

**AGENDA**  
**COUNCIL COMMITTEE MEETING**  
**MUNICIPAL DISTRICT OF PINCHER CREEK**

August 24, 2021

9:00am

*\*\* Council Chambers*

1. Approval of Agenda
2. Capital Budget 2022
3. Adjournment



**Municipal District of Pincher Creek No. 9  
2022 Capital Budget Draft  
August 24, 2021**

## 2022 Capital Budget Summary

### Sources of Project Funding

Project #	Service Area	Description	2022					Total Revenue
			Total Cost	Grants	Debt	Reserves	Operations	
<b>Infrastructure</b>								
PW-BF-1	Bridges	Bridge File #75265 Heath Creek	380,000	380,000				380,000
PW-BF-2	Bridges	Bridge File #7743 Local Road over Gladestone Creek	275,000	275,000				275,000
PW-BF-3	Bridges	Bridge File #2488 Fischer Bridge	620,000	620,000				620,000
PW-BF-4	Bridges	Bridge File #74260 Tributary to Foothills Creek	30,000	30,000				30,000
PW-R-1	Roads	Cabin Hill	1,007,500	1,007,500				1,007,500
PW-R-2	Roads	Bitango Road RR1-2	40,000	40,000				40,000
PW-R-3	Roads	Station Street	40,000	40,000				40,000
PW-R-4	Roads	Gladstone	50,000			50,000		50,000
BMDC	Water/Wastewater	Beaver Mines Distribution and Collection	3,737,575	3,737,575				3,737,575
BMLF	Water/Wastewater	Beaver Mines Lift Station and Forcemain	2,378,730	2,378,730				2,378,730
BMWW	Water/Wastewater	Beaver Mines Waste Water Treatment Facility	555,850	555,850				555,850
<b>Infrastructure Total</b>			<b>9,114,655</b>	<b>9,064,655</b>	<b>-</b>	<b>50,000</b>	<b>-</b>	<b>9,114,655</b>
<b>Equipment</b>								
	Public Works	Skid Steer	125,000			125,000		125,000
	Public Works	Sheepfoot Compactor	20,000			20,000		20,000
	Public Works	Loader Forks	15,000			15,000		15,000
	AES	Sprayer x2	20,000			20,000		20,000
<b>Equipment Total</b>			<b>180,000</b>	<b>-</b>	<b>-</b>	<b>180,000</b>	<b>-</b>	<b>180,000</b>
<b>Fleet</b>								
	AES	Light Truck	50,000			50,000		50,000
	Admin	Yukon XL	65,000			65,000		65,000
<b>Fleet Total</b>			<b>115,000</b>	<b>-</b>	<b>-</b>	<b>115,000</b>	<b>-</b>	<b>115,000</b>
<b>Community Services</b>								
	Parks	Patton Park Sprinkler	40,000			40,000		40,000
<b>Parks Total</b>			<b>40,000</b>	<b>-</b>	<b>-</b>	<b>40,000</b>	<b>-</b>	<b>40,000</b>
<b>Facilities</b>								
	Public Works	Lundbreck Shop Floor	30,000			30,000		30,000
<b>Facilities Total</b>			<b>30,000</b>	<b>-</b>	<b>-</b>	<b>30,000</b>	<b>-</b>	<b>30,000</b>
<b>Grand Total</b>			<b>9,479,655</b>	<b>9,064,655</b>	<b>-</b>	<b>415,000</b>	<b>-</b>	<b>9,479,655</b>

