NORTH BAY
ONTARIO · CANADA
Just North Enough to be PERFECT

Committee Agenda

Committee Meeting of Council
March 11, 2013
at 7:00 p.m.

MEETINGS

FOR THE WEEK OF MARCH 11TH, 2013

Monday, March 11, 2013	7:00 p.m.	Committee Meeting of Council Council Chambers, 2nd Floor, City Hall

PRESENTATION

BUSINESS UNIT

Monday, March 11, 2013	7:00 p.m.	Fire Chief Grant Love Fire Department

GENERAL GOVERNMENT COMMITTEE

Chairperson:	**Councillor Lawlor**
Vice-Chair:	**Councillor Anthony**
Members:	**Councillors Bain, Maroosis**
Ex-Officio:	**Mayor McDonald**

GG-2011-16 Report from C.M. Conrad dated August 2, 2011 re Election campaign signs (C07/2011/ELECT/GENERAL).

GG-2012-10 Report from Laura Boissonneault / Margaret Karpenko dated November 21, 2012 re 2013 Administration Recommended Operating Budget (F05/2012/2013/OPEBU/GENERAL).

GG-2013-03 Report from Christina Murphy dated January 7, 2013 re *Provincial Offences Act* – Conflict of Interest Policy (P16/2013/POA/COIPOLCY).

▸GG-2013-04 Report from Lorraine Rochefort & Margaret Karpenko dated February 26, 2013 re 2013 Assessment Analysis & Tax Policy Review (F22/2013/TAXR/GENERAL).

GG-2013-05 Report from Al Lang & Margaret Karpenko dated February 25, 2013 re 2013 Development Charges (F21/2013/DEVCH/GENERAL).

GG-2013-04

Draft Recommendation:

"That Council adopts the 2013 Tax Policy recommendations:

i) That the 2013 tax ratios remain at the 2012 levels as follows:

Multi-Residential	- 2.2054	Pipeline	- 1.1656
Commercial	- 1.8822	Farmland	- 0.1500
Industrial	- 1.4000	Managed Forest	- 0.2500."

City of North Bay

Report to Council

Report No.: CORP 2013-07 Date: February 26, 2013

Originator: Lorraine Rochefort and Margaret Karpenko

Subject: 2013 Assessment Analysis & Tax Policy Review

RECOMMENDATIONS:

That the 2013 Assessment Analysis & Tax Policy Review Report be referred to Committee.

BACKGROUND:

As of the time of preparing this report, the 2013 municipal property tax levy required is estimated at $75,482,502, an increase of approximately $1,693,925, before growth.

The Municipal Property Assessment Corporation (MPAC) undertook its second province-wide reassessment in the fall of 2012. The first reassessment took place in 2008 for the 2009-2012 taxation years with a valuation date of January 1, 2008. The current reassessment is effective for the 2013-2016 taxation years and is based on a valuation date of January 1st, 2012.

Market increases in assessed value between January 1, 2008 and January 1, 2012 will be phased in over four years (2013-2016). The full benefit of a decrease is applied immediately.

Prior to the adoption of tax rates, municipalities are required on an annual basis to make many decisions in respect of tax policy that will affect the apportionment of the tax burden within and between tax classes.

In order to ensure that appropriate and locally sensitive tax policy choices can be made in a timely manner, a careful examination of the following relationships and circumstances must be undertaken:

1. Real assessment and revenue growth and/or loss that has occurred over the past year, which is the starting point, or revenue limit, for budgetary and rate setting purposes;

2. Assessment phase-in program tax impacts and changes to the assessment roll;
3. Property tax shifts and tax dollar impacts from 2013 phase-in assessments;
4. Tax ratio analysis. The effect of status quo and optional tax ratio scenarios on the distribution of the tax burden between tax classes, and
5. The impact of the mandatory "tax capping" protection program on both the capped and uncapped classes, including the effects of any optional capping tools that may be adopted by the municipality. Tax capping recommendations will be brought forward to Council in a separate report.

1. Real Assessment Growth:

Real assessment growth is generated by supplementary assessments resulting from new buildings, additions, new subdivisions, severances, etc. and reduced by reductions in assessment resulting from assessment appeals.

