



# Municipality of South Huron

## 2019 Budget Book

### *Operating & Capital Budgets*

*“South Huron celebrates its mixed rural and urban lifestyle and protects growth within its friendly and safe municipality. Community is celebrated, diversity is promoted and a high quality of life for all ages exists. Prosperity is grounded in the small town feel, agricultural strengths, and the ability to offer an affordable place to call home”*

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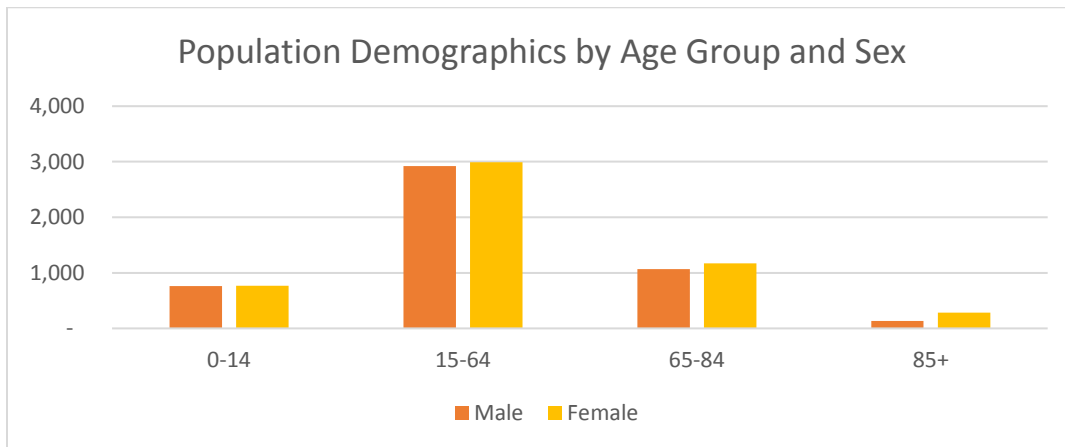
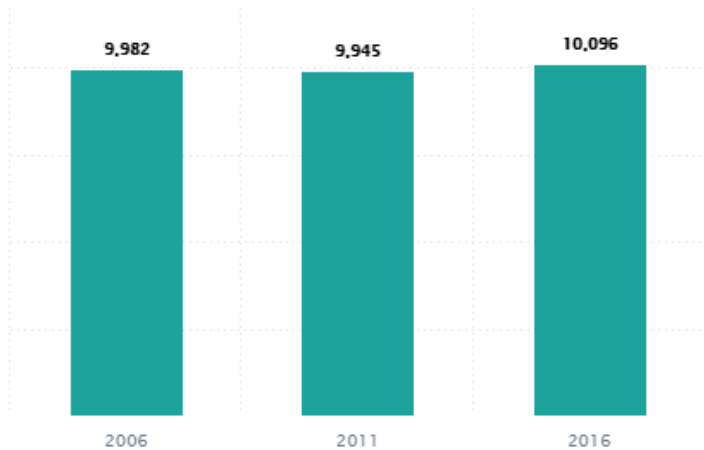
# Community Profile

The Municipality of South Huron amalgamated in 2001 merging the urban and rural areas of the former Town of Exeter, Township of Stephen and Township of Usborne.

## Demographic Profile

*The demographics presented are from the 2016 Census.*

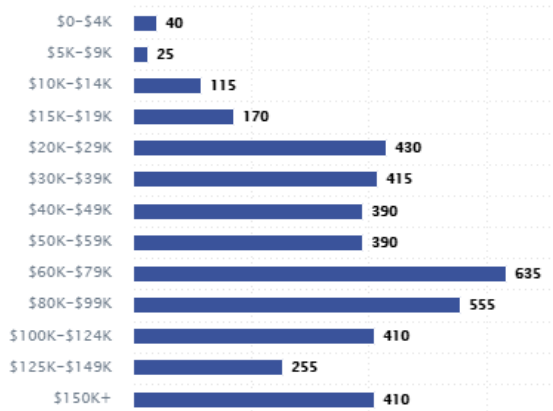
Population from 2006 to 2016 representing a growth rate from 2011 to 2016 of 1.52%. This is a relatively low growth rate when compared to some areas within Ontario, however headed in the right direction.



## Household Income

Source: Statistics Canada. 2016 Census.

Last Updated: September 2017

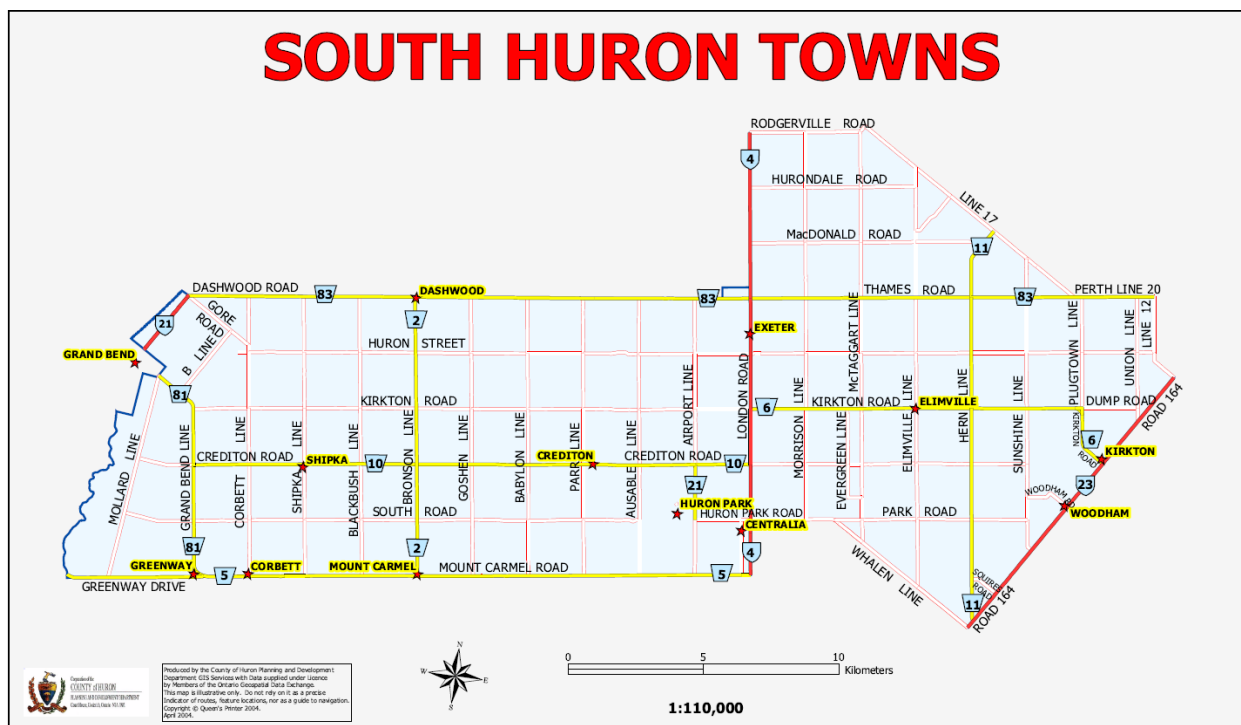


Income Statistics show the median income is \$64,267.

## Location

The Municipality of South Huron consists of 3 wards: the former Town of Exeter, Township of Usborne and Township of Stephen. The ward map can be found below. Amalgamation took place in 2001 as a result of pressures from the Provincial Government for Municipal Restructuring.

Amalgamation broadened the tax base for the areas resulting in greater income that could, in turn, be invested in the new Municipality of South Huron. This meant providing greater services to a greater area with less economic impact.





## Council

2019 brings a new term of Council. As a result of the 2018 election the Municipality of South Huron has two of seven returning members of Council. Meet your 2019-2022 Council

Council took office on December 3, 2018 to serve a four year term.

## Message from the Mayor

I welcome the opportunity to address the South Huron

community who have entrusted this newly elected Council with the responsibility of managing your tax dollars.

Every municipal council, regardless of which community it serves, has to make difficult decisions to determine priorities. South Huron Council is no different.

When we review the South Huron budget we see many competing priorities such as the maintenance of roads and bridges, maintaining our water and wastewater services, policing costs, and providing affordable recreation, just to name a few.

What one taxpayer might consider a "need" another may consider a "want" or "nice to have". Council has the responsibility to invest every dollar in the long-term interests of the community so that as many people as possible benefit from the value created.

Council must be diligent to guarantee fiscal responsibility, and we take this task very seriously. This Council will be conducting a Service Delivery Review of municipal programs and updating our Asset Management Plan to ensure that South Huron services are reflective of community needs and are provided as efficiently as possible.

We have to remember that *"government's greatest responsibility is to the protection of the community that elected them in the first place"*. By considering the best interests of the entire community we serve, Council will invest in priorities that reflect the collective needs of our diverse South Huron communities.

On behalf of South Huron Council, thank you for your support.

George Finch  
Mayor of the Municipality of South Huron



1 Council (left to right): Deputy Mayor Jim Dietrich, Councillor Dianne Faubert, Councillor Ted Oke, Mayor George Finch, Councillor Marissa Vaughan, Councillor Aaron Neeb, and Councillor Barb Willard.

# Asset Management

In 2017/18 new asset management regulation was introduced in Ontario. O.Reg. 588/17 is a comprehensive legislation dictating Municipal Asset Management Planning. This is a result of ageing infrastructure and the significant cost and pressures surrounding the assets utilized to provide services.

Regulation specifies that beyond a database of existing assets, conditions, lifecycles, levels of services and financial strategies must be obtained and determined. The figure below contains the summary of the legislative requirements.



## Asset Management 2018

- Staff developed an Asset Management Working Group to ensure legislative requirements are met on time as well as direct the asset management strategy to maximize the Municipal benefits. It is a cross-functional team that meets regularly.
- The asset database is the priority to identify data gaps to ensure a complete asset listing.
- FCM Grant \$50,000
  - Storm Water asset data collection
  - CCTV Inspections of underground linear infrastructure to determine condition data and better plan for lifecycle and end of life replacement of the assets.

## Asset Management Goals – 2019

- Strategic Asset Management Policy that will guide the asset management planning process and continual improvement of the strategy. This is planned to come before Council in the Spring 2019.
- Geographic Information System (GIS) – implementing a GIS that links to the current asset database to expand asset management and operational capabilities.
- Condition Analysis of core assets to ensure accurate lifecycle costing.
- AMP It Up 2.0 is a program funded through MFOA and the Province of Ontario. South Huron made it into the first intake. It provides consulting services to help develop a work plan to achieve our goals as well as implementation support.
- CityWide Works – an additional module in the asset management software suite from Public Sector Digest. This will provide an electronic work order system to maximize operational efficiencies and customer service. Additionally this will provide the monitoring capability to track preventative maintenance events required in the asset management planning process as well as inspection capabilities to keep asset conditions current.

# Reserves

Reserves are an appropriation of net revenues that are not tied to a specific asset and/or legislative requirement. They are developed by Council Resolution and are for the future funding of Municipal priorities.

The estimated 2019 opening balance is calculated using the audited 2017 closing balance adjusted by any “budgeted” additions/withdrawals from the 2018 operating and capital budgets. These 2018 amounts are not actual as finance has not completed year-end for 2018.

The estimated available opening balance for 2019 is calculated as follows:

2018 Opening Balance  
 + 2018 Budgeted transfers to reserve  
 - 2018 Budgeted transfers from reserve  
 = 2019 Estimated available opening balance

All reserve transfers are estimated for 2018 as project invoicing and reconciliation are currently underway. If a project comes in under budget transfers from reserve will only amount to the actual expenditures.

<b>Reserves</b>	<b>Estimated 2019 Opening Balance</b>
Working Fund Reserve	1,901,880
Benefits Contingency Reserve	115,398
Insurance Claims Contingencyreserve	5,940
Green Initiatives (Energy Mgmntplan)	9,176
Election Reserves	21,000
Community Improvement-Incentive Program	70,000
Opp Contract Stabilization Reserve	368,606
Winter Control Stabilization Reserve	114,538
Shrc Rodeo	63,676
Sh Early Childhood Lc	9,916
Huron Park Fire (Dept Specific Reserve_	7,681
Roads Reserve (Dept Specific Reserve)	57,332
Tree Replacement Reserve	10,000
Streetlight Reserve (Dept Specific Reserve)	153,550
Exeter Pool (Dept Specific Reserve)	11,264
South Huron Water (Dept Specific Reserve)	2,857,521
Stephen Water (Dept Specific Reserve)	110,093
Solid Waste (Dept Specific Reserve)	152,706
<b>Capital Replacement Reserves</b>	
Sewers Capital Replacement Reserve	368,812
Water Capital Replacement Reserve	4,276,634
Landfill Captial Replacement Reserve	202,611
General Admin Capital Replacement Reserve	240,267
Fire Capital Replacement Reserve	840,508
Building/Dev Capital Replacement Reserve	24,792
Bridges/Culverts Capital Replacement Reserve	265,000
Transportation Capital Replacement Reserve	1,851,204
Streetlighting Capital Replacement Reserve	62,927
Cemetery Capital Replacement Reserve	82,590
Recreation Capital Replacement Reserve	250,250
<b>Total Reserves</b>	<b>14,505,868</b>



	<b>Estimated 2019 Opening Balance</b>
<b>Discretionary Reserve Funds</b>	
Dashwood CDF	79,856
Webber Pit Reserves	33,440
Exeter Cemetery Expansion	481
Exeter Cemetery Columbarium	25,540
Landfill Perpetual Care Fund	404,130
Amenity Fee Funding (Turbines)	319,490
SHRC Dressing Room Project	25,727
Building Code Revenue Stabilization	548,666
Building Code Legal/Insurance	329,200
Building Code Capital Reserve Fund	219,467
Exeter CDF	132,898
<b>Obligatory Reserve Funds</b>	
DC - Other Services	12,685
DC - Fire	16,231
DC - Transportation	172,804
DC - Sewer System	275,617
DC - Water System	20,674
DC - Parks & Recreation	82,077
Parkland Reserves	9,187
OCIF Funding	76,219
Sidewalks./Curbing	14,066
<b>Total Reserve Funds</b>	<b>2,798,452</b>

## Reserve Funds

Discretionary reserve funds are established by Council or Statute through a by-law and have stipulated uses. Similarly obligatory reserve funds are established by Council authorized by By-Law and arise from a legislative requirement. These funds are restricted in their uses and are prescribed by a funding agreement or specified Act, such as the Development Charges Act, 1997.

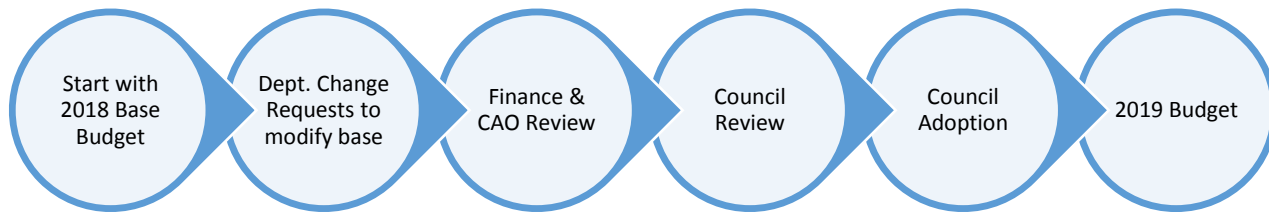
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2018 Opening Balance  
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All reserve transfers are estimated for 2018 as project invoicing and reconciliation are currently underway. If a project comes in under budget transfers from reserve will only amount to the actual expenditures.

# 2019 Operations

## Operating Budget Process



In 2019 the budgeting process has adapted to a base budgeting approach which assumes the base budget from the prior year is the starting point. Any changes to the previously approved base budget need to be justified and transparent. There are four types of change requests included in this year's budget, as follows:

### 1. Annualization

1.1. Includes costs that are increasing due to factors mainly out of Staff's control. For example: CPI, fluctuating interest rates, contract increases, etc.

### 2. Legislated Initiatives

2.1. Changes as a result of legislative changes at any level of government or governing standard. For example: Asset Management Regulation

### 3. One-Time/Special Initiatives

3.1. These are projects/events that are proposed for the current operating year and are not going to be rolled into the base for the subsequent operating year. For example: Strategic Plan update

### 4. Changes in Level of Service

4.1. These are costs associated with either increasing or decreasing the levels of service currently offered by the Municipality. As a result of asset management there will be greater definition of the levels of service and will become a driving force in the operations/capital for the Municipality. For example: Extending the operating hours of the pool which would have staffing, and overhead costs associated.

## Operating Budget Pressures

- Cost of Living upwards of 2% throughout 2018
- Increasing policing costs (contractual – OPP)
- Health and Safety Regulations increasing training requirements
- Asset Management Legislation

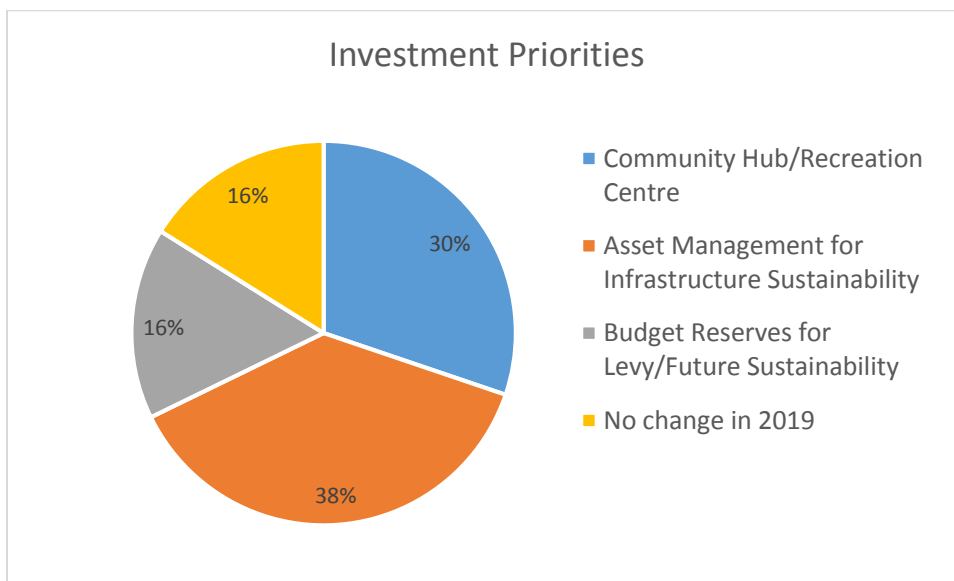
- Increasing minimum maintenance standards for Transportation Services
- Increasing fuel/maintenance costs due to an ageing fleet

## Pre-Budget Survey

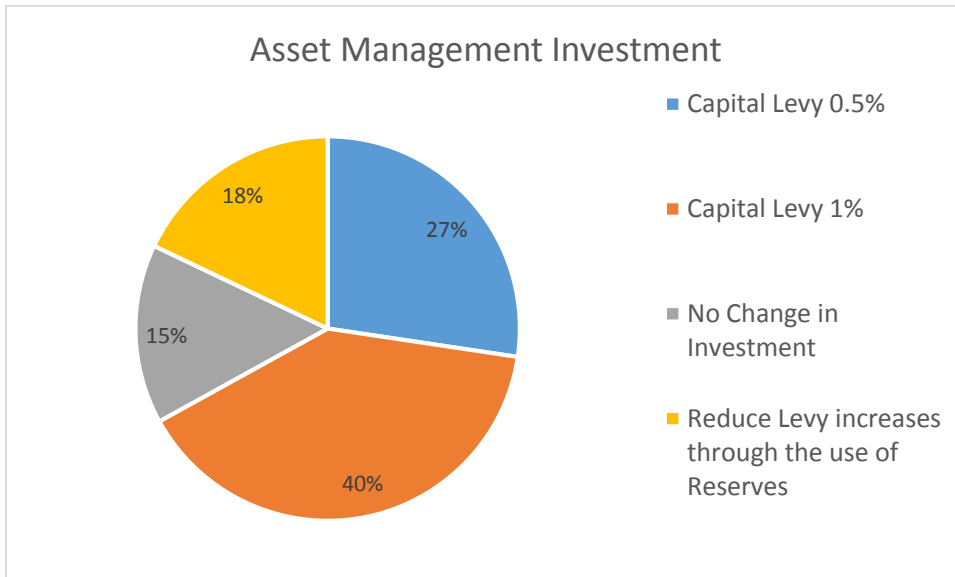
In the past South Huron requested public input through public meetings and had minimal turnout. This year, for the 2019 budget, Staff prepared a 2019 budget survey accessible through facebook and the website with various advertising mediums. It included a multitude of questions from demographic to specific departments.

The response from the public improved significantly receiving about 192 responses, predominantly from Exeter residents/business owners. A few key summaries can be found below.

