



**JEROMY**  
**FARKAS**  
FOR MAYOR

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**Change starts now.**

**Farkas for Calgary Platform**

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This is an important moment in our city's history and a once in a generation opportunity to bring positive change.

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Jeromy

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# INTRODUCTION

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## **Calgary, it's time for change.**

When my family arrived as refugees, they saw our city as much more than a place to find a job. Calgary is something that you can't find just anywhere: the promise of a fresh start.

Many doors were closed to my parents, but as Calgarians they worked hard so that those same doors would be made open to me. While we did not have a lot of money, we had a lot of opportunity.

Over the past decade, Calgarians have struggled with lack of opportunity. We have witnessed the economy struggle, the tax burden increase, and City Hall establishment become increasingly out of touch.

I am running for mayor to bring about real change. This is my detailed 10-point blueprint for change that will help Calgarians get our city back on top, where we belong.

If elected mayor, I will focus on three priorities:

- A strong and growing economy based on financial responsibility at City Hall.
- Open and transparent government that better includes Calgarians in the decision-making process.
- Safe and vibrant communities through support for our Police and other essential services.

Calgary has what it takes to come back stronger than ever. It's time for City Hall to work for the people again.

## **Change starts now.**



**Jeremy Farkas**

Proudly born and raised in Dover

# JOBS AND STRONG ECONOMY

## FOUR-YEAR TAX FREEZE

As Mayor, I will champion a four-year property tax rate freeze.

### Problem/Context

City property taxes have increased virtually every year for the last ten years, resulting in an unfair burden on homeowners and business owners. It is not good enough to shift the burden from one taxpayer to another. The median residential property tax payment has almost doubled over the last ten years. More recently, many businesses have seen their property taxes double or even triple.

### Proposed solution

Freeze the city's property tax rate for four years, beginning in 2022.

### Rationale

Calgarians are overtaxed. From 2010 to 2019, the city collected \$1.3 billion in surplus revenue from Calgary taxpayers, which amounts to about \$2,765 per property. Only the much larger city of Toronto collected a larger surplus. Rather than showcasing good financial management, this large surplus shows Calgary taxpayers are paying more than their fair share for the services they get.

Surplus tax revenue goes into the city's Fiscal Sustainability Reserve, which holds a balance of \$638 million at last count. This reserve is supposed to be a rainy-day fund for operational emergencies. It has funded a laundry list of Council pet projects like the failed Olympic bid.

Maintaining operational reserves is fiscally responsible and we can maintain this reserve at a reasonable level, without overtaxing Calgarians.

Every year Calgarians are told they must choose between tax increases or damaging service reductions, but this does not have to happen. Council and the City Hall establishment invented this narrative to justify unnecessary tax increases year after year. The city ends each year with an operating surplus that is not used to keep next year's tax rate down. In 2020, this surplus was \$98 million. For context, a 1% tax increase amounts to about \$17 million in revenue for the city.

A four-year tax freeze is achievable without drastic cuts to services. New budget requirements can be funded from a combination of reserves and revenue from projected city growth.

### Who Benefits?

This policy benefits everyone who pays property taxes, either directly through a property tax bill or indirectly through rental housing or a business lease.

A four-year commitment provides entrepreneurs the stability they require to reinvest in their business and will allow Calgary to stand out versus competitor cities.

### Jeromy's Record

I have repeatedly called for spending restraint in the city budget, voted against unnecessary expenditures, and advocated for modest reductions in non-essential services.



# JOBS AND STRONG ECONOMY

## FOUR-YEAR TAX FREEZE PROMISE

### Policy Specifics

This policy to freeze the city’s indicative tax rate will come to a vote at Council during the 2021 budget meeting and take effect for the 2022 calendar and fiscal year.

The four-year tax freeze is not a promise to keep everyone’s bill the same. Keeping property tax bills the same is not possible because the amounts owing also depend on changing property values and the provincial requisition.

A property tax rate freeze does not prevent the city budget from growing to meet demands because revenue can still grow if the city is growing.

