

2021 State of the Local Infrastructure Report

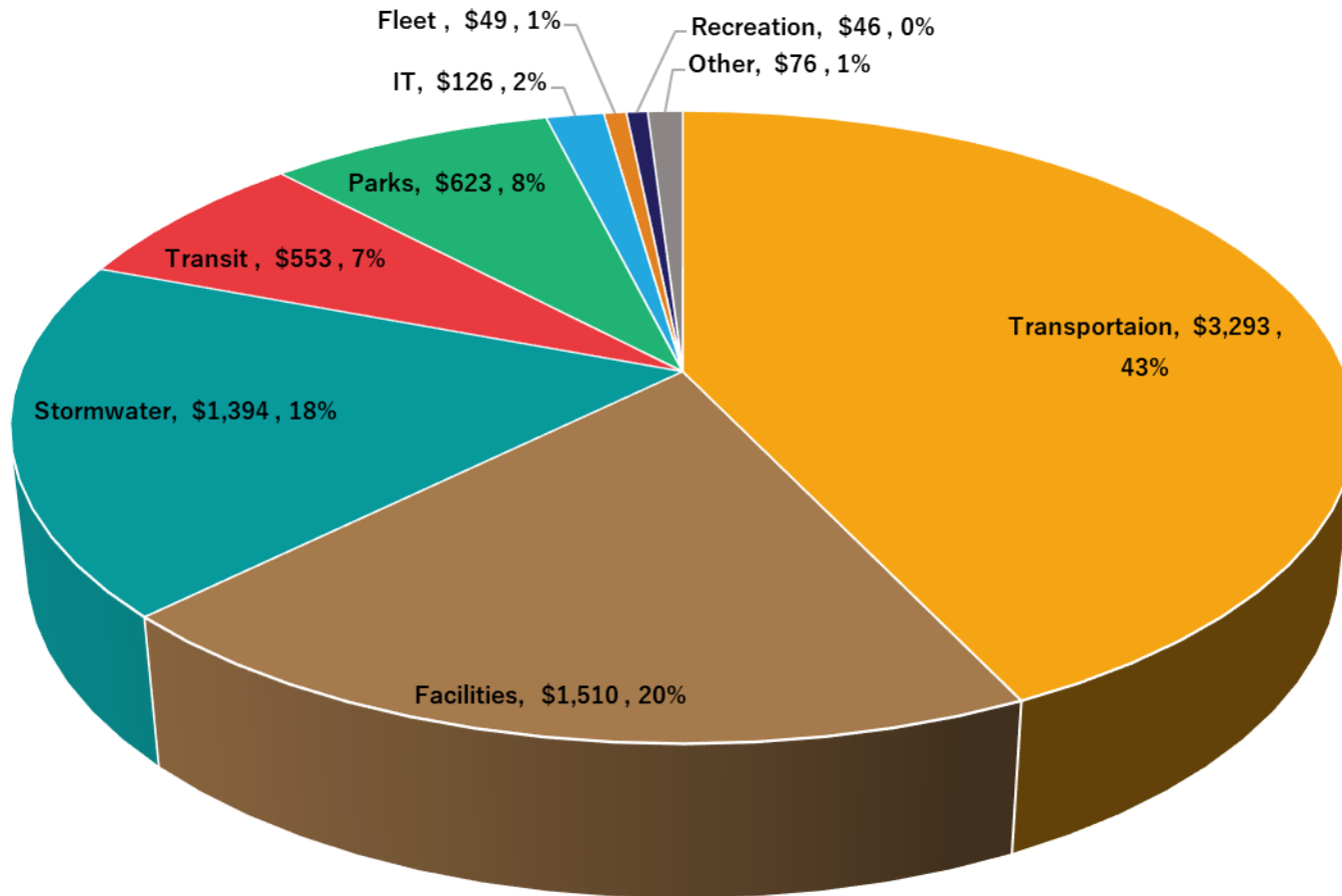


CITY OF BRAMPTON

January 10th, 2023

HEMSON

City of Brampton Assets Valued at \$7.7 Billion (\$2022)



2021 SOLI
\$7.7 Billion

2020 SOLI and
2021 CAMP
\$7.0 Billion

2019 SOLI:
\$6.3 Billion

2018 SOLI:
\$5.8 Billion

2016 CAMP
\$5.1 Billion

**Other: represents: Fire (\$37 million), Library (\$21 million), Cultural Services (\$19 million) and Animal Services (\$0.3 million)*