## Long Range Plan

Future Capital Projects			2023	2024	2025	2026
<b>Infrastructure</b>						
Bridges	Bridge File #74260	Tributary to Foothills Creek	580,000			
Bridges	Bridge File #13960	81A over a Tributary to the Oldman River	45,000	400,000		
Bridges	Bridge File #76203	Watercourse on Local Road near MayCroft		55,000	400,000	
Bridges	Bridge File #75481	Fullerton Culvert			50,000	300,000
Roads	Bitango Road	RR1-2	260,000			
Roads	Station Street		310,000			
Roads	Christie Mines		45,000	975,000		
Roads	Grumpies/Knotch Road		200,000			
Roads	Gladstone Road		900,000			
Roads	Snake Trail					50,000
Water/Wastewater	Beaver Mines	Distribution and Collection	1,245,864			
Water/Wastewater	Beaver Mines	Lift Station and Forcemain	-			
Water/Wastewater	Beaver Mines	Waste Water Treatment Facility	2,223,406			
<b>Infrastructure Total</b>			<b>5,809,270</b>	<b>1,430,000</b>	<b>450,000</b>	<b>350,000</b>
<b>Equipment</b>						
Public Works	Grader		515,000	515,000	515,000	515,000
Public Works	Gravel Truck and Plow		375,000			
Public Works	Water truck			150,000		150,000
Public Works	Welder				15,000	
Public Works	Backhoe				130,000	
Public Works	Tractor & loader			130,000		
Public Works	Airport mower				9,300	
Public Works	Packer					40,200
Public Works	Riding lawn mower				5,600	
Public Works	Snow Blower - Airport			350,000		
Agriculture	Animal scale		15,000			
Agriculture	Quad			15,000		
Agriculture	Truck mounted intelligent sprayer				20,000	
<b>Equipment Total</b>			<b>905,000</b>	<b>1,160,000</b>	<b>694,900</b>	<b>705,200</b>
<b>Fleet</b>						
Public Works	Light truck		50,000	50,000	50,000	50,000
Public Works	1 Ton Truck		50,000			
Agriculture	Light truck			50,000		50,000
<b>Fleet Total</b>			<b>100,000</b>	<b>100,000</b>	<b>50,000</b>	<b>100,000</b>
<b>Information Services</b>						
Administration	Audio equipment	Council Chambers	20,000			
<b>Information Services Total</b>			<b>20,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Facilities</b>						
Public Works	Public Works Shop	wash bay	370,000			
<b>Facilities Total</b>			<b>370,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Grand Total Expenditures</b>			<b>7,204,270</b>	<b>2,690,000</b>	<b>1,194,900</b>	<b>1,155,200</b>
<b>Sources of Project Funding</b>						
Grants			5,809,270	1,430,000	450,000	350,000
Reserves			1,395,000	1,260,000	744,900	805,200
Operations			-	-	-	-
<b>Total Sources of Project Funding</b>			<b>7,204,270</b>	<b>2,690,000</b>	<b>1,194,900</b>	<b>1,155,200</b>

# Capital Grants & Reserves Summary

## Capital Grants Summary

Available Grant Funding*	2022	2023	2024	2025	2026
Beginning of year	14,380,446	7,284,066	2,586,417	2,268,038	2,929,659
Grant Funding Received	1,348,276	1,111,621	1,111,621	1,111,621	1,111,621
Expenditures	(8,444,655)	(5,809,270)	(1,430,000)	(450,000)	(350,000)
End of year	7,284,066	2,586,417	2,268,038	2,929,659	3,691,280

\*Does not include STIP Funding BF2488

## Capital Reserve Summary

	Equipment	Road Construction	Bridges	Buildings	Water and Waste Water Infrastructure
Annual Transfer to Reserve	850,000	350,000	400,000	100,000	100,000
Projected End of the Year Balance					
2021	3,148,000	2,507,000	2,610,000	200,000	808,000
2022	3,703,000	2,857,000	2,960,000	270,000	908,000
2023	3,528,000	3,207,000	3,360,000	-	1,008,000
2024	3,118,000	3,557,000	3,760,000	100,000	1,108,000
2025	3,223,100	3,907,000	4,160,000	200,000	1,208,000
2026	3,267,900	4,257,000	4,560,000	300,000	1,308,000

## Detailed Capital Grant Summary

	Municipal Sustainability Initiative (MSI) Capital	Federal Gas Tax Fund (GTF)	Alberta Municipal Water/ Wastewater Partnership (AMWWP)	Small Community Funds (SCF)
Projected Balance Jan 1, 2022	5,868,000	841,310	3,230,209	4,440,927
Estimated 2022 Allocation	1,183,276	165,000	-	-
<b>Funding Available</b>	<b>7,051,276</b>	<b>1,006,310</b>	<b>3,230,209</b>	<b>4,440,927</b>
Beaver Mines Distribution and Collection	(1,245,735)	-	-	(2,491,840)
Beaver Mines Lift Station and Forcemain	(99,708)	-	(1,267,345)	(1,011,677)
Beaver Mines Waste Water Treatment Facility	(112,499)	-	(372,780)	(70,571)
Bridge File #75265 Heath Creek		(380,000)		
Bridge File #7743 Local Road over Gladstone Creek		(275,000)		
Bridge File 74260 Tributary to Foothills Creek	(30,000)			
Cabin Hill	(1,007,500)			
Bitango Road RR1-2	(40,000)			
Station Street	(40,000)			
<b>Projected Balance December 31, 2022</b>	<b>4,475,834</b>	<b>351,310</b>	<b>1,590,084</b>	<b>866,839</b>
Estimated 2023 Allocation	946,621	165,000	-	-
Beaver Mines Distribution and Collection	(530,473)	-	-	(715,391)
Beaver Mines Waste Water Treatment Facility	(481,874)	-	(1,590,084)	(151,448)
Bridge File #74260 Tributary to Foothills Creek	(580,000)			
Bridge File #13960 81A over a Tributary to the Oldman River		(45,000)		
Bitango Road RR1-2	(260,000)			
Station Street	(310,000)			
Christie Mines	(45,000)			
Grumpies/Knotch Road	(200,000)			
<b>Projected Balance December 31, 2023</b>	<b>3,015,108</b>	<b>471,310</b>	<b>-</b>	<b>-</b>