The following table outlines the growth experience for the past five years:

Year over Year Real Assessment Growth:

Taxation Year(s)	Real Assessment Growth %	Additional Tax Revenue
2008-2009	1.30%	$ 798,000
2009-2010	0.89%	$ 587,000
2010-2011	1.47%	$ 1,065,228
2011-2012	.61%	$ 414,463
2012-2013	.39%	**$ 289,267**

2012-2013 Real Assessment Growth by Tax Class:

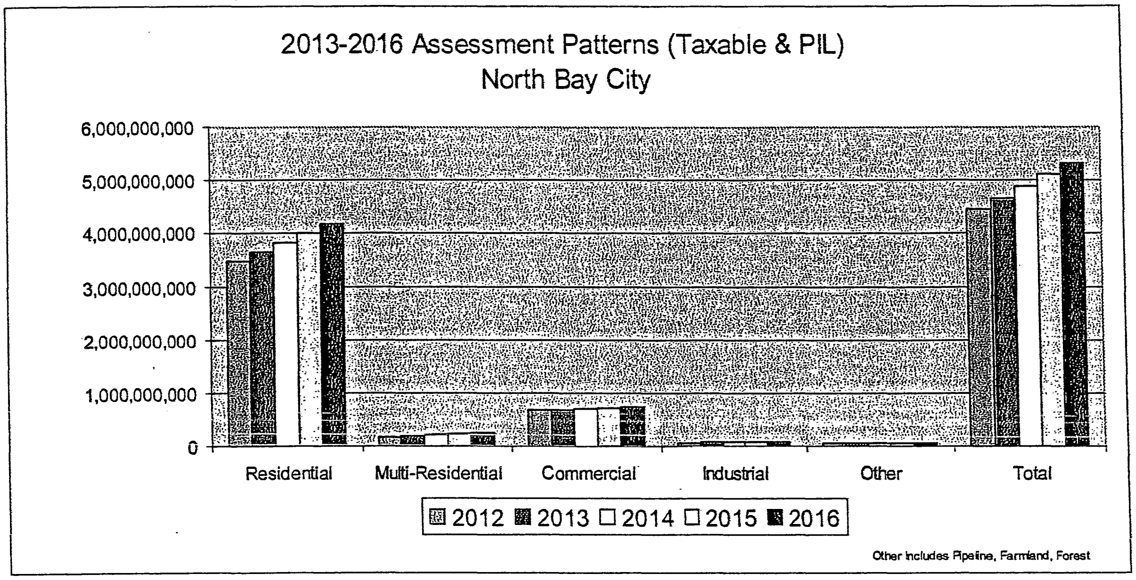
Tax Class	Growth %	Impact on Tax Levy
Residential	.99	$ 477,824
Multi-Residential	-4.68	-$ 269,189
Commercial	.59	$ 105,215
Industrial	-1.98	-$ 26,439
Managed Forest	-.60	-$ 48
Farmland	2.44	$ 19
Pipelines	.19	$ 1885
Total		**$ 289,267**

