



AGENDA

REGULAR MEETING OF COUNCIL
Monday, November 25th, 2024 at 6:30 PM
IN THE CIVIC CENTRE COUNCIL CHAMBERS

Members of Council and the public may access the meeting, electronically, as follows:

Dial: 1-800-974-5902
Conference ID: 9076440

KINDLY TURN OFF ALL CELL PHONES FOR THE DURATION OF THE MEETING

1. CALL MEETING TO ORDER 6:30 p.m.

INDIGENOUS LAND ACKNOWLEDGEMENT

The Municipality of Chapleau is situated on the ancestral treaty and title lands of the Anishinabe and Cree peoples in the Treaty 9 area, and recognizes the neighbouring First Nations of Brunswick House, Chapleau Cree, Chapleau Ojibwe, Michipicoten and Missanabi Cree.

We acknowledge the long history of First Nations and Metis People in Ontario and show respect to them today.

- 2. APPROVAL OF AGENDA**
- 3. DISCLOSURE OF PECUNIARY INTEREST**
- 4. ASSET MANAGEMENT PRESENTATION**
- 5. PUBLIC MEETING**

Pam Morin – Various Topics
Pauline Cloutier – Various Topics

- 6. CONSENT AGENDA**
Items listed under the Consent Agenda are considered routine and will be enacted in one motion. A member of Council may request one or more items to be removed from the Consent Agenda for separate discussion and/or Action.

- 6.1 Council and Committee Meeting Minutes
 - 6.1.1 Regular Council Meeting Minutes for Monday, November 4, 2024

7. BUSINESS

- 7.1 2024 Budget Variance Report for 3rd Quarter Results
- 7.2 Declaration of Surplus Equipment and Vehicles
- 7.3 JJAMFM Christmas Message for 2024
- 7.4 Request for Bunker Gear for New Firefighter Recruits
- 7.5 OCWA Q3 Report – 2024
- 7.6 2025 Schedule of Regular Meetings of Council, Municipal Office Hours & Closings
- 7.7 Solutions for Addressing the Aged Accounts for Utilities (such as Water, Wastewater, Refuse)

8. ACCOUNTS PAYABLE

9. RESOLUTIONS

- 9.1 By-law 2024-40, being a By-law to establish Fees and Charges for Services provided by the Township of Chapleau

10. CORRESPONDENCE

- A. Town of Midland letter to Premier Ford regarding resolution for Sustainable Funding for Small Urban Municipalities dated November 7, 2024.
- B. Township of Horton resolution regarding Sustainable Funding for Small Rural Municipalities dated November 5, 2024.
- C. Municipality of Leamington letter to Premier Ford regarding resolution for OPP Detachment Billing Increases dated November 14, 2024.
- D. King Township letter to Prime Minister and Premier regarding resolution request of Redistribution of Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding dated November 18, 2024.
- E. Township of Terrace Bay letter to Minister of Health regarding resolution for Ambulance Shortages and Healthcare System Issues dated November 19, 2024.
- F. Township of Russell resolution regarding request for Redistribution of Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding dated October 28, 2024.
- G. NOMA letter of support for Billy Bishop Airport dated October 7, 2024.
- H. Township of Terrace Bay resolution of support regarding Good Roads Association, Establishment of an Ontario Rural Road Safety Program dated November 19, 2024.
- I. Town of Aurora member motion request of Redistribution of Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding dated November 5, 2024.
- J. Township of Ashfield-Colborne-Wawanosh letter to Premier Ford regarding resolution for Good Roads Association, Establishment of an Ontario Rural Road Safety Program dated November 19, 2024.
- K. Township of Essa resolution regarding fair share of Provincial and Federal Government Financial Support dated November 21, 2024.
- L. Municipality of Wawa resolution regarding the Ontario Building Code dated November 19, 2024.

11. IN CAMERA

11.1 In Camera Session Meeting Minutes for the Regular Council Meeting of November 4, 2024. *

11.2 Personal matters about an identifiable individual, including municipal or local board employees, pursuant to *Ontario Municipal Act, Section 239(2)(b)*

- Human Resources
 - CPUC Retiree Benefits
 - Staff levels for 2025
 - Salary Steps for Fire Chief

Matters Arising from In Camera Session

12. CONFIRMATORY BY-LAW

13. ADJOURNMENT

ASSET MANAGEMENT PRESENTATION

Township of Chapleau
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TOWNSHIP OF CHAPLEAU: STRATEGIC ASSET MANAGEMENT POLICY

1. Background

The Corporation of the Township of Chapleau (the Municipality) endeavors to ensure the prudent use of its financial resources to provide essential services for the residents of the community. The provision of these services is dependent in large part upon the physical assets of the Municipality. In response to the Provincial Infrastructure for Jobs and Prosperity Act, 2015, and Ontario Regulation 588/17, the municipality has adopted an Asset Management Policy (Policy) and an Asset Management Plan (AMP). Each of these documents will be reviewed and updated at least once every 5 years.

2. Purpose and Scope

It is the purpose of the Policy to direct how the municipality conducts asset management-related activities and establish consistent standards for the management of the Township's assets.

The Municipality's AMP shall align with other municipal policies and plans, including but not limited to the Official Plan, the Economic Development Strategic Plan and the Water and Wastewater Financial Plan. The Municipal AMP will comply with relevant Provincial statutes and regulations.

The Municipality shall consistently use the AMP when establishing capital spending priorities for all departments, with the objective being to support continuous municipal service delivery in a sustainable manner. The Policy applies to all municipal departments charged with planning for, maintaining and operating municipal assets.

The AMP and this Policy will be reviewed and if necessary updated at minimum every 5 years after July 1, 2019.

3. Guiding Principles

As set out in the Infrastructure for Jobs and Prosperity Act, 2015, the Municipality will seek to incorporate the following principles in its asset management planning process:

- a) Infrastructure planning and investment should take a long-term view when considering the needs of residents and be mindful of demographic and economic trends among other things.
- b) Infrastructure planning and investment should consider any relevant budgets or financial plans.
- c) Infrastructure priorities should be clearly identified in order to better inform investment decisions regarding infrastructure.
- d) Infrastructure planning and investment should help ensure the continued provision of core public services such as health care and education.

- e) Infrastructure planning and investment should promote economic competitiveness, productivity, job creation and training opportunities.
- f) Infrastructure planning should ensure that the health and safety of workers involved in the construction and maintenance of infrastructure assets is protected.
- g) Infrastructure planning and investment should foster innovation by creating opportunities to make use of innovative technologies, services and practices, particularly where doing so would utilize technology, techniques and practices developed in Ontario.
- h) Infrastructure planning and investment should be evidence based and transparent, and, subject to any restrictions or prohibitions under an Act or otherwise by law on the collection, use or disclosure of information, support investment decisions on infrastructure based upon information that is either publicly available or is made available to the public.
- i) Information with implications for infrastructure planning should be shared between the Municipality and broader public sector entities, and should factor into investment decisions respecting infrastructure.
- j) Where provincial or municipal plans or strategies have been established in Ontario, under an Act or otherwise, but do not bind or apply to the Municipality, as the case may be, the Municipality should nevertheless be mindful of those plans and strategies and make investment decisions that support them, to the extent that they are relevant.
- k) Infrastructure planning and investment should support accessibility for persons with disabilities.
- l) Infrastructure planning and investment should minimize the impact of infrastructure on the environment, respect ecological and biological diversity, and support resilience to climate change.
- m) Infrastructure planning and investment should endeavor to use acceptable recycled aggregates.
- n) Infrastructure planning and investment should promote community benefits, being the supplementary social and economic benefits arising from an infrastructure project that are intended to improve the well-being of a community affected by the project, such as local job creation and training opportunities, improvement of public space within the community and any other specific benefits identified by the community.

4. Approach and Guidelines

- a) The Municipality's asset inventory and AMP will include the following infrastructure categories: Roads, Water, Sewer, Stormwater, Bridges and Culverts, Equipment, Facilities, Vehicles, Landfill and Airport.
- b) The Township will incorporate all municipal infrastructure assets in the AMP based on the capitalization threshold specified in the Townships' Tangible Capital Asset Policy. The Township may include assets that fall below this capitalization threshold if their role in service delivery requires deliberate management by the Municipality.
- c) The Township strives to maintain up-to-date and accurate asset data and to build upon existing evaluations and foundational work such as condition assessments of the Township's water and wastewater assets. Utilizing the AMP, the Township will continue to identify data gaps and seek mechanisms to improve data quality while prioritizing high-risk assets.
- d) The Municipality seeks to further build upon its understanding of asset risks and potential consequences of service failure. The Township acknowledges the challenges posed by aging infrastructure and is committed to progressively addressing the highest risk assets to protect service delivery, in line with the Township's capacity and available resources.
- e) The Township recognizes the importance of minimizing its environmental footprint in the delivery of services. The Township strives to integrate environmental considerations into

asset management strategies where feasible to promote environmentally sustainable service delivery.

- f) The AMP will be utilized when establishing capital budgets and priorities as well as for the development of any long-term financial plans. This will include informing funding needs for short term operating/maintenance requirements.
- g) The Municipality is committed to proactively seeking and responding to external funding opportunities and to remain prepared to leverage these resources to optimize the use of internal funds.
- h) The Municipality's Water and Wastewater Financial Plan will incorporate asset data contained within the AMP.
- i) The AMP will be consistent with the municipal Official Plan as well as be in alignment with Ontario's land-use planning framework, including any relevant policy statements issued under section 3(1) of the Planning Act and shall conform with any provincial plans in effect on that date.
- j) The Municipality will seek to implement continuous improvement practices regarding asset management planning, including but not limited to timely and comprehensive plan updates, environmental sustainability considerations, condition assessment reviews, and risk assessments.

5. Stakeholder Engagement

- a) The process associated with AMP review and updates shall include a public presentation of the documentation prior to adoption.
- b) The AMP is available on the municipal web site.
- c) The Municipality strives to involve its residents and other stakeholders in asset management planning and seek input when changing proposed levels of service, considering their needs and perspectives.
- d) The Municipality recognizes the importance of mutual support in the management of assets and is committed to collaborate with nearby First Nations communities.

6. Climate Change

- a) The Municipality strives to enhance its understanding of and capacity to address climate change risks and associated impacts on infrastructure assets. These risks include but are not limited to, increasing temperatures, and extreme weather events such as: wildfires, extreme precipitation, flooding, and high wind events.
- b) The Municipality will consider actions that may be required to address risks and vulnerabilities impacting its infrastructure assets associated with climate change, including impacts to maintenance schedules, service levels, lifecycle management and costs. Where adaptation or mitigation opportunities are identified they will be explored. Emergency and contingency planning will consider climate change impacts as well.

7. Roles and Responsibilities

- a) The Chief Administrative Officer, Treasurer, Operations Director, and Department Heads will work together to ensure the effective and efficient management of the Municipality's assets and to report on the activity related to the management of the Municipality's assets.

- b) The Chief Administrative Officer will oversee the AMP's alignment with the Township's strategic priorities and regulatory requirements and serves as a link to Council, channeling feedback to further refine and improve the Township's asset management practices.
- c) The Treasurer will be responsible for maintaining the AMP, including work on updates, and supporting documentation, reviewing progress in the implementation of the AMP, including identifying challenges and proposing solutions, as well as evaluating the sustainability of service levels and financial strategies.
- d) The Operations Director will contribute to the overall asset management strategy, ensuring that all operations align with the AMP's objectives and oversee the collection and storage of asset data ensuring that the asset inventory is up to date.
- e) Input from municipal Department Heads will inform the planning process by providing asset data and condition assessment updates and assist in determination of capital priorities. This information will be reviewed annually with Council during the Capital Budget deliberation process.
- f) Council is responsible for oversight of the AMP. The AMP has been approved by Council and future versions, once updated, will be endorsed by Council as well. Council will review annually during Capital Budget deliberations implementation progress of the AMP, ensure alignment with other Municipal plans and support where possible improvements to the AMP. Improvements to the AMP may arise as a result of improved asset information resulting from more detailed engineering or technical studies.

8. Definitions

- a) **Asset Management Plan (AMP)** - Asset management planning is the process of making the best possible decisions regarding the building, operating, maintaining, renewing, replacing and disposing of infrastructure assets. The objective is to maximize benefits, manage risk, and provide satisfactory levels of service to the public in a sustainable manner. Asset management requires a thorough understanding of the characteristics and condition of infrastructure assets, as well as the service levels expected from them. It also involves setting strategic priorities to optimize decision making about when and how to proceed with investments. Finally, it requires the development of a financial plan, which is the most critical step in putting the plan into action.
- b) **Capitalization Threshold** - The capitalization threshold is defined as the value of a municipal infrastructure asset at or above which the Municipality will capitalize the value of it and below which the Municipality will expense the value of it.
- c) **Infrastructure** - A municipal infrastructure asset, including a green infrastructure asset, directly owned by the Municipality or included on the consolidated financial statements of the Municipality.
- d) **Infrastructure Category** - An aggregate of assets providing the same type of service.
- e) **Green Infrastructure Asset** - an asset consisting of natural or human-made elements that provide ecological and hydrological functions and processes and includes natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces and green roofs.

- f) **Lifecycle Management** – Lifecycle management refers to a comprehensive approach in managing an asset throughout its entire life, from planning and acquisition, through operation and maintenance, to disposal.

- g) **Levels of service** – Levels of service, or service levels, refer to the defined standards of the quality, reliability, responsiveness, environmental acceptability, and cost of a service provided by an asset. These levels are often established based on community needs, expectations, and available resources. They serve as a benchmark for measuring the performance of the asset and guide decision-making in asset management.



Township of Chapleau 2025 Asset Management Plan



Contents

Executive Summary	4
Glossary of Terms	5
1 Introduction	7
1.1 Introduction to the Asset Management Plan	7
1.2 Asset Management Planning Approach	7
1.3 Chapleau Municipal Assets in Context	9
1.4 Data Sources	11
1.5 Limitations of the Asset Management Plan	11
2 State of the Infrastructure	13
2.1 Assets included in the Asset Management Plan	13
2.2 Asset Condition	15
3 Buildings, Equipment, Vehicles, and Airport Assets	16
3.1 Buildings and Facilities	16
3.2 Vehicles	20
3.3 Equipment	25
3.4 Airport	30
4 Infrastructure and Road Assets	34
4.1 Water	34
4.2 Wastewater	40
4.3 Stormwater and Drainage	45
4.4 Roads	48
4.5 Bridges and Culverts	52
4.6 Linear Infrastructure Investment Plan	57
5 Financial Strategy	59
5.1 Annual Asset Investment Needs	59
5.2 Financial Context and Considerations	61
5.3 Funding Strategies	62
6 Continuous Improvement	65
7 Conclusion	66
Appendices	67
Appendix A1: Service Area Views	67
Appendix A2: Data Sources	69
Appendix A3: Asset Condition and Estimated Useful Life Approach	70

Executive Summary

The Township of Chapleau (the 'Township' or 'Municipality') manages a diverse capital asset portfolio that includes roads, bridges, buildings, water distribution, urban storm and drainage networks, airport runways, recreational facilities, vehicles, and equipment. Overall, these assets are worth an estimated \$250 million in replacement value in 2024, with the much of this value in roads, at approximately \$85 million. These assets provide critical services for residents and businesses, supporting quality of life in the community.

To manage its diverse, extensive set of assets, the Township deemed it necessary to develop a comprehensive Asset Management Plan (AMP). This AMP takes stock of these assets, the condition they are in, and what they are used for. It sets high-level strategies for how they will be maintained, rehabilitated, and replaced over time.

Chapleau Asset – Key Statistics	
Asset portfolio: Current replacement value	\$250 million
Average age of assets ¹	47 Years
Estimated annual investment requirement	\$5.6 million
Target annual reinvestment rate	2.24%

The first chapter of the AMP introduces the assets in the context of the Township and the approach to Asset Management planning. Chapter 2 provides an overall snapshot of the current state of the asset portfolio, in a State of the Assets report. A high-level overview of asset age, condition, annual costs, and budget for the Township's tangible capital assets are included in this chapter.

The following chapters provide a more in-depth review of nine major asset categories, covering most of the Township's capital assets. A financial plan follows, which identifies the need for an overall average of \$5.6 million in expenditures on asset maintenance and rehabilitation per year over 10 years.

Sources of funding including Township tax and service fee revenues, grants, loans, and other financial strategies are identified to address projected financial requirements. Finally, next steps for improvement to Asset Management are identified, to fill in gaps in asset data and information and move towards greater reliability and comprehensiveness in the Township's approach to Asset Management going forward.

Assets in this AMP	
<i>Non-Core Assets²</i>	<i>Core Assets</i>
Buildings	Water
Fleet	Wastewater
Equipment	Stormwater
Airport	Roads
-	Bridges and Culverts

¹ Weighted average for age and condition, based on asset value

² Core assets as described within Ontario Regulation 588/17; Non-core assets describes all other assets included in the AMP.

Glossary of Terms

Acronyms

AMP	Asset Management Plan
AODA	Accessibility for Ontarians with Disabilities Act
BCI	Bridge Condition Index
FD	Fire Department
GHG	Greenhouse Gas
LOS	Level(s) of Service
MTO	Ministry of Transportation Ontario
O.Reg 588/17 (Regulation)	The Ontario Regulation entitled "Asset Management Planning for Municipal Infrastructure," see further information within the report.
OSIM	Ontario Structure Inspection Manual
PCI	Pavement Condition Index
PM	Preventive Maintenance
RCR	Ride Comfort Rating

Definitions

Financial Strategy	Requirement of O.Reg.588/17 to outline the cost to maintain the current levels of service
Funding Gap	Instances where an investment requirement does not have dedicated funding sources identified or assigned to execute the targeted activity associated with the investment
Levels of Service (LOS)	Qualitative descriptions and technical metrics that describe commitments, standards, and expectations for the continued performance of municipal infrastructure
Lifecycle Cost	The total costs required for an asset or service over all stages of its life, e.g., planning, acquisition, construction, operation and maintenance, renewal, and disposal, and all engineering and design work associated with those activities
Expected Useful Life	The expected length of time an asset can be operational and deliver the required level of service
Lifecycle Management	The processes in place to manage infrastructure assets over the course of their useful lives including planning, acquisition, construction, operation, maintenance, renewal, disposal, and all engineering and design work associated with those activities
Own Source Revenues	Own source revenue is defined as revenue raised by a government from its own imposition of a tax, a license, a fee or any other charge
Non-Core Assets	Any infrastructure asset that does not fall under one of the Core Asset categories, but is still owned and operated by the municipality, such as fleet and equipment, parks, facilities, etc.
O.Reg.588/17	An Ontario Regulation entitled, "Asset Management Planning for Municipal Infrastructure" that prescribes the policies and requirements relating to the preparation of this asset management plan by applicable municipalities
Operating Costs	The aggregate costs, including energy costs, of operating a municipal infrastructure asset over its service life
Replacement Value/ Replacement Cost	The replacement value is the estimated cost to replace a given asset.
State of Infrastructure	Requirement of O.Reg 588/17 to outline a summary of assets including their replacement costs, average ages, conditions, etc.
Technical Levels of Service	Detailed metrics that can be used to evaluate and report whether the community, and subsequently corporate LOS, are being achieved

1 Introduction

1.1 Introduction to the Asset Management Plan

Chapleau is a lower-tier municipality in Sudbury District in northern Ontario. The Municipality maintains a portfolio of assets that includes buildings, vehicles, equipment, an airport, as well as linear and network assets such as water, sewer, storm, road, and bridge assets. These municipal assets provide important services to residents and businesses in support of the local economy, social well-being, and responsible environmental management. Asset Management provides a methodical approach to evaluating and planning for investments in these assets across their lifecycle, from acquisition to maintenance, replacement, and disposal.

This Asset Management Plan serves to identify methods and strategies to manage Chapleau's public assets. It utilizes data available at the time of publication, including municipal financial records, asset-specific consultant reports, and the professional knowledge of Township staff. It provides information on current asset needs based on these sources, and it identifies ways in which the approach to Asset Management can be further improved. Through continuous improvement and consistent application, the Municipality will enhance its ability to accurately project and address its infrastructure asset needs efficiently and accurately, providing value for money while supporting community well-being.

1.2 Asset Management Planning Approach

This Asset Management Plan provides an overview of the current state of the Township's infrastructure, provides details on the level of service (LOS) and investment needs related to each asset category, and finally provides a summary of the financial investment needed to sustain LOS over the next 10 years. It aims to do this in a financially, socially, and environmentally acceptable manner, following the principles outlined in the Township's Asset Management Policy.

The Plan includes three main sections:

- 1 **State of the Infrastructure:** A brief synopsis of the quantity and status of assets in Chapleau.
- 2 **Management of Assets:** A more in-depth view of each of the major tangible capital asset categories maintained by the Township. Each of the sub-sections in this portion of the Plan contain further details on state of the infrastructure of asset sub-categories, levels of service, lifecycle activities, and financial requirements relevant to that asset class.
- 3 **Financial Strategy:** A summary of the financial requirements for each asset category, and a discussion on financial needs for asset lifecycle management.

The approach followed in preparing those sections, and an outline of key points covered in each section and sub-section of the report, is provided here.

State of the Infrastructure

The State of the Infrastructure is provided for all asset classes in Chapter 2 of this report, with further details provided for each asset class in Chapters 3 and 4. The current condition of infrastructure assets that informs the Asset condition is derived from specialist reports where available, and if not, is estimated based on the current age of the asset according to the methodology described in Appendix A3. Broadly speaking, as assets age, their condition degrades, and this can ultimately impact service delivery.

Asset Valuation Approach

The Replacement Value estimates for each asset were calculated either based on historical costs plus inflation or provided by third party consultants in the inspection reports, financial plans, or strategy documents, as listed in Appendix A2. For assets where the replacement value is estimated based on

historical costs, the replacement value has been determined according to the historical cost plus an annual cost escalation of 4%. This rate is based on the municipality's experience with costs increases related to capital assets, especially the rate of construction cost increase for major projects and changes experienced since 2020 (including escalation impacts observed during COVID). Further details on asset condition and valuation approaches are provided in Appendix A3.

Levels of Service

O. Reg. 588/17 requires that the municipality indicate the current Levels of Service (LOS) provided by each asset class, including core and other assets, in the 2024 update to the AMP. The LOS for core assets respond to qualitative descriptions and technical metrics in the Ontario regulation for municipal asset management, while for non-core assets the municipality may decide on LOS metrics and report on current performance. The LOS for non-core assets were developed in this AMP by staff members at the Township. In all cases, LOS evaluate the extent to which assets are meeting the needs and expectations of the local community, and include the following components:

- 1 **Community LOS:** narrative statements that demonstrate the priorities and themes that are valued by the community
- 2 **Technical LOS:** metrics and supporting evidence that demonstrate delivery in response to Community LOS.

Levels of Service identified in this document are the result of an initial review by Township staff and may be further improved in subsequent versions of the Asset Management Plan. Continuous improvement will help refine targets for the desired LOS for all asset classes, adding further guidance for investments, as required in each 5-year update under O. Reg. 588/17.

Lifecycle Activities

As defined in O.Reg.588/17, lifecycle activities include *"activities undertaken with respect to a municipal infrastructure asset over its service life, including constructing, maintaining, renewing, operating and decommissioning, and all engineering and design work associated with those activities."* Provincial regulations require that the AMP include the lifecycle activities that are needed to maintain existing LOS for each asset category over the next ten (10) years. The regulations also require the estimated costs of these lifecycle activities. The aim is to optimize the trade-offs between levels of service, associated risks and total lifecycle costs. The Lifecycle Activities outlined in this AMP were provided by staff, the Township's Tangible Capital Asset (TCA) spreadsheets, or consultants reports and identify common activities across the useful lives of each asset category.

Asset Financial Requirements and Financial Plan

The financial requirements presented at the end of each asset class section are intended to outline the financial requirements necessary to maintain the current LOS presented in the LOS tables. Chapleau aims to manage its assets in a way that allows the Township to provide service to residents in a financially responsible manner. The financial requirements include annual expenditures to address projected asset investment needs over the 10-year planning period.

The Financial Strategy section at the end of this document consolidates the annualized funding needs and identifies opportunities for funding and revenue to address funding needed to implement this Plan. It acknowledges issues, including shifts in the requirements for Provincial and Federal grants, that are affecting the Township's ability to secure external funding to cover its asset reinvestment needs.

A key objective of this Asset Management Plan is to identify the financial needs for lifecycle activities that will enable municipal assets to continue to support levels of service over time. Further discussion on this is offered in the Financial Strategy section.

1.3 Chapleau Municipal Assets in Context

Chapleau has a population of 1,942 people living in 973 dwellings (2021 census). Its origins relate to the construction of the Canadian Pacific Railway through the area in 1885, with highway access first established in 1949. It is just over 300 km by highway to Sault Ste. Marie and 200 km from Timmins on Hwy 101, and approximately 312 km by road from Sudbury.

Chapleau has many cultural communities residing in and around the Township, including the Chapleau Cree First Nation, Chapleau Ojibwe First Nation, Brunswick House First Nation, as well as a francophone and a Métis community. The Township's natural beauty attracts outdoor enthusiasts, families, retirees, and independent individuals to live and explore. In 2020, the average total household income was \$91,600, and the average value of dwellings is \$150,400. Chapleau offers a mix of housing types, including single-family homes and some apartment complexes.

Chapleau's economic drivers include forestry, transportation, and tourism, with recent growth in mining at the Borden Gold Mine. The Chapleau Crown Game Preserve attracts eco-tourism enthusiasts. To support these sectors and business, Chapleau maintains infrastructure assets, including 30 km of paved and unpaved roads.

Chapleau operates recreational facilities, including an arena and sports complex, a museum, playgrounds, a splash pad, waterfront park and boat launch. Chapleau operates over 12 buildings that support public services, including administrative buildings, an animal shelter and the Township maintains three cemeteries.

The Township contracts with the Ontario Clean Water Agency to provide water and wastewater services. The Township draws water from the Kepsquasheshing River and provides treated drinking water to its residents through a distribution network of over 15 kms of pipes. Wastewater is collected through a 13 km network, treated at a wastewater treatment plant, and ultimately discharged into the Nebskwashi River.



*The Chapleau Recreation Centre is an important public asset that supports resident quality of life.
Image: Township of Chapleau*



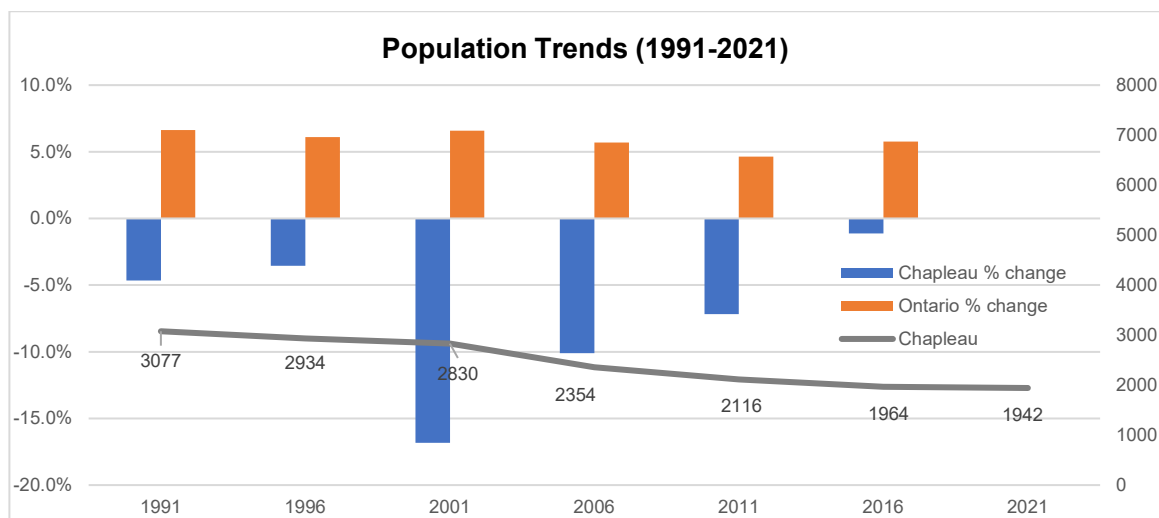
The Chapleau Civic Centre provides offices and reception areas for administrative services for residents, as well as a library and Fire Hall. Image: Township of Chapleau

The Chapleau airport is a short distance from downtown and supports fly-ins, flight training, and firefighting operations. The Township maintains two intersecting runways, which serve as a local and cross-country light aircraft re-fuelling location.

This Asset Management Plan aims to provide a pathway to maintain reliable services, considering key attributes including the Township's remote location and its diverse populace. This shall be achieved through strategic planning and investments in critical assets that benefit both residents and visitors.

Population Change

Chapleau's population has declined from 3,077 residents in 1991 to 1,942 residents in 2021, a total decrease of 37% of residents over 30 years. The rate of decline has slowed in recent years, and the local population remained relatively stable between 2016 to 2021, declining by just 1.1%. This was below the provincial average growth of 5.8% over the same 5-year period.



Population decline has an impact on the municipality's tax and fee revenues, and on declining users served by existing infrastructure such as water and wastewater treatment plants. This may mean that these and other facilities have additional capacity relative to declining demand over time.

To cater to the needs of visitors and maintain services to its residents, this Asset Management Plan evaluates the need for investments and upgrades to key assets including transportation, utilities, and public facilities, aware of population pressures on both the use of these facilities and changes to the local tax base and ability to pay for their continued operation.

Climate Change

Climate change poses a risk to municipal services, with potential disruptions caused by severe weather events like heavy rain, windstorms, and heatwaves, as well as ongoing issues like more frequent freeze-thaw cycles. This makes it harder to maintain the expected level of service for assets, as climate change heightens risks and escalates costs for preventative measures and repairs after climate-related incidents.

Chapleau typically experiences warm, rainy summers and long, cold, and snowy winters. However, the climate has generally been shifting towards hotter summers, milder winters, and more severe storms³. The average temperatures are expected to increase by 2.5 degrees for the 2021-2050 period under a high emissions scenario as compared to historic average during the 1971-2000 period. These changes mainly impact transportation, buildings, water, and storm drainage systems in the following ways:

- Buildings may see a decrease in the lifespan of components such as roofs and HVAC systems, and there may be a greater dependence on cooling systems, leading to higher energy consumption.
- Roads, bridges and airport runways may suffer damage due to more frequent and severe thermal cracking, rutting, frost heave, and thaw weakening, resulting in cracked asphalt, warped pavement, and uneven surfaces. This necessitates more regular repairs and surface replacements.
- High temperatures could cause physical harm to water and sewer infrastructure, including pipe warping, cracking, and alterations to pump and equipment performance. A decrease in average annual rainfall could threaten water sources over time. On the other hand, extreme rainfall events

³ See, for example, climatedata.ca/

could exceed the storm drainage system's capacity and river high flood level, causing to divert water from roads and properties, leading to flooding, road washouts, and property damage. This could result in additional costs for pumping, repair, and rehabilitation of public assets, as well as risk and liability for damage to properties.

- Both higher temperatures and reduced average annual rainfall could lead to more frequent wildfires in the forests around the community. The Chapleau airport is an important base for operations and refuelling of fire suppression aircraft. As the risk of forest fires increases, the importance of having Chapleau airport available to serve these firefighting aircraft is expected to increase. Aircraft operations may be instrumental in addressing the risk of wildfires causing damage to public and private properties in Chapleau and surrounding communities.

Investing in adaptive and mitigative measures for assets, such as constructing flood-resistant water and storm sewer systems, fire-resistant buildings, and developing emergency response infrastructure and backup systems, could help safeguard Chapleau's public assets from these emerging threats.

1.4 Data Sources

This Asset Management Plan was prepared using available asset data and information at the time of writing. This included data from the Township's TCA register, from its annual budgets and financial statements, and from relevant consultants' reports completed in the last 5 years. The Township completed data validation and updates to its TCA register during the preparation of this plan, to update the estimated replacement value of certain assets and the asset inventory. The current age and estimated useful life were also discussed and addressed.

In this AMP, preference was given to using recent and accurate data, as provided by the following sources:

- 1 Technical reports from professionals commissioned by the municipality for Airport and Bridge assets. These include information on asset condition, rehabilitation and replacement costs, and recommendations on rehabilitation requirements and timing.
- 2 The municipal Tangible Capital Asset register. This includes date of acquisition of an asset, estimates on the replacement value, and inferences on the condition of each asset based on age. It also includes a risk analysis and prioritization of linear assets, including roads, water, storm, and sewers.
- 3 Municipal reserves and capital expenditures. Additional information was incorporated from the Township's financial returns since 2015.

Further details on data sources for each sub-section are provided in Appendix A2.

1.5 Limitations of the Asset Management Plan

A common challenge in Asset Management is reliability of data – the confidence that the data used is representative of the real needs and costs for managing the municipality's assets. The data approach outlined above attempts to mitigate that challenge. However, Chapleau may consider new data collection and analysis efforts in the future to support a robust update to the plan, as well as building capacity across teams and departments to input and maintain reliable information related to Asset Management decision-making. Some of the specific challenges related to the state of current information include:

- **The AMP uses estimates for asset replacement values.** The true costs of construction, renovation, or acquisition of assets will be determined at the time of procurement. The purpose of the AMP is to provide an indication of the type and approximate magnitude of the expenses that the municipality should expect for maintaining its capital assets over the next 10 years.
- **Lifecycle activities were developed in discussion with staff.** Lifecycle Activities described in this AMP are based on estimated refurbishments and replacements needed in the coming 10 years,

validated by Chapleau staff. They may not necessarily reflect the actual maintenance and replacement activities required for all assets. This is because each asset may have unique characteristics and have been exposed to both usage patterns and events that influence its condition and therefore its maintenance needs and lifespan. Details on the specific requirements of each asset may be developed in consultation with asset operators and engineering professionals and integrated into future versions of the AMP.

- **Estimates are used for asset useful life.** This AMP uses estimates for the remaining useful life of different assets by category, based on the asset's current age and municipal experience with the type of asset. This may not accurately reflect the actual remaining lifespan of an asset, as wear and tear on an asset can vary depending how frequently it is used, the environment it is used in, and how well it is maintained. For more accurate planning and budgeting, the remaining useful life should be determined for each asset based on regular asset condition assessments.
- **Actual events may differ from expected events.** Events and conditions may occur in the future that affect asset performance and use in unforeseen ways, triggering a need to maintain, rehabilitate, or replace assets that is not captured in this AMP.

Next steps identified in the final chapters of this AMP include improving the quality of data and information for municipal assets, which will add confidence and reliability to future versions of the Township's AMP. Improvements to asset data, data management systems, and asset information may better enable more accurate projected maintenance and rehabilitation needs and improve expenditure forecasts, which will lead to greater confidence that the plan accurately captures the requirements to maintain infrastructure in a state of good repair and support of desired Levels of Service.

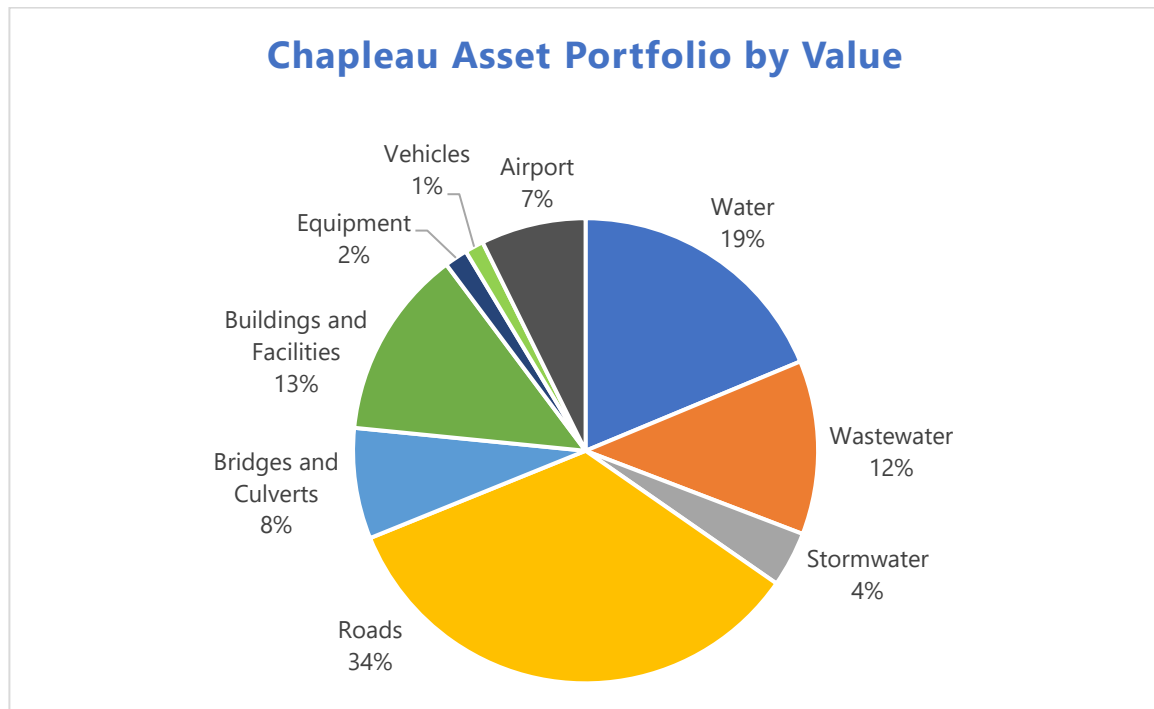
2 State of the Infrastructure

This section summarizes the state of the infrastructure assets owned by the Township and provides insights into metrics including replacement value, asset age, and asset condition. These metrics help to inform current levels of service and lifecycle activities required to support continued asset performance. Data and information on the current state of infrastructure is a key input into the asset management planning process, and the Township recognizes the need to continue to improve the acquisition and management of data in support of a robust and reliable asset management plan.

2.1 Assets included in the Asset Management Plan

Township of Chapleau operates and maintains infrastructure assets with an estimated current replacement value of approximately **\$250 million**. The proportion of total municipal capital assets by replacement value, represented by each asset category in this AMP, is shown in Figure 1. Roads and related assets form the largest share of the Township's asset portfolio at 34% of total asset value, with an estimated current replacement value of \$85.4 million. Further details on the value of each asset category, and the breakdown of values by asset type, are provided throughout this document.

Figure 1: Values of Chapleau Assets, as a proportion of the municipality's entire asset portfolio.



A summary of asset inventory, age, replacement value and annual reinvestment requirements for all asset categories is summarized in Table 1 on the following page. The annual reinvestment requirement is calculated in the following chapters of this report. It is based on the average of major maintenance, rehabilitation, and replacement costs of assets within each asset category, per year, for the period from 2025 to 2034. Data sources for the Reinvestment Requirements are explained in the following chapters and in Appendix A2.

Table 1: Municipal Asset Portfolio Summary

Asset Category	Replacement Value Est, 2024	Quantity / Inventory of Assets	Avg Age ⁴	Useful Life, Avg Est	Average remaining useful life	10-Year Reinvestment Requirement
Water						
Water Distribution	\$27,865,038	15.3 km Water pipes Hydrants and valves	56	83	33%	\$5,674,743
Water Treatment Plant	\$18,880,548	1 Building 38 Pcs of equipment	42	63	34%	\$7,930,000
Stormwater and Drainage						
Storm and Drainage	\$9,597,831	7.5 kms Drain pipes 103 Catch basins 52 Manholes	57	90	37%	\$1,593,966
Wastewater						
Sewer Lines	\$19,695,622	13.3 kms Sewer lines 1.8 kms Force mains	44	75	42%	\$4,344,378
Wastewater Treatment	\$10,505,824	3 Pumping stations Lagoon and equipment	31	66	52%	\$3,413,000
Roads						
Roads	\$75,257,792	30.2 kms Roads	48	56	15%	\$10,700,100
Associated Structures	\$10,132,393	6.6 kms Sidewalks 300+ Streetlights	34	60	43%	
Bridges and Culverts						
Bridges & Culverts	\$19,229,406	4 Bridges, 1 Culvert and Associated structures	49	74	34%	\$581,000
Buildings & Facilities						
Buildings	\$32,955,070	16 Buildings Recreational equipment	35	74	52%	\$3,998,604
Equipment						
Equipment	\$4,023,054	60 Pcs equipment	20	19	0%	\$3,046,950
Vehicles						
Vehicles	\$3,263,786	20 Vehicles	16	17	7%	\$2,685,290
Airport						
Airport	\$18,231,037	2.656 kms Paving 2 Buildings, Fuel Storage	49	50	2%	\$12,036,199
Total	\$249,637,401		44	65	32%	\$56,004,230

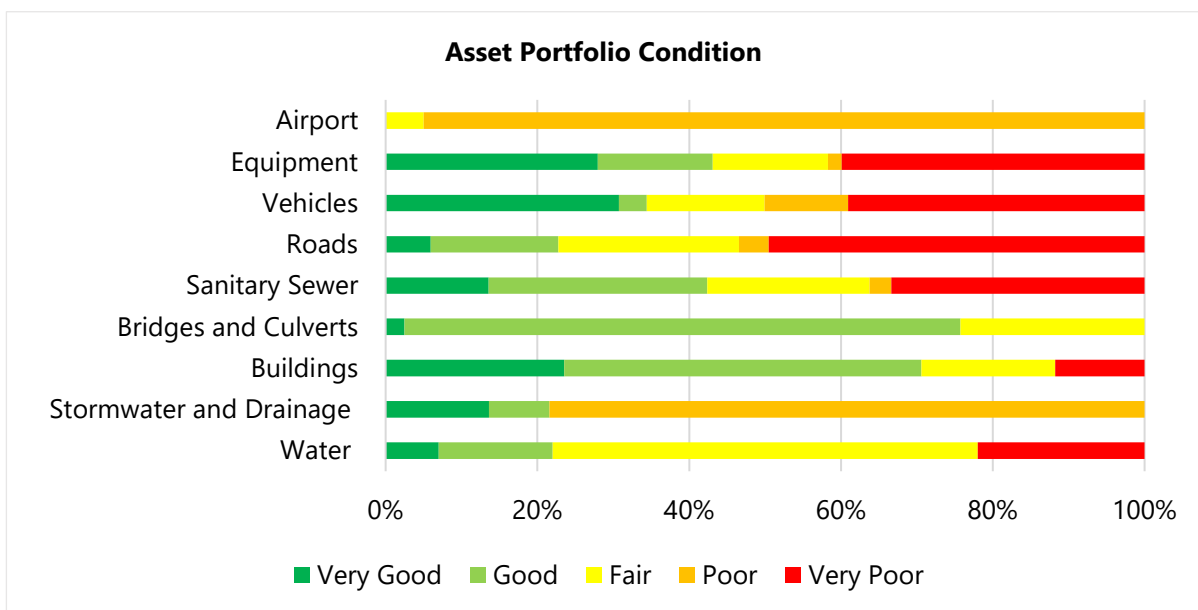
⁴ Weighted average for age, based on asset value

2.2 Asset Condition

The Township monitors the condition of its assets according to processes that follow regulations and leading practices for the management of each asset type. Asset specific inspection processes and approaches to evaluating asset condition are described in each asset class's sub-section in Chapters 3 and 4.