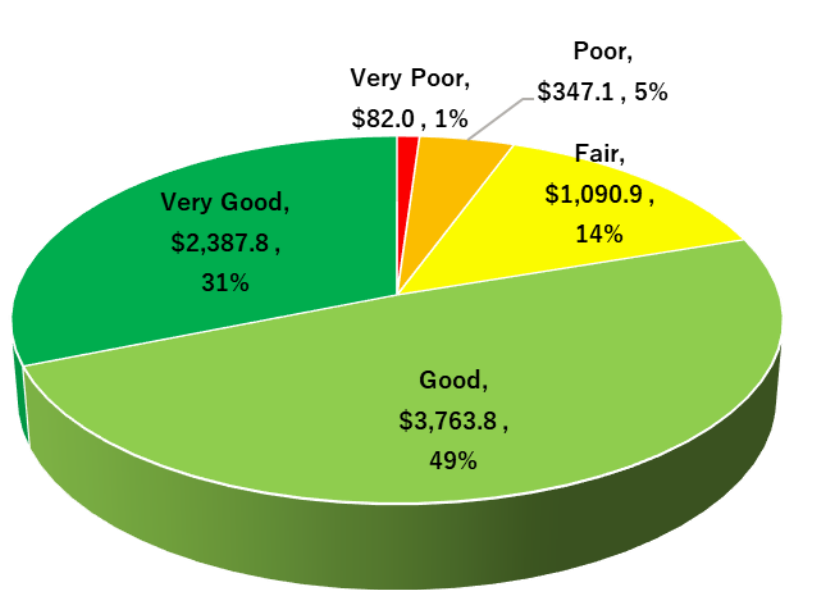
Note 1: Graph in (\$millions) and in \$2022

Note 2: Asset Valuation from previous years have not been adjusted for inflation

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Overall City Assets are in “Good” Condition (\$M)

Note: Assets classified in “Poor” and Very Poor” condition are not considered to be unsafe or preclude the assets from delivering the service