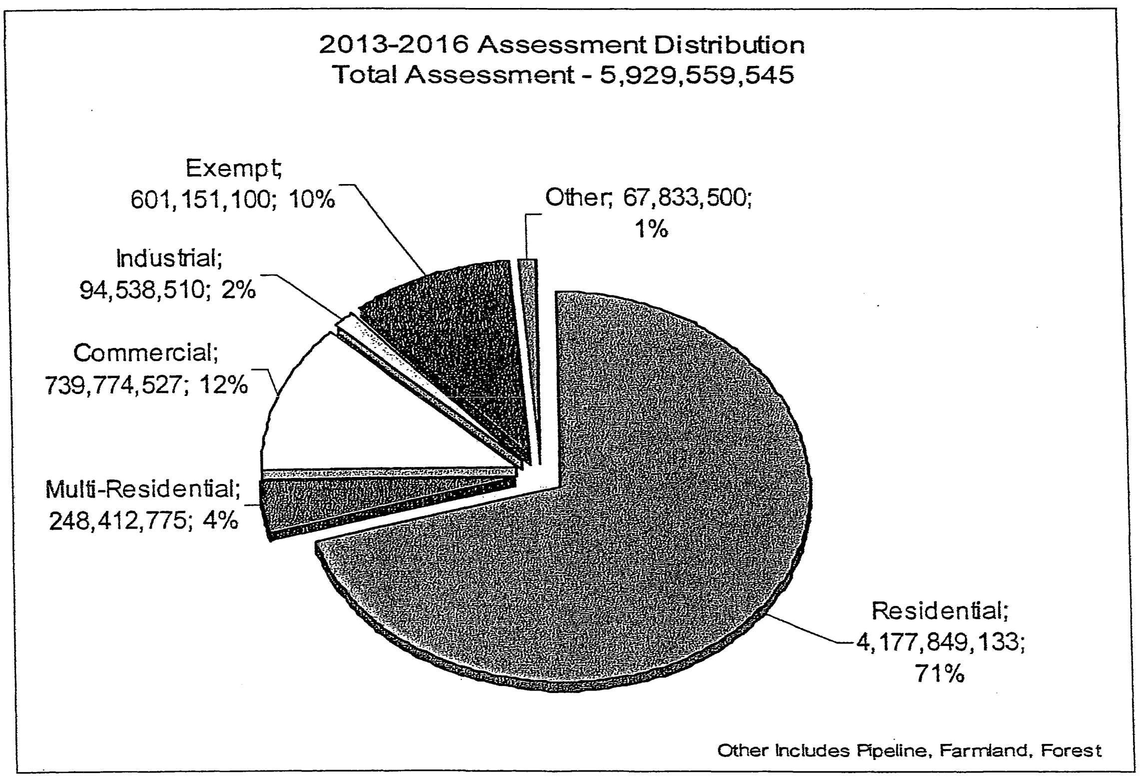
The multi-residential real assessment growth reduction is primarily as a result of properties converting to condominiums. When converted, the tax class changes from multi-residential to residential.

2. Assessment Phase-In Program:

In addition to growth related changes to the assessment roll, the progression and impact of the four-year phase-in program is also of central interest to the City.

The following chart outlines the 2012-2016 assessment patterns experienced by the City as a result of the reassessment.





2013-2016 Value Changes:

Tax Class	2013 Value % inc./dec.	2014 Value % inc./dec.	2015 Value % inc./dec.	2016 Value % inc./dec.	2013-2016 Total Value
Residential	4.87	4.90	4.67	4.46	20.27%
Multi-Res.	10.00	9.42	8.61	7.93	41.10%
Commercial	.92	3.43	3.32	3.21	11.31%
Industrial	7.87	7.87	7.29	6.80	33.33%
Pipeline	1.68	1.65	1.62	1.60	6.72%
Farmland	2.61	2.54	2.48	2.42	10.42%
Mg. Forest	-23.84	4.49	4.30	4.12	-13.58%
Total	4.54	4.90	4.67	4.46	19.90%

When analyzing the re-assessment results it is important to understand that the overall value is the market increase/decrease of that class from the valuation date of January 1, 2008 to the valuation date of January 1, 2012 for the 2013-2016 assessment years. Other factors such as assessment methodology changes also impact the overall results.

As noted in the chart, the multi-residential tax class is absorbing the highest shift. As we understand it, the change is as a result of the new assessment methodology employed by MPAC. For 2013 and onward, the "actual" rents for the properties are not factored into the calculation. A "fair market rent" for the class has been applied to all properties whereby contributing to the increased assessment levels noted above.

3. Property Tax Shifts and Tax Dollar Impacts - 2013 Phase-in Assessments:

Translating broad class assessment changes to tax dollar impacts (municipal and education) is demonstrated below, applying the 2012 tax ratios and the 2013 estimated tax rates. This analysis includes taxable properties only, does not include Payment In Lieu of Taxes (PIL) properties.

Tax Class	Tax Class Shift (based on 2012 Tax Ratios and estimated 2013 Tax Rates)	Tax Levy Shift
Residential	1.95%	$1,093,523
Multi-Residential	7.04%	$ 411,232
Commercial	-.77%	-$ 170,024
Industrial	5.80%	$ 125,916

Distribution of Taxes

The following chart reflects the distribution of tax increases by class, (municipal and education) and Payment In Lieu of Taxes properties and shows and the number of properties increasing and decreasing.

Tax Class	Municipal Tax increase	Education Tax Increase	Total Tax Increase	Properties increasing	Properties decreasing
Residential	$1,037,094	$ 43,694	$1,080,788	16,221	1,739
Multi-Res.	390,337	21,451	411,788	114	34
Commercial	(392,518)	50,945	(341,573)	812	427
Industrial	62,154	63,294	125,448	245	45
Other	(11,732)	(352)	(12,084)	22	24
Total	$1,085,335	$179,032	$1,264,367	17,414	2,269

The following chart reflects the tax impact to the Residential class.