<b>Project Name</b>	<b>Bridge File 75265 Local Road Over Heath Creek</b>
<b>Project Number</b>	PW-BF-1
<b>Priority</b>	4 - Medium/High
<b>Service Area</b>	Public Works - Bridges
<b>Division</b>	Division 4
<b>Project Description</b>	Culvert replacement, NE SEC 11 TWP 10 RGE 1 W5M
<b>Project Cost</b>	Engineering (2021): \$20,000 Engineering/Construction (2022): <u>\$380,000</u> Total Project Costs: \$400,000
<b>Funding Sources</b>	Federal Gas Tax Fund The MD will submit a application for grant funding under the Local Roads & Bridges Program under STIP (AB Transportation). For Budget purposes this project will flow through the guaranteed Federal Gas Tax Fund (GTF) funding.
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	The bridge structure was constructed in 1960 and facilitates the passage of a local road over Heath Creek near Cowley, AB. The bridge culvert is currently in poor condition primarily due to cracked longitudinal seams with 55 mm of steel remaining in ring 4 and 68 mm of steel remaining in ring 3.
<b>Impact on future operating costs</b>	
<b>Impact on other departments</b>	
<b>Treatment of asset replaced</b>	
<b>Implications of deferral</b>	Delay in reconstruction of this bridge will result in further deterioration and road closure. There is no available detour available for residents as the road is a dead end. The Average Daily Traffic (AADT) is 32 vehicles.
<b>Other options to Recommendation</b>	A bridge liner and metal struts were reviewed but due to the condition of the culvert it isn't recommended.

<b>Project Name</b>	<b>Bridge File #7743 Local Road over Gladstone Creek</b>						
<b>Project Number</b>	PW-BF-2						
<b>Priority</b>	5 - High						
<b>Service Area</b>	Public Works - Bridges						
<b>Division</b>	Division 3						
<b>Project Description</b>	Capital repairs, SW 23-05-02-W5						
<b>Project Cost</b>	<table> <tr> <td>Engineering (2021):</td> <td>\$20,000</td> </tr> <tr> <td>Construction (2022):</td> <td><u>\$275,000</u></td> </tr> <tr> <td>Total Project Costs:</td> <td>\$295,000</td> </tr> </table>	Engineering (2021):	\$20,000	Construction (2022):	<u>\$275,000</u>	Total Project Costs:	\$295,000
Engineering (2021):	\$20,000						
Construction (2022):	<u>\$275,000</u>						
Total Project Costs:	\$295,000						
<b>Funding Sources</b>	Federal Gas Tax Fund						
<b>Timeline</b>	Complete in 2022						
<b>Rationale for Need</b>	The bridge structure was constructed in 1908 and facilitates the passage of a local road over Gladstone Creek near Pincher Creek, AB. The condition of the bridge is in poor condition due to repairs in strip decking, wheel guards, bridge rails, stringers, pilings and minor plank replacement.						
<b>Impact on future operating costs</b>							
<b>Impact on other departments</b>							
<b>Treatment of asset replaced</b>							
<b>Implications of deferral</b>	Delay in reconstruction of this bridge will result in further deterioration and road closure. Detour is 79km.						
<b>Other options to Recommendation</b>							



