

Date: October 31, 2024

To: Chair and Members of Budget Committee

From: Sam Rogers, MBA, Acting Commissioner of  
Transportation and Works

Originator's files:

Meeting date:  
November 18, 2024

## Subject

**Winter Maintenance Program – Additional Service Options – Updated 2024 Costs**

## Recommendation

1. That Council provide direction on the implementation of the three additional winter maintenance service options:
  - (i) a city-wide residential driveway windrow clearing program;
  - (ii) clearing of secondary sidewalks, and,
  - (iii) enhanced snow removal from bike lanes.as outlined in the report dated October 31, 2024, from the Acting Commissioner of Transportation and Works, entitled "Winter Maintenance Program – Additional Service Options – Updated 2024 Costs" beginning in the 2025/2026 winter season;
2. That if Council provides direction to proceed with Recommendation #1, in whole or in part as outlined above:
  - (i) that Council approves the associated Operating and Capital Budget increases and staff complement increases for 2025;
  - (ii) that Council authorizes staff to proceed with the required procurement to implement the services added; and,
  - (iii) if Council adds the city-wide residential driveway windrow clearing program, staff be directed to report back with suggested revisions to the Parking By-law; and
3. That a \$50 increase for the Outdoor Maintenance Subsidy, from \$350 to \$400 per application per year starting in the 2025 subsidy year be approved.

## Executive Summary

- On May 3, 2023, Budget Committee considered the proposed revisions to winter maintenance services in the report dated April 20, 2023, entitled “Winter Maintenance Program – Additional Service Options”. Budget Committee did not approve any of the additional services for inclusion in the winter maintenance program.
- At its meeting on September 25, 2024, Council approved Resolution 0199-2024 directing staff to provide updated costs for a city-wide residential driveway windrow clearing program. Council also requested updated costs for secondary sidewalk clearing and snow removal from bike lanes.
- Due to the timing of Council’s request, staff were not able to conduct a procurement in order to provide updated market costs. Staff have used recent procurements that are available from other municipalities and consulted with a number of contractors to provide updated cost estimates for these programs.
- The estimated cost to provide all three services is \$21.0M in Operating costs annually, in addition to one-time property acquisition costs and equipment acquisition cost of \$18.3M in the first year.
- The breakdown of these Operating costs on an annual basis is as follows:

<b>Additional Service Option</b>	<b>Annual Operating Cost</b>
City-wide windrow removal	\$15.0M
Secondary sidewalk clearing	\$4.9M
Enhanced snow removal for bike lanes	\$1.1M

- The breakdown of the one-time property acquisition and equipment acquisition costs is as follows:

<b>Property for Additional Service Option</b>	<b>One-time Property and Equipment Acquisition Cost</b>
City-wide windrow removal	\$9.2M
Secondary sidewalk clearing	\$9.1M

- Council’s direction is required to determine which additional winter maintenance service options are to be implemented.

## Background

On July 22, 2020, Council considered two reports regarding the City's winter maintenance contract, the first entitled "2021 through 2029 Winter Maintenance Contract" dated May 28, 2020 (attached as Appendix 1), and the second entitled "Additional Information – 2021 to 2029 Winter Maintenance Contract" dated July 3, 2020 (attached as Appendix 2), both from the Commissioner of Transportation and Works

The first report provided an estimate of the cost to provide winter maintenance for residential sidewalks and windrows on residential roads at \$2.4M and \$10.4M respectively. At that time, Council did not approve these two additional services. However, Council did approve the current winter maintenance contract for an eight-year term. Council also directed staff to report back in 2023 on (i) residential windrow clearing; (ii) city-wide sidewalk clearing; and (iii) enhanced snow removal for bike lanes.

At the March 8, 2023 General Committee meeting Councillors enquired about various aspects of the City's winter maintenance program, including introducing a city-wide windrow removal program, service levels associated with park trails, and improved services for the 2023/24 winter season.

At the May 3, 2023 Budget Committee meeting, members considered the report entitled "Winter Maintenance Program – Additional Service Options" dated April 20, 2023 from the Commissioner of Transportation and Works (attached as Appendix 3). A copy of the report can be found through the link provided. None of the additional services were approved to be implemented for the 2024/2025 winter season.

More recently, at the September 25, 2024, Council Meeting, Council approved Resolution 0199-2024 directing staff to report back to Budget Committee with updated costs on residential windrow clearing. Council also requested updated cost estimates for secondary sidewalk clearing and snow removal from bike lanes.