$ Impact	Increasing Properties	Decreasing Properties
$ 0 - $100	12,361	1,315
$100 - $200	3,218	201
$200+	642	223
Total	16,221	1,739

Current Value Assessment Change Analysis and Tax Dollar Impacts

Residential properties – municipal taxes only

The assessed value of 197,250 is used in the following table is the 2013 average assessment of a single family dwelling not on water.

For comparative purposes the BMA Study defined a single family detached dwelling as a detached three-bedroom single storey home with 1.5 bathrooms and a one car garage. Total area of the house is approximately 1,200 sq. ft. and the property is situation on a lot that is approximately 5,500 sq. ft.

	Scenario 1	**Scenario 2**	**Scenario 3**
	0% increase in CVA	4.87% increase in CVA	2.6% increase in CVA
2012 CVA	**197,250**	197,250	197,250
2013 CVA	**197,250**	206,856	202,378
Dollar Change	0	9,606	5,108
Percentage Change	0%	4.87%	2.59%
2012 Taxation	$2,774	$2,774	$2,774
2013 Taxation	$2,702	$2,834	$2,772
Dollar change	-$ 72	$ 60	-$ 2
Percentage Change	-2.6%	2.3%	0%

Scenario 1: if a property's assessment remained constant year over year, the taxes would *decrease* by 2.6% which is the tax rate reduction from 2012.

Scenario 2: if a property's assessment increased by the 4.87% which is the broad class increase, the taxes would *increase* by 2.3% which is the tax levy increase before growth.

Scenario 3: a property's assessment could increased by 2.6% (tax rate reduction year over year) with minimal or no tax dollar impact.

4. Tax Ratios:

For 2013, the Municipal Act continues to provide municipalities with a range of tax policy tools that may be used to alter the distribution of the tax burden both within and between tax classes. Tax ratios may be adjusted to affect the level of taxation on different tax classes.

Municipalities are required to establish tax ratios for the multi-residential, commercial, industrial and pipeline classes prior to finalizing tax rates for this year's tax cycle. Established ratios ultimately govern the relationship between the rate of taxation for each affected class and the tax rate for the residential property class.

The tax ratio for the residential class is legislated at 1.0, while the farm and managed forest classes have a prescribed tax ratio of 0.25. Municipalities do have the flexibility to set a tax ratio for the farm class that is below 0.25. Council reduced the farm class ratio to 0.15 in 2003.

In setting tax ratios for all other property classes, municipalities must do so within the guidelines prescribed by the Province. Council may choose to:

- adopt the current tax ratio for any class (2012 adopted);
- establish a new tax ratio for the year that is closer to or within the Range of Fairness. This option gives the City the flexibility to reduce tax ratios as per the Long Term Tax Policy;
- revenue neutral transition ratios to mitigate phase-in related tax shifts between classes.

An analysis has been undertaken to show the effects of the following tax ratio scenarios for the affected classes using the municipal levy only.

1. Status quo 2012 ratios
2. Reduced ratios as per Long Term Tax Policy
3. Revenue neutral ratios (maximum)

Tax Ratio Comparison:

Property Class	1. 2012 Tax Ratios Status Quo	2. 2013 Tax Ratios Long Term Tax Policy	3. 2013 Revenue Neutral Tax Ratios	**Tax Policy Target**
Residential	1.000000	1.000000	1.000000	**1.000000**
Multi-Res.	2.205400	2.167200	2.101877	**1.400000**
Commercial	1.882200	1.859600	1.965605	**1.400000**
Industrial	1.400000	1.400000	1.366225	**1.400000**
Farmlands	.150000	.150000	.150000	**.150000**
Managed Forest	.250000	.250000	.250000	**.250000**
Pipelines	1.165600	1.165600	1.201775	**1.165600**