<b>Project Name</b>	<b>Bridge File 2488 Fischer Bridge</b>
<b>Project Number</b>	PW-BF-3
<b>Priority</b>	2 - Low/Medium
<b>Service Area</b>	Public Works - Bridges
<b>Division</b>	Division 5
<b>Project Description</b>	Single lane bridge replacement, NW 26-7-2-W5
<b>Project Cost</b>	Engineering (2021): \$15,000 Construction (2022): <u>\$620,000</u> Total Project Costs: \$635,000
<b>Funding Sources</b>	Strategic Transportation Infrastructure Program The MD will submit a application for grant funding under the Local Roads & Bridges Program under STIP (AB Transportation). <b>This project is contingent on the success of this grant application.</b>  Should the grant application be unsuccessful, any engineering costs incurred to date will be funded through the Bridge Reserve (Res 20/432).
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	The bridge is 92 years old and is currently closed by the MD. A bridge at this location is needed in the future should the twinning of Highway 3 occur.
<b>Impact on future operating costs</b>	
<b>Impact on other departments</b>	
<b>Treatment of asset replaced</b>	
<b>Implications of deferral</b>	Local residents and travelers will be required to detour 4.9km over Highway 3, 22 and local roads. The bridge will remain a fully closed bridge until Alberta Transportation requires it for Highway 3 Twinning.
<b>Other options to Recommendation</b>	1. Options explored in 2021 included concrete span and full refurbishment that priced in excess of \$1,000,000.  2. Remove bridge and construct capital upgrades on detour through RR2-1A (estimated at \$240,000).

<b>Project Name</b>	<b>Bridge File 74260 Tributary to Foothills Creek</b>						
<b>Project Number</b>	PW-BF-4						
<b>Priority</b>	3 - Medium						
<b>Service Area</b>	Public Works - Bridges						
<b>Division</b>	Division 2						
<b>Project Description</b>	Culvert replacement, SW 13-05-29-W4M.						
<b>Project Cost</b>	<table> <tr> <td>Engineering (2022):</td> <td>\$30,000</td> </tr> <tr> <td>Construction (2023):</td> <td><u>\$580,000</u></td> </tr> <tr> <td>Total Project Costs:</td> <td>\$610,000</td> </tr> </table>	Engineering (2022):	\$30,000	Construction (2023):	<u>\$580,000</u>	Total Project Costs:	\$610,000
Engineering (2022):	\$30,000						
Construction (2023):	<u>\$580,000</u>						
Total Project Costs:	\$610,000						
<b>Funding Sources</b>	<p>Municipal Sustainability Initiative Grant - Capital</p> <p>In 2022 - The MD will submit a application for grant funding under the Local Roads &amp; Bridges Program under STIP (AB Transportation). For Budget purposes this project will flow through the guaranteed MSI funding.</p>						
<b>Timeline</b>	<p>2022 - Engineering</p> <p>2023 - Complete</p>						
<b>Rationale for Need</b>	<p>The bridge culvert was built in 1954. The original shape dimensions were a rise of 1920mm and a span 1742mm. Today, the actual dimensions are a rise of 1631mm and span 1955mm. The sag for the roof is at 15% and the deflection is at 12%. There are isolated perforations on the floor and the structure is poorly aligned to the drainage.</p>						
<b>Impact on future operating costs</b>							
<b>Impact on other departments</b>							
<b>Treatment of asset replaced</b>	Recycle steel						
<b>Implications of deferral</b>	Delay in reconstruction of this bridge will result in further deterioration and an increase in financial resources for ongoing repair and maintenance costs. Detour is approximately 10km						
<b>Other options to Recommendation</b>							

<b>Project Name</b>	<b>Cabin Hill</b>
<b>Project Number</b>	PW-R-1
<b>Priority</b>	4 - Medium/High
<b>Service Area</b>	Public Works - Roads
<b>Division</b>	Division 4
<b>Project Description</b>	Upgrade and re-align the unimproved road to current standards of approximately 4km of Cabin Hill Road from intersection of Range Road 1-0A and Township Road 8-4 to 1km south of Township Road 9-0A.
<b>Project Cost</b>	Engineering (2021): \$62,500 Construction (2022): <u>\$1,007,500</u> Total Project Costs: \$1,070,000
<b>Funding Sources</b>	Municipal Sustainability Initiative Grant - Capital
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	Large snowdrifts and ice buildup caused by west blowing winds towards the valley result in the road becoming inaccessible to residents during the winter season.
<b>Impact on future operating costs</b>	
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	If the service level cannot be maintained during winter conditions, sections of this road may become inaccessible to the six residents living in the area.
<b>Other options to Recommendation</b>	Upon completion, road will be reclassified to a local road.