The purpose of this report is to provide updated cost estimates for the three additional winter maintenance services. This report is also seeking approval to increase the City's Outdoor Maintenance Subsidy.

### **Council Approved Winter Maintenance Levels of Service**

Council has approved levels of service for winter maintenance of priority roads, secondary roads, dead ends, bends, cul-de-sacs, priority sidewalks, bus stops and pedestrian crossings. The levels of service are provided in Table 1:

Table 1: Existing Council Approved Levels of Service for Winter Maintenance

Type of Road/Facility	Less than 5 cm of snow	5 to 15 cm of snow	15 to 30 cm of snow	More than 30 cm of snow or back-to-back storms
Major and priority roads, priority sidewalks, bus stops, pedestrian crossings, specific trails	Salted within 12 hours after the end of a snow fall	Plowed and salted within 12 hours after the end of a snow fall	Plowed and salted within 24 hours after the end of a snow fall	Plowed and salted more than 24 hours after the end of a snowfall
Residential and secondary roads	Salted within 24 hours after the end of a snow fall	Plowed and salted within 24 hours after the end of a snow fall	Plowed and salted within 36 hours after the end of a snow fall	Plowed and salted more than 36 hours after the end of a snowfall

Additional key details regarding service levels are as follows:

- Priority roads are cleared to bare pavement. Priority roads consist of major roads and collector routes and are addressed first to ensure that emergency services and the public can safely travel to hospitals, schools and work, as well as access public transportation systems as soon as possible after a winter event.
- On-street bike lanes on priority and secondary roads are salted and/or plowed as a result of clearing the road's surface.
- Secondary roads are cleared once priority routes have been completed and are cleared to be safe and passable; bare pavement may not always be achievable.
- Winter maintenance activities are performed on sidewalks that have been declared a 'priority' sidewalk. Priority sidewalks are located on arterial, select residential and industrial collector roads, transit routes; and, on roadways having a school, nursing home or hospital frontage.
- Priority sidewalks, bus stops and pedestrian crossings have the same timelines for completion as priority roads.
- Winter maintenance activities are not performed on non-priority (secondary) sidewalks. Residents and businesses are encouraged to clear sidewalks in front of, or adjacent to, their property.
- With the exception of those residents enrolled in the Driveway Windrow Snow Clearing Program, windrows are not cleared.

The winter maintenance program delivered by the Works Operations and Maintenance Division is performed by City staff and contractors. Currently, 7% of the equipment used for winter

maintenance is City-owned. Contractors provide 490 pieces of equipment through the City's winter maintenance contract. This number has consistently increased over the past three contracts, as it is not economical for the City to purchase this type of single-use winter equipment as the program grows. This model is consistent with other large municipalities in the Greater Toronto Area.

The City performs winter maintenance on 5684 lane kilometres (3,410 lane miles) of road. Of that, approximately 4,100 lane kilometres (2,460 lane miles) are priority roads and approximately 1,700 lane kilometres (1020 lane miles) are secondary roads. The City performs winter maintenance on 1,700 kilometres of priority sidewalks, 3,230 MiWay transit stops and 127 kilometres of multi-use trails within the road allowance.

## Comments

A Request for Tender was prepared and issued in early 2023 for the provision of the following additional winter maintenance services:

- city-wide residential windrow clearing;
- secondary sidewalk clearing; and,
- enhanced snow removal from bike lanes.

The results of this tender call, findings of benchmarking with other municipalities and details regarding each service are summarized below.

Table 2: Results of 2023 Tender for Additional Winter Maintenance Services

<b>Additional Service Option</b>	<b>Annual Operating Cost</b>
City-wide windrow removal	\$12.0M
Secondary sidewalk clearing	\$3.7M
Enhanced snow removal for bike lanes	\$0.8M

The May 2023 report also included a one-time property acquisition cost of \$8M each to support the addition of either the city-wide windrow removal or secondary sidewalk clearing operations.

Staff have completed a comprehensive scan of the following municipalities regarding their windrow and sidewalk clearing winter maintenance activities and related Parking By-laws: Barrie, Brampton, Burlington, Hamilton, London, Markham, Milton, Oakville, Oshawa, Ottawa, Richmond Hill, Toronto, and Vaughan. A summary of this benchmarking exercise is attached as Appendix 4 – Municipal Scan of Winter Maintenance Programs.