### Budget Cost

The net budgetary cost is near zero. The estimated cost to freeze the property tax rate will reduce tax revenue by about \$370 million over four years. This reduction in revenue can be comfortably covered by a modest increase in the number of new properties and housing prices and by spending the excess in the Fiscal Sustainability Reserve.

	2022	2023	2024	2025
Tax supported revenues - current projection	2,186,000	2,276,000	2,368,000	2,461,000
Revised tax supported revenues with tax freeze	2,100,000	2,184,000	2,271,000	2,361,000
Reduction in tax revenue available	86,000	92,000	97,000	100,000
FSR excess amount available	127,000	102,800	98,450	103,950
FSR surplus (deficit) amounts	41,000	10,800	1,450	3,950

Important assumptions incorporated into this forecast:

1. This forecast draws down the current excess in Fiscal Stability Reserve (FSR) and continues this practice annually.
2. City Council will reaffirm its previous policy that the Fiscal Stability Reserve must maintain a minimum balance of 5% of The City’s tax-supported gross expenditures (net of recoveries).
3. This model proposes using any budgetary surplus over the next four years to fund the tax freeze.
4. At the end of each of the four years, the city will close the Fiscal Stability Reserve with about a \$225 million balance. To be conservative in the forecast, this amount is 70% of the annual surpluses reported in recent years.
5. This forecast conservatively assumes a 4% annual growth rate in tax-supported revenues due to a growing number of property owners and increasing property values. There is no tax rate increase.
6. The forecast includes the \$63 million portion of the downtown revitalization plan that the city council agreed to fund from the Fiscal Stability Reserve.

### Conclusion

A four-year tax rate freeze is a meaningful, achievable goal that Calgarians have earned after ten long years of tax increases and wasteful city spending. Taxpayers deserve a break.

# **JOBS AND STRONG ECONOMY**

## **ONE-FOR-ONE RED TAPE REDUCTION**

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As Mayor, I will champion a red tape reduction policy to review city bylaws, policies, and regulations for redundancy and create a one-for-one rule to cap regulations and avoid future red tape. This rule means that for every new regulation introduced, at least one must be eliminated.

### **Problem/Context**

As a Councillor, I've consistently heard that doing business with the city is needlessly complicated. Current red tape means simple transactions with the city can take months or even years to complete. This environment is frustrating and costly for citizens and businesses.

Over time, the number of city bylaws and regulations has increased while little or no effort has been applied to rescinding irrelevant bylaws or reviewing procedures to reduce cost and complexity.

### **Proposed Solution**

My red tape reduction policy will reverse the trend of more and more regulation by reviewing existing bylaws, policies, and regulations for redundancy and capping new regulations with a one-for-one rule.

### **Rationale**

Reducing the City's red tape burden will:

1. Make Calgary more business-friendly.
2. Increase citizen satisfaction with city operations.
3. Reduce the cost of dealing with city services.
4. Send a strong signal that Calgary is serious about attracting investment and capital.

### **Who Benefits?**

Reducing the regulatory burden will benefit:

1. Citizens.
2. Businesses.
3. City employees who spend time managing red tape and sometimes have to contend with unhappy citizens.

Calgary is competing against other Canadian cities and other cities in other countries for investment and talent. A lighter and more easily understood regulatory environment is important for attracting and retaining investment.

### **Jeromy's Record**

I have consistently stood up for local small business owners throughout my Council term.

# JOBS AND STRONG ECONOMY

## ONE-FOR-ONE RED TAPE REDUCTION

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### Policy Specifics

The red tape reduction policy will address the regulatory burden by:

1. Insisting that every new regulation can only be enacted if it includes a proposal to rescind another regulation.
2. Ensuring that a solid cost-benefit case accompanies new bylaws.
3. Creating an initiative to examine existing bylaws and work processes that citizens and businesses have expressed concern about.
4. Reviewing existing policies, bylaws, and regulations to find redundancies and categorize regulations that should not be removed as part of this policy. Some current bylaws are essential to the effective functioning of the city and should remain in force for an extended period.