Data disclaimer: These data were collected using an open community survey hosted on the municipality's website and promoted using South Huron social media properties. This is a quick, inexpensive method for capturing community input to inform Council's decision; however, these results should only be considered as a summary of participant responses (i.e., descriptive statistics). No inferences can be made about how accurately survey results reflect the overall community sentiment without a random sampling method. Random sample (i.e., scientific) surveys are expensive, take more time to complete and are typically only conducted for large-scale capital projects.



It appears that the public is aware of the ageing infrastructure issue facing many Municipalities. South Huron is no different and has a backlog of capital as a result. The most popular investment was in asset management planning in order to become more proactive rather than reactive and to develop a long term financial strategy to address the backlog as well as maintain current/future assets.



This followed suit with the investment priorities and recognized that the ageing infrastructure requires additional investment and a 0% change in the tax rates would not suffice.

## Property Taxes

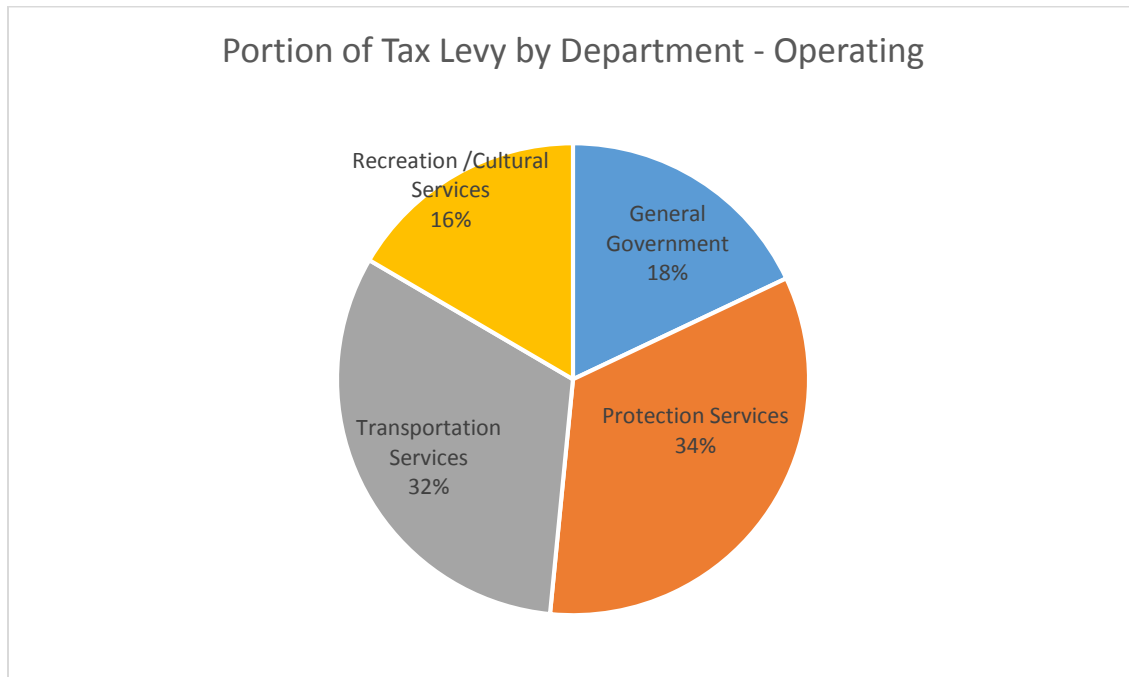
### Tax Levy

The Tax Levy is the amount of total dollars levied by ratepayers. This is the funding required to balance the proposed 2019 operating budget.

### Tax Rate

The Tax Rate is multiplied by the property assessment value (MPAC) to determine the total taxes payable. The tax rate consists of the Municipal (South Huron) rate, County of Huron rate and the Education rate.

Total tax bill = Property Assessment Value \* Tax Rates



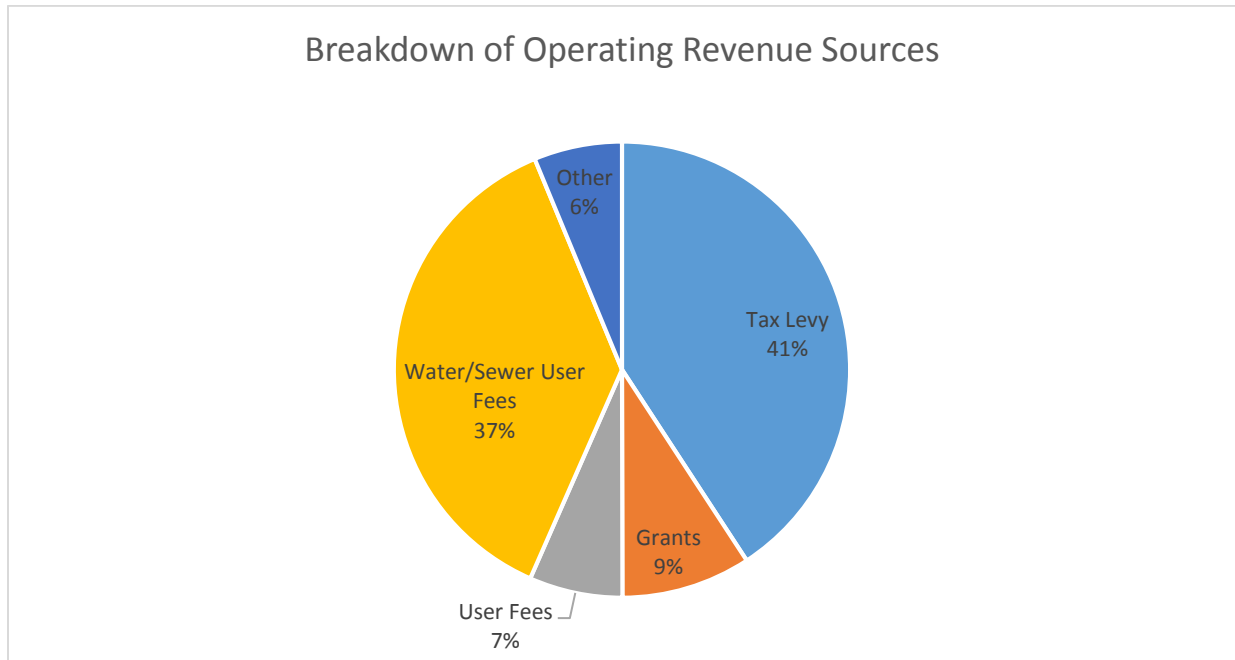
*Figure 2: This represents the portion of tax levy by department*

The figure above excludes Cemetery and Planning/Development due to the fact that both are less than 1% of the levy and together total less than 1% of the levy.



## Operating Budget Summary

The following shows the breakdown of the revenues budgeted for 2019 for the Municipality to fund the operating budget.



Levy Funded Departments	\$ Levy Change	% Levy Change	2018 Budget  Net Levy Requirement	2019 Budget				
				Current Year Operating Costs	Net Levy Requirement	Grants	User Fees, Fines/ Penalties , Donations	Other (Reserves, Misc, Interest Income)
Administration	178,358	13.9%	1,280,185	1,632,387	1,458,543	118,044	27,300	28,500
Council	29,660	15.7%	189,110	218,770	218,770			
Community Grants	(3,348)	-6.3%	53,426	50,078	50,078			
Corporate Services	(20,000)	1.0%	(1,911,700)		(1,931,700)	1,455,300	189,400	287,000
Planning & Development	(40,503)	-64.1%	63,171	62,668	22,668		25,000	15,000
Protection Services	164,656	5.4%	3,064,981	3,668,483	3,229,637	42,013	256,350	140,483
Transportation	89,418	3.0%	2,974,285	3,331,047	3,063,703	67,518	14,476	185,350
Recreation	194,496	13.9%	1,399,678	2,530,240	1,594,174	38,790	650,223	247,053
Cemetery	18,958	57.8%	32,824	165,532	51,782		96,350	17,400
<b>Total Levy Based</b>	<b>611,695</b>	<b>8.56%</b>	<b>7,145,960</b>	<b>11,659,205</b>	<b>7,757,655</b>	<b>1,721,665</b>	<b>1,259,099</b>	<b>920,786</b>
					67%	15%	11%	8%

## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

	\$ Change	% Change	2018 Budget	2019 Budget				
User Fee Funded Departments			Net \$ available for Capital	Current Year Operating Costs	Net Revenue/ Expenses	Grants	User Fees, Fines/ Penalties , Donations	Other (Reserves,Misc)
Water	62,243	-16.7%	(371,925)	3,616,352	(309,682)	17,120	3,781,246	127,668
Sewer	(1,277)	-100.0%	1,277	2,183,824	-	7,975	2,114,746	61,103
Solid Waste	(3,829)	-3947%	97	1,247,264	(3,732)		1,171,747	79,249
<b>Total Non Levy</b>	<b>57,137</b>	<b>-15.4%</b>	<b>(370,551)</b>	<b>7,047,440</b>	<b>(313,414)</b>	<b>25,095</b>	<b>7,067,739</b>	<b>268,020</b>
					-4%	-8%	100%	4%

## Funding Sources

### Tax Levy

Funds levied based on property assessment values (MPAC) are used to fund approximately 80% of the budget.

### Grants/Government Transfers

There are a few grants received annually from other levels of government and their government entities. Opportunities for application based grants arise sporadically with staff continually monitoring the offerings. The offering often depend on the government in power at the time.

### User Fees

This includes full cost recovery departments that require the users of that service to fund the service delivery. For example: water, sewer, solid waste and building departments.

### Reserves

Reserves are an appropriation of net revenues set aside for future use. They are not tied to specific capital works/assets and reside in the general bank account.

### Donations

Restricted and unrestricted donations received as an investment in the community.

### Municipal Service Agreements

South Huron provides services to neighbouring municipalities that are cost recovered through Agreements. For example: Fire Agreements, Water Agreements.

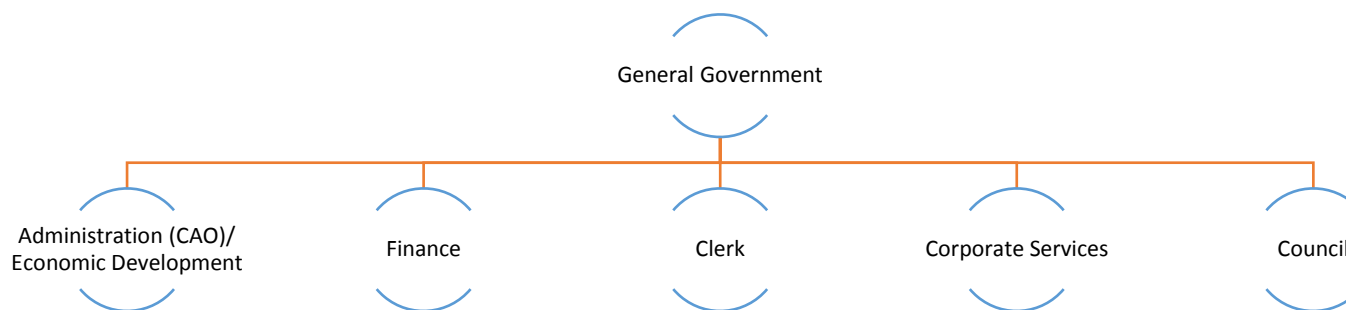
### Investment Income

Interest income received from investing general and reserve dollars.

## General Government

General government services include administrative duties, budgeting, financial reporting, asset management, economic development, etc. This department supports the service delivery in the remainder of the organization.

General Government includes Community Grants, Taxation, Utility Billing and Human Resources functions as well.



Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
General Government	Corporate Services							
	Revenues	Grant Revenue	(1,339,000)	(1,453,300)	(1,455,300)	(1,455,300)	0	0.0 %
		Interest Income	(110,807)	(293,026)	(70,000)	(90,000)	(20,000)	28.6 %
		Municipal General Levy	(7,805,320)	(8,328,444)	(8,328,451)	(8,931,403)	(602,952)	7.2 %
		Total	(9,255,127)	(10,074,770)	(9,853,751)	(10,476,703)	(622,952)	6.3 %
	Expenses	Grants	58,730	42,519	55,426	52,078	(3,348)	-6.0 %
		Total	58,730	42,519	55,426	52,078	(3,348)	-6.0 %
	Net Revenue/Expenses		(9,196,397)	(10,032,251)	(9,798,325)	(10,424,625)	(626,300)	6.4 %
	Council							
	Revenues	User Fees/Charges	(75)	0	0	0	0	0.0 %

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
		Total	(75)	0	0	0	0	0.0 %
	Expenses	Contracted Services	9,584	0	7,500	7,500	0	0.0 %
		Salaries/wages	147,327	149,277	155,700	171,880	16,180	10.4 %
		S-Benefits	5,189	5,252	4,410	7,010	2,600	59.0 %
		Supplies/Services	795	5,948	3,500	5,180	1,680	48.0 %
		Training/Conferences	23,422	24,403	18,000	27,200	9,200	51.1 %
		Total	186,317	184,880	189,110	218,770	29,660	15.7 %
	Net Revenue/Expenses		186,242	184,880	189,110	218,770	29,660	15.7 %
	<b>General Administration</b>							
	Revenues	Grant Revenue	(300)	(10,984)	(15,000)	(118,044)	(103,044)	687.0 %
		Fines/Penalties	(184,049)	(164,230)	(185,100)	(185,100)	0	0.0 %
		Interest Income	0	0	0	0	0	0.0 %
		Municipal General Levy	(272,458)	(391,286)	(207,000)	(207,000)	0	0.0 %
		Permits/Licences	(9,156)	(10,358)	(12,200)	(12,200)	0	0.0 %
		Rebill/Misc Revenue	(12,303)	(3,754)	(2,500)	(2,500)	0	0.0 %
		Transfer from Reserves	0	0	(99,000)	(26,000)	73,000	-73.7 %
		User Fees/Charges	(26,827)	(25,347)	(21,400)	(21,400)	0	0.0 %
		Total	(505,094)	(605,958)	(542,200)	(572,244)	(30,044)	5.5 %
	Expenses	Contracted Services	94,387	150,505	188,755	180,092	(8,663)	-4.6 %
		Economic Development	12,233	9,298	45,200	51,700	6,500	14.4 %
		Supplies/Services	57,410	81,051	102,269	117,868	15,599	15.3 %
		Cash Over/Under Acct	(218)	(42)	0	0	0	0.0 %
		Election Expenses	2,326	23,957	31,000	2,000	(29,000)	-93.5 %
		Grants	0	0	0	100,584	100,584	100.0 %
		Insurance	20,922	19,027	21,340	21,340	0	0.0 %
		Livestock Claims	0	1,052	0	0	0	0.0 %
		Public Relations	5,802	4,371	6,000	6,000	0	0.0 %

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
		Repairs & Mntce	23,212	34,895	46,700	36,700	(10,000)	-21.4 %
		Salaries/wages	675,930	758,036	697,318	800,956	103,638	14.9 %
		S-Benefits	198,097	219,697	196,924	205,077	8,153	4.1 %
		Training/Conferences	26,357	27,831	23,000	44,590	21,590	93.9 %
		Transfer to reserves	523,163	83,066	52,313	52,313	0	0.0 %
		Utilities	22,636	20,674	23,167	23,167	0	0.0 %
		Total	1,662,259	1,433,418	1,433,985	1,642,387	208,401	14.5 %
		Net Revenue/Expenses	1,157,165	827,460	891,785	1,070,143	178,357	20.0 %
<b>Total General Government</b>			<b>(7,852,990)</b>	<b>(9,019,911)</b>	<b>(8,717,430)</b>	<b>(9,135,712)</b>	<b>(418,283)</b>	<b>4.8 %</b>



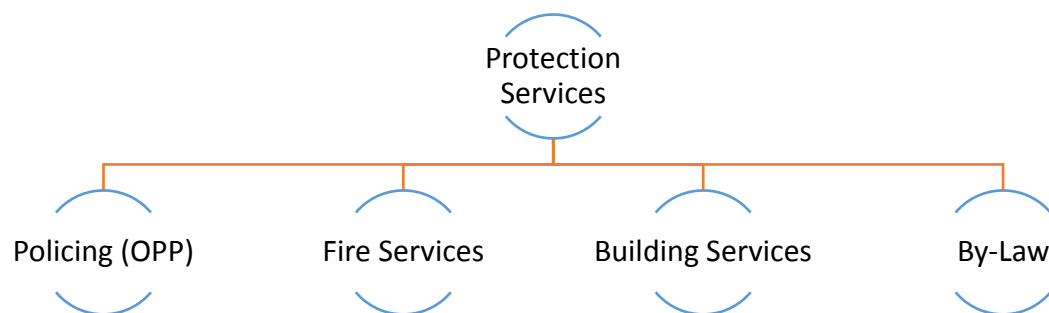
## Protection Services

Protection Services includes Police and Fire (emergency services) as well as Building Inspection Services, By-Law enforcement, Animal Control and Conservation Authorities

Policing in South Huron is currently provided by a contractual OPP service.

Fire Services consist of a volunteer force with three stations – one in Dashwood, Exeter and Huron Park.

Building Inspection Services is considered a full cost-recovery department.



Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
<b>Protection Services</b>	<b>Animal Control</b>							
	Revenues	Fines/Penalties	(140)	(210)	(500)	(500)	0	0.0 %
		Permits/Licences	(14,080)	(13,410)	(13,500)	(13,500)	0	0.0 %
		Total	(14,220)	(13,620)	(14,000)	(14,000)	0	0.0 %
	Expenses	Salaries/wages	0	9,420	9,417	16,735	7,318	77.7 %
		S-Benefits	0	0	0	1,263	1,263	100.0 %
		Supplies/Services	1,712	2,746	3,500	5,000	1,500	42.9 %
		Total	1,712	12,166	12,917	22,998	10,081	78.0 %
	Net Revenue/Expenses		(12,508)	(1,454)	(1,083)	8,998	10,081	-930.8 %
	<b>Building Inspection Services</b>							
	Revenues	Permits/Licences	(263,495)	(322,509)	(193,000)	(208,000)	(15,000)	7.8 %
		Rebill/Misc Revenue	(668)	(1,137)	(5,000)	(5,000)	0	0.0 %
		Transfer from Reserves	0	0	(52,690)	(120,483)	(67,793)	128.7 %

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
		User Fees/Charges	(3,446)	(915)	(4,500)	(4,500)	0	0.0 %
		Total	(267,608)	(324,560)	(255,190)	(337,983)	(82,793)	32.4 %
	Expenses	Contracted Services	11,863	16,726	20,000	23,797	3,797	19.0 %
		Insurance	999	1,010	1,017	1,037	20	2.0 %
		Safety Clothing & Equipment	19	343	250	250	0	0.0 %
		Salaries/wages	115,728	176,036	151,714	212,903	61,189	40.3 %
		S-Benefits	30,240	45,704	32,478	59,692	27,214	83.8 %
		Supplies/Services	6,248	5,004	20,000	13,000	(7,000)	-35.0 %
		Training/Conferences	3,711	11,139	20,000	20,000	0	0.0 %
		Transfer to reserves	90,544	2,459	2,459	2,459	0	0.0 %
		Utilities	2,675	3,234	2,346	2,346	0	0.0 %
		Vehicle Repairs & Mntce	3,625	3,788	5,000	2,500	(2,500)	-50.0 %
		Total	265,653	265,442	255,264	337,983	82,719	32.4 %
	Net Revenue/Expenses		(1,955)	(59,118)	74	0	(74)	-100.0 %
	<b>By-Law Enforcement Services</b>							
	Revenues	Fines/Penalties	(1,160)	(196)	(2,500)	(2,500)	0	0.0 %
		Rebill/Misc Revenue	(2,834)	(34)	(10,000)	(10,000)	0	0.0 %
		Total	(3,994)	(231)	(12,500)	(12,500)	0	0.0 %
	Expenses	Contracted Services	14,616	7,380	40,600	39,727	(873)	-2.2 %
		Insurance	409	2,138	420	420	0	0.0 %
		Salaries/wages	19,623	7,979	37,120	6,251	(30,869)	-83.2 %
		S-Benefits	4,989	2,112	9,207	1,511	(7,696)	-83.6 %
		Supplies/Services	2,030	1,706	3,500	3,245	(255)	-7.3 %
		Training/Conferences	0	0	1,000	1,000	0	0.0 %
		Transfer to reserves	1,354	820	820	820	0	0.0 %
		Utilities	1,492	1,338	1,457	1,457	0	0.0 %

