPORT

### Background

As a municipality, the Town is required to follow the accounting standards established by the Public Sector Accounting Board. Since the introduction of tangible capital asset accounting in 2009, the accounting standards have not required budgets to be prepared on a full accrual basis. The Town of Milton continues to prepare budgets on a modified accrual basis. The annual budget of a municipality is an important exercise, one which plans for current and future activities and acquisitions. A key outcome of the annual budget is a tax rate which Council approves. This tax rate is based on annual cash requirements and therefore does not include the PSAB requirements around accrual accounting and accounting for “non-financial assets and liabilities.” The lifecycle requirements for the nonfinancial infrastructure assets are instead captured in the operating budget through transfers to reserve and debt charge payments, with the related expenditure reflected in the capital budget. This approach provides a better reflection of the Town’s current and future investment needs for both financial planning and reporting purposes.

## Discussion

The Province of Ontario introduced Ontario Regulation 284/09 (O. Reg. 284/09), which allows a municipality to exclude from its annual budget estimated expenses related to the following:

- 1) Amortization
- 2) Solid waste landfill closure and post-closure
- 3) Post-employment benefits

The regulation requires that the municipality report on the impact of these excluded costs and, before adopting a budget for the year that excludes any of the expenses listed above, Council must adopt the report by resolution. The Town of Milton's 2023 proposed budget and associated tax levy excludes the following:

- a) Amortization expenses, estimated at \$37.5 million, since amortization is a non-cash expense<sup>1</sup>.
- b) Solid waste landfill closure and post-closure expenses as the Town does not have responsibility for landfill sites.

Post-employment benefits were discontinued for Town employees with the exception of the firefighters where, based on the Town's current Collective Agreement with the Milton Fire Fighter's Association, extended health care benefits are available up to age sixty five (65) for individuals who retire early. Furthermore, retirees are also eligible for an additional allowance of up to \$2,500 per year for a period of ten (10) years commencing on the day the employee reaches 65 years of age. To support financial reporting and planning, actuarial reviews are conducted to estimate the liability related to both fire fighters as well as the closed group of others employees who remain eligible under a previous program.

The 2023 budget accommodates the current year's post-employment benefit expenses for the Town's eligible retired employees.

## Financial Impact

This report ensures compliance with the requirements of O.Reg 284/09. Although amortization expenses are not an ideal method of determining the impairment of an asset, since it is used to attribute the capital cost over the life of the asset it can be one potential tool to predict the annual financial commitment required for future asset rehabilitation. As discussed in the Asset Management Plan report CORS-038-21, current annual contributions to capital reserves are not sufficient to maintain the lifecycle replacement requirements of the Town's growing asset base. Infrastructure funding strategies to address the Town's long-term infrastructure needs continue to be incorporated into the 2023 proposed budget, including contributions to reserves for lifecycle requirements of new assets. Although the annual incremental \$1.0 million contribution to the Infrastructure Renewal Reserve was eliminated from the 2023 budget to manage tax pressures, it is proposed to be re-instated over this term of Council so that the long-term financial position of the Town is not affected.





**THE CORPORATION OF THE TOWN OF MILTON**

**BY-LAW NO. 098-2022**

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD DECEMBER 12, 2022

**WHEREAS** it is deemed expedient that the proceedings of the Council of the Corporation of the Town of Milton (hereinafter referred to as "Council") at its meeting held on December 12, 2022 be confirmed and adopted by by-law;

**NOW THEREFORE** the Council of the Corporation of the Town of Milton hereby enacts as follows:

1. The proceedings and actions of Council at its meeting held on December 12, 2022 and considered by Council at the said meeting, and in respect of each Report, Motion, Recommendation and other actions passed and taken by Council at the said meeting are hereby adopted, ratified and confirmed.
2. The Mayor and proper officials of the Corporation of the Town of Milton are hereby authorized and directed to do all things necessary, and to obtain approvals where required, to give effect to the actions passed and taken by Council at the said meeting.

**PASSED IN OPEN COUNCIL ON DECEMBER 12, 2022.**

\_\_\_\_\_ Mayor  
Gordon A. Krantz

\_\_\_\_\_ Town Clerk  
Meaghen Reid

**THE CORPORATION OF THE TOWN OF MILTON**

**BY-LAW NO. 001-2023**

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD JANUARY 23, 2023

**WHEREAS** it is deemed expedient that the proceedings of the Council of the Corporation of the Town of Milton (hereinafter referred to as "Council") at its meeting held on January 23, 2023 be confirmed and adopted by by-law;

**NOW THEREFORE** the Council of the Corporation of the Town of Milton hereby enacts as follows:

1. The proceedings and actions of Council at its meeting held on January 23, 2023 and considered by Council at the said meeting, and in respect of each Report, Motion, Recommendation and other actions passed and taken by Council at the said meeting are hereby adopted, ratified and confirmed.
2. The Mayor and proper officials of the Corporation of the Town of Milton are hereby authorized and directed to do all things necessary, and to obtain approvals where required, to give effect to the actions passed and taken by Council at the said meeting.

**PASSED IN OPEN COUNCIL ON JANUARY 23, 2023.**

\_\_\_\_\_ Mayor  
Gordon A. Krantz

\_\_\_\_\_ Town Clerk  
Meaghen Reid