2013 Reassessment Tax Shifts using alternate tax ratios:

	Scenario 1		Scenario 2		Scenario 3	
Tax Class	**Class Shift 2012 Tax Ratios Increase/ (decrease)**	**Tax Levy Shift**	**Class Shift using Tax Policy reductions**	**Tax Levy Shift**	**Class Shift Max. Rev. Neutral Tax Ratios**	**Tax Levy Shift**
Residential	1.95%	$1,093,523	2.31%	$1,297,612	1.38%	$773,636
Multi-Res.	7.04%	$ 411,232	5.72%	$333,702	1.73%	$101,224
Comm.	-.77%	$ -170,024	-1.30%	$ -287,017	1.74%	$383,570
Industrial	5.80%	$125,916	6.06%	$131,625	3.85%	$83,719

(Comparison of residential and protected classes only. Offsetting balance to the residential shift includes all tax classes)

Scenario 1 - represents the tax class shift as a result of the 2013 phased-in assessment. The multi-residential tax class is absorbing the highest shift at 7.04%.

Scenario 2 - represents the tax class shifts if tax ratios reduced in the commercial and multi-residential tax classes as per the Long Term Tax Policy. This results in an increase to the levy in the residential and industrial tax classes and a reduction to the multi-residential and commercial levies.

Scenario 3 - represents the tax class shifts if the "revenue neutral" tax ratios were imposed which retains the same distribution of taxes between the property classes that existed in 2012. This results in a substantial increase to the commercial levy and a reduction to all other classes.

Tax Reductions for Mandated Subclasses of Vacant Land/Units:

Municipalities must pass by-laws to reduce the tax burden on vacant commercial and industrial land. The by-law identifies the reduction as a percentage discount of the occupied tax rate.

Section 313 of The Municipal Act provides two options as follows:

Vacant Commercial and Industrial:

1) Use legal default reductions of 30% and 35% for the commercial and industrial classes respectively, or
2) Set a uniform discount rate for both classes anywhere between 30% and 35%.

The City has chosen to set a uniform rate of 30% for both classes and passes a by-law annually to adopt the discount rates.

Administration continues to recommend this policy.

Long Term Tax Policy

Council adopted a Long Term Tax Policy in 2005 which introduced the following goals and implementation plans:

To reduce tax ratios for the multi-residential and commercial classes to 1.400 over a twenty-five year period *only if the tax burden shifts can be offset by real assessment growth.*

- To consider annually a transfer of excess supplementary taxes in the multi-residential and commercial classes to a Tax Policy Reserve Fund.
- To accelerate the movement toward full Current Value Assessment for all properties in the capped classes utilizing the capping options available.
- To fund the cost of the mandatory capping program within each class.
- To consider annually the options to fund a portion of the cost of the mandatory capping program from the Tax Policy Development Reserve Fund.

Administration continues to recommend this policy.

Tax Policy Reserve Fund

To facilitate implementation of the Tax Policy, Council established a Tax Policy Development Reserve Fund in 2004 as follows:

- To transfer excess supplementary municipal taxes in the commercial and multi-residential classes to a Tax Policy Development Reserve.
- Excess amount to be based on year-end report from Chief Financial Officer.
- The total balance as at December 31, 2012 is $346,502.52.

Administration continues to recommend this policy.

2013 Tax Policy Options:

Mandatory Capping Options:

Tax capping recommendations will be brought forward to Council in a separate report.

Tax Ratios Options:

1. To reduce the multi-residential and commercial tax ratios using real assessment growth as follows:

   - Multi-residential tax ratio by .0382 from 2.2054 to 2.1672
   - Commercial tax ratio by .0226 from 1.8822 to 1.8596

2. To adopt tax ratios to the maximum revenue neutral transition ratios to avoid shifts that have occurred between property classes as a result of the 2013 phase-in reassessment.

3. To maintain the 2012 tax ratios for the 2013 year as follows:

Multi-residential	- 2.2054	Pipeline	- 1.1656
Commercial	- 1.8822	Farmland	- 0.1500
Industrial	- 1.4000	Managed Forest	- 0.2500

OPTIONS / ANALYSIS:

Option 1:

To reduce the 2013 tax ratios as per the Long Term Tax Policy as follows:

- Multi-residential tax ratio by .0382 from 2.2054 to 2.1672
- Commercial tax ratio by .0226 from 1.8822 to 1.8596

The Long Term Tax Policy requires that the reductions be funded by real assessment growth. The multi-residential reduction did not realize growth, but a large decrease in the amount of $269,189.00. Therefore, the multi-residential reduction is not an option.

The cost to fund the commercial reduction is $116,993.00. The commercial tax class realized growth in the amount of $105,215.00 therefore growth would not fully fund the cost of the reduction. Therefore, the commercial reduction is not an option.