Formal asset condition inspection and needs reports were completed for the Township's Bridges, Pumping Stations, Water and Wastewater Treatment Plants, Airport (including runway, taxiway, and fuel assets) and specific Recreational Facilities within the past 6 years. For assets that do not have formal condition assessment information, condition in this report is derived from the age and estimated lifespan of the asset, following the approach described below and detailed in Appendix A3. A summary of current condition of assets across the Municipality is shown in Figure 2.

Figure 2: Asset Portfolio Condition



For most assets, condition is based on estimated remaining useful life, following the methodology explained in Appendix A3. Condition ratings in all charts in this document are as follows:

Condition Rating	Remaining useful life (%)
Very Good	More than 75%
Good	50% to 75%
Fair	25% to 49%
Poor	10% to 25%
Very Poor	Less than 10%

Overall, Bridges, Culverts, and Buildings are estimated to have most assets in Good or Very Good condition, while Airport, Equipment, Water, and Road assets are estimated to have a greater number of assets in Poor and Very Poor condition.

The implications of these condition ratings for each asset category, as well as the assets' capacity and serviceability under changing environmental conditions, resident demands, and Township operational needs, are described in further detail for each asset class in the following chapters.

3 Buildings, Equipment, Vehicles, and Airport Assets

The Township has assets in seven service categories: Water, Stormwater, Sewer, Bridges & Culverts, Roads, Buildings and Facilities, Vehicles, Equipment, and Airport. These assets are specific to the Township and provide services that support residents and businesses. This section offers insights into the current state Buildings, Equipment, Vehicles, and Airport assets, including their current condition, current and projected Levels of Service, and projected activities required to maintain these assets.

3.1 Buildings and Facilities

Township operates and maintains 12 buildings, facilities, and other land improvements which support diverse services including municipal operations and recreation. Key community-facing buildings include the civic centre, waterfront pavilion, arena and museum. Operations buildings include landfill buildings, public works and roads buildings, the animal shelter and cemetery structures.

Chapleau owns and operates three Cemeteries, two on Birch Street that are closed for new interments and a third cemetery located on Highway 129 as the currently operational cemetery⁵. The Cemetery has a chapel and vault on site which the municipality maintains. Chapleau also operates the municipal landfill site, located on Highway 129⁶, which has three buildings and landfill cells.

Asset Overview

Chapleau's building and facility assets have an estimated replacement value of \$32.9 million. The Civic Centre (which includes the Fire Hall and Library) and the Arena are the two most valuable assets in this class.

Table 2: Asset Inventory – Buildings

Asset Class	Asset Sub-Class	Replacement Value ⁷	Quantity / Inventory of Assets	Average Age (Years)	Useful Life (Years)	Average remaining useful life
Operational Buildings	Civic Center and Fire Hall	\$7,523,304	1 Building	40	75	47%
	Other buildings	\$8,523,663	12 Buildings	36	76	53%
Recreational Facilities	Recreational Buildings and Fixed Equipment	\$16,908,103	2 Buildings and 29 Equipment	32	72	55%
Total		\$32,955,070		35	74	52%

Asset Condition

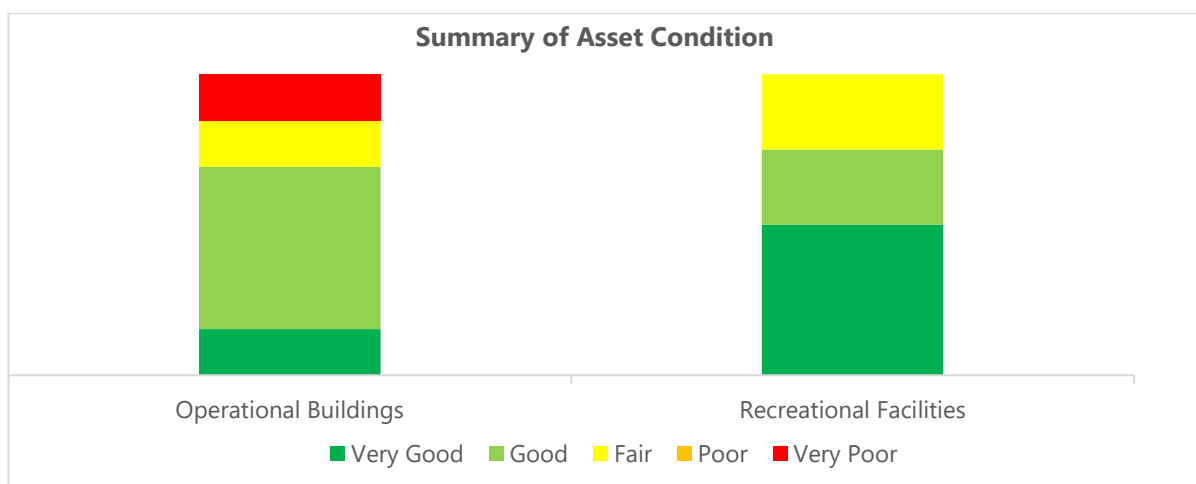
For this Asset Management Plan, all buildings in Chapleau are estimated in the Township's TCA register to have a useful service life of 70-80 years. Further improvement to building condition estimates would be possible through additional building condition assessments, as deemed necessary by staff. Asset condition is identified for each asset sub-class in the table below, according to the age-based methodology described in Appendix A3.

⁵ [Cemeteries - Township of Chapleau](#)

⁶ [Community Profile 2018 \(chapleau.ca\)](#)

⁷ Replacement value determined based on its historical cost adjusted for annual inflation of 4%

Figure 3: Asset Condition – Buildings



Levels of Service

Table 3: Community LOS– Buildings

Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	List of buildings/facilities and description of services provided.	Recreational facilities include the Sports Complex, Waterfront Park, Playgrounds, and Museum. Operational facilities include the Civic Centre and Fire Department building, Animal Shelter, and Cemetery buildings.	No change.	=	Maintaining the services provided by these facilities.
Utilization	Description of community use of the facilities.	The Sports Complex, Waterfront Park, Playgrounds, and Museum, as well as the Library in the Civic Centre, are open for public use and are used by community groups.	No change.	=	Maintain the availability of these buildings.
Safety	Description of building/facility inspection processes.	No formal inspection process is in place, but minor defects are corrected when identified.	The Township Safety Committee has created a building inspection program covering all Township buildings.	Improved	Maintain the 2024 inspection schedule and correct minor defects as identified.

Table 4: Technical LOS – Buildings

Att	Technical LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Number of buildings that are estimated to be operating beyond capacity or inadequate for purpose.</i>	Facilities are utilized within their capacity limits	Staff estimate the changing rooms at the Arena are inadequate relative to post-COVID space and ventilation needs. Other facilities remain within capacity limits.	=	Public buildings shall be improved as funding comes available, to remain adequate for the Township's needs.
Accessibility	<i>Number and % of public buildings that are AODA compliant. List of recent or planned projects to improve accessibility.</i>	The Arena and Civic Centre have accessibility features, including automatic doors and ramps. Each facility includes accessible washrooms, though the lower-level Civic Centre washrooms are not accessible.	No change.	=	Future upgrades to the Arena can provide accessible direct access to the curling facility. The lower-level Civic Centre washrooms may be improved when funding becomes available.
Safety	<i>Number of service requests to manage unsafe building conditions per year.</i>	0	No change.	=	No safety complaints.

Lifecycle Activities

Table 5: Lifecycle Activities – Buildings

Lifecycle Activities – Buildings
<p>Maintenance</p> <ul style="list-style-type: none"> Buildings shall generally be maintained in a state of good repair. This includes corrective maintenance such as repairing fixtures, locks, doors, lighting, and faults. Safety Inspections: Monthly safety checks for wear and tear and CSA compliance of playground structures. Cleaning: Regular cleaning of surfaces to remove dirt and prevent degradation.
<p>Rehabilitation</p> <ul style="list-style-type: none"> Building exterior components such as rooves and siding shall be repaired or replaced when determined necessary through a building inspection, for buildings that have an expected remaining structural useful life of over 10 years. Replacement of building components such as HVAC and pump equipment will take place as determined necessary based on an evaluation of the serviceability and suitability of that equipment.

Lifecycle Activities – Buildings

- Playground Component Replacement: Replace worn-out components such as swing seats, chains, or slide surfaces as needed.
- Playground Surface Renewal: Replace or renew impact-absorbing surfaces like mulch or rubber surfacing every few years.

Replacement or Disposal

- Buildings which have reached the end of their useful life or are no longer suitable for their purpose may be replaced, according to the requirements set out in a building/community needs assessment or other feasibility study.
- Buildings which are no longer needed may be disposed of, in accordance with the results of a building needs assessment or feasibility study, or as permitted under a relevant municipal asset disposal policy.
- Full Replacement: Replace major playground structures every 15-20 years.
- Surface Replacement: Replace safety surfaces like rubber tiles every 10-12 years.

Building Financial Requirements

Based on major maintenance, rehabilitation, and replacement needs as per TCA inventory, it is estimated that Chapleau has a total capital requirement for buildings of approximately \$4 million over the next ten years. Considering the remaining useful life, condition, and replacement requirements, building improvements or disposals may be completed after conducting further detailed assessment of the assets and the Township's needs.

Key expenditure requirements per building are estimated as follows:

Table 6: Major Works – Buildings

Building	Works Required	Year	Value
Centennial Museum	Site works (groundskeeping), envelope, mechanical, repairs.	2025	\$50,840
Cemetery Structures	Site works (groundskeeping), vault and chapel envelope (metal roof).	2025	\$82,639
Public Works Buildings	Roads Building and Animal Shelter: Envelope, mechanical, site works.	2026	\$139,185
Civic Centre	Envelope (siding, windows, roof), Mechanical (HVAC), Accessibility, Pavilion, Site works	2027	\$1,180,739
Arena	Envelope, mechanical including changeroom HVAC, accessibility, equipment, capacity improvements.	2030-2034	\$2,545,201
Total		2025-2034	\$3,998,604

3.2 Vehicles

Fleet assets enable municipal staff to deliver a broad spectrum of services to all within the Township. These assets are in regular use and visible to the public. The Township owns and operates approximately 20 vehicles in its fleet.

Asset Overview

These 20 vehicle assets have an estimated replacement value of \$3.2 million. As noted in table below, many of the Township’s vehicles are at the midpoint of their useful life and overall are currently operating efficiently. Because some Fire Department vehicles, the airport fuel truck, and some road maintenance vehicles are in operation past the end of their estimated useful lives, the average remaining useful life of these vehicle types overall shows as 0%.

Table 7: Asset Inventory – Vehicles

Asset Class	Asset Sub-Class	Replacement Value ⁸	Quantity / Inventory of Assets	Average Age (Years)	Useful Life of the Asset (Years)	Average remaining useful life
Vehicles	Administration	\$188,477	2	4	12	66%
	Airport	\$218,329	1	29	15	0%
	Fire	\$1,367,892	6	30	24	0%
	Garbage Collection	\$579,536	2	1	12	90%
	Road Maintenance	\$254,753	5	8	14	0%
	Water & Wastewater	\$82,232	1	1	12	92%
	Winter Control	\$536,902	1	1	10	90%
	Parks & Recreation	\$35,661	2	10	12	17%
Total		\$3,263,786	20	16	17	7%

Asset Condition

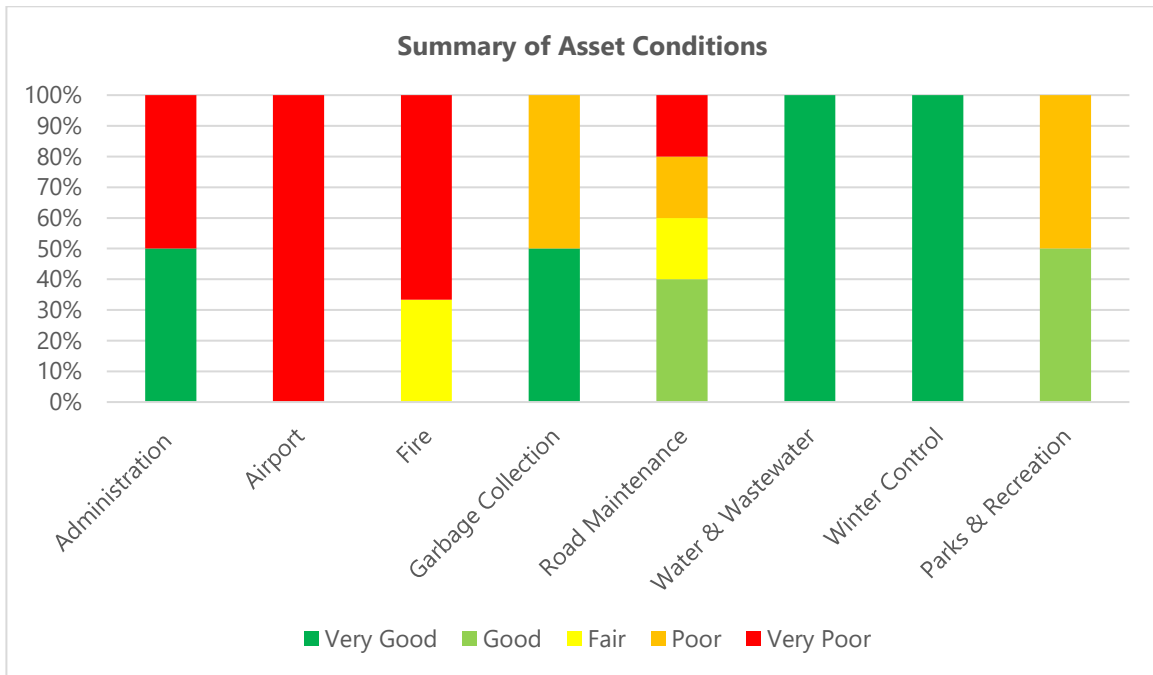
Asset condition is identified for each asset sub-class in the table shown in Figure 10 below, according to the age-based methodology described in the Appendix 0. Most vehicles are shown to be in Very Good to Fair condition, based on age compared to estimated useful life. The Township acquired a new a new plow truck in 2023, categorized under Winter Control. Note that other recent heavy equipment purchases are shown under Equipment, in the following section.

The Airport fuel truck, some administration and road maintenance vehicles, and several Fire Department vehicles are older than their estimated useful lives, and therefore assessed to be in Very Poor condition based on their age. However, some Airport and Fire vehicles have low usage based on mileage or kilometres driven, and therefore may not require near-term replacement, while some have been identified as priorities for replacement in the section below.

The municipality may continue to optimize vehicle lifespan based on regular vehicle use, and revise the estimated useful life of vehicles (e.g. specialist vehicles that are not in use for full-time operations) in the table above.

⁸ Replacement value determined based on its historical cost adjusted for annual inflation of 4%

Figure 4: Asset Condition – Vehicles



Levels of Service

Table 8: Community LOS – Vehicles

	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	List and number of vehicles in operation and description of services provided	Chapleau operates a fleet of approximately 25 vehicles eligible for road licensing. These support administration, road maintenance, winter, and parks services.	No change.	=	Chapleau will regularly maintain and plan for the replace vehicles according to its current and projected service needs.
Condition	Description of fleet condition.	Most vehicles are at the mid-point of their service life. Reliability issues were noted with the garbage truck, and the transit bus is due for replacement.	Vehicle replacements since 2019 include the garbage truck, the transit bus, and four pickup trucks.	Improved	Vehicles shall be maintained and replaced progressively to maintain current average fleet condition and reliability.

	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Safety	<i>Description of vehicle inspection and maintenance procedures.</i>	Staff do circle checks prior to using a vehicle, minor defects are reported and repaired. The Township does not have a mechanic, local mechanics complete repairs, preventive maintenance and PMCVI inspections. Municipality has a license for inspection of the transit bus, and has a preferred contractor come to perform inspections on-site.	No change.	=	Current maintenance procedures are followed.

Table 9: Technical LOS - Vehicles

	Technical LOS (Quantitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Condition	<i># of unplanned out-of-service days / # of defects repaired / days # of maintenance / repair calls</i>	Fleet downtime is not currently tracked, but alternate service vehicles are available for most services. Garbage truck is regularly out of service.	New garbage truck has eliminated downtime of that vehicle, improving overall fleet availability.	Improved	Current vehicle performance is maintained.
Safety	<i>% of vehicles maintained according to Ministry specifications</i>	All in-service vehicles are plated and maintained per ministry specifications, except the airport refueler which never leaves the airport.	No change	=	Current maintenance programs are maintained.

Lifecycle activities

Table 10 Lifecycle Activities – Vehicles

Lifecycle Activities – Vehicles
Maintenance
<ul style="list-style-type: none">• During each maintenance visit, fleet technicians should rate the general condition of serviced vehicles and record ideally in a Fleet Management Information System (FMIS) to enable comprehensive tracking and reporting for making better informed decisions.• Maintenance ratio should be introduced as it informs fleet managers about the ratio between the cost of preventive maintenance (PM) and reactive repairs. This will help determine whether PM activities are sufficient to avoid costly and unplanned reactive repairs and breakdowns.• The frequency of preventive maintenance depends on factors such as the type of vehicle, its usage, and manufacturer recommendations. However, a general guideline might include:<ul style="list-style-type: none">- Daily Checks: Visual inspections before and after each use.- Weekly Checks: Fluid level checks, tire inspections, and visual inspections.- Monthly Checks: Comprehensive inspections, including engine components, brakes, electrical systems, and fluids.- Quarterly Checks: In-depth inspections, including testing of pumps, hoses, and additional operational systems.- Annually or Biannually: Complete and thorough inspection involving all components. This may also include specialized tests, such as pump performance testing.• Fluid levels, including engine oil, transmission fluid, brake fluid, and coolant must be maintained and monitored• NFPA 1911 outlines the procedures for the inspection, maintenance, testing, and retirement of in-service automotive fire apparatus. To ensure reliability and safety of fire vehicles during emergency response situations, NFPA must be followed.
Replacement/Disposal
<ul style="list-style-type: none">• For truck bodies and mounted equipment, consider the potential of remounting. Before replacement, assess the condition of the installed equipment using the unit condition assessment. If the equipment's condition is good, consider the cost-effective option of remounting

Overall Financial Requirements

It is estimated that the Township has a total capital requirement of \$2.68 million over 10 years and will require an average of \$268,529 annually to address its vehicle needs. Considering the size of the fleet in relation to the community's population and the projected replacement requirement, actual vehicle purchases may be evaluated based on the needs and estimated service life of the existing fleet.

Key expenditure forecasts for vehicles, per department or service, are estimated as follows:

Table 11: Major Asset Expenditure Forecast – Vehicles

Vehicle Sub-Class	Requirements	Year	Estimated Cost
Operations	½ Tonne Pickup	2025	\$60,000
	½ Tonne Pickup	2028	\$40,000
	¾ Tonne Pickup	2030-2034	\$90,000
	½ Tonne Pickup	2030-2034	\$45,000
Fire	Pumper Truck	2025	\$800,000
	Rescue Vehicle	2025	\$250,000
	¾ Tonne Pickup	2028	\$60,000
	Fire Engine	2030-2034	\$340,000
Landfill and Garbage	Refuse Collection Vehicle	2030-2034	\$530,000
Winter Control	Plow Truck w/ Wing & Sander	2030-2034	\$470,290
Total	10 Vehicles	2025-2034	\$2,685,290

3.3 Equipment

The Township’s Equipment asset class consists of 8 sub-classes: IT infrastructure, fire, garbage collection, landfill, Parks & Recreation, Water & Wastewater, Road Maintenance and Winter control equipment that are required to run the services smoothly. In total, there are 60 pieces of equipment recorded as Township assets.

Asset Overview

As noted in the table below, the average age of these assets ranges from 9 years to 22 years, depending on asset type, whereas their average estimated useful life ranges from 11 years to 21 years. The replacement value of all the assets combined in 2024 is approximately \$4 million.

Table 12: Asset Inventory - Equipment

Asset Class	Asset Sub-Class	Replacement Value ⁹	Quantity / Inventory of Assets	Average Age (Years)	Useful Life of the Asset (Years)	Estimated average remaining useful life
Equipment	Fire Equipment	\$343,122	14 Units	13	15	13%
	Operations	\$1,435,044	14 Units	20	21	18%
	Road Maintenance	\$1,955,125	8 Units	22	20	0%
	IT Infrastructure	\$289,764	18 Units	9	11	0%
Total		\$4,023,054	60 Units	20	19	0%

Asset Condition

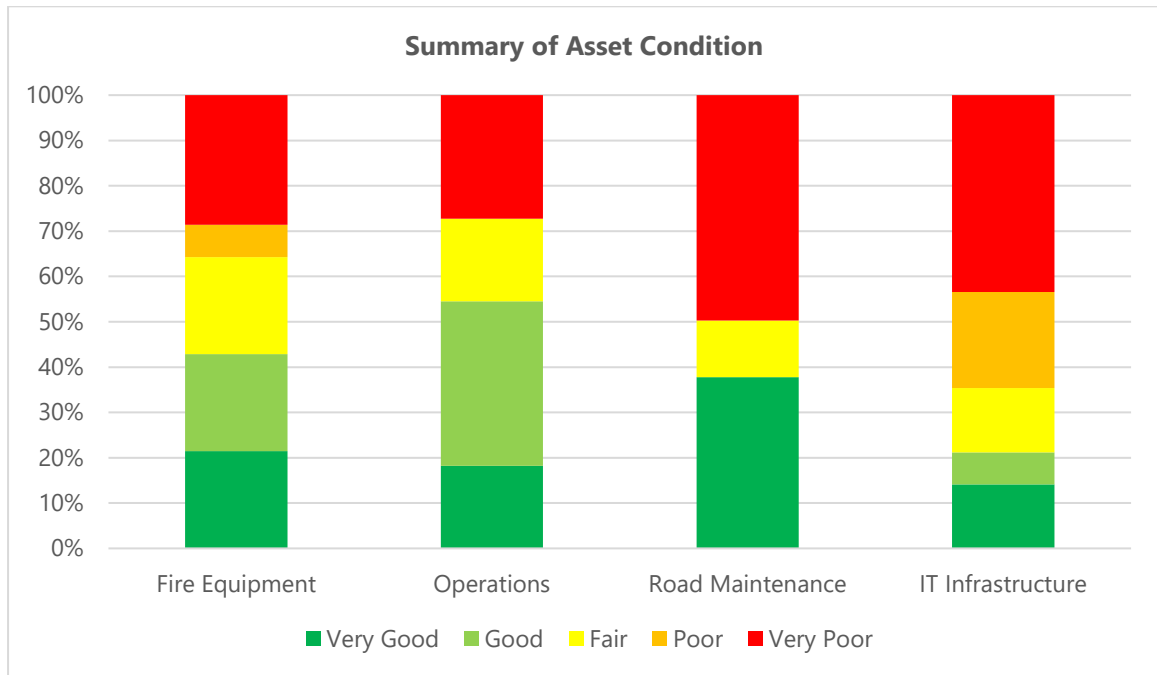
Equipment assets are estimated to be in mixed condition, based on the age of the assets, as shown in the following graph. A detailed condition assessment would help validate the current condition of specific assets, based on a field review which may be completed by staff.

The Township has taken action to decommission older telecommunications and IT equipment. The average age of computer servers in operation is 5 years, and older servers are being decommissioned and recycled.

The Township acquired new major Operations equipment, including a backhoe and loader, in the past five years. Other Operations related equipment is used for services like water, winter control, garbage collection, parks and recreation, etc. Equipment specifically used for Fire and Road Maintenance, such as the grader, are listed separately. Continued monitoring replacement needs of these equipment assets will help clarify replacement timelines and annual costs, as their expected useful life is typically shorter than other asset classes.

⁹ Replacement value based on historical cost adjusted for annual cost escalation of 4%

Figure 5: Asset Condition - Equipment



The condition ratings in the chart above are weighted based on asset value. Several high-value pieces of equipment, such as the road grader and landfill garbage compactor, are beyond their expected useful life. A detailed assessment of these assets, which may be led by staff, could offer reliable information to determine priorities for immediate and long-term equipment replacement needs.

Levels of Service

Table 13: Community LOS - Equipment

	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	List of equipment types and services the equipment performs.	Chapleau maintains equipment for the use of the fire department, IT hardware, parks and recreation, winter control, and road maintenance.	Additional security equipment, specifically cameras, have been procured at municipal facilities.	Improved	Maintain current availability of equipment and add security cameras as recommended by staff.
Availability	Description of how equipment is meeting needs of user groups.	Chapleau maintains equipment to be adequate and operational to support its service lines to complete their tasks.	There have been recurring reliability issues with the grader and the trackless. Other equipment has been replaced or is functioning normally.	Decline	Equipment with reliability challenges shall be refurbished, decommissioned, or replaced as recommended by staff.

	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Condition	<i>Description of equipment regular maintenance and inspection processes.</i>	Staff do a circle check prior to use of equipment; safety and maintenance issues are reported to management. The Township generally contracts out-of-town mechanics to maintain heavy equipment.	No change.	=	No change to maintenance procedures.

Table 14: Technical LOS - Equipment

	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	Number of pieces of equipment.	Chapleau has 14 pieces of fire protection equipment, 16 pieces of IT infrastructure, 4 of parks and recreation, and 8 for road maintenance.	No change.	=	Same as 2024
Availability	# recorded incidences of inadequate / unavailable equipment	Equipment was generally available and operable when required.	Regular incidences of service downtime have been noted with the trackless and the grader.	Decline	The Township will strive to improve service performance of equipment.

Lifecycle Activities

Table 15: Lifecycle Activities - Equipment

Lifecycle Activities – Equipment
Maintenance
<p>Communications Equipment</p> <ul style="list-style-type: none"> • Regular Inspections: Checks for wear and tear to identify issues early. • Battery Checks: Battery level checks and replacements as needed. <p>Computer Servers and Related Software</p> <ul style="list-style-type: none"> • Regular Updates: Install software patches and updates to maintain security and performance. • Backup Management: Backups to protect data integrity and recovery in case of failure. <p>Public Works and Other Equipment</p> <ul style="list-style-type: none"> • Regular Inspections: Conduct regular inspections to identify and address issues early.

Lifecycle Activities – Equipment

- Lubrication: Regular lubrication of moving parts to prevent wear and ensure smooth operation.
- Calibration: Annual calibration of equipment to ensure accuracy and reliability.

Rehabilitation

Communications Equipment

- Component Upgrades: Periodically, as required, upgrade key components like antennas and receivers to enhance performance.
- Recalibration: Annual recalibration to ensure accurate and reliable performance.
- Firmware Overhaul: Comprehensive firmware updates every 3 years to fix bugs and enhance capabilities.

Computer Servers and Related Software

- Hardware Upgrades: Periodic upgrades to components such as RAM, hard drives, and graphics cards to maintain performance.
- Reinstallation: Reinstall operating systems and update essential software every 5 years to optimize performance and remove unnecessary files.

Public Works and Other Equipment

- Component Replacement: Replace key components such as hydraulic hoses, tires, and blades.
- Structural Repairs: Address structural damage and wear through welding and reinforcement.
- System Upgrades: Upgrade hydraulic and electrical systems to improve performance and efficiency.

Replacement / Disposal

Communications Equipment

- Safe Disposal: Dispose of outdated equipment following environmental regulations, recycling components where possible.
- Data Wiping: Ensure all data is securely wiped before disposal to protect sensitive information.

Computer Servers and Related Software

- Secure Disposal: Follow environmental regulations for the disposal of old hardware, ensuring sensitive data is securely wiped or destroyed.
- Component Recycling: Recycle usable components to reduce environmental impact and recover value from obsolete hardware.

Public Works and Other Equipment

- Safe Disposal: Dispose of old equipment following environmental regulations, ensuring proper recycling of metals and hazardous materials.
- Parts Reuse: Salvage and reuse parts that are still functional to minimize waste.

Overall Financial Requirements

Based on major maintenance, rehabilitation, and replacement needs, Chapleau has a total estimated capital requirement for equipment of \$3.05 million from 2025-2034. This amounts to an annual replacement rate of 8.2% of the total value of equipment assets, reflecting the shorter lifespan of assets in this class and their need for more frequent replacement, compared to other asset types.

Considering the remaining useful life/condition and replacement requirement, replacement of equipment may have to be prioritized after conducting field assessments of the assets. Projected expenditures by sub-asset class are estimated in the following table.

Key expenditure requirements per department or service are estimated as follows:

Table 16: Major Asset Expenditure Forecast – Equipment

Sub-Class	Requirements	Year	Estimated Cost
IT Equipment	IT Equipment Annual Purchases	2025+	Annual \$30,480
Fire Equipment	Truck Equipment Annual Purchases	2025+	Annual \$7,340
	Personal Equipment Annual Purchases	2025+	Annual \$18,575
Operations	Bomag Refuse Compactor	2026	\$1,400,000
	Road Grader	2026	\$350,000
	Street Sweeper Attachment	2025	\$125,000
	Trackless Sidewalk Machine	2028	\$200,000
	Sewer Camera	2030-2034	\$18,000
	Airport Snow Blower	2029	\$175,000
Recreation	Zamboni (electric)	2026	\$250,000
	Mower	2029	\$15,000
Total	Equipment Purchases	2025-2034	\$3,046,950*

*The total includes the sum of annual IT and Fire equipment purchases over 10 years.

Many of the Township’s equipment assets are expected to reach the end of their useful lives over the coming 10-year period. Regular rehabilitation and replacement of equipment assets, which tend to have shorter lifecycles than other asset types, will be required.

Continued assessment of asset condition will help identify the replacements that are the most urgent and those that may be deferred until required.

3.4 Airport

Chapleau’s Airport asset class comprises of three sub-classes - runways, terminal buildings and ancillary buildings. The airport acts as a local and cross-country fuelling location. The airport is operated with winter and summer hour staffing, with terminal building comprising of flight planning area and NAV Canada staffed weather station.

Asset Overview

The average age of airport assets is 49 years with a total replacement value of \$18 million, excluding land values. The runways sub-class include a main runway of 1.52 kms, a secondary runway of length 0.92 kms, a taxiway of 0.12 kms and an apron.

Table 17: Asset Inventory - Airport

Asset Class	Asset Sub-Class	Replacement Value ¹⁰	Quantity / Inventory of Assets	Average Age (Years)	Avg Total Expected Useful Life (Yrs)	Estimated average remaining useful life
Airport	Airfield Pavement (runways, taxiways and apron)	\$ 17,226,573	2.656 kms	50	48	0%
	Buildings and Fuel Storage	\$ 1,004,464	2 buildings	44	76	42%
Total		\$18,231,037		49	50	2%

Asset Condition

In the 2024 Chapleau Airport condition assessment report, condition of the airfield pavements was evaluated based on the relevant American Society for Testing and Materials (ASTM) standard using field observations processed through Paver software to calculate the PCI. A description of PCI indicators is provided in the table below. Paver software was also used to assess sub-surface structural conditions and presence of foreign object debris that will affect the safety of the airfield pavements.

Condition was assessed for Runway 28-10, Taxiways and Apron using sample section evaluations. The pavements are observed to be overall in poor condition, with the structural integrity of the sub-surface components assessed in fair to poor condition.

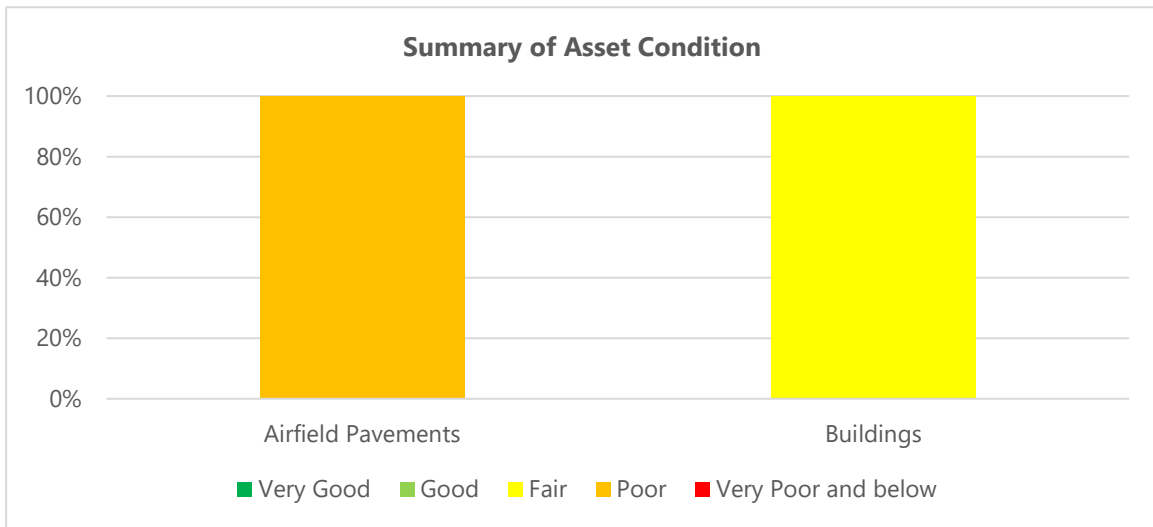
Condition	PCI	Description
Good	86-100	No major distresses. Possibly some crack seal in place. Crack Sealing is suggested to reduce amount of water penetrating surface
Satisfactory	71-85	Recent crack seal starting to fail, longitudinal + transverse cracks, some recent and clean patches
Fair	56-70	Moderate to severe block cracking, alligator cracking, potholes, and aging patches
Poor	41-55	Increased quantity of alligator cracking, block cracking, potholes, and patches
Very Poor	26-40	Severe alligator cracking. Failed patches, large quantity of deep and/or wide potholes

¹⁰ Replacement value based on historical cost adjusted for annual cost escalation of 4%

Condition	PCI	Description
Serious	11-25	Serious alligator cracking. Failed patches, high potential of FOD
Failed	0-10	Operation quality is severely affected by deep and dense potholes, failed patches, and alligator cracking. FOD hazard predicted

Asset condition for pavements (runways, taxiways, and apron) is shown based on the condition assessment report. Building condition is assessed according to the age-based methodology described in Appendix 0.

Figure 6: Asset Condition – Airport, by Asset Count



Levels of Service

Table 18: Community LOS - Airport

	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Availability	Description of airport availability	Airport is available for aircraft movement 365 days / year, with after-hours and weekend winter service available on call for an additional fee.	No change.	=	Maintain current airport availability.
		2 runways: 4,000 and 5,000 ft have ageing asphalt surfaces. Automated remote controlled lighting system (Arcal) uses older, incandescent lights.	Runway and lighting system are ageing and reaching the end of their service life.	=	The Township will evaluate airport usage and runway repaving and lighting replacement needs.
Services	Description of aircraft services available	Mobile Jet A1 refueler, cabinets for jet fuel and for Avgas.	No change. Equipment is ageing but regularly maintained.	=	Maintain current fuel facility availability

Table 19: Technical LOS - Airport

	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Availability	% availability of runways and fuel service	Runways and fuel are regularly available for airport users.	Some interruptions in fuel availability due to supply challenges.	Decline	Diversify fuel suppliers to improve fuel availability.
	Number of aircraft movements	466 aircraft movements per year in 2018-19.	629 aircraft movements per year in 2022-23.	Increase	Maintain current service availability to support continued airport use.
Services	Volume of fuel sold	Average 131,015 L of jet fuel and 33,058 L of avgas sold per year from 2018-2019.	Average 185,278 L of jet fuel and 31,052 L of avgas sold per year from 2022-23.	Increase	Maintain supply to support increasing jet fuel demand.

Lifecycle Activities

Table 20: Lifecycle Activities - Airport

Lifecycle Activities – Airport
<p>Maintenance</p> <p>Runways and Taxiways</p> <ul style="list-style-type: none"> • Crack routing, patching, micro-surfacing of localized deficiencies. Resurfacing to address minor surface deficiencies, base repairs addressed in priority area as part of reconstruction. • Light maintenance activities include changing of bulbs and painting of fixtures where relevant. • Remove snow from runways and taxiways during winter. <p>Buildings, Vehicles and Equipment</p> <ul style="list-style-type: none"> • Painting and minor repairs as required. • Regular maintenance of vehicles and equipment including minor part refits and replacements.
<p>Rehabilitation</p> <p>Runways and Taxiways</p> <ul style="list-style-type: none"> • Resurfacing of deficient sections with base and sub-base repairs as required. <p>Buildings, Vehicles and Equipment</p> <ul style="list-style-type: none"> • Repair or replacement of key fixtures, HVAC, and exterior components such as rooves and siding when determined necessary through a building inspection, as required as these components reach the end of their service life, for buildings with a structural useful life of over 10 years. • Repair or overhaul of vehicles, pumps and equipment as determined necessary based on an evaluation of the serviceability and suitability of that equipment.

Lifecycle Activities – Airport

Replacement / Disposal

Runways and Taxiways

- Reconstruction of runways and taxiways with deficiencies. Replacement of base and sub-base depending on engineer’s evaluation of requirements.
- Runways deemed surplus may be decommissioned to serve as taxiways and maintained as such.
- Replacement of lights and lighting fixtures based on their condition, material, and age.

Buildings, Vehicles and Equipment

- Replacement of vehicles, pumps and equipment as determined necessary based on an evaluation of the serviceability and suitability of that equipment.

Overall Financial Requirements

The Township has commissioned an engineering consultant to report on asset repair and rehabilitation needs for the airport. The financial outlook for the airport, using the 2024 Low estimates provided by the consultant, is shown in this section. Key expenditure requirements for the airport are as follows:

Table 21: Major Capital Works – Airport

Airport Sub-Class	Requirements	Year	Estimated Cost
Equipment	Replace Fuel storage and delivery system	n/s	\$1,293,865
Runway	Runway 10-28 Rehabilitation	n/s	\$7,517,050
	Taxiway Rehabilitation	-	\$456,044
	Apron Rehabilitation	-	\$1,270,324
	Runway 05-23 Decommission	-	\$175,550
	New Taxiway Construction	-	\$1,323,366
Total	Airport Repairs		\$12,036,199

* Note: Year of required repairs and replacements is not specified in the report.

Specific funding programs exist to support rural and northern communities with required repairs and rehabilitations to airports and critical infrastructure. The municipality may investigate the Canada Community Buildings Fund, which has supported airport improvement projects in Northern Ontario, or funding for infrastructure related to climate adaptation from the Green Municipal Fund. Further discussion on these funds and their impact on capital requirements is included in the financial strategy in Chapter 5.

4 Infrastructure and Road Assets

The Township operates Water, Sewer, Stormwater, Roads, Bridges & Culverts, as core assets identified under Ontario's regulation for Asset Management. This section offers insights into the current state of these assets, including their current condition, current and projected Levels of Service, and projected activities required over the coming 10-year asset reinvestment period.

A final section in this chapter, **Section 4.6: Linear Infrastructure Investment Plan** addresses the network improvements required to deal with ageing sub-surface assets, which would typically be scheduled by the Township to take place at the same time on the same portion of roadway. These improvements are organized into a set of sub-projects identified as Very High priorities to improve the linear / distribution portion of the water, sewer, and storm sewer network. Together with the financial requirements listed under each asset class, these lifecycle activities are required to achieve target LOS, with annual cost estimates provided in a 10-year financial outlook for each section below.