<b>Project Name</b>	<b>Bitango Road RR1-2</b>
<b>Project Number</b>	PW-R-2
<b>Priority</b>	5 - High
<b>Service Area</b>	Public Works - Roads
<b>Division</b>	Division 3
<b>Project Description</b>	Excavate and replace 64m of 24" culvert with a 36" culvert. Backfill road and repair slides and sink holes on side slope.
<b>Project Cost</b>	Engineering (2022): \$40,000 Construction (2023): <u>\$260,000</u> Total Project Costs: \$300,000
<b>Funding Sources</b>	Municipal Sustainability Initiative Grant - Capital
<b>Timeline</b>	2022 - Engineering 2023 - Complete
<b>Rationale for Need</b>	Culvert is undersized. It is separated at a few locations forcing the water to go upward, creating sliding and slope failures.
<b>Impact on future operating costs</b>	
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	Potential road failure and concern to public safety which could result in a road closure and a detour of approximately 15 km.
<b>Other options to Recommendation</b>	

<b>Project Name</b>	<b>Station Street</b>
<b>Project Number</b>	PW-R-3
<b>Priority</b>	1 - Low
<b>Service Area</b>	Public Works - Roads
<b>Division</b>	Division 4
<b>Project Description</b>	Repair subgrade and install new asphalt on approximately 70m on intersection of 3rd avenue and Station street and approximately 260m on Station street going East. Install Culvert across 3rd avenue to drain water from North side of Station street.
<b>Project Cost</b>	Engineering (2022): \$40,000 Construction (2023): <u>\$310,000</u> Total Project Costs: \$350,000
<b>Funding Sources</b>	Municipal Sustainability Initiative Grant - Capital
<b>Timeline</b>	2022 - Engineering 2023 - Complete
<b>Rationale for Need</b>	Increase to the level of service to businesses within the Hamlet of Pincher Station by providing easier access for heavy trucking.
<b>Impact on future operating costs</b>	Reduced repair and maintenance costs.
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	Increase in ongoing repair and maintenance costs. An increase in subgrade failure and drainage issues will continue to create strain on the road structure.
<b>Other options to Recommendation</b>	1. Pulverize existing road and return to gravel.  2. Wait until the MD can explore water and wastewater options at Pincher Station, to allow the MD to do both at one time.

<b>Project Name</b>	<b>Gladstone</b>
<b>Project Number</b>	PW-R-4
<b>Priority</b>	3 - Medium
<b>Service Area</b>	Public Works - Roads
<b>Division</b>	Division 3
<b>Project Description</b>	Gladstone valley road review - engineering and public engagement in 2022, with land purchases and construction to be determined.
<b>Project Cost</b>	Engineering (2022): \$50,000 Construction (2023?): <u>\$900,000</u> Total Project Costs: \$950,000
<b>Funding Sources</b>	Reserve - Road Construction The MD will explore additional funding sources upon further project review.
<b>Timeline</b>	Other: To be determined
<b>Rationale for Need</b>	The MD continues to receive a high number complaints as a result of the poor road conditions. The conditions present include: extensive wash boarding and big rock.
<b>Impact on future operating costs</b>	Reduced repair and maintenance costs.
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	
<b>Other options to Recommendation</b>	