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
		Vehicle Repairs & Mntce	1,053	455	1,000	1,000	0	0.0 %
		Total	45,565	23,928	95,123	55,431	(39,693)	-41.7 %
		Net Revenue/Expenses	41,571	23,697	82,623	42,931	(39,693)	-48.0 %
		<b>Conservation Authorities</b>						
	Expenses	External Transfers	272,700	275,918	278,230	339,141	60,911	21.9 %
		Total	272,700	275,918	278,230	339,141	60,911	21.9 %
		Net Revenue/Expenses	272,700	275,918	278,230	339,141	60,911	21.9 %
		<b>Fire Services</b>						
	Revenues	Donations/Fundraising	(12,169)	(4,762)	(8,000)	0	8,000	-100.0 %
		Grant Revenue	(34,120)	(29,302)	(25,000)	(25,000)	0	0.0 %
		Rebill/Misc Revenue	(7,845)	(1,395)	(5,000)	(5,000)	0	0.0 %
		User Fees/Charges	(43,422)	(26,392)	(19,220)	(19,220)	0	0.0 %
		Total	(97,556)	(61,852)	(57,220)	(49,220)	8,000	-14.0 %
	Expenses	Contracted Services	79,289	84,097	103,198	103,455	257	0.2 %
		Insurance	42,511	43,182	45,328	44,524	(804)	-1.8 %
		Repairs & Mntce	24,945	9,936	17,000	17,000	0	0.0 %
		Safety Clothing & Equipment	30,794	25,515	28,300	20,300	(8,000)	-28.3 %
		Salaries/wages	359,375	360,007	384,723	396,917	12,193	3.2 %
		S-Benefits	50,431	46,090	51,312	61,881	10,569	20.6 %
		Supplies/Services	36,584	36,095	42,000	40,861	(1,139)	-2.7 %
		Training/Conferences	17,468	15,589	20,565	20,565	0	0.0 %
		Transfer to reserves	172,417	172,231	172,231	172,231	0	0.0 %
		Utilities	26,341	25,460	31,647	31,647	0	0.0 %
		Vehicle Repairs & Mntce	41,659	69,286	30,700	30,700	0	0.0 %
		Emergency Preparedness	1,753	2,653	6,000	6,000	0	0.0 %

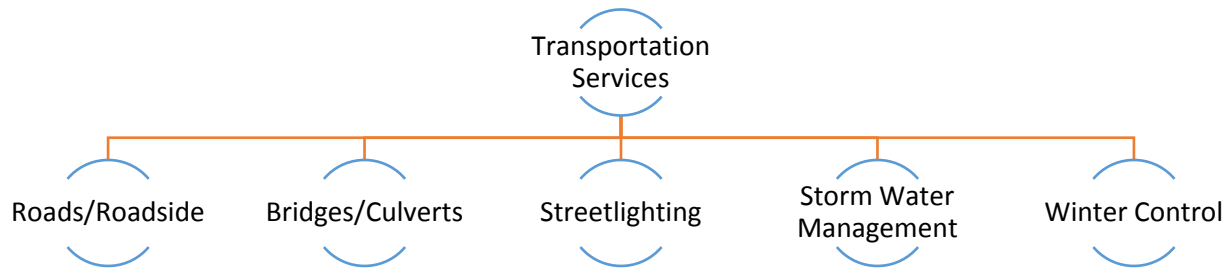
## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
		Total	883,568	890,141	933,005	946,081	13,076	1.4 %
		Net Revenue/Expenses	786,012	828,289	875,785	896,861	21,076	2.4 %
	<b>Policing</b>							
	Revenues	Fines/Penalties	(6,744)	(8,002)	(8,130)	(8,130)	0	0.0 %
		Grant Revenue	(17,092)	(21,114)	(17,013)	(17,013)	0	0.0 %
		Rebill/Misc Revenue	(2,597)	(37)	0	0	0	0.0 %
		Transfer from Reserves	(53,641)	0	(64,767)	0	64,767	-100.0 %
		Total	(80,074)	(29,154)	(89,910)	(25,143)	64,767	-72.0 %
	Expenses	Salaries/wages	9,288	9,412	9,370	9,873	503	5.4 %
		S-Benefits	514	376	560	660	100	17.9 %
		Supplies/Services	11,833	3,817	9,413	9,413	0	0.0 %
		Training/Conferences	5,482	3,444	9,856	9,856	0	0.0 %
		Contracted Services	1,867,920	1,890,060	1,890,063	1,937,047	46,984	2.5 %
		Total	1,895,037	1,907,110	1,919,262	1,966,849	47,587	2.5 %
		Net Revenue/Expenses	1,814,963	1,877,956	1,829,352	1,941,706	112,354	6.1 %
<b>Total Protection Services</b>			<b>2,900,783</b>	<b>2,945,287</b>	<b>3,064,981</b>	<b>3,229,637</b>	<b>164,656</b>	<b>5.4 %</b>

## Transportation Services

The capital network is very robust and critical in the transport of people, goods and services throughout the Municipality. It includes bridges/culverts, roads, traffic signals, street lighting, sidewalks, operations centre and any vehicles/equipment required to maintain the services.

Transportation is a tax levy funded department as there is no opportunity for user fees. South Huron applies the AMO Gas Tax and OCIF Formula Based funding from the other levels of government to fund this critical infrastructure, particularly roads and bridges/culverts.



Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
<b>Transportation Services</b>	<b>Bridges and Culverts</b>							
	Revenues	Transfer from Reserves	0	0	(20,000)	0	20,000	-100.0 %
		Total	0	0	(20,000)	0	20,000	-100.0 %
	Expenses	Contracted Services	0	0	0	0	0	0.0 %
		Repairs & Mntce	4,539	25,143	80,000	50,000	(30,000)	-37.5 %
		Salaries/wages	40,592	55,278	47,697	47,312	(385)	-0.8 %
		S-Benefits	12,449	15,376	12,433	12,281	(153)	-1.2 %
		Total	57,580	95,797	140,130	109,593	(30,538)	-21.8 %
	Net Revenue/Expenses		57,580	95,797	120,130	109,593	(10,538)	-8.8 %



**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
	<b>Roads</b>							
	Revenues	Permits/Licences	(600)	(100)	0	0	0	0.0 %
		Grant Revenue	(38,592)	(40,470)	(92,613)	(64,083)	28,530	-30.8 %
		Rebill/Misc Revenue	(109,618)	(52,671)	(88,220)	(88,220)	0	0.0 %
		Transfer from Reserves	0	0	0	(83,733)	(83,733)	100.0 %
		User Fees/Charges	(14,476)	(14,476)	(14,476)	(14,476)	0	0.0 %
		Total	(163,286)	(107,717)	(195,309)	(250,512)	(55,203)	28.3 %
	Expenses	Repairs & Mntce	672,037	637,092	681,076	699,632	18,556	2.7 %
		Salaries/wages	474,688	518,774	522,243	535,533	13,290	2.5 %
		S-Benefits	116,878	127,655	130,476	132,695	2,219	1.7 %
		Contracted Services	8,344	34,299	164,658	205,851	41,193	25.0 %
		Fuel	45,024	66,734	45,000	53,000	8,000	17.8 %
		Insurance	44,290	45,720	45,525	46,634	1,109	2.4 %
		Interest Payment	1,989	1,006	1,006	0	(1,006)	-100.0 %
		Principal Payment	40,937	41,919	41,919	0	(41,919)	-100.0 %
		Safety Clothing & Equipment	8,551	9,005	9,000	9,000	0	0.0 %
		Supplies/Services	10,558	21,815	21,543	20,914	(628)	-2.9 %
		Training/Conferences	7,778	6,992	12,000	22,859	10,859	90.5 %
		Transfer to reserves	733,332	700,854	700,854	700,854	0	0.0 %
		Utilities	26,474	26,564	29,235	29,235	0	0.0 %
		Vehicle Repairs & Mntce	161,179	188,462	145,000	165,000	20,000	13.8 %
		Grants	77,185	80,940	85,226	85,226	0	0.0 %
		Total	2,429,243	2,507,832	2,634,762	2,706,433	71,672	2.7 %
	Net Revenue/Expenses		2,265,957	2,400,114	2,439,453	2,455,922	16,469	0.7 %
	<b>Storm Water Management</b>							
	Revenues	Grant Revenue	0	0	0	(3,435)	(3,435)	100.0 %

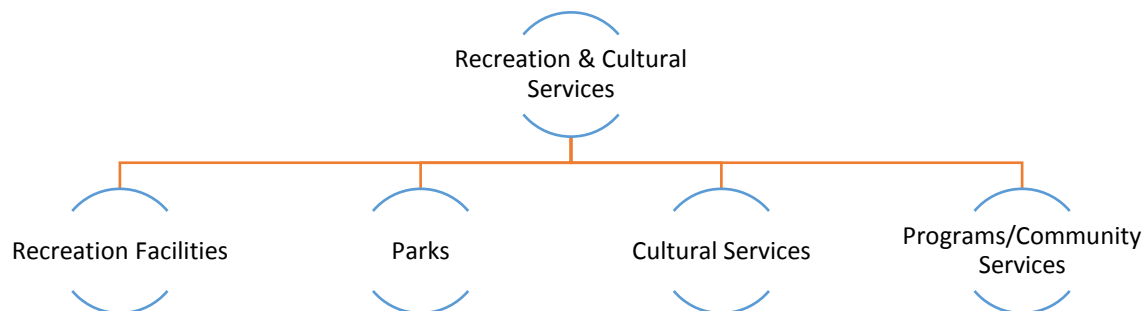
## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
		Transfer from Reserves	0	0	0	(13,397)	(13,397)	100.0 %
		Total	0	0	0	(16,832)	(16,832)	100.0 %
	Expenses	Contracted Services	0	0	0	24,045	24,045	100.0 %
		Repairs & Mntce	20,987	27,075	24,000	33,000	9,000	37.5 %
		Salaries/wages	0	12,324	0	16,519	16,519	100.0 %
		S-Benefits	0	3,702	0	4,813	4,813	100.0 %
		Training/Conferences	0	0	0	137	137	100.0 %
		Total	20,987	43,100	24,000	78,515	54,515	227.1 %
	Net Revenue/Expenses		20,987	43,100	24,000	61,684	37,684	157.0 %
	<b>Winter Control</b>							
	Expenses	Fuel	56,336	90,826	70,000	80,000	10,000	14.3 %
		Contracted Services	14,429	21,142	21,120	21,120	0	0.0 %
		Salaries/wages	144,052	175,494	175,600	183,113	7,514	4.3 %
		S-Benefits	35,319	49,496	35,870	36,860	990	2.8 %
		Supplies/Services	88,541	127,622	88,112	115,412	27,300	31.0 %
		Transfer to reserves	56,087	0	0	0	0	0.0 %
		Total	394,763	464,580	390,702	436,506	45,804	11.7 %
	Net Revenue/Expenses		394,763	464,580	390,702	436,506	45,804	11.7 %
<b>Total Transportation Services</b>			<b>2,739,288</b>	<b>3,003,591</b>	<b>2,974,285</b>	<b>3,063,703</b>	<b>89,418</b>	<b>3.0 %</b>

## Recreation & Cultural Services

Recreation includes arenas, community centres, pools/splash pads, sports fields and parks. Recreation operates under some user fees, however, it is not a full cost recovery department.

Annual programming includes playground programs, gymnastics and karate to help keep the youth engaged and active in the community.



Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
Recreation and Cultural Services	Arenas & Facilities							
	Revenues	User Fees/Charges	(380,129)	(378,387)	(373,602)	(373,783)	(181)	0.0 %
		Rebill/Misc Revenue	(14,773)	(7,295)	(2,300)	(2,300)	0	0.0 %
		Sales	(57,137)	(55,232)	(75,000)	0	75,000	-100.0 %
		Donations/Fundraising	(25,600)	(4,670)	(16,200)	(16,200)	0	0.0 %
		Transfer from Reserves	0	0	0	(50,000)	(50,000)	100.0 %
		Total	(477,638)	(445,584)	(467,102)	(442,283)	24,819	-5.3 %
	Expenses	Insurance	38,933	46,504	35,683	40,503	4,820	13.5 %
		Repairs & Mntce	68,586	64,603	74,200	62,500	(11,700)	-15.8 %
		Salaries/wages	507,404	521,771	490,809	500,798	9,988	2.0 %

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
		S-Benefits	109,172	107,763	103,835	128,836	25,002	24.1 %
		Utilities	279,891	257,095	259,300	259,300	0	0.0 %
		Contracted Services	36,698	45,496	95,300	97,257	1,957	2.1 %
		Supplies/Services	122,398	132,942	91,000	59,361	(31,639)	-34.8 %
		Training/Conferences	19,856	16,604	19,500	19,500	0	0.0 %
		Interest Payment	31,609	30,257	30,257	30,257	0	0.0 %
		Principal Payment	33,132	34,484	34,484	34,484	0	0.0 %
		Safety Clothing & Equipment	4,904	7,136	3,500	5,000	1,500	42.9 %
		Transfer to reserves	117,381	133,173	133,173	258,173	125,000	93.9 %
		Vehicle Repairs & Mntce	21,022	15,499	14,150	14,150	0	0.0 %
		<b>Total</b>	<b>1,390,987</b>	<b>1,413,328</b>	<b>1,385,191</b>	<b>1,510,119</b>	<b>124,928</b>	<b>9.0 %</b>
	Net Revenue/Expenses		913,349	967,744	918,089	1,067,836	149,747	16.3 %
	<b>Community Centres</b>							
	Revenues	User Fees/Charges	(16,752)	(19,827)	(18,180)	(17,200)	980	-5.4 %
		Donations/Fundraising	(1,300)	(1,000)	(1,300)	(1,300)	0	0.0 %
		Grant Revenue	(40,000)	0	(15,892)	(18,790)	(2,898)	18.2 %
		<b>Total</b>	<b>(58,052)</b>	<b>(20,827)</b>	<b>(35,372)</b>	<b>(37,290)</b>	<b>(1,918)</b>	<b>5.4 %</b>
	Expenses	Contracted Services	25,801	33,919	27,820	33,000	5,180	18.6 %
		Insurance	9,157	9,313	10,167	9,720	(447)	-4.4 %
		Repairs & Mntce	9,255	11,738	14,600	21,800	7,200	49.3 %
		Salaries/wages	25,362	23,920	27,234	30,845	3,611	13.3 %
		S-Benefits	7,615	6,756	7,262	9,179	1,917	26.4 %
		Supplies/Services	7,600	7,145	4,500	5,000	500	11.1 %
		Utilities	23,312	17,685	21,500	21,500	0	0.0 %
		Grants	7,500	10,000	10,000	15,000	5,000	50.0 %
		<b>Total</b>	<b>115,603</b>	<b>120,475</b>	<b>123,083</b>	<b>146,044</b>	<b>22,961</b>	<b>18.7 %</b>

## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
		Net Revenue/Expenses	57,551	99,647	87,711	108,754	21,043	24.0 %
		<b>Cultural Services</b>						
	Expenses	Supplies/Services	1,176	485	3,000	3,000	0	0.0 %
		Total	1,176	485	3,000	3,000	0	0.0 %
		Net Revenue/Expenses	1,176	485	3,000	3,000	0	0.0 %
		<b>Library</b>						
	Revenues	Grant Revenue	(15,000)	(15,000)	(15,000)	(15,000)	0	0.0 %
		Total	(15,000)	(15,000)	(15,000)	(15,000)	0	0.0 %
	Expenses	Contracted Services	12,101	12,916	10,000	10,000	0	0.0 %
		Insurance	3,846	3,666	3,790	3,866	76	2.0 %
		Repairs & Mntce	3,648	574	4,200	4,200	0	0.0 %
		Salaries/wages	0	0	1,436	1,468	32	2.2 %
		S-Benefits	0	0	403	407	3	1.0 %
		Supplies/Services	2,042	300	1,400	1,400	0	0.0 %
		Utilities	18,530	15,144	15,347	15,347	0	0.0 %
		Total	40,168	32,599	36,576	36,687	111	0.3 %
		Net Revenue/Expenses	25,168	17,599	21,576	21,687	111	0.5 %
		<b>Parks</b>						
	Revenues	Donations/Fundraising	(3,385)	(3,113)	(1,600)	(1,600)	0	0.0 %
		User Fees/Charges	(62,149)	(68,402)	(64,500)	(68,000)	(3,500)	5.4 %
		Grant Revenue	(1,000)	0	0	0	0	0.0 %
		Rebill/Misc Revenue	(10,934)	(8,085)	(8,400)	(7,900)	500	-6.0 %
		Sales	(3,987)	(3,765)	(4,000)	(4,000)	0	0.0 %
		Transfer from Reserves	0	(7,389)	0	0	0	0.0 %
		Total	(81,455)	(90,754)	(78,500)	(81,500)	(3,000)	3.8 %

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
	Expenses	Contracted Services	15,558	19,597	18,900	18,900	0	0.0 %
		Insurance	7,759	4,528	7,968	8,186	218	2.7 %
		Repairs & Mntce	21,069	13,233	34,700	24,900	(9,800)	-28.2 %
		Salaries/wages	104,419	83,898	136,516	125,220	(11,296)	-8.3 %
		S-Benefits	26,511	20,175	31,191	35,210	4,019	12.9 %
		Supplies/Services	49,805	49,632	45,300	41,200	(4,100)	-9.1 %
		Utilities	13,901	15,405	12,300	12,300	0	0.0 %
		Total	239,022	206,468	286,875	265,916	(20,960)	-7.3 %
	Net Revenue/Expenses		157,566	115,714	208,375	184,416	(23,960)	-11.5 %
	<b>Programs</b>							
	Revenues	Donations/Fundraising	(19,150)	(17,792)	(18,500)	(19,140)	(640)	3.5 %
		Transfer from Reserves	0	0	0	(186,853)	(186,853)	100.0 %
		User Fees/Charges	(142,491)	(148,471)	(136,480)	(149,000)	(12,520)	9.2 %
		Grant Revenue	(5,016)	(5,040)	(4,729)	(5,000)	(271)	5.7 %
		Total	(166,657)	(171,303)	(159,709)	(359,993)	(200,284)	125.4 %
	Expenses	Grants	23,091	23,091	23,091	25,000	1,909	8.3 %
		Contracted Services	1,498	1,332	1,700	7,200	5,500	323.5 %
		Insurance	0	1,390	0	1,418	1,418	100.0 %
		Interest Payment	0	0	0	24,650	24,650	100.0 %
		Principal Payment	0	0	0	162,202	162,202	100.0 %
		Repairs & Mntce	4,108	17,267	4,000	4,000	0	0.0 %
		Salaries/wages	138,341	156,603	147,867	177,298	29,431	19.9 %
		S-Benefits	25,704	28,881	28,945	42,273	13,329	46.0 %
		Supplies/Services	74,816	92,249	89,032	98,432	9,400	10.6 %
		Utilities	23,556	19,927	26,000	26,000	0	0.0 %
		Transfer to reserves	9,787	0	0	0	0	0.0 %
		Total	300,902	340,740	320,635	568,474	247,839	77.3 %

MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
	Net Revenue/Expenses		134,245	169,436	160,926	208,481	47,555	29.6 %
<b>Total Recreation and Cultural Services</b>			<b>1,289,054</b>	<b>1,370,627</b>	<b>1,399,678</b>	<b>1,594,174</b>	<b>194,496</b>	<b>13.9 %</b>

As a result of the operational changes made during the February 11, 2019 budget meeting the percentage change over previous year was anticipated to be 5%. However, Council passed a resolution to include the \$125,000 for Recreation Centre Upgrades to go to reserve for future use. This was initially a capital expense that was moved to operating as a transfer to reserve so the net impact on the levy is \$0. The 13.9% increase over the previous year includes this \$125,000 transfer to reserve resulting in part of the anticipated decrease being seen within the capital budget.



## Health Services (Cemetery)

The Cemetery falls under Health Services as per the Ministry Reporting. South Huron maintains Exeter Cemetery and well as numerous rural cemeteries. Cemetery is governed by the BAO (Bereavement Authority of Ontario) and South Huron is a licensed owner.