4.1 Water

The Township owns over 120 water distribution system assets that provide potable water to residences, businesses, and municipal facilities, as well as water supply for fire suppression. Water treatment facilities are operated and managed by the Ontario Clean Water Agency (OCWA). The delivery of water services must comply with Provincial legislation and regulations. Water operators and operations in Ontario are governed by regulations and acts, including:

- The *Safe Drinking Water Act* and related regulations:
 - Water Quality Standards, Ontario Regulation (O. Reg) 169/03
 - Drinking Water Systems Regulation, O. Reg 170/03
 - Certification of Drinking Water System Operators and Water Quality Analysts, O. Reg 128/04
 - Licensing of Sewage Works Operators, O. Reg 129/04
- The Ontario Water Resources Act and regulations:
 - Wells, RRO 1990 Reg 903
- Drinking Water Quality Management Program

Asset Overview

The Township's water infrastructure includes assets necessary for the production, treatment, storage and delivery of potable water. As of June 2024, the estimated replacement value of the Township's water assets was evaluated at \$46.7 million, including engineers' assessment of replacement costs of pipes and the value of treatment and pump facilities and equipment. Continuous operation of the water system depends on the water treatment plant, which is owned by the Township and is operated by Ontario Clean Water Agency (OCWA).

As noted in Table 22 below, the average age of the Township's water assets was estimated to be 49 years. Records show that 3.5 km of the 15.3 km water distribution network was installed prior to 1950, and most assets are in the latter half of their estimated useful life. For AMP reporting purposes, the Township has established useful lives for distribution pipes of 75 or 85 years depending on the pipe material, and for other asset sub-classes such as pumps and structures the estimated useful life ranges from 7 to 80 years, with overall averages by asset type ranging from 31 to 83 years.

Table 22: Asset Inventory – Water

Asset Class	Asset Sub-Class	Replacement Value ¹¹	Quantity/ Inventory of Assets	Average Age (Years)	Useful Life, Est (Years)	Est avg remaining useful life
Water Services Assets	Watermains	\$27,865,038	15,322 m	56	83	33%
Other components-Buildings	Water Treatment Plant - Structure	\$16,016,158	1 Building	47	69	31%
	Water Treatment Plant - Equipment	\$ 2,864,390	38 Pcs	9	31	72%
Total		\$46,745,586		48	72	33%

Asset Condition



The Chapleau Water Treatment Plant is a critical asset for providing safe drinking water to the community. Image: Township of Chapleau

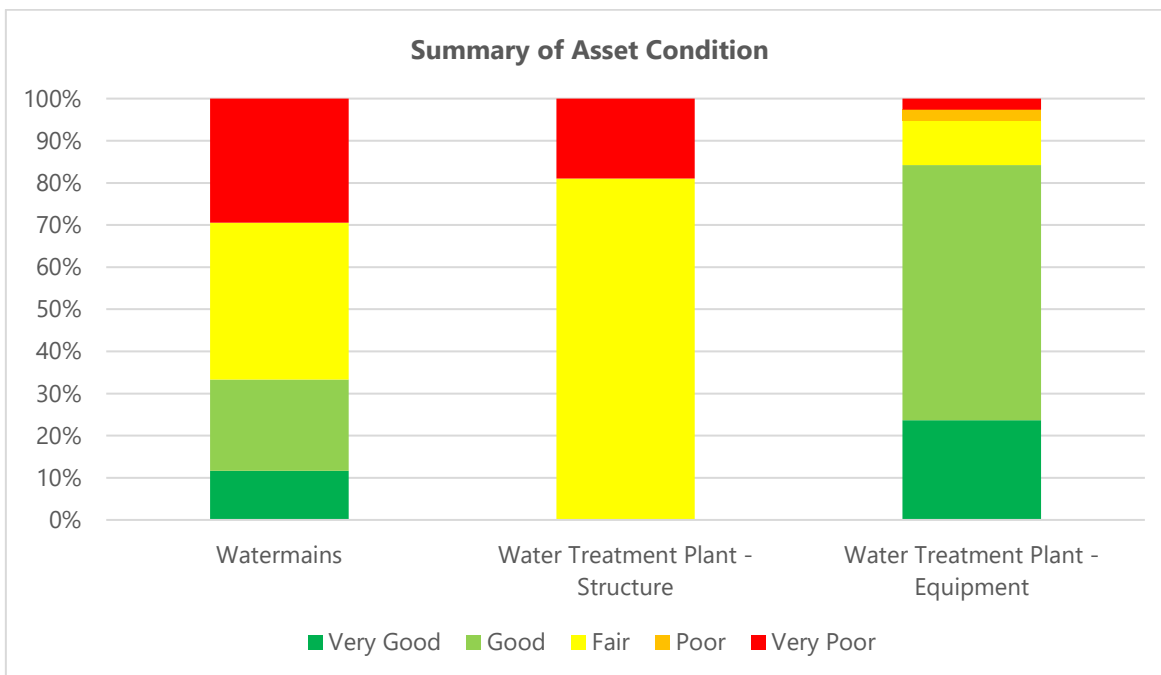
The condition of the Township’s water assets has been assessed based on the remaining useful life and asset type, because detailed asset condition assessments were not available at the time of publication of this AMP. The condition ratings are assigned based on the approach described in Appendix 0.

As summarized in the following tables, most of the Township’s water assets are rated as being in fair to very poor condition, as they are approaching the end of their estimated useful life. Current asset condition data, informed by field study and maintenance records, may provide further insight into current water system asset conditions.

Out of the total water assets, 38 have exceeded their useful life, and may exhibit severe deterioration leading to sudden and unexpected loss of potable water service. The water treatment plant structure is estimated to be in fair condition based on age, but certain building elements such as the building envelope and site works have exceeded their expected useful life and may be due for rehabilitation.

¹¹ Replacement value is determined based on historical cost adjusted for annual inflation of 4%

Figure 7: Asset Condition – Water



Levels of Service

Ontario Regulation (O.Reg.) 588/17 provides levels of service metrics for Potable Water assets, which are presented alongside current performance in the table below:

Table 23: Community Levels of Service – Water

Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	Description of the user groups or areas of the municipality that are connected to the municipal water system.	Municipal water is provided to approximately 900 of 973 dwellings in Chapleau, as well as businesses and facilities in the urbanized area between 200 Monk St and 154 Martel Rd. A map of water lines is provided in the Appendix.	No change.	=	New houses and businesses may be connected to the potable water system if constructed adjacent to existing service, based on an evaluation of available capacity.

Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
	<i>Description of the user groups or areas of the municipality that have fire flow.</i>	The Township has fire hydrants on 32 streets and fire flows are available within the water service area. Fire service is extended beyond the community with tanker trucks.	No change. An evaluation of capacity to handle multiple fires within the service area has not been completed.	=	Fire flows remain available within the water service area. In the event of multiple fires, fire suppression service within the Township of Chapleau is prioritized.
Reliability	<i>Description of boil water advisories and service interruptions.</i>	No drinking water advisories were issued in 2019.	Drinking water advisories were in place for 3 days in late 2020 and 9 days in 2021. The Chapleau Water Treatment Plant saw a process interruption and water conservation was recommended in May, 2022 ¹²	Decline	The Township will strive to reduce the incidences of drinking water advisories and service interruptions.

Table 24: Technical Levels of Service – Water

Att	Technical LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Percentage of properties connected to the municipal water system.</i>	Approximately 92% of households	No change.	=	All existing households and new households built adjacent to services, subject to available capacity.
	<i>Percentage of properties where fire flow is available.</i>	100% of households with tanker support.	No change.	=	100% within Township limits

¹² <https://chapleau.ca/news/boil-water-advisory/> and <https://chapleau.ca/news/chapleau-water-treatment-plant/>

Att	Technical LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Reliability	<i>The number of connection-days per year where a water advisory notice is in place compared to the total number of properties connected to the municipal water system.</i>	Days under boil water advisory - None Response time for notices per subsection 18(1) of SDWA – 5 days	System-wide drinking water advisories were issued for 9 days in 2021, or 2.5% of connection days.	Decline	Drinking water advisories are reduced within Chapeau’s water service area.
	<i>The number of connection-days per year due to water main breaks compared to the total number of properties connected to the municipal water system.</i>	The 2018 AMP suggests approximately 1 water main break per year. Temporary services installed after water main breaks or service line freezes result in 0 connection-day losses.	2 water main breaks occurred in each of 2021 and 2022. Temporary services are used in case of main breaks or service line freezes, resulting in 0 connection-day losses.	Decline	No households experience a loss of connection for over one day due to water main breaks, and incidences of water main breakages are reduced.

Lifecycle activities

Asset lifecycle activities for water include expansion of system components to meet growing demand, replacement of pumps and equipment at the end of their useful life, maintenance of hydrants and the distribution network, and maintenance and replacement of wells.

As the largest asset by value, maintenance of distribution mains is typically tailored to the material of the main (i.e., cast iron, PVC, or PE). These activities usually begin around 20 years after the main has been installed and are carried out at set frequencies.

Historical asset performance information, which includes pipe failures and pipe break history, is used to inform replacement criteria. When annual emergency maintenance costs in response to breakages exceed a fraction of the cost of pipe replacement, watermain pipe replacement may be justified. Due to unknown sub-surface conditions and unpredictable events, it is possible that some pipe materials will require replacement earlier than expected. In contrast, pipe materials may have the service life extended with timely maintenance and rehabilitation, according to Tables 5 and 6 in this section.

Table 25: Lifecycle Activities – Water

Lifecycle Activities
Maintenance
<ul style="list-style-type: none"> • Routine checks/inspections to ensure the water system’s effective functioning. • The main flushing process is carried out biannually utilizing in-house resources. The valve exercise program is conducted once a year, during the spring season. • Leak detection and CCTV inspections are conducted in response to specific incidents.

Lifecycle Activities

Replacement / Disposal

- Replacement of water mains will generally depend on main breaks and any problems detected, as well as factors including age, surrounding soil conditions, pressure related issues, capacity, and hydrant spacing.
- Factors such as planned future road rehabilitation or adjacent sub-surface pipe works may modify the priority of the replacement schedule.
- Replacement of devices, fittings, and equipment will take place as they reach the end of their service life or as technologies improve.
- The Township is committed to safe removal and recycling or disposal of old pipeline materials.

Asset Financial Requirements

Based on the current age of the water asset portfolio from TCA and the consultants report¹³, it is estimated that the Township will require \$793,000 in average annualized expenditures from 2025-2034 to align with maintenance, rehabilitation and replacement needs at the Water Treatment Plant.

The following major projects represent major works required over the coming 10 years, for asset maintenance, expansion, and renewal as per consultant's report¹³. These comprise a portion of the projected capital expenses required to maintain levels of service for this asset category.

Key expenditure requirements are estimated as follows:

Table 26: Major Capital Works – Water

Sub-Class	Requirements	Year	Estimated Cost
Water Treatment Plant	Structure and Equipment Upgrades	2025	\$3,496,000
	Annual Maintenance and Upgrades	2026-2029	\$604,000
	Annual Maintenance and Upgrades	2030-2034	\$295,600
Total	Treatment Plant Maintenance and Upgrades	2025-2034	\$7,930,000

In addition, water distribution pipe, valve, and hydrant replacements are required to renew and reduce risks of failure among ageing linear infrastructure in the water network, as described further in **Section 4.6: Linear Infrastructure Investment Plan**.

Water Services	Water Mains	2025-2034	\$5,674,743
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¹³ Water and Wastewater Facilities Condition Assessment, Risk Assessment and Estimated Cost Updates, 2022

4.2 Wastewater

The Township operates 230 sewer line segments and 12 forcemain pipe segments, as well as wastewater pumping stations and lagoon to provide wastewater services. The maintenance of these assets is crucial to provide a healthy, clean and safe living environment in the community.

Asset Overview

The Township's wastewater asset inventory includes sewer lines, wastewater pumping stations and forcemains, a wastewater treatment building, lagoons, which together have an estimated total replacement value of \$30.2 million. As shown in table below, most of the assets needs to be replaced soon as apart from the lagoon building, all other assets have less than 50% of their projected useful life remaining.

Table 27 : Asset inventory – Wastewater

Asset Class	Asset Sub-Class	Replacement Value ¹⁴	Quantity / Inventory of Assets	Average Age (Years)	Useful Life of the Asset (Years)	Average remaining useful life
Wastewater	Sewer lines	\$ 18,262,000	13,307 m	44	75	41%
	Forcemains	\$ 1,433,622	1,829 m	39	75	48%
	Wastewater Pumping Stations	\$ 6,902,837	3 Buildings	34	61	44%
	Lagoon	\$2,391,663	1,016 17 Units	32	90	64%
	Lagoon-Building	\$1,211,324	1 Building	14	43	67%
Total		\$30,201,446		39	71	46%

Asset Condition

The condition of the Township's wastewater assets is assessed based on the remaining percentage of their estimated useful lives. The condition ratings are categorized based on the criteria detailed out in Appendix A3.

Most of the Township's storm and drainage assets are rated as being in very poor condition as shown below. This further emphasises the need for rehabilitation or replacement of existing assets.

¹⁴ Replacement value determined based on its historical cost adjusted for annual inflation of 4%.

Figure 8 : Asset Condition – Wastewater

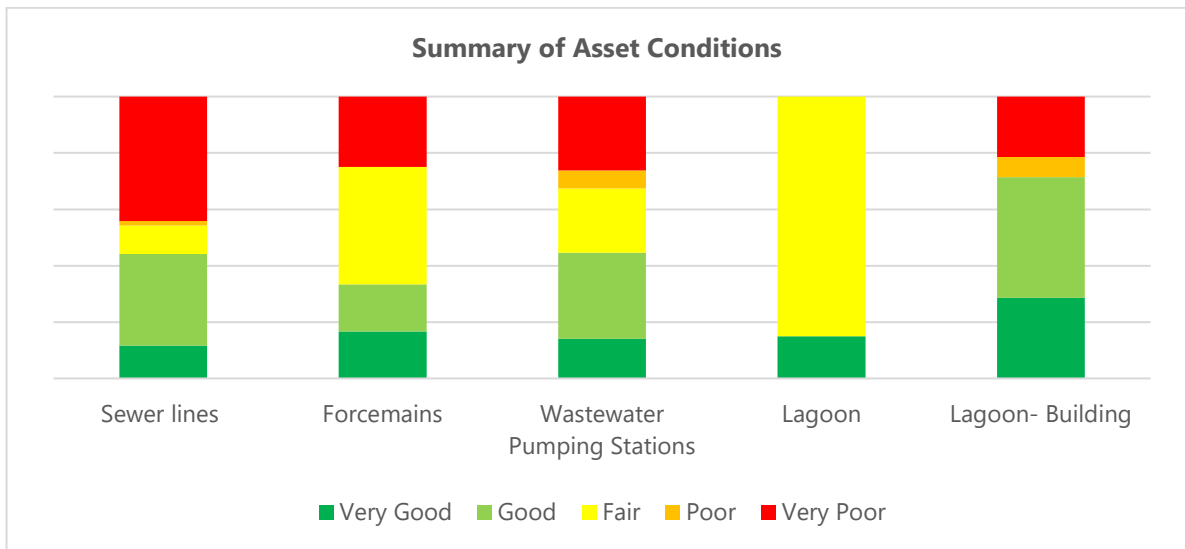


Table 28 : Community Levels of Service – Wastewater

Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal wastewater system.</i>	Wastewater services are provided to approximately 900 of 973 dwellings in Chapleau, as well as businesses and facilities in the urban area between 200 Monk St and 154 Martel Rd. A map of sewer lines is provided in the Appendix.	No change.	=	New dwellings and businesses may be connected to the wastewater system if constructed adjacent to existing service and subject to capacity.
Scope	<i>Description of how stormwater can get into wastewater in the municipal wastewater system, causing sewage to overflow into streets or backup into homes.</i>	Chapleau has separated sewer and storm lines. Due to the age and material of the wastewater system, inflow and infiltration results in flow increases at the Township's 3 wastewater pump stations after rainfall.	No reported change in I&I since 2019.	=	Pump capacity and sewer pipe quality are maintained to reduce the risk of overflows at pump stations resulting from I&I after rainfall.

Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Reliability	<i>Description of how sanitary sewers in the municipal wastewater system are designed to be resilient to avoid climate events</i>	Chapleau's wastewater system was not originally designed to be resilient to extreme climate events. Concrete and/or cast-iron pipes are rigid and may fail under stress.	New PVC pipes, which comprise 39% of the Township's pipe network, are estimated to be flexible and durable and therefore resilient to climate events.	=	New sewer installation shall use materials and/or design features to prolong asset life, as recommended by engineers and approved by the Township.
Reliability	<i>Description of the effluent that is discharged from sewage treatment plants in the municipal wastewater system.</i>	Effluent has been treated using a tertiary process including aeration and chlorination. It is stored in wastewater lagoons prior to being released.	De-chlorination was added to wastewater treatment during a capital project completed in 2021.	Improved	The Township will maintain its 2024 effluent treatment process.

Table 29 : Technical Levels of Service – Wastewater

Att	Technical LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Percentage of properties connected to the municipal wastewater system.</i>	Approximately 92% of households	No change.	=	All existing households and new households built adjacent to services, subject to available capacity.
Reliability	<i>The number of events per year where combined sewer flow in the municipal wastewater system exceeds system capacity compared to the total number of properties connected to the municipal wastewater system.</i>	No sewer overflows were recorded prior to 2024	Estimated 0.008 flow capacity exceedance per property. 7 overflows were recorded in the manhole adjacent to the water treatment plant (WTP), related to water treatment processing and backwash.	Decline	Sewers are improved and maintained to reduce incidences of flow exceeding capacity.

Att	Technical LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
	<i>The number of connection-days per year due to wastewater backups compared to the total number of properties connected to the municipal wastewater system.</i>	Service line faults resulted in backups. No backups due to mains failure. The Riverside Pump Station was temporarily offline, however, no backups occurred.	One service line fault resulted in a backup. No backups resulting from mains failure.	=	The Township shall gradually improve the quality of sewer mains and service lines to the property line to reduce the risk of wastewater backups.
	<i>The number of effluent violations per year due to wastewater discharge compared to the total number of properties connected to the municipal wastewater system.</i>	No violations due to discharge reported.	No change.	=	No violations due to discharge.

Lifecycle activities

Table 30 : Lifecycle Activities – Wastewater

Lifecycle Activities Table
Maintenance
<ul style="list-style-type: none"> The sanitation network undergoes flushing yearly in problem areas, organized by section. Lift stations are inspected daily, cleaned yearly with a vac truck, and issues are addressed as needed.
Replacement / Disposal
<ul style="list-style-type: none"> Replacement of undersized, cracked, collapsed, dilapidated, or otherwise non-conforming wastewater assets and ancillary equipment when identified by a condition assessment.

Asset Financial Requirements

It is estimated that the Township will require \$3,413,000 in capital expenditures from 2025-2034 to respond to asset maintenance and replacement needs for the Township’s wastewater management facilities. This includes \$634,000 in immediate expenditures and annual expenditures thereafter. Additional costs related to linear infrastructure upgrades are listed in **Section 4.6**.

Key expenditure requirements per facility are estimated as follows:

Table 31 Major Capital Works – Wastewater

Wastewater Sub-Class	Requirements	Year	Estimated Cost
Wastewater Treatment Plant	Structure and Equipment Upgrades	2025	\$527,000
	Maintenance and Upgrades	2026-2029	\$128,000
	Annual Maintenance and Upgrades	2030-2034	\$138,400
Wastewater Pump Stations	Structure and Equipment Upgrades	2025	\$107,000
	Annual Maintenance and Upgrades	2026-2029	\$147,000
	Annual Maintenance and Upgrades	2030-2034	\$197,400
Total	Wastewater Facilities - Maintenance and Upgrades	2025-2034	\$3,413,000

In addition, sewer and force main replacements are required to renew and reduce risks of failure among ageing linear infrastructure in the sewer network, as described further in **Section 4.6: Linear Infrastructure Investment Plan**.

Wastewater	Sewer mains and Force mains	2025-2034	\$4,344,378
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4.3 Stormwater and Drainage

The Township operates 125 urban stormwater management system components. Stormwater management, as a function, has as an objective to safeguard lives and properties from flooding and erosion.

Asset Overview

The Township’s storm and drainage asset inventory includes drains and storm sewers estimated at a total replacement value of \$9.6 million. This is the estimated value of improvements of drain/outlet structures and does not include the value of the land upon which storm facilities are located. As shown in table below, most of the assets are estimated to be due for replacement, as 40% of current in-service assets were constructed in the 1950s or before, and the average remaining useful life is just 24% of the total estimated useful life.

Table 32 : Asset inventory – Urban Storm Systems

Asset Class	Asset Sub-Class	Replacement Value ¹⁵	Quantity / Inventory of Assets	Average Age (Years)	Useful Life of the Asset (Years)	Average remaining useful life
Storm and Drainage Assets	Stormwater drains	\$ 9,597,831	7,505 m	57	90	37%
	Associated Structures		Catch basins	231 Nos	58	90
Manholes			52 Nos	16	90	83%
Total		\$ 9,597,831		57	90	37%

Asset Condition

The condition of the Township’s urban storm assets is assessed based on the remaining percentage of their estimated useful lives. The condition ratings are categorized based on the criteria detailed in Appendix A3.

Most of the Township’s storm and drainage assets are rated as being in poor condition, based on their age and expected useful life. This emphasises the need for rehabilitation or replacement of these assets, along with other subsurface works, when those works are completed.

¹⁵ Replacement value determined based on its historical cost adjusted for annual inflation of 4%.

Figure 9 : Asset Condition – Stormwater

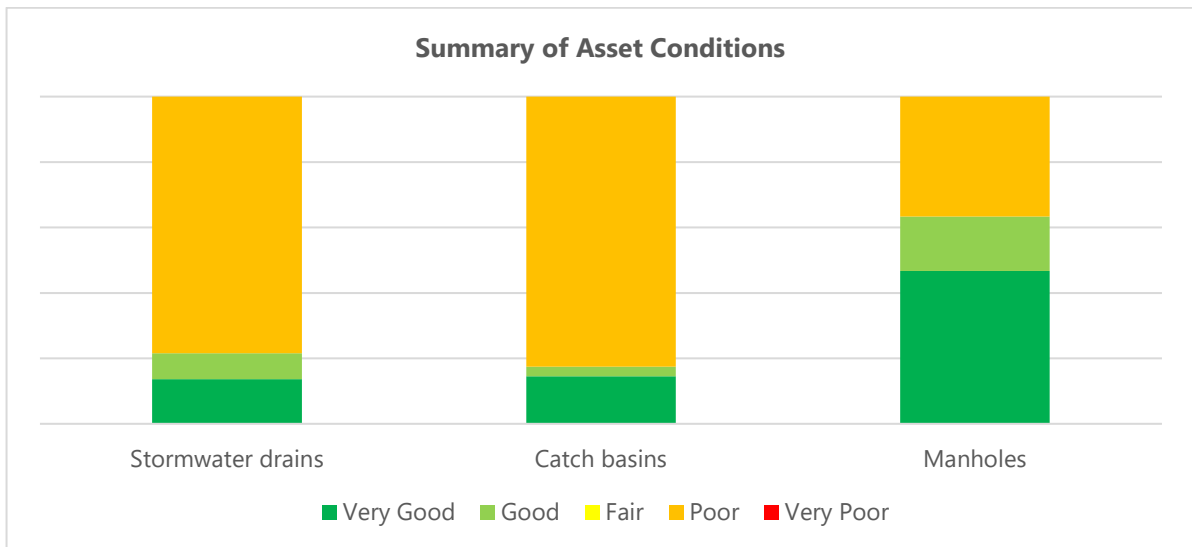


Table 33 : Community Levels of Service – Stormwater

Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Description, which may include maps, of the user groups or areas of the municipality that are protected from flooding, including the extent of the protection provided by the municipal stormwater management system.</i>	Stormwater services are provided through 7.5 km of storm main, mainly located on north-south rights of way in the urban area from 200 Monk St to the Lisgar St causeway.	No change.	=	Stormwater pipes are maintained and replaced when works are completed on other subsurface infrastructure.

Table 34 : Technical Levels of Service – Stormwater

Att	Technical LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Percentage of properties in municipality resilient to a 100-year storm.</i>	A thorough analysis of stormwater resilience has not been completed. Flooding of homes and properties due to rainfall has not been recorded in recent years, according to Chapleau staff.	No increase in properties flooding due to rain.	=	Maintain current performance.

Att	Technical LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Reliability	Percentage of the municipal stormwater management system resilient to a 5-year storm.	A thorough analysis of stormwater resilience has not been completed. Staff estimate the system faces capacity issues, twice per five years, for 95% overall resilience.	No change. Issues of localized storm drain overflows have been noted at the corner of Monk and Maple, near the Arena.	=	The system is approximately 95% resilient to a 1-in-5 year storm with only localized overflows. Overflows shall be reduced when sub-surface works are completed.

Lifecycle activities

Table 35 : Lifecycle Activities – Stormwater and Drain

Lifecycle Activities Table	
Maintenance	
<ul style="list-style-type: none"> Monitoring and visual inspections of urbanized stormwater management treatment infrastructure including but not limited to inlets, forebays, weirs, aft bays, outlets, overflows and outfalls, on a bi-annual basis (spring and fall) and after significant rainfall events Vegetation removal and cleanout Maintain conveyance infrastructure such as manholes, catch basins, ditches, culverts, and infiltration trenches CCTV inspections in response to certain incidents/ events, e.g. overflows 	
Rehabilitation / Reconstruction	
<ul style="list-style-type: none"> Reconstruction of energy dissipation surfaces (e.g., riprap and gabions) Repair erosion around inlet structures and outlet pipes and site restoration with topsoil and hydroseeding 	
Replacement / Disposal	
<ul style="list-style-type: none"> Replacement of undersized, dilapidated, or otherwise non-conforming storm drains and ancillary equipment when identified by a condition assessment or a drainage study. 	

Asset Financial Requirements

The Township intends to replace Storm sewers along with other sub-surface infrastructure replacements when completed. These works will see that all linear infrastructure is renewed during these capital works, as described further in **Section 4.6: Linear Infrastructure Investment Plan**.

Stormwater	Storm sewers, catch basins and manhole replacements	2025-2034	\$1,593,966
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4.4 Roads

The Township’s municipal road network is comprised of 30.2 kilometers of roads that connect properties within the Township to each other and other communities through connections with the Highway 129, which further gets connected to Highway 101 and the Trans-Canada highway. The road network is supported by storm and drainage infrastructure, described in Section 4.3.

Asset Overview

A summary of the Township road network and related structures is provided below. The Township’s road assets, with an estimated replacement value of approximately \$85.4 million, represents the highest value asset class in the asset portfolio. Associated structures include sidewalks and streetlights are also considered under this Asset Class.

Table 36 : Asset Inventory – Roads

Asset Class	Asset Subclass	Replacement Value ¹⁶	Quantity / Inventory of Assets	Average Age (Years)	Useful Life, est (Years)	Average remaining useful life
Roads	Wearing Surface	\$ 21,123,964	30.2 km	38	25	0%
	Subsurface and Other	\$ 54,133,828		54	75	28%
Associated structures	Sidewalks	\$ 8,228,259	6.6 km	34.8	60	42%
	Streetlights	\$ 1,904,134	Over 300	32.3	60	46%
Total		\$ 85,390,185		46	56	18%

Asset Condition

Road Network

Asset condition is identified for each asset sub-class in the table below, according to the age-based methodology described in the Appendix 0. Most roads are categorized as very poor, indicating deterioration of asset quality as these assets have surpassed their useful life.

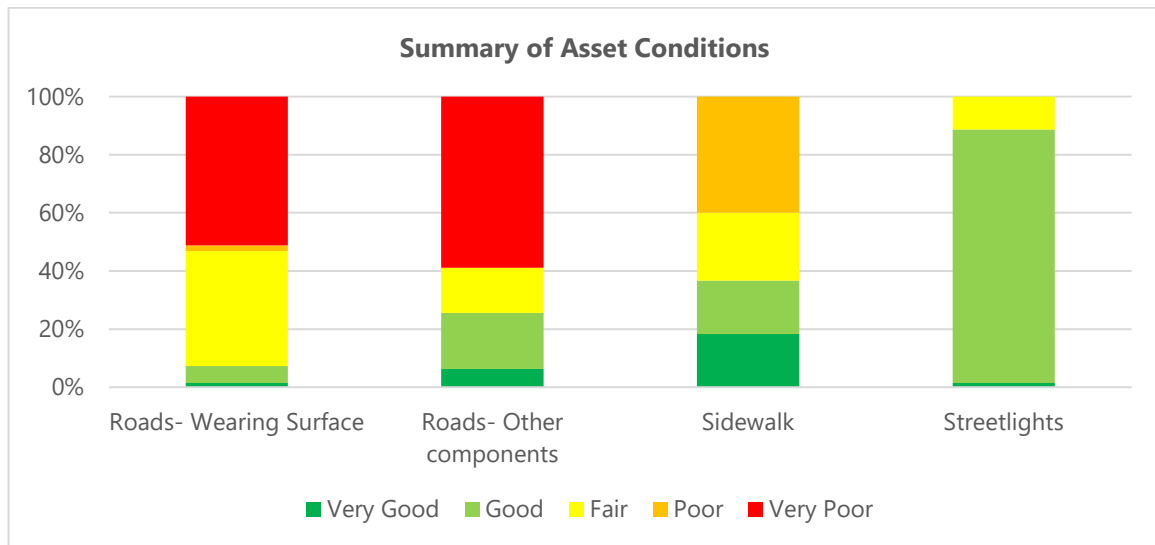
Associated Structures: Sidewalks and Street Lights

The condition of the Township’s sidewalks and streetlights are assessed based on their remaining useful lives using criteria explained in Appendix 0. About 22% of the roads have sidewalks, and 60% of these have sidewalks on both sides. There are 60 concrete sidewalks in the Township and 76% of the sidewalks were brought to service before 2000. Hence, as shown in the figure below, many of these assets are rated to be in fair to poor condition and are estimated to require further capital investment beyond routine maintenance as they age, over the coming 15 years.

More than 80% of street light assets are currently in good condition. The Township has recently completed a streetlight replacement program, and all streetlights are newer LED models. These LED streetlights may have a longer lifespan than previous models. As formal condition assessments information was not available at the time of preparation of this AMP, the age of the assets is used to determine the condition and assess rehabilitation/replacement needs.

¹⁶ Replacement values of Associated structures is determined based on historical cost adjusted for annual escalation of 4%.

Figure 10 : Asset Condition – Roads and Associated Structures



Levels of Service

Table 37: Community LOS - Roads




Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	Description, which may include maps, of the road network in the municipality and its level of connectivity.	The Township's Road network comprises 207 roadway segments generally in a grid pattern in the urban centre. Total road length is 30.2 km. Map in Appendix.	No change.	=	Maintain current level of road network connectivity.
Quality	Description or images that illustrate the different levels of road class pavement condition.	<p>Gravel Road: Ash St</p>  <p>Fair road: Lorne St</p>  <p>Good road: Monk St</p> 	Road quality has typically declined over the period due to wear and age. Part of King Street's paving was removed following subsurface works. Some road capital upgrades were completed in 2022.	Decline	<p>Road surfaces will be restored only after evaluation and upgrades to subsurface infrastructure. Road surface upgrades may be further delayed, to benefit from cost savings in a larger asphalt order.</p> <p>Paved roads in fair condition shall be maintained with pothole and crack filling as required, and gravel roads shall be graded and surface treated periodically.</p>

Table 38: Technical LOS - Roads

Att	Technical LOS (Quantitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	Number of lane-kilometers of each of arterial roads, collector roads and local roads as a proportion of square kilometers of land area of the municipality.	Total length 30.2 km (4.1 lane-km/ km ²) The Township's land area is 13.2 km ² Lane kilometers of roads by type: Collector roads ¹⁷ : 24.8 km (3.7 lane-km / km ²) Local roads ¹⁸ : 5.4 km (0.41 lane-km / km ²)	No change.	=	Retain current roadway network.
Quality	For paved roads in the municipality, the average pavement condition index value.	A PCI evaluation has not been completed. The wearing surface of paved roads are in poor condition on average, as per age-based assessment. The subsurface components of paved roads are in fair condition.	Typical decreases in road surface quality due to wear and age have been observed by Township staff.	=	Replace road surface following works on subsurface infrastructure as described. Regularly fill cracks and potholes as required.
	For unpaved roads in the municipality, the average surface condition (e.g. excellent, good, fair or poor).	Unpaved roads have been maintained with graders and gravel and are in fair to good condition.	No change.	=	Continue with current maintenance of unpaved roads.

Lifecycle activities

Table 39: Lifecycle Activities - Roads

Lifecycle Activities Table
Maintenance
<ul style="list-style-type: none"> • Patching and micro-surfacing for asphalt roads. • Application of maintenance gravel/calcium chloride for gravel roads. • Resurfacing of roads to address minor surface deficiencies, road base repairs addressed in priority area as part of reconstruction.

¹⁷ Collector roads facilitate the movement of traffic between local roads and arterial roads. They typically handle moderate traffic volumes and provide access to residential areas, commercial zones, and community facilities.

¹⁸ Local Roads provide access to residential properties and local businesses, with limited through traffic. They are characterized by lower traffic volumes and speed limits.

<ul style="list-style-type: none"> • Streetlight maintenance includes changing bulbs where relevant. • Remove snow from roads and limited sidewalk snow removal during winter.
Rehabilitation
<ul style="list-style-type: none"> • Rehabilitation of roads with deficiencies in both the road surface and road base, with an intended goal to replace approximately 25% of the road base as part of the rehabilitation.
Replacement / Disposal
<ul style="list-style-type: none"> • Reconstruction of roads with deficiencies. Current service levels do not include full removal and replacement of both the road surface and base unless sub-surface infrastructure is also being replaced. Projects for full roadway replacement may be determined as necessary by staff. • Replacement of streetlights and poles based on their condition, material, and age.

Asset Financial Requirements

The Township has elected a strategy where roadway surface and sub-surface improvements will occur following major upgrades to storm, sanitary, and water pipes and related infrastructure under the roadway. Please refer to **Section 4.6** for the Roadway rehabilitation needs as part of this asset management plan. The estimated Road replacement component as part of these works is:

Roads	Roadway replacements and upgrades	2025-2034	\$10,700,100
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4.5 Bridges and Culverts

The Township has a total of 4 bridges and 1 culvert with a span of over 3 meters. Most span watercourses or ditches, while some span railways. These assets serve dual purposes: facilitating citizens' movement to all areas within the Township and providing for water flow and drainage throughout the area. Guiderails and retaining walls, which are often co-located with bridge and culvert structures, are also addressed in this section of the AMP.

Asset Overview

The Township undertakes bi-annual inspections of bridges and culvert structures as required through the Ontario Structure Inspection Manual (OSIM). The most recent inspection report was completed in 2023 for which site inspections were conducted using OSIM standards for the 4 bridges.

For this AMP, the Township has adopted useful lives of bridges as 80 years and culverts as 45 years. As noted in Table below, the Township's bridge assets have not exceeded their useful life.

Table 40 : Asset Inventory – Bridges and Culverts

Asset Class	Asset Sub-Class	Replacement Value ¹⁹	Quantity / Inventory of Assets	Average Age (Years)	Useful Life of the Asset (Years)	Average remaining useful life
Bridges and Culverts	Bridges	\$18,665,081	4 Bridges	50	75 ²⁰	33%
	Culverts	\$90,338	1 Culvert	14	45	69%
Associated structures		\$473,986	Guiderail and Exp Joint	8	40	80%
Total		\$19,229,406		49	74	34%

Asset Condition

Bridges and Culverts

The Township conducts regular, biennial inspections of 4 bridge structures, with each structure inspected every alternate year. These inspections are conducted in accordance with OSIM, per Ontario Regulation 104/97, "The structural integrity, safety, and condition of every bridge shall be determined through the performance of at least one inspection in every second calendar year under the direction of a professional engineer and in accordance with the Ontario Structure Inspection Manual."

The results of the inspections are weighted to provide Bridge Condition Index (BCI), which determines the timeline of required maintenance works. The BCI has been determined based on the Ministry of Transportation Ontario methodology, with a new structure having a BCI value of 100, which declines over time. Monitoring this rate of decline against the anticipated rate of decline helps the Township in long term planning. The ranges for BCI value are identified in the table below.

¹⁹ Replacement value determined based on its historical cost adjusted for annual inflation of 4%

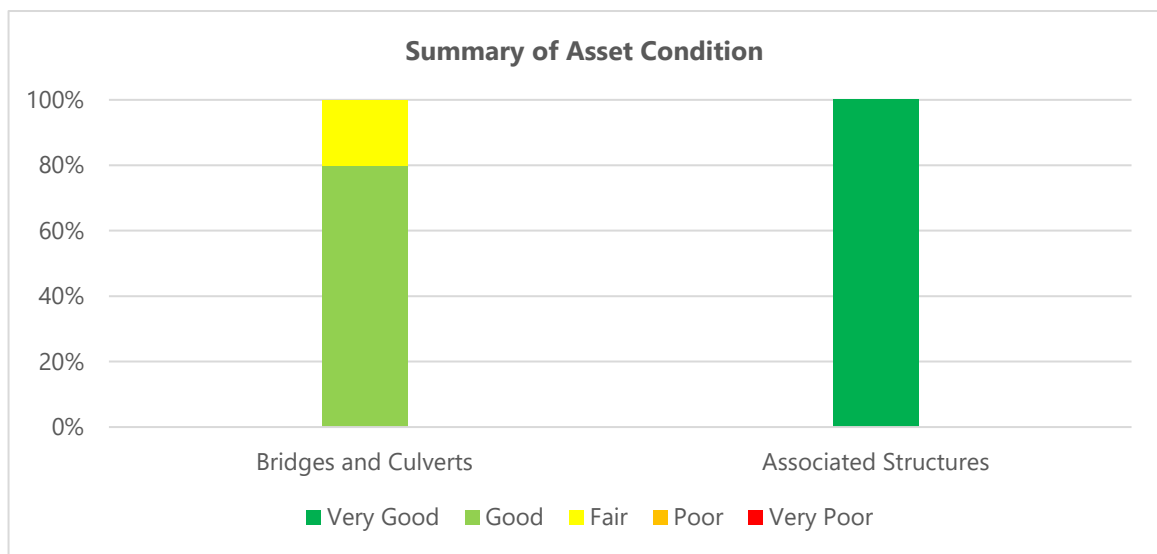
²⁰ Although the Township estimates the useful life of most bridges as 80 years, the weighted average comes to 75 because of the useful life of Cedar Bridge

Table 41 : BCI Ranges – Bridges and Culverts

Condition	BCI	Description
Good	70-100	It indicates that structure is in good to excellent condition. Repair and rehabilitation are not really required in the next 5 years. However, routine maintenance is recommended.
Fair	60-70	It indicates that structure is in good to fair condition. Repair and rehabilitation should ideally be completed in the next 5 years.
Poor	Less than 60	It indicates structure is nearing the end of their service life. Repair and rehabilitation should ideally be completed within a year

The results of recent inspections resulted in the profile for current conditions of Township bridge assets as presented in the 2023 OSIM Bridge Inspections Report prepared by Tulloch Engineering Inc, as shown the figure below. These condition ratings were applied to the Bridges and Culverts asset conditions shown in the graph below. Associated structures, however, are evaluated using the age-based condition assessment system described in Appendix A3.

Figure 11: Asset Condition – Bridges



The report confirms that the structures are in good condition and does not require any replacement in the next 10 years. However, general maintenance and repair/ rehabilitation will be required to reduce the deterioration of the structure.

For the culvert and associated structures, age-based methodology described in the Appendix 0 was performed to assess conditions of the structures. As per the TCA reporting, the culvert is in good condition based on the on the remaining percentage of their estimated useful lives, indicating that only general maintenance and repair is required. The associated structures - guiderails and expansion joints (one asset each) are in very good condition indicating the assets will only require general replacement/ repair to maintain the assets.

Levels of Service

Bridges and culverts are required for safe transportation and for safe conveyance of stormwater and natural watercourses. O.Reg 588/17 provides the following metrics for levels of service for bridges and culverts:

Table 42 : Community LOS– Bridges and Culverts

Att	Community LOS (Qualitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Description of the traffic that is supported by municipal bridges (e.g., heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists).</i>	The Monk and Lisgar St bridges serve heavy transport vehicles including logging, as well as pedestrians and cyclists. The Pedestrian, Cedar St. Bridge, and Buciarelli Culvert serve pedestrians, cyclists, and local light traffic.	No change.	=	Maintain current traffic supports on existing bridges.
Quality	<i>Description or images of the condition of bridges and how this would affect use of the bridges and culverts</i>	The Township has 4 bridges and 1 culvert for the movement of passengers and goods. Images and further descriptions are provided in the Appendix.	No change. The two main traffic bridges are Monk St. and Lisgar St., which are roughly at the midpoint of their lifespan.	=	Maintain current bridges and begin planning for end-of-life or works that can extend the lives of current bridges.

