Asset Management Plan

Village of Merrickville-Wolford

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

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Report

Chapter 1
Introduction

1. Introduction

1.1 Overview

The main objective of an asset management plan is to use a municipality's best available information to develop a comprehensive long-term plan for capital assets. In addition, the plan should provide a sufficiently documented framework that will enable continual improvement and updates of the plan, to ensure its relevancy over the long term.

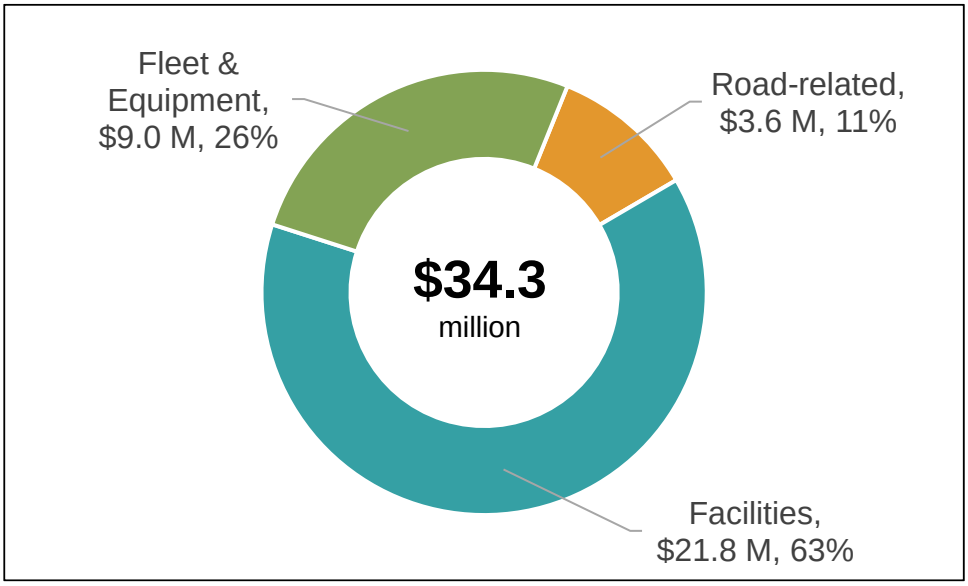
The Village of Merrickville-Wolford (Municipality) retained Watson & Associates Economists Ltd. (Watson) to develop an asset management plan for the Municipality's non-core assets. The project is being completed in two phases. The first phase focused on complying with the July 1, 2024 requirements of O. Reg. 588/17 and is summarized in this report. The second phase of the project, to be completed in coming months, will focus on identifying proposed levels of service and developing a financial strategy that balances cost with levels of service.

The total replacement cost of the Municipality's non-core assets has been estimated at almost $34.3 million. A breakdown of the total replacement cost by asset class is provided in Table 1-1 and is illustrated in Figure 1-1. Facilities account for the largest share of replacement costs (63%), followed by fleet and equipment (26%), and road-related assets (11%).

Table 1-1: Asset Classes and Replacement Costs

Asset Class	Replacement Cost (2024$)
Road-related	$3,560,700
Facilities	$21,807,000
Fleet and Equipment	$8,950,000
Total	**$34,317,700**

Figure 1-1: Distribution of Replacement Cost by Asset Class



1.2 Legislative Context for the Asset Management Plan

Asset management planning in Ontario has evolved significantly over the past decade.

Before 2009, capital assets were recorded by municipalities as expenditures in the year of acquisition or construction. The long-term issue with this approach was the lack of a capital asset inventory, both in the municipality's accounting system and financial statements. As a result of revisions to section 3150 of the Public Sector Accounting Board (PSAB) handbook, effective for the 2009 fiscal year, municipalities were required to capitalize tangible capital assets, thus creating an inventory of assets.