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
Health Services	Exeter Cemetery							
	Revenues	Cemetery Winter Fees	(1,050)	(1,350)	(1,000)	(1,000)	0	0.0 %
		Cremation Lot Sales	1,771	(1,458)	(500)	(1,500)	(1,000)	200.0 %
		Donations/Fundraising	(1,195)	(25,273)	(350)	(350)	0	0.0 %
		Extra Interment Fees	(4,260)	(4,020)	(3,000)	(3,000)	0	0.0 %
		Flower Beds - 5 year	(7,803)	0	(7,000)	(7,000)	0	0.0 %
		Flower Beds - Annual	(1,685)	(1,474)	(2,000)	(2,000)	0	0.0 %
		Grant Revenue	0	0	0	0	0	0.0 %
		Grave Openings	(43,311)	(52,677)	(40,000)	(43,000)	(3,000)	7.5 %
		Interest Income	(14,360)	(17,966)	(17,400)	(17,400)	0	0.0 %
		Lot Sales	(13,034)	(4,661)	(15,000)	(15,000)	0	0.0 %
		Monuments/Foundations	(8,436)	(5,136)	(8,500)	(8,500)	0	0.0 %
		Niche Sales	(14,206)	(12,640)	(13,000)	(15,000)	(2,000)	15.4 %
		Rebill/Misc Revenue	0	(2,065)	0	0	0	0.0 %
		Total	(107,568)	(128,720)	(107,750)	(113,750)	(6,000)	5.6 %
	Expenses	Contracted Services	4,623	4,843	4,850	5,038	188	3.9 %
		Insurance	1,704	2,022	1,680	2,022	342	20.4 %
		Repairs & Mntce	1,769	929	1,000	6,000	5,000	500.0 %
		Safety Clothing & Equipment	100	0	250	250	0	0.0 %
		Salaries/wages	69,779	77,467	68,715	76,656	7,941	11.6 %
		S-Benefits	15,501	19,730	14,219	18,497	4,278	30.1 %
		Supplies/Services	23,104	26,176	23,000	27,810	4,810	20.9 %

## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
		Training/Conferences	950	250	600	3,000	2,400	400.0 %
		Transfer to reserves	14,229	33,125	10,179	10,179	0	0.0 %
		Utilities	2,997	2,362	3,500	3,500	0	0.0 %
		Vehicle Repairs & Mntce	9,174	3,265	8,500	8,500	0	0.0 %
		Total	143,930	170,171	136,494	161,452	24,958	18.3 %
		Net Revenue/Expenses	36,361	41,451	28,744	47,702	18,958	66.0 %
		<b>Rural Cemeteries</b>						
		Expenses						
		Repairs & Mntce	2,843	3,721	4,080	4,080	0	0.0 %
		Total	2,843	3,721	4,080	4,080	0	0.0 %
		Net Revenue/Expenses	2,843	3,721	4,080	4,080	0	0.0 %
<b>Total Health Services</b>			<b>39,204</b>	<b>45,172</b>	<b>32,824</b>	<b>51,782</b>	<b>18,958</b>	<b>57.8 %</b>

## Planning & Development

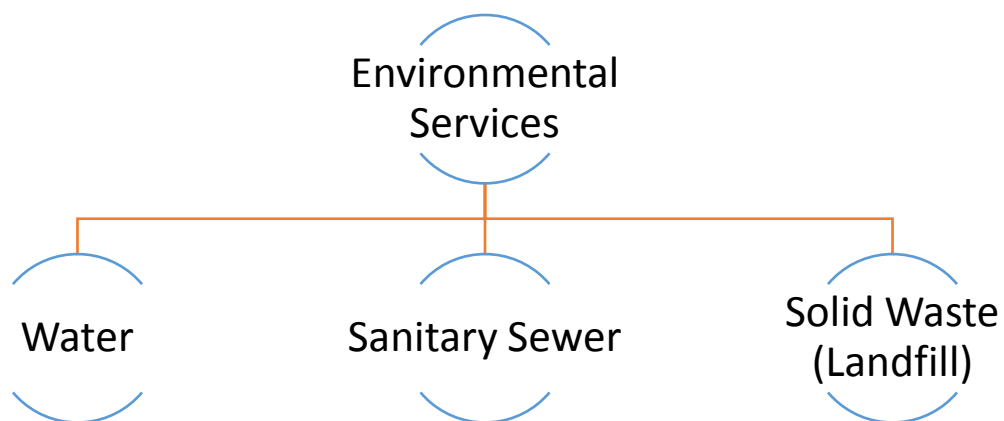
Planning services ensure that the Municipality of South Huron is planned and developed in a manner that meets the existing and future needs of our communities. Planning services are provided through the County of Huron in coordination with South Huron municipal staff.

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
<b>Planning and Development</b>	<b>Planning &amp; Zoning Services</b>							
	Revenues	Rebill/Misc Revenue	(1,566)	(6,860)	(15,000)	(15,000)	0	0.0 %
		User Fees/Charges	(39,511)	(34,841)	(25,000)	(25,000)	0	0.0 %
		Total	(41,077)	(41,701)	(40,000)	(40,000)	0	0.0 %
	Expenses	Contracted Services	4,023	16,502	36,039	20,166	(15,873)	-44.0 %
		Insurance	409	407	281	407	126	45.0 %
		Salaries/wages	46,572	27,433	35,443	15,842	(19,601)	-55.3 %
		S-Benefits	12,259	6,969	8,920	4,021	(4,900)	-54.9 %
		Supplies/Services	3,813	8,078	19,382	19,127	(255)	-1.3 %
		Training/Conferences	0	290	1,500	1,500	0	0.0 %
		Transfer to reserves	546	0	0	0	0	0.0 %
		Utilities	1,581	1,440	1,607	1,607	0	0.0 %
		Total	69,202	61,118	103,171	62,668	(40,503)	-39.3 %
	Net Revenue/Expenses		28,125	19,416	63,171	22,668	(40,503)	-64.1 %
<b>Total Planning and Development</b>			<b>28,125</b>	<b>19,416</b>	<b>63,171</b>	<b>22,668</b>	<b>(40,503)</b>	<b>-64.1 %</b>

## Street Lighting – Special Area Rate (SAR)

Street lighting was upgraded to LED for long-term efficiencies throughout the Municipality. Special area rates allow the benefiting users of the assets to pay for them.

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
<b>Transportation Services</b>	<b>Streetlighting</b>							
	Revenues	General	(161,188)	(124,895)	(123,519)	(209,924)	(86,405)	70.0 %
		Transfer from Reserves	(46,193)	0	0	0	0	0.0 %
		Rebill/Misc Revenue	0	(951)	0	0	0	0.0 %
		Total	(207,382)	(125,847)	(123,519)	(209,924)	(86,405)	70.0 %
	Expenses	Repairs & Mntce	89,239	75,114	100,400	95,000	(5,400)	-5.4 %
		Transfer to reserves	118,066	23,119	23,119	114,924	91,805	397.1 %
		Salaries/wages	59	0	0	0	0	0.0 %
		S-Benefits	18	0	0	0	0	0.0 %
		Total	207,382	98,233	123,519	209,924	86,405	70.0 %
	Net Revenue/Expenses		0	(27,613)	0	0	0	0.0 %
<b>Total SAR – Streetlighting</b>			<b>0</b>	<b>(27,613)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0 %</b>



## Environmental Services

The Environmental Services division is responsible for the maintenance and operation of the Municipality's water distribution system, water booster pumping stations, underground reservoirs and elevated water towers. The water system has approximately 181km of waterline, two water towers and two booster stations.

The sanitary sewer system includes: 62 km of sanitary gravity sewer, 10 km of forcemain, 500 sanitary access manholes, 6 sanitary pumping stations and 2 sewage treatment facilities.

South Huron has one operational Landfill site open to the public and is responsible for the environmental maintenance of two other sites

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
Environmental Services	Sanitary Sewer Services							
	Revenues	User Fees/Charges	(1,553,813)	(1,564,402)	(1,723,320)	(1,852,976)	(129,656)	7.5 %
		Fines/Penalties	(2,942)	(4,301)	0	0	0	0.0 %
		General	(261,178)	(261,178)	(261,770)	(261,770)	0	0.0 %
		Grant Revenue	0	0	0	(7,975)	(7,975)	100.0 %
		Rebill/Misc Revenue	(26,313)	(17,295)	(30,000)	(30,000)	0	0.0 %
		Transfer from Reserves	0	0	0	(31,103)	(31,103)	100.0 %
		Total	(1,844,246)	(1,847,177)	(2,015,090)	(2,183,824)	(168,734)	8.4 %
	Expenses	Interest Payment	403,018	465,361	409,851	446,845	36,994	9.0 %
		Principal Payment	303,848	408,097	337,008	426,612	89,604	26.6 %
		Transfer to reserves	468,584	475,613	475,613	428,678	(46,935)	-9.9 %

## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
		Contracted Services	276,236	309,702	283,910	339,751	55,841	19.7 %
		Repairs & Mntce	149,377	118,270	101,123	101,123	0	0.0 %
		Supplies/Services	25,984	35,266	23,700	22,846	(854)	-3.6 %
		Utilities	180,028	114,963	128,536	128,536	0	0.0 %
		Insurance	8,928	12,189	9,629	12,622	2,993	31.1 %
		Lab Testing	5,893	6,367	14,000	14,000	0	0.0 %
		Safety Clothing & Equipment	645	1,157	2,500	2,500	0	0.0 %
		Salaries/wages	161,944	158,662	172,628	195,762	23,133	13.4 %
		S-Benefits	44,053	44,103	42,442	48,804	6,361	15.0 %
		Training/Conferences	886	1,194	4,500	4,819	319	7.1 %
		Vehicle Repairs & Mntce	(8,018)	(2,744)	10,927	10,927	0	0.0 %
		Total	2,021,408	2,148,200	2,016,367	2,183,824	167,456	8.3 %
	Net Revenue/Expenses		177,162	301,023	1,277	0	(1,277)	-100.0 %
	<b>Solid Waste Services</b>							
	Revenues	Rebill/Misc Revenue	(23,509)	(20,390)	(33,500)	(33,500)	0	0.0 %
		Transfer from Reserves	(69,800)	0	(45,749)	(45,749)	0	0.0 %
		User Fees/Charges	(1,153,352)	(1,203,578)	(1,153,199)	(1,171,747)	(18,548)	1.6 %
		Total	(1,246,661)	(1,223,969)	(1,232,448)	(1,250,996)	(18,548)	1.5 %
	Expenses	Contracted Services	492,585	944,637	798,526	817,075	18,549	2.3 %
		Salaries/wages	138,733	118,004	143,217	138,920	(4,297)	-3.0 %
		S-Benefits	34,326	26,648	34,919	35,555	636	1.8 %
		Supplies/Services	28,980	41,549	14,032	13,842	(190)	-1.4 %
		Insurance	1,015	1,066	1,070	1,091	21	2.0 %
		Lab Testing	63,967	59,764	75,000	75,000	0	0.0 %
		Repairs & Mntce	340,046	31,498	15,000	15,000	0	0.0 %
		Safety Clothing & Equipment	291	(149)	800	800	0	0.0 %

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Department</b>	<b>Division</b>	<b>GL Account Name</b>	<b>2017 Actual Costs</b>	<b>2018 YTD Actual Costs</b>	<b>2018 Budget</b>	<b>2019 Budget</b>	<b>Change over previous year</b>	<b>Percentage over previous year</b>
		Training/Conferences	0	345	0	0	0	0.0 %
		Transfer to reserves	107,286	111,556	124,297	124,297	0	0.0 %
		Utilities	4,132	3,178	3,502	3,502	0	0.0 %
		Vehicle Repairs & Mntce	35,300	(701)	22,182	22,182	0	0.0 %
		<b>Total</b>	<b>1,246,661</b>	<b>1,337,397</b>	<b>1,232,545</b>	<b>1,247,264</b>	<b>14,719</b>	<b>1.2 %</b>
		<b>Net Revenue/Expenses</b>	<b>0</b>	<b>113,428</b>	<b>97</b>	<b>(3,732)</b>	<b>(3,829)</b>	<b>-3,947.4 %</b>
	<b>Water Services</b>							
	Revenues	Fines/Penalties	(16,701)	(21,923)	(18,000)	(18,000)	0	0.0 %
		Rebill/Misc Revenue	(63,338)	(47,153)	(50,000)	(50,000)	0	0.0 %
		Transfer from Reserves	(11,893)	(10,900)	(10,900)	(77,668)	(66,768)	612.6 %
		User Fees/Charges	(3,618,456)	(3,295,039)	(3,628,419)	(3,628,419)	0	0.0 %
		General	(134,546)	(134,546)	(134,828)	(134,828)	0	0.0 %
		Grant Revenue	0	0	0	(17,120)	(17,120)	100.0 %
		<b>Total</b>	<b>(3,844,934)</b>	<b>(3,509,561)</b>	<b>(3,842,147)</b>	<b>(3,926,035)</b>	<b>(83,888)</b>	<b>2.2 %</b>
	Expenses	Insurance	18,626	20,073	19,918	20,872	954	4.8 %
		Interest Payment	556,945	536,761	536,734	535,071	(1,663)	-0.3 %
		Principal Payment	422,151	388,944	384,115	385,778	1,663	0.4 %
		Contracted Services	36,210	69,298	138,500	187,336	48,836	35.3 %
		Lab Testing	8,713	8,296	10,000	10,000	0	0.0 %
		Repairs & Mntce	149,333	147,661	174,454	174,454	0	0.0 %
		Safety Clothing & Equipment	2,549	2,817	5,500	5,500	0	0.0 %
		Salaries/wages	416,468	443,753	424,478	501,433	76,955	18.1 %
		S-Benefits	104,748	106,533	103,786	123,340	19,554	18.8 %
		Supplies/Services	55,623	60,307	54,075	53,222	(854)	-1.6 %
		Training/Conferences	13,097	11,171	15,500	16,185	685	4.4 %
		Transfer to reserves	811,336	816,000	816,000	816,000	0	0.0 %

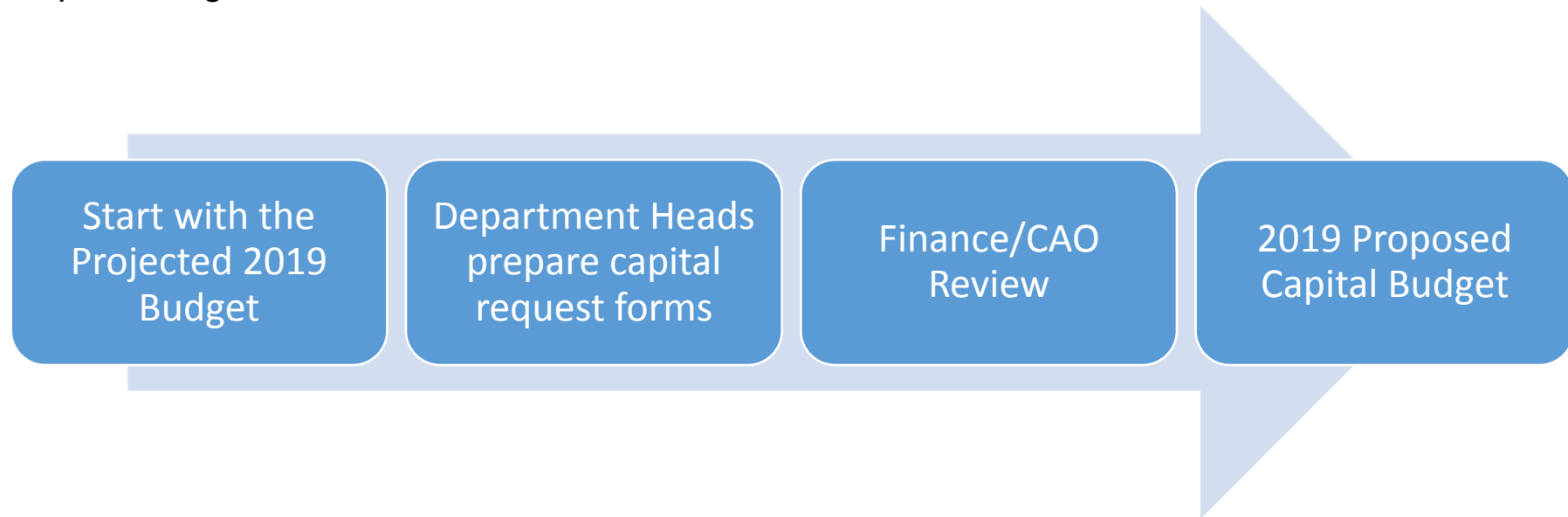
## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Department	Division	GL Account Name	2017 Actual Costs	2018 YTD Actual Costs	2018 Budget	2019 Budget	Change over previous year	Percentage over previous year
		Utilities	60,132	54,852	76,500	76,500	0	0.0 %
		Vehicle Repairs & Mntce	28,215	28,627	24,345	24,345	0	0.0 %
		Water Purchased	603,393	640,787	686,317	686,317	0	0.0 %
		Total	3,287,537	3,335,880	3,470,222	3,616,352	146,130	4.2 %
		Net Revenue/Expenses	(557,397)	(173,681)	(371,925)	(309,682)	62,242	-16.7 %
<b>Total Environmental Services</b>			<b>(380,235)</b>	<b>240,770</b>	<b>(370,550)</b>	<b>(313,414)</b>	<b>57,136</b>	<b>-15.4 %</b>



## 2019 Capital Budget

### Capital Budget Process



### Capital Funding Sources

#### Tax Levy

The tax levy is the most common source of funding for capital projects, although the Municipality tries to mitigate this through savings in reserves/reserve fund, maximizing government grants, and user fees.

#### Grants

Government transfers provide the ability to expand the capacity for capital projects. They are considered incremental funding sources to address ageing infrastructure rather than to reduce the tax impacts historically. A few examples of consistent grants are AMO Gas Tax and OCIF Formula Based Funding. Additionally, application based grants are available as announced by the governing bodies.

### Reserve/Reserve Funds

The Municipality has been saving based on annual amortization amounts for its current assets. This is a forward thinking strategy aimed at providing future sustainability. The use of these funds annually is capped at 25% of the prior year's contributions to ensure the funds are not depleted rapidly. This can help supplement the tax levy in years with greater capital demand, which is anticipated as we move forward.

### Debt Financing

Debt financing is the least common option, but happens for large scale infrastructure projects beyond our immediate capacity. There are restrictions such as the annual repayment limit (ARL) that caps the annual payments at 25% of our own source revenues.

### User Fees

These are largely water/sewer user fees that are determined through a rates study. As per legislation, water and sewer services are a full cost recovery asset due to its critical nature. It is imperative that funds always be available to address any quality issues or capital upgrades required to provide a safe service. Additionally, those benefiting from the service are the ones paying for the service as well. This is important in a rural/urban community since not all communities have access to water and sewer, particularly rurally.

### Other Sources

Other sources include transfers from Other Municipalities through established funding agreements, sale of capital assets, joint projects, fundraising/donations, etc.

## Capital Backlog and Asset Management

According to the 2016 Asset Management Plan there is a capital backlog of approximately \$50M. Of that amount \$35M can be found in the Roads Network. These backlogs are not unique to the Municipality of South Huron but suggest we are currently underfunding some of our core infrastructure. With many budgetary pressures over the years this has become the reality of all Municipalities and demonstrates the criticality and need for asset management planning.

## 2019 Capital Budget Summary – by Project and Department

Project Name	2019 Proposed Capital Investment						
	Project Cost	Tax Levy	User Fees	Grant	Capital Repl Reserve	Water/ Sewer Reserve	Other Sources
Town Hall Entrance Steps	28,493	28,493					
Truck Replacement	35,616				35,616		
SCBA Replacement Program	13,000	12,610					390
PPE Replacement Program	19,240	18,663					577
Line 17 Joint Project	287,500	65,970		77,780			143,750
Kirkton Rd Joint Project	55,000						55,000
Elimville Line Surface	337,500	31,225		306,275			
Preconstruction Work - Drainage	282,000	120,206		161,794			
Mollard Line Culvert	511,598			511,598			
Replace Tandem Plow #66	300,000	124,786			175,214		
Replace Tandem Plow #25	300,000	242,000			58,000		
Replace Trackless #96	169,227	169,227					
Replace Dump Truck #100	100,000	100,000					
Replace Disk Mower #130	16,282	16,282					
Port Blake	412,738				412,738		
Refrigeration Upgrades - Stephen	36,786	36,786					
KW Parking Lot Paving	135,000	67,500					67,500
Dashwood CC Washrooms	113,731				43,531		70,200
Bulk Water Station	50,000		50,000				
Rechlorination System - HP Water Tower	50,000		50,000				
Huron Street Watermain	149,809		30,000			119,809	
Shipka Line Watermain	599,973					599,973	

MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Parr Line Watermain	587,873					587,873	
Meter Replacement Program (250 meters)	250,000					250,000	
SCADA System upgrades	260,000					260,000	
Water/Sewer Operations Centre renovations	50,000					50,000	
Huron Street monitoring Chamber Enclosure	40,000		40,000				
Chlorine Online Analyzer Upgrades	30,000					30,000	
Exeter North Chamber Valve Upgrade	50,000		50,000				
Dashwood Road Watermain Replacement	20,000		20,000				
Dashwood Road Watermain Replacement II	20,000		20,000				
William Street SPS Upgrade	1,900,040			984,429		915,611	
William Street SPS Forcemain Replacement	250,000					250,000	
Snider Crescent SPS Upgrade	600,000					600,000	
Crediton SPS Upgrade	60,000					60,000	
Sewage Lagoon Filter Building Pumping Station	25,000					25,000	
Acoustic Sewer Assessment Device	40,000					40,000	
Main Street Sewer Easement Rehabilitation	50,000					50,000	
Landfill Expansion Stage III	115,000				115,000		
Huron St Top Asphalt	137,527		20,000		87,527	30,000	
Sherwood Cres Engineering	90,000	50,000	20,000			20,000	
William St Engineering	60,000	30,000	15,000			15,000	
William St II Engineering	60,000	30,000	15,000			15,000	
Thomas St Engineering	60,000	30,000	15,000			15,000	
<b>2019 Proposed Capital Budget</b>	<b>8,758,933</b>	<b>1,173,748</b>	<b>345,000</b>	<b>2,041,876</b>	<b>927,626</b>	<b>3,933,266</b>	<b>337,417</b>

## Proposed 2019-2023 Capital Budget by Department

The following capital budgets represent the capital needs by department for the next 5 years that are apparent and known at the time of the budget preparation. The forecasted project cost includes all funding sources and is a total cost for the projects listed, this is not a tax levy requirement.