Table 43 : Technical LOS– Bridges and Culverts

Att	Technical LOS (Quantitative)	2019 Performance Estimate	2024 Performance Estimate	Trend	Target Performance
Scope	<i>Percentage of bridges in the municipality with loading or dimensional restrictions.</i>	Cedar Street Bridge has loading restrictions.	No change.	=	Same as current.
Quality	<i>For bridges and culverts in the municipality, the average bridge condition index value.</i>	The average values of the 4 bridges are provided below: BCI – 71 BSI - 67	No change.	=	Same as current.

Lifecycle activities

Table 44 : Lifecycle activities – Bridges and Culverts

Lifecycle Activities – Bridges and Culverts
Maintenance
<ul style="list-style-type: none">• Annual routine maintenance carried out by Township staff, including cleaning winter sand and salt off bridges.• Periodic maintenance as needed, such as replacing missing railing end caps and corroded bolts, removing graffiti on abutment walls, etc., routing and sealing surface cracks.
Repair/ Rehabilitation
<ul style="list-style-type: none">• Recommended repairs for bridges include replacing damaged junction box covers and abutment bearings, damaged and missing timbers in the deck top/ wearing surface, repairing damaged joint seal, deteriorating piles and cracks on pedestrian ramps etc. It also includes patching concrete spalls in girders, sidewalks and wingwalls, etc.• Bridges and culverts that are deemed to be suitable for rehabilitation by a qualified engineer and require major improvements to serviceability, may be rehabilitated in accordance with an appropriate study to extend their service life. Bridges and culverts inspected with a BCI of 40-60 may be candidates for rehabilitation.
Disposal / Replacement
<ul style="list-style-type: none">• Bridges and culverts that are no longer serviceable for the public (e.g., due to load restrictions or other safety constraints), but are required based on traffic or other needs, may be replaced following an appropriate engineer's assessment, feasibility studies, design, and procurement. Bridges and culverts inspected with a BCI below 40 may be candidates for replacement.• Bridges and culverts which are no longer required, as determined by traffic flows, a transportation study, or a drainage study, may be removed in accordance with Township asset disposal processes.

The 2023 OSIM Bridge Inspections Report outlines Bridge Sufficiency Index (BSI) in addition to BCI. BSI values incorporate socioeconomic factors to refine the assessment. These factors include Detour length, Average Annual Daily Traffic (AADT), economic importance of the roadway. Bridges with larger differences between BCJ and BSI values are deemed more critical for the Township's operation.

Overall Financial Requirements

The 2023 OSIM Structure Inspections Report provides details on the capital requirements for bridges. The estimated total cost for bridge and culvert related capital works from 2025-2034 is \$581,000. A further budget of \$230,000 is recommended by the report for maintenance, related to bridges and culverts. This results in a combined total annualized capital requirement of \$81,100.

The 2023 OSIM Report outlines the following priority projects for bridge maintenance and repairs. Key expenditure requirements per asset are estimated as follows:

Table 45: Major Capital Works – Bridges

Sub-Class	Requirements	Year	Estimated Cost
Bridges	Monk Street Bridge - Repair	Before 2030	\$107,000
	Lisgar Street Bridge - Repair	Before 2030	\$87,000
	Cedar Street Bridge - Repair	Before 2030	\$86,000
	Pedestrian Bridge - Repair	After 2030	\$301,000
Total	Bridges - Repairs	2025-2034	\$581,000

4.6 Linear Infrastructure Investment Plan

In addition to the specific rehabilitations and repairs identified in the Water, Sewer, Storm, Roads, and Bridges and Culverts section of this Asset Management Plan, the Township of Chapleau has identified a set of roadway segments that are the Town's top priorities for complete rehabilitation and replacement of road and infrastructure assets over the planning period.

Table 46: Very High Priority Projects – Linear Infrastructure

Area	Road Name	Segment	Discussion and Risk Priority
Chapleau West	Dufferin St.	Elm to Maple	Aged vulnerable sanitary forcemain with recent break. Potential hydrocarbon contamination
	Elgin St.	Teak to Ash Ash to Maple	Aged vulnerable sanitary forcemain. Aged vulnerable sanitary forcemain, substandard watermain size, poor storm drainage requiring increased maintenance.
	Queen St. Ash St. King St.	Queen: Teak to Ash Ash: Queen to King King: Ash to Maple	Substandard WM size, higher frequency of watermain breaks & wastewater flow restrictions requiring increased maintenance. Substandard watermain size. Substandard WM size & higher frequency of watermain breaks.
Chapleau Central	Birch St.	Young to Lorne	Land use type (downtown core) - Economic driver.
	Lorne St.	Birch to S End	Potential hydrocarbon contamination, substandard watermain size, poor storm drainage requiring increased maintenance.
Chapleau East	Pine St.	Lisgar to Connaught	Poor storm drainage requiring increased maintenance, substandard watermain size, sanitary sewer capacity limitations.
	Aberdeen St.	N End to Cedar	Wastewater flow restrictions requiring increased maintenance. Watermain break.
	Cherry St. Grey St.	Grey to N End Pine to Cherry	Substandard WM size & wastewater flow restrictions requiring increased maintenance.
	Minto St.	Pine to Riverside	Substandard WM size.
	Laneway no. 5	Aberdeen to Grey	Wastewater flow restrictions requiring increased maintenance & sanitary across private properties (no known easement).

The descriptions in the table above are drawn from the AECOM linear assets prioritization memo. Subsurface replacement works have been completed along King Street to replace failed water pipes, however, replacement of other assets and surface works must be completed.

With major works to be completed on remaining assets, these segments of roadway and subsurface works remain the Township's top priorities for linear infrastructure repairs and replacements since they were identified in 2019.

Table 47: Capital Works Estimate – Linear Infrastructure

Area	Segment Upgrades Required	Roads Estimate	Water Estimate	Sewer Estimate	Storm Estimate	Estimated Total
Chapleau West	Dufferin St. Elm to Maple	\$264,540	\$312,651	\$420,015	\$195,618	\$1,192,824
	Elgin St. Teak to Maple	\$1,778,187	\$891,839	\$875,399	\$200,155	\$3,745,581
	Queen St, Ash St, King St. Teak to Maple	\$1,474,258	\$986,867	\$724,629	None	\$3,185,754
Chapleau Central	Birch St. Beech to Lansdowne	\$1,160,315	\$340,510	\$275,574	\$225,453	\$2,001,852
	Lorne St. Birch to S End	\$1,673,501	\$839,870	\$585,449	\$355,897	\$3,454,717
Chapleau East	Pine St. Lisgar to Connaught	\$787,585	\$434,533	\$141,368	None	\$1,363,486
	Aberdeen St. N End to Cedar	\$2,080,583	\$761,380	\$718,093	\$495,721	\$4,055,776
	Cherry St. Grey St. Pine to N End	\$1,160,900	\$787,403	\$305,974	\$121,122	\$2,375,400
	Minto Street Pine to Riverside	\$259,001	\$319,688	\$223,229	None	\$801,919
	Laneway no. 5 Aberdeen to Grey	\$61,231	None	\$74,649	None	\$135,880
Total	All Projects	\$10,700,100	\$5,674,743	\$4,344,378	\$1,593,966	\$22,313,187

5 Financial Strategy

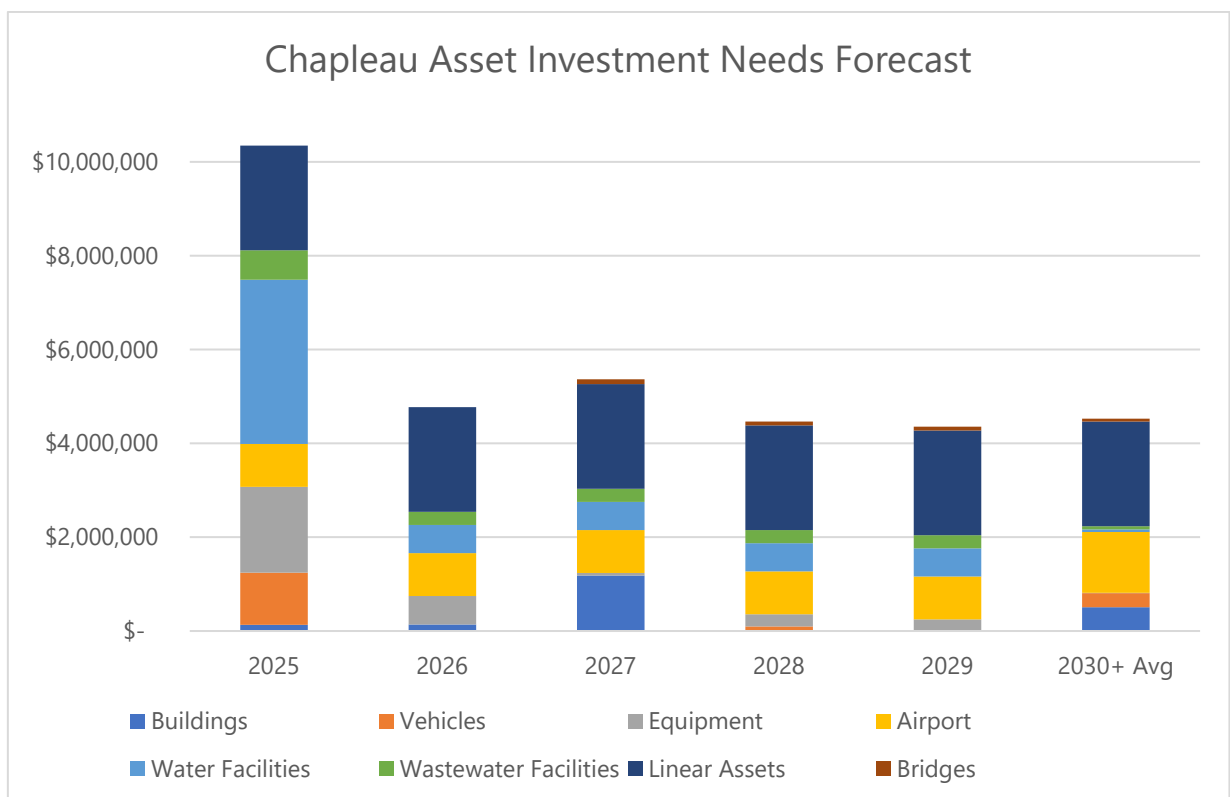
This AMP provides estimated reinvestment needs for each category of municipal tangible capital assets over a 10-year planning horizon, to deliver the services expected by its communities and stakeholders. As part of its approach to asset management and compliance with the Ontario regulation, this analysis has been undertaken for core and non-core assets.

Investment needs identified throughout this document generally pertain to asset rehabilitation and renewal, as well as specific capital projects for infrastructure expansion identified at the time of publication. Further evaluation of asset condition, performance, level of service, and risk data, as part of continuous improvement of asset management processes, will continue to improve the quality and reliability of these financial projections.

The municipality reviews its 10-year Capital Budget every year, as it prepares its annual budget. As the municipality continues to refine its data, information, and approaches to asset management planning, it may continue to refine its expenditure forecasts and plans considering each year of the 10-year asset planning period.

5.1 Annual Asset Investment Needs

Analysis of each asset class shows an annual investment requirement for the Township that ranges from a low of \$4.7 million per year projected in 2029 to a high of \$10.4 million in 2025, due in part to key asset rehabilitation and replacement that is past due. While Township staff have taken efforts to defer required maintenance to reduce the immediate burden on the municipality, the Township has a list of service requirements for the water treatment plant, as well as replacements for ageing vehicles and equipment that should be addressed when possible.



Note: 2030 values are shown as the *annual average* of expenditures over the 5-year period from 2030 to 2034 inclusive.

Across all asset classes, the investment profile for the coming 10 years is as follows:

	2025	2026	2027	2028	2029	2030-2034
Buildings	\$133,479	\$139,185	\$1,180,739	\$-	\$-	\$2,545,201
Vehicles	\$1,110,000	\$-	\$-	\$100,000	\$-	\$1,475,290
Equipment	\$1,681,395	\$606,395	\$56,395	\$256,395	\$246,395	\$299,975
Airport	\$913,688	\$913,688	\$913,688	\$913,688	\$913,688	\$4,568,440
Water Facilities	\$3,496,000	\$604,000	\$604,000	\$604,000	\$604,000	\$295,600
Wastewater Facilities	\$634,000	\$275,000	\$275,000	\$275,000	\$275,000	\$335,800
Linear Assets	\$2,231,319	\$2,231,319	\$2,231,319	\$2,231,319	\$2,231,319	\$11,156,594
Bridges	\$-	\$-	\$107,000	\$87,000	\$86,000	\$301,000
Annual Total	\$10,480,058	\$5,149,764	\$5,748,318	\$4,847,579	\$4,736,579	\$22,878,784

5.1.1 10-Year Capital Funding Needs

The table below shows the 10-year projected capital funding needs for all asset types from 2025-2034, based on activities listed in this AMP. The funding requirements are determined based on the Lifecycle Activities listed in each section of the report, which have been identified as required to maintain and uphold the Levels of Service objectives identified for each asset class. Actual expenditures on capital projects may differ, depending on the capital budget of the municipality and available external sources of funding including grants and loans.

Table 48: 10-Year Capital Funding Needs by Asset Category

Asset Category	Asset Replacement Value	10-Year Funding Requirement	Annual Reinvestment Rate
Buildings	\$32,955,070	\$3,998,604	1.21%
Vehicles	\$3,263,786	\$2,685,290	8.23%
Equipment	\$4,023,054	\$3,046,950	7.57%
Airport	\$18,231,037	\$12,036,199	6.60%
Water Facilities	\$18,880,548	\$7,930,000	4.20%
Wastewater Facilities	\$10,505,824	\$3,413,000	3.25%
Linear Assets	\$142,548,676	\$22,313,187	1.57%
Bridges	\$19,229,406	\$581,000	0.30%
Total	\$249,637,401	\$56,004,230	2.24%

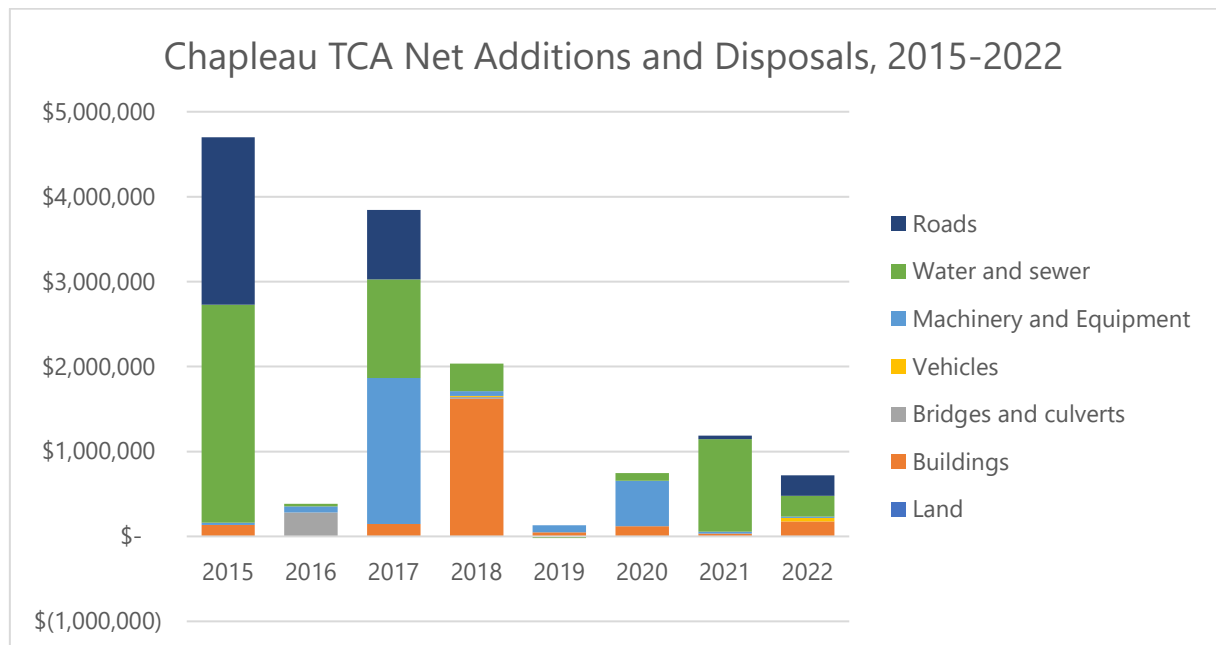
With a 10-year funding requirement of \$56.0 million, the annualized capital expenditures of **\$5.6 million** is equivalent to an annual reinvestment rate of **2.24%** of the estimated replacement value of the municipality's asset portfolio. Municipalities typically spend a proportion of their total asset portfolio value in annual asset-related expenditures per year, with real expenditures depending on the age and condition of the assets. The generally accepted rule of thumb is that approximately 2% of the total asset portfolio value should be spent on O&M each year – recognizing that variances to this

amount will exist to account for different environmental factors, such as usage rates, materials used, average age of the portfolio, and other factors affecting deterioration and condition of the assets.

In years when planned capital projects do not exceed the projected annual budgetary requirement, or external funding sources are available to offset project costs, the remainder of the unspent capital budget should be moved into a reserve. This will help to pay for expenses incurred in years when projected costs will be higher than the average.

5.2 Financial Context and Considerations

According to the Township’s financial statements, investment in tangible capital assets has varied in recent years, from a low of \$110,561 in net new additions in 2019 to a high of \$4.7 million in 2015. From 2017 to 2022, five-year average for net investments was \$959,052 in capital expenditures, net of disposals and write-downs, annually.



The chart above shows annual additions to the Township’s capital register since 2015, according to asset type. Township staff note that major investments in infrastructure, notably in 2015, 2017, 2018, and 2021, took place when grants, loans, or donations were available to financially support capital projects. These figures give demonstrate the range of funding allocated to asset lifecycle projects by category over recent years, given these diverse historical sources of funding.

Specific sources of funding for asset investments over this timeframe include:

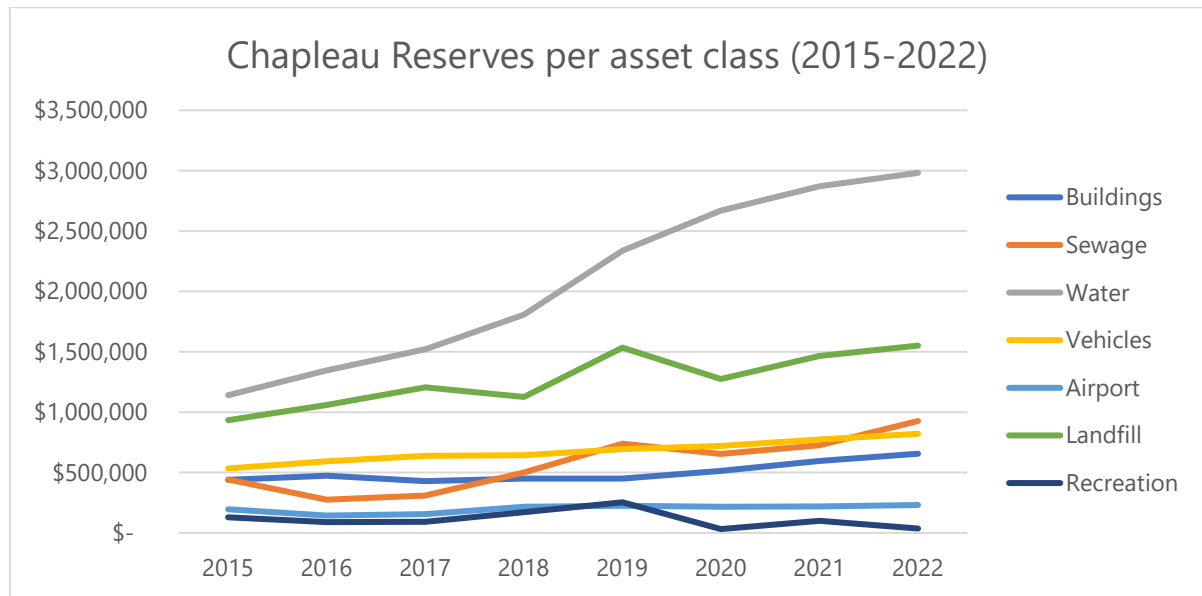
- In 2015, a grant for roads and subsurface works, valued at approximately \$2.0m
- In 2017, a loan for roads and subsurface works, valued at approximately \$1.5m
- In 2018, grants and donations for upgrades to the Arena, of approximately \$1.6m
- In 2021, a grant for upgrades to wastewater treatment, of approximately \$0.6m

Broadly since 2006, water and sewer infrastructure has represented the largest area of investment for the Municipality, amounting to \$7.2 million or 47% of total capital spending. Transportation (road) infrastructure comprised the next largest component of capital expenditures, amounting to \$5.4 million or 35% of total spending.

5.2.1 Reserve Funds

The municipality has made significant contributions to its financial reserves since 2015. Most of this investment has gone into reserves for water assets; airport and recreation asset reserve values have

remained relatively consistent. The graph below demonstrates the increase in value of specific reserve funds over the timeframe from 2015 to 2022, per the Township's financial statements:



Over the timeframe, on average, the value of all Township capital reserve funds together increased by an average of \$492,618 per year from 2015 to 2022. This includes contributions and income from interest and is net of transfers from reserves for project costs incurred during that timeframe. Reserves for water infrastructure have grown at the fastest rate and by the largest amount, increasing to almost \$3 million in 2022. Other reserves have grown at lower rates or remained stable, indicating lower contributions and/or withdrawals for those asset types over the period.

The Township asserts that it must maintain and expand the value of its reserves to strategically be able to pay for current and identified future infrastructure needs. The total value of reserves, as of the 2022 financial statement, is \$8,067,044. Given its location and operating context, a certain amount of capital reserve funding must always be available to cover emergencies, which may have significant financial cost. Furthermore, reserve funding may be accumulated over several years to fund projects with a value greater than what the Township is able to afford through general revenues in a single year. Finally, reserve funds may be held until they can be used strategically as the Township's contribution to specific capital projects when matching funding is available from other sources.

5.3 Funding Strategies

The annual investment requirement forecasts the municipality's infrastructure needs over the coming 10-year period. A comprehensive financial plan will allow the municipality to fund the repair, rehabilitation, and renewal of its asset base as it ages and breaks down.

The asset classes being examined are funded from different revenue sources with respect to capital project funding. Structures, roads, buildings, fleet assets and stormwater infrastructure are tax-supported assets. The municipal share of capital costs for these assets is derived from the general tax base. Water and wastewater are funded through the collection of charges assessed to only those properties that receive service.

Other sources of funding for infrastructure projects could include senior government grant contributions, development charge contributions, and reserves. Under O. Reg 588/17, the municipality must demonstrate internal capacity to provide all funding towards future asset replacement and rehabilitation needs. Given the limited size of the community and current revenues, the Township emphasizes the need to raise funds from external sources to complete the activities identified in this plan.

As a broader strategy, the Township may consider economic diversification, targeting growth in commercial and industrial development (such as tourism and mining) to expand potential municipal revenue streams. Growth in the local economy may expand the value and number of properties contributing to annual revenues, increasing the municipality's ability to pay for operations as well as those expansions and replacements of ageing infrastructure.

External Sources of Funding

External funding, such as Federal and Provincial infrastructure project grants, assist the municipality to address specific project funding needs and are regularly called upon by the municipality to support the types of projects identified in this AMP. Where possible, the municipality will leverage external funding to increase the value obtained by local taxpayers. In some instances, Federal, Provincial, and other external funding programs may pay a significant portion of eligible project costs, reducing the Township's financial obligations to a project, thereby retaining reserve funds for future initiatives.

However, the Township has also observed that current infrastructure funding programs, such as Ontario's Municipal Housing Infrastructure Program and Housing-Enabling Water Systems Fund, have tied infrastructure rehabilitation funding specifically to enabling new housing development. New housing is not an objective in Chapleau currently. For that reason, the Township is finding it increasingly difficult to access grant funding to support its identified infrastructure replacement needs.

Furthermore, external funding sources are often available for short time periods for specific initiatives, and typically have specific requirements to secure and maintain the funding. To make use of these funds, the Municipality lists projects with outstanding community, environmental, social, cultural, or economic benefits that may be candidates for future funding programs.

The following are options that have been used by neighbouring municipalities towards addressing their infrastructure needs and that may be considered for the Township of Chapleau:

- Federal Economic Development Agency for Northern Ontario (FedNor)
- Northern Ontario Heritage Fund Corporation (NOHFC) – Community Enhancement Program
- Housing and Infrastructure Canada – Investing in Canada Infrastructure Fund - Rural and Northern Communities Infrastructure Stream ([example projects](#))
- Green Municipal Fund – [Climate Ready Plans and Processes](#) and 2025 Capital Financing
- Canada Community Building Fund (CCBF): [Regional and Local Airports Stream](#)

Funders may require further analysis of specific projects as part of an application to qualify for funding. Funding amounts may be limited. In many cases, funding programs also require applicants to demonstrate capabilities in effective planning and financial management. The AMP provides a critical means to demonstrate understanding of municipal assets, services, community priorities, and abilities to assess these needs.

Asset Maintenance and Rehabilitation Funding

The Township may implement additional revenue streams locally to supplement its internal capital budget. While most annual expenditures in this AMP relate to asset renewal, certain revenue streams may be implemented to support the full asset lifecycle. These revenue streams may be considered on a case-by-case basis as they apply to the Township's capital asset needs.

Dedicated Stormwater Management Funding

The assets that support stormwater management in Chapleau have a total estimated replacement value of \$9.6 million, with an estimated annual expenditure requirement of at least \$159,000. Historically, funding for the stormwater management program has come through property taxes, which puts it in competition with other essential municipal services for limited resources of tax levy

funding. Many municipalities in Ontario and Canada have adopted a designated stormwater user rate to address funding challenges around stormwater management.

As a user fee, a stormwater rate would charge the property owner based on the approximate amount of stormwater runoff generated by the property. It could also lead to incentives for property owners to reduce the amount runoff and/or pollutants that they create, potentially reducing future infrastructure needs. Additionally, by having a separate fee, stormwater infrastructure would have a designated funding source allowing the municipality to build towards a sustainable funding level based on actual needs.

In the context of increasing storm intensity or duration projected under future climate scenarios, and incidences of localized flooding, a dedicated funding stream in the form of stormwater levies on serviced properties may assist in improving the quality of stormwater management assets. This may improve the conveyance of stormwater, reducing incidences of flooding and building resilience to intense storms over time. If directed by Council, the municipality may conduct further study on the risks and benefits of adopting a stormwater rate, prior to adopting such a fee structure.

Capital Levy

To address specific infrastructure requirements or maintain service levels, some municipalities have implemented special capital levies or special infrastructure levies. Chapleau had a capital levy in place for a period. Chapleau may seek to renew its capital/infrastructure levy to support annual capital expenditures, with variable charges per year approved by Council in response to identified capital needs in that year.

Capital Reserve Contributions

Chapleau has historically contributed regularly to its Capital Reserves and used funds from the reserves to pay for infrastructure investment and repair projects. On further evaluation, the Township may determine a target value for its reserves to build up fund for projects and to cover needs in an emergency. It may then direct its historical contributions to reserves to serve as committed capital contributions to provide for in-year rehabilitation and replacement of assets, according to the investment plan outlined in this document.

Debt Financing

The Ministry of Municipal Affairs and Housing regulates the amount of debt that municipalities may carry by setting an annual repayment limit of 25% of a municipality's net own source revenues. Staff monitor debt limits according to municipal debt management policies and practices.

Chapleau has historically raised approximately \$2m in debenture funding with a 10-year repayment period, with repayment funded by local taxes and levies. This debenture is maturing during the 5-year planning period of this AMP. Once the current loan is repaid, the Township will examine its priority projects and the conditions for financing those projects with new debt.

Overall, debt financing is limited to circumstances when prudent, approved under appropriate regulations, and in line with Township financial and debt management priorities.

6 Continuous Improvement

This AMP identifies current practices and strategies in place to manage public infrastructure. This section makes recommendations as to how the processes involved in asset decision-making may be further refined. Through the implementation of sound asset management strategies, the Township can continue to improve its approach to managing public infrastructure, supporting the sustainable delivery of municipal services.

Key activities that would support asset management improvement in Chapleau include:

- **Software and data management:** The municipality's TCA spreadsheet consolidates information, however maintenance of such a dataset is an ongoing challenge, while a diverse set of condition and performance documentation provides key inputs to asset management. Developing a common approach to data management, through dedicated asset management software or centralized spreadsheets and templates, may help maintain reliable asset data.
- **Data collection:** Continue to gather asset data, especially condition data on assets of concern. The municipality currently has limited condition data documented in its TCA register for specific assets, especially sub-surface assets. More complete condition assessments of all assets will help to prioritize interventions and improve the quality of expenditure forecasts.
- **Data validation:** Review assets that have surpassed their estimated useful life to determine if immediate replacement is required or whether these assets are expected to remain in-service. Adjust the service life and/or condition ratings for these assets, e.g. vehicles, accordingly.
- **Risk management:** Implement risk-based decision-making as part of asset management planning and budgeting processes. This should include the regular review of high-risk assets to determine appropriate risk mitigation strategies. A common approach to model risks should be implemented and reviewed on a regular basis, to adjust risk-based asset needs according to a current and considered evaluation of the probability and consequences of asset failure;
- **Levels of Service:** Continue refining Levels of Service criteria and measuring current levels in accordance with the metrics that the Township has established in this AMP. Additional metrics can be established to refine inputs and objectives for asset management planning. These may, for example, identify thresholds or trigger points for asset expansion or replacement.

Next Steps for Asset Management

Activities that the municipality will consider in the coming years include:

Data Storage: The municipality may consider options for data management including dedicated software or updated, refined spreadsheets, to centralize and maintain reliable asset data.

Refining Target Levels of Service: Chapleau will need to further refine how it uses community input and municipal strategic plans to set current and target Levels of Service performance within the AMP. A process for community consultation, which may be aligned with other municipal outreach and strategic planning efforts, will help to discern what the community expects for service levels, whether existing measures are sufficient, and what the municipality would like to commit to deliver.

Annual Financial Forecasts: As data and information on assets and LOS improve, the Township will be able to further refine its cost projections to identify realistic annual expenses for each asset category, over the coming 10-year period. Financial forecasts that include expenditures in individual years will further help the municipality to anticipate and plan for asset maintenance, rehabilitation, and expansion costs.

7 Conclusion

Chapleau operates a diverse range of assets in support of critical services and quality of life for its residents. Many of these assets were installed when the Township was first built, and challenges exist related to assets that have exceeded their useful life or need expansion or replacement to meet evolving demand. This Plan identifies key areas of focus, including the need for increased investment in infrastructure renewal and the importance of continuing to adopt a proactive, rather than reactive, approach to asset management.

Sustainable and resilient infrastructure is essential for supporting the community's long-term economic, social, and environmental goals. Attention to the role that municipal capital assets play in delivering services to residents will emphasize the importance of maintaining, renewing, and replacing these assets in a timely and cost-effective manner.

As the municipality moves forward, the next step will be to commit to delivering on the capital investments required to maintain municipal infrastructure, and to continue improving on asset data and asset management approaches. This will help the community move toward prioritizing projects based on their impact on service delivery and their alignment with community's goals. This will also help anticipate funding requirements and assist with implementing projects in a timely and efficient manner.

Ultimately, asset management offers a means to build a stronger, more resilient community. Following the asset management plan will build confidence that public infrastructure needs are being attended to and that the community's needs will continue to be served well, now and into the future.

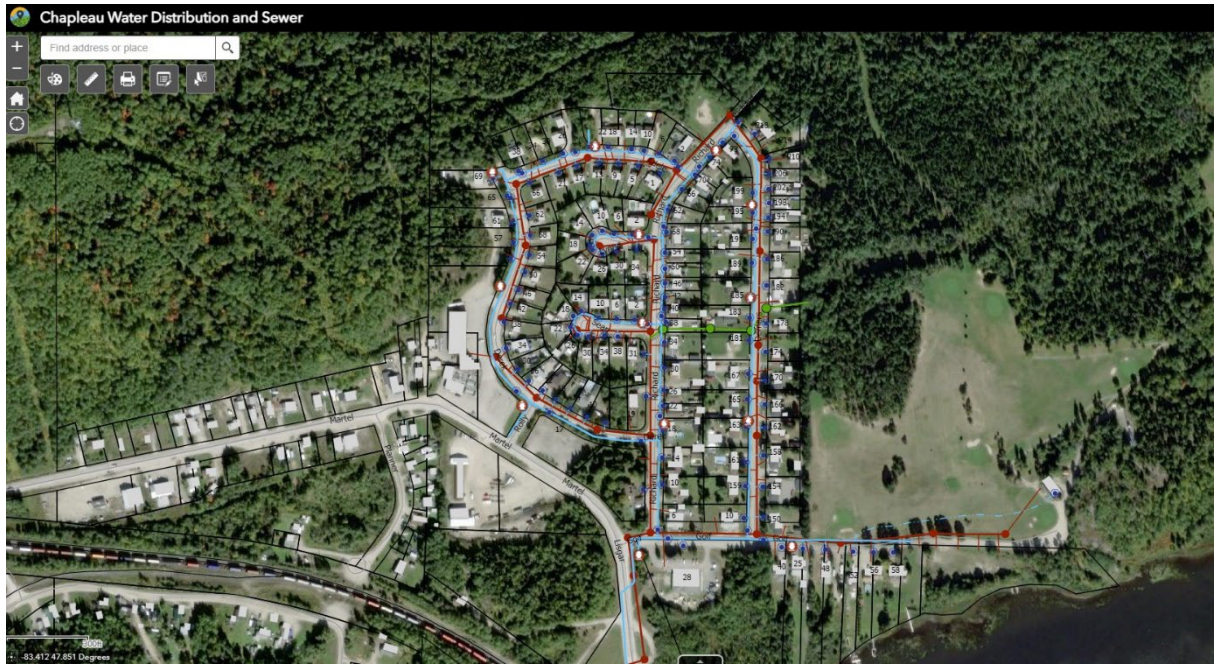
Appendices

Appendix A1: Service Area Views

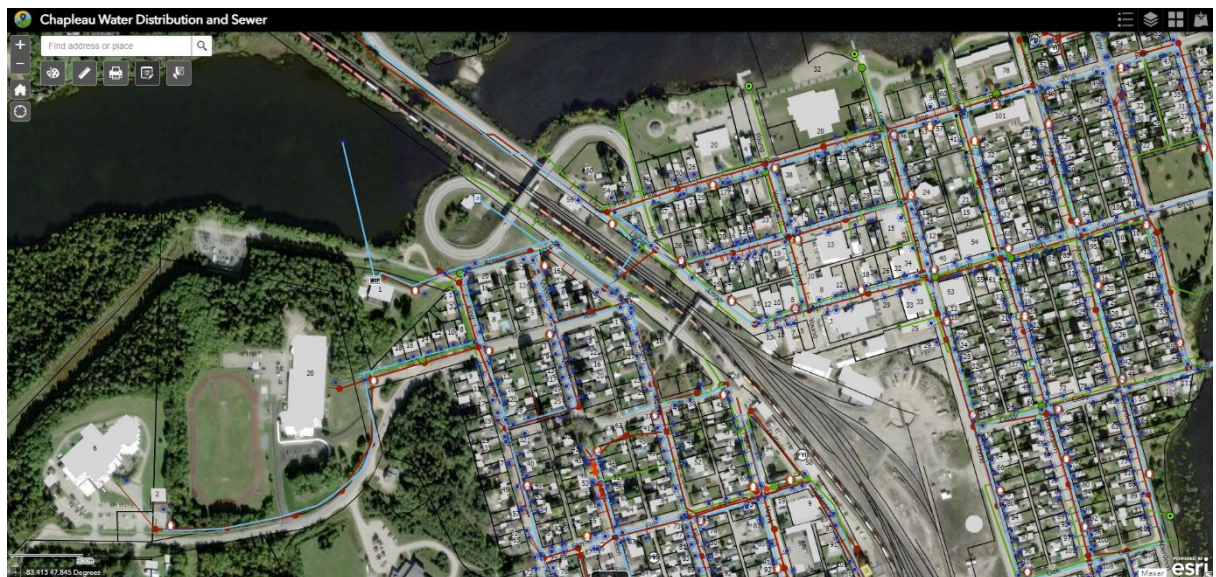
The following map views demonstrate the extent of water, sewer, and storm services within Chapleau.

- Water pipes are shown in blue
- Sewer pipes are shown in red
- Storm pipes are shown in green

North Shore Area



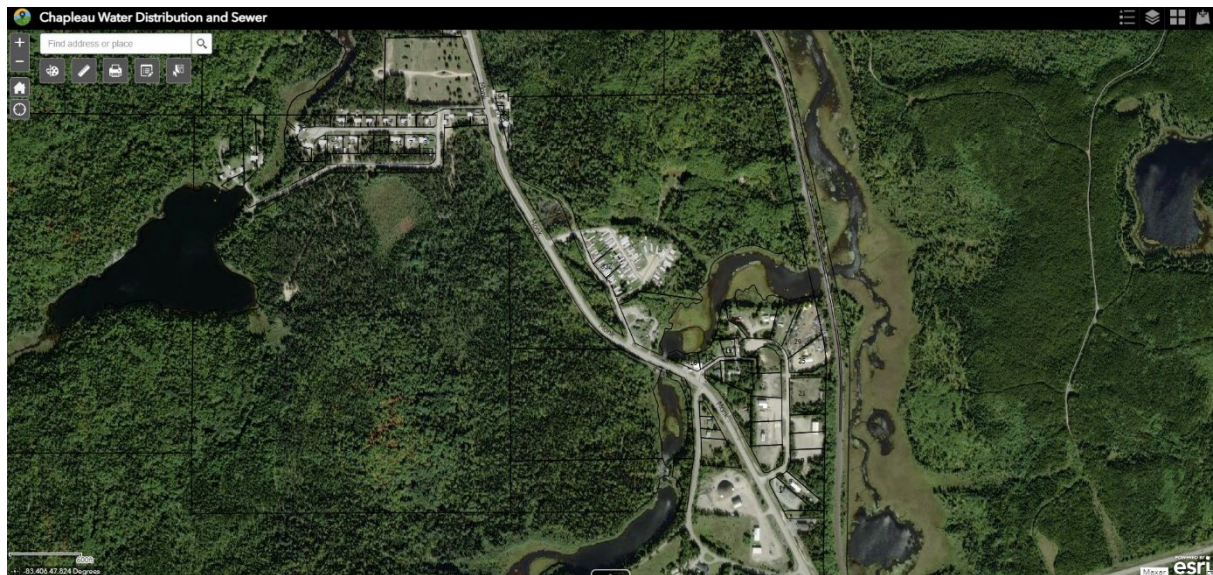
Downtown – West Side



South of Downtown



South End



Appendix A2: Data Sources

The following data sources were used to report on asset condition and lifecycle information for each asset class in this AMP:

Asset Class	Key Documents	Asset Condition	Lifecycle and Financial
Water, Sewer and Storm	<ul style="list-style-type: none"> Township of Chapleau, Water and Wastewater Facilities Condition Assessment – Risk Assessment Supplement. AECOM, 2019. Linear Assets Replacement Prioritization Memo. AECOM, 2019. 	Age-based	Based on TCA, risk assessment, and prioritization memo
Roads	<ul style="list-style-type: none"> Linear Assets Replacement Prioritization Memo. AECOM, 2019. 	Age-based	Based on TCA
Bridges & Culverts	<ul style="list-style-type: none"> Structure Inspection Report. Tulloch Engineering, January 2024 Update. 	Based on inspection report	Based on inspection report
Buildings	<ul style="list-style-type: none"> Chapleau Recreation Centre, Structural Inspection Report. Tulloch Engineering, 2018 Chapleau Civic Centre, Building Condition Report. 360 Architecture, 2019. TCA Spreadsheets and Township commentary. 	Age-based	Based on TCA
Vehicles	<ul style="list-style-type: none"> TCA Spreadsheets and Township commentary. 	Age-based	Based on TCA
Equipment	<ul style="list-style-type: none"> TCA Spreadsheets and Township commentary. 	Age-based	Based on TCA
Airport	<ul style="list-style-type: none"> Chapleau Airport Facilities Assessment. WSP, 2024. 	Age-based	Based on study

In addition, the Township's Tangible Capital Asset inventory and its financial returns from 2015-2022 were used as a reference for all assets, to validate and improve on the data included in this AMP.

Appendix A3: Asset Condition and Estimated Useful Life Approach

Asset conditions identified in this report are based on available condition assessment data included within relevant municipal asset evaluations and reports on those assets, as listed in the Data Sources table in Appendix A2.

For those asset categories in which a current, reliable assessment of asset condition was not available during the preparation of this AMP, the condition of those assets was estimated by the age of the asset relative to its estimated useful life.