### Budget Cost

The budget cost to implement and operate the regulatory accountability policy will be driven by:

1. The cost to develop a more comprehensive cost-benefit analysis that is expected to accompany new bylaws and the reduction in administrative costs by reducing regulations.
2. A reduction in administrative costs arising from reduced regulations.
3. The scope and size of the initiative to examine existing bylaws and work procedures and then rescind or simplify these.

### Conclusion

A red tape reduction policy featuring a minimum one-for-one cap on new regulations will reduce the regulatory cost, complexity, and time commitment when citizens and businesses deal with city administration.



# JOBS AND STRONG ECONOMY

## AIRPORT TRAIN

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**As Mayor, I will work to connect downtown Calgary to the airport with a passenger train.**

### Problem/Context

Calgary is a world-class city, but very soon we'll be the only major city in Canada without a train to our airport. When national and international festivals, concerts, and conventions look for a place to host their events, they may look past Calgary because we don't have the same transportation options that other cities offer.

### Proposed Solution

Calgary has two realistic options to see a train built from downtown to the airport:

The first and perhaps most promising option is a rapidly advancing proposal for a Calgary-Banff passenger train line that will include a dedicated express line between Calgary and the Airport. This public-private partnership has already secured memorandums of understanding with Canadian Pacific Rail to use their corridor, with Alberta Transportation, and with the Canada Infrastructure Bank. This project has the added benefit of directing international tourist travel to Banff through Calgary. Currently, much of this traffic goes directly to Banff from the airport, and by adding stops in Calgary we can direct millions of tourist dollars into our economy.

A second option is an extension to the Blue Line LRT featuring a connection to the airport. The City of Calgary has studied this option in detail, and it is something Council could choose to execute at any time. A Blue Line extension would have the added benefit of getting much needed transit to our Northeast communities by including LRT stations at Saddle Towne and 88th Avenue.

It is time for a train connecting downtown to the airport. The uptick in private interest shows that industry is ready for this project. Calgarians are ready for this project.

### Rationale

We are investing hundreds of millions of dollars in revitalizing our downtown through the BMO Centre expansion and the Arts Commons expansion, partly to help attract people to our city. This vision will be incomplete without a train connection between downtown and the airport.

### Who Benefits?

Calgary will benefit from increased convention and event travel if we have a train connecting downtown to the airport. There are additional economic benefits associated with each potential option.

If a train connecting Calgary and Banff is built, all Calgarians will benefit from bringing international tourist dollars downtown, instead of straight out to Banff.

If we build a Blue Line LRT extension, many Calgarians will benefit from expanded Northeast Transit options.

Furthermore, the Calgary International Airport handles over 75% of all air cargo shipments in Alberta. Connection to the area is vital for employment purposes and will allow our city to meet goods movement and logistics opportunities.

# JOBS AND STRONG ECONOMY

## AIRPORT TRAIN

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### Jeromy's Record

I have often stated publicly that an LRT to the airport is a worthwhile transit investment that could be constructed at a fraction of the cost of other major transit projects.

### Policy Specifics

The Calgary to Banff project has secured memorandums of understanding with CP rail and Alberta Transportation and is working with the Canada Infrastructure Bank to build the project. Feasibility studies are complete and the future of the project is very promising.

The Blue Line LRT extension has been studied by city administration and could be constructed entirely within city jurisdiction.

### Budget Cost

The Calgary-to-Banff rail is estimated at \$10 million per kilometer, for a total project cost of \$1.5 billion, with the cost split between different levels of government and with the private sector.

City administration estimates a Blue Line LRT extension would cost \$400 to \$800 million.

### Conclusion

It is long past time Calgary had a train connecting downtown to the airport. Private interest in projects that would see this built show there are real and affordable options for construction. As Mayor I will evaluate each of these options in detail and champion an affordable and achievable train connecting downtown Calgary with the airport.