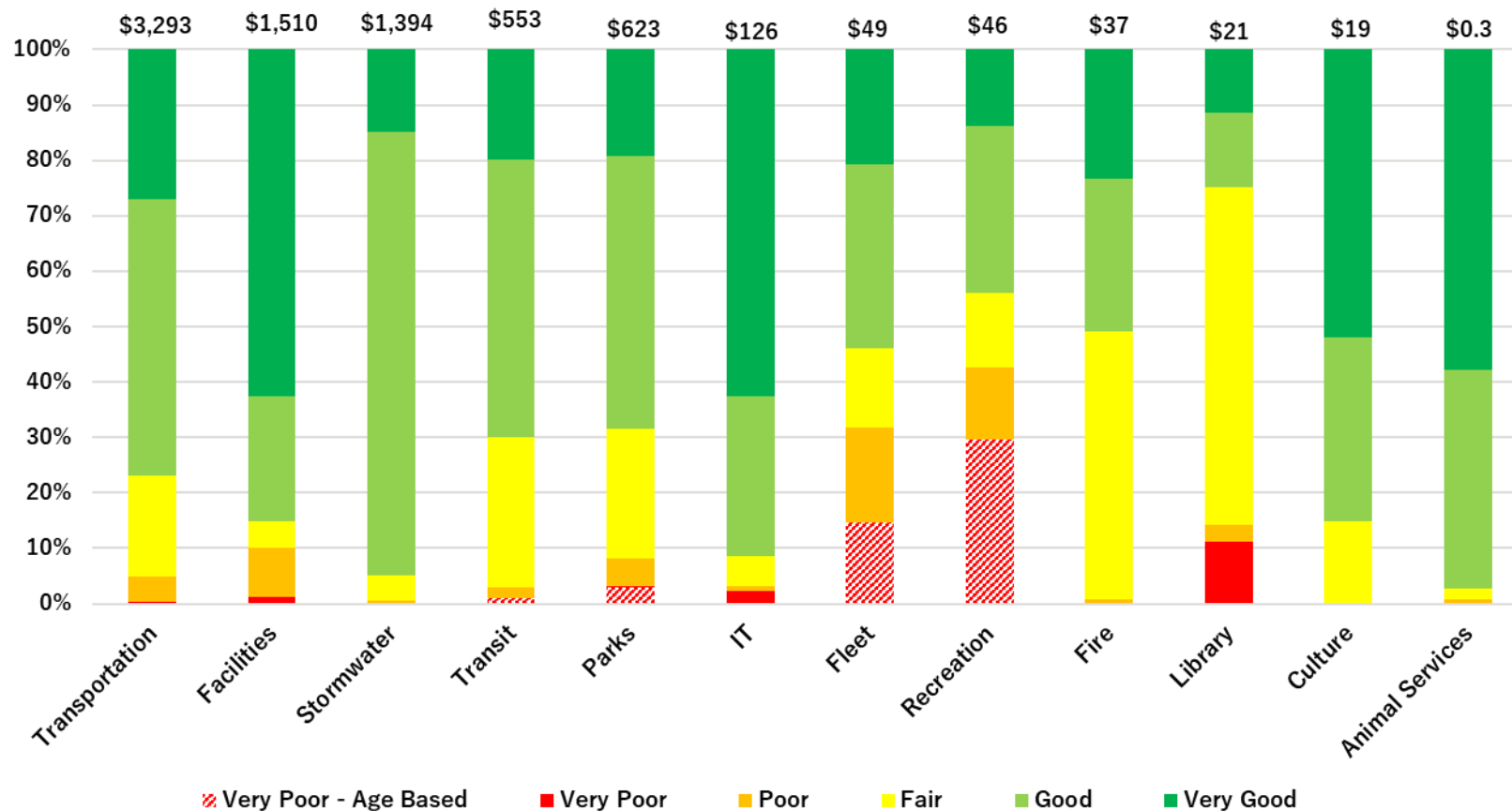


Note 1: Figures in the table represent share of assets categorized in Very Poor condition under the responsibility view (in \$millions).

Very Poor Assets ⁽¹⁾	Comments
Transportation (\$10.7M)	- Only 11 lane KM of roadway, some fences, walkways and traffic services - Mostly condition based assessments - Very Poor assets represent a small portion of the total base
Facilities (\$19.0M)	7 Recreation facilities, 3 Corporate facilities and 5 Park facilities in Very Poor condition - Conditions developed using an FCI based calculation - BDC/FOM identified facilities to be addressed in upcoming budgets
Transit (\$5.7M)	- Largely related to fleet support vehicles and communication control equipment where conditions are based on age - Most Very Poor assets are addressed through the budget
IT (\$2.9M)	- Related to end-user information technology and infrastructure assets - Condition based - Frequent replacements due to short asset UL and to keep pace with emerging technology
Fleet (\$7.2M)	- Based on vehicle useful life, high mileage and engine hours - Maintained in good and safe working order with increased maintenance costs
Parks (\$20.3M)	- Largely parkland related assets (i.e. walls, curbs and fences) and sports fields, with some trees and small equipment making up a smaller portion - Mostly age based assessments with limited data on actual asset upgrades. All assets are in safe and working.
Recreation (\$13.7M)	- Majority related to furniture/equipment - Age based condition assessments and categorized in Very Poor by virtue of design life (relatively short useful lives) and not necessarily reflective of actual asset condition
Library (\$2.3M)	- Majority related to furniture/equipment and media collections - Frequent replacements due to short asset UL. All assets are in safe and working order.

The order of service areas is listed in the same order as 2021 SOLI reporting tables. In addition, a small share of VP Assets is also attributed to SW infrastructure (age based).