The asset's remaining useful life is calculated as a percentage, using $(\text{Useful Life} - \text{Current Age}) / (\text{Useful Life})$. For example:

- An asset procured and delivered in 1994 is recorded as 30 years old in 2024
- Its expected useful life is estimated to be 50 years
- The remaining useful life is calculated as $(50 - 30) / 50 = 40\%$
- This equates to $(50 \text{ years} - 30 \text{ years}) = 20 \text{ years}$ remaining, out of a total expected useful life of 50 years, for 40% remaining useful life

The remaining useful life is then used to assess current asset condition.

The following table ascribes condition ratings based on that useful life calculation, which are used in the asset condition information sections of those asset classes:

Condition Rating	Remaining useful life (%)
Very Good	More than 75%
Good	50% to 75%
Fair	25% to 49%
Poor	10% to 25%
Very Poor	Less than 10%

Limitations of this Method

Using an age-based approach to estimating the remaining useful life and current condition of the assets provides an estimate of current asset performance and a projected replacement timeline. However, it is not as accurate as a condition assessment conducted in the field. Real asset condition will vary based on use, operating environment, wear and tear, and other factors that affect the rate at which an asset deteriorates. Therefore, an age-based condition rating may not accurately represent current asset condition and may over- or under-estimate the remaining useful life of the asset.

The Township may develop a condition assessment framework so that staff may record actual asset condition and estimated remaining useful life, using common evaluation criteria and templates for various asset types.

PUBLIC MEETING

Correspondence

Open Forum November 25th

Follow up from April 15, 2024

1. Update on the pedestrian walk. Will it be identified as one soon?
Even just painted.
2. Hockey/figure skating have begun; any updates on the sound system?
3. I see the security cameras have been installed; thank you 😊

4. The paving repairs are also much appreciated.
5. As someone who uses and appreciates the library, I just wanted to say thank you. The Book Bingo was a great idea. I thoroughly enjoyed it (and not just because I won); I had to read beyond my “go to” genre. I look forward to future bingos. I think it would be a great place to host different events/activities. (Craft evening, or silent reading and coffee, perhaps having guests’ authors, is that possible?). All would perhaps increase traffic for our local library. Is there a library policy that exist? Who is part of the library board? Could that be displayed? (I didn’t see it on the site and was just curious).
6. Walking our main street over the years, I have always felt that accessibility is key to independent living. I think there is a date that will require all businesses to provide this; true? To ensure everyone can easily walk in and out of businesses be it due to mobility issues,

parents with a stroller, someone with a walker. Is there a plan in place for this transition?

7. Not sure who this falls under but is there a plan or a discussion that is happening regarding perhaps the “incentive” to welcome trades people here. Small appliance repair, plumbers, etc. We sure could use them.
8. Would the township be aware of who the lucky winners were for the Hydro One contest? I have seen it being asked on social media but have not seen a response.
9. Chapleau merchandise. Is it possible to create a few options, online for citizens to purchase?

COUNCIL MEETING

November 25 2024

- 1) I have noticed that there are green dump trucks using the Chapleau Dump.
Where are they coming from and what are they dumping?
Are they being charged to use our dump and if so how much per load?
- 2) Has the CPR been dumping contaminated soil in the Chapleau Dump?
- 3) The cameras that have been placed around the city: are they just video or do they also collect audio?
If they are collecting audio have the citizens of this city been notified that they are?
- 4) Has the Chapleau Airport been sold?
If it has how much money went to the Ciity and who owns it now?
- 5) What is being done with the funds from the sale of Chapleau Hydro?

Pauline Cloutier

CONSENT AGENDA



REGULAR MEETING OF COUNCIL
MONDAY, NOVEMBER 4, 2024 at 6:30 PM
 IN THE CIVIC CENTRE COUNCIL CHAMBERS

Attendance:

Council: Mayor Ryan Bignucolo
 Deputy Mayor Lisi Bernier
 Councillor Cathy Ansara
 Councillor Alex Lambruschini
 Councillor Paul Bernier

Staff: Judith Meyntz, CAO
 Réjean Raymond, Operations Director
 Carole Ouellette, Leisure & Cultural Services Manager

Guests: 0

Attendees: 6

1. CALL MEETING TO ORDER

THAT the Council of the Corporation of the Township of Chapleau does hereby call the Regular Council Meeting of Monday, November 4, 2024 to order at 6:30 p.m.

INDIGENOUS LAND ACKNOWLEDGEMENT

The Municipality of Chapleau is situated on the ancestral treaty and title lands of the Anishinabe and Cree peoples in the Treaty 9 area, and recognizes the neighbouring First Nations of Brunswick House, Chapleau Cree, Chapleau Ojibwe, Michipicoten and Missanabi Cree.

We acknowledge the long history of First Nations and Metis People in Ontario and show respect to them today.

**2. APPROVAL OF AGENDA
RESOLUTION 18-273:
L. BERNIER – P. BERNIER**

WHEREAS the Members of Council have been presented with an Agenda for the Regular Council Meeting of Monday, November 4, 2024;

BE IT RESOLVED THAT the Agenda be adopted as presented.

Carried.

3. **DISCLOSURE OF PECUNIARY INTEREST**

Mayor Bignucolo requested that any pecuniary interest be declared for the record.

- Mayor R. Bignucolo declared Conflict of Interest with Agenda Item 7.5

4. **DELEGATIONS:** None

5. **COMMITTEE OF ADJUSTMENT** - None

6. **CONSENT AGENDA**
RESOLUTION 18-274:
P. BERNIER – A. LAMBRUSCHINI

WHEREAS the Council of the Township of Chapleau has reviewed the Consent Agenda consisting of:

- 6.1 Council and Committee Meeting Minutes
6.1.1 Regular Council Meeting Minutes for Monday, October 21, 2024

NOW THEREFORE BE IT RESOLVED THAT the Council of the Township of Chapleau does hereby approve the Regular Council Meeting Minutes for Monday, October 21, 2024.

Carried.

7. **BUSINESS**
RESOLUTION: 18-275:
L. BERNIER – A. LAMBRUSCHINI

7.1 Wawa and Area Victim Services

THAT the Council of the Township of Chapleau does hereby receive the letter from the Wawa and Area Victim Services and support their intention for a quiet reflection place in remembrance to provide awareness of the services available in our community and also for community members to reflect on victims and survivors of crime;

AND THAT Council does allocate the parcel of municipality-owned property at Peace Park to be used for the location of a bench, a plaque, a tree and some shrubbery which will be maintained by the municipality on an ongoing basis;

AND FURTHERMORE, THAT the Council of the Township of Chapleau does appreciate the Wawa and Area Victim Services including Chapleau in this meaningful expression of remembrance for Victims and Survivors of Crime in our community.

Carried.

RESOLUTION 18-276:
P. BERNIER – C. ANSARA

7.2 Township of Chapleau Organizational Chart

THAT the Council of the Township of Chapleau does hereby approve the Organizational Chart for adoption by the Township as amended.

Carried.

RESOLUTION 18-277:
P. BERNIER – C. ANSARA

7.3 Canada Day 2025

THAT the Council of the Township of Chapleau does hereby approved the Canada Day 2025 Plan as laid out in the letter from Manager, Leisure & Cultural Services Carole Ouellette;

AND THAT Council does hereby agree to the Canada Day 2025 budget amount of \$32,000.00.

Carried.

RESOLUTION 18-278:
L. BERNIER – C. ANSARA

7.4 Christmas Light Contest

THAT the Council of the Township of Chapleau does hereby approved the Christmas Light Contest for the 2024 Christmas Season;

AND THAT Council will again cover the costs for marketing the program to the community.

Carried.

RESOLUTION 18-279:
P. BERNIER – A. LAMBRUSCHINI

7.5 Report on Sacred Heart of Jesus Parish Building Project

THAT the Council of the Township of Chapleau does hereby receive the report from CAO Meyntz for information.

Carried.

Clerk's Note: Having Declared a Conflict of Interest on this matter, Mayor Bignucolo vacated the Chair for discussion of this matter. Deputy Mayor L. Bernier assumed the Chair at this time. Upon completion of discussion of this matter and the rendering of a decision by Council, Mayor Bignucolo resumed chair.

RESOLUTION 18-280:
L. BERNIER – A. LAMBRUSCHINI

7.6 Recognition Program for Volunteerism in the Township of Chapleau

THAT the Council of the Township of Chapleau does hereby approve inception of the Volunteer Award program as presented;

AND THAT the Council will review nominations and recommend, when worthy, based on the nomination form presented from the Staff Member of the Township of Chapleau.

AND FURTHERMORE, THAT the Council does hereby approve the amount of \$700 to be put in the annual budget moving forward for use if there is a nomination.

AND FINALLY, THAT the Council of the Township of Chapleau does appreciate and want to recognize the volunteers within our community who make it a nice place to live.

Carried.

RESOLUTION 18-281:
P. BERNIER – L. BERNIER

7.7 Tax Adjustments for Vacant Properties

THAT the Council of the Township of Chapleau does hereby approve the tax adjustments for vacant properties in the amount of \$4,358.64.

Carried.

RESOLUTION 18-282:
C. ANSARA – P. BERNIER

7.8 Declaration of Surplus - Backhoe

THAT the Council of the Township of Chapleau does hereby declare the 1999 Cat 416 Backhoe as surplus;

AND FURTHERMORE, THAT the Council does accept the trade-in value from Brandt in Timmins in the amount of \$16,500.00 plus HST.

Carried.

8. ACCOUNTS PAYABLE
RESOLUTION 18-283:
L. BERNIER – C. ANSARA

THAT the Council of the Corporation of the Township of Chapleau does hereby receive for information the Accounts Payable listing in the amount of \$184,556.96 for the period ending October 25, 2024.

Carried.

9. **RESOLUTIONS:** None

10. **CORRESPONDENCE:**
RESOLUTION 18-284:
P. BERNIER – A. LAMBRUSCHINI

THAT the Council of the Township of Chapleau receives the Correspondence from the November 4th, 2024 Council Agenda with no items extracted for discussion.

Carried.

11. **IN CAMERA:**
RESOLUTION 18-285:
L. BERNIER – A. LAMBRUSCHINI

Adjourn to In Camera Session

THAT the Corporation of the Council of the Township of Chapleau move into In Camera Session on Monday, November 4, 2024 at 6:49 p.m. for the following matters:

- 11.1 In Camera Session Meeting Minutes for the Regular Council Meeting of October 7, 2024. *
- 11.2 Personal matters about an identifiable individual, including municipal or local board employees, pursuant to *Ontario Municipal Act, Section 239(2)(b)*
 - Human Resources

Reconvene to Regular Meeting

RESOLUTION 18-286:
C. ANSARA – A. LAMBRUSCHINI

THAT this meeting be reconvened to a Regular Meeting at 7:37 p.m.

Carried.

Matters Arising from In Camera Session

RESOLUTION 18-287:
P. BERNIER – L. BERNIER

- 11.1 In Camera Session Meeting Minutes for the Regular Council Meeting of September 23, 2024.

THAT the Council of the Township of Chapleau does hereby approve the In-Camera Minutes for October 7, 2024 as presented.

Carried.

RESOLUTION 18-288:
C. ANSARA – L. BERNIER

11.2 Personal matters about an identifiable individual, including municipal or local board employees, pursuant to *Ontario Municipal Act, Section 239(2)(b)*

- Human Resources

THAT the Council of the Township of Chapleau does hereby approve the appointment of the following firefighters to active duty to the Auxiliary Force of the Chapleau Fire Department upon this date of November 4, 2024:

- Mya Prusky
- Hayden Bazinet

AND THAT Council would like to thank the new recruits for their interest in our volunteer services.

Carried.

RESOLUTION 18-289:

P. BERNIER – A. LAMBRUSCHINI

11.2 **THAT** the Council of the Township of Chapleau does hereby approve the funds to either hire additional operators and/or hire a contractor to cover the work which is behind due to the water issue;

AND THAT the Council does hereby direct staff to reach out to local firms to get labour to support shortages within the Public Works Department.

Carried.

12. CONFIRMATORY BY-LAW

RESOLUTION 18-290:

A. LAMBRUSCHINI – P. BERNIER

THAT By-law No. 2024-39, being a confirmatory by-law for the Regular Council Meeting of Monday, November 4, 2024 be given a First, Second, Third and final reading and is passed as of this date.

Carried.

13. ADJOURNMENT

RESOLUTION 18-291:

C. ANSARA – L. BERNIER

WHEREAS the business of the Meeting has concluded:

NOW THEREFORE BE IT RESOLVED THAT this meeting be adjourned at 7:40 p.m. until the Regular Council meeting of Monday, November 25th, 2024 at 6:30 p.m. or the call of the Chair.

Carried.

Ryan Bignucolo Mayor

Judith Meyntz CAO

BUSINESS

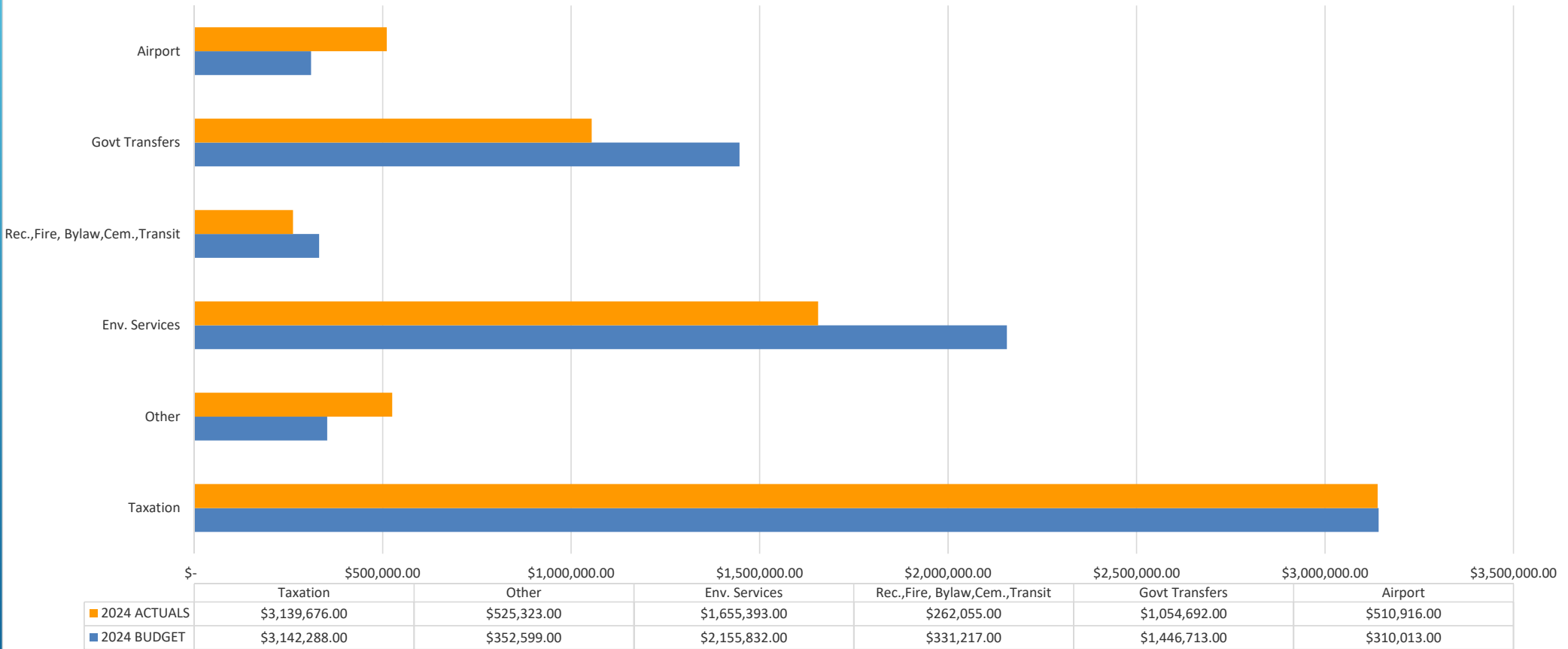
TOWNSHIP OF CHAPLEAU 2024 CAPITAL AND OPERATING RESULTS YEAR TO DATE

SEPTEMBER 30TH, 2024

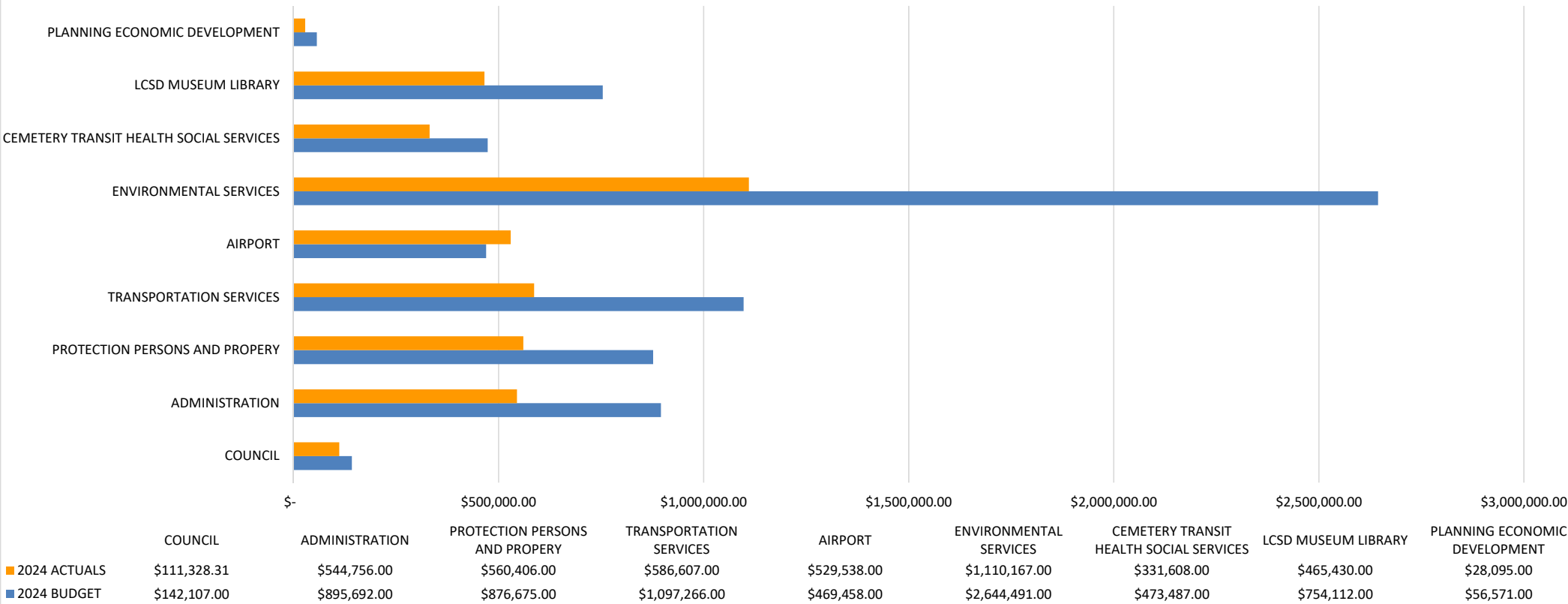
TOWNSHIP OF CHAPLEAU DRAFT 2024 CAPITAL/CONSULTING/MAJOR MAINTENANCE ACTUALS September 30th, 2024

DEPARTMENT	FINANCING						YEAR TO DATE
	2024 BUDGET	REVENUE FUND	RESERVE FUND	DONATION/ GRANT	BORROWING	TOTAL	
GENERAL GOVERNMENT							
Computer Hardware/Software	\$3,000.00		\$ 3,000.00			\$ 3,000.00	minor capital none required to date
Roof Snowguards/Joint Repairs	\$5,000.00		\$ 5,000.00			\$ 5,000.00	completed, but we are still getting water infiltration
Consulting:AMP Update (25%)	\$17,750.00			\$ 17,750.00		\$ 17,750.00	\$ 1,133.90 draft plan to be presented
Consulting/Legal Labour Negotiations	\$25,000.00		\$ 25,000.00			\$ 25,000.00	\$ 26,698.67 completed
Backup Power Supply	\$450,000.00		\$ 121,500.00	\$ 328,500.00		\$ 450,000.00	\$ 92,214.91 In progress
Security Cameras	\$55,000.00		\$ 30,000.00	\$ 25,000.00		\$ 55,000.00	\$ 38,741.09 90% completed. Waiting on Hydro One confirmation so Pro North Electric can install the power jonction boxes
Consulting IC Staff Evaluation	\$4,100.00		\$ 4,100.00			\$ 4,100.00	\$ 3,985.18 completed
Office Fixtures/Renovations (Chairs/Blinds/Office Insulation)	\$ 8,500.00		\$ 8,500.00			\$ 8,500.00	\$ 3,777.44 Blinds Ordered
Office Entry Lock System	\$ 5,000.00		\$ 5,000.00			\$ 5,000.00	\$ 6,565.05 completed, just waiting to get the training.
Net Zero Feasibility Study Civic Centre (20%)	\$ 20,599.00		\$ 4,119.00	\$ 16,480.00		\$ 20,599.00	\$ 20,598.23 Draft Report review underway
HR REVIEW						\$ -	\$ 6,594.05 completed
	\$593,949.00	\$0.00	\$206,219.00	\$387,730.00	\$0.00	\$ 593,949.00	\$ 200,308.52
PROT.PERSONS & PROPERTY							
Turnout Gear	\$ 10,000.00		\$ 10,000.00			\$ 10,000.00	Pending
2 Gas Detectors and calibration unit	\$ 5,000.00		\$ 5,000.00			\$ 5,000.00	\$ 2,900.77
Pagers	\$ 3,000.00		\$ 3,000.00			\$ 3,000.00	\$ 2,751.06
Boots/Helmets	\$ 2,100.00		\$ 2,100.00			\$ 2,100.00	\$ 539.29 Order pending
SCBA Compressor Room Renovation	\$ 4,000.00		\$ 4,000.00			\$ 4,000.00	\$ 3,963.23 Applied for Grant for \$10,000 to help cover this cost
Dress Uniforms	\$ 500.00		\$ 500.00			\$ 500.00	
Fire Smart Program	\$ 15,000.00			\$ 15,000.00		\$ 15,000.00	Cancelled
Enhanced Training	\$ 6,000.00		\$ 6,000.00			\$ 6,000.00	Deferred
Laptop/Software						\$ -	\$ 1,513.70
Radios						\$ -	\$ 1,938.19
Acquisition of new pager system/Hose texter apparatus						\$ -	\$ - Pending
	\$ 45,600.00	\$ -	\$ 30,600.00	\$ 15,000.00	\$ -	\$ 45,600.00	\$ 13,606.24
TRANSPORTATION SERVICES							
Pedestrian Bridge Repair Engineering	\$ 23,000.00			\$ 23,000.00		\$ 23,000.00	\$ 9,559.34 Budget cost engineering only...full cost of repair covered by third party insurance
Street Sweeper	\$ 22,500.00		\$ 22,500.00			\$ 22,500.00	\$ 17,303.50 Received
Consulting:AMP Update (25%)	\$17,750.00			\$ 17,750.00		\$ 17,750.00	\$ 1,133.90 draft plan to be presented
Asphalt Recycler	\$ 7,500.00		\$ 7,500.00			\$ 7,500.00	\$ 5,438.28 Received
Bridge Inspections/Remediation	\$ 18,000.00		\$ 18,000.00			\$ 18,000.00	deferred to 2025
Net Zero Feasibility Study Public Works (20%)	\$ 20,599.00		\$ 4,119.00	\$ 16,480.00		\$ 20,599.00	\$ 20,598.23 Draft Report review underway
1/2 Ton Truck	\$ 70,000.00		\$ 70,000.00			\$ 70,000.00	\$ 69,290.70 3/4 ton. Received
Backhoe	\$ 195,000.00	\$ 195,000.00				\$ 195,000.00	Delivered at \$211k...additional cost offset by tradein value of Cat Backhoe
Laptop/Software						\$ -	\$ 2,160.52 completed
						\$ -	
Airport Assessment Update	\$ 50,000.00		\$ 50,000.00			\$ 50,000.00	\$ 47,422.99 draft report reviewed
Net Zero Feasibility Study Airport (20%)	\$ 20,599.00		\$ 4,119.00	\$ 16,480.00		\$ 20,599.00	\$ 20,241.98 Draft Report review underway
Airport Loader Front Blade	\$ 50,000.00		\$ 50,000.00			\$ 50,000.00	Received
Security Cameras/Alarm system	\$ 10,500.00		\$ 10,500.00			\$ 10,500.00	\$ 9,217.00 completed
Infrared Asphalt Heater: Hot Patch Equipment	\$ 50,065.00		\$ 50,065.00			\$ 50,065.00	\$ 44,700.00 Received
Airport Terminal Roofing Replacement	\$ 15,000.00		\$ 15,000.00			\$ 15,000.00	completed...invoicing pending
						\$ -	\$ -
	\$ 570,513.00	\$ 195,000.00	\$ 301,803.00	\$ 73,710.00	\$ -	\$ 570,513.00	\$ 247,066.44
STREET LIGHTS							
				\$ -	\$ -	\$ -	\$ -

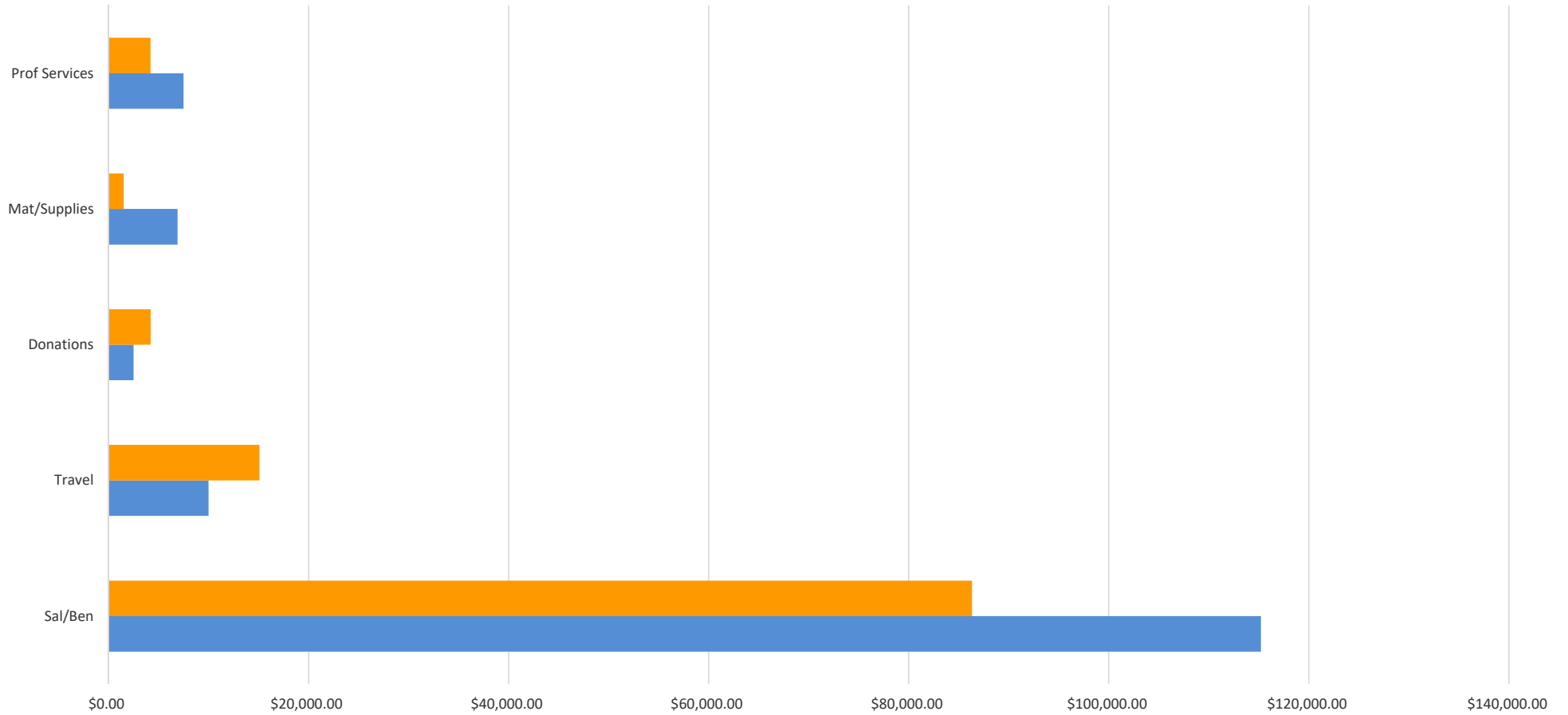
2024 Operating Revenue Actuals Septemebr 30th, 2024



2024 OPERATING EXPENDITURE ACTUALS SEPTEMBER 30TH, 2024

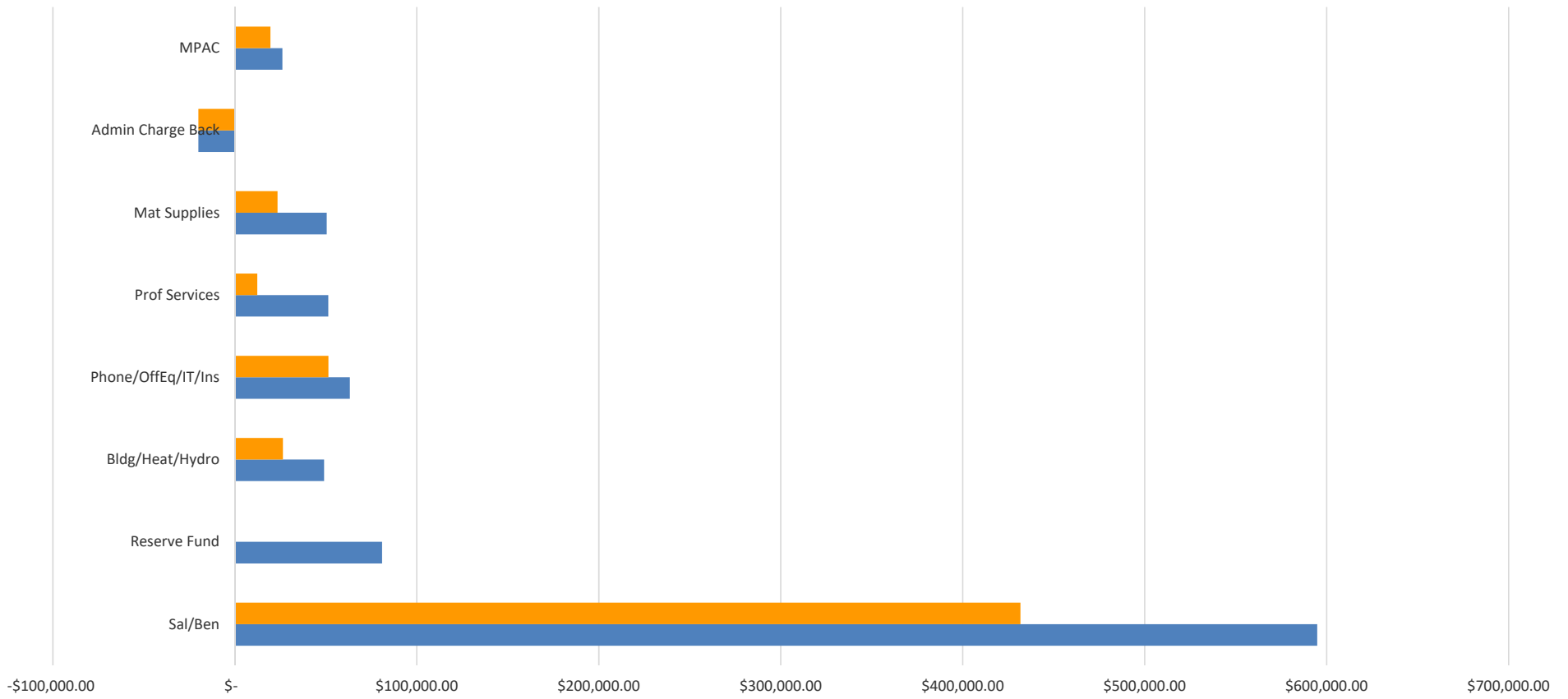


2024 COUNCIL ACTUALS SEPTEMBER 30TH 2024



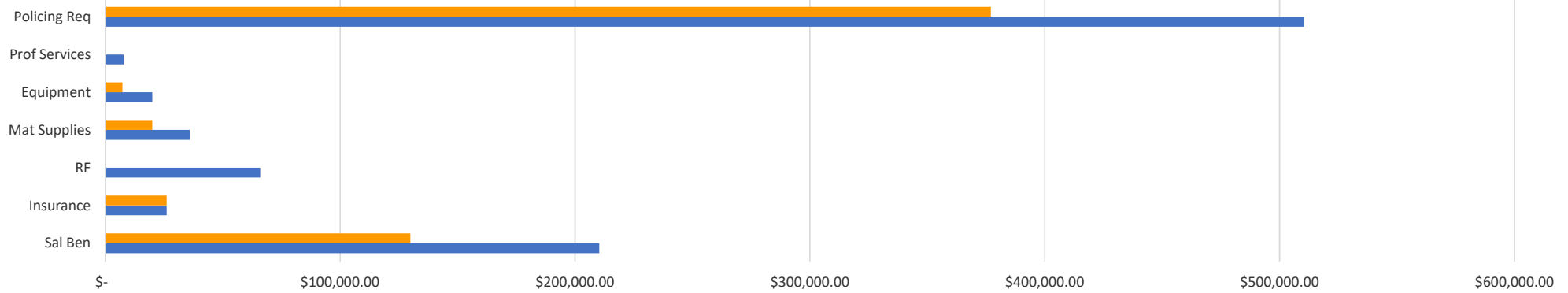
	Sal/Ben	Travel	Donations	Mat/Supplies	Prof Services
2024 ACTUALS	\$86,317.00	\$15,085.00	\$4,212.00	\$1,515.00	\$4,199.00
2024 BUDGET	\$115,207.00	\$10,000.00	\$2,500.00	\$6,900.00	\$7,500.00

2024 ADMINISTRATION ACTUALS SEPTEMBER 30TH 2024



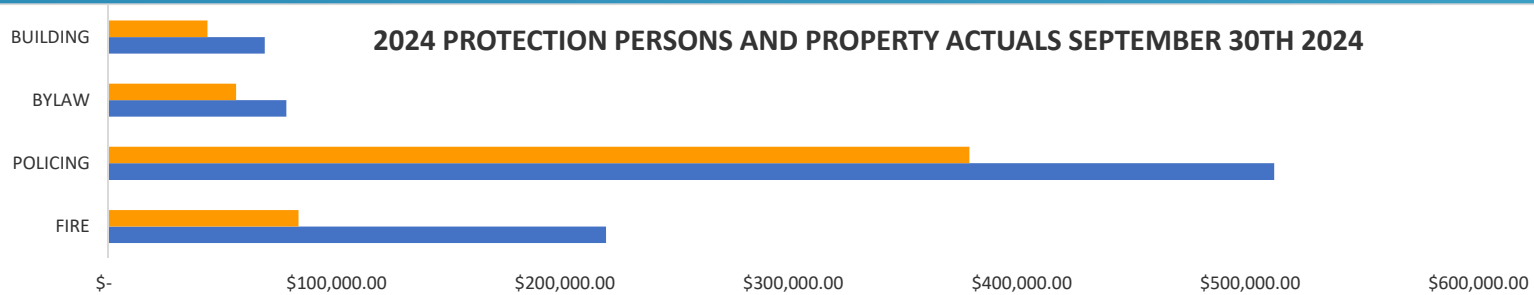
	Sal/Ben	Reserve Fund	Bldg/Heat/Hydro	Phone/OffEq/IT/Ins	Prof Services	Mat Supplies	Admin Charge Back	MPAC
2024 ACTUALS	\$431,737.00	\$-	\$26,376.00	\$51,366.00	\$12,300.00	\$23,430.00	(\$20,000.00)	\$19,547.00
2024 BUDGET	\$594,791.00	\$80,874.00	\$49,000.00	\$63,214.00	\$51,300.00	\$50,450.00	(\$20,000.00)	\$26,063.00

2024 PROTECTION PERSONS AND PROPERTY ACTUALS SEPTEMBER 30TH 2024



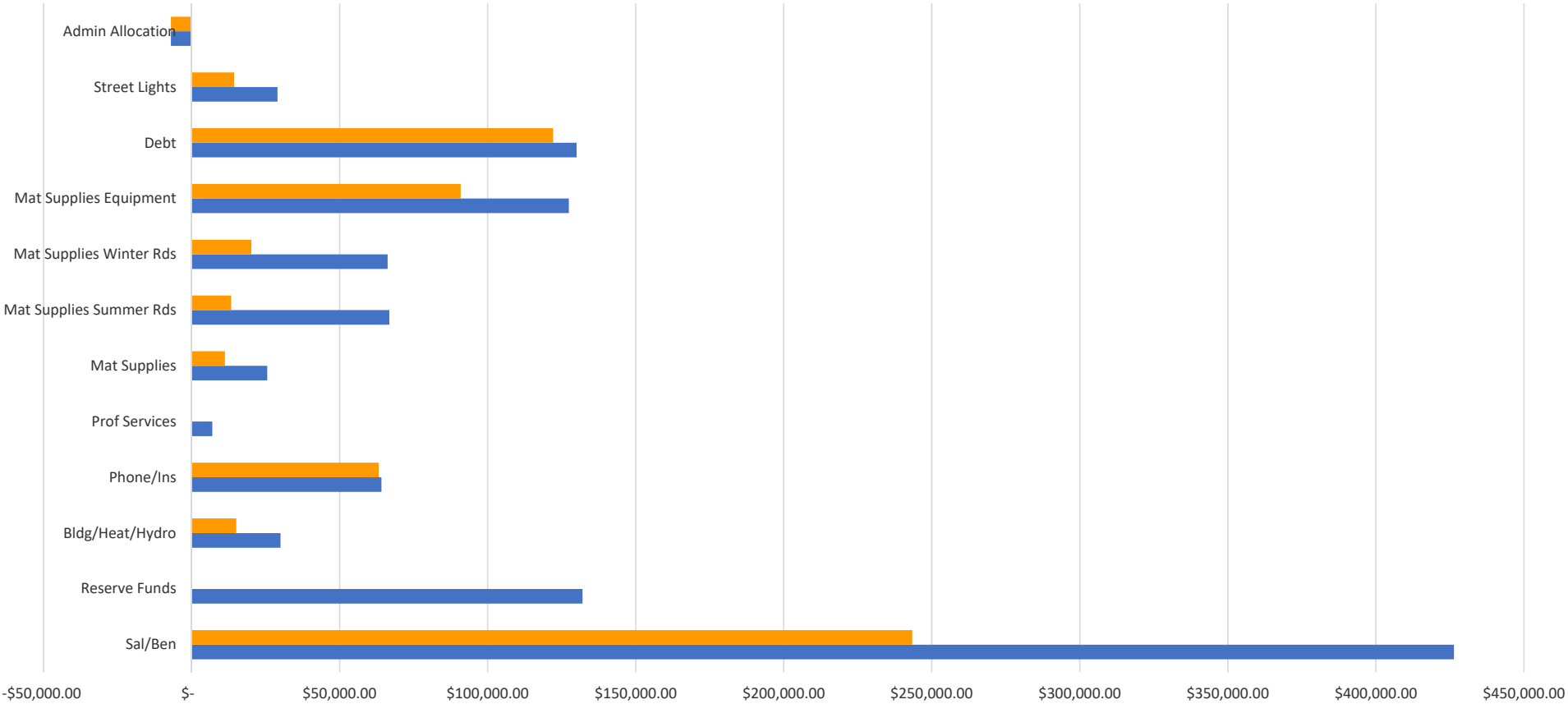
	Sal Ben	Insurance	RF	Mat Supplies	Equipment	Prof Services	Policing Req
2024 ACTUAL	\$129,897.00	\$26,134.00		\$20,031.00	\$7,297.00		\$377,048.00
2024 BUDGET	\$210,296.00	\$26,134.00	\$66,000.00	\$36,015.00	\$20,000.00	\$7,750.00	\$510,480.00