In 2012, the Province launched the municipal Infrastructure Strategy. As part of that initiative, municipalities and local service boards seeking provincial funding were required to demonstrate how any proposed project fits within a detailed asset management plan. In addition, asset management plans encompassing all municipal assets needed to be prepared by the end of 2016 to meet Federal Gas Tax (now the Canada Community-Building Fund) agreement requirements. To help define the components of an asset management plan, the Province produced a document entitled Building Together: Guide for Municipal Asset Management Plans. This guide documented the components, information, and analysis that were required to be included in municipal asset management plans under this initiative.

The Province's *Infrastructure for Jobs and Prosperity Act, 2015* (IJPA) was proclaimed on May 1, 2016. This legislation detailed principles for evidence-based and sustainable long-term infrastructure planning. The IJPA also gave the Province the authority to guide municipal asset management planning by way of regulation. In late 2017, the Province introduced O. Reg. 588/17 under the IJPA. The intent of O. Reg. 588/17 is to establish standard content for municipal asset management plans. Specifically, the regulation requires that asset management plans be developed that define the current levels of service, identify the lifecycle activities that will be undertaken to achieve these levels of service, and provide a financial strategy to support the levels of service and lifecycle activities.

As noted earlier, this asset management plan was developed to bring the Municipality into compliance with the July 1, 2024 requirements of O. Reg. 588/17. Over the coming months the Municipality will be developing the final phase of its asset management plan, which will identify level of service targets and a financial strategy. The final phase

of the asset management plan will bring the Municipality into full compliance with the 2025 requirements of O. Reg. 588/17.

1.3 Asset Management Plan Development

This asset management plan was developed using an approach that leverages the Municipality's asset management principles as identified within its strategic asset management policy, capital asset data, and staff input.

The development of the Municipality's asset management plan is based on the steps summarized below:

1. Compile available information pertaining to the Municipality's capital assets to be included in the plan, including attributes such as size, material type, useful life, age, and current replacement cost. Update the current replacement cost, where required, using benchmark costing data or applicable inflationary indices.

2. Define and assess current asset conditions, based on a combination of input from the Municipality's staff, and existing background reports and studies (e.g., 2021 Sidewalk Condition Assessment by StreetScan).

3. Define and document current levels of service based on analysis of available data and consideration of various background reports.

4. Develop lifecycle management strategies that identify the activities required to sustain the levels of service discussed above. The outputs of these strategies are summarized in the forecast of annual capital and operating expenditures required to achieve these levels of service outcomes.

5. Document the asset management plan in a formal report to inform future decision-making and to communicate planning to municipal stakeholders.

Chapter 2
State of Local Infrastructure and Levels of Service

2. State of Local Infrastructure and Levels of Service

2.1 Road-related Assets

2.1.1 State of Local Infrastructure

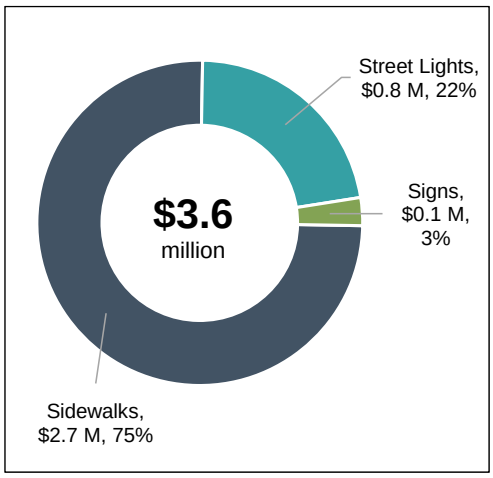
The Municipality's non-core road-related assets comprise approximately 4.5 kilometres of sidewalks, 145 streetlights, and 778 signs. The estimated combined replacement cost of these assets is approximately $3.56 million.

Table 2-1 provides a breakdown of the quantity, average age, and replacement cost by asset type. The breakdown of replacement costs by asset type is illustrated in Figure 2-1. The age of individual sidewalk segments is not tracked, however the Municipality regularly completes condition assessments to better understand where replacement, rehabilitation, or repairs may be needed. Condition of the Municipality's sidewalks is discussed further in section 2.1.2 below. The Municipality converted all streetlights to LED in 2015 and therefore these assets have an average age of 9 years. Similar to sidewalks, the Municipality does not track age of individual signs. However, these assets get inspected regularly and replacements/repairs are completed as-needed.