### Summary of the Capital Budget

LEVY	2018 Budget		2019 Proposed Capital Investment						Forecasted Project Cost (Total\$)			
Department	Project Cost	Tax levy	Project Cost	Tax Levy	Grant	Reserve	Water/Sewer User Fees	Other Sources	2020	2021	2022	2023
Administration	3,562	3,562	28,493	28,493	-	-	-	-	15,097	-	-	-
Building Services	-	-	35,616	-	-	35,616	-	-	3,700	-	-	-
Emergency Services	302,240	250,251	32,240	31,273	-	-	-	967	842,240	332,240	432,240	32,240
Transportation Services	2,732,471	642,792	2,636,635	1,009,696	1,057,447	348,241	50,000	171,250	2,390,751	3,566,770	3,182,500	3,415,000
Recreation	2,438,775	285,888	698,255	104,286	-	456,269	-	137,700	269,000	353,000	363,800	183,000
Cemetery	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Levy Based</b>	<b>5,477,048</b>	<b>1,182,493</b>	<b>3,431,239</b>	<b>1,173,748</b>	<b>1,057,447</b>	<b>840,126</b>	<b>50,000</b>	<b>309,917</b>	<b>3,520,788</b>	<b>4,252,010</b>	<b>3,978,540</b>	<b>3,630,240</b>

SPECIAL AREA RATES	2018 Budget		2019 Proposed Capital Investment						Forecasted Project Cost (Total\$)			
Department	Project Cost	Special Area Rate	Project Cost	Special Area Rate	Grant	Reserve	Debt	Other Sources	2020	2021	2022	2023
Streetlighting	160,000	-	-	-	-	-	-	-	-	-	-	-
<b>Total Special Area Rate</b>	<b>160,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

USER FEES	2018 Budget		2019 Proposed Capital Investment						Forecasted Project Cost (Total\$)			
Department	Project Cost	User Fees	Project Cost	User Fees	Grant	Reserve	Debt	Other Sources	2020	2021	2022	2023
Water	2,203,166	368,633	2,222,655	325,000	-	1,897,655	-	-	1,419,260	2,013,450	1,842,925	568,150
Sewer	3,436,441	-	2,990,040	-	984,429	2,005,611	-	-	1,333,000	1,837,500	600,000	1,100,000
Solid Waste	80,000	80,000	115,000	-	-	115,000	-	-	50,000	25,000	25,000	25,000
<b>Total User Fee</b>	<b>5,719,607</b>	<b>448,633</b>	<b>5,327,695</b>	<b>325,000</b>	<b>984,429</b>	<b>4,018,266</b>	<b>-</b>	<b>-</b>	<b>2,802,260</b>	<b>3,875,950</b>	<b>2,467,925</b>	<b>1,693,150</b>

<b>TOTAL PROPOSED CAPITAL</b>	<b>11,356,655</b>		<b>8,758,934</b>		<b>2,041,876</b>	<b>4,858,392</b>	<b>50,000</b>	<b>309,917</b>	<b>6,323,048</b>	<b>8,127,960</b>	<b>6,446,465</b>	<b>5,323,390</b>
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## General Government

General Government often does not have much in terms of capital investments. However, in 2019 there were some repairs identified for the Bell Tower and the front steps at the Town Hall facility. The stair repairs are considered a health and safety concern for staff and the public.

	2019 Proposed Capital Investment						Forecasted Project Cost (Total \$)			
Project Name	Project Cost	Tax Levy	Grant	Res.	Debt	Other Source	2020	2021	2022	2023
Town Hall Entrance Steps	28,493	28,493								
Replace Photocopier-Upstairs							3,700			
Bulk Inserter/Folding Machine							11,397			
<b>Total General Government Capital</b>	<b>28,493</b>	<b>28,493</b>	-	-	-	-	<b>15,097</b>	-	-	-

## Building Inspection Services

	2019 Proposed Capital Projects						Forecasted Project Cost (Total \$)			
Project Name	Project Cost	Tax Levy	Grant	Reserve	Debt	Other Sources	2020	2021	2022	2023
Truck Replacement	35,616	-		35,616						
Replace Photocopier-Upstairs							3,700			
<b>Total Building &amp; Development Capital Projects</b>	<b>35,616</b>	-	-	<b>35,616</b>	-	-	<b>3,700</b>	-	-	-

## Emergency Services (Fire)

The emergency services department has a relatively small capital network consisting of Self Contained Breathing Apparatus (SCBA), Personal Protection Equipment (PPE), Vehicles/Equipment and the Fire Hall Facilities. SCBA and PPE are budgeted annually and a certain number are replaced rotationally. The capital network for fire is highly specialized with many differing needs than other Municipal departments.

Project Name	2019 Proposed Capital Projects						Forecasted Project Cost (Total \$)			
	Project Cost	Tax Levy	Grant	Res.	Debt	Other Sources	2020	2021	2022	2023
SCBA Replacement Program	13,000	12,610				390	13,000	13,000	13,000	13,000
PPE Replacement Program	19,240	18,663				577	19,240	19,240	19,240	19,240
Parking Lot Paving - Exeter Station							20,000			
1992 Ford Tanker - Exeter							300,000			
2009 GMC Sierra Truck							40,000			
2000 Freightliner Telesquirt - Exeter							450,000			
1996 Chevrolet Tanker - Dashwood								300,000		
2002 Freightliner Pumper - Dashwood									400,000	
<b>Total Emergency Services Capital</b>	<b>32,240</b>	<b>31,273</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>967</b>	<b>842,240</b>	<b>332,240</b>	<b>432,240</b>	<b>32,240</b>

## Transportation Services

The Transportation services department provides and maintains the road network, street lighting and bridges/culverts. The bulk of the funding is dependent on the tax levy and remains a relatively underfunded department in terms of capital investment. Especially as the infrastructure is ageing and threatening to fail.

With the ageing infrastructure asset management is key to ensure a proactive, cost efficient approach to managing the roads network and other critical infrastructure assets. As a result, staff has performed an annualized cost analysis regarding the tar and chip road surfaces. A number of the proposed capital projects that already possess a tar and chip surface have been included with an HL4 surface. This extends the overall useful life of the asset and reduces the overall annualized cost of the infrastructure. Additionally, it is a better quality surface requiring similar amounts of regular and winter maintenance as the tar and chip (both surface treated roads).

Specifically a tar and chip surface will last about 5-7 years before it needs to be replaced, whereas, an HL4 with a 4" lift can extend the useful life out to 25 years.

The following is the proposed capital budget for 2019 which includes a XX% increase in the tax levy component. This is a result of the \$35M backlog<sup>1</sup> and ageing infrastructure.

The 2019 budget includes the resurfacing of 7 km of road as well as 14 km of preconstruction drainage work. Mollard Line culvert replacement was approved as a pre-budget resolution to be funded through OCIF formula based grant funding. The largest component of the Transportation budget is the equipment replacement. As a result of an ageing fleet the department has suffered rising maintenance costs and equipment failures.

Project Name	# km	2019 Proposed Capital Projects					Forecasted Project Cost (Total \$)			
		Project Cost	Tax Levy	Grant	Res.	Other Source	2020	2021	2022	2023
Line 17 Joint Project	4.1	287,500	65,970	77,780		143,750				
Kirkton Rd Joint Project	0.27	55,000			27,500	27,500				
Elimville Line Surface	2.7	337,500	31,225	306,275						
Preconstruction Work - Drainage	14.4	282,000	120,206	161,794						
Shipka Line Surface	4						500,000			
Parr Line - Crediton to Cty Rd 83	5.7							356,250	356,250	

<sup>1</sup> As per the 2016 Asset Management Plan.



## MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Project Name	# km	2019 Proposed Capital Projects					Forecasted Project Cost (Total \$)			
		Project Cost	Tax Levy	Grant	Res.	Other Source	2020	2021	2022	2023
Gore Road - 83 to Corbett Line	2						250,000			
Parr Line - Crediton to Cty Rd 5	4						27,500	277,500	250,000	
Woodham Rd - Hwy 23 to 250m W	0.25						31,250			
McTaggart Line - 83 to Rodgerville	6						90,000	375,000	375,000	
Union Line - 83 to 23	4.5						35,000	316,250	281,250	
Elmville Line - 83 to MacDonald	2						250,000			
Plugtown Line - 83 to Kirkton Rd	4						67,000	500,000		
Victoria Dr - Centralia to Mt Carmel Dr	1								125,000	
B Line - Gore Rd to 81	3								375,000	
Line 17 - West Perth Rd 179 to 83	4									
Huron St - Snider Cres to Airport Line	1.2							150,000		
Whalen Line - McTaggart to Old Line	5							556,770		
Corbett Line - 83 to Huron St	2								250,000	
Corbett Line - Cty Rd 10 to 5	4									500,000
Pyrde Blvd - Huron St to N John St	0.25									75,000
<b>Bridge Repairs</b>										
Mollard Line Culvert		511,598		511,598						

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

Project Name	# km	2019 Proposed Capital Projects					Forecasted Project Cost (Total \$)			
		Project Cost	Tax Levy	Grant	Res.	Other Source	2020	2021	2022	2023
Park Road Structure #3059							275,000			
Blackbush Line Structure #1028							190,000			
Elimville Line Structure #3034							245,000			
Blackbush Line Structure #1024							10,000	70,000		
Morrison Line Structure #3003							20,000	275,000		
Huron Street Structure #3044							20,000	170,000		
B Line Structure #1096							20,000	165,000		
Kirkton Road Structure #1079								10,000	70,000	
B Line Structure #1098								15,000	150,000	
Whalen Line Structure #3061								10,000	65,000	
Airport Line Structure #1006									10,000	155,000
Ausable Line Structure #1012									20,000	340,000
Babylon Line Structure #1022									10,000	115,000
Blackbush Line Structure #1030									5,000	60,000
Mollard Line Structure #1061									25,000	405,000
South Road Structure #1065									25,000	405,000
Line 17 Structure #3014									25,000	304,000

MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Project Name	# km	2019 Proposed Capital Projects					Forecasted Project Cost (Total \$)			
		Project Cost	Tax Levy	Grant	Res.	Other Source	2020	2021	2022	2023
Elimville Line Structure #3029									25,000	365,000
Elimville Line Structure #3031									10,000	86,000
East of Hwy #4 Pedestrian Bridge										15,000
East of Hwy #4 Pedestrian Bridge										5,000
East of Hwy #4 Pedestrian Bridge										5,000
Huron Street Structure #1083										10,000
Rodgerville Road Structure #3009										20,000
<b>Equipment/Rolling Stock</b>										
Replace Tandem Plow #66		300,000	124,786		175,214					
Replace Tandem Plow #25		300,000	242,000		58,000					
Replace Trackless #96		169,227	169,227							
Replace Dump Truck #100		100,000	100,000							
Replace Disk Mower #130		16,282	16,282							
Replace Pickup Truck #114							37,500			
Replace Tractor #058							85,000			
Replace Pickup Truck #117							37,500			
Replace Backhoe #109							200,000			

**MUNICIPALITY OF SOUTH HURON – 2019 BUDGET**

<b>Project Name</b>	<b># km</b>	<b>2019 Proposed Capital Projects</b>					<b>Forecasted Project Cost (Total \$)</b>			
		<b>Project Cost</b>	<b>Tax Levy</b>	<b>Grant</b>	<b>Res.</b>	<b>Other Source</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Replace Tandem Axle Plow #67								320,000		
Replace Loader #97									250,000	
Replace Tractor/Backhoe #118										
Replace Single Axle Plow #71									320,000	
Replace Trackless #122									160,000	
Replace Single Axle Plow #72										250,000
Replace Sweeper #106										300,000
<b>Total Transportation Services</b>		<b>2,359,107</b>	<b>869,696</b>	<b>1,057,447</b>	<b>260,714</b>	<b>171,250</b>	<b>2,390,751</b>	<b>3,566,770</b>	<b>3,182,500</b>	<b>3,415,000</b>

*Council approved the Mollard Line Culvert replacement and authorized Staff to release a Request for Tender, which closed January 10, 2019. Resolution #559-208 authorized the culvert replacement up to an amount of \$505,000 exclusive of HST. The funding source recommended in this capital budget is from OCIF Formula based grant.*

## Recreation and Cultural Services

Recreation and Cultural Services includes Arenas, Community Centres, Parks and the Equipment, Pools, Splash Pad and Vehicles/Equipment required to operate the aforementioned facilities.

	2019 Proposed Capital Projects				Forecasted Project Cost (Total \$)			
Project Name	Project Cost	Tax Levy	Reserve	Other Sources	2020	2021	2022	2023
Port Blake	412,738		412,738					
Refrigeration Upgrades - Stephen	36,786	36,786						
KW Parking Lot Paving	135,000	67,500		67,500				
Dashwood CC Washrooms	113,731		43,531	70,200				
Replace Tractor 046					45,000			
4X4 Utility Vehicle					15,000			
Crediton CC Parking lot paving					26,000			
Trails Project - Elliott - Cemetery					108,000			
Replace tennis courts					75,000			
SHRC Ice Resurfacer						160,000		
Stephen Arena parking lot paving						43,000		
Stephen Arena Compressor						60,000		
SHRC - Ball Diamond 1 light replace						90,000		
SHRC - Ball Diamond 2 light replace							90,000	
Stephen Arena Ice Resurfacer							150,000	
Stephen Arena - Roof Replacement							100,000	
Crediton Playground Equipment							23,800	
Dashwood Dishwasher								7,000
Stephen Arena - Dasher Boards								140,000
Stephen Arena - Ice surface glass								24,000
SHRC - Dishwasher								12,000
<b>Total Recreation Capital</b>	<b>698,255</b>	<b>104,286</b>	<b>456,269</b>	<b>137,700</b>	<b>269,000</b>	<b>353,000</b>	<b>363,800</b>	<b>183,000</b>

## Sanitary Sewer Services

	2019 Proposed Capital Projects	Forecasted Project Cost (Total \$)
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MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

Project Name	Project Cost	User Fees	Grant	Reserve	2020	2021	2022	2023
William Street SPS Upgrade	1,900,040		984,429	915,611				
William Street SPS Forcemain Replacement	250,000			250,000	208,000	487,500		
Snider Crescent SPS Upgrade	600,000			600,000				
Crediton SPS Upgrade	60,000			60,000				
Sewage Lagoon Filter Building Pumping Station	25,000			25,000	250,000			
Acoustic Sewer Assessment Device	40,000			40,000				
Main Street Sewer Easement Rehabilitation	50,000			50,000	100,000	100,000	100,000	100,000
Rehabilitate Sewage Lagoon Sand Filters					750,000	750,000	500,000	
Huron Park SPS Upgrades					25,000	500,000		
Removal of Sludge from the Exeter Lagoons								1,000,000
<b>Total Sewer Capital</b>	<b>2,925,040</b>	<b>-</b>	<b>984,429</b>	<b>1,940,611</b>	<b>1,333,000</b>	<b>1,837,500</b>	<b>600,000</b>	<b>1,100,000</b>

This capital budget includes a request of \$1,940,611 from the Sewer Reserve which has an estimated balance of \$1,722,101. As per Watson's Water/Sewer Rates Study presentation on January 14, 2019 it is recommended that Council authorize the borrowing of \$218,510 from the Water Reserve as a method of internal borrowing. Internal borrowing is to be repaid using the Bank of Canada overnight rate, which as of January 17, 2019 is 1.75%<sup>2</sup>.

<sup>2</sup> <https://www.bankofcanada.ca/> The Bank of Canada increased the rate to 1.75% as of January 9, 2019 and it remains as of January 17, 2019.

## Solid Waste Services

Solid Waste services include collection, disposal (landfill) and diversion (recycling). This department has a very limited capital network consisting of the landfill site itself, the scale and the scale house. The landfill expansion is an ongoing capital cost requiring large amounts of environmental testing and professional monitoring over a number of years before the landfill can expand. That being said it requires significant pre-planning to get to the point of expansion in time.

	2019 Proposed Capital Projects						Forecasted Project Cost (Total \$)			
Project Name	Project Cost	User Fees	Grant	Reserve	Debt	Other Sources	2020	2021	2022	2023
Landfill Expansion Stage III	115,000			115,000			50,000	25,000	25,000	25,000
<b>Total Landfill Capital</b>	<b>115,000</b>	-	-	<b>115,000</b>	-	-	<b>50,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>

## Water Services

Project Name	2019 Proposed Capital Projects			Forecasted Project Cost (Total \$)			
	Project Cost	User Fees	Reserve	2020	2021	2022	2023
Bulk Water Station	50,000	50,000					
Rechlorination System - HP Water Tower	50,000	50,000					
Huron Street Watermain	149,809	30,000	119,809				
Shipka Line Watermain	599,973		599,973				
Parr Line Watermain	587,873		587,873				
Meter Replacement Program (250 meters)	250,000		250,000	250,000	250,000	250,000	250,000
SCADA System upgrades	260,000		260,000				
Water/Sewer Operations Centre renovations	50,000		50,000				
Huron Street monitoring Chamber Enclosure	40,000	40,000					
Chlorine Online Analyzer Upgrades	30,000		30,000				
Exeter North Chamber Valve Upgrade	50,000	50,000					
Dashwood Road Watermain Replacement	20,000	20,000		636,840			
Dashwood Road Watermain Replacement II	20,000	20,000		492,420			
Blackbush Line watermain replacement				20,000	897,550		
Mollard Line Watermain Replacement				20,000	785,900		
Replace Pickup Truck #121					40,000		



MUNICIPALITY OF SOUTH HURON – 2019 BUDGET

	2019 Proposed Capital Projects			Forecasted Project Cost (Total \$)			
Project Name	Project Cost	User Fees	Reserve	2020	2021	2022	2023
Bronson Line Watermain Replacement					20,000	599,575	
Grand Bend Line Watermain Replacement					20,000	973,350	
Grand Bend Line Watermain Upgrade to 250mm						20,000	213,150
Gore Road Watermain							20,000
Corbett Line Watermain							20,000
Replace Main Break Trailer #136							15,000
Replace WACH Valve Maintenance Trailer #113							50,000
<b>Total Water Capital</b>	<b>2,157,655</b>	<b>260,000</b>	<b>1,897,655</b>	<b>1,419,260</b>	<b>2,013,450</b>	<b>1,842,925</b>	<b>568,150</b>

## Combined Services

Combined services capital projects are infrastructure capital works that require the replacement of underground linear infrastructure (water/sewer) and the reconstruction of a road. They are often combined to achieve operational and financial efficiencies through the tendering process. South Huron's strategy is to engineer these types of projects prior to the year of construction to optimize the tendering process which is early in the year to secure the best pricing. With the engineering completed the construction portion can be tendered and started much earlier in the year.

Project Name	# of km	Project Cost				Project Funding						Forecasted Project Cost (Total \$)			
		Roads	Storm	Water	Sewer	Tax Levy	Grant	Roads/ Storm Reserve	Water/ Sewer Reserve	Water/ Sewer Fees	Other Sources	2020	2021	2022	2023
Huron St Top Asphalt	0.71	105,000	32,527			0		87,527	30,000	20,000					
Sherwood Cres Engineering	0.6	45,000	5,000	20,000	20,000	50,000			20,000	20,000		1,725,000	86,250		
William St Engineering	0.3	27,000	3,000	15,000	15,000	30,000			15,000	15,000		1,000,000	50,000		
William St II Engineering	0.27	27,000	3,000	15,000	15,000	30,000			15,000	15,000			926,500	46,325	
Thomas St Engineering	0.21	27,000	3,000	15,000	15,000	30,000			15,000	15,000			714,500	35,725	
Waterloo Street Reconstruction	0.61											2,103,000	151,550		
William St III Reconstruction	0.41											70,000	1,400,000	70,000	
Victoria St E Reconstruction	0.24											65,000		780,750	39,038
Kingscourt Cres Reconstruction	0.28											75,000		730,000	50,000
Church St Reconstruction	0.12											45,000		575,000	28,750
Alexander Street Reconstruction	0.17											51,500		750,000	37,500
Gidley Street Reconstruction	0.12											65,000		800,000	40,000
Main Street North Reconstruction	0.24													100,000	1,150,000
Thames Road West Reconstruction	0.42													65,000	1,525,000
Waterloo Street Reconstruction	0.2														65,000
Andrew Street Reconstruction	0.22														65,000
Main Street South Reconstruction	0.73													2,500,000	2,500,000
<b>Total Combined Services Capital</b>		<b>231,000</b>	<b>46,527</b>	<b>65,000</b>	<b>65,000</b>	<b>140,000</b>	<b>-</b>	<b>87,527</b>	<b>95,000</b>	<b>85,000</b>	<b>-</b>	<b>5,199,500</b>	<b>3,328,800</b>	<b>6,452,800</b>	<b>5,500,288</b>

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Town Hall Rehabilitation	<b>Project No.</b>	2019-GA-01
<b>Functional Class:</b>	General Government	<b>Department:</b>	General Admin
<b>Asset Category:</b>	Facilities		
<b>Location:</b>	Town Hall	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

Restoration to the front steps and handrails at the Olde Town Hall. As a heritage building and the pillar of the Municipality it is important to revitalize the entrance to show pride, commit to health and safety of the users and set an example in terms of property standards and heritage.