# ACCOUNTABLE CITY HALL

## OPEN MEETINGS POLICY

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As Mayor, I promise to conduct as much of the city's business as possible in meetings that are open to the public. I will work to give citizens the ability to challenge whether a meeting was properly conducted behind closed doors.

### Problem/Context

Council spends too much time in closed meetings. Citizens are concerned that the city is using closed meetings inappropriately to hide politically inconvenient information for big projects, like the Olympic Bid or the new arena.

### Proposed Solution

An open meetings policy will:

1. Better manage the types of agenda items that will be planned for discussion in closed meetings and how they are reported.
2. Keep track of the time allocated to closed meetings.
3. Provide citizens the ability to challenge the reason for closed meetings and require the city to disclose the topics discussed if the challenge is successful

### Rationale

In a democratic society, citizens expect transparency and accountability from elected representatives. Too many closed meetings undermine citizen confidence in elected representatives

### Who Benefits?

The open meetings policy benefits all Calgarians by:

1. Increasing information available about city business.
2. Building trust that City Council is working for the benefit of the city and not special interest groups.
3. Improve Calgary's reputation as a fair place to do business.
4. Allow the public to scrutinize important projects and provide informed cost-saving ideas.

### Jeromy's Record

I have repeatedly spoken out in favour of more openness and transparency for City Council. I have tried to persuade the City Council to reduce the number of closed meetings and confidential agenda items.

### Policy Specifics

Implementation of an open-meetings policy is simple because it must merely be adopted by City Council. There is a wide range of available resources that can be used to develop the open-meetings policy.

### Budget Cost

The open-meetings policy does not require significant capital or operating expenditures. Minimal staff time will be required to monitor the time in closed meetings.

### Conclusion

An open-meetings policy will track the amount of time Council spends behind closed doors and allow citizens to challenge the legitimacy of closed-door meetings they feel are unreasonable.

# ACCOUNTABLE CITY HALL

## REFORMING COUNCIL'S GOLDEN PENSION

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As Mayor, I will champion reform of the overly generous City Councillor pension plan by changing it to a defined contribution plan. I turned down the Councillor pension because it is too generous, and I wanted to be free to advocate for change.

### Problem/Context

Why should City Councillors get to retire in luxury on a taxpayer-funded pension when many Calgarians don't have access to a pension at all? According to documents published by the Canadian Taxpayers Federation, taxpayers put almost five dollars into the Council pension plan for every dollar put in by Councillors. Compared to our closest counterpart, Calgary taxpayers contribute four-and-a-half times the amount of money to the Council pension that Edmonton taxpayers do. It's unacceptable how far out of step this plan is from what's available to average workers.

### Proposed Solution

I will turn down the existing pension plan available to the Mayor.

I will work to discontinue the current Defined Benefit Pension Plan on a go-forward basis and replace it with a defined contribution system like Edmonton City Council's plan. Edmonton City Councillors can choose between an 11% employer contribution to the Councillor's annual salary to support retirement or a 12% contribution by the City of Edmonton directed to the Alberta Urban Municipalities Association (AUMA) Defined Contribution Pension Plan. This plan would be far more comparable to what is available to other City Councils in Canada. Councillors must provide leadership by example.

### Rationale

A Defined Contribution Pension Plan:

1. Aligns Calgary better with pension policies in other Canadian cities and the private sector.
2. Will reduce the cost to taxpayers of the City Council pension.
3. Be fair to elected officials and allow Calgary to continue to attract qualified individuals to run for office.

### Who benefits?

Calgarians benefit through lower contributions to pensions for the Mayor and the City Councillors.

### Jeromy's Record

I turned down the generous Council pension plan and I have spoken in favour of reducing pensions for the Mayor and City Councillors on many occasions.

### Policy Specifics

This policy will be proposed for implementation in 2022. An independent consultant can be brought in to advise on a cost-effective transition plan.

### Budget Cost

This policy will modestly reduce city operating expenditures in the long term.

### Conclusion

Now is the time to reform City Council's golden pension plan and bring it in line with others in the country. Calgary's Mayor and Council shouldn't live large off a taxpayer-funded pension while most Calgarians must save for their own retirement.