Table 2-1: Road-related Assets – Summary of Quantity, Age, and Replacement Cost by Asset Type

Asset Type	Quantity	Average Age	Replacement Cost (2024$)
Sidewalks	4.5 kilometres	N/A	$2,686,000
Street Lights	145 fixtures and arms, approximately 15 municipally-owned poles	9 years	$777,000
Signs	778 signs and posts	N/A	$97,700
Total			**$3,560,700**

Figure 2-1: Road -related Assets: Breakdown of Replacement Cost



2.1.2 Condition

The condition of the Municipality's sidewalks and signs was assessed by StreetScan in 2021. The condition of sidewalks is reported using the Sidewalk Condition Index (SCI). The SCI is measured on a scale from 0 to 100, with 100 corresponding to an asset in as-new condition and 0 corresponding to a failed asset. While the condition of streetlights has not been formally evaluated, these assets are only nine years old and generally considered to be in good condition.

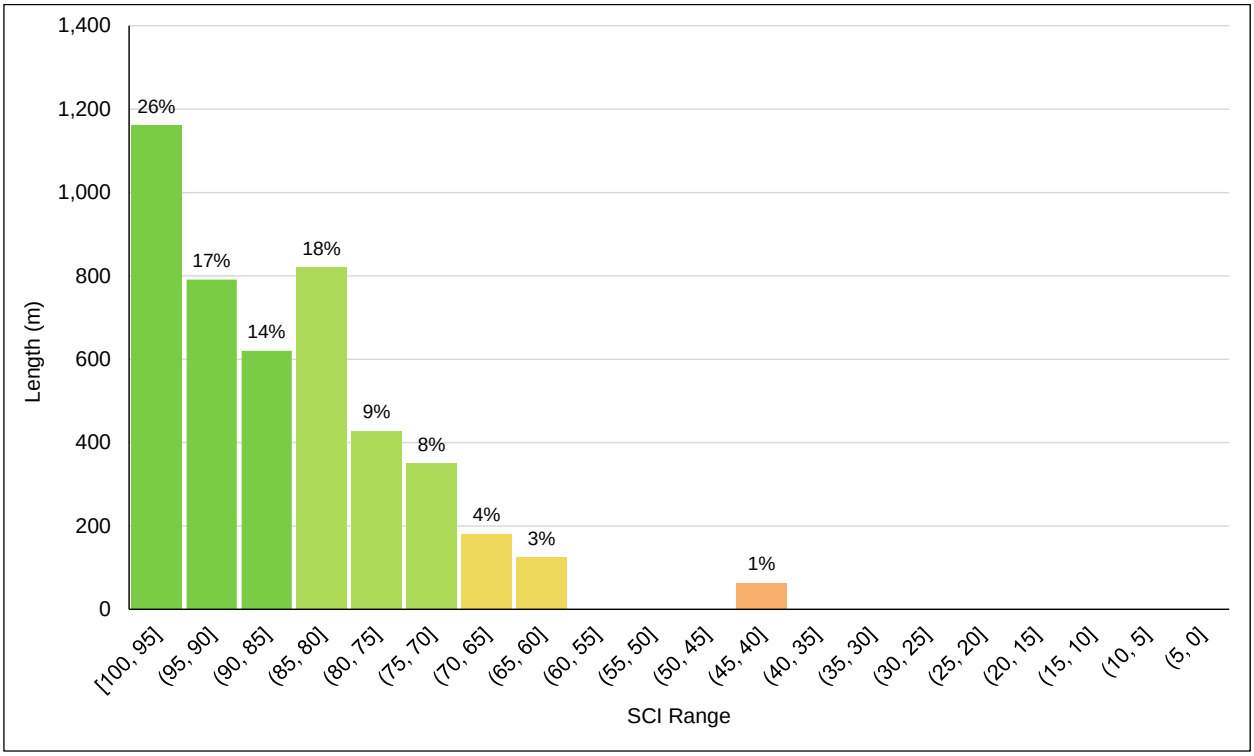
To better communicate the condition of sidewalks, the numeric condition ratings for sidewalks have been segmented into qualitative condition states, as shown in Table 2-2. Descriptions of sidewalks in these condition states will be provided in a future update of the asset management plan to better communicate the condition to the reader.