2024 PROTECTION PERSONS AND PROPERTY ACTUALS SEPTEMBER 30TH 2024



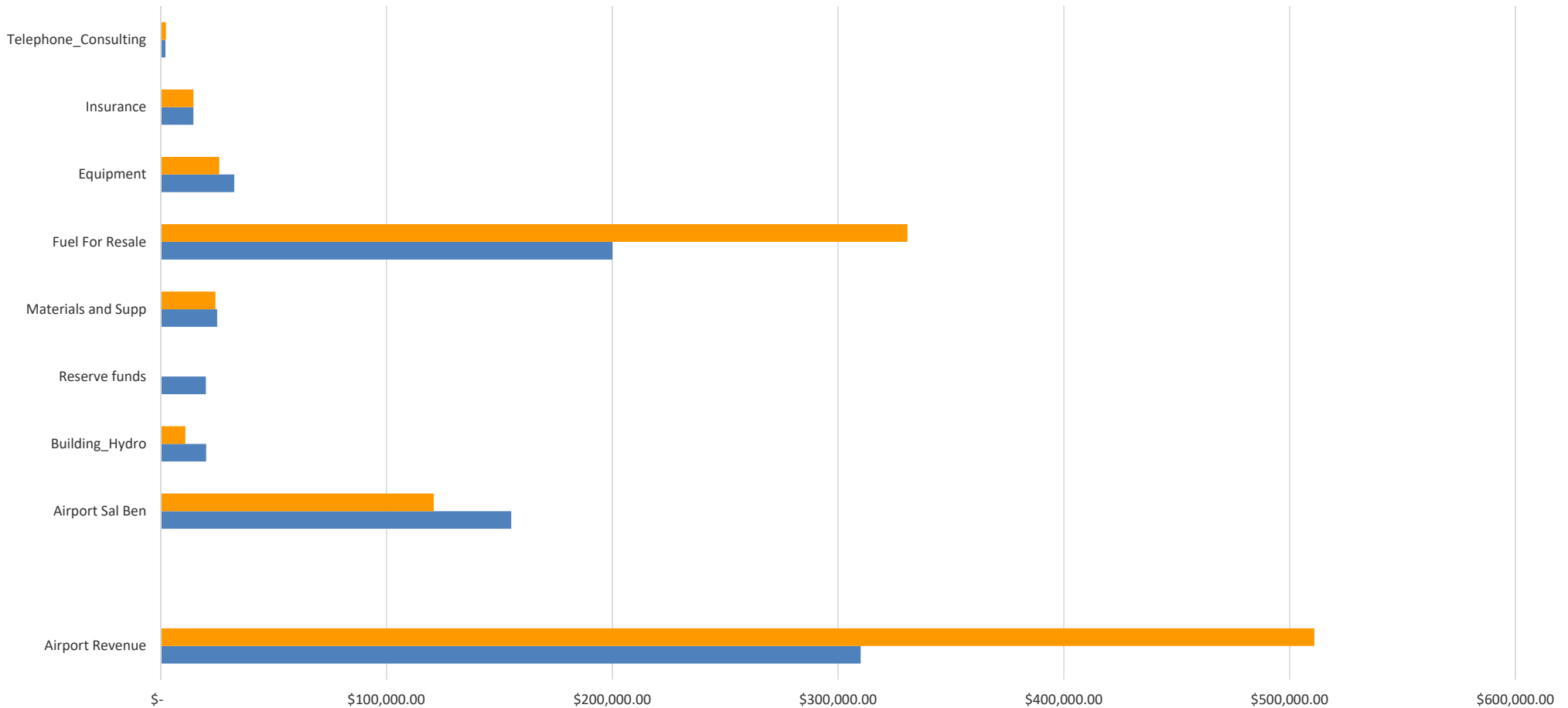
	FIRE	POLICING	BYLAW	BUILDING
2024 ACTUAL	\$83,189.00	\$377,048.00	\$55,822.00	\$43,367.00
2024 BUDGET	\$217,903.00	\$510,480.00	\$77,888.00	\$68,404.00

2024 TRANSPORTATION SERVICES ACTUALS SEPTEMBER 30TH 2024



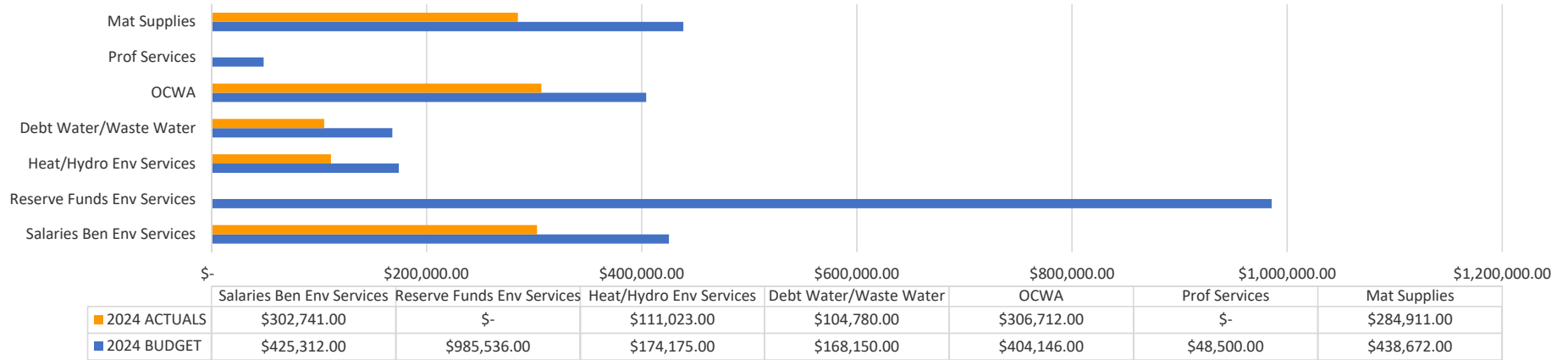
	Sal/Ben	Reserve Funds	Bldg/Heat/Hydro	Phone/Ins	Prof Services	Mat Supplies	Mat Supplies Summer Rds	Mat Supplies Winter Rds	Mat Supplies Equipment	Debt	Street Lights	Admin Allocation
2024 ACTUALS	\$243,344.00		\$15,049.00	\$63,156.00		\$11,283.00	\$13,299.00	\$20,162.00	\$90,885.00	\$122,113.00	\$14,315.00	-\$7,000.00
2024 BUDGET	\$426,363.00	\$132,000.00	\$30,000.00	\$64,084.00	\$7,000.00	\$25,500.00	\$66,750.00	\$66,175.00	\$127,400.00	\$129,994.00	\$29,000.00	-\$7,000.00

2024 AIRPORT ACTUALS SEPTEMBER 30TH 2024

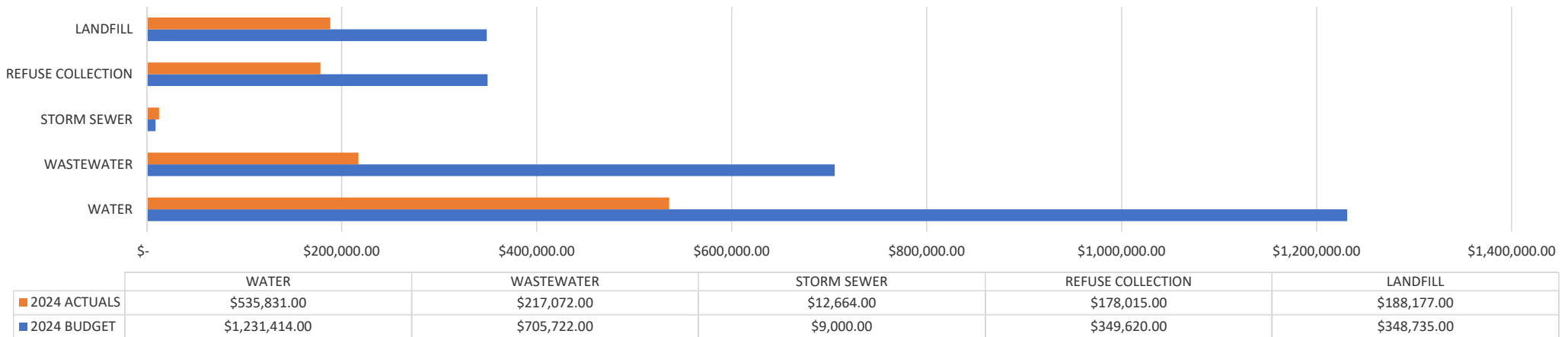


	Airport Revenue	Airport Sal Ben	Building_Hydro	Reserve funds	Materials and Supp	Fuel For Resale	Equipment	Insurance	Telephone_Consulting
2024 ACTUALS	\$510,916.00	\$120,932.00	\$10,917.00	\$-	\$24,236.00	\$330,748.00	\$25,915.00	\$14,491.00	\$2,299.00
2024 BUDGET	\$310,013.00	\$155,227.00	\$20,100.00	\$20,000.00	\$24,975.00	\$200,000.00	\$32,560.00	\$14,491.00	\$2,105.00

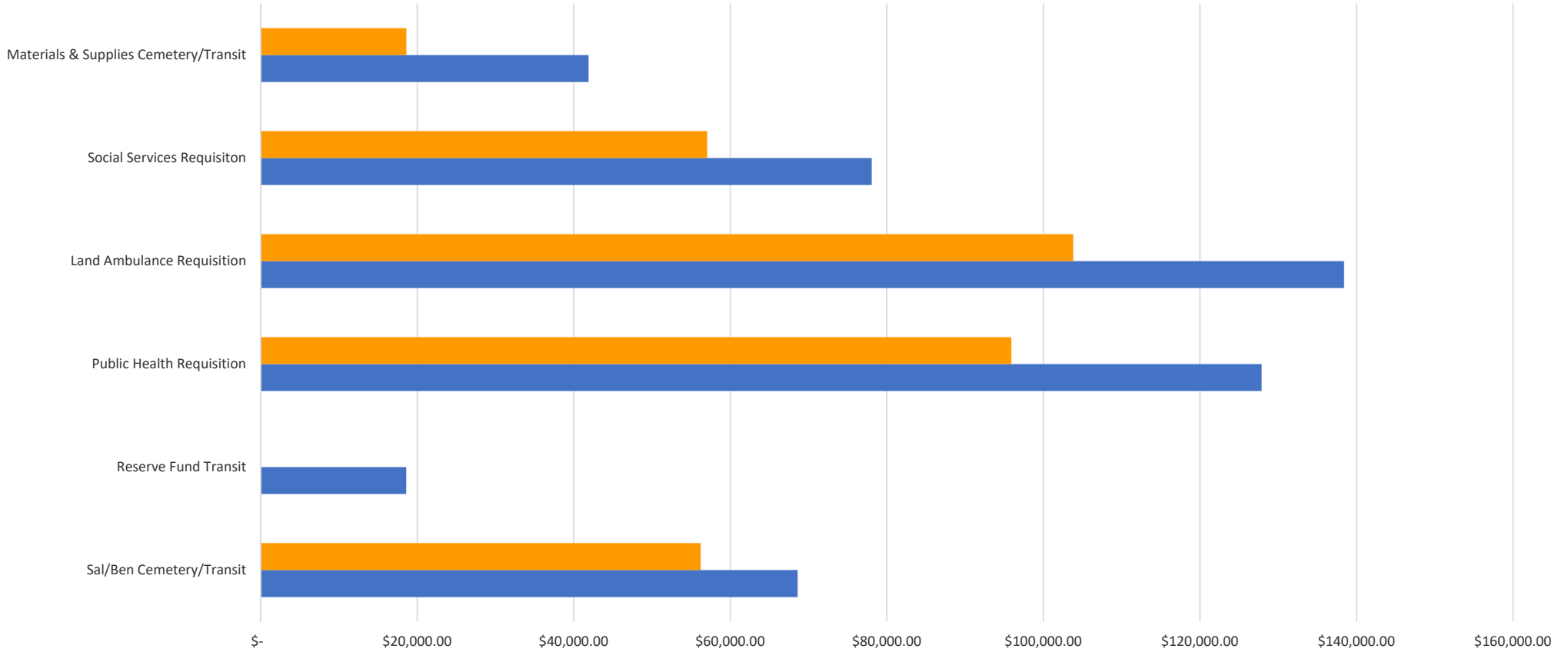
2024 ENVIRONMENTAL SERVICES ACTUALS SEPTEMBER 30TH, 2024



2024 ENVIRONMENTAL SERVICES ACTUALS SEPTEMBER 30TH 2024

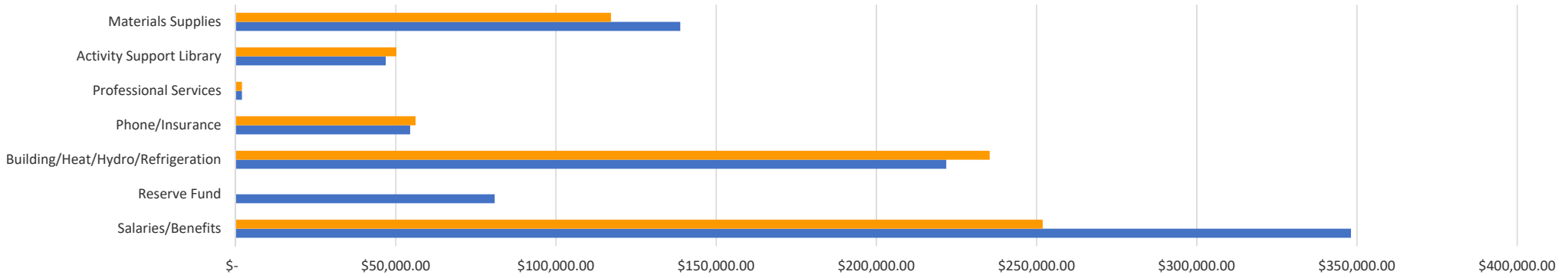


2024 CEMETERY TRANSIT HEALTH & SOCIAL SERVICES ACTUALS SEPTEMBER 30TH 2024



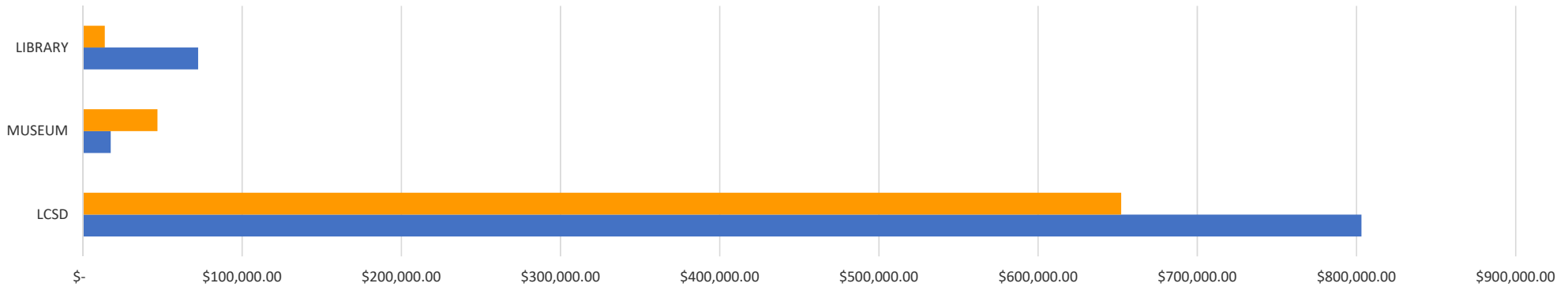
	Sal/Ben Cemetery/Transit	Reserve Fund Transit	Public Health Requisition	Land Ambulance Requisition	Social Services Requisition	Materials & Supplies Cemetery/Transit
2024 ACTUALS	\$56,216.00		\$95,908.00	\$103,814.00	\$57,056.00	\$18,614.00
2024 BUDGET	\$68,607.00	\$18,600.00	\$127,877.00	\$138,419.00	\$78,075.00	\$41,909.00

2024 LCSD MUSEUM LIBRARY ACTUALS SEPTEMBER 30TH 2024



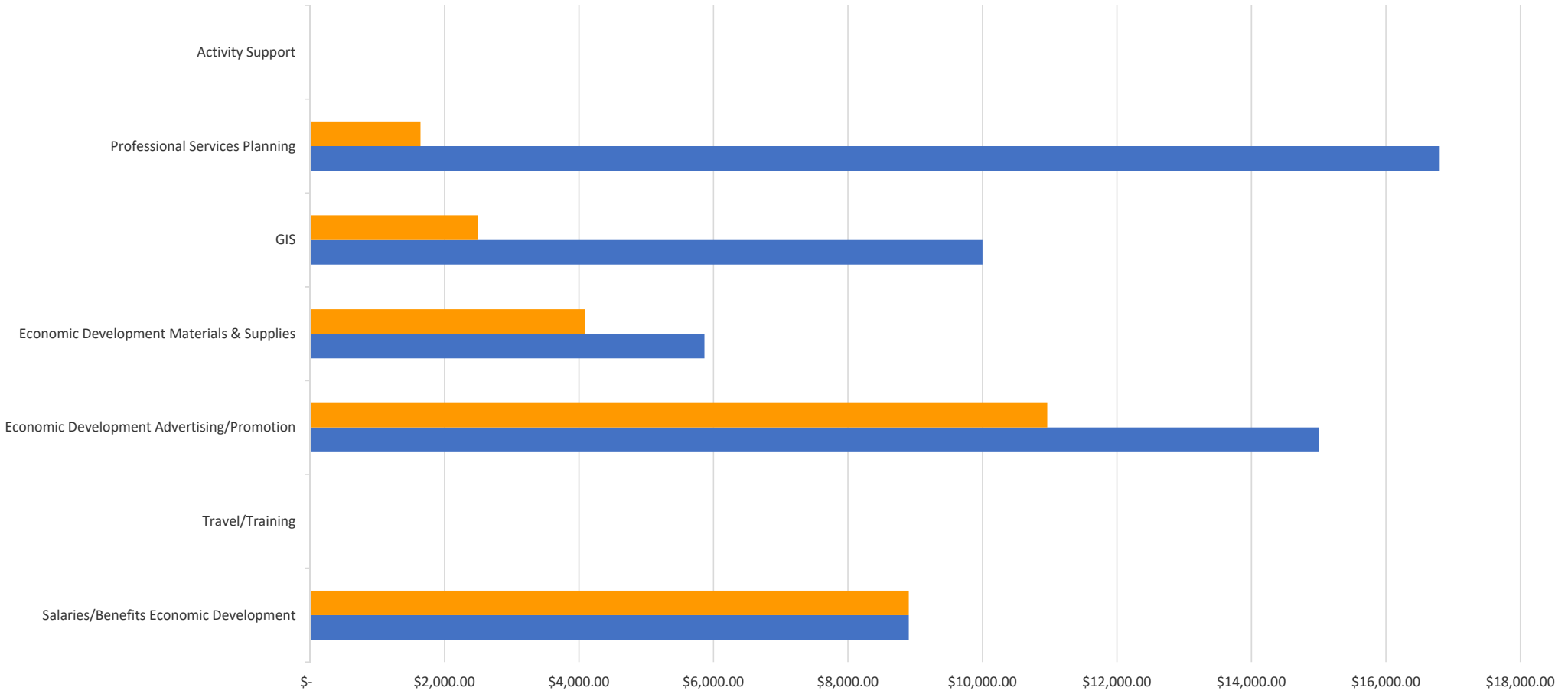
	Salaries/Benefits	Reserve Fund	Building/Heat/Hydro/Refrigeration	Phone/Insurance	Professional Services	Activity Support Library	Materials Supplies
2024 ACTUALS	\$251,900.00	\$-	\$235,350.00	\$56,164.00	\$2,000.00	\$50,178.00	\$117,134.00
2024 BUDGET	\$348,110.00	\$80,874.00	\$221,800.00	\$54,473.00	\$2,000.00	\$46,855.00	\$138,803.00

2024 LCSD MUSEUM LIBRARY ACTUALS SEPTEMBER 30TH 2024



	LCSD	MUSEUM	LIBRARY
2024 ACTUALS	\$652,180.00	\$46,814.00	\$13,732.00
2024 BUDGET	\$803,114.00	\$17,446.00	\$72,355.00

2024 PLANNING ECONOMIC DEVELOPMENT ACTUALS SEPTEMBER 30TH 2024



	Salaries/Benefits Economic Development	Travel/Training	Economic Development Advertising/Promotion	Economic Development Materials & Supplies	GIS	Professional Services Planning	Activity Support
2024 Actuals	\$8,906.00		\$10,965.00	\$4,089.00	\$2,493.00	\$1,643.00	
2024 BUDGET	\$8,906.00		\$15,000.00	\$5,865.00	\$10,000.00	\$16,800.00	

REPORT TO COUNCIL

Date:	November 25, 2024	Item 7.2
Subject:	Declaration of Surplus Equipment and Vehicles	
Prepared by:	Judith Meyntz, AOMC, CAO	

Background:

Each year the Municipality must consider if there is equipment or vehicles that can be declared surplus, so that the items can be removed them from the active list and the Township will no longer have to pay for insurance for the items.

This year we have the following items that we would like Council to declare as surplus:

Description of Item	Department	Comments
Rescue 2 (Ambulance)	Fire Department	Remove emergency lighting-Store Remove any identifying markings on the vehicle
19 Chairs	Leisure & Cultural Services	

Resolution:

THAT the Council of the Township of Chapleau does hereby approve declaring the Rescue 2 (Ambulance) and the 19 Chairs as surplus on November 25, 2024;

AND THAT Council directs staff to remove the emergency lighting for use on other vehicles and to remove any markings that identify the Ambulance as part of the Township of Chapleau and either sell or scrap the above items.

Report respectfully submitted:



Judith Meyntz, AOMC,
Chief Administrative Officer



CHRISTMAS GREETINGS 2024

This holiday season, JJAM F.M. wants to help you thank all your staff, customers, and friends by wishing everyone a happy holiday season with your personalized greetings on

JJAM F.M Radio
107.1 Wawa 100.7 Chapleau
and <https://jjamfm.live>

Messages can be personalized to your business and or an individual. Our Christmas Greetings are an excellent venue for public service messages such as drinking and driving or other holiday related messages.

Your messages will air from
December 20th to December 29th 2024.....6a.m. to 10p.m.

Radio Ads

Christmas Package "A"
40/15 second messages
\$130.00 PLUS HST

Radio Ads

Christmas Package "B"
20/15 second messages
\$100.00 PLUS HST

With the purchase of any
Christmas Radio Pkg., you
can purchase a

Webpage Ad

"Christmas Card"

<https://jjamfm.live>

1 Box Ad

\$50 PLUS HST

Need help with the design?
 We would be happy to help.

If you would like to purchase a Christmas Greeting Package you can call Rick Labbe at 705-856-4555, Chapleau and area toll free at 1-888-465-2592

Email: ceojjam@bellnet.ca or jjamfmnews@bellnet.ca

SAMPLE CHRISTMAS GREETINGS 2024

1. Sincere best wishes for a holiday shared with love, laughter, peace and joy. _____ is wishing a happy holiday season to all their friends, family, and valued customers.
2. Season Greetings from _____ who would like to thank everyone for their patronage and look forward to seeing you again in the New Year.
3. _____ would like to wish everyone a very merry Christmas and a happy New Year. A sincere thank you to all who helped make 2024, such a success...we look forward to seeing you again soon.
4. The time passes far too quickly and we're not always able to say "thank you". _____ would like to send Season's greetings to all their family, friends and clients. Have a very merry Christmas and a prosperous New Year!
5. Season Greetings from _____ who would like to wish you and your family a Merry Christmas and Happy New Year. Thank You for supporting your local businesses, we look forward to seeing you again soon.
6. We would like to take this opportunity to wish all our past, present, and future clients a very merry Christmas and a prosperous New Year. May your holidays be safe and filled peace and joy in the surrounding of your loved ones'. This message brought to you by _____
7. Season Greetings from your friends at _____. They wish you all the best of the season and a Big thank you for your support over the past year.
8. _____ would like to take this opportunity to extend their gratitude to all their past, present, and future customers, and to wish them very merry Christmas and a prosperous, healthy New Year. Let's have a safe Holiday season.
9. _____ would like to wish everyone a Merry Christmas and remind drivers to keep our children safe, please don't drink and drive: take a cab, stay the night, or use your designated driver.
10. Happy Holidays from your friends at _____, who would like to remind snowmobilers to enjoy the snow but watch for children who will be playing in the snow over the holidays.
11. To all our friends, and acquaintances, may your Christmas star shine brighter this year and may you be blessed every day with love of family, the devotion of friends and the passion of youth. Merry Christmas from your friends' at _____.
12. We wish you a merry Christmas and happy New Year. As this special time of year is upon us once again, your friends at _____ would like to thank all who have made their year a success and wish everyone a prosperous, healthy 2025
14. Have yourself a Merry Christmas and a wonderful New Year. Thanks for supporting your local businesses. This wish is from your friends' at _____
15. Want something different? Please feel free to modify any of the above greetings to suit your needs or you can always write your own personalized 15 second greeting and we would be happy to produce it for you. Or if you prefer, you can record your own greeting. Just let us know.



OFFICE OF THE FIRE CHIEF

November 1, 2024

Mayor & Council

Re: Additional Funding for Bunker Gear

Dear Mayor and Council

As you are aware we have had a number of new hires this year with the addition of 2 more members in the next couple months. Over the past several years our Fire Department has run lean and the need for bunker gear replacement has been minimal until this time. I am requesting funding for 2 additional sets of gear including helmet, boots, particulate hoods, and gloves. This will cover our compliance needs moving forward with having to outfit 2 new members at this time and replace 3 other sets due to age and improper fit.

My goal is to set the Fire Department up for success with a bunker gear replacement program. As some of you may know, our PPE has a 10-year life span. Once it hits that mark it is removed from service and replaced. With having 29 Member on the department, I propose 3 complete sets of gear every year moving forward. In a 10-year cycle this would replace every set of gear on a schedule that one can easily budget for. With that said, I would like to remind you that there may be a need to outfit a member that has a unique frame or body type.

I would also like to mention that in 2018 all of our helmets were replaced and will need to be replaced again in the next 3 years. To better control this financial impact on the budget I am adding the helmet as part of the bunker gear kits. This will soften the financial blow over time and we can better plan and budget for our replacement program.

Pricing is as follows.

Bunker gear - \$3112.00
Helmet - \$538.00
Boots - \$164.00
Gloves - \$130.00
Particulate Hood - \$120

Total per kit = \$4064.00

Total requested for 2 complete kits = \$8128.00 + tax



I would like to thank you in advance for your support and consideration on this matter.

Respectfully,

A handwritten signature in black ink, appearing to read "Jon McEachren".

Jon McEachren
Fire Chief
Chapleau Fire Department

OPERATIONAL OVERVIEW

JULY 1 TO SEPTEMBER 30, 2024

SYSTEM HIGHLIGHTS

Operational highlights in the Drinking Water System::

- Extended BWA in the Queen Street South area between September 5th and October 11th due to a suspected leak. An agreement with the Health Unit and MECP requires daily inspection of a continuous bleeder line that is helping to maintain chlorine residual within regulatory limits until the water main can be replaced in Spring/Summer of 2025.
- **HAAs:** Haloacetic Acid four quarter running average for the third quarter is 84.33 ug/L which exceeded the regulatory limit of 80 ug/L. This second quarter running average was largely due to a result of 190 ug/L in the sample taken on July 8th. 2 additional samples were taken in September which were 95 ug/L and 89 ug/L respectively. Historic sampling during warmer months has resulted in similar results. The team is anticipating a reduction in the fourth quarter results.
- **THMs:** Trihalomethanes four quarter running average for the third quarter is 70.04 ug/L which is under the regulatory limit of 100 ug/L

Operational highlights in the Wastewater System:

- 2 loss of dechlorination events occurred during the third quarter.

2024 CAPITAL PROGRESS

Chapleau WTP

Scope of Work	Status
MCC panel and electrical system upgrades	Approved
Surge protection Installation	Approved
Electrical starters: clarifiers, mixers and scrapers	Approved
Yearly Security system services	WO: 3803419 (75% comp)
Backflow Preventer calibrations (2 units)	WO: 4000069 (Completed)
Lifting device inspection	WO: 4000460 (Completed)
Generator servicing	WO: 4093759 (Completed)
Drinking water quality audits, desktop and onsite as required under DWQMS (2022)	WO: 4141793 (Completed)
Sludge Mixing Pump Purchase and Install	Approved
Caustic Wash for Filters	WO: 4092134 (Completed)

Chapleau WTP

Singer valve rebuild kits & installation (2 units) (2022)	WO: 3902502 (Completed)
Replace genset battery (2 Batteries)	WO: 3902502 (Completed)
DWQMS Internal Audit	Completed

Chapleau Lagoon

Scope of Work	Status
SCBA inspection	WO: 4145749 (25% Comp)
Chlorination and Dechlorination System Maintenance	WO: 3997181 (Completed)
ORP Probe (Oxidation Reduction Probe)	WO: 3903475 (Completed)
Total Chlorine Probe	WO: 3903473 (Completed)
Generator inspections and maintenance (lagoon and pump stations)	WO: 4093762 (Completed)
Lifting device inspection for all sites	WO: 4000461 (Completed)
Lisgar Pump Station Mechanical Louver Repairs	Scheduled/In Progress
Chlorine analyzer probes replacement and spare	WO: 3903480 (Completed)
Batteries for all generators.	WO: 3951571 (Completed)

INCIDENTS AND COMPLAINTS

Chapleau DWS

1. Incident (AWQI 166217) – Low Combined Chlorine Residual – September 5th, 2024

Details: The township received a water complaint from resident at 16 Queen street regarding low pressure and discoloured water. They requested we take a chlorine residual and take a bacteria sample. The combined residual recorded at 2pm on Sept 5/24 was 0.22 mg/L. During the month of September between September 5th and 30th, a Boil Water Advisory was issued to a total of 10 residents on Queen Street South and Ash Street. During that time, daily sampling and flushing occurred, with related adverse incidents having been reported under the umbrella of this master AWQI. (Related AWQIs: 166241, 166247, 166258, 166259, 166285, 166302, 166312, 166315, 166320, 166336, 166347, 166393, 166401, 166404, 166410, 166428, 166448, 166465, 166477, 166481, 166487)

Resolution: A bleeder line was installed to provide continuous flushing to the affected area. The Health Unit requested 4 weekly distribution samples at the affected area to confirm the temporary mitigation was effective. The township plans to replace the water main in the area during the Spring/Summer of 2025.

Chapleau Lagoon

1. Incident (ECA #2816-BYCK2Y) – Loss of Dechlorination

Details: An electronic control device malfunction resulted in the de-chlorination system not operating reliably, and resulted in a non-compliance.

During these times on September 16th, chlorine residual was present in the effluent: 1:56 AM to 2:20 AM; 3:38 AM to 4:48 AM; 11:00 AM to 11:22 AM; 11:32 AM to 11:38 AM, and 11:54 AM to 1:56 PM.

Resolution: The local team is currently sourcing options to have the equipment repaired, and the chlorination/de-chlorination system is operating in manual.

2. Incident (ECA #2816-BYCK2Y) – Loss of Dechlorination

Details: On October 8th, at approximately 4 PM, the operator discovered that the bisulphate pump used for dechlorination at the lagoon was pumping air. The operator noticed that the chemical storage tank was getting low, and the pump was having issues drawing the bisulphate from the tank. After reviewing the Wonderware trends, it was discovered that the ORP reading was above 230 between 2:38 AM and 4:48 PM that day, and chlorine residual was present in the effluent. On October 9th, the issue persisted until the tank could be topped up with bisulphate. As a result, between 12:32 AM and 11:48 AM on October 9th, a chlorine residual was also present in the effluent.

Resolution: At approximately 11:30 AM on October 9th, the chemical tank was refilled with bisulphate by area operators. The system is currently operating and dechlorinating within acceptable parameters (without chlorine residual being present)

CALL-OUT SUMMARY

SYSTEM	PREVIOUS TOTAL	CALL-OUTS THIS QUARTER	TOTAL TO DATE
CHAPLEAU WTP	11	4	15
CHAPLEAU LAGOON	3	5	8
TOTAL CALL-OUTS (CAP 24)	14	9	23

Please see Appendix for Call-Back details

REGULATORY INSPECTION

The Ministry of the Environment Conservation and Parks conducted an inspection of the Chapleau DWS on November 8, 2023, and the report was received on April 15, 2024. An inspection rating of 100% was received, with no corrective actions received.

QUALITY AND ENVIRONMENTAL MANAGEMENT SYSTEM (QEMS) PROGRESS

The Quality & Environmental Management System for the Chapleau Drinking Water System is continually being improved but there were no major activities or findings in the first quarter.

The Facility Emergency Plan Binders for the water and wastewater systems have been updated.

HEALTH AND SAFETY

There were no safety concerns noted at this time. The Health and Safety Meeting topics that were covered were site specific concerns throughout the coverage area of the Chapleau Group. The topics reviewed included:

- ✓ Site Specific Safety Data Sheet Review
- ✓ Psychosocial Hazards in the Workplace
- ✓ OCWA STOP Program – Personal Hazard Mitigation System

STAFF TRAINING

The operators have continued to participate in weekly Operations Meetings to discuss any and all operational challenges, upcoming work, sampling, staff absences, etc.

DRINKING WATER TREATMENT MONITORING SUMMARY

The table below provides a summary of usage, treatment and compliance data for the water treatment plant.

PARAMETER	JULY	AUGUST	SEPTEMBER	COMPLIANCE
Total Monthly Raw Flow (m ³)	34,718	31,699	27,927	-
Total Monthly Treated Flow (m ³)	31,904	28,971	25,485	-
Maximum Daily Raw Flow (m ³ /d)	1,293	1,464	1,024	Max. 4,400
Average Treated Flow (m ³ /d)	1,029	935	850	-
Maximum Treated Flow (m ³ /d)	1,169	1,144	958	Max. 6,333
Chlorine residuals (mg/L)				
Free residuals at water plant	0.94-2.43	1.40-2.30	0.029-2.12	0.70 – 4.0
Combined distribution residuals	0.93-2.09	0.93-1.66	0.22*-1.97	0.25 – 3.0
Percent of the month that turbidity off the filters is below 0.3 NTU				
Filter 1	98.8	99.9	99.99	Min 95%
Filter 2	99.7	98.2	100	Min 95%
Distribution HAA Running Average (ug/L)	83.40	-	84.33	Max 80
Distribution THM Running Average (ug/L)	67.40	-	70.04	Max 100

HAA – Haloacetic Acids

THM – Trihalomethane

**Due to distribution samples taken on September 5, 2024 related to the eventual BWA on Queen Street South during the month of September.*

CHAPLEAU CONTINUOUS WASTEWATER LAGOON MONITORING

The monthly influent sewage samples were taken on July 9, August 13, and September 11.

WASTEWATER FLOW MONITORING

PARAMETER	JULY	AUGUST	SEPTEMBER	COMPLIANCE
Average daily flow (m ³ /d)	928	778	769	4,550*
Peak daily flow (m ³ /d)	1264	1300	953	-
Total volume of treated effluent (m ³)	28766	24122	23072	-

*Compliance is based on the annual average

WASTEWATER EFFLUENT MONITORING

The results of the monthly sample are as follows:

PARAMETER	JULY	AUGUST	SEPTEMBER	COMPLIANCE LIMITS
cBOD ₅	2.5	10.4	15	annual average 30 mg/L (ECA) quarterly average 25 mg/L (WSER)
Total Suspended Solids	10	28	13.3	annual average 40 mg/L (ECA) quarterly average 25 mg/L (WSER)
E.coli	5	1	4.69	monthly geometric mean 200 cfu/100 mL
pH (weekly sample)	7.27-7.78	7.65-7.89	7.23-7.77	6.0 - 9.5 (inclusive)

ECA – Provincially issued Environmental Certificate of Approval

WSER – is the Federal Wastewater System Effluent Regulation

* result of 45 mg/L in February drove quarterly average up which resulted in a WSER Exceedance for cBOD₅

E.coli sampling is to be completed from May 1st to October 31st

APPENDIX: CALL-OUT / CALLBACK DETAILS

Work Order Call Back Details Report

4046068: alarm call high distribution flow

Asset:

Location: 5938-WTCH-P 5938, Chapleau WTP, Process

Page Time:	06/24/2024 03:45 AM
Arrive time:	06/24/2024 04:00 AM
Leave time:	06/24/2024 05:00 AM
Finish Time:	06/24/2024 05:00 AM
Report Date:	7/2/24
Reported By:	Ben Epp
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	CLOSE
Classification:	COMPLIANCE
GL Account:	CHAPLY5938-210M

Actual Labor				
Task ID	Craft	Labor	Regular Hours	Premium Hours
	OPERATOR	Ben Epp	00:00	04:00

Log		
Date	Created By	Description
7/2/24	Ben Epp	alarm call high distribution flow
alarm call for high flow flow is 50 L/s, multiple HLP's are running monitor flow and at 5am flow is back to normal Checked with the town and they were flushing raised alarm sp from 50L/s to 60 L/s to avoid unnecessary calls		

Work Order Call Back Details Report

4048579: Low CL2

CL2 Low Alarm at Lagoon

Asset:

Location: 5721

Chapleau Wastewater Treatment Lagoon

Page Time:	
Arrive time:	
Leave time:	
Finish Time:	07/11/2024 03:50 PM
Report Date:	7/11/24
Reported By:	Michael Jones
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	CLOSE
Classification	COMPLIANCE
GL Account:	

Log		
Date	Created By	Description
7/11/24	Michael Jones	Low CL2 Alarm Lagoon
Low Pre-CL alarm due to high flow from storm. Raised set-point as prescribed.		

Work Order Call Back Details Report

4048744: CL Levels Dropping due to Large storm at the Chapleau lagoon on July 8, 2024 at approximately 18:45

Asset:

Location: 5721

Chapleau Wastewater Treatment Lagoon

Page Time:	
Arrive time:	
Leave time:	
Finish Time:	07/08/2024 06:45 PM
Report Date:	7/8/24
Reported By:	Michael Jones
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	CLOSE
Classification:	COMPLIANCE
GL Account:	CHAPLY5721-210M

Actual Labor				
Task ID	Craft	Labor	Regular Hours	Premium Hours
	OPERATOR	Michael Jones	00:00	04:00

Log		
Date	Created By	Description
7/16/24	Michael Jones	Low CL2 Alarm Chapleau Lagoon
On July 8, 2024 at approximately 18:45 there were multiple alarms due to a large influx of water from the storm at the Chapleau WTP. This caused the CL2 residual to drop and with the consent of Pat Roy per O Reg. 129/04 I increased the CL2 setpoint to correct the alarm.		
7/12/24	Michael Jones	Low CL Alarm
Large storm decreased available CL2. Had to adjust to correct alarm.		

Work Order Call Back Details Report

4049784: LoLo chlorine alarm

Asset:

Location: 5938-WTCH 5938, Chapleau WTP

Page Time:	
Arrive time:	
Leave time:	
Finish Time:	07/17/2024 03:12 PM
Report Date:	7/10/24
Reported By:	Halle Shannon
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	CLOSE
Classification:	COMPLIANCE
GL Account:	CHAPLY5938-210M

Actual Labor				
Task ID	Craft	Labor	Regular Hours	Premium Hours
	OPERATOR	Halle Shannon	00:00	04:00

Log		
Date	Created By	Description
7/17/24	Halle Shannon	Received alarm call around 2:00am for LoLo chlorine alarm. Logged into SCADA and attempted to resolve the alarm. The alarm could not be resolved until the chlorine residual came up. Put the plant into production lock out,monitored throughout the night.

Work Order Call Back Details Report

4049791: High Turbidity Alarm - Plant Shut-Down - Reset

Asset:

Location: 5938-WTCH-F 5938, Chapleau WTP, Facility

Page Time:	07/16/2024 09:15 PM
Arrive time:	07/17/2024 09:15 PM
Leave time:	07/17/2024 01:15 AM
Finish Time:	07/17/2024 01:15 AM
Report Date:	7/16/24
Reported By:	Michael Jones
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	COMP
Classification:	COMPLIANCE
GL Account:	CHAPLY5938-210M

Actual Labor				
Task ID	Craft	Labor	Regular Hours	Premium Hours
	OPERATOR	Michael Jones	00:00	02:45
	OPERATOR	Michael Jones	00:00	01:15

Log		
Date	Created By	Description
7/17/24	Michael Jones	Alarm due to Plant Lockout from Turbidity
<p>The Chapleau WTP encounter separate instances of lock-outs due to high turbidity. The plant was reset both times. Pat Roy was called to attain permission to adjust desludge/ filter settings if needed. 95+ calls were made as the dialer would not be silenced by phone, the alarm log on Scada had to be acknowledged in its entirety to silence the alarms.</p>		

Work Order Call Back Details Report

4051968: Low CL2/ General Alarm

Asset:

Location: 5721-WLCH-F 5721, Chapleau WWTL, Facility

Page Time:	07/29/2024 05:15 PM
Arrive time:	07/29/2024 06:00 PM
Leave time:	07/30/2024 12:00 AM
Finish Time:	09/04/2024 11:48 AM
Report Date:	7/30/24
Reported By:	Michael Jones
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	COMP
Classification:	COMPLIANCE
GL Account:	CHAPLY5721-210M

Actual Labor				
Task ID	Craft	Labor	Regular Hours	Premium Hours
	OPERATOR	Michael Jones	00:00	04:00

Log		
Date	Created By	Description
7/30/24	Michael Jones	Low CL/ General Alarm

The low CL and General Alarm went off at the Lagoon (likely due to a brief power outage from lightning and rainfall). Upon visiting the alarm panel light needed to be silenced. The pre-CI residual was 0.32 mg/L and equipment appeared to working properly.