# SAFE AND LIVABLE COMMUNITIES

## PROTECTING CITY PARKS

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Our beautiful city parks are a precious asset in which all Calgarians can enjoy time with family, friends, children, pets, and loved ones. As Mayor, I will protect our parks by championing a city policy restricting their sale and development.

### Problem/Context

Recently, I was frustrated to see the ball diamonds at Richmond Green Park approved for redevelopment despite vocal community objection.

### Proposed Solution

I will bring forward a city policy to restrict sale of parks to protect these vital community assets.

### Rationale

Park space is sacred in a growing city. Calgary is renowned for its ample greenspace; and as our city continues to grow, park space will get more and more valuable. It is our duty to protect these spaces so future generations can enjoy them, as we have.

### Who benefits?

A policy to protect city parks benefits anyone who wants a retreat from the urban rush right in their own neighbourhood. It benefits anyone who wants a place in their neighbourhood where they can walk with their kids, play with their pets, and enjoy time with their loved ones. Homeowners who purchased near a park will have their property values maintained..

### Jeremy's Record

I worked hard alongside local community volunteers to protect Richmond Green Park. Prior to being elected Councillor, I helped care for our parks by serving on the Weaselhead Preservation Society and will keep conservation top of mind as Mayor.

### Policy Specifics

This policy would identify park space and articulate restrictions on their sale.

### Budget Cost

The only cost for this policy would be staff time to develop it. Taxpayers would give up the potential revenue earned from selling parks in exchange for quality of life benefits.

### Conclusion

Our city parks are precious assets that we have a duty to protect. As Mayor, I will work to protect our parks from sale or redevelopment.



# SAFE AND LIVABLE COMMUNITIES

## RESIDENTIAL SNOW REMOVAL

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**As Mayor, I will champion extending snow removal to residential streets during snow emergencies.**

### Problem/Context

Calgary is a winter city and it is the city's responsibility to provide a service level that allows Calgarians to continue their lives, even through the worst winter storms.

Every year or two, there is a big storm that overwhelms our snow removal efforts and leaves Calgarians struggling to get out of their neighbourhoods or, in some cases, trapped altogether. When crews finally get around to clearing residential streets, they merely knock down the ruts and leave a thick layer of snow and ice, as well as a large pile of snow on either side of the street called a "windrow." This is an even bigger problem for the elderly and people with disabilities because a large windrow in front of their home may cut off their access to the street entirely.

Council recently gave administration the authority to declare a "Snow Emergency" to address major snow buildups, but stopped short of authorizing residential snow removal. When the snow piles up this high, merely knocking down the ruts is far from a solution, and the resulting windrow often makes roads worse to drive than they were before.

### Proposed Solution

As Mayor, I will work to amend policy to allow for full snow removal in residential areas during snow emergencies, enabling people to move about their communities and get back to their lives.

### Rationale

Calgary can't afford to be immobilized by the large winter storms that we face so often. Adequate snow removal is a core service for a winter city.

Calgary lags behind other comparable cities when it comes to snow removal. For example, Calgary spends \$40 million per year on snow removal while Edmonton spends \$60 million to service a smaller population.

### Who Benefits?

This policy will benefit any Calgarian who has ever struggled to get out of their home or neighbourhood during a major snowfall. It will benefit anyone who has ever missed an appointment or event due to snow buildup on their street.

### Jeromy's record on the issue

I voted in favour of the snow emergency motion in 2021.

### Budget Cost

Administration estimates the cost of residential snow removal to be \$14-16 million per event. In the last eight years, there have been five events that would have met the threshold for this level of snow removal. Therefore, an appropriate budget increase of \$8-10 million per year could provide this service, while still leaving Calgary's snow-removal budget well under our most comparable city.

### Conclusion

Calgary is a winter city and major snowstorms are not going away. Effective snow removal is a core service that Calgarians deserve for their tax dollars. As Mayor, I will push to clear residential streets of snow during snow emergencies to make sure people do not feel trapped in their neighbourhoods and can go about their business regardless of the weather.