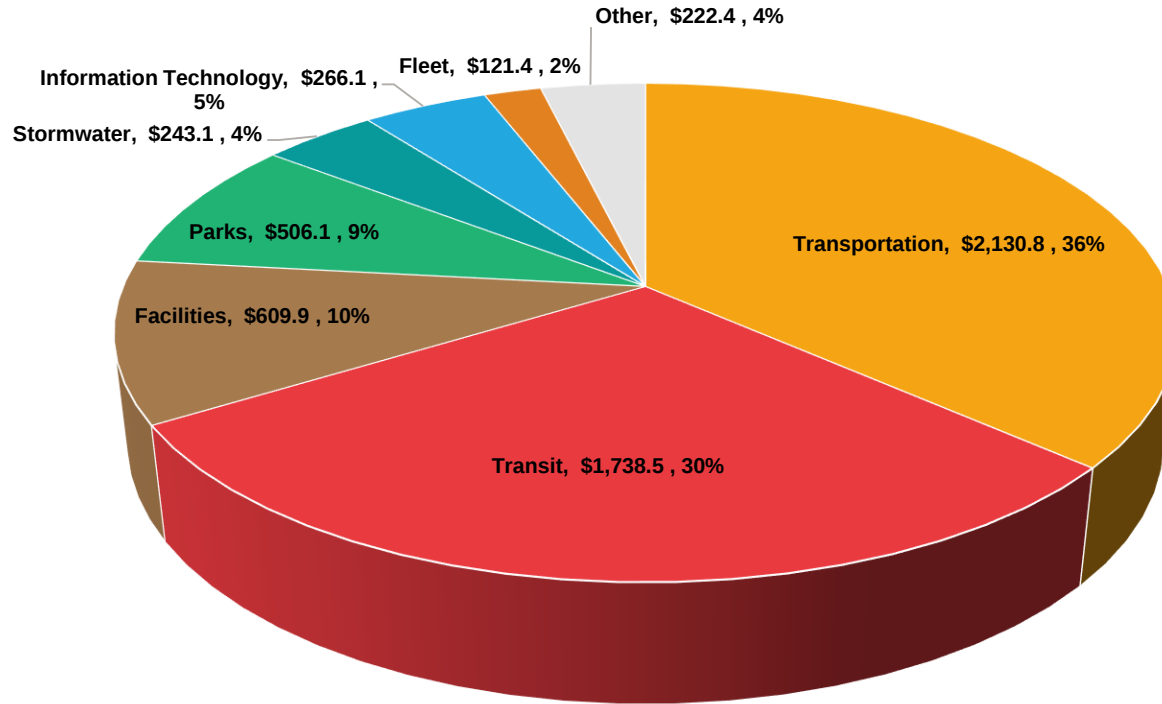
Asset Condition by Service Area (\$M)



Note 1: Very Poor assets in solid red represent the share of assets that are assessed a very poor condition based on condition assessment

Note 2: Fleet is identified as age based but does have some condition based protocols included in their assessment.

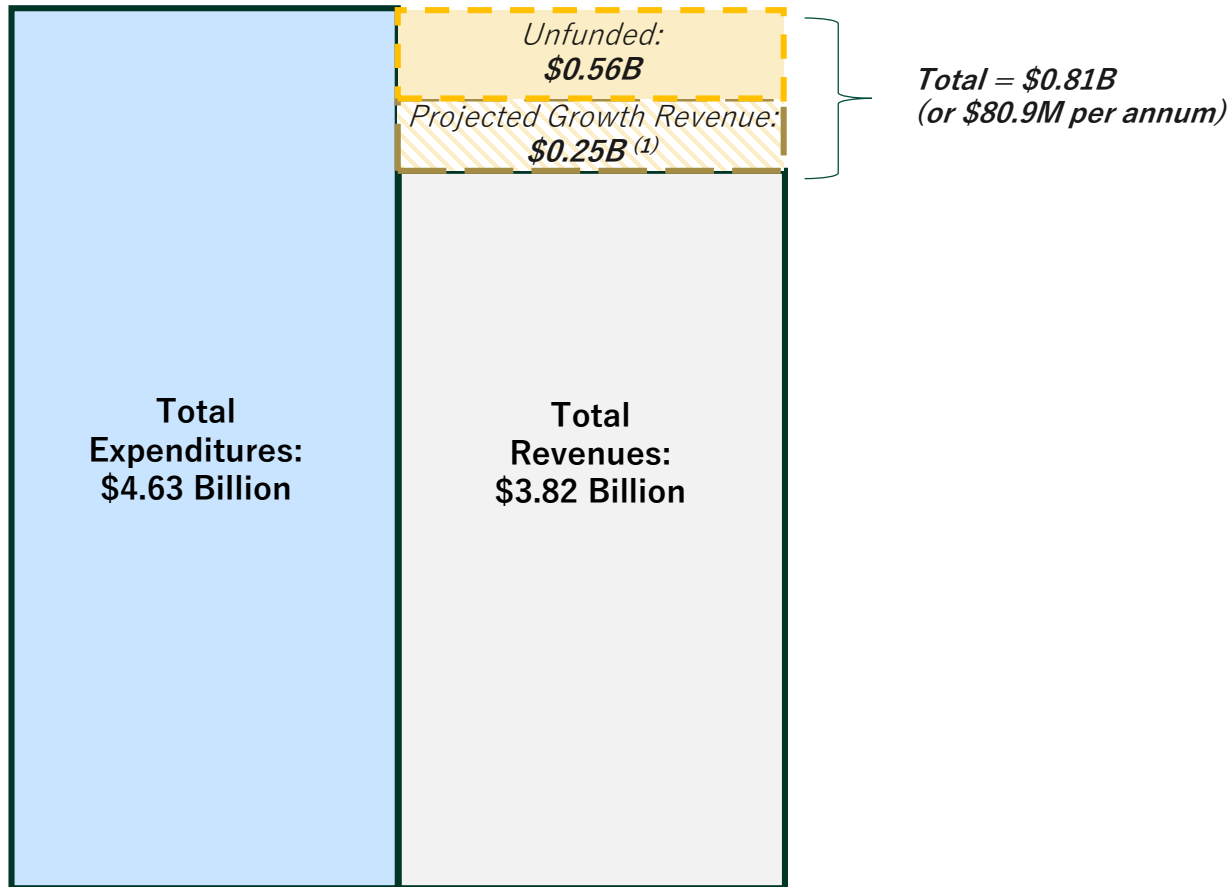
Summary of Total 10-Year Lifecycle Cost = \$ 5.8 Billion