## **Residential Windrow Clearing Program**

### Current Program

The City's current Driveway Windrow Snow Clearing Program was increased to allow a maximum of 750 applicants for the winter of 2023/2024. 751 applicants were enrolled in last years program. As of October 29, 2024, 627 applicants have registered for the 2024/2025 winter program. Previously, the five-year average prior to this change was an enrollment of 271. This program continues to be an option for seniors and people with physical disabilities who would like assistance with clearing their windrows. Those who meet Statistics Canada's low-income criteria can receive this service free of charge, whereas those who do not qualify, pay a fee of \$200 per winter season.

### Benchmarking of Windrow Clearing Programs in Other Municipalities

Of the 13 nearby municipalities that were scanned, two municipalities, Richmond Hill and Vaughan, offer a city-wide windrow clearing program; Toronto offers the program to the areas of Etobicoke, North York and Scarborough only; four municipalities namely, Barrie, Hamilton, London, and Ottawa do not offer any type of windrow program; Brampton, Burlington, Markham, Milton, Oakville and Oshawa offer a limited program for eligible residents only (Appendix 4).

In early 2024, the City of Brampton completed a procurement for the same three services discussed in this report. Brampton Council directed staff to carry out community consultation to provide feedback on implementing these services. This engagement has been extended to the end of October 2024. The cost for Brampton's city-wide windrow program from the procurement was approximately \$12M. The proposed program included 107 pieces of equipment to provide the services, extra staffing and other administrative costs. This had the same levels of service and operations Mississauga proposed in our report from May 2023. For reference, our windrow program would require approximately 223 pieces of equipment.

Staff have contacted the municipalities that provide windrow clearing to learn from their experience in administering this service. A consistent theme was that the provision of this service commonly results in additional service requests and associated workload due to a misunderstanding of service levels and a variety of program characteristics further listed below. During the 2022/2023 winter season, the City of Toronto received a total of approximately 17,000 service requests related to winter maintenance; of those, approximately 3,000 or 18%, were related to windrow clearing.

### Considerations of Residential Windrow Clearing Programs

There are a number of considerations that impact how and where a residential windrow clearing program can be provided, these include:

- On-street and lower boulevard parking prevent the service from being completed;
- Townhomes and homes within cul-de-sacs cannot be serviced as there is no boulevard space available to move the windrow to;
- Waste collection prevents operations from occurring within service levels;

- The level of service will include provision for a minimum of 3.0 metre wide opening to be cleared for a vehicle to enter and exit the driveway. With large quantities of snow, driveway openings will be reduced; and,
- Property damage may occur to driveway surfaces and encroachments within the City boulevard.

Staff have provided the breakdown indicating the number of driveways eligible for this program and the number of driveways that would not be included in this program in each Ward. It should be understood that this is our best estimate based on the information the City has to provide this level of detailed information. This information can be found in Appendix 5 – Driveway Breakdown by Ward.

In addition, there is an industry-wide staffing challenge for experienced operators for winter operations. Contractors who will deliver this service may have difficulty providing qualified operators as the number of days worked in a winter season is more variable than regular winter maintenance operations such as salting and plowing. It should be noted that none of the winter events received during the 2023/2024 winter season met the criteria for a city-wide deployment of this service had the program been in place.

This service is being proposed to begin for the winter season of 2025/2026. In order to line up the end of this contract with our existing winter contract, it would be a four-year contract ending in the spring of 2029. Staff will then look for further efficiencies for utilizing equipment in multiple operations when both of these services – regular winter maintenance and windrow clearing - can be included in one contract.

Finally, the City's lower boulevard parking policy that was implemented in 2019 will cause significant conflicts in performing the windrow clearing program effectively. With cars parked in the boulevard portion of the driveway, this service will not be able to be provided. This will also increase calls to staff requesting the equipment to return once the car has been moved which is not operationally feasible.

#### Proposed Level of Service

As noted above, all priority and secondary roads receive salting and plowing operations based on the approved levels of service for the road classification. Once the plowing operations are complete, the proposed windrow equipment would be deployed. Based on the aforementioned considerations, the proposed levels of service for a City-wide driveway windrow snow clearing program would be as follows:

- Residential windrow clearing would be completed within 4 to 6 hours after the roadway has been plowed.
- An opening of approximately 3.0 metres (minimum) will be cleared per driveway.
- Driveway Windrow Snow Clearing does not apply to windrows caused by sidewalk plowing.

Exclusions for this program are proposed as follows:

- Townhomes;
- Residential properties within cul-de-sacs; and,
- Commercial properties.