<u>Option 2:</u>

To increase the tax ratios to the maximum revenue neutral transition ratios would mitigate the tax shift to the multi-residential and industrial tax classes.

The analysis shows that although the shifts to the residential, multi-residential and industrial classes would be reduced the commercial class would bear the burden.

The Long Term Tax Policy has set the industrial tax ratio of 1.40 as the destination tax ratio for the multi-residential and commercial tax classes. Revenue neutral ratios would further reduce the destination industrial ratio and increase the commercial ratio which is in contravention of the Policy and a step backward in Council's long term vision as it relates to tax ratios.

At Council's strategic session in September, Administration heard the primary goals of economic development and focus on expanding sports tourism and revitalization of the downtown core. Although Revenue Neutral ratios have some favourable results for all other classes, the increased burden on the commercial sector is significant and may have long term impacts to Council's strategic goals.

Therefore Administration is not recommending a change.

<u>Option 3:</u>

1) To maintain the 2012 tax ratios for the 2013 year as follows:

• Multi-Residential	- 2.2054	Pipeline	- 1.1656
• Commercial	- 1.8822	Farmland	- 0.1500
• Industrial	- 1.4000	Managed Forest	- 0.2500

Tax ratios have been reduced from the 1998 transition ratios from 2001-2008 in an effort to redistribute the relative tax burden in the non-residential tax classes.

The analysis shows that any change to the tax ratios for 2013 is in contravention of the Long Term Tax Policy.

RECOMMENDED OPTION:

<u>Option 3</u> is the recommended option.

That Council adopts the 2013 Tax Policy recommendations as follows:

i) That the 2013 tax ratios remain at the 2012 levels as follows:

Multi-Residential	- 2.2054	Pipeline	- 1.1656
Commercial	- 1.8822	Farmland	- 0.1500
Industrial	- 1.4000	Managed Forest	- 0.2500

ii) That the 2013 Capping Program recommendations be brought forward under a separate report.

Respectfully submitted,

L. Rochefort

Lorraine Rochefort, AMCT
Manager of Revenues & Taxation

M. Karpenko

Margaret Karpenko, CMA
Chief Financial Officer/Treasurer

I/We concur in this report and recommendations.

J. D. Knox.

Jerry Knox
Chief Administrative Officer

Personnel designated for continuance: Manager of Revenues & Taxation
Chief Financial Officer/Treasurer

FINSERV/LORRAINE/TAX POLICY/ASSESSMENT TAX POLICY REVIEW REPORTS/2013/2013-07 2013 ASSESSMENT & TAX POLICY REPORT

COMMUNITY SERVICES COMMITTEE
Monday, March 11, 2013

Chairperson:	**Councillor Mendicino**
Vice-Chair:	**Councillor Mayne**
Member:	**Councillor Vaillancourt**
Ex-Officio:	**Mayor McDonald**

CS-2001-35 Rezoning applications by Consolidated Homes Ltd. – Golf Club Road (D14/2001/CHLTD/GOLFCLUB).

CS-2003-37 Condominium application by Rick Miller on behalf of New Era Homes Ltd. - McKeown Avenue (D07/2003/NEHL/ MCKEOWN).

CS-2004-29 Rezoning and Plan of Subdivision applications by Rick Miller on behalf of Grand Sierra Investments Ltd. - Sage Road (D12/D14/2003/GSIL/SAGERD).

CS-2011-04 Motion moved by Councillor Mayne on January 24, 2011 re Designated Off-Leash Dog Area (R00/2011/PARKS/DOGPARK).

►CS-2013-01 Report from Dorothy Carvell dated February 13, 2013 re Transit Bus Fare Increases (T03/2013/TRANS/GENERAL).

CS-2013-02 Report from Peter Carello dated February 15, 2013 re Official Plan Amendment & Rezoning application by Miller & Urso Surveying Inc. on behalf of Daniel Bryer & George Franko – 2677 Trout Lake Road (D09/D14/2012/BRYER/2677TLR).

CS-2013-03 Report from Peter Carello dated February 15, 2013 re Official Plan Amendment & Rezoning application by Miller & Urso Surveying Inc. on behalf of Trout Lake Mall Inc. – 2653 Trout Lake Road (D09/D14/2012/2653TLR).