Work Order Call Back Details Report

4094851: Low Pre chlorine alarm

Asset:

Location: 5721-WLCH-F 5721, Chapleau WWTL, Facility

Page Time:	
Arrive time:	
Leave time:	
Finish Time:	08/17/2024 04:00 AM
Report Date:	8/17/24
Reported By:	Halle Shannon
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	COMP
Classification:	COMPLIANCE
GL Account:	CHAPLY5721-21OM TIME-TIME-T

Actual Labor				
Task ID	Craft	Labor	Regular Hours	Premium Hours
	OPERATOR	Halle Shannon	00:00	04:00

Log		
Date	Created By	Description
8/20/24	Halle Shannon	Resolved
<p>Received Alarm call around 12am for Lo prechlorine due to heavy rainfall. Checked trends and confirmed residual dropped down to 0.05. Arrived on site and took chlorine grab, grab was 0.58 mg/L which was not being reflected on analyzer. Attempted to calibrate chlorine analyzer however was unable to make the calibration save. Increased chlorine vac from 8.3 to 9.5. Monitored chlorine residual and ORP remotely to ensure residual was increasing to accommodate the ongoing weather conditions. Chlorination did not stop at any point.</p>		

Work Order Call Back Details Report

4095894: Reset Trickle Chargers Chapleau Generators

Asset:

Location: 5938-WTCH 5938, Chapleau WTP

Page Time:	08/26/2024 06:30 PM
Arrive time:	08/26/2024 06:45 PM
Leave time:	08/26/2024 10:45 PM
Finish Time:	08/26/2024 11:04 AM
Report Date:	8/26/24
Reported By:	Michael Jones
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	COMP
Classification	COMPLIANCE
GL Account:	CHAPLY5938-210M

Log		
Date	Created By	Description
8/26/24	Michael Jones	Reset Trickle Chargers
As required by Ben Epp, the trickle chargers needed to be reset after the power returned to Chapleau. This required being onsite at both the Chapleau WTP and Lisgar pumping station.		

Work Order Call Back Details Report

4144675: Lo pre-chlorine issue Chapleau Lagoon

Asset:

Location: 5721-WLCH-P-DI 5721, Chapleau WWTL, Process, Disinfection

Page Time:	
Arrive time:	
Leave time:	
Finish Time:	09/16/2024 10:30 AM
Report Date:	9/15/24
Reported By:	Halle Shannon
Supervisor:	

Site:	OCWASITE
Priority:	5
Work Type:	CALL
Status:	COMP
Classification:	COMPLIANCE
GL Account:	CHAPLY5721-210M

Actual Labor				
Task ID	Craft	Labor	Regular Hours	Premium Hours
	OPERATOR	Halle Shannon	00:00	06:00

Log		
Date	Created By	Description
9/18/24	Halle Shannon	investigated
<p>Upon reviewing live trends I noticed the pre- chlorine residual value was being displayed as -0.16. Upon arriving to the site I saw the chlorine analyzer was 0.04 mg/L and I took a grab that confirmed it was right. Upon further investigation I found the chlorine controller was displaying .0 ppd and the sodium bisulphate was also in 0.00. I was able to reach out to Ben Epp to put all controllers back into manual mode and get chlorination and dechlorination back to normal. Live trends were not showing accurate readings so I made site visits to confirm the values were within range and pumps were working properly.</p>		

SCHEDULE OF REGULAR
MEETINGS
OF COUNCIL,
MUNICIPAL OFFICE HOURS
AND
MUNICIPAL OFFICE CLOSINGS
FOR THE YEAR 2025

2025
Municipal Office Hours

Monday to Friday Incl. 8:30 a.m. to 4:30 p.m.
(OPEN NOON HOUR)

Schedule of Civic Centre Office Closings
for the Year 2025

January 1 st	-	New Year's Day
January 2 nd	-	January 2 nd
February 17 th	-	Family Day
April 18 th	-	Good Friday
April 21 st	-	In lieu of April 20 th , Easter
May 19 th	-	Sunday Victoria Day
July 1 st		Canada Day
August 4 th	-	Civic Holiday
September 1 st	-	Labour Day
October 13 th	-	Thanksgiving Day
November 11 th	-	Remembrance Day
December 24 th	-	Office Closed at Noon
December 25 th – January 4 th	-	Civic Centre Holiday Closure Inclusive

SCHEDULE OF REGULAR MEETINGS OF COUNCIL
FOR THE YEAR 2025

<i>Month/Date</i>	<i>Time</i>	<i>Location</i>	<i>Other Regularly Scheduled Meetings</i>
January 13 th	6:30 pm	Council Chambers	Council
January 27 th	"	" " " "	Council
February 10 th	"	" " " "	Council
February 24 th	"	" " " "	Council
March 17 th	"	" " " "	Council
April 7 th	"	" " " "	Council/Finance/Public
April 28 th	"	" " " "	Council
May 12 th	"	" " " "	Council
May 26 th	"	" " " "	Council
June 9 th	"	" " " "	Council
June 23 rd	"	" " " "	Council/Finance/Public
July 14 th	5:30 pm	" " " "	Council
August 11 th	5:30 pm	" " " "	Council
September 8 th	6:30 pm resumes	" " " "	Council
September 22 nd	"	" " " "	Council/Finance/Public
October 6 th	"	" " " "	Council
October 20 th	"	" " " "	Council
November 3 rd	"	" " " "	Council
November 17 th	"	" " " "	Council/Finance/Public
December 15 th	"	" " " "	Council

Council welcomes all citizens to attend and participate in all Council meetings.

Citizens wishing to make presentations to or communicate with Council at any of the above meetings are required to make submissions to the undersigned prior to 4:00 p.m. on Tuesday immediately preceding a scheduled Council meeting.

cao@chapleau.ca

REPORT TO COUNCIL

Date:	November 25, 2024	Item 7.7
Subject:	Solutions for Addressing Aged Accounts for Utilities	
Prepared by:	Judith Meyntz, AOMC, CAO	

Background:

Over the past year, the Municipality has been actively working at reducing the aged accounts of a number of residents within the Township. We have had some success with getting residents to realize that there are penalties if they do not pay their utility bills.

Disappointingly, there is a small group of residents that have learned how to “work the system” and some of our solutions are not working.

We initiated an Admin Fee of \$100.00 to those residents who were purposely ignoring late payment messages about paying their utilities and then waiting until the last minute to come in a pay. This initiative was passed on September 23, 2024 in the following resolution:

RESOLUTION 15-227:

P. BERNIER – A. LAMBRUSCHINI

7.1 Administration Fee for Second Notice on Account Arrears

THAT the Council for the Township of Chapleau does hereby approve the recommendation to provide an Administration Fee on Water, Sewer, and Refuse accounts that go into arrears by 2 payments (or six (6) months);

AND THAT Council directs Staff to appoint an Administration Fee of \$100.00 in addition to interest fees, water shut-off fees, and water turn on fees for accounts that are in arrears more than six months.

AND FURTHER THAT this Administration Fee is applied each time the account moves into arrears in excess of six (6) months.

Carried.

With all the positive steps that we have taken to resolve these issues, we still have a small group of individuals who continue to not pay for their utilities even after having water services turned off. They are running a hose from a neighbour’s house to provide water free of charge.

This is an unfair practice to the majority of residents who pay their bills on time and have to deal with **annual water utility increases** to cover the cost of members of our community that do not pay their bills and are receiving the water free of charge.

Recommendation:

We would now like to recommend to Council that we address this issue by making an amendment to the Water By-law. For the 2025 calendar year, we would like to include the following statement below (in red) in the By-law so that we have a means to prosecute those who provide free water to neighbours to allow them to not pay their fair share of utility costs.

27. No person, being an owner, tenant, occupant, or resident of any apartment, commercial or residential building supplied with water from the Municipal Water System, shall without consent of the Public Works Superintendent, lend, sell, or dispose of water, give water away, permit water to be taken or carried away, use or apply water to the use or benefit of another, or to any use and benefit other than the person's own, or increase the supply of water. This shall include furnishing of water from one building connected to the Municipal Water System to another building.
28. The penalty for an owner, tenant, occupant, or resident who supplies water to another resident without consent of the Public Works Superintendent by any of the means detailed in Item 27 above, shall receive a fine in the amount of \$1,000.00, which if unpaid, will be added to the tax account of the resident who violates this by-law.

If Council approves this step, we will amend the water by-law at the December 2024 Council meeting and provide a Communication Campaign to the community to inform them of the By-law change and accompanying fine.

Report respectfully submitted:



Judith Meyntz, AOMC,
Chief Administrative Officer

ACCOUNTS PAYABLE

TOWNSHIP OF CHAPLEAU

COUNCIL CHEQUE REGISTER

Chq_Ref_	Chq_Date	Vendor_Name	Invoice_Description	Debit
		13091-13124 VOID	VOID CHEQUE NUMBER PRINTER ERROR	
13126	18-Nov-24	1854072 ONTARIO INC c/o CHAPLEAU SEPTIC & A GRAVEL STOCK		\$ 1,133.93
13126	18-Nov-24	1854072 ONTARIO INC c/o CHAPLEAU SEPTIC & A GRAVEL STOCK		\$ 1,164.74
13126	18-Nov-24	1854072 ONTARIO INC c/o CHAPLEAU SEPTIC & A GRAVEL STOCK		\$ 2,174.86
13127	18-Nov-24	RECEIVER GENERAL - PAYROLL	NOVEMBER 1-15 REMITTANCE	\$ 18,229.68
13128	18-Nov-24	ADVANCED SECURITY LIMITED PARTNERSHIP	WATERFRONT REPLACEMENT CAMERA	\$ 742.13
13129	18-Nov-24	AECOM CANADA LTD	PED BRIDGE REPAIR	\$ 3,740.85
13129	18-Nov-24	AECOM CANADA LTD	DUFFERIN STREET UPGRADES	\$ 5,368.53
13129	18-Nov-24	AECOM CANADA LTD	TCA INVENTORY UPDATES	\$ 6,780.00
13129	18-Nov-24	AECOM CANADA LTD	AMP UPDATES COST LINEAR ASSETS	\$ 7,910.00
13130	18-Nov-24	AJ STONE COMPANY LTD.	FIRE DEPT. BOOTS & GLOVES	\$ 535.62
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER FIRE DEPT. PAGING SYSTEM	\$ 46.50
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER FIRE DEPT. HALL	\$ 46.50
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER LIBRARY	\$ 58.93
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER AIRPORT	\$ 58.93
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER PW GARAGE	\$ 62.35
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER ARENA	\$ 62.55
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER CIVIC CENTRE	\$ 320.45
13131	18-Nov-24	BELL CANADA	PHONE NOVEMBER EMERG. NO.	\$ 426.14
13132	18-Nov-24	BRINDLEY, TYLER	NEWMONT WATER HAUL NOVEMBER 6TH	\$ 127.21
13133	18-Nov-24	BURNS, DONALD ARCHIEBALD	2024 SENIOR TAX GRANT	\$ 150.00
13134	18-Nov-24	CENTRALSQUARE CANADA SOFTWARE INC.	2025 VADIM SOFTWARE SUPPORT	\$ 9,839.48
13135	18-Nov-24	CHAPLEAU AUTO PARTS	CREDIT BATTERY RETURN	\$ (180.80)
13135	18-Nov-24	CHAPLEAU AUTO PARTS	BOBBERS - ZAMBONI	\$ 3.33
13135	18-Nov-24	CHAPLEAU AUTO PARTS	CONNECTOR	\$ 8.35
13135	18-Nov-24	CHAPLEAU AUTO PARTS	HOSE CLAMP	\$ 8.95
13135	18-Nov-24	CHAPLEAU AUTO PARTS	HOSE CLAMP	\$ 9.27
13135	18-Nov-24	CHAPLEAU AUTO PARTS	WHEEL NUT	\$ 14.40
13135	18-Nov-24	CHAPLEAU AUTO PARTS	2 - WATER BOTTLE REFILLS	\$ 19.90
13135	18-Nov-24	CHAPLEAU AUTO PARTS	SPRAY PAINT SERVICE LOCATES	\$ 27.01
13135	18-Nov-24	CHAPLEAU AUTO PARTS	PAINT GREEN	\$ 27.01
13135	18-Nov-24	CHAPLEAU AUTO PARTS	BLUE PAINT VALVE	\$ 27.01
13135	18-Nov-24	CHAPLEAU AUTO PARTS	ANTIFREEZE	\$ 29.33
13135	18-Nov-24	CHAPLEAU AUTO PARTS	2 - WATER BOTTLE REFILLS	\$ 36.05
13135	18-Nov-24	CHAPLEAU AUTO PARTS	PAINTING WATER VALVES	\$ 40.51
13135	18-Nov-24	CHAPLEAU AUTO PARTS	TRAILER HITCH & PIN	\$ 202.54
13135	18-Nov-24	CHAPLEAU AUTO PARTS	DEF PUMP MISC.EQUIPMENT	\$ 214.64
13135	18-Nov-24	CHAPLEAU AUTO PARTS	ROTATING RE BEACON PR3	\$ 234.98
13135	18-Nov-24	CHAPLEAU AUTO PARTS	DIESEL EXHAUST FLUID	\$ 301.70
13135	18-Nov-24	CHAPLEAU AUTO PARTS	49 - SALT BAGS	\$ 1,081.93
13135	18-Nov-24	CHAPLEAU AUTO PARTS	BATTERY BOMAG	\$ 1,121.32
13136	18-Nov-24	CHAPLEAU EXPRESS	ADVERTISE EQUIPMENT OPERATOR	\$ 101.70
13137	18-Nov-24	CHAPLEAU CREE SMALL ENGINE REPAIR	CUTOFF SAW REPAIRS	\$ 131.14
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	REFUND MICROWAVE OVEN	\$ (126.10)
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	RETURN LAUNDRY FAUCET	\$ (63.04)
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	GAUGE	\$ (1.05)
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	ABS PIPE	\$ 2.45
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	WASHER FAUCET	\$ 3.46
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	BOLTS	\$ 4.28
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	CLEANER	\$ 7.88
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	BOLTS	\$ 8.57
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	FUEL STABILIZER	\$ 11.18
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	ZIP TIES PARK CLOSING SIGN	\$ 13.21
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	DRILL BITS INTALL SIGNS	\$ 20.33
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	LIGHT FOR SEWERR INSPECTIONS	\$ 24.40
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	BATTERIES	\$ 27.45
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	KONK INSECT KILLER	\$ 28.46
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	GARBAGE BAGS	\$ 41.86
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	ACRYLIC SHEET	\$ 91.24
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	BLADES	\$ 101.68

TOWNSHIP OF CHAPLEAU

COUNCIL CHEQUE REGISTER

Chq_Ref_	Chq_Date	Vendor_Name	Invoice_Description	Debit
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	HAND SOAP	\$ 123.44
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	PAPER TOWELS/TISSUE PAPER ANTIFREEZE	\$ 175.42
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	SINK BASIN MEN'S WASHROOM	\$ 189.14
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	REPLACEMENT MICROWAVE	\$ 231.19
13138	18-Nov-24	CHARLES W COLLINS STORES LIMITED	TOOL KIT & BATTERIES	\$ 1,281.40
13139	18-Nov-24	COMPASS MINERALS	77.84MT SALT TO RESELL TO MHI	\$ 12,775.20
13140	18-Nov-24	COMMERCE MANAGEMENT GROUP	CRDC - NOVEMBER CONSULTING SERVICES	\$ 5,085.00
13141	18-Nov-24	CORBIN, GERARD	2024 SENIOR TAX GRANT	\$ 150.00
13142	18-Nov-24	DARCH FIRE INCORPORATED	PUMPER 2 - PERFORM ANNUAL PUMP SERVICE	\$ 1,280.52
13142	18-Nov-24	DARCH FIRE INCORPORATED	PUMPER 3 - PERFORM ANNUAL PUMP SERVICE	\$ 1,302.04
13142	18-Nov-24	DARCH FIRE INCORPORATED	PUMPER 1 -PERFORM ANNUAL PUMP INSPECTION	\$ 2,083.22
13143	18-Nov-24	DYNAMIC ROOFING	BALANCE SNOW GUARD & CAULKING & LEAK REPAIR ADMIN	\$ 3,457.80
13144	18-Nov-24	ENCOMPASSIT.CA	OFFICE 365 EMAILS (16) TEAMS(5) NOV.-DEC	\$ 332.22
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER FL HIGH SCHOOL	\$ 21.10
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER FL SKI HILL	\$ 22.49
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER FL PEDESTRIAN OVERPASS	\$ 26.40
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER CEMETERY VAULT	\$ 38.49
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER FL BIRCH & LORNE	\$ 41.66
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER MUSEUM	\$ 45.27
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER LANDFILL GARAGE	\$ 74.02
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER WATERFRONT & PAVILION	\$ 102.64
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER LANDFILL OFFICE	\$ 156.53
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER LISGAR PUMPHOUSE	\$ 215.87
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER PW	\$ 422.78
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER AIRPORT	\$ 467.21
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER DUFFERIN ST PUMPHOUSE	\$ 496.22
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER RIVERSIDE PUMPHOUSE	\$ 1,335.62
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER STREET LIGHTS	\$ 1,461.52
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER RIVERSIDE LAGOON OCTOBER	\$ 2,136.92
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER CIVIC CENTRE	\$ 2,771.87
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER WATER PLANT	\$ 5,594.11
13145	18-Nov-24	HYDRO ONE NETWORKS INC	HYDRO OCTOBER ARENA	\$ 14,877.75
13146	18-Nov-24	JONES, LESLIE	2024 VISON BALANCE JONES	\$ 275.00
13147	18-Nov-24	K.R. MCADAM SERVICES	CUT GRAS 19 QUEEN ST.	\$ 113.00
13148	18-Nov-24	LOCAL AUTHORITY SERVICES LTD	CREDIT DAMAGED WHITE BOARD	\$ (880.89)
13148	18-Nov-24	LOCAL AUTHORITY SERVICES LTD	STAPLES - OFFICE SUPPLIES	\$ 581.41
13148	18-Nov-24	LOCAL AUTHORITY SERVICES LTD	REPLACEMENT WHITE BOARD	\$ 712.52
13149	18-Nov-24	MCDUGALL ENERGY INC.	1,615.40L PW GAS	\$ 2,370.25
13150	18-Nov-24	MCEACHREN, JONATHAN	NEWMONT WATER HAUL NOVEMBER 6TH	\$ 127.21
13151	18-Nov-24	MILLER PAVING - TIMMINS	HOT MIX PATCHES	\$ 180,236.02
13152	18-Nov-24	MINISTRY OF FINANCE	2024 GRANT BALANCE COURT SECURITY & PRISONER TANSPORTATI	\$ (735.00)
13152	18-Nov-24	MINISTRY OF FINANCE	OPP SERVICES SEPTEMBER	\$ 42,123.00
13153	18-Nov-24	MISSINAIBI HEADWATERS INCORPORATED	BIRCH ST. STORM SEWER REPAIRS	\$ 84.75
13153	18-Nov-24	MISSINAIBI HEADWATERS INCORPORATED	BIRCH ST. STORM SEWER REPAIR	\$ 610.20
13153	18-Nov-24	MISSINAIBI HEADWATERS INCORPORATED	SANDING OVERPASS BRIDGE	\$ 1,094.45
13154	18-Nov-24	NEW NORTH FUELS INC.	CARD LOCK FUEL OCTOBER	\$ 3,226.67
13155	18-Nov-24	NORTHERN COMMUNICATION SERVICE	FIRE DISPATCH NOVEMBER	\$ 449.68
13156	18-Nov-24	NORTHERN ONTARIO HERITAGE FUND	2024 DEBT PAYMENT PAYMENT TRUNK SEWER	\$ 71,250.00
13157	18-Nov-24	O'HEARN, DAVID	NEWMONT WATER HAUL DELIVERY NOVE. 8TH	\$ 127.21
13157	18-Nov-24	O'HEARN, DAVID	NEWMONT WATER DELIVERIES NOVEMBER 14TH	\$ 127.21
13158	18-Nov-24	ONTARIO CLEAN WATER AGENCY	WATER PLANT/SEWER OPERATIONS NOVEMBER	\$ 33,678.84
13159	18-Nov-24	ORKIN CANADA	PEST CONTROL AIRPORT	\$ 84.75
13160	18-Nov-24	OUELLETTE, PAULINE	TRANSLATION	\$ 281.91
13161	18-Nov-24	PEPCO	CLEANING SUPPLIES ARENA	\$ 406.92
13162	18-Nov-24	PETTY CASH	COFFEE SUPPLIES WATER-BINDERS & SHEET PROTECTORS	\$ 80.90
13163	18-Nov-24	PITNEY WORKS	4TH QTR POSTAGE WSR	\$ 491.55
13164	18-Nov-24	PRO NORTH ELECTRIC	CALL OUT WATER PLANT PUMP NOT WORKING	\$ 254.25
13164	18-Nov-24	PRO NORTH ELECTRIC	REPLACE RUNWAY LIGHTS TRANSFORMER	\$ 254.25
13165	18-Nov-24	J. PROVOST CONTRACTING LT	RELEASE MTCE HB 2023 STORM/SANITARY PROJECT	\$ 6,227.92
13166	18-Nov-24	PUROLATOR INC	SHIPPING FROM EMCO	\$ 25.53

TOWNSHIP OF CHAPLEAU

COUNCIL CHEQUE REGISTER

Chq_Ref_	Chq_Date	Vendor_Name	Invoice_Description	Debit
13167	18-Nov-24	SINCLAIR & SINCLAIR	PUC - CLOSURE COST	\$ 458.80
13168	18-Nov-24	SPECTRUM TELECOM GROUP LTD.	PW RADIO NOVEMBER	\$ 49.72
13168	18-Nov-24	SPECTRUM TELECOM GROUP LTD.	GPS TRACKING NOVEMBER	\$ 107.35
13168	18-Nov-24	SPECTRUM TELECOM GROUP LTD.	PAGING SYSTEM	\$ 14,503.55
13169	18-Nov-24	SUPERIOR EAST COMMUNITY FUTURES DEVELOP	3RD QTR MAT TAX JULY-SEPT	\$ 17,511.99
13170	18-Nov-24	TIMMINS MECHANICAL SOLUTIONS INC.	AIRPORT SNOWPLOW REPLACEMENT	\$ 50,530.77
13171	18-Nov-24	AMARJIT, TOOR	2023 VACANT UNIT 002-20300 ADJUSTMENT	\$ 691.37
13172	18-Nov-24	TOROMONT CAT	TOROMONT LOADER MARC CHARGES OCTOBER	\$ 172.10
13172	18-Nov-24	TOROMONT CAT	ACCUMULATOR FOR LANDFILL LOADER	\$ 1,562.54
13172	18-Nov-24	TOROMONT CAT	REAR BREAK ACCULATOR & BACK UP ALARM	\$ 3,994.13
13173	18-Nov-24	TURCOTTE, MARC	NEWMONT WATER HAUL DECEMBER 14TH	\$ 127.21
13173	18-Nov-24	TURCOTTE, MARC	NEMONT WATER HAUL NOVEMBER 6TH	\$ 127.21
13174	18-Nov-24	VIANET	MUSEUM HOLD FEE ARENA/WP/ PW INTERNET NOVEMBER	\$ 256.51
13175	18-Nov-24	WORK EQUIPMENT LTD.	HYDRAULIC COOLR FOR TRACKLESS	\$ 1,831.76
				\$ 557,015.49

RESOLUTIONS

THE CORPORATION OF THE TOWNSHIP OF CHAPLEAU

By-Law No. 2024-40

Being a By-Law to establish Fees and Charges for Services provided by the Township of Chapleau

WHEREAS Section 391(1) of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, authorizes the Council of a local municipality to pass by-laws imposing fees or charges for services or activities provided or done by or on behalf of it; for costs payable by it for services or activities provided or done by or on behalf of any other municipality or local board; and for the use of its property including property under its control;

AND WHEREAS Section 69 of the *Planning Act*, R.S.O. 1990, c. P. 13, provides that the Council of a municipality may prescribe a tariff of fees for the processing of applications made in respect of planning matters;

AND WHEREAS Section 7 of the *Building Code Act*, 1992, S.O. 1992, c. 23, as amended, authorizes a municipal Council of a municipality to pass a By-Law requiring the payment of fees on applications for and issuance of permits and prescribing the amounts thereof;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Chapleau enacts as follows:

1. **GENERAL:**
 - 1.1. The Council of the Corporation of the Township of Chapleau hereby establishes the fees and charges as set out in the Schedules attached hereto and forming an integral part of this By-Law.
 - 1.2. This By-Law shall be known and may be cited as the “Township of Chapleau Fees and Charges By-Law”.
 - 1.3. The fees set out in the attached Schedules shall be paid for the services or activities listed, and all fees are per occasion or request unless noted otherwise.
 - 1.4. The fees and charges will be subject to Harmonized Sales Tax (HST) where applicable.
2. **SEVERABILITY:** If any provision or part of a provision of this By-Law is declared by any court or tribunal of competent jurisdiction to be illegal or inoperative, in whole or in part, or inoperative in particular circumstances, the balance of the By-Law or its application in other circumstances, shall not be affected and shall continue to be in full force and effect.
3. **CONFLICT WITH ANY OTHER BY-LAW:** In the event of any conflict between any provisions of this By-Law and any other By-Law heretofore passed, the provisions of this By-Law shall prevail.
4. **REVIEW:** The Council of the Corporation of the Township of Chapleau shall review this By-Law once per calendar year to ensure that fees are kept up to date and relevant.
5. **EFFECTIVE DATE:** This by-law shall come into full force and take effect on the 1st day of January, 2025.

READ a FIRST, SECOND and THIRD TIME and FINALLY PASSED this 25th day of November, 2024.

Ryan Bignucolo Mayor

Judith Meyntz Clerk

BY-LAW	2024 Rate	2025 RATE	Price with HST	CHANGE
GENERAL GOVERNMENT		2%		
ADMINISTRATION				
Marriage Licenses	\$ 138.00	\$ 150.00	NO HST	\$ 12.00
Certified True Copy	\$ 5.00	\$ 10.00		\$ 5.00
Tax Certificates	\$ 45.00	\$ 65.00	NO HST	\$ 20.00
N.S.F. Cheques	\$ 55.00	\$ 55.00	NO HST	\$ -
Commissioning	\$ 22.00	\$ 22.00	NO HST	REVISED BELOW
1 signature		\$ 30.00	NO HST	
2 to 6 signatures		\$ 40.00	NO HST	
7 or more signatures		\$ 50.00	NO HST	
Freedom of information requests		\$ 5.00	NO HST	
Photo Copies Black/Color (letter or legal per copy)		\$ 0.88	\$ 1.00	simplified
Photo Copies Black/Color Tabloid (11x17)		\$ 2.65	\$ 3.00	simplified
Letter (8 1/2 x 11) Black	\$ 0.53		\$ 0.60	Remove
Legal (8 1/2 x 14) Black	\$ 0.58		\$ 0.66	Remove
Tabloid (11 x 17) Black	\$ 0.71		\$ 0.80	Remove
Letter (8 1/2 x 11) Color	\$ 1.33		\$ 1.50	Remove
Legal (8 1/2 x 14) Color	\$ 1.55		\$ 1.75	Remove
Tabloid (11 x 17) Color	\$ 1.77		\$ 2.00	remove
Faxes Transmitting per fax	\$ 1.77		\$ 2.00	Remove
Faxes Receiving flat rate up to 5 pages*	\$ 2.65		\$ 2.99	remove
Fax or Scan to email	\$ 1.77	\$ 4.42	\$ 5.00	include faxes
Reprint/Email Scan of Property Tax and/or Utility Bill per pages	\$ 4.43	\$ 4.42	\$ 5.00	\$ -
Water Lots	\$ 138.00	\$ 145.00	NO HST	\$ 7.00
General Late Charge per month	1.25%	1.25%		
Credit Card User Fee		2.40%		NEW
File search (\$10.00 minimum) based on actual time involved				
Rental of Civic Centre Per Day	\$ 270.00	\$ 276.00		\$ 6.00
Rental of Civic Centre Per Hour	\$ 40.00	\$ 41.00		\$ 1.00
Waterfront Gazebo (daily) Fee refundable if area cleaned after use.	\$ 100.00	\$ 100.00	\$ 113.00	
Lottery Licence: Rates Legislated by Province		\$ -	NO HST	\$ -
Lottery Licence Minimum rate	\$ 25.00	\$ 25.00	NO HST	\$ -
Lease Weaver Simmons per month				\$ -
Lease Provincial Court see agreement Oct. 1/22 to Sept. 30t/27 per month				\$ -
BUSINESS LICENCES (By-Law -99-8)		\$ -		
Hawkers & Peddlers		\$ 500.00		
Hawkers & Peddlers each additional person		\$ 15.00		
Transient Traders		\$ 500.00		

BY-LAW	2024 Rate	2025 RATE	Price with HST	CHANGE	
PROTECTION TO PERSONS AND PROPERTY					
BUILDING PERMITS	HST EXCLUDED	HST EXCLUDED			
Replacement (shingles, siding, windows and existing decks).		\$ 150.00		NEW	
Fencing		\$ 150.00		NEW	
Small Buildings/Decks/Renovations/Garages					
First \$1,000 of construction	\$ 100.00	\$ 100.00		\$ -	
Each additional \$1,000 thereafter up to \$100,000	\$ 30.00	\$ 30.00		\$ -	
Each additional \$1,000 after \$100,000	\$ 20.00	\$ 20.00		\$ -	
Base Application Fee				\$ -	
Large Buildings/Commercial/Institutional/Part 3					
First \$1,000 of construction	\$ 140.00	\$ 140.00		\$ -	
Each additional \$1,000 thereafter up to \$100,000	\$ 40.00	\$ 40.00		\$ -	
Each additional \$1,000 after \$100,000	\$ 30.00	\$ 30.00		\$ -	
				\$ -	
DEMOLITION PERMITS	HST EXCLUDED	HST EXCLUDED			
All Buildings/Structures	\$ 150.00	\$ 150.00		\$ -	
FIRE DEPARTMENT					
Fire Code and Building inspections	per hour	\$ 115.92	\$ 120.00	\$ 135.60	\$ 4.08
Fire Permits	Annually	\$ 25.00	\$ 26.00	NO HST	\$ 1.00
Pumper Truck minimum 2 hours includes labour	Hourly	\$ 526.72	\$ 559.83	\$ 632.61	\$ 33.11
Water Haul per delivery - not including water cost	per haul	\$ 568.15	\$ 559.83	\$ 632.61	\$ 72.78
Water Haul per delivery non-residents within service area not including water cost	per haul	\$ 723.10	\$ 756.21	\$ 854.52	\$ 33.11
Pumper Truck Holds up to 4,500L cost per truck			\$ 90.00	\$ 13.50	new
Water	per litre		\$ 0.02		new
Water - administrative fee			15%		new
FIRE PROTECTION AGREEMENT CALL OUT RATES - see By-Law					
DOG LICENSES & POUND FEES					
Spayed/Neutered Dog		\$ 15.00	\$ 15.00	NO HST	
Non S/N dog		\$ 30.00	\$ 30.00	NO HST	
Pound Fees Monday to Friday	per day	\$ 50.00	\$ 50.00	NO HST	
Saturday to Sunday	per day	\$ 155.00	\$ 155.00	NO HST	
Replacement Dog Tag (Lost)		\$ 5.00	\$ 5.00	NO HST	

BY-LAW		2024 Rate	2025 RATE	Price with HST	CHANGE
BY-LAW 2022-08 ANIMAL CONTROL	REFERENCE	SET FINE	SET FINE		
Fail to obtain a dog license	S. 2.1	\$ 55.00	\$ 55.00		
Fail to register or ensure registration of dog	S. 2.2	\$ 55.00	\$ 55.00		
Keep prohibited animals	S. 2.3	\$ 55.00	\$ 55.00		
Fail to affix name tag to Cat collar	S. 2.4	\$ 30.00	\$ 30.00		
Fail to affix dog license to dog	S. 2.10	\$ 55.00	\$ 55.00		
Use dog tag not issued to dog	S. 2.11	\$ 55.00	\$ 55.00		
Operate kennel without a license	S. 3.1	\$ 55.00	\$ 55.00		
Keep more than two dogs/cats/rabbits on premises without a licence	S. 4.1	\$ 55.00	\$ 55.00		
Permit dog/cat to run at large	S. 5.1	\$ 55.00	\$ 55.00		
Permit dog/cat to run freely on private property	S. 5.4	\$ 55.00	\$ 55.00		
Permit secured dog/cat to encroach on Township or private property	S. 5.4.3	\$ 55.00	\$ 55.00		
Permit dog/cat to enter waterfront park	S. 5.4.4	\$ 55.00	\$ 55.00		
Fail to remove excrement	S. 6.1	\$ 55.00	\$ 55.00		
Use leash longer than three feet	S. 8.1	\$ 30.00	\$ 30.00		
Failing to prevent Dangerous Dog from biting, chasing or attacking	S. 9.6.1	\$ 500.00	\$ 500.00		
Failing to chain/kennel a Dangerous Dog	S. 9.6.2	\$ 500.00	\$ 500.00		
Failure to muzzle/leash and/or keep the Dangerous Dog under appropriate control	S. 9.6.3	\$ 500.00	\$ 500.00		
Failure to notify of transfer of Dangerous Dog	S. 9.6.4	\$ 500.00	\$ 500.00		
Failure to adhere to order of Council re: Dangerous Dog	S. 9.6.5	\$ 500.00	\$ 500.00		
TRAFFIC FINES - BY-LAW 2020-52	REFERENCE	Voluntary Payment Within 7 days	Voluntary Payment Within 7 days	Set Fine after 7 days	
Park in place where prohibited by posted sign	Section 12	\$ 20.00	\$ 20.00	\$ 25.00	
Stop in place where prohibited by posted sign	Section 13(A)	\$ 20.00	\$ 20.00	\$ 25.00	
Park in designated fire route zone	Section 15(B)	\$ 40.00	\$ 40.00	\$ 50.00	
Park between one o'clock a.m. and seven o'clock a.m. when prohibited	Section 9	\$ 40.00	\$ 40.00	\$ 50.00	
Park in excess forty-eight hours as prohibited	Section 10(B)	\$ 20.00	\$ 20.00	\$ 25.00	
Park obstructing civic services	Section 10(A)	\$ 190.00	\$ 190.00	\$ 200.00	
Park within 3 meters of fire hydrant	Section 7	\$ 40.00	\$ 40.00	\$ 50.00	
Park within 7.61 meters on intersection	Section 7	\$ 20.00	\$ 20.00	\$ 25.00	
Stop a vehicle on a boulevard	Section 6	\$ 20.00	\$ 20.00	\$ 25.00	
Stop a vehicle on a sidewalk	Section 6	\$ 20.00	\$ 20.00	\$ 25.00	
Stop a vehicle alongside another parked vehicle	Section 6	\$ 20.00	\$ 20.00	\$ 25.00	
Park a wrong side of roadway	Section 5(1)	\$ 20.00	\$ 20.00	\$ 25.00	
Park obstruct vehicles in the use of a driveway or laneway	Section 7	\$ 20.00	\$ 20.00	\$ 25.00	
Park wrong way on one-way street	Section 5(5)	\$ 20.00	\$ 20.00	\$ 25.00	
Park in accessible parking spot as prohibited	Section 13(B)	\$ 300.00	\$ 300.00	\$ 325.00	

BY-LAW		2024 Rate	2025 RATE	Price with HST	CHANGE
NOISE FINES - BY-LAW 2000-24 & TABLE 3-1		REFERENCE			
Emit sound from racing a motorized conveyance	Section 3(1)	\$ 105.00	\$ 105.00		
Permit the squealing of tires	Section 3(2)	\$ 105.00	\$ 105.00		
Operate a combustion engine without effective muffling device	Section 3(3)	\$ 105.00	\$ 105.00		
Emit sound from a vehicle due to improperly secured load	Section 3(4)	\$ 105.00	\$ 105.00		
Operate engine of attached auxiliary equipment exceeding five minutes while vehicle is stationary	Section 3(5)	\$ 105.00	\$ 105.00		
Permit the operation of construction equipment without effective muffling device	Section 3(7)	\$ 105.00	\$ 105.00		
Operate a stationary engine or motor for a period exceeding one hour	Section 3(8)	\$ 155.00	\$ 155.00		
Permit detonation of fireworks or explosives	Section 4	\$ 105.00	\$ 105.00		
Permit the discharge of a firearm	Section 4	\$ 215.00	\$ 215.00		
Operation of a combustion engine which has no function other than amusement	Section 4	\$ 105.00	\$ 105.00		
Emit excessive sound from an electronic device	Section 4	\$ 155.00	\$ 155.00		
Emit excessive sound from a horn, whistle or bells	Section 4	\$ 105.00	\$ 105.00		
Operation of a motorized conveyance other than a highway	Section 4	\$ 105.00	\$ 105.00		
Permit the release of gaseous material from a device or system	Section 4	\$ 105.00	\$ 105.00		
Permit the persistent noise making of a domestic animal	Section 4	\$ 105.00	\$ 105.00		
Operation of a commercial car wash with air drying equipment	Section 4	\$ 105.00	\$ 105.00		
Emit excessive sound by shouting or yelling	Section 4	\$ 105.00	\$ 105.00		
Operate a power assisted hang glider or parafoil	Section 4	\$ 105.00	\$ 105.00		
Operation of any equipment in connection with construction	Section 4	\$ 105.00	\$ 105.00		
Operation of a tool for domestic purposes	Section 4	\$ 105.00	\$ 105.00		
Emit excessive sound caused by disrepair of equipment	Section 4	\$ 105.00	\$ 105.00		
SMOKING BY-LAW 2003-15		SET FINE	SET FINE		
Smoking in a public place		\$ 250.00	\$ 250.00		
Permit smoking in a public place		\$ 300.00	\$ 300.00		
Failure to post no smoking signs		\$ 200.00	\$ 200.00		
Permitting ashtrays, etc. in a public place		\$ 150.00	\$ 150.00		
Obstruct an enforcement officer		\$ 500.00	\$ 500.00		

BY-LAW	2024 Rate	2025 RATE	Price with HST	CHANGE
TRANSPORTATION SERVICES				
TRANSIT PER RIDE				
Children 10 and under	\$ 1.25	\$ 2.00		\$ 0.75
Seniors 65 and over & disabled individuals	\$ 2.75	\$ 3.00		\$ 0.25
Adults 18 and over	\$ 3.75	\$ 5.00		\$ 1.25
Students - 11 to 18	new	\$ 4.00		NEW
TRANSIT PASSES 11 RIDES				
Children 10 and under	\$ 10.00	\$ 20.00		\$ 10.00
Seniors 65 and over & disabled individuals	\$ 25.00	\$ 30.00		\$ 5.00
Adults 18 and over	\$ 35.00	\$ 50.00		\$ 15.00
Students - 11 to 18		\$ 40.00		
Bus Rental Hourly	\$ 83.86	\$ 95.00	\$ 109.25	\$ 11.14
AIRPORT AGREEMENTS - See By-Laws				
AIRPORT LANDING FEES				
Under 2,000 Kg Private Registration with fuel purchase	Minimum			
Under 2,000 Kg All Commercial Aircraft and Private w/o fuel	Minimum	\$ 10.06	\$ 10.26	\$ 11.59 \$ 1.33
2,001 Kg to 11,000 Kg Less than \$300 fuel purchase		\$ 73.98	\$ 75.46	\$ 85.27 \$ 9.81
2,001 Kg to 11,000 Kg \$300 or more fuel purchase		\$ 17.08	\$ 17.42	\$ 19.68 \$ 2.26
11,001 to 21,000 Kg Less than \$300 fuel purchase	Per 1,000 KG	\$ 6.83	\$ 6.97	\$ 7.88 \$ 0.91
11,001 to 21,000 Kg \$300 or more fuel purchase	Per 1,000 KG	\$ 3.42	\$ 3.49	\$ 3.94 \$ 0.45
21,001 to 45,000 Kg Less than \$300 fuel purchase	Per 1,000 KG	\$ 9.11	\$ 9.29	\$ 10.50 \$ 1.21
21,001 to 45,000 Kg \$300 or more fuel purchase	Per 1,000 KG	\$ 4.56	\$ 4.65	\$ 5.25 \$ 0.60
over 45,001 Kg	Per 1,000 KG	\$ 5.69	\$ 5.80	\$ 6.55 \$ 0.75
Air Ambulance		\$ 328.87	\$ 335.45	\$ 379.06 \$ 43.61
AIRPORT PARKING FEES				
Under 2,000 Kg	Day	\$ 9.32	\$ 9.51	\$ 10.75 \$ 1.24
Under 2,000 Kg	Month	\$ 68.29	\$ 69.66	\$ 78.72 \$ 9.06
Under 2,000 Kg	Annual	\$ 455.32	\$ 464.43	\$ 524.81 \$ 60.38
2,001 to 5,000 Kg	Day	\$ 11.38	\$ 11.61	\$ 13.12 \$ 1.51
2,001 to 5,000 Kg	Month	\$ 68.29	\$ 69.66	\$ 78.72 \$ 9.06
2,001 to 5,000 Kg	Annual	\$ 569.14	\$ 580.52	\$ 655.99 \$ 75.47
5,001 to 10,000 Kg	Day	\$ 17.08	\$ 17.42	\$ 19.68 \$ 2.26
5,001 to 10,000 Kg	Month	\$ 296.22	\$ 302.14	\$ 341.42 \$ 39.28
10,001 to 30,000 Kg	Day	\$ 27.02	\$ 27.56	\$ 31.14 \$ 3.58
10,001 to 30,000 Kg	Month	\$ 551.12	\$ 562.14	\$ 635.22 \$ 73.08
30,000 to 60,000 Kg	Day	\$ 41.87	\$ 42.71	\$ 48.26 \$ 5.55
30,000 to 60,000 Kg	Month	\$ 848.03	\$ 864.99	\$ 977.44 \$ 112.45
Over 60,001 Kg	Day	\$ 63.20	\$ 64.46	\$ 72.84 \$ 8.38
Over 60,001 Kg	Month	\$ 1,272.53	\$ 1,297.98	\$ 1,466.72 \$ 168.74
AIRPORT CALL-OUT FEES:				
General call out (after hours fuel sale and runway condition report)		\$ 199.37	\$ 230.00	\$ 259.90 \$ 30.63
Snow Removal (min 4 hour charge + \$60 per hour thereafter)		\$ 384.28	\$ 400.00	
AIRPORT ELECTRICAL PLUG IN				
Plug in Fees/day		\$ 22.47	\$ 22.92	\$ 25.90