### Project Rationale:

The entrance steps to the Olde Town Hall have shifted over time, causing breakage from the original structure. The present steps will be removed and replaced with new aesthetically pleasing steps while maximizing the longevity of the useful life.

### Project Measurements:

Unit of Measure:	Quantity	Asset

### Project Materials:

Staff to report on alternatives.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Town Hall Rehabilitation						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		28,000					
Vehicles							
Equipment							
Non-recoverable HST	-	493	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>28,493</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>28,493</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The steps may not be at risk of failing, but do pose a threat to the health and safety of the users.
Consequence of Failure	Health and safety concerns exposing levels of risk in terms of litigation. Could also result in seasonal or partial closing of the steps to ensure safety.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Truck Replacement	<b>Project No.</b>	2019-B-01
<b>Functional Class:</b>	Planning & Development	<b>Department:</b>	Building
<b>Asset Category:</b>	Rolling Stock		
<b>Location:</b>	Building Services	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

Purchase of a 2019 4x4 pick up truck. This vehicle is used to transport the building inspectors to job and inspection sites.

### Project Rationale:

Existing truck has exceeded its service life and increased signs of wear are evident. The doors and wheel wells are beginning to deteriorate and rust as well as the truck box. The fuel, brake and hose lines are showing signs of deterioration as well. The current pickup truck has approximately 151,000 km on it.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)		

### Project Materials:

2008 4x4 Pickup - Replace with same or similar model.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Truck Replacement						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles		35,000					
Equipment							
Non-recoverable HST	-	616	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>35,616</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Building Capital Repl Reserve		35,616					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No incremental operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Doors and wheel wells showing increased signs of deterioration/ rust. This also includes the truck box itself. Under carriage has been undercoated yearly, however fuel, brake and hose lines are showing signs of deterioration (none of these line have ever been replaced. Potential failure on the short end would be these lines, wheel bearings, tie rods and ball joints. In addition, body panels would be expected to worsen due to rust.
Consequence of Failure	Without a building department vehicle, onsite inspections may not be conducted within the prescribed timelines as stated in section 1.3.5.1. of the Ontario Building Code.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	SCBA Replacement Program	<b>Project No.</b>	2019-FD-01
<b>Functional Class:</b>	Protection Services	<b>Department:</b>	Fire
<b>Asset Category:</b>	Equipment		
<b>Location:</b>	Various Stations	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	25 Years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

Replacement of 2 self contained breathing apparatus (SCBA) units for the firefighters.

### Project Rationale:

Replacement of older style SCBA units as per the standard NFPA 1862. The older units do not have the PASS (man down alarms) or the HUD (heads up display for low air levels). Upgrading the units to include these features increases the safety of the firefighters and decreases liability risks.

### Project Measurements:

Unit of Measure:	Quantity	Asset
	2	SCBA Units

### Project Materials:

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	SCBA Replacement Program						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles							
Equipment	12,775	12,775	12,775	12,775	12,775	12,775	
Non-recoverable HST	225	225	225	225	225	225	-
<b>Total Capital Cost</b>	<b>13,000</b>	<b>13,000</b>	<b>13,000</b>	<b>13,000</b>	<b>13,000</b>	<b>13,000</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Other:	390	390	390	390	390	390	
<b>Net Tax Levy Impact</b>	<b>12,610</b>	<b>12,610</b>	<b>12,610</b>	<b>12,610</b>	<b>12,610</b>	<b>12,610</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Low probability of failure of the units themselves, but newer units include increased health and safety features to ensure the safety of our firefighters.
Consequence of Failure	Without the new features it leaves firefighters exposed to the significant safety risks that are unnecessary since they can be minimized.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	PPE Replacement Program	<b>Project No.</b>	2019-FD-02
<b>Functional Class:</b>	Protection Services	<b>Department:</b>	Fire
<b>Asset Category:</b>	Equipment		
<b>Location:</b>	Various Stations	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	7 Years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

Annual replacement of firefighter personal protective equipment (PPE). This includes 7 sets for Exeter Station, 1 set for Dashwood Station and 4 sets for Huron Park Station for a total of 12 sets in 2019.

### Project Rationale:

PPE is required to be replaced every 10 years as per NFPA Standard 1971. Annualizing this cost is critical in the affordability for the Municipality.

### Project Measurements:

Unit of Measure:	Quantity	Asset

### Project Materials:

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	PPE Replacement Program						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles							
Equipment	18,907	18,907	18,907	18,907	18,907	18,907	
Non-recoverable HST	333	333	333	333	333	333	-
<b>Total Capital Cost</b>	<b>19,240</b>	<b>19,240</b>	<b>19,240</b>	<b>19,240</b>	<b>19,240</b>	<b>19,240</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Other:	577	577	577	577	577	577	
<b>Net Tax Levy Impact</b>	<b>18,663</b>	<b>18,663</b>	<b>18,663</b>	<b>18,663</b>	<b>18,663</b>	<b>18,663</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts are anticipated.							
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	
Consequence of Failure	

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Line 17 Joint Project	<b>Project No.</b>	2019-TS-01
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Road 181-183	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	West Perth (Mike Kraemer)

### Detailed Project Description:

This is a joint project with West Perth with West Perth as the project lead. The work involves the placement of a 10mm (average) of HL2 padding over existing road surface to restore road profile and overlay with 30mm of HL2 Asphalt, including re-graveling the road shoulders.

### Project Rationale:

This project is a priority due to the deteriorated condition of the road; improves public safety; reduces the potential for emergency repairs and improves quality of life. If this project is not completed there is the potential for increased maintenance costs; increase liability related to Minimum Maintenance Standards and significantly increased future capital costs due to infrastructure deteriorating beyond being able to be rehabilitated.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	4.1	Road Surface

### Project Materials:

Surface treatment being replace with HL2

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Line 17 Joint Project						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		282,528					
Vehicles							
Equipment							
Non-recoverable HST	-	4,972	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>287,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Grant		77,780					
Other:		143,750					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>65,970</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age and condition of existing asset.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs and increased future capital costs due to delays in major repairs of existing infrastructure.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Kirkton Rd Joint Project	<b>Project No.</b>	2019-TS-02
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Airport Line - Ondrejicka Elevator	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the placement of 50mm of HL4 over existing gravel road surface from Airport Line to the entrance of Ondrejicka Elevators, including re-graveling the shoulders.

### Project Rationale:

This project is a priority as it is an economic development initiative to improve/enhance business operations at Ondrejicka Elevators. The cost of this project is funded 50% by DC Charges revenue and 50% by Ondrejicka Elevators.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	0.27	Road Surface

### Project Materials:

Gravel surface being replaced with HL4.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Kirkton Rd Joint Project						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		54,049					
Vehicles							
Equipment							
Non-recoverable HST	-	951	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>55,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Transportation Capital Repl Reserve							
Reserve/Reserve Fund:	DC Reserve	27,500	(DC Charges Revenue)				
Other:		27,500	(Ondrejicka Elevators)				
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Low probability of failure due upgrades to existing asset.
Consequence of Failure	Lost opportunity to reduce maintenance costs.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Elimville Line Surface	<b>Project No.</b>	2019-TS-03
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	MacDonald Rd - Line 17	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves a resurfacing of the existing road using HL4 asphalt and re-graveling the road shoulders. In addition, there is some pre-construction drainage work planned in order to ensure a quality road surface and extend the longevity of the resurfacing to a maximum.

### Project Rationale:

This project is a priority due to the deteriorated surface condition of the road. It currently requires an overlay and staff has determined that based on annualized costs and the maximization of the useful lives of the road surface it makes financial sense to apply an HL4 surface rather than tar and chip. Both are still considered surface treated roads and will require similar maintenance costs/standards, but HL4 will extend the frequency in which the road surface will require replacement and carries a lower annualized cost over its life.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	2.7	Road Surface

### Project Materials:

Surface treatment being replaced with HL4 overlay.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Elimville Line Surface						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		331,663					
Vehicles							
Equipment							
Non-recoverable HST	-	5,837	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>337,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Grant		306,275					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>31,225</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age and condition of existing asset.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs and increased future capital costs due to delays in major repairs of existing infrastructure.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Preconstruction Drainage Work	<b>Project No.</b>	2019-TS-04
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Various - see below	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

This project is preconstruction that will extend the useful life of the new pavement as it changes from tar and chip to HL4 reducing annualized lifecycle costs. Current tar and chip roads do not include drainage which accelerates the deterioration. In order to maximize the longevity and quality of an HL4 surface drainage properties need to be included and will help with the preservation of the road base as well. It is proposed the following road segments undergo preconstruction work for pavement in 2020/2021: Elimville Line (MacDonald to Line 17), Shipka Line (Crediton Rd to Mt Carmel Rd), Parr Line (Crediton Rd to #83), and Elimville Line (#83 to MacDonald). The total km is 14.40 km.

### Project Rationale:

Preconstruction work allows for pavement efficiencies and minimizes the annual cost and inconvenience of the work. Staff has determined that based on annualized costs and the maximization of the useful lives of the road surface it makes financial sense to apply an HL4 surface rather than tar and chip. Both are still considered surface treated roads and will require similar maintenance costs/standards, but HL4 will extend the frequency in which the road surface will require replacement and carries a lower annualized cost over its life.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)		

### Project Materials:

Subdrainage and road crossing/culverts

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Preconstruction Drainage Work						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		277,123					
Vehicles							
Equipment							
Non-recoverable HST	-	4,877	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>282,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Grant		161,794					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>120,206</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No incremental operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age and condition of existing asset.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs and increased future capital costs due to delays in major repairs of existing infrastructure.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Mollard Line Culvert	<b>Project No.</b>	2019-TS-05
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Bridges & Culverts		
<b>Location:</b>	Mollard Line	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	75 years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

This project involves the replacement of Mollard Line Structure #1056 with a cast-in-place reinforced concrete or pre-cast concrete structure, as recommended in GMBLuePlan 2018 OSIM Report.

### Project Rationale:

This project is a priority due to the current failed state of the existing structure and associated road closure. Replacement improves public safety; reduces the potential for emergency repairs and improves quality of life for area residents. If this project is not completed there is the potential for increased future capital costs due to delays in replacement of existing infrastructure. Additionally, not replacing this asset will impact the historical level of service provided by the culvert.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Culvert Structure

### Project Materials:

CSP multi-plate culvert being replaced with cast-in-place reinforced concrete or pre-cast concrete structure.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Mollard Line Culvert						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services	18,250	20,750					
Construction		482,000					
Vehicles							
Equipment							
Non-recoverable HST	321	8,848	-	-	-	-	-
<b>Total Capital Cost</b>	<b>18,571</b>	<b>511,598</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Grant		511,598					
<b>Net Tax Levy Impact</b>	<b>18,571</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No incremental operating impacts anticipated							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The asset has already failed. It was previously held together with temporary supports and suffered a collapse in 2018.
Consequence of Failure	The section of road is closed to traffic as there is no safe pass through. This has impacted local farmers and their operations.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Replace Tandem Plow #66	<b>Project No.</b>	2019-TS-06
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Equipment		
<b>Location:</b>		<b>Project Authorization:</b>	Pre-budget approval 076-2019
<b>Estimated Useful Life:</b>	25 Years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

This project involves the normal life cycle replacement of vehicle #66 2005 Mack Tandem Axle Plow Truck. The truck has reached its anticipated 15 year useful life. The aforementioned useful life is the anticipated service life of the new plow.

### Project Rationale:

This project is normal life cycle replacement and is a priority due to the poor condition of the existing equipment. If this equipment is not replaced it continues to age, increasing maintenance costs; the potential for emergency repairs; impacting service levels and potentially Minimum Maintenance Standards. This is a combination unit used for winter maintenance and ditching/culvert/roads maintenance in the off-season. There are approximately 210,000 kms on the unit which operates in extreme conditions and is part of regular operations.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Truck

### Project Materials:

Direct Replacement.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Replace Tandem Plow #66						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles		300,000					
Equipment							
Non-recoverable HST	-	5,280	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>305,280</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Transportation Capital Repl Reserve		175,214					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>130,066</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No incremental operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age, kms, and current operational demand/condition of the asset.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs, reducing service levels and potentially Minimum Maintenance Standards. This is critical for winter maintenance and the clearing/sanding of our Roads Network.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Replace Tandem Plow #25	<b>Project No.</b>	2019-TS-07
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Equipment		
<b>Location:</b>		<b>Project Authorization:</b>	Pre-budget approval 076-2019
<b>Estimated Useful Life:</b>	12 Years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

This project involves the replacement of vehicle #25 2001 Western Star Tandem Axle Plow. The truck was slated for replacement in the 2017 capital budget and a tandem plow was ordered, received and put in service. Truck #25 was never removed from service as it was required in order to meet winter minimum maintenance standards. Having this plow in the inventory brings the total units to 5 tandems. This is critical in the reduction of demand on the graders which are not meeting their useful lives due to heavy use, especially in the winter. With this new truck it would alleviate the graders and compliment the current winter operations plan as well as ensure minimum maintenance standards are met.

### Project Rationale:

This is a combination unit used for winter maintenance and ditching/culvert/roads maintenance in the off-season. The plow unit cannot make it through another winter season as the expected useful life expired in 2013. Although this truck will expand the number of fleet in terms of plows, the Municipality has had two graders fail without replacement resulting in a 2 unit loss. Therefore, there would not be an overall fleet expansion.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Truck

### Project Materials:

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Replace Tandem Plow #25						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles		300,000					
Equipment							
Non-recoverable HST	-	5,280	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>305,280</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Reserve/Reserve Fund:		58,000					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>247,280</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No incremental operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age, kms, and current operational demand/condition of the asset.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs, reducing service levels and potentially Minimum Maintenance Standards. This is critical for winter maintenance and the clearing/sanding of our Roads Network.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Replace Trackless #96	<b>Project No.</b>	2019-TS-08
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Equipment		
<b>Location:</b>		<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

This project involves the normal life cycle replacement of equipment #96 Trackless MT5(incl blower/blade/sander). The trackless reached is anticipated 10 year useful life as of 2016. The machine is used in winter control operations, sidewalk/intersection sweeping, grass cutting and brushing operations.

### Project Rationale:

This project is normal life cycle replacement and is a priority due to the poor condition of the existing equipment. If this equipment is not replaced it continues to age, increasing maintenance costs; the potential for emergency repairs; impacting service levels and potentially Minimum Maintenance Standards.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Trackless

### Project Materials:

Direct replacement.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Replace Trackless #96						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles		166,300					
Equipment							
Non-recoverable HST	-	2,927	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>169,227</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>169,227</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No incremental operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age and condition of existing asset. There are significant operational demands on the unit and it will continue to deteriorate if not replaced.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs, reducing service levels and potentially Minimum Maintenance Standards.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Replace Dump Truck #100	<b>Project No.</b>	2019-TS-09
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Equipment		
<b>Location:</b>		<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	15 years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

This project involves the normal life cycle replacement of vehicle #100 2007 GMC 1 Ton dump truck. Truck #100 reached the end of its 10 year useful life in 2016. The truck is used daily for all types of operational activities and failure would impede the delivery of services from the Roads Department.

### Project Rationale:

This project is normal life cycle replacement and is a priority due to the poor condition of the existing equipment. If this equipment is not replaced it continues to age, increasing maintenance costs; the potential for emergency repairs; impacting service levels and potentially Minimum Maintenance Standards.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Truck

### Project Materials:

Direct replacement.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Replace Dump Truck #100						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles		98,270					
Equipment							
Non-recoverable HST	-	1,730	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
This would result in a slight decrease in repairs and maintenance.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to the high km's (270,000) and significant wear and tear over the years.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs; Service delivery would definitely be impacted

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Replace Disk Mower #130	<b>Project No.</b>	2019-TS-10
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Roads
<b>Asset Category:</b>	Equipment		
<b>Location:</b>		<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	NA

### Detailed Project Description:

This project involves the normal life cycle replacement of equipment Replace #130 - 2014 Vermeer Disk Mower. The mower is used in road-side grass cutting.

### Project Rationale:

This project is normal life cycle replacement and is a priority due to the poor condition of the existing equipment. If this equipment is not replaced it continues to age, increasing maintenance costs; the potential for emergency repairs; impacting service levels and potentially Minimum Maintenance Standards.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Mower

### Project Materials:

Direct replacement.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Replace Disk Mower #130						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles							
Equipment		16,000					
Non-recoverable HST	-	282	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>16,282</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>16,282</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No incremental operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age and condition of existing asset.
Consequence of Failure	Increased maintenance costs; increased potential for emergency repairs, reducing service levels and potentially Minimum Maintenance Standards.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Port Blake	<b>Project No.</b>	2018-RS-01
<b>Functional Class:</b>	Recreation & Culture Services	<b>Department:</b>	Recreation
<b>Asset Category:</b>	Land Improvements		
<b>Location:</b>	Port Blake Conservation Area	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	

### Detailed Project Description:

This is a carryforward project from the 2018 Capital Budget. It is for Phase I of the Port Blake Rehabilitation and includes a sunset deck, updating the entrance and landscaping.

### Project Rationale:

Port Blake is a revenue generating facility and with the updates the Municipality is opening itself up to a larger number of users. It will benefit the community overall as it will expand the uses of the facility as well. The funds are coming from reserve as they were included in the 2018 budget and carried into 2019 through the use of the reserve.

### Project Measurements:

Unit of Measure:	Quantity	Asset

### Project Materials:

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### Images

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## 2019 Capital Budget Request Form

<b>Project Name:</b>	Port Blake						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		405,599					
Vehicles							
Equipment							
Non-recoverable HST	-	7,139	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>412,738</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Recreation Capital Repl Reserve		412,738					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	NA
Consequence of Failure	NA



# 2019 Capital Budget Request Form



<b>Project Name:</b>	Refrigeration Upgrades - Stephen Arena		<b>Project No.</b>	2019-RS-02
<b>Functional Class:</b>	Recreation & Culture Services	<b>Department:</b>	Recreation	
<b>Asset Category:</b>	Equipment			
<b>Location:</b>	Stephen Arena	<b>Project Authorization:</b>		
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	NA	

## Detailed Project Description:

Replacement of the existing brine pump and ammonia liquid bucket float at the Stephen Arena.

## Project Rationale:

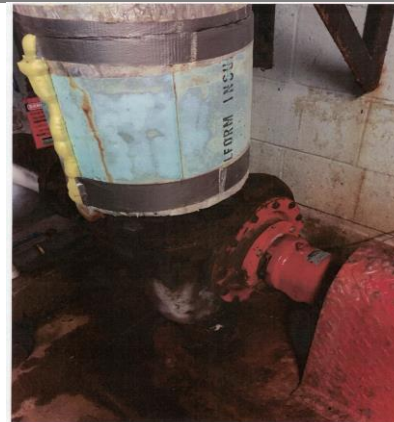
The Stephen Arena was built in 1964 and the existing brine pump and ammonia liquid bucket float are original to the refrigeration plant. The purpose of the brine pump is to move the liquid brine under the ice surface to ensure adequate cooling. The bucket float controls and monitors the amount of ammonia going into the system. As the brine pump and bucket float are ageing, the possibility for failure is a concern. In the event of failure, there are no similar replacement parts or units readily available.

## Project Measurements:

Unit of Measure:	Quantity	Asset

## Project Materials:

## Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Refrigeration Upgrades - Stephen Arena						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles							
Equipment		36,150.00					
Non-recoverable HST	-	636.24	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>36,786.24</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>36,786.24</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts anticipated as a result of this project.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Significant possibility due to age which would disrupt the ice quality.
Consequence of Failure	Depending on the weather and circumstances, failure of the brine pump could cause loss of ice. Bucket float could be by-passed to continue ice operations, however this would not be recommended. Ice time brings in a significant amount of revenues for the Recreation Department and if the ice was unavailable there would be financial consequences.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	KW Parking Lot Paving	<b>Project No.</b>	2019-RS-04
<b>Functional Class:</b>	Recreation & Culture Services	<b>Department:</b>	Recreation
<b>Asset Category:</b>	Land Improvements		
<b>Location:</b>	KW Parking Lot	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	

### Detailed Project Description:

Pulverize and pave the parking lot at the KW Community Centre/Pool facility.