# SAFE AND LIVABLE COMMUNITIES

## TRAFFIC LIGHT SYNCHRONIZATION

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As Mayor, I will work to better synchronize the city's traffic lights for vehicle traffic.

### Problem/Context

Ask just about any motorist and they will tell you about intersections that don't work as well as they could—places where they routinely sit at a red light with no traffic in the other green-light direction, or streets where one light turns green only to have the one at the next street turn red.

### Proposed solution

Investigate opportunities to better synchronize traffic lights by:

1. Soliciting feedback from citizens on which intersections aren't timed properly and directing traffic engineers to review them.
2. Exploring opportunities to improve traffic light coordination by improving the city's Adaptive Traffic Light Control technology.

### Rationale

Synchronizing traffic lights will help reduce congestion on city streets. This will improve productivity by getting people where they want to go faster, ease driver frustration by reducing unnecessary stops, and reduce carbon emissions by having fewer cars idling on city streets.

### Who Benefits?

Synchronizing traffic lights will benefit the 73% of Calgarians who drive or carpool to work, as well as people who rely on Calgary Transit buses that use these same streets. Less waiting will reduce travel times.

This policy will also have an environmental benefit because less idling will reduce the volume of greenhouse gas emissions generated.

### Policy Specifics

Adaptive Traffic Light Control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion. The city has multiple opportunities with this technology:

1. Upgrading the existing Adaptive Traffic Light Control technology to a higher level of sophistication.
2. Increasing the number of intersections where Adaptive Traffic Light Control technology is installed.
3. Confirming that the installed Adaptive Traffic Light Control technology is optimized.

### Budget cost

The citizen feedback program will require staff time for development and implementation.

The estimated capital and operating cost of Adaptive Traffic Light Control technology will be proportional to the number of intersections where traffic patterns and volumes suggest that:

1. Implementing an Adaptive Traffic Light Control technology will result in improved traffic flow.
2. Upgrading the existing Adaptive Traffic Light Control technology to a more sophisticated level will result in improved traffic flow.

### Conclusion

Synchronizing traffic lights for vehicle traffic will help frustrated motorists and bus users who are tired of waiting at empty intersections. It will improve productivity city-wide, reduce incidents of road rage, and potentially have a positive impact on the city's carbon footprint.

# SAFE AND LIVABLE COMMUNITIES

## PRESERVING SINGLE-FAMILY COMMUNITIES

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**As Mayor, I will work to preserve single-family communities by supporting a motion to repeal the Guidebook for Great Communities (now called the Guide for Local Area Planning) and direct administration to redesign it after extensive and genuine public engagement.**

### Problem/Context

Owning a single-family home with room for a growing family and a backyard for pets is something a great many people work towards during their entire lives. Unfortunately, Council's Guidebook undermines this by threatening to eliminate the option for fully single-family-home communities in the inner-city.

After the Guidebook for Great Communities was proposed, it generated great public interest. Over 40 Community Associations organized to voice their concerns about the guidebook, and the Council public hearing drew a record number of speakers. These people were concerned because they didn't want to see the beautiful, historic character of their neighbourhoods changed forever. They didn't want to see unrelenting densification become the norm on the streets where their children play.

After this public hearing, it seemed like Council listened and the Guidebook was sent back to committee for revisions—or so everyone thought. Instead, in the late hours of the evening, Council passed the now rebranded Guidebook as a best-practices document, rather than a statutory document. The difference is minor because the same anti-single-family-home philosophy will be used to create local area plans in the inner city; and once approved, these plans will become statutory.

### Proposed Solution

I will work to repeal the Guidebook and direct administration to redesign it by finishing the public conversation that was cut short by Council's last-minute switch.

### Rationale

Buying a home is the largest investment most people will make in their lives, and they deserve to have more influence over the kind of change that occurs in their neighbourhood. It was wrong for Council to disregard the voices of so many committed community volunteers by passing the Guidebook into city policy, so I will work to reverse this decision.