BY-LAW	2024 Rate	2025 RATE	Price with HST	CHANGE
ENVIRONMENTAL SERVICES				
WATER WORKS				
Water Connection - Turn On	\$ 45.00	\$ 85.00	NO HST	\$ 40.00
Water Disconnection - Turn Off	\$ 45.00	\$ 85.00	NO HST	\$ 40.00
Administration Fee for Notice of Late Payment leading to 2nd Warning Letter	\$ 100.00	\$ 100.00	NO HST	\$ -
Fine for Supplying disconnected residents with water (without permission)		\$ 1,000.00		NEW
Water Thawing (reg. work hrs)				
1st Time	\$ 210.00	\$ 215.00	NO HST	\$ 5.00
2nd Time	\$ 270.00	\$ 275.00	NO HST	\$ 5.00
3rd Time	\$ 380.00	\$ 390.00	NO HST	\$ 10.00
Any of the above services on Weekend & holidays minimum 4 hrs see PW rates	\$ -		NO HST	\$ -
	\$ -			
Fresh Water Bulk dispensing fee up to 10,000L per fill up	\$ 126.00		NO HST	remove
Fresh Water Bulk dispensing fee over 10,001L up to 16,000L per fill up	\$ 150.00		NO HST	remove
Fresh Water Bulk dispensing per litre		\$ 0.02	NO HST	NEW
Fresh Water Bulk dispensing - administrative fee		15%	NO HST	NEW
Application for new water and sewer connection will be submitted by the property owner to the township for review, approval and costing. Fees are to be paid in advance.				
PUBLIC WORKS SERVICES (Work on private property)				
Operator's wages - regular time	per hour	\$ 44.40	\$ 57.70	\$ 65.20 \$ 13.30
Operator's wages - overtime minimum 4hrs	per hour	\$ 66.60	\$ 86.50	\$ 97.75 \$ 19.90
Operator's wages - double time during holidays minimum 4 hrs	per hour	\$ 88.80	\$ 115.40	\$ 130.40 \$ 26.60
Material & Supplies cost plus 15%		15%	15%	15% 0%
Backhoe	per hour	\$ 70.10	\$ 71.50	\$ 80.80 \$ 1.40
Loader	per hour	\$ 111.90	\$ 114.14	\$ 128.98 \$ 2.24
Street Sweeper	per hour	\$ 148.75	\$ 151.73	\$ 171.45 \$ 2.98
Pickup Truck	per hour	\$ 34.14	\$ 34.82	\$ 39.35 \$ 0.68
1 Ton Pickup Truck	per hour	\$ 70.71	\$ 72.12	\$ 81.50 \$ 1.41
Electric Auger	per hour	\$ 16.74	\$ 17.07	\$ 19.29 \$ 0.33
Gas Powered Auger	per hour	\$ 16.74	\$ 17.07	\$ 19.29 \$ 0.33
Water Pick	per hour	\$ 16.74	\$ 17.07	\$ 19.29 \$ 0.33
Thomson Steamer	per hour	\$ 58.98	\$ 60.16	\$ 67.98 \$ 1.18
DBH	per hour	\$ 103.30	\$ 105.37	\$ 119.07 \$ 2.07
Plow Truck	per hour	\$ 206.60	\$ 210.73	\$ 238.12 \$ 4.13
Loader with Blower	per hour	\$ 368.78	\$ 376.16	\$ 425.06 \$ 7.38
Disposal of Sand St. Sweeper	per load	\$ 105.37	\$ 107.48	\$ 121.45 \$ 2.11
Fuel Service charge as per market rate (equipment only)				
Sewer Camera Inspection	weekday	\$ 154.95	\$ 158.05	\$ 178.60 \$ 3.10
Sewer Camera Inspection	weekend	\$ 599.14	\$ 611.12	\$ 690.57 \$ 11.98
Sewer Camera Inspection	holiday	\$ 795.41	\$ 811.32	\$ 916.79 \$ 15.91
Rates updated on January 1st of each year by staff				

BY-LAW		2024 Rate	2025 RATE	Price with HST	CHANGE
LANDFILL USER FEES		NON-RES	RESIDENT/RA		
Minimum tipping fee to the landfill site	\$ 12.00	\$ 6.00	\$ 6.00		
Per car trunk / Small utility trailer or Partial ¼ or ½ ton truck box	\$ 12.00	\$ 6.00	\$ 6.00		
Per ¼ ton truck box (1.6 yd ³ capacity)	\$ 14.00	\$ 7.00	\$ 7.00		
Per ½ ton truck box (2.4 yd ³ capacity)	\$ 16.00	\$ 8.00	\$ 8.00		
Per ¾ ton truck box (3.0 yd ³ capacity)	\$ 26.00	\$ 13.00	\$ 13.00		
Per 1 ton truck box or Tandem axle trailer (3.5 yd ³ capacity)	\$ 30.00	\$ 15.00	\$ 15.00		
Per 3 ton truck box (5.0 yd ³ capacity)	\$ 42.00	\$ 21.00	\$ 21.00		
Per 5 ton truck box – one axle (8.0 yd ³ capacity)	\$ 66.00	\$ 33.00	\$ 33.00		
Per Tandem – two axles (12.0 yd ³ capacity)	\$ 102.00	\$ 50.00	\$ 51.00		
Per Tandem – two axles (15.0 yd ³ capacity)	\$ 146.00	\$ 71.00	\$ 73.00		
Per Tandem – two axles (20.0 yd ³ capacity)	\$ 168.00	\$ 82.00	\$ 84.00		
Per Tri-axle – three axles (25.0 yd ³ capacity)	\$ 212.00	\$ 103.00	\$ 106.00		
Per each additional cubic yard over 25.0 yd ³	\$ 22.00	\$ 11.00	\$ 11.00		
Compacted Refuse (e.g. refuse collection truck) per yard	\$ 26.00	\$ 13.00	\$ 13.00		
Derelict vehicles (Free of all fluids, tires, and batteries)	\$ 212.00	\$ 104.00	\$ 106.00		
Petroleum Contaminated Soil Per truck 0 to 25.0 yd ³ capacity)	\$ 895.00	\$ 875.00	\$ 895.00		
Freon Removal Fridges Freezer Ac	\$ 50.00	\$ 50.00	\$ 50.00		
Freon Removal (Water Coolers/Dehumidifiers)	\$ 25.00	\$ 25.00	\$ 25.00		
NEW FORMAT & RATES					
CREDIT CARD WILL BE ACCEPTED - AT THE LANDFILL JANUARY 1ST, 2025					
		NON-RES	RESIDENT/RAT		
Minimum fee to the landfill site	\$ 12.00	\$ 12.00	\$ 6.00		
Per car trunk	\$ 12.00	\$ 12.00	\$ 6.00		
Small Utility Trailer	\$ 16.00	\$ 16.00	\$ 8.00		
Pick Up Truck – up to 8 Ft Box Maximum (1/2 Load)	\$ 12.00	\$ 12.00	\$ 6.00		
Pick Up Truck – up to 8 Ft Box Maximum (Full Load)	\$ 24.00	\$ 24.00	\$ 12.00		
Dually Pick Up truck - (1/2 load)	\$ 42.00	\$ 42.00	\$ 21.00		
Dually Pick Up truck - (Full load)	\$ 66.00	\$ 66.00	\$ 33.00		
Trailer – 8 Ft Box Maximum (1/2 Load)	\$ 12.00	\$ 12.00	\$ 6.00		
Trailer – 8 Ft Box Maximum (Full Load)	\$ 24.00	\$ 24.00	\$ 12.00		
Trailer – 8 FT to 14 Ft (1/2 Load)	\$ 44.00	\$ 44.00	\$ 22.00		
Trailer – 8 FT to 14 Ft (Full Load)	\$ 68.00	\$ 68.00	\$ 34.00		
Per Tandem - two axles (up to 20 yd ³ capacity)	\$ 168.00	\$ 168.00	\$ 84.00		
Per Tri-Axle - three axles (up to 25 yd ³ capacity)	\$ 210.00	\$ 210.00	\$ 105.00		
Compacted Refuse (e.g., refuse collection truck) per yard	\$ 26.00	\$ 26.00	\$ 13.00		
Derelict vehicles (free of all fluids, tires, and batteries)	\$ 212.00	\$ 212.00	\$ 106.00		
Tires with or without rims and electronics	Free	Free	Free		
Petroleum Contaminated Soil 0 to 25 yd ³	\$ 895.00	\$ 895.00	\$ 895.00		
Freon Removal Fridges Freezer Ac	\$ 50.00	\$ 50.00	\$ 50.00	\$ -	
Freon Removal (Water Coolers/Dehumidifiers)	\$ 25.00	\$ 25.00	\$ 25.00	NEW	

BY-LAW	2024 Rate	2025 RATE	Price with HST	CHANGE
PLANNING				
LAND USE PLANNING				
Official Plan	\$ 20.50	\$ 20.91		
Zoning By-Law	\$ 20.50	\$ 20.91		
Pre-Consultation	\$ 509.00	\$ 519.18		
Site Plan Control Simple	\$ 254.50	\$ 259.59		
Site Plan Control Complex	\$ 509.00	\$ 519.18		
Zoning By-Law amendment Minor	\$ 407.50	\$ 415.65		
Zoning By-Law amendment Major	\$ 611.00	\$ 623.22		
Official Plan Amendment (OPA)	\$ 611.00	\$ 623.22		
Minor Variance	\$ 325.00	\$ 331.50		
Zoning Searches	\$ 75.00	\$ 76.50		
Consent Application	\$ 325.00	\$ 331.50		
Plan of subdivison/severance	\$ 1,000.00	\$ 1,020.00		
Planning Reports (Triggers Required)				
Ontario Municipal Board Costs (Ask for costs if Township wins the ruling)				
Deposit will be required to cover the planner cost	\$ 1,000.00	\$ 1,000.00		
SIGN LEASE AGREEMENTS see by By-Law				

BY-LAW	2024 Rate	2025 RATE	Price with HST	CHANGE
RECREATION SERVICES				
<u>ARENA ICE SURFACE</u>			Price with HST	
Hourly Adult Ice	\$ 139.91	\$ 142.71	\$ 161.26	\$ 2.80
Hourly Youth/Family Rental	\$ 73.45	\$ 75.22	\$ 85.00	\$ 1.77
Hourly Adult No Ice	\$ 47.77	\$ 48.73	\$ 55.06	\$ 0.96
Hourly Youth No Ice	\$ 33.52	\$ 34.19	\$ 38.63	\$ 0.67
Daily with Ice	\$ 654.68	\$ 667.77	\$ 754.58	\$ 13.09
Daily No Ice	\$ 500.13	\$ 510.13	\$ 576.45	\$ 10.00
<u>CURLING CLUB (April 1st to October 30th)</u>				
Daily No Alcohol - Lounge	\$ 157.75	\$ 160.91	\$ 181.83	\$ 3.16
Daily with Alcohol - Lounge	\$ 281.79	\$ 287.43	\$ 324.80	\$ 5.64
Hourly Adult - Lounge	\$ 33.80	\$ 35.00	\$ 39.55	\$ 1.20
Hourly Youth - Lounge	\$ 22.54	\$ 23.50	\$ 26.56	\$ 0.96
Hourly Adult No Ice	\$ 47.77	\$ 48.73	\$ 55.06	\$ 0.96
Hourly Youth No Ice	\$ 33.52	\$ 34.19	\$ 38.63	\$ 0.67
Daily Surface No Ice	\$ 433.85	\$ 442.53	\$ 500.06	\$ 8.68
Pre event set-up fee	\$ 108.24	\$ 110.40	\$ 124.75	\$ 2.16
<u>COMMUNITY HALL</u>				
Daily no Alcohol	\$ 253.54	\$ 262.00	\$ 296.06	\$ 8.46
Daily with Alcohol	\$ 394.40	\$ 402.29	\$ 454.59	\$ 7.89
Hourly Adult	\$ 33.80	\$ 35.00	\$ 39.55	\$ 1.20
Hourly Youth	\$ 22.54	\$ 23.50	\$ 26.56	\$ 0.96
Daily with Alcohol + servery	\$ 507.10	\$ 521.24	\$ 589.00	\$ 14.14
Daily no Alcohol + servery	\$ 366.24	\$ 377.56	\$ 426.64	\$ 11.32
Pre event set-up fee	\$ 108.24	\$ 110.40	\$ 124.75	\$ 2.16
<u>SERVERY</u>				
Daily Full Use	\$ 214.66	\$ 218.95	\$ 247.41	\$ 4.29
Servery cleaning fee	\$ 100.00	\$ 100.00	\$ 113.00	\$ -
<u>BALL FIELD</u>				
Adult with lights (per game)	\$ 51.00	\$ 52.02	\$ 58.78	\$ 1.02
Adult no lights (per game)	\$ 40.80	\$ 41.62	\$ 47.03	\$ 0.82
Youth no lights (per game)	\$ 20.40	\$ 20.81	\$ 23.52	\$ 0.41
Youth with lights (per game)	\$ 25.50	\$ 26.01	\$ 29.39	\$ 0.51
<u>MISC. RENTALS - OUTSIDE RECREATION BUILDING</u>				
Tables (daily) 1 to 10 =	\$ 31.57	\$ 32.20	\$ 36.39	\$ 0.63
Tables (daily) 11 to 20 =	\$ 63.13	\$ 64.39	\$ 72.76	\$ 1.26
Tables (daily) 21 to 40 =	\$ 126.26	\$ 128.79	\$ 145.53	\$ 2.53
Chairs (daily) 1 to 50 =	\$ 31.57	\$ 32.20	\$ 36.39	\$ 0.63
Chairs (daily) 51 to 100 =	\$ 64.01	\$ 65.29	\$ 73.78	\$ 1.28
Stage	\$ 159.18	\$ 162.36	\$ 183.47	\$ 3.18

CORRESPONDENCE

THE CORPORATION OF THE
TOWN OF MIDLAND

575 Dominion Avenue
Midland, ON L4R 1R2
Phone: 705-526-4275
Fax: 705-526-9971
info@midland.ca



November 7, 2024

Premier Ford
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Via email: premier@ontario.ca

Dear Premier Ford:

Re: Sustainable Funding for Small Urban Municipalities

At its November 6, 2024 Regular Council Meeting the Council for the Town of Midland passed the following Resolution:

WHEREAS it is apparent that the Ontario Government has overlooked the needs of Ontario's small urban municipalities; and

WHEREAS Ontario's small urban municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, water/ wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets; and

WHEREAS an increase of 26% one year, which is a million dollars (roughly 4% tax increase) for Midland and is something never projected;

NOW THEREFORE IT IS RESOLVED THAT The Town of Midland call on the Ontario Government to immediately implement sustainable funding for small urban municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities; and

FURTHER THAT the OPP Billing Model be referred to the Auditor General for review; and

FURTHER THAT Council direct Staff to circulate this resolution to Premier Doug Ford (premier@ontario.ca), Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario (amo@amo.on.ca) and all Municipalities in Ontario.

Thank you.

Yours very truly,

THE CORPORATION OF THE TOWN OF MIDLAND

Sherri Edgar

Sherri Edgar, AMCT
Municipal Clerk
Ext. 2210

cc.

MPP, Simcoe North, Jill Dunlop jill.dunlopco@pc.ola.org
Minister of the Solicitor General, Sylvia Jones sylvia.jones@pc.ola.org
Minister of Finance, Peter Bethlenfalvy peter.bethlenfalvyco@pc.ola.org
Association of Municipalities of Ontario (AMO) resolutions@amo.on.ca
All Municipalities in Ontario



Township of Horton
 2253 Johnston Rd. Renfrew, ON K7V 3Z8
 (o) 613-432-6272
 (f) 613-432-7298
reception@hortontownship.ca

CERTIFIED TRUE COPY

Moved by: Councillor Webster

Resolution No.: 2024-160

Seconded by: Councillor Webs

November 5th, 2024

WHEREAS it is apparent that the Ontario Government has overlooked the needs of small rural Ontario;

AND WHEREAS Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, bridges, water/wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets:

AND WHEREAS small rural Ontario's operating needs consume the majority of property tax revenue sources;

AND WHEREAS small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

AND WHEREAS in 2015 the provincial government moved to standardized billing for all non-contract D.P.P. (5.1) locations;

AND WHEREAS the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway; and \$534 million to Ottawa for the repatriation of Hwy 174;

AND WHEREAS the annual cost of the Ontario Provincial Police, Municipal Policing Bureau for small rural non-contract (5.1) municipalities is approximately \$428 million;



Township of Horton

2253 Johnston Rd. Renfrew, ON K7V 3Z8

(o) 613-432-6272

(f) 613-432-7298

reception@hortontownship.ca

AND WHEREAS this annual cost is significantly less than the repatriation costs of the Gardiner Express Way, the Don Valley Parkway and Highway 174 (Ottawa Region) but provides a greater impact to the residents of the Province overall;

AND WHEREAS this will afford relief to small rural municipalities for both infrastructure and operating needs while having a minimal impact on the provincial budget;

NOW THEREFORE BE IT RESOLVED THAT The Township of Horton call on the Ontario Government to immediately implement sustainable funding for small rural municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities:

AND FURTHER THAT Council direct staff to circulate this resolution to Premier Doug Ford, Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario, MPP John Yakabuski, and all Municipalities in Ontario.

X CARRIED

Hope Dillabough, CAO/Clerk



Municipality of
Leamington
live | play | work

November 14, 2024

Hon. Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
Email: premier@ontario.ca

Dear Honourable Doug Ford,

RE: OPP Detachment Billing Increases

Please be advised that the Council of the Corporation of the Municipality of Leamington, at its meeting held Tuesday, November 12, 2024 enacted the following resolution:

WHEREAS current police services within the Municipality of Leamington (hereinafter referred to as the 'Municipality') are provided by the Ontario Provincial Police (hereinafter referred to as the 'OPP');

AND WHEREAS the Municipality and the local OPP detachment have worked in a positive, collaborative and effective manner for decades;

AND WHEREAS historical increases in OPP Annual Billing Statements have trended around 5.67%;

AND WHEREAS the OPP submitted their 2025 Annual Billing Statement to the Municipality on October 4, 2024, that identifies an approximate \$833,000 (14.45%) increase from 2024 to 2025 that will translate to an approximate 2.48% tax rate increase, in addition to what the Municipality was contemplating for the residents of Leamington;

AND WHEREAS the Municipality was not consulted nor provided any advanced notice from the Commissioner regarding the significant cost increase received for OPP services;

AND WHEREAS the Municipality cannot afford to absorb this unexpected and entirely preventable increase without causing undo financial strain to our taxpayers;

THEREFORE BE IT RESOLVED THAT the Municipality of Leamington wishes to dispute the 2025 OPP Annual Billing Statement;

AND FURTHER THAT the Town requests that the 2025 OPP Annual Billing Statement be reduced to an approximate 5% increase that is more manageable for the Municipality and in line with historical trends;

AND FURTHER THAT any increase above 5% be absorbed by the province as the additional costs are directly the result of collective bargaining that was within the control of the OPP and should have been known to be financially unsustainable for the municipalities that now need to pay the bill;

AND FURTHER THAT the Municipality request that the County of Essex undertake a feasibility study for a County Police Force;

AND FURTHER THAT a copy of this Resolution be sent to the Honourable Doug Ford, Premier of Ontario, the Honourable Michael Kerzner, Solicitor General, MPP Trevor Jones, the County of Essex, and all 329 municipalities serviced by OPP.

Yours Truly,

Abbie Marchildon

Abbie Marchildon, Council and Committee Coordinator

cc: The Hon. Michael Kerzner, Solicitor General
Trevor Jones, MPP
County of Essex
All 329 municipalities serviced by the OPP



King Township
2585 King Road
King City, Ontario
Canada L7B 1A1

Phone: 905.833.5321
Fax: 905.833.2300
Website: www.king.ca
Email: clerks@king.ca

November 18, 2024

The Right Honourable Justin Trudeau
Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

premier@ontario.ca

Dear Prime Minister and Premier,

RE: TOWNSHIP OF KING RESOLUTION – REQUESTING THE REDISTRIBUTION OF PROVINCIAL LAND TRANSFER TAX AND GST TO MUNICIPALITIES FOR SUSTAINABLE INFRASTRUCTURE FUNDING

At its Council meeting of November 12, 2024, Council of the Township of King received and supported the following Resolution:

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

Now Therefore Be It Resolved That;

1. The Township of King Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

2. The Township of King Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and
3. That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and
4. That copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
5. That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Carried Unanimously.

Yours sincerely,



Denny Timm
Township Clerk

- cc. Hon. Peter Bethlenfalvy, Ontario Minister of Finance Peter.Bethlenfalvy@pc.ola.org
Hon. Paul Calandra, Ontario Minister of Municipal Affairs and Housing
Paul.Calandra@pc.ola.org
Anna Roberts, MP, King-Vaughan anna.roberts@parl.gc.ca
Scot Davidson, MP, York-Simcoe Scot.Davidson@parl.gc.ca
Stephen Lecce, MPP, King-Vaughan Stephen.lecce@pc.ola.org
Hon Caroline Mulroney, MPP, York-Simcoe caroline.mulroneyca@pc.ola.org
444 Municipalities of Ontario
The Federation of Canadian Municipalities (FCM) info@fcm.ca
Association of Municipalities of Ontario amo@amo.on.ca
Mayor Steve Pellegrini, King spellegrini@king.ca
Councillor David Boyd, King dboyd@king.ca



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

November 19, 2024

Minister of Health Sylvia Jones
sylvia.jones@ontario.ca

Dear Minister Jones,

At the Township of Terrace Bay Regular Council Meeting held on Monday September 16, 2024, the following resolution was put forth by Councillor Chris Dube and was passed.

Re: Ambulance Shortages and Healthcare System Issues

Resolution 266-2024

Moved by: Councillor Johnson

Seconded by: Councillor Dube

WHEREAS, the Council of the Corporation of the Township of Terrace Bay is gravely concerned about the ongoing shortages and staffing challenges facing Superior North EMS (SNEMS);

WHEREAS, the provincial funding for ambulance services, currently at 50%, along with the city's 50% contribution, has been falling short, leading to financial strain on municipalities and regional partners, including the City of Thunder Bay;

WHEREAS, the rolling shortages of paramedics and EMS personnel in the region present a significant risk to public safety and healthcare services in northern communities, which are disproportionately affected by the province-wide shortage of paramedics;

WHEREAS, recruitment and retention issues, including insufficient wages and benefits, lack of mental health supports, frequent exposure to traumatic experiences, and inadequate recovery time between work periods, are causing high turnover rates and burnout among EMS workers;

THEREFORE, BE IT RESOLVED THAT, the Honorable Sylvia Jones, Minister of Health, be requested to take immediate action to address the funding shortfalls and structural challenges in the delivery of EMS services in northern communities, including:

1. Increasing provincial funding to support EMS services and reduce the financial burden on municipalities;
2. Implementing incentives such as "learn and stay" grants to encourage paramedics to live and work in northern Ontario;
3. Enhancing support systems for EMS workers, including improved wages, benefits, and mental health resources.



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 **Fax:** (807) 825-9576

AND THAT, this resolution be forwarded to Minister Sylvia Jones, the Association of Municipalities of Ontario (AMO), and all Ontario municipalities.

Sincerely,

J. Hall
Chief Administrative Officer/Clerk

CC:
AMO
All Ontario Municipalities



TOWNSHIP OF
RUSSELL

CERTIFIED RESOLUTION

Date: October 28, 2024

Item(s) no.: 10 a

Subject: Motion to request the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

Moved by: Marc Lalonde

Seconded by: Lisa Deacon

WHEREAS municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

WHEREAS the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

WHEREAS the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

WHEREAS the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

WHEREAS redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

WHEREAS a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

1. **NOW THEREFORE BE IT HEREBY RESOLVED THAT** the Corporation of the Township of Russell Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

2. **BE IT FURTHER RESOLVED THAT** the Corporation of the Township of Russell Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and

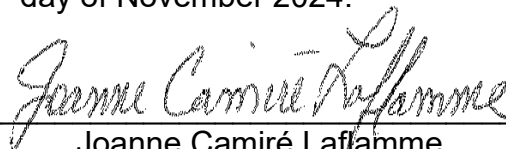
3. **BE IT FURTHER RESOLVED THAT** this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

4. **BE IT FURTHER RESOLVED THAT** copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and

5. **BE IT FURTHER RESOLVED THAT** copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy

MOTION APPROVED

I, Joanne Camiré Laflamme, Clerk of the Corporation of the Township of Russell, hereby certify that the foregoing is a true copy of the resolution adopted by the Council of the Corporation of the Township of Russell on the 12th day of November 2024.



Joanne Camiré Laflamme
Clerk



Representing the Districts of Kenora, Rainy River and Thunder Bay

P.O. Box 10308, Thunder Bay, ON P7B 6T8
www.noma.on.ca

p. 807.683.6662 e. admin@noma.on.ca

October 7, 2024

Honourable Anita Anand
President of the Treasury Board and Minister of Transport
House of Commons
Ottawa, ON, K1A 0A6
Via Email: Anita.Anand@parl.gc.ca

Her Worship Mayor Olivia Chow
Office of the Mayor
City Hall, 2nd Floor
100 Queen St. W.
Toronto, ON M5H 2N2
Via Email: mayor_chow@toronto.ca

Re: The Future for Billy Bishop Airport Requires Urgent Action and a Modern Governing Agreement

Dear Minister Anand and Mayor Chow,

I am writing to you to express my support for the sustained operation and development of Billy Bishop Toronto City Airport. As the President of the Northwestern Ontario Municipal Association, I am extremely concerned to learn that the Tripartite Agreement that governs operations at the Airport expires in 2033 – less than 9 years from now.

Billy Bishop Airport provides a critical service and point of connection for the North. Many of my community members rely on Billy Bishop airport to visit family, connect through to other destinations for work, travel and tourism or to access critical medical services, the convenience and ease of Billy Bishop Airport cannot be matched. It has been reported widely that Northern Ontario communities have experienced drastic reductions in air service coming out of the COVID pandemic. Reliable air connectivity available through Billy Bishop Airport is an important economic and social lifeline for my community.

We were pleased to see the Federal Government's investment in a US Customs and Border Patrol preclearance facility, which is expected to open in 2025. This is welcomed news for communities in Northwestern Ontario as it will enable more and better connections through Billy Bishop Airport and amplify the airport's already strong economic contribution. We viewed this investment in the airport's long term future as recognition of the very important role the airport has come to play for the communities it connects including Northwestern Ontario – very much at odds with an agreement that expires in a matter of years.

To that end, we would implore you, as signatories to the Tripartite Agreement, to commence a process to modernize the Tripartite Agreement and secure the long-term future of Canada's 9th-busiest airport and 3rd-busiest in Ontario. My community members rely on this service, and we

want to see even more connections and expanded services to the North. As elected leaders, we have a responsibility to think past our own front doors, reflect the needs of all of our constituents and those beyond our communities who are impacted by our decisions. Certainty about the airport's long-term future should not be something we as leaders should need to think long about. **The time is now for the parties of the agreement to move forward with urgency to ensure this vital piece of transportation infrastructure and the important connections it facilitates are sustained.**

Sincerely,



Wendy Landry
President, Northwestern Ontario Municipal Association
Mayor, Municipality of Shuniah

Cc:

Hon. Soraya Martinez Ferrada, Minister of Tourism, Government of Canada
Hon. François-Philippe Champagne, Minister of Innovation, Science and Industry, Government of Canada
Hon. Arun Thangaraj, Deputy Minister of Transport Canada, Government of Canada
John D. Elvidge, City of Toronto, Clerk
Paul Johnson, City of Toronto, City Manager
Jag Sharma, City of Toronto, Deputy City Manager
RJ Steenstra, President and CEO, Ports Toronto
Sandra Papatello, Chair, Board of Directors, Ports Toronto
Neil Pakey, President and CEO, Nieuport Aviation
Hon. Prabmeet Sarkaria, Minister of Transportation, Government of Ontario
Hon. Vic Fedeli, Minister of Economic Development, Job Creation and Trade, Government of Ontario
MP Patty Hajdu (Thunder Bay - Superior North)
MP Marcus Powlowski – Thunder Bay-Rainy River
MP Eric Melillo – Kenora
MPP Greg Rickford, (Kenora – Rainy River)
MPP Kevin Holland, (Thunder Bay - Atikokan)
MPP Lise Vaugeois, (Thunder Bay - Superior North)
All member municipalities - CAOs and Clerks



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

November 19, 2024

Premier Doug Ford
premier@ontario.ca

Dear Mr. Ford,

At the Township of Terrace Bay Regular Council Meeting held on Monday November 17, 2024 the following resolution of support was passed.

Re: Good Roads Association, Establishment of an Ontario Rural Road Safety Program

Resolution: 306-2024

Moved By: Councillor Johnson

Seconded By: Councillor Adduono

BE IT RESOLVED THAT Council receive the correspondence from the Good Roads Association regarding the establishment of an Ontario Rural Road Safety Program, for information;

AND THAT Council endorse and support the motion as circulated by the Good Roads Association, being:

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

AND WHEREAS despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS preventing crashes helps to alleviate the burden on Ontario's already strained rural health care system;

AND WHEREAS roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the Township of Terrace Bay requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads;



The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0
Phone: (807) 825-3315 Fax: (807) 825-9576

AND FURTHER THAT a copy of this resolution be forwarded to Hon. Doug Ford, Premier, Hon. Prabmeet Singh Sarkaria, Minister of Transportation, Hon. Kinga Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Food and Agribusiness, Hon. Lisa M. Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, Hon. Lise Vaugeois, MPP, and Good Roads;

AND FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

Sincerely,

J. Hall
Chief Administrative Officer/Clerk

CC:

Minister of Transportation – Anita Anand anita.anand@parl.gc.ca
Minister of Infrastructure – Kinga Surma kinga.surma@pc.ola.org
Minister of Agriculture, Food and Agribusiness – Rob Flack rob.flack@pc.ola.org
Minister of Rural Affairs – Lisa M. Thompson lisa.thompsonco@pc.ola.org
Associate Minister of Emergency Preparedness and Response – Trevor Jones
trevor.jones3@ontario.ca
Minister of Health – Sylvia Jones sylvia.jones@pc.ola.org
MPP Lise Vaugeois lvaugois-gp@ndp.on.ca
Good Roads, Scott R. Butler, scott@goodroads.ca
Ontario Municipalities



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora

Member Motion

Mayor's Office

Re: Request the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

To: Members of Council

From: Mayor Tom Mrakas

Date: November 5, 2024

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

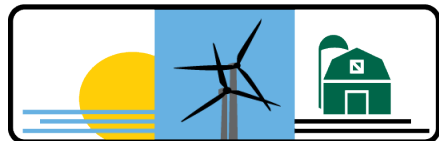
Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

1. Now Therefore Be It Hereby Resolved That Aurora Town Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

2. Be It Further Resolved That Aurora Town Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and
3. Be It Further Resolved That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and
4. Be It Further Resolved That copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
5. Be It Further Resolved That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.



— TOWNSHIP OF —
ASHFIELD-COLBORNE-WAWANOSH

82133 Council Line, R.R. #5
 Goderich, Ontario N7A 3Y2

PHONE: 519-524-4669

FAX: 519-524-1951

E-MAIL: clerk@acwtownship.ca

November 19, 2024

via email: premier@ontario.ca

The Honourable Doug Ford
 Premier of Ontario
 823 Albion Road
 Etobicoke, ON M9V 1A3

Dear Honourable Doug Ford:

At its meeting held on November 19, 2024, the Council of the Township of Ashfield-Colborne-Wawanosh adopted the following resolution with respect to Good Roads – Ontario Rural Road Safety Program:

Moved by Jennifer Miltenburg
 Seconded by Wayne Forester

BE IT RESOLVED THAT Council receive the correspondence from the Good Roads Association regarding the establishment of an Ontario Rural Road Safety Program, for information;

AND THAT Council endorse and support the motion as circulated by the Good Roads Association, being:

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

AND WHEREAS despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS preventing crashes reduces the burden on Ontario's already strained rural strained health care system; AND WHEREAS roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the Township of Ashfield-Colborne-Wawanosh requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads;

AND FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. King Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads;

AND FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

Your favourable consideration of this respectfully requested.

Sincerely,



Kelly Thomson
Deputy Clerk | Communications Co-ordinator

CC:

Minister of Transportation – Anita Anand anita.anand@parl.gc.ca
Minister of Infrastructure – Kinga Surma kinga.surma@pc.ola.org
Minister of Agriculture, Food and Agribusiness – Rob Flack rob.flack@pc.ola.org
Minister of Rural Affairs – Lisa M. Thompson lisa.thompsonco@pc.ola.org
Associate Minister of Emergency Preparedness and Response – Trevor Jones
trevor.jones3@ontario.ca
Minister of Health – Sylvia Jones sylvia.jones@pc.ola.org
MPP Lise Vaugeois lvaugois-qp@ndp.on.ca
Good Roads, Scott R. Butler, scott@goodroads.ca
Ontario Municipalities

Corporation of the Township of Essa
5786 County Road 21
Utopia, Ontario
L0M 1T0



Telephone: (705) 424-9917
Fax: (705) 424-2367
www.essatownship.on.ca

November 21, 2024

**Re: Township of Essa Motion No. CR172-2024
Fair Share of Provincial and Federal Government Financial Support**

Please be advised that at its meeting of November 20, 2024, Council of the Township of Essa passed the following:

Resolution No: CR172-2024 Moved by: Sander Seconded by: Kiezebrink

WHEREAS municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

WHEREAS the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

WHEREAS the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

WHEREAS the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

WHEREAS redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

WHEREAS a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

NOW THEREFORE BE IT RESOLVED THAT Council of the Township of Essa formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and further,

THAT Council of the Township of Essa calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and

THAT this redistribution of the Land Transfer Tax and GST be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

THAT copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and

THAT copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

---Carried---

Your consideration and support to Ontario municipalities is appreciated.

Sincerely,



Lisa Lehr, CMO
Township of Essa

cc: Right Honourable Justin Trudeau, Prime Minister
Hon. Doug Ford, Premier
Hon. Peter Bethlenfalvy, Minister of Finance
Hon. Paul Calandra, Minister of Municipal Affairs and Housing
Brian Saunderson, MPP Simcoe-Grey
Terry Dowdall, MP Simcoe-Grey
All Ontario Municipalities
AMO



REGULAR COUNCIL MEETING

RESOLUTION

Tuesday, November 19, 2024

Resolution # RC24270	Meeting Order: 8
Moved by: <i>Joseph Opat</i>	Seconded by: <i>M Hatfield</i>

RESOLVED THAT Council for the Corporation of the Municipality of Wawa does hereby support the Resolution dated November 13, 2024 passed by the Township of Papineau-Cameron regarding the Ontario Building Code;

AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be forwarded to the Hon. Doug Ford, Premier of Ontario, Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Hon. Michael Parsa, Minister of Children, Community and Social Services, Hon. Victor Fedeli, Chair of Cabinet, Minister of Economic Development, Job Creation and Trade, Association Municipalities of Ontario, Ontario Building Officials Association, Municipalities of Ontario.

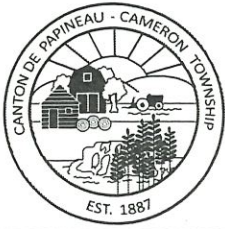
RESOLUTION RESULT	RECORDED VOTE	YES	NO
<input checked="" type="checkbox"/> CARRIED	MAYOR AND COUNCIL		
<input type="checkbox"/> DEFEATED	Mitch Hatfield		
<input type="checkbox"/> TABLED	Cathy Cannon		
<input type="checkbox"/> RECORDED VOTE (SEE RIGHT)	Melanie Pilon		
<input type="checkbox"/> PECUNIARY INTEREST DECLARED	Jim Hoffmann		
<input type="checkbox"/> WITHDRAWN	Joseph Opat		

Disclosure of Pecuniary Interest and the general nature thereof.

Disclosed the pecuniary interest and general name thereof and abstained from the discussion, vote and influence.

Clerk: _____

MAYOR - MELANIE PILON	CLERK - MAURY O'NEILL
<i>M. Pilon</i>	<i>Maury O'Neill</i>



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON P0H 1V0
Office: (705) 744-5610 • Fax: (705) 744-0434 • Garage: (705) 744-5072
E-mail: clerk@papineaucameron.ca Website: www.papineaucameron.ca

November 13, 2024

The Honourable Doug Ford
Premier of Ontario
Premier's Office
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

RE: Ontario Building Code

The Council of Papineau-Cameron met at their regular Council meeting on November 12, 2024 and passed the attached resolution 2024-328.

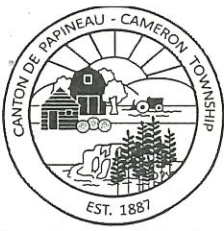
Feel free to contact us if you have any questions.

Sincerely,

Jason McMartin, BA, ADA
CAO/Clerk-Treasurer

Encl. Council Resolution 2024-328

c.c. Hon. Paul Calandra MPP, Minister of Municipal Affairs and Housing
Hon. Michael Parsa MPP, Minister of Children, Community and Social Services
Hon. Victor Fedeli MPP, Chair of Cabinet, Minister of Economic Development, Job Creation and Trade
Association of Municipalities of Ontario
Ontario Building Officials Association
Municipalities of Ontario



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON P0H 1V0
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 Website: www.papineaucameron.ca

DATE: November 12, 2024 **RESOLUTION NUMBER:** 2024- 328

MOVED BY: *Shelley Belanger* **SECONDED BY:** *MChenier*

WHEREAS Ontario is facing a significant affordable housing crisis, with many residents struggling to secure safe and affordable living accommodations;

AND WHEREAS the crisis of homelessness in Ontario continues to affect thousands of individuals and families, necessitating urgent and effective housing solutions;

AND WHEREAS the current Ontario Building Code contains regulations that may inadvertently hinder the development of affordable housing by imposing excessive costs and barriers on individuals and developers;

AND WHEREAS current building code regulations may restrict the development of innovative housing solutions designed to address the needs of homeless individuals and families;

AND WHEREAS an increase in affordable housing units is essential to promote economic stability, community well-being, and social equity within Ontario;

AND WHEREAS providing pre-approved affordable housing plans can streamline the construction process, reduce costs, and facilitate quicker access to housing for those in need;

THAT the Council of Papineau-Cameron Township hereby calls on the Ontario government to amend the Ontario Building Code to include provisions for pre-approved affordable housing plans specifically aimed at supporting low income and homeless individuals, including:

1. Standardized Designs: Creating a set of pre-approved housing designs that meet safety and quality standards while being cost-effective and quick to construct.
2. Flexible Design Standards: Allowing for innovative building designs and materials that meet affordability criteria while ensuring safety and livability.
3. Community Integration: Ensuring that these housing designs can be integrated into existing neighborhoods in a way that respects community character and promotes acceptance.
4. Support for Diverse Models: Including options for various types of housing, such as tiny homes, modular units, and converted shipping containers, to cater to different needs and preferences.

AND FURTHER THAT the Council of Papineau-Cameron Township encourages the Ontario government to engage with stakeholders, including architects, housing advocates, and service providers, to develop these pre-approved plans that effectively address the needs of low income and homeless individuals;

AND FURTHER THAT this resolution be provided to the Hon. Doug Ford, Premier of Ontario, Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Hon. Michael Parsa, Minister of Children, Community and Social Services, Hon. Victor Fedeli, Chair of Cabinet, Minister of Economic Development, Job Creation and Trade, Association Municipalities of Ontario, Ontario Building Officials Association, Municipalities of Ontario.

CARRIED: *Robert Corriveau* **NOT CARRIED:** _____
 (Mayor) (Mayor)

COPY

Recorded Vote (Upon Request of Councillor _____) Section 246 (1) Municipal Act

RECORDED DIVISION VOTE	YES Signature	NO Signature	ABSTAIN Signature
Mayor Robert Corriveau			
Deputy Mayor Shelley Belanger			
Councillor Keith Dillabough			
Councillor Jason Bélanger			
Councillor Mélanie Chenier			