Table 2-2: Sidewalk Condition States Defined with Respect to Sidewalk Condition Index

SCI Range	Condition State
85 ≤ SCI ≤ 100	**Excellent**
70 ≤ SCI < 85	**Good**
55 ≤ SCI < 70	**Fair**
40 ≤ SCI < 55	**Poor**
25 ≤ SCI < 40	**Very Poor**
10 ≤ SCI < 25	**Serious**
0 ≤ SCI < 10	**Failed**

As of 2021, the average Sidewalk Condition Index for the Municipality's sidewalks was 86, which corresponds to an Excellent overall average condition. The distribution of sidewalk length by condition (as measured by SCI) is presented in Figure 2-2.

Figure 2-2: Distribution of Sidewalks by SCI Range



2.1.3 Current Levels of Service

The levels of service currently provided by the Municipality's road-related assets are, in part, a result of the state of local infrastructure identified above. The levels of service framework presented in this subsection defines the levels of service that the Municipality will track over time for its road-related assets. It is noted that O. Reg. 588/17 does not prescribe any levels of service for non-core assets. In future iterations of the asset management plan, targets will be set for the technical levels of service.

The levels of service framework is provided in Table 2-3 below and contains the following elements:

- The Service Attribute headings identify the high-level service attribute being addressed;
- The Performance Measure column describes the performance measure(s) connected to the identified service attribute; and
- The 2023 Performance column reports current performance for the performance measure.

This asset management plan includes several measures that the Municipality has identified as being important to include within the levels of service frameworks even though there is insufficient data currently to quantify performance. These performance measures have "N/A" noted in the 2023 Performance column and will be reported on in future iterations of this asset management plan.

Table 2-3: Technical Levels of Service – Road-related Assets

Service Attribute	Performance Measure	2023 Performance
Scope	Average sidewalk condition index	86
	Percentage of sidewalk length in condition Poor or worse	1%
Extent/ Availability	Percentage of roads that have sidewalk on at least one side	N/A
Safety	Frequency of sidewalk inspections	N/A
	Frequency of sign inspections	N/A

2.2 Facilities

2.2.1 State of Local Infrastructure

The Municipality owns and manages a variety of facilities that support the provision of Public Works, Fire, Parks and Recreation, and Administration services. These facilities range from smaller buildings and structures such as storage buildings to larger buildings such as the Municipal Complex. Playground equipment, trails, and sports courts/fields have also been included in the facilities section of this asset management plan.

The replacement cost of these facilities is approximately $21.8 million. Table 2-4 provides a breakdown of the replacement cost by facility.

Table 2-4: Facilities – Current (2024) Replacement Costs

Facility Name	Replacement Cost (2024$)
Outdoor Rink Change House	$302,000
Outdoor Rink	$704,000
Municipal Complex - Administration	$2,088,000
Municipal Complex - Fire Hall	$3,326,000
Municipal Complex - Public Works	$2,060,000
Cold Storage Facility	$371,000
Fuel Centre (at Municipal Complex)	$9,000
Storage Box (at Municipal Complex)	$7,000
Merrickville Memorial Community Centre	$4,202,000
Storage Trailer (at Merrickville Memorial Community Centre)	$24,000
Merrickville Public Library	$2,715,000
Beach Shelter	$40,000
Storage and Light Control Building (at Merrickville Baseball Field)	$40,000
Merrickville Baseball Field	$71,000
Storage Trailer (at Merrickville Baseball Field)	$24,000
Playground (at Merrickville Baseball Field)	$238,000
Easton's Corners Pavilion	$254,000
Centennial Hall (Easton's Corners Community Centre)	$1,418,000