### Project Rationale:

The present 40 year old parking lot was originally paved with a single layer of asphalt, over a gravel pit. Over the years, volunteers have patched the lot in an attempt to extend its' life. The single layer asphalt has deteriorated to the point that grass is growing between the cracks and large potholes exist, especially at the entrance to the facility. Staff recommend that the present surface be pulverized and the gravel surface be used as the base for the new parking lot, creating very little preparation work. The present drainage should be adequate to proceed with this project.

### Project Measurements:

Unit of Measure:	Quantity	Asset

### Project Materials:

Asphalt Parking Lot

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	KW Parking Lot Paving						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		132,665					
Vehicles							
Equipment							
Non-recoverable HST	-	2,335	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>135,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Other:	Perth South	67,500					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>67,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Cracking and separating suggests it is already in a state of failure.
Consequence of Failure	Large cracks or pot holes could damage vehicles or impair accessibility, particularly for the mobility challenged resulting in potential liability risks.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Dashwood CC Washrooms	<b>Project No.</b>	
<b>Functional Class:</b>	Recreation & Culture Services	<b>Department:</b>	Recreation
<b>Asset Category:</b>	Facilities		
<b>Location:</b>	Dashwood CC	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	

### Detailed Project Description:

Carryforward project from 2018.

### Project Rationale:

### Project Measurements:

Unit of Measure:	Quantity	Asset

### Project Materials:

### Images

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Dashwood CC Washrooms						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		111,763.95					
Vehicles							
Equipment							
Non-recoverable HST	-	1,967.05	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>113,731.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Recreation Capital Repl Reserve		113731					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	
Consequence of Failure	

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Bulk Water Station	<b>Project No.</b>	2017-W-07
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	82 Nelson St, Exeter	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	

### Detailed Project Description:

Installation of a bulk water dispensing station retrofitted into the existing maintenance building at 82 Nelson St. Exeter.

### Project Rationale:

This will improve service and provide reliable/flexible services hours increasing the number of bulk water customers. It would create operational efficiencies as it requires staff time to provide temporary bulk waster connections.

### Project Measurements:

Unit of Measure:	Quantity	Asset

### Project Materials:

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### Images

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## 2019 Capital Budget Request Form

<b>Project Name:</b>	Bulk Water Station						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		3,000.00					
Construction		46,135.22					
Vehicles							
Equipment							
Non-recoverable HST	-	864.78	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>50,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		50,000.00					
<b>Net User Fee Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	NA
Consequence of Failure	NA



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Rechlorination System - HP Water Tower	<b>Project No.</b>	2018-W-09
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	Huron Park	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>		<b>Joint Project Lead:</b>	

### Detailed Project Description:

Upgrade and replacement of the chlorine gas re-chlorination system with sodium hypochlorite (liquid) system, including the replacement of the CL17 online chlorine analyzers and SCADA integration.

### Project Rationale:

There is a health & safety concern when working with chlorine gas due to the deteriorated condition of the re-chlorination equipment due to the corrosive properties. Re-chlorination capabilities at the Huron Park Water Tower is a critical component of the water distribution system and is vital to keeping the system in regulatory compliance in terms of maintaining minimum chlorine residuals.

### Project Measurements:

Unit of Measure:	Quantity	Asset

### Project Materials:

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### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Rechlorination System - HP Water Tower						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction							
Vehicles							
Equipment		49,135.22					
Non-recoverable HST	-	864.78	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>50,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		50,000.00					
<b>Net User Fee Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
No adverse operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to type of equipment utilized (Chlorine Gas)
Consequence of Failure	Increased health and safety risk exposing to legal risks

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Huron Street	<b>Project No.</b>	2018-W-08
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	Corbett Line - West End	<b>Project Authorization:</b>	Don Giberson
<b>Estimated Useful Life:</b>	75 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the replacement and upgrade of an existing rural watermain, as part of an asset management plan and as recommended in the Water & Wastewater Master Plan. This is a stand-alone project, with work predominately off the traveled portion of the roadway, using trenchless technology and minimal road cuts.

### Project Rationale:

This project is a priority due to the poor condition of the watermain; improves public health & safety; reduces the potential for emergency failures, associated contamination and improves quality of life. If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Pipe size (mm)	425 m	100mm watermain pipe

### Project Materials:

Replace existing polyethylene pipe with C900 PVC pipe.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Huron Street						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		13,468					
Construction		133,750					
Vehicles							
Equipment							
Non-recoverable HST	-	2,591	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>149,809</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Capital Repl Reserve		149,809					
<b>Net User Fee Impact</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The asset has a high risk of failure due to leaks main breaks; and a high public health risk associated with bacteriological contamination
Consequence of Failure	If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Shipka Line	<b>Project No.</b>	2018-W-06
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	Kirkton to Dashwood Rd.	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	75 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the replacement and upgrade of an existing rural watermain, as part of an asset management plan and as recommended in the Water & Wastewater Master Plan. This is a stand-alone project, with work predominately off the traveled portion of the roadway, using trenchless technology and minimal road cuts.

### Project Rationale:

This project is a priority due to the poor condition of the watermain; improves public health & safety; reduces the potential for emergency failures, associated contamination and improves quality of life.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Pipe size (mm)	4131 m	100mm watermain pipe

### Project Materials:

Replace existing Series 160 PVC pipe with C900 PVC pipe.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Shipka Line						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		28,916					
Construction		560,680					
Vehicles							
Equipment							
Non-recoverable HST	-	10,377	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>599,973</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Capital Repl Reserve		599,973					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The asset has a high risk of failure due to leaks and main breaks; and a high public health risk associated with bacteriological contamination.
Consequence of Failure	If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Parr Line	<b>Project No.</b>	2018-W-07
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	N & S of Crediton	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	75 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the replacement and upgrade of an existing rural watermain, as part of an asset management plan and as recommended in the Water & Wastewater Master Plan. This is a stand-alone project, with work predominately off the traveled portion of the roadway, using trenchless technology and minimal road cuts.

### Project Rationale:

This project is a priority due to the poor condition of the watermain; improves public health & safety; reduces the potential for emergency failures, associated contamination and improves quality of life. If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Pipe size (mm)	4180 m	100mm watermain pipe

### Project Materials:

Replace existing Series 160 PVC pipe with C900 PVC pipe.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Parr Line						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		28,795					
Construction		548,910					
Vehicles							
Equipment							
Non-recoverable HST	-	10,168	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>587,873</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Capital Repl Reserve		587,873					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The asset has a high risk of failure due to leaks main breaks; and a high public health risk associated with bacteriological contamination.
Consequence of Failure	If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Meter Replacement Program	<b>Project No.</b>	2019-W-01
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>		<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	15 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This is the normal life cycle replacement of water meters in accordance with the asset management program and recommended best practice. Meters will be replaced by our own forces and coordinated by the ESD Department Administration Staff.

### Project Rationale:

This project is a priority due to the age and condition of water meters; reduces the potential for emergency failures and increases revenue. Water meters are a mechanical device that deteriorate with long term use and under register water consumption as they wear/age. This is a priority in the Asset Management Plan as the meters proposed to be replaced are already beyond their service life.

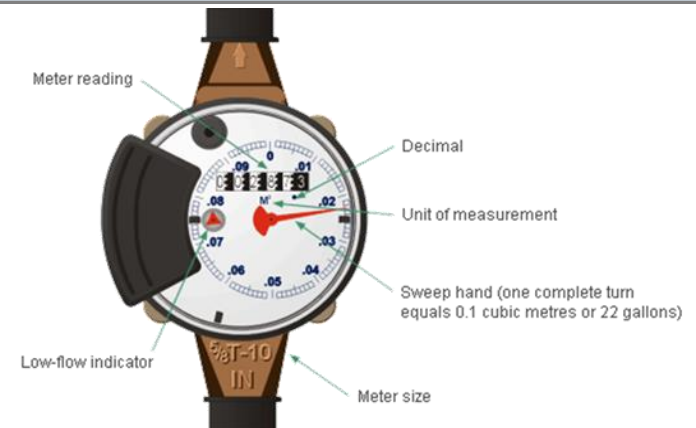
### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	100	water meters

### Project Materials:

Replace existing direct read meters with remote read compatible meters.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Meter Replacement Program						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction	245,676	245,676	245,676	245,676	245,676	245,676	245,676
Vehicles							
Equipment							
Non-recoverable HST	4,324	4,324	4,324	4,324	4,324	4,324	4,324
<b>Total Capital Cost</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>
<b><u>Sources of Funding</u></b>							
Water Capital Repl Reserve	250,000	250,000	250,000	250,000	250,000	250,000	250,000
<b>Net User Fee Impact</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	Meters wear down over time but genrally do not fail.
Consequence of Failure	If this project is not completed there is the potential for increased maintenance costs and lost revenue.

# 2019 Capital Budget Request Form



<b>Project Name:</b>	SCADA System upgrades		<b>Project No.</b>	2019-W-02
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water	
<b>Asset Category:</b>	Water System			
<b>Location:</b>		<b>Project Authorization:</b>	Don Giberson	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>		

## Detailed Project Description:

Replacement of obsolete 1990's vintage SCADA PLCs (GE 90-30 series controllers) with modern model controllers at 15 locations, including upgrading rack power supply to a high capacity units at two locations.

## Project Rationale:

This project is a priority due to the age, condition and importance of the SCADA PLCs. Replacement/upgrade of the SCADA PLCs reduces the potential for emergency failures and ensures regulatory compliance. Production of the GE 90-30 series controller was discontinued effective December 31, 2017 and are now obsolete. Product support and replacement hardware is expensive and difficult to obtain. Moving towards a modern PLC which is fully supported, under warranty and readily available from a variety of suppliers will ensure the South Huron SCADA system is prepared to handle any PLC hardware failures which could otherwise cripple the system.

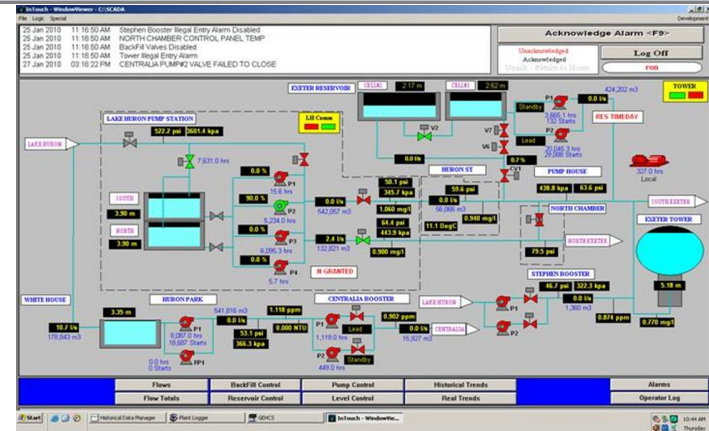
## Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	15	Instrumentation component of Environmental Facility

## Project Materials:

Replace existing PLC with similar modern PLC units

## Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	SCADA System upgrades						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		255,503					
Vehicles							
Equipment							
Non-recoverable HST	-	4,497	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>260,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Capital Repl Reserve		260,000					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High probability of failure due to age, condition and obsolescence of SCADA hardware
Consequence of Failure	Catastrophic, as SCADA system controls, monitors the drinking water system and is a regulatory requirement under the Safe Drinking Water Act.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Operations Centre renovations	<b>Project No.</b>	2019-W-03
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Facilities		
<b>Location:</b>	82 Nelson St. Exeter, ON	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	20 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

Renovations to the first floor offices/change room areas and second floor gathering area of the Water/Sewer Operations Centre, 82 Nelson Street, Exeter to meet building code fire safety requirements. Involves the removal and replacement of thicker, fire rated drywall on exterior walls and ceilings, including associated electrical/mechanical/lighting work.

### Project Rationale:

This project is a priority to ensure adequate fire protection for this workplace.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Area (m2)	100	Water/Sewer Operations Centre

### Project Materials:

Replace existing non-fire rated single layer drywall with thicker double layer fire rated drywall.

### Images

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Operations Centre renovations						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		2,000					
Construction		47,135					
Vehicles							
Equipment							
Non-recoverable HST	-	865	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Capital Repl Reserve		50,000					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Work areas currently are not building code compliant and with respect to fire protection.
Consequence of Failure	In the event of a fire, workplace has substandard fire protection opening the Municipality up to liability risks.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Huron St. Monitoring Chamber Enclosure	<b>Project No.</b>	2019-W-04
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	Huron St.	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	15 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

Installation of a small slab-on-grade 2m x 2.44m pre-fabricated enclosure over existing above grade control panels located adjacent to the existing Huron Street monitoring Chamber.

### Project Rationale:

This project is a priority to protect the existing above grade equipment at this location and to facilitate the installation of an upgraded on-line chlorine analyzer at this critical monitoring chamber. This chamber monitors the flow and chlorine residual as water enters the Exeter South pressure zone. The upgraded on-line chlorine analyzer is lower maintenance than the current unit; but requires a small heated enclosure to prevent the analyzer reagent from freezing.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Area (m2)	5	Huron Street Monitoring Chamber

### Project Materials:

Pre-fabricated 2m x 2.44m enclosure over existing above grade control panels.

### Images

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Huron St. Monitoring Chamber Enclosure						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		39,308					
Vehicles							
Equipment							
Non-recoverable HST	-	692	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>40,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		40,000					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing on-line analyzer.
Consequence of Failure	Regulatory compliance issues and inadequate monitoring of chlorine residual.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Chlorine Online Analyzer Upgrades	<b>Project No.</b>	2019-W-05
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	Various	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

Replacement and upgrade of existing online chlorine analyzers at Huron Street Monitoring Chamber and Crediton Booster Pumping Station and installation of new online chlorine analyzer at the Macnaughton Drive Booster Pumping Station.

### Project Rationale:

This project is a priority due to the age and condition of the existing on-line chlorine analyzers at the Huron Street Monitoring Chamber and Crediton Booster Pumping Station to ensure regulatory compliance. The installation of a new on-line chlorine analyzer at the MacNaughton Booster Pumping Station is to ensure regulatory compliance with the new process & control narrative, working in conjunction with the recently completed Exeter Water Tower Upgrades. The upgraded on-line chlorine analyzers require lower maintenance than the current units.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Huron Street Monitoring Chamber
Quantity (#)	1	Crediton BPS
Quantity (#)	1	MacNaughton Drive BPS

### Project Materials:

On-line chlorine analyzers will be replaced same-for-same, just a different technology.

### Images

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Chlorine Online Analyzer Upgrades						
<u>Capital Cost</u>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		29,481					
Vehicles							
Equipment							
Non-recoverable HST	-	519	-	-	-	-	-
<b>Total Capital Cost</b>	-	<b>30,000</b>	-	-	-	-	-
<u>Sources of Funding</u>							
Water Capital Repl Reserve		30,000					
<b>Net User Fee Impact</b>	-	<b>(0)</b>	-	-	-	-	-

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing on-line analyzer.
Consequence of Failure	Regulatory compliance issues and inadequate monitoring of chlorine residual.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Exeter North Chamber Valve Upgrade	<b>Project No.</b>	2019-W-06
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>		<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	10 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

Replacement and upgrade of existing pressure sustaining control valve at the Exeter North Pressure Zone Control Chamber, complete including associated electrical, mechanical and instrumentation work.

### Project Rationale:

This project is a priority due to the age and condition of the existing control valve at the Exeter North Pressure Zone Control Chamber. The existing control valve is currently malfunctioning/ leaking and requires immediate replacement. This control chamber is a critical component of the Exeter water system, as it separates and controls the Exeter North and Exeter South pressure zones. It also provides emergency backup for either pressure zone in the event the LHPWSS Exeter North or Exeter South feeds are disrupted.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)	1	Exeter North Pressure Zone Control Chamber

### Images

### Project Materials:

Existing control valve will be replaced with a similar unit with updated technology.

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Exeter North Chamber Valve Upgrade						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		49,135					
Vehicles							
Equipment							
Non-recoverable HST	-	865	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		50,000					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to due to the age and condition of this critical component of the drinking water system.
Consequence of Failure	Catastrophic, as this automated valve controls, monitors the Exeter pressure zones in the drinking water system and is a regulatory requirement under the Drinking Water Licence.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Dashwood Road I	<b>Project No.</b>	2019-W-07
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>	E of Dashwood to Babylon	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	75 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the engineering for the future replacement and upgrade of an existing rural watermain, as part of an asset management plan and as recommended in the Water & Wastewater Master Plan. This is a stand-alone project, with work predominately off the traveled portion of the roadway, using trenchless technology and minimal road cuts.

### Project Rationale:

This project is a priority due to the poor condition of the watermain; improves public health & safety; reduces the potential for emergency failures, associated contamination and improves quality of life. If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Pipe size (mm)	4392m	150mm watermain pipe

### Project Materials:

Replace existing Series 160 PVC pipe with C900 PVC pipe.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Dashwood Road I						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		19,654	30,000				
Construction			595,629				
Vehicles							
Equipment							
Non-recoverable HST	-	346	11,011	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>20,000</b>	<b>636,640</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		20,000					
Water Capital Repl Reserve			636,640				
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	The asset has a high risk of failure due to leaks main breaks; and a high public health risk associated with bacteriological contamination
Consequence of Failure	If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Dashwood Road II	<b>Project No.</b>	2019-W-08
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Water
<b>Asset Category:</b>	Water System		
<b>Location:</b>		<b>Project Authorization:</b>	Don Giberson
<b>Estimated Useful Life:</b>	75 yerars	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the engineering for the future replacement and upgrade of an existing rural watermain, as part of an asset management plan and as recommended in the Water & Wastewater Master Plan. This is a stand-alone project, with work predominately off the traveled portion of the roadway, using trenchless technology and minimal road cuts.

### Project Rationale:

This project is a priority due to the poor condition of the watermain; improves public health & safety; reduces the potential for emergency failures, associated contamination and improves quality of life. If this project is not completed there is the potential for increased maintenance costs; increased liability and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Pipe size (mm)	3396m	150mm watermain pipe

### Project Materials:

Replace existing Series 160 PVC pipe with C900 PVC pipe.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Dashwood Road II						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		19,654	30,000				
Construction			453,903				
Vehicles							
Equipment							
Non-recoverable HST	-	346	8,517	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>20,000</b>	<b>492,420</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		20,000					
Water Capital Repl Reserve			492,420				
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Moderate
Consequence of Failure	High



## 2019 Capital Budget Request Form



<b>Project Name:</b>	William St. SPS Upgrade	<b>Project No.</b>	2018-S-02
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Sewer
<b>Asset Category:</b>	Sanitary Sewer System		
<b>Location:</b>	William St.	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	25 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project is the upgrade/replacement of the William Street Sanitary Pumping Station, as recommended by BM Ross Engineers 2012 Condition Assessment report. This facility was built in the early 1960's and was substantially upgraded in 1999; it has experienced several mechanical failures and is nearing the end of its service life.

### Project Rationale:

This project was selected for a CWWF grant. This project is a priority due to the obsolescence and deteriorated condition of the facility; and to reduce the potential for emergency failures and associated sewage by-passes. If this project is not completed there is the potential for increased maintenance costs and environmental liability.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)		

### Project Materials:

Existing Sewage Pumping Station will be replaced with similar material, with upgraded technology

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	William St. SPS Upgrade						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services	25,000	50,000					
Construction		1,817,178					
Vehicles							
Equipment							
Non-recoverable HST	440	32,862	-	-	-	-	-
<b>Total Capital Cost</b>	<b>25,440</b>	<b>1,900,040</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Grant		984,429					
Sewers Capital Repl Reserve	25,440	915,611					
<b>Net User Fee Impact</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts associated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing infrastructure.
Consequence of Failure	Catastrophic as this asset is vitally important to the operation of the wastewater system and failure will result in environmental liability.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	William St. SPS Forcemain Replacement	<b>Project No.</b>	2019-S-05
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Sewer
<b>Asset Category:</b>	Sanitary Sewer System		
<b>Location:</b>	William St.	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	75 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the replacement and partial twinning of the asbestos cement sanitary forcemain pipe from the William Street Sewage Pumping Station to the Exeter Sewage Lagoon. The forcemain is located on William Street, Church Street and in an easement across the future Church Street in the first phase of the HDC Subdivision. The installation of the twinned forcemain will be coordinated with the William Street Sewage Pumping Station project and the site servicing of the HDC Subdivision.