<b>Project Name</b>	<b>Beaver Mines Distribution and Collection</b>				
<b>Project Number</b>	BMDC				
<b>Priority</b>	5 - High				
<b>Service Area</b>	Water Services				
<b>Project Description</b>	Install a water distribution system and wastewater collection system at Beaver Mines followed by rehabilitation of the road surface (MPE).				
<b>Project Cost</b>	Engineering, Regulatory and Construction (2019-2021*): \$1,663,561 Construction (2022): \$3,737,575 Construction (2023): <u>\$1,245,864</u> Total Project Cost \$6,647,000 <i>*2021 is inclusive of a 5 month estimate</i>				
<b>Funding Sources</b>	Other: The MD has received funding under Small Community Funds (SCF). Effective June 30th 2020 (resolution 20/287) the MD will fund the Beaver Mines Distribution and Collection project, where eligible, by applying SCF (66.67%), followed by MSI (100%). Funding under SCF is shared equally between the Federal, Provincial and Municipal District of Pincher Creek.				
		<b>2019-2021</b>	<b>2022</b>	<b>2023</b>	<b>Total</b>
	SCF	1,031,824	2,491,840	715,391	4,239,055
	MSI	447,180	1,245,735	530,473	2,223,388
	Reserve	184,557	-	-	184,557
	<b>Total</b>	<b>\$ 1,663,561</b>	<b>\$3,737,575</b>	<b>\$1,245,864</b>	<b>\$ 6,647,000</b>
<b>Timeline</b>	Complete in 2023 As of July 8, 2021, the MD received final approval from Alberta Environment and Parks. The MD plans to complete this section the Beaver Mines Water and Wastewater project in 2023. For budget purposes, the MD has assumed 20% of the remaining capital expenditures will be incurred in the remainder of 2021, 60% in 2022, with the remaining 20% incurred in 2023.				
<b>Rationale for Need</b>	Beaver Mines presently relies on point of use wells/cisterns for potable water and septic systems for wastewater collection and treatment. There are health and safety issues due to bacteria found in the water samples as well as septic systems in a state of deterioration.				
<b>Impact on future operating costs</b>	Increased time for water treatment and wastewater collection personnel to monitor and maintain the system.				
<b>Impact on other departments</b>	Health and safety issues will continue and may increase. Project costs may also increase.				
<b>Treatment of asset replaced</b>	Land owners are responsible for the abandonment and reclamation of existing wells and septic systems.				
<b>Implications of deferral</b>					
<b>Other options to Recommendation</b>					

<b>Project Name</b>	<b>Beaver Mines Lift Station and Forcemain</b>																										
<b>Project Number</b>	BMLSF																										
<b>Priority</b>	<b>5 - High</b>																										
<b>Service Area</b>	Wastewater																										
<b>Project Description</b>	Lift station and forcemain up to the tie in location (MPE)																										
<b>Project Cost</b>	Engineering (2019-2021):	\$258,270																									
	Construction (2022):	<u>\$2,378,730</u>																									
	Total Project Cost	\$2,637,000																									
<b>Funding Sources</b>	<p>Other: The MD has received funding under Alberta Municipal Water, Wastewater Partnership (AMWWP) and Small Community Funds (SCF). Effective June 30th 2020 (resolution 20/287) the MD will fund the Beaver Mines Lift Station and Forcemain, where eligible, by applying SCF (66.67%), followed by AMWWP (75%) and MSI (100%).</p> <table border="1"> <thead> <tr> <th></th> <th>2019-2021</th> <th>2022</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td><b>SCF</b></td> <td>171,411</td> <td>1,011,677</td> <td>1,183,088</td> </tr> <tr> <td><b>AMWWP</b></td> <td>86,567</td> <td>1,267,345</td> <td>1,353,912</td> </tr> <tr> <td><b>MSI</b></td> <td>292</td> <td>99,708</td> <td>100,000</td> </tr> <tr> <td><b>Reserves</b></td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td><b>Total</b></td> <td>\$ 258,270</td> <td>\$ 2,378,730</td> <td>\$ 2,637,000</td> </tr> </tbody> </table>				2019-2021	2022	Total	<b>SCF</b>	171,411	1,011,677	1,183,088	<b>AMWWP</b>	86,567	1,267,345	1,353,912	<b>MSI</b>	292	99,708	100,000	<b>Reserves</b>	-	-	-	<b>Total</b>	\$ 258,270	\$ 2,378,730	\$ 2,637,000
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<b>Timeline</b>	<p>Complete in 2022 As of July 8, 2021, the MD received final approval from Alberta Environment and Parks. The MD plans to complete this section the Beaver Mines Water and Wastewater project in 2022.</p>																										
<b>Rationale for Need</b>	<p>Beaver Mines presently relies on point of use wells/cisterns for potable water and septic systems for wastewater collection and treatment. There are health and safety issues due to bacteria found in the water samples as well as septic systems in a state of deterioration.</p>																										
<b>Impact on future operating costs</b>	<p>Future operating costs are unknown at this time.</p>																										
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<b>Project Name</b>	<b>Beaver Mines Waste Water Treatment Facility</b>			
<b>Project Number</b>	BML			
<b>Priority</b>	<b>5 - High</b>			
<b>Service Area</b>	Wastewater			
<b>Project Description</b>	Banner Environmental Engineering Ltd. has been chosen to design and build infrastructure following the tie-in point, treatment, at grade system and access road (Banner).			
<b>Project Cost</b>	Engineering and Regulatory (2019-2021):		\$748,334	
	Engineering, Regulatory and Construction (2022):		\$555,850	
	Construction (2023):		<u>\$2,223,406</u>	
	Total Project Cost		\$3,527,590	
<b>Funding Sources</b>	Other: The MD has received funding under Alberta Municipal Water, Wastewater Partnership (AMWWP) and Small Community Funds (SCF). Effective June 30th 2020 (resolution 20/287) the MD will fund the Beaver Mines Waste Water Treatment System, where eligible, by applying SCF (66.67%), followed by AMWWP (75%) and MSI (100%).			
		<b>2019-2021</b>	<b>2022</b>	<b>2023</b>
	<b>SCF</b>	355,838	70,571	151,448
	<b>AMWWP</b>	335,188	372,780	1,590,084
	<b>MSI</b>	27,173	112,499	481,874
	<b>Reserves</b>	30,135	-	-
	<b>Total</b>	\$ 748,334	\$ 555,850	\$2,223,406
				\$ 3,527,590
<b>Timeline</b>	Complete in 2023 As of July 8, 2021, the MD received final approval from Alberta Environment and Parks. The MD plans to complete this section the Beaver Mines Water and Wastewater project in 2023. For budget purposes, the MD has assumed 20% of the remaining capital expenditures will be incurred in 2022, with the remaining 80% incurred in 2023.			
<b>Rationale for Need</b>	Beaver Mines presently relies on point of use wells/cisterns for potable water and septic systems for wastewater collection and treatment. There are health and safety issues due to bacteria found in the water samples as well as septic systems in a state of deterioration.			
<b>Impact on future operating costs</b>	Banner anticipates operating costs of \$20,000/year.			
<b>Impact on other departments</b>				
<b>Treatment of asset replaced</b>				
<b>Implications of deferral</b>				
<b>Other options to Recommendation</b>				