CS-2013-04 Report from Peter Carello dated February 15, 2013 re Rezoning application on behalf of Miller & Urso Surveying Inc. on behalf of Paul William Turcotte – 295 Carmichael Drive (D14/2012/TURC/CARMICHA).

CS-2013-01

Draft Recommendation:

"That Council approve Transit Fare increases:

1. Effective April 1, 2013 – cash fare of $.25, Monthly Pass of $2.00 and 10 Trip card of $2.25; and

2. Effective April 1, 2014 – cash fare of $.25, Monthly Pass of $2.00 and 10 Trip card of $2.25."

703/13/TRANS/GENERAL) .0001

CITY OF NORTH BAY

REPORT TO COUNCIL

Report No: CSBU 2013-01 **Date**: February 13, 2013

Originator: Dorothy Carvell, Transit Manager

Subject: Transit Bus Fare Increase

RECOMMENDATION

That Council approve Transit Fare increases:

1. Effective April 1, 2013 - cash fare of $.25, Monthly Pass of $2.00 and 10 Trip card of $2.25, and
2. Effective April 1, 2014 - cash fare of $.25, Monthly Pass of $2.00 and 10 Trip card of $2.25.

BACKGROUND

In January 2006, cash fares only were increased by $.25 (twenty-five cents) bringing them to $2.25. A revenue increase of $120,000 was anticipated for 2006. This increase was not realized as customers quickly moved from paying cash fares to purchasing monthly passes and 10-Trip cards.

In April 01, 2012, cash fares only were increased by $.25 bringing cash fare to $2.50. Once again the anticipated revenue increase was not realized.

Bus Monthly passes have not increased since 2008 at which time there was a $5.00 increase by way of Council Resolution 2008-11.

Currently requested is a bus Pass increase of $2.00. To a customer, based on a minimum of 40 rides a month, this is approximately $.05 (5 cents) per ride. Passes may be used for unlimited rides. This still provides significant savings for customers using passes over cash fares. Based on 40 rides per month, paying cash fare, amounts to $110.00.

Raising cash fares will keep North Bay comparable to other Transit systems cash fares. The price of passes will put North Bay slightly higher in comparison to other Transit systems. (see attached comparisons). The increase in the price of fares, both cash and passes, is projected to generate an additional $102,000 in 2013, if implemented April 1, 2013 and a $152,000 in 2014.

The Transit Department is reporting an increase of 6.1% for the 2013 budget. This is mostly comprised of increased costs associated to increase in fuel prices and maintenance costs due to changes in MTO regulations and legislated emission controls. Transit strives to maintain a Revenue to Cost (R/C) ratio of 55% or higher. Attached is an overview of the R/C ratio from 2004 - 2012.

OPTIONS/ANALYSIS:

OPTION 1:

That Council approve Transit Fare increases:

1. effective April 1, 2013 - cash fare of .25, Monthly Pass of $2.00 and 10 Trip card of $2.25.
2. effective April 1, 2014 - cash fare of .25, Monthly Pass of $2.00 and 10 Trip card of $2.25.

OPTION 2:

Do not approve the increase. By not implementing an increase in fare prices, Transit will require an increase in contributions from the City's general revenue stream.

RECOMMENDED OPTION: OPTION 1:

THAT COUNCIL APPROVE TRANSIT FARE INCREASES:

1. EFFECTIVE APRIL 1, 2013 - CASH FARE OF .25, MONTHLY PASS OF $2.00 AND 10 TRIP CARD OF $2.25.
2. EFFECTIVE APRIL 1, 2014 - CASH FARE OF .25, MONTHLY PASS OF $2.00 AND 10 TRIP CARD OF $2.25.

Respectfully submitted,

Dorothy Carvell
Transit Manager

I concur with this report and recommendations.

Peter Chirico
Managing Director, Community Services

We concur with this report and recommendation

Jerry D. Knox
Chief Administrative Officer

Margaret Karpenko
Chief Financial Officer, Treasurer

Personnel designated for continuance: Dorothy Carvell

attach.