Facility Name	Replacement Cost (2024$)
Quonset Hut with Skating Rink (at Easton's Corners Community Centre)	$102,000
Unlit Baseball Diamond (at Easton's Corners Community Centre)	$71,000
Lit Baseball Diamond (at Easton's Corners Community Centre)	$111,000
Tennis Courts (at Easton's Corners Community Centre)	$190,000
Playground (at Easton's Corners Community Centre)	$190,000
Wolford Garage	$1,648,000
Salt Dome (at Wolford Garage)	$696,000
Fuel Centre (at Wolford Garage)	$9,000
Storage Building (Former STP Control Building)	$210,000
Storage Shed (at Former STP)	$11,000
Storage Building (Former STP Generator Building)	$8,000
Landfill Shelter	$17,000
Landfill Weighing Scales	$172,000
Swingset (at Beach)	$85,000
Radio Tower (incl. building)	$310,000
Trail System 1 - Fair Grounds Trail	$3,000
Trail System 2 - Woodland-Toboggan Hill Loop	$10,000
Town Square/Parkette	$61,000
Cenotaph	$10,000
Total	**$21,807,000**

2.2.2 Condition

The Municipality's staff performed a component-level condition assessment of all facilities. In completing the condition assessment, staff used a qualitative five-point scale shown in Table 2-5 below.

Table 2-5: Condition Assessment Component Rating Scale for Facilities

Condition	Description
Very Good	Element(s) collectively are in a condition indistinguishable from new.
Good	Element(s) are in a condition to have a collective remaining life span in excess of five years.
Fair	Element(s) collectively require some level of immediate attention within the short term (less than five years) of either repair, replacement, or upgrade. Individual life spans may vary.
Poor	Element(s) collectively require some level of immediate action of either repair, replacement, or upgrade. Individual life spans may vary.

To produce a facility-level summary of the condition data, the component condition ratings were averaged for each facility. The results are shown in Table 2-6. No facilities are in the Poor condition state, although there are some individual components that have been rated as Poor. These are addressed in the lifecycle forecast contained in section 3.3.

Table 2-6: Condition Rating by Facility

Facility Name	Average Condition
Outdoor Rink Change House	Very Good
Outdoor Rink	Fair
Municipal Complex - Administration	Good
Municipal Complex - Fire Hall	Good
Municipal Complex - Public Works	Good
Cold Storage Facility	Good
Fuel Centre (at Municipal Complex)	Very Good
Storage Box (at Municipal Complex)	Fair
Merrickville Memorial Community Centre	Good
Storage Trailer (at Merrickville Memorial Community Centre)	Fair
Merrickville Public Library	Good

Facility Name	Average Condition
Beach Shelter	Very Good
Storage and Light Control Building (at Merrickville Baseball Field)	Fair
Merrickville Baseball Field	Good
Storage Trailer (at Merrickville Baseball Field)	Good
Playground (at Merrickville Baseball Field)	Fair
Easton's Corners Pavilion	Very Good
Centennial Hall (Easton's Corners Community Centre)	Fair
Quonset Hut with Skating Rink (at Easton's Corners Community Centre)	Good
Unlit Baseball Diamond (at Easton's Corners Community Centre)	Good
Lit Baseball Diamond (at Easton's Corners Community Centre)	Good
Tennis Courts (at Easton's Corners Community Centre)	Fair
Playground (at Easton's Corners Community Centre)	Good
Wolford Garage	Good
Salt Dome (at Wolford Garage)	Good
Fuel Centre (at Wolford Garage)	Good
Storage Building (Former STP Control Building)	Fair
Storage Shed (at Former STP)	Fair
Storage Building (Former STP Generator Building)	Fair
Landfill Shelter	Good
Landfill Weighing Scales	Good
Swingset (at Beach)	Good
Radio Tower (incl. building)	Good
Trail System 1 - Fair Gounds Trail	N/A
Trail System 2 - Woodland-Toboggan Hill Loop	N/A
Town Square/Parkette	Good
Cenotaph	Good

2.2.3 Current Levels of Service

The levels of service currently provided by the Municipality's facilities are, in part, a result of the state of local infrastructure identified above. The levels of service framework presented in this subsection defines the levels of service that the

Municipality will track over time for its facility assets. It is noted that O. Reg. 588/17 does not prescribe any levels of service for non-core assets. In future iterations of the asset management plan, targets will be set for the technical levels of service.