Service Category	Operations and Maintenance - Existing Assets	Replacement/ Renewal/Non-Inf. - Existing Assets	Subtotal Existing Assets	Operations and Maintenance - Expansion Related	Replacement & Renewal - Expansion Related	Subtotal Expansion Activities	Total Lifecycle Costs
TOTAL INVESTMENT	\$ 1,714.5	\$ 2,911.7	\$ 4,626.17	\$ 606.8	\$ 605.3	\$ 1,212.08	\$ 5,838.25

**Other represents: Fire (\$86 million), Library (\$61 million), Recreation (\$58 million), Cultural Services (\$16 million) and Animal Services (\$0.3 Million)*

Calculated 10-Year Infrastructure Deficit: Existing Assets



- ✓ City continues to manage existing assets in a fiscally sustainable manner
- ✓ Funding from upper-level of government needed
- ✓ City's affordability can be better balanced with improved data (i.e. LOS, risk, useful life information, conditions)

Note 1: Additional revenue from assessment growth, increases, Federal Gas Tax Allocation with population changes, increase in special purpose levies and a portion of stormwater fees. Excludes DC revenues to fund first round capital

Note 2: Total gap in 2020 SOLI was \$550 million (Unfunded was \$307M, projected growth revenue was \$243M)

Note 3: Graph not to scale

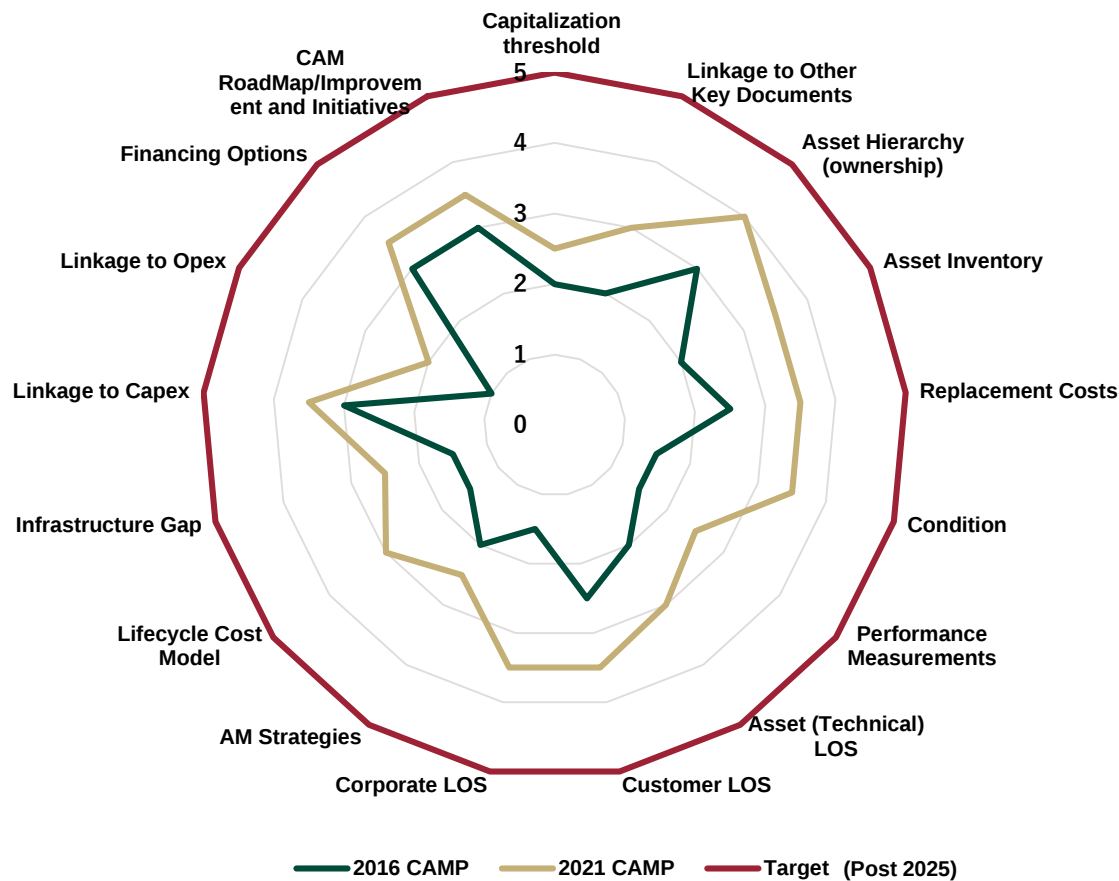
Approaches to Close the Gap: Asset Management Maturity

Strategy	Approach
Improved Data Quality	As the City matures its asset management practices, better data by service will help to achieve a proper assessment of the condition of assets. Further, some assets are currently assessed on an age-based approach which does not necessarily reflect the actual condition of the asset.
Levels of Service Measures	As part of the 2021 CAMP, levels of services measures by service area were established. These assessments will assist in tracking asset performance, condition ratings and may identify areas where these funding needs could be recalibrated based on performance. This could result in reductions in current funding needs for the short term.
Implement a Standardized Risk Framework	A standardized risk framework for asset classes would help to establish the tolerance level of individual asset classes in order to help prioritize investment needs and levels of service, with the potential for reduced funding needs.