#### Updated Costs for City-wide Residential Windrow Clearing Program

Based on information reviewed by staff, the costs for the addition of a city-wide driveway windrow clearing program are estimated as follows:

- Annual operational and standby costs for the additional units of \$13.5M;
- Telematics cost of \$240,000 in 2025 and then \$25,000 annually thereafter;
- Additional staffing costs of \$765,000 annually (Six additional staff to manage execution and inspection of the operation, as well as address higher service request volumes which are anticipated based on the experience of other municipalities);
- Communication to support the program totalling approximately \$55,000 first year, and \$10,000 annually thereafter;
- Additional staffing costs of \$659,000 annually (For six additional Parking Enforcement Officers to assist with the enforcement of the Parking By-law): and,
- The Realty Services team has confirmed the estimated cost to purchase additional land to store an estimated 223 pieces of equipment to perform the work is \$9.0M for a 0.81 hectare (2.0 acre) site for efficient equipment deployment. There is also a one-time purchase cost for dash camera units of \$250,000.

In summary, the inclusion of a city-wide windrow clearing program could be accommodated for in the 2025/2026 winter season, as outlined above, at an increased Operating Budget cost of approximately \$5.5M in 2025, plus a one-time property acquisition and equipment purchase cost of \$9.2M; then starting in 2026, an annual Operating Budget cost of \$15.0M.

The City's winter maintenance program averages approximately six full city plowing events per season. There were zero full city plowing events for the 2023/2024 winter season and six full city plowing events during the 2022/2023 winter season. This means the average cost per plowing event for this service is approximately \$5.0M over the last two winter seasons. This would increase the City's existing winter maintenance contract from \$19.4M to \$23.9M in 2025 and then starting in 2026 to \$32.9M annually.

Should Council decide to proceed with a city-wide windrow clearing program, staff will proceed with procurement and work with the successful contractors to start this program for the 2025/2026 winter season. Through preliminary discussions with a number of contractors it appears that they are able to secure the required equipment to begin this service for the 2025/2026 winter season. Staff will provide Council with updates as the procurement and award process proceeds leading to the start of the delivery of the program.



For comparison purposes, staff have endeavoured to provide costs per driveway serviced from neighbouring municipalities that provide windrow clearing. Richmond Hill has a program that is provided completely by in-house staff so this is not a like for like comparator. Staff were able to obtain information from Vaughan's current contract ; Brampton's estimated cost per driveway; and have estimated Mississauga's cost per driveway based on our estimated program costs. It should be noted that Vaughan's contract was tendered almost 10 years ago so their costs are not in-line with present day procurement costs The details can be found in Table 3 below.

Table 3: Cost per Driveway for Windrow Program

<b>Municipality</b>	<b># of Driveways in Program</b>	<b>Cost per Driveway</b>
Brampton	100,000	\$120.00
Mississauga	134,000	\$113.00
Vaughan	90,000	\$23.00

We reached out to City of Toronto staff and they advised that their windrow program, which is limited to the areas of Etobicoke, North York and Scarborough only, is delivered by approximately 230 pieces of equipment at a cost of \$16M for the 2022/2023 winter season. This is comparable with our current estimate for a program in Mississauga.

### **Parking Enforcement Assistance During Winter Events**

Parked cars present a consistent challenge for equipment operators during winter maintenance events, which hinder their ability to efficiently complete their routes. The current Traffic By-law 0555-2000 prohibits on-street parking from 2:00 a.m. to 6:00 a.m. year-round. However, residents can request parking considerations to allow vehicles to be parked on the street during these restricted hours.

Currently, the impacts of on-street parking are limited to plowing operations. If Council chooses to implement a city-wide residential Driveway Windrow Clearing Program, revisions to the existing Traffic By-law 0555-2000 will be necessary to impose further parking restrictions during the winter months. A subsequent report will outline the required changes. For comparison, Appendix 4 provides a summary of winter parking restrictions in neighbouring municipalities. Parking Enforcement is also proposing an amendment to the Administrative Penalty By-law 0282-2013 to include an infraction for interfering with snow removal and/or winter maintenance.

After consulting with the Parking Enforcement team in the Enforcement Division, the addition of this program to our winter maintenance efforts will necessitate hiring six additional Parking Enforcement Officers. The annual cost for these officers is estimated at \$659,000, and they will be responsible for ensuring the ticket issuance and/or removal of vehicles obstructing plowing operations.

