

Public Works Department Budget Presentation 2025 Budget



2025 Work Plan Highlights

1. Increase Dust Layer Materials to better serve our rural residents
2. Repairs to existing Catch Basins
3. Investigate Public Works Software
4. Continuation of winter parking lot maintenance
5. Introduction of Summer Student

Public Works

Net operating levy is \$4,440,314 for 2025, an increase of \$559,346 over 2024.

Major cost drivers for the Public Works budget include:

- Salaries, Wages and Benefit increases of \$273,000
 - Internal Rent Transfers of approximately \$236,000 from Other Departments (reduced expenditures in other departments and transferred to Public Works)
 - Dust Layer Materials Increase of \$45,000
 - Patching Materials Increase of \$15,000
 - Beaverton Patrol Yard Heating increases of \$12,555
 - Plowing and Sanding Materials increases of \$1,000
- Hydro Reserve revenue draw has been increased by \$15,000
 - Increased equipment reserve contribution of \$134,441 funded by Rate Stabilization.

Township of Brock - 2025 Budget Public Works - Operating Summary

	2024	2025
	\$	\$
Revenue		
User Charges	-75,000	-75,000
Ministry of Natural Resources	-152,000	-152,000
Rate Stabilization	-184,000	-267,255
Reserve	-50,000	-65,000
	<u>-461,000</u>	<u>-559,255</u>
Total Revenue		
	\$	\$
Expenses		
Salaries, Wages and Benefits	1,686,272	1,959,587
Employee Related Expenses	11,200	11,200
Operating Materials, Supplies and Services	913,847	930,572
Gasoline	0	258,000
Maintenance	0	420,000
Licencing	0	23,835
Internal Rent	667,749	0
Contracted Services	40,000	40,000
Utilities and Fuel	59,600	54,590
Reserve Transfers	963,300	1,301,785
	<u>4,341,968</u>	<u>4,999,569</u>
Total Public Works Expenses		
	<u>3,880,968.00</u>	<u>4,440,314.00</u>
Levy Requirement		559,346.00

Other Transportation

Net levy requirement for 2025 is approximately \$628,269, an increase of \$103,854 over 2024.

The biggest increase for 2025 budget is a result of Parking Lot Snow Removal Contracts. The estimated increase in this area for 2025 is approximately \$131,568 (this has been partially reduced by a transfer of internal rent of \$23,465 to the Public Works Budget).

The overall increase has been partially reduced by the transfer of Internal Rent from Other Transportation into the Public Works Budget.

The Interim Director of Public Works plan to review this contract for 2025/2026 and will also bring a report to Council outlining steps moving forward such as potential lots to be maintained by staff and which to be maintained by external contractors.

Township of Brock - 2025 Budget
Other Transportation - Operating Summary

	2024	2025
Revenue	\$	\$
Total Revenue	-	-
Expenses	\$	\$
Salaries, Wages and Benefits	46,950	48,061
Operating Materials, Supplies and Services	128,700	256,398
Transfers to Reserves	190,000	190,000
Utilities and Fuel	135,300	133,810
Internal Rent	23,465	0
Total Other Transportation Expenses	<u>524,415</u>	<u>628,269</u>
Levy Requirement	<u>524,415.00</u>	<u>628,269.00</u>
Levy Increase (Decrease)		103,854.00

Refuse

Net levy for the Refuse Department in 2025 is estimated to be \$41,569, which is a decrease of approximately \$17,161 over 2024.

The levy in the refuse department has decreased for 2025 as result of the reallocation of Internal Rent of from the Refuse Department Budget to the Public Works budget.

Township of Brock - 2024 Budget
Refuse - Operating Summary

	2024	2025
Revenue		
	\$	\$
Total Revenue	-	-
Expenses		
	\$	\$
Salaries, Wages and Benefits	31,690	32,439
Internal Transfers	18,540	0
Operating Materials, Supplies and Services	8,500	9,130
Total Refuse Expenses	58,730	41,569
Levy Requirement	58,730.00	41,569.00
Levy Increase (Decrease)		-17,161.00

New Initiatives and Staffing Requests

Power Take-Off (PTO) Tax Rebates

Each Tandem or Single Axle truck has a front mount PTO that consume fuel to run. The fuel used to drive the PTO is not subject to federal road tax and can be rebated to the Township. This is time consuming and complicated; a company will need to be hired to make and submit the application. There is no increase to the tax levy as the company charges 40% of the rebate leaving 60% for the Township. The first year the company can calculate the rebate up to 5 years previous.