<b>Project Name</b>	<b>Skid Steer</b>
<b>Project Number</b>	
<b>Priority</b>	3 - Medium
<b>Service Area</b>	Public Works - Equipment
<b>Project Description</b>	299D3 XE Compact Track Loader (CAT)
<b>Project Cost</b>	\$125,000
<b>Funding Sources</b>	Reserve - Equipment Replacement
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	The existing 2011 Bobcat skid steer is starting to require more repair and more maintenance. The warranty has expired. All existing skid steer attachments will fit to this new one.
<b>Impact on future operating costs</b>	Reduced repair and maintenance costs on a highly used piece of equipment.
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	Continued downtime and higher repair and maintenance costs, which may ultimately impact the service level provided.
<b>Other options to Recommendation</b>	

<b>Project Name</b>	<b>Sheepfoot Compactor</b>
<b>Project Number</b>	
<b>Priority</b>	3 - Medium
<b>Service Area</b>	Public Works - Equipment
<b>Project Description</b>	Sheepfoot Double Roller Tow Behind Compactor
<b>Project Cost</b>	\$20,000
<b>Funding Sources</b>	Reserve - Equipment Replacement
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	It will increase the compaction ability for road rehabilitation and construction projects.
<b>Impact on future operating costs</b>	It will increase efficiency on our heavy maintenance crew, as well as eliminate the need for rentals.
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	Deferral increase schedule time on road projects. Increase in wear and tear on ride on Compactor and higher fuel consumption.
<b>Other options to Recommendation</b>	The MD will purchase this piece of equipment via auction or another 2nd hand source.

<b>Project Name</b>	<b>Loader Forks</b>
<b>Project Number</b>	
<b>Priority</b>	3 - Medium
<b>Service Area</b>	Public Works - Equipment
<b>Project Description</b>	Forks for the 938M Caterpillar Loader
<b>Project Cost</b>	\$15,000
<b>Funding Sources</b>	Reserve - Equipment Replacement
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	The shop fork lift is under sized to unload deliveries of chemicals for AES and to load/unload culverts.
<b>Impact on future operating costs</b>	
<b>Impact on other departments</b>	Both PW and AES would benefit as the forks would be used to unload chemicals stored in the PW quonset.
<b>Implications of deferral</b>	Decreased efficiency in yard operations.
<b>Other options to Recommendation</b>	The use of forks on the loader will eliminate the need of a bigger fork lift for the yard.