### Project Rationale:

This project is a priority due to the age, condition and original pipe material of the existing sanitary forcemain pipe from the William Street Sewage Pumping Station to the Exeter Sewage Lagoon. The William Street Sewage Pumping Station Upgrades require the forcemain to be twinned from the pumping station to the intersection of Church and William Street due to pump upgrades and increased forcemain operating pressure near the pump station. With the imminent development of the HDC lands there is increased urgency to upgrade the section of forcemain within the HDC Subdivision lands. A portion of the forcemain was replaced under cell #1 and Cell #2 of the sewage lagoon in 1999 and this proposed project completes the replacement of this 1960's vintage pipe. If this project is not completed there is the potential for increased maintenance costs, property damage and environmental liability.

			Images
Unit of Measure:	Quantity	Asset	
Pipe size (mm)	1100m	350mm sanitary forcemain pipe	
<b>Project Materials:</b>			
Existing asbestos cement sanitary forcemain pipe will be replaced with polyethylene or PVC pipe.			

## 2019 Capital Budget Request Form

<b>Project Name:</b>	William St. SPS Forcemain Replacement						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		15,000	15,000	25,000			
Construction		230,676	189,403	454,068			
Vehicles							
Equipment							
Non-recoverable HST	-	4,324	3,597	8,432	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>250,000</b>	<b>208,000</b>	<b>487,500</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Sewers Capital Repl Reserve		250,000	208,000	487,500			
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No applicable operating impacts.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing infrastructure.
Consequence of Failure	Catastrophic as this asset is vitally important to the operation of the wastewater system and failure will result in environmental liability.

## 2019 Capital Budget Request Form




<b>Project Name:</b>	Snider Sewage Pumping Station Upgrade	<b>Project No.</b>	2019-S-02
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Sewer
<b>Asset Category:</b>	Sanitary Sewer System		
<b>Location:</b>	Snider Crescent	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	25 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project is the replacement/upgrade of the William Street Sanitary Pumping Station emergency generator, pumps and associated electrical, mechanical and instrumentation, as recommended by GMBLuePlan 2018 Condition Assessment report. The existing wet well, pumping station structure, yard piping and all site works will be retained.

### Project Rationale:

This project is a priority due to the obsolescence and deteriorated condition of components of the facility; and to reduce the potential for emergency failures and associated sewage by-passes. This facility was built in the 1970's and has experienced several pump failures in recent years and the associated electrical, mechanical and instrumentation are nearing the end of their service life. The emergency generator is currently in non-compliance with TSSA regulations due to fuel safety issues and may be subject of a TSSA Order. If this project is not completed there is the potential for increased maintenance costs and environmental liability.

			Images
Unit of Measure:	Quantity	Asset	
Quantity (#)			
<b>Project Materials:</b>			
Existing mechanical, electrical, instrumentation, pumps and generator will be replaced with similar units with upgraded technology.			

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Snider Sewage Pumping Station Upgrade						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		20,000					
Construction		569,623					
Vehicles							
Equipment							
Non-recoverable HST	-	10,377	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>600,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Sewers Capital Repl Reserve		600,000					
<b>Net User Fee Impact</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing infrastructure.
Consequence of Failure	Catastrophic as this asset is vitally important to the operation of the wastewater system and failure will result in environmental liability.

## 2019 Capital Budget Request Form




<b>Project Name:</b>	Crediton Sewage Pumping Station Upgrade	<b>Project No.</b>	2019-S-03
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Sewer
<b>Asset Category:</b>	Sanitary Sewer System		
<b>Location:</b>	Crediton	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	15 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the removal, rebuild and re-installation of a sewage pump at the Sewage Lagoon Filter Building Pumping Station.

### Project Rationale:

This project is a priority due to the excessive wear and deteriorated condition of the sewage pump at this facility; and to reduce the potential for emergency failures and associated sewage by-passes. This facility is equipped with two pumps and one pump was successfully rebuilt in 2017. If this project is not completed there is the potential for increased maintenance costs and environmental liability.

			Images
Unit of Measure:	Quantity	Asset	
Quantity (#)	15%	Mechanical Component of the Pumping Station	
<b>Project Materials:</b>			
Existing sewage pump will be rebuilt and re-installed.			

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Crediton Sewage Pumping Station Upgrade						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		58,962					
Vehicles							
Equipment							
Non-recoverable HST	-	1,038	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>60,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Sewers Capital Repl Reserve		60,000					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	Accommodated within existing operations budget. This project will ensure these costs within target.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing infrastructure.
Consequence of Failure	Catastrophic as this asset is vitally important to the operation of the wastewater system and failure will result in environmental liability.



## 2019 Capital Budget Request Form




<b>Project Name:</b>	Lagoon Filter Building Upgrade	<b>Project No.</b>	2019-S-04
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Sewer
<b>Asset Category:</b>	Sanitary Sewer System		
<b>Location:</b>	Sewage Lagoon Pumping Station	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	15 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves engineering for the future mechanical, electrical, instrumentation and pump upgrades at the Sewage Lagoon Filter Building Pumping Station. The existing wet well, pumping station structure, yard piping and all site works will be retained. This is a multi-year project with engineering proposed for 2019 and upgrades for 2020.

### Project Rationale:

This project is a priority due to the obsolescence and deteriorated condition of the facility; and to reduce the potential for emergency failures and associated sewage by-passes. This Pumping Station is a critical component of the sewage treatment process as it pumps effluent from the finishing cell to the intermittant sand filters, where sewage receives the final stage of treatment before being discharged to the Ausable River. If this project is not completed there is the potential for increased maintenance costs and environmental liability.

			Images
Unit of Measure:	Quantity	Asset	
Quantity (#)			
<b>Project Materials:</b>			
Existing mechanical, electrical, instrumentation and pumps will be replaced with similar units with upgraded technology.			

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Lagoon Filter Building Upgrade						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		24,568	20,000				
Construction			225,676				
Vehicles							
Equipment							
Non-recoverable HST	-	432	4,324	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>25,000</b>	<b>250,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Sewers Capital Repl Reserve		25,000	250,000				
<b>Net User Fee Impact</b>	<b>-</b>	<b>0</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	Accommodated within regular operations budget. This will ensure it remains within budget.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing infrastructure.
Consequence of Failure	Catastrophic as this asset is vitally important to the operation of the wastewater system and failure will result in environmental liability.

# 2019 Capital Budget Request Form




<b>Project Name:</b>	Acoustic sewer assessment device		<b>Project No.</b>	2019-S-05
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Sewer	
<b>Asset Category:</b>	Sanitary Sewer System			
<b>Location:</b>		<b>Project Authorization:</b>		
<b>Estimated Useful Life:</b>	75 years	<b>Joint Project Lead:</b>		

## Detailed Project Description:

This project involves the purchase of acoustic sewer pipe inspection equipment to efficiently access sanitary sewers for targeted maintenance, such as flushing and cleaning.

## Project Rationale:

Acoustic pipe inspection equipment is an affordable onsite assessment tool for quickly detecting blockage conditions in gravity-fed sewers. The device uses active acoustic transmissions between a transmitter and a receiver in adjacent pipes to provide an aggregate blockage assessment. Acoustic pipe inspection equipment makes use of the fact that water and air flow similarly within a pipe. The device uses algorithms to quickly assess blockages within a pipe segment and allow targeted sewer maintenance, saving time and resources. An additional benefit to the Municipality will be its use in the asset management program for condition assessment and management.

			Images
Unit of Measure:	Quantity	Asset	
Quantity (#)	1	Acoustic sewer assessment equipment	
<b>Project Materials:</b>			
Supply of an acoustic sewer assessment equipment			

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Acoustic sewer assessment device						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		39,308					
Vehicles							
Equipment							
Non-recoverable HST	-	692	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>40,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Sewers Capital Repl Reserve		40,000					
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating costs anticipated.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	Low probability of failure, as sewer maintenance would continue to be performed on a rotational basis
Consequence of Failure	Lost opportunity to reduce maintenance costs and increased liability associated with property damage due to sewage backups into basements.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Main St. Easement Rehabilitation	<b>Project No.</b>	2019-S-06
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Sewer
<b>Asset Category:</b>	Sanitary Sewer System		
<b>Location:</b>	Main Street	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	25 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves CCTV inspection, calcite removal, trenchless spot repairs and possible relining to rehabilitate the sanitary sewers in easements at the rear of properties on both sides of Main Street in downtown Exeter (Victoria to Anne Street). Longer term planning will include the coordination with the William Street Reconstruction project to remove rear yard PDC's and install PDCs in standard location to the front of properties on east side of William Street.

### Project Rationale:

This project is a priority due to the deteriorated condition of the sewers in easements at the rear of properties on both sides of Main Street in Downtown Exeter. It is also to reduce the potential for emergency failures and basement backups associated with blockages in the sewer. If this project is not completed there is the potential for increased maintenance costs, property damage and environmental liability.

			Images
Unit of Measure:	Quantity	Asset	
Pipe size (mm)	varies	sanitary sewer pipes	
<b>Project Materials:</b>			
Existing sewers will be rehabilitated			

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Main St. Easement Rehabilitation						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services							
Construction		49,135	98,270	98,270	98,270	98,270	
Vehicles							
Equipment							
Non-recoverable HST	-	865	1,730	1,730	1,730	1,730	-
<b>Total Capital Cost</b>	<b>-</b>	<b>50,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Sewers Capital Repl Reserve		50,000	100,000	100,000	100,000	100,000	
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No associated operating costs.						
<b>Total Operating Impact</b>		-	-	-	-	-	

<b>Project Consequences</b>	
Probability of Failure	High risk of failure due to age and condition of existing infrastructure.
Consequence of Failure	Potential for increased maintenance costs and liability associated with property damage due to sewage backups into basements.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Landfill Expansion Stage III	<b>Project No.</b>	2018-LS-01
<b>Functional Class:</b>	Environmental Services	<b>Department:</b>	Solid Waste
<b>Asset Category:</b>	Land Improvements		
<b>Location:</b>		<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	25 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves the provision of engineering to commence the consultative process with the Ministry of the Environment and Climate Change (MOECC) for future approval for the next phase of the landfill site expansion, including the associated hydrogeologist services.

These discussions will establish the MOECC requirements and other regulatory agencies for engineered solutions/options for leachate control; contaminant attenuation zone (CAZ) options; possible additional ground water monitoring/evaluation and public consultation. The approval process for landfill expansions typically takes five years to complete and should be in place well before the currently approved Stage 2 landfill area is filled/capped.

### Project Rationale:

These discussions will establish the MOECC requirements and other regulatory agencies for engineered solutions/options for leachate control; contaminant attenuation zone (CAZ) options; possible additional ground water monitoring/evaluation and public consultation. The approval process for landfill expansions typically takes five years to complete and should be in place well before the currently approved Stage 2 landfill area is filled/capped.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Quantity (#)		

### Project Materials:

This is an expansion of existing landfill site.

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Landfill Expanson Stage III						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		113,011	49,135	24,568	24,568	24,568	
Construction							
Vehicles							
Equipment							
Non-recoverable HST	-	1,989	865	432	432	432	-
<b>Total Capital Cost</b>	<b>-</b>	<b>115,000</b>	<b>50,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Landfill Capital Repl Reserve		115,000	50,000	25,000	25,000	25,000	
<b>Net User Fee Impact</b>	<b>-</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
	No incremental operating impacts anticipated.						
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Low probability of failure
Consequence of Failure	Current approved stage of landfill will eventually be completely filled and if this next phase is not approved service levels will be impacted and operating cossts will increase.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Huron Street Top Asphalt	<b>Project No.</b>	2018-CS-04
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Water/Sewer/Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Edward S - E Town Limit	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	20 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

Reconstruction of Huron Street East from Edward St to East town limit was completed in 2018 with top asphalt planned in 2019. This project also includes storm sewer work on Pryde Boulevard that was originally included in the 2018 works but was deferred to 2019 as the works could not be completed due to inclement weather. There is approximately \$33,000 of storm water work that was unable to be completed in 2018 with plans for completion in spring 2019.

### Project Rationale:

The total budgeted capital outlay for 2018 was \$2,070,000 with the top asphalt as part of the 2019 capital budget. The storm sewer works on Pryde Boulevard involve improvements for rear of lot drainage for lots on the north side of Huron Street near Pryde Boulevard and to provide storm PDC's for problem sump pump discharges. The completion of this project will ensure reliable infrastructure for residents and visitors while reducing emergency repairs and liability concerns.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	710	road

### Project Materials:

Asphalt road surface being replaced "same for same".

### Images

## 2019 Capital Budget Request Form

<b>Project Name:</b>	Huron Street Top Asphalt						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		7,500					
Construction		128,113					
Vehicles							
Equipment							
Non-recoverable HST	-	2,387	-	-	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>138,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		20,000					
Sewers Capital Repl Reserve		30,000					
Transportation Capital Repl Reserve		55,000					
Carry over		33,000					
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
There are no adverse operating impacts anticipated.							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Low
Consequence of Failure	Low

## 2019 Capital Budget Request Form



<b>Project Name:</b>	Sherwood Crescent Reconstruction	<b>Project No.</b>	2019-CS-01
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Water/Sewer/Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Pryde to Pryde	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	20 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves engineering for the future replacement and upgrade of existing asphalt road, curbs, sidewalks, sanitary sewers and watermain as part of the asset management plan. This is a coordinated project between the User Pay Budgets and Levy Based Budgets in order to maximize efficiencies, achieve economy of scale to obtain the most cost effective solution. Coordination of infrastructure projects is a recommended Best Practice as set out in the National Guide to Sustainable Municipal Infrastructure (InfraGuide) best practice publication DMIP 5: Coordinating Infrastructure Works, published by FCM and the National Research Council.

### Project Rationale:

This project is a priority due to the deteriorated condition of the road; improves public health & safety; reduces the potential for emergency failures of water/wastewater infrastructure and improves quality of life. If this project is not completed there is the potential for increased maintenance costs associated with emergency repairs of road/water/wastewater infrastructure; increased liability due to flooding/basement backups and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	600	road

### Project Materials:

HL4

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Sherwood Crescent Reconstruction						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		88,443	169,517	7,500			
Construction			1,525,648	77,258			
Vehicles							
Equipment							
Non-recoverable HST	-	1,557	29,835	1,492	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>90,000</b>	<b>1,725,000</b>	<b>86,250</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		20,000	500,000	25,000			
Sewers Capital Repl Reserve		20,000	625,000	31,250			
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>50,000</b>	<b>600,000</b>	<b>30,000</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The road is currently failing due to excessive cracking and alligating allowing moisture to seep through to the base. Lack of storm water infrastructure (curbs/catch basins) is not removing surface water increasing water pooling and furthering deterioration of the road/base.
Consequence of Failure	Poor driving conditions, increased risk of flooding due to lack of storm water infrastructure.

## 2019 Capital Budget Request Form



<b>Project Name:</b>	William Street Reconstruction	<b>Project No.</b>	2019-CS-02
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Water/Sewer/Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Anne to Sanders St	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	20 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves engineering for the future replacement and upgrade of existing asphalt road, curbs, sidewalks, sanitary sewers and watermain as part of the asset management plan. This is a coordinated project between the User Pay Budgets and Levy Based Budgets in order to maximize efficiencies, achieve economy of scale to obtain the most cost effective solution. Coordination of infrastructure projects is a recommended Best Practice as set out in the National Guide to Sustainable Municipal Infrastructure (InfraGuide) best practice publication DMIP 5: Coordinating Infrastructure Works, published by FCM and the National Research Council.

### Project Rationale:

This project is a priority due to the deteriorated condition of the road; improves public health & safety; reduces the potential for emergency failures of water/wastewater infrastructure and improves quality of life. If this project is not completed there is the potential for increased maintenance costs associated with emergency repairs of road/water/wastewater infrastructure; increased liability due to flooding/basement backups and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	0.3	road

### Project Materials:

HL4

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	William Street Reconstruction						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		58,962	113,000	7,500			
Construction			997,456	48,023			
Vehicles							
Equipment							
Non-recoverable HST	-	1,038	19,544	977	-	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>60,000</b>	<b>1,130,000</b>	<b>56,500</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		15,000	280,000	14,000			
Sewers Capital Repl Reserve		15,000	285,000	14,250			
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>30,000</b>	<b>565,000</b>	<b>28,250</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	Portions of this road are currently failing due to transverse and alligator cracking allowing moisture to compromise the road base.
Consequence of Failure	Further cracking and alligating will deteriorate the base further. Poor driving conditions are anticipated.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	William Street Reconstruction II	<b>Project No.</b>	2019-CS-03
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Water/Sewer/Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Nelson to Church St	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	20 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves engineering for the future replacement and upgrade of existing asphalt road, curbs, sidewalks, sanitary sewers and watermain as part of the asset management plan. This is a coordinated project between the User Pay Budgets and Levy Based Budgets in order to maximize efficiencies, achieve economy of scale to obtain the most cost effective solution. Coordination of infrastructure projects is a recommended Best Practice as set out in the National Guide to Sustainable Municipal Infrastructure (InfraGuide) best practice publication DMIP 5: Coordinating Infrastructure Works, published by FCM and the National Research Council.

### Project Rationale:

This project is a priority due to the deteriorated condition of the road; improves public health & safety; reduces the potential for emergency failures of water/wastewater infrastructure and improves quality of life. If this project is not completed there is the potential for increased maintenance costs associated with emergency repairs of road/water/wastewater infrastructure; increased liability due to flooding/basement backups and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	0.27	road

### Project Materials:

Same for same

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	William Street Reconstruction II						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		58,962		91,048	7,500		
Construction				819,428	38,024		
Vehicles							
Equipment							
Non-recoverable HST	-	1,038	-	16,024	801	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>60,000</b>	<b>-</b>	<b>926,500</b>	<b>46,325</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		15,000		275,000	13,750		
Sewers Capital Repl Reserve		15,000		260,000	13,000		
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>30,000</b>	<b>-</b>	<b>391,500</b>	<b>19,575</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The road is currently failing due to excessive cracking and alligating allowing moisture to seep through to the base. Lack of storm water infrastructure (curbs/catch basins) is not removing surface water increasing water pooling and furthering deterioration of the road/base.
Consequence of Failure	Poor driving conditions, increased risk of flooding due to lack of storm water infrastructure. Increased future capital costs due to delays in repairs of existing infrastructure.



## 2019 Capital Budget Request Form



<b>Project Name:</b>	Thomas Street Reconstruction	<b>Project No.</b>	2019-CS-04
<b>Functional Class:</b>	Transportation Services	<b>Department:</b>	Water/Sewer/Roads
<b>Asset Category:</b>	Roads		
<b>Location:</b>	Marlborough to Carling St.	<b>Project Authorization:</b>	
<b>Estimated Useful Life:</b>	20 years	<b>Joint Project Lead:</b>	

### Detailed Project Description:

This project involves engineering for the future replacement and upgrade of existing asphalt road, curbs, sidewalks, sanitary sewers and watermain as part of the asset management plan. This is a coordinated project between the User Pay Budgets and Levy Based Budgets in order to maximize efficiencies, achieve economy of scale to obtain the most cost effective solution. Coordination of infrastructure projects is a recommended Best Practice as set out in the National Guide to Sustainable Municipal Infrastructure (InfraGuide) best practice publication DMIP 5: Coordinating Infrastructure Works, published by FCM and the National Research Council.

### Project Rationale:

This project is a priority due to the deteriorated condition of the road; improves public health & safety; reduces the potential for emergency failures of water/wastewater infrastructure and improves quality of life. If this project is not completed there is the potential for increased maintenance costs associated with emergency repairs of road/water/wastewater infrastructure; increased liability due to flooding/basement backups and reduced useful life of the infrastructure.

### Project Measurements:

Unit of Measure:	Quantity	Asset
Length of Rd (km)	0.21	road

### Project Materials:

Same for same

### Images



## 2019 Capital Budget Request Form

<b>Project Name:</b>	Thomas Street Reconstruction						
<b><u>Capital Cost</u></b>	<b>Prior Years</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Future Cost</b>
Engineering Services		58,962		70,214	5,000		
Construction				631,928	30,107		
Vehicles							
Equipment							
Non-recoverable HST	-	1,038	-	12,358	618	-	-
<b>Total Capital Cost</b>	<b>-</b>	<b>60,000</b>	<b>-</b>	<b>714,500</b>	<b>35,725</b>	<b>-</b>	<b>-</b>
<b><u>Sources of Funding</u></b>							
Water Rates		15,000		210,000	10,500		
Sewers Capital Repl Reserve		15,000		200,000	10,000		
<b>Net Tax Levy Impact</b>	<b>-</b>	<b>30,000</b>	<b>-</b>	<b>304,500</b>	<b>15,225</b>	<b>-</b>	<b>-</b>

<b>Operating Impact of Capital</b>							
<b>Total Operating Impact</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

<b>Project Consequences</b>	
Probability of Failure	The road is currently failing due to excessive cracking and alligating. This allows moisture to seep through to the base compromising that infrastructure as well.
Consequence of Failure	Increased capital costs for replacement the more damage is done to the road. Poor driving conditions. Lacking storm water infrastructure can result in flooding and water pooling.