Transnomis Municipal511

Introduction of a traffic management platform designed to help municipalities manage road networks more efficiently through improved communication with real-time traffic and road conditions, efficient road maintenance coordination and improved emergency response coordination.

Summer Student

Assistance with annual site inspections and minor condition assessments as it pertains to stormwater infrastructure, sign reflectivity, streetlight LED conversion locations and other tasks as required. This position would also be instrumental in monitoring bridges and culverts identified in the 2025 structures study and assisting the Capital Projects Coordinator with scheduling and collecting data for tendering purposes.

Risks to Township if New Initiatives Do Not Advance

Power Take-Off (PTO) Tax Rebates

By not taking advantage of this program, the Township would not be able to utilize the tax rebate.

Summer Student

With the assistance of a summer student enrolled in a civil engineering program the Township would be better able to tailor the Capital Projects Coordinators portfolio to maintain further asset condition monitoring, tracking and project management.



2025 Capital Projects

Total 2025 Capital Budget is estimated to be \$2,960,000 as follows:

Phase 3 of the Road Rehabilitation Plan

- Concession 1 Thorah Between Hwy 12 and Simcoe Street
- Concession 2 Thorah between Hwy 12 and Simcoe Street
- Concession 3 Thorah East of Sideroad 17 to Hwy 12

Gravel Placement Program

- Yearly maintenance program for gravel roads

Sidewalk Installations

- Continuation of the Sidewalk Master Plan and working towards having all streets in the urban centres with an accessible sidewalk on one side of the street

Double Surface Treatment Program

Slurry Seal

Concession 14(B), 11(B) and 13(B)

HL2 Program

Doble Street, Pine Street, Windor Crt., Laidlaw St. N and North St.

Sidewalk Repairs

- Removal and replacement of sidewalks along Munro Street

Bridge Needs Study

- Essential in providing an inventory of bridges and their conditions for asset management

Boundary Road Agreements

- Commitments to neighboring municipalities with boundary roads in which responsibility is shared.

Fleet

- Tandem Axle Plow replacement
- Crew Cab Dump Body Pick-up Replacement

Risk to Township if Capital Projects Do Not Advance

Capital road works are essential to prevent further infrastructure deterioration, managing maintenance costs, managing liability and safety risks and maintaining overall resident satisfaction.

Should the Township not move forward with the rural road rehabilitation a communication plan would need to be implemented for affected residents and adjustments would need to be made to the current plan and could potentially extend the program over a longer period than initially intended.

The Gravel placement program was not completed in 2024, should the Township decide to forego the program for a second year it could be detrimental to the drainage, erosion control, and overall road condition. Additionally, it would make the maintenance of these roads increasingly difficult and expensive.

The Sidewalk master plan was created to outline a timeline for all streets within the urban centres of Brock to have accessible pedestrian sidewalks, should the Township decide not to move forward with the plan this year it would put the Township a year behind the planned schedule. Similarly, removal and replacement of the sidewalks along Munro Street in Cannington would mean being behind schedule and could pose an additional liability.

Completing the Bridge Needs Study is a requirement for the asset management plans under Ontario Regulation 588/17, if not completed the Township is at risk of not being compliant.

Cost-sharing is outlined in the Boundary agreements with neighboring municipalities and if the Township does not contribute then they risk not being compliant with the agreement and may result in higher costs down the road.

Fleet management is an essential part of the Roads department for proper maintenance of the roads. Should the tandem or Crew Cab with Dump box replacement not be received the Township risks a lower maintenance standard in areas such as winter control services and garbage removal. Additionally, the wait time to receive new equipment is quite long, most notably for plow replacements, which is around 18 months from order placement.