### Who Benefits?

This policy benefits anyone who invested in a single-family-home community and wants it to maintain the character they bought into. Enhancing Calgary's advantage of affordable single-family housing will allow us to attract talent from cities like Toronto and Vancouver.

### Jeromy's record on the issue

I vocally stood up for the community volunteers who put a great deal of time, effort, and money into preserving their communities. I spent many hours working directly with them to understand the issues and present reasonable alternatives.

### Budget Cost

The costs associated with this policy are staff time to redesign the guidebook, and future public-engagement costs.

### Conclusion

As Mayor, I will preserve single-family home communities by working to repeal and redesign the Guidebook after thorough and genuine public engagement. People make an investment for life when they buy into a community, and it's only fair for them to expect their community to maintain the character that attracted them to it in the first place.

# SAFE AND LIVABLE COMMUNITIES

## DEFENDING OUR POLICE AND DOWNTOWN POLICE STATION

As Mayor, I will encourage the Calgary Police Commission to re-establish a downtown police station and ensure they have funding available to do so. A properly resourced police department is a vital core service. I will keep the Calgary Police budget whole and condemn reckless, ideological calls to defund our police.

### Problem/Context

Calgary is the only major city in North America without a downtown police station. Calls to drastically defund our Calgary Police are misguided and put Calgarians in danger by depriving our front line of the resources they need to address the very issues that the defund advocates are concerned about.

While other budget lines in the city, such as public art and communications, have received massive funding increases in past years, the Calgary Police budget has seen reductions.

Calgary Police Service's budget is only 10% of the city's overall budget and should not be the primary focus for cuts.

### Proposed Solution

Along with a Council colleague, I submitted an administrative inquiry in 2019 which identified five existing locations that could be used for a downtown police station, thereby reducing construction costs. As Mayor, I will encourage the police commission to re-establish a downtown police station and advocate for Council to provide the funds to do so.

In addition to a permanent downtown presence, I support exploring preventative and crisis supports, and alternative call response models like the Downtown Outreach Addictions Partnership (DOAP) team. Programs like this take pressure off our police department and help people in crisis get the most qualified help.



# SAFE AND LIVABLE COMMUNITIES

## DEFENDING OUR POLICE AND DOWNTOWN POLICE STATION

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### Rationale

A brick-and-mortar police station is essential to keep our downtown a safe place to live, work, and play. Ensuring proper safety is a key step towards revitalizing our downtown.

Almost every single day, our Calgary Police officers experience things most of us may only see on the worst days of our lives. It is our civic duty to support them with the resources they need to do their jobs.

At the same time, we cannot ignore the very small number of officers who betray the public trust through inappropriate actions, and I support holding them fully accountable.

### Who Benefits?

A properly resourced police service benefits every Calgarian who wants to walk our streets with peace of mind. It gives our police the resources for adequate training and potential alternative-response models that may better serve marginalized Calgarians and people of colour who may not have been properly serviced in the past. It benefits every Calgarian who may one day need to make a call to 9-1-1 and count on a timely, professional response.

Addressing safety and security issues in our downtown core will encourage more residential and business activity and enable us to fill vacant spaces quicker.

### Jeromy's Record

I have consistently shown support for our police when confronted with calls to defund and discredit them. During the 2019 budget adjustments, I made a successful motion to re-allocate \$200,000 from a low-priority project to the Downtown Outreach Addictions Program (DOAP) team, allowing them to bridge a funding gap that year.

### Budget Cost

The cost of the project depends highly on the location selected and renovations required.

### Conclusion

Defunding our Calgary Police Service is a reckless, ideological proposal that will lessen the safety of all Calgarians. Properly funding our police and re-establishing a downtown police station will help lead to safer communities required for our city to grow and prosper.



“

I grew up in Dover and my family worked hard for everything we have. I will never forget where I came from. It's time for City Hall to work for the people again.

”

Jeromy

**JEROMY**  
**FARKAS**  
**FOR MAYOR**

**CHANGE STARTS NOW**

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