<b>Project Name</b>	<b>Intellispray Weed Sprayer X2</b>
<b>Project Number</b>	
<b>Priority</b>	2 - Low/Medium
<b>Service Area</b>	AES - Equipment
<b>Project Description</b>	Two reel, high pressure/volume weed sprayer
<b>Project Cost</b>	\$20,000 (\$10,000 each)
<b>Funding Sources</b>	Reserve - Equipment Replacement
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	The sprayer fleet is getting old with an increasing number of repair and maintenance required. Due to the age of the sprayers, the parts required for repairs are becoming unavailable.
<b>Impact on future operating costs</b>	Reduced maintenance, increased safety, better parts availability.
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	Increased downtime and potential for accidents as a result of faulty equipment.
<b>Other options to Recommendation</b>	

<b>Project Name</b>	<b>Light Truck</b>
<b>Project Number</b>	
<b>Priority</b>	3 - Medium
<b>Service Area</b>	AES - Equipment
<b>Project Description</b>	A Heavy Duty, 3/4 ton, long box, super/double cab (depends on make).
<b>Project Cost</b>	\$50,000
<b>Funding Sources</b>	Reserve - Equipment Replacement
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	The AES vehicle fleet is getting old with an increasing number of km's on each vehicle. Truck replacement is required on Unit #600 - 16 yrs. old with 200,000 km's.
<b>Impact on future operating costs</b>	Reduced maintenance costs on older vehicles.
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	For AES, the most important considerations are road worthiness and stability under heavy load. Heavy loads, even after ten years, makes the vehicles more risky to drive. Reliability, downtime and increased maintenance costs play a factor as well.
<b>Other options to Recommendation</b>	Unit 600 will be sold in an auction with any proceeds going directly into the equipment reserve.

<b>Project Name</b>	<b>Yukon XL</b>
<b>Project Number</b>	
<b>Priority</b>	3 - Medium
<b>Service Area</b>	Admin
<b>Project Description</b>	2022 Yukon XL
<b>Project Cost</b>	\$65,000
<b>Funding Sources</b>	Reserve - Equipment Replacement
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	The Administration building is assigned both Unit 504 and the Equinox. Unit 504 would be better utilized as part of the PW fleet to replace Unit 640 - 2008 with 230,000 km. The Equinox is currently under utilized due to it's limitations on MD roads.
<b>Impact on future operating costs</b>	
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	The Administration building would continue to use Unit 504, with the Equinox remaining as part of the Administration fleet. PW would require a truck to replace Unit 640 in the coming years.
<b>Other options to Recommendation</b>	The Equinox will be sold in an auction with any proceeds going directly into the equipment reserve. Unit 504 will be reassigned into the PW fleet.

<b>Project Name</b>	<b>Patton Park Sprinkler</b>
<b>Project Number</b>	
<b>Priority</b>	3 - Medium
<b>Service Area</b>	Parks
<b>Division</b>	Division 5
<b>Project Description</b>	Connect the Patton Park sprinkler and drip system to the MD's water distribution line.
<b>Project Cost</b>	\$40,000
<b>Funding Sources</b>	Public Trust Reserve
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	To provide sufficient water supply to operate the sprinkler and drip system in Patton Park
<b>Impact on future operating costs</b>	Reduce potential for trees, bushes and grass replacement in the park
<b>Impact on other departments</b>	Will reduce fertilizing need from AES.
<b>Implications of deferral</b>	The existing system connects to an old water well does not provide enough water to run the entire system. Trees, bushes and grass may die from the lack of water.
<b>Other options to Recommendation</b>	



<b>Project Name</b>	<b>Lundbreck Shop Floor</b>
<b>Project Number</b>	
<b>Priority</b>	2 - Low/Medium
<b>Service Area</b>	Parks
<b>Division</b>	Division 5
<b>Project Description</b>	Install concrete floor and sumps into the Lundbreck shop.
<b>Project Cost</b>	\$30,000
<b>Funding Sources</b>	Reserve - M.D. Buildings
<b>Timeline</b>	Complete in 2022
<b>Rationale for Need</b>	Provide a sufficient area to store material and provide proper maintenance on equipment.
<b>Impact on future operating costs</b>	Reduced fuel and mobilization costs for equipment services.
<b>Impact on other departments</b>	
<b>Implications of deferral</b>	Continual time and fuel costs for travel from Lundbreck to MD shop with Grader or other equipment requiring services.
<b>Other options to Recommendation</b>	Leave gravel floor as is.