## **Secondary Sidewalk Winter Maintenance Program**

### Current Program

The City of Mississauga has 2,414 kilometres (1,448 miles) of sidewalks. Of that, 1,700 kilometres (1,020 miles) are designated as priority sidewalks and are included in the City's current winter maintenance program. The remaining 700 km (440 miles) are not cleared by the City. The City encourages adjacent property owners to clear the snow and ice from these sidewalks. Unlike many of the comparator municipalities who do not service all sidewalks, the City of Mississauga does not have a by-law in place that requires property owners to maintain the adjacent sidewalk in the winter.

The Minimum Maintenance Standards (MMS) Legislation, O. Reg 223/08, sets out the requirements for municipalities to perform maintenance on their assets. This includes setting requirements for winter maintenance and snow clearing of sidewalks. Under the MMS, all sidewalks are to be cleared when accumulations reach 8cm of snow within 48 hours. As mentioned above, the City of Mississauga's existing winter maintenance program only clears priority sidewalks. As a result, the City is not meeting the full requirements of the MMS.

### Benchmarking of Sidewalk Winter Maintenance with other Municipalities

Of the 14 nearby municipalities that were scanned, nine municipalities namely, Barrie, Burlington, London, Markham, Oakville, Ottawa, Richmond Hill, Toronto and Vaughan, currently clear all of their sidewalks; and five municipalities namely, Brampton, Hamilton, Milton, Mississauga, and Oshawa only clear priority sidewalks. This information has been provided in Appendix 4.

### Considerations for Secondary Sidewalk Winter Maintenance Programs

The following should also be considered when evaluating the addition of this service:

- Potential increase in claims due to damages to encroachments such as curbs, landscaping and sprinklers;
- Increased call volumes to the Citizen Contact Centre;
- Additional windrows placed on driveways from the sidewalk plows;
- Increased salt use complaints and impact to pets due to new service on secondary sidewalks;
- Increased sod and driveway damage and associated complaints;
- Increased use of salt and pretreated salt (4,000 tonnes annually) and resultant negative environmental impacts to natural areas and watercourses, contrary to the City's Salt Management Plan;
- Purchased land may require rezoning to store equipment and/or material; and
- Requirements to sustain the program as new sidewalks are constructed.

### Updated Costs for Secondary Sidewalk Winter Maintenance Program

The procurement completed earlier in 2023 included provision for winter maintenance of the remaining 700 kilometres (420 miles) of secondary sidewalks. Providing this additional service would require an additional 60 pieces of equipment and additional property to store the

equipment, as the City's Works yards do not have capacity to safely store any additional vehicles and equipment.

Based on information reviewed by staff, the costs for the clearing of secondary sidewalks are estimated as follows:

- Annual operational and standby costs for the additional units of \$4.0M;
- Additional annual salt costs of \$420,000;
- Telematics cost of \$45,000 in 2025 and \$6,500 annually thereafter;
- Additional staffing costs of \$510,000 annually (Four additional staff to manage execution and inspection of the operation, as well address higher service request volume due to service expansion); and,
- Additional cost to purchase land for equipment storage of \$9.0M for a 0.81 hectare (2.0 acre) site and dash camera units purchase cost of \$75,000.

It should be noted that the cost to provide secondary sidewalk winter maintenance is higher than the cost to perform priority sidewalk winter maintenance. This is because sidewalk clearing in densely populated areas can be a complex operation. Residential areas often have more obstacles such as encroachments, which can cause operators to drive slower and may increase the risk of damage to equipment and property.

In summary, the inclusion of all sidewalks could be accommodated for the 2025/2026 winter season, as outlined above, at an increased Operating Budget cost of approximately \$1.8M in 2025, plus a one-time property acquisition cost of \$9.0M and equipment purchase of \$75,000; then starting in 2026, an annual Operating Budget cost of \$4.9M.

#### Proposed Level of Service

The proposed level of service for secondary sidewalk clearing is completion within 24 to 36 hours after the snow stops falling, depending on the amount of snow accumulation.

Should Council decide to proceed with a secondary sidewalk clearing program, staff will proceed with procurement and work with the successful contractors to start this program for the 2025/2026 winter season. Through preliminary discussions with a number of contractors it appears that they are able to secure the required equipment to begin this service for the 2025/2026 winter season. Staff will provide Council with updates as the procurement and award process proceeds leading to the start of the delivery of the program.

#### **Bike Lane Snow Removal**

The existing winter maintenance contract services 74km of bike lanes located within a roadway. To ensure these lanes are kept clear during the winter season when plowing is insufficient, snow removal is required. Staff estimate the annual operating cost for this service would be \$1,100,000.