CURRENT TRANSIT FARES AND 2013, 2014 INCREASES

Fare	2012	Proposed 2013	Proposed 2014
Cash			
Adult	2.50	2.75	3.00
Student	2.50	2.75	3.00
Reduced	2.50	2.75	3.00
Passes			
Adult	80.00	82.00	84.00
Student	65.00	67.00	69.00
Reduced	55.00	57.00	59.00
10 Trip Card	22.50	24.75	27.00
Term 1 - Student			
Sept. - Dec	220.00	228.00	236.00
Term 2			
Jan - April	220.00	228.00	236.00
Jan - June	330.00	342.00	350.00
Term Child			
Jan - April	190.00	198.00	206.00
Jan - June	280.00	292.00	300.00

MONTHLY PASS PRICE COMPARISONS –

Transit System	Adult	Student	Reduced	Fare request
NORTH BAY	$80.00	$65.00	$55.00	$2.00 INCREASE EACH YEAR
NIAGARA TRANSIT	74.00	58.00	58.00	$3.00 INCREASE EACH YEAR
BARRIE	80.00	62.00	52.50	3% PER YEAR INCREASE
SUDBURY	76.00	70.00	46.00	$1.00 TO$2.00 PER YEAR
TIMMINS	68.00	53.00	53.00	$1.00 INCREASE
CORNWALL	61.00	54.00	38.00	$2.00 INCREASE
MILTON	64.00	45.00	45.00	NO INCREASE
ORILLIA	55.00	45.00	40.00	45.00/46.00/47.00 FARE STRUCTURE UNDER REVIEW
SAULT STE MARIE	60.00	?	50.00	NO INCREASE
KINGSTON	68.25	50.50	46.25	TOTAL FARE STRUCTURE UNDER REVIEW

CASH FARE COMPARISONS –

Transit System	Adult	Student	Reduced	Fare Request
NORTH BAY	$2.50	$2.50	$2.50	.25 INCREASE EACH YEAR
NIAGARA	2.65	2.30	2.30	.10 INCREASE EACH YEAR
BARRIE	2.85	2.85	2.50	3% INCREASE PER YEAR
SUDBURY	2.70	2.70	2.05	.05 TO .10 CENTS INCREASE PER YEAR
CORNWALL	2.75	2.75	2.756	NO INCREASE
MILTON	3.00	3.00	3.00	NO INCREASE
ORILLIA	2.25	1.50	1.75	ALL TO $2.00 FARE STRUCTURE UNDER REVIEW
SAULT STE MARIE	2.50	2.50	2.50	NO INCREASE
KINGSTON	2.50	2.25	2.25	TOTAL FARE STRUCTURE UNDER REVIEW

REVENUE/COST RATIO – CUTA STATS 2011

CITY COMPARISONS

NORTH BAY	56%
NIAGARA	31%
BARRIE	44%
SUDBURY	42%
CORNWALL	31%
MILTON	23%
ORILLIA	51%
SAULT STE MARIE	32%
KINGSTON	40%

REVENUE TO COST RATIO NORTH BAY YEARLY COMPARISON

R/C RATIO	2004	2005	2006	2007	2008	2009	2010	2011	2012
NORTH BAY	63%	61%	61%	58%	52%	56%	56%	56%	56%

Chairperson:	**Councillor Vrebosch**
Vice-Chair:	**Councillor Koziol**
Member:	**Councillor Campbell**
Ex-Officio:	**Mayor McDonald**

EW-2010-03 Report from A. Korell/J. Houston dated March 26, 2010 re Kate Pace Way west end bike route connection between Memorial Drive and Gormanville Road (R05/2010/KPWTR/WESTENDR).

ITEMS REFERRED BY COUNCIL FOR A REPORT

DATE	ITEM
March 29, 2005	Backflow Prevention Program survey of all industrial, commercial and institutional buildings **(due September 2005)**.
September 21, 2009	Review, update and consolidation of Noise By-Law **(due June 30, 2010)**.
March 8, 2010	Comprehensive Long-Term Financial Plan **(due April 30, 2010)**.
May 3, 2010	Track the net financial benefits created through increased assessment as a result of the Airport Industrial Community Improvement Plan sites being developed.
January 24, 2011	Comprehensive review of City owned Lake Nipissing accesses.
July 4, 2011	Comprehensive Status Report relating to BCIP **(due July 2014)**.
August 2, 2011	Review of smoking at City facilities and commercial establishment patios.
August 15, 2011	Effectiveness of the Residential Rental Housing By-Law **(due May 2013)**.
July 16, 2012	Review of water and sewage rates for the dispensing facility on Patton Road **(due March 2013)**.