Continued Project Co-ordination with Region of Peel and Utility Companies	In exploring opportunities with the Region and Utility service providers, overall cost efficiencies may be achieved during linear asset rehabilitation and replacement (e.g. storm sewers, roads, bridges, culverts) by better aligning capital ventures.

Approaches to Close the Gap: Funding Strategies

Strategy	Approach
Maintain Existing Funding Sources (2% Infrastructure Levy and 1% Transit Levy)	To continue bridging the funding gap and improve financial sustainability, the City should maintain their existing infrastructure levy dedicated towards asset management and monitor the revenues derived. The City of Brampton has placed great importance on creating a reliable and well-operated transit system, as it is vital to a thriving City. Having a strong transit infrastructure is important to reducing road congestion, attracting businesses and investments and helping to connect people and job. The City should continue to implement this levy, which will help strengthen new services, but it will also ensure existing transit assets are well maintained.
Develop Annual Capital Reinvestment Targets	Targets should be set for various assets to determine if the current reinvestment rates are reasonable or allow new targets to be developed in order to meet current or planned levels of service.
Seek Funding Support from Other Levels of Government	The City of Brampton has continued to demonstrate a significant commitment to asset management and developing a set of renewal practices to ensure that services are delivered in the most cost efficient manner. Despite the efforts, upper level of government support is required to supplement the city's practices to balance affordability.

Maturity Assessment: Asset Management is a Multi-Year Process



- Corporate Asset Management Planning is a comprehensive and multi-year process
- Significant progress has been made since 2016. 2021 SOLI in line with 2021 CAMP
- Continue to build off the foundation developed to improve confidence
- **Goal:** high data confidence which can translate into informed recommendations that are evidence-based and comply with provincial legislation (post 2025).

***Rating scale relates to data confidence and effectiveness scale outlined in 2021 CAMP
0 = Innocence/Basic and 5 = Very Mature (excellent performance)*