The proposed level of service for snow removal in bike lanes is a priority service and is to be completed within 24 to 36 hours after a winter event, depending on the amount of snow accumulation.

### Outdoor Maintenance Subsidy Program

The Outdoor Maintenance Subsidy program provides a subsidy to low-income seniors and low-income persons with disabilities. The subsidy is for services provided by a third party to maintain their property, including but not limited to snow removal, grass cutting, tree trimming and removal, etc. The Outdoor Maintenance Subsidy Policy 04-02-05 outlines the program details and eligibility. The program was first approved by Council in December 1992 for snow removal only. In December 2012, the program was expanded to include lawn cutting and it was also renamed as a Yard Maintenance Subsidy with a maximum of \$200 per year. In May 2018, the program was again expanded to the current Outdoor Maintenance Subsidy program and the subsidy was increased to a maximum of \$350 per year.

Staff have reviewed the Outdoor maintenance receipts received and researched the costs of services provided and recommend that the maximum subsidy be increased to \$400 per year to reflect the inflationary increases in service costs.

### Financial Impact

The City's current Winter Maintenance contract had a budget of \$19.4M for the 2024/2025 winter season and this contract will end in April 2029. Based on the procurement carried out in 2023 for the three additional services, the procurement carried out by Brampton in early 2024 and the consultation with contractors, staff have estimated the costs for the additional winter maintenance services as detailed in Table 4:

Table 4: Operating Budget Impact of Additional Winter Maintenance Services (in millions \$)

Additional Service Option	2025			2026		
	Operating Budget Cost	% Tax Bill Impact in 2025	Impact to property tax for Avg. Household	Operating Budget Cost	% Tax Bill Impact in 2026	Impact to property tax for Avg. Household
City-wide windrow removal	\$5,508,000	0.30%	\$20.57	\$14,959,000	0.75%	\$51.82
Secondary sidewalk clearing	\$1,773,000	0.10%	\$6.62	\$4,936,500	0.25%	\$17.10
Snow removal for bike lanes	\$400,000	0.02%	\$1.49	\$1,100,000	0.06%	\$3.81
<b>TOTAL</b>	<b>\$7,681,000</b>	<b>0.42%</b>	<b>\$28.68</b>	<b>\$20,995,500</b>	<b>1.06%</b>	<b>\$72.73</b>

In addition to the Operating Budget impacts outlined in Table 4, there are also property acquisition costs of \$9M and equipment purchase cost of \$250,000 for the city-wide driveway windrow clearing program, and \$9.1M for the secondary sidewalk clearing program. These are both one-time Capital costs that would be incurred in 2025.

Consideration was given to a 'pay for service' funding model and although this model is possible, it is not recommended due to administrative challenges on both the operating division and the Revenue & Taxation Section. Of the municipalities in the GTHA who currently provide this service, none follow the 'pay for service' funding model and all are funded through the broader tax base. The recommendation to fund these programs, if implemented, is through the broader tax base.

Upon Council direction on which additional winter maintenance services are to be implemented, a new procurement will be carried out.

With respect to the Outdoor Maintenance Subsidy Program, the proposed increase would not result in any 2025 budget or tax impacts. The anticipated \$5,000 incremental program cost will be absorbed through a reallocation within the City's planned budget.

## Conclusion

As directed by Council at its meeting on September 25, 2024, staff have revisited the cost of providing additional winter maintenance services for city-wide residential windrow clearing and included costs for adding secondary sidewalk clearing and enhanced snow removal from bike lanes. Based on the results of a procurement completed earlier in 2023, the results from a 2024 Brampton procurement on the same proposed services and discussions with contractors in the industry, the proposed cost of each service is summarized in this report. In addition to the contract costs, additional staff, equipment, material resources and yard capacity will be required to provide these additional winter maintenance services.

Staff are seeking Council direction on the implementation of the additional winter maintenance service options.

## Attachments

- Appendix 1: May 28, 2020 Corporate Report - 2021 through 2029 Winter Maintenance Contract
  - Appendix 2: July 3, 2020 Corporate Report - Additional Information – 2021 to 2029 Winter Maintenance Contract
  - Appendix 3: April 20, 2023 Corporate Report - Winter Maintenance Program – Additional Service Options
  - Appendix 4: Municipal Scan of Winter Maintenance Programs
  - Appendix 5: Driveway Breakdown by Ward
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