The levels of service framework for facilities is provided in Table 2-7 below and contains the following elements:

- The Service Attribute headings identify the high-level service attribute being addressed;
- The Performance Measure column describes the performance measure(s) connected to the identified service attribute; and
- The 2023 Performance column reports current performance for the performance measure.

This asset management plan includes several measures that the Municipality has identified as being important to include within the levels of service frameworks even though there is insufficient data currently to quantify performance. These performance measures have "N/A" noted in the 2023 Performance column and will be reported on in future iterations of this asset management plan.

Table 2-7: Technical Levels of Service – Facilities

Service Attribute	Performance Measure	2023 Performance
Quality	Average condition rating of facilities.	Good
	Number (%) of facility components in Poor condition.	12 (5%)
	Number of verified public complaints about municipal facilities.	N/A
Accessibility	Number of municipal buildings with known accessibility concerns.	N/A
	Number (or %) of publicly available washrooms that have accessibility concerns.	N/A
Energy Efficiency	Total energy consumption per square foot of gross floor area.	N/A
Emergency Preparedness	Number of municipal buildings with available back-up power.	N/A

2.3 Fleet and Equipment

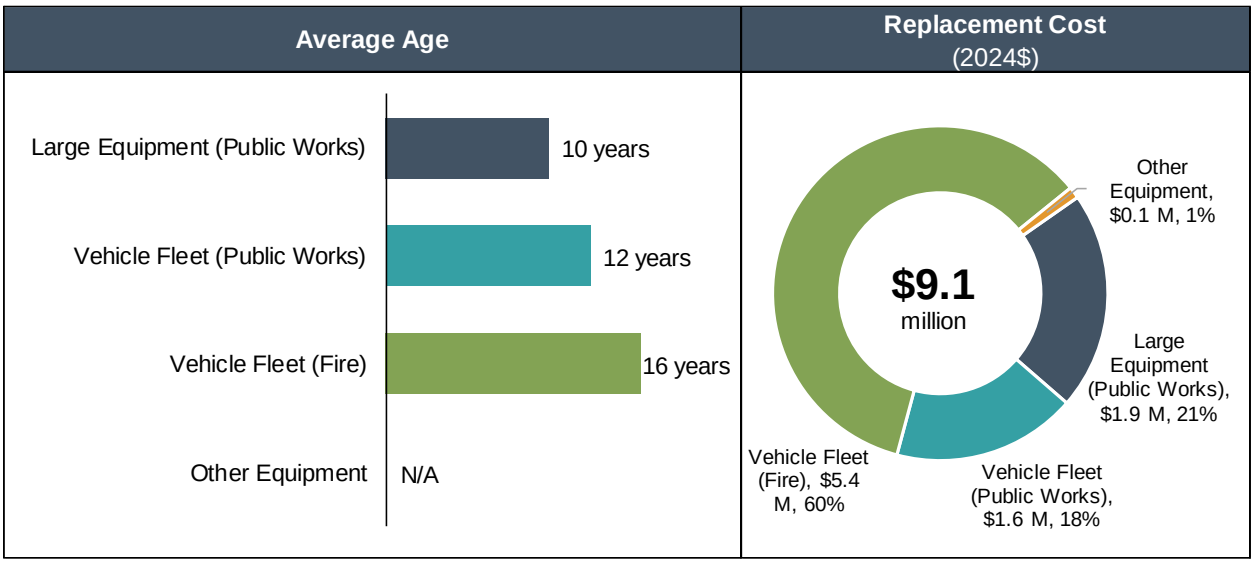
2.3.1 State of Local Infrastructure

The Municipality owns and manages a variety of fleet and equipment assets that support the provision of Public Works, Fire, and Parks and Recreation services. The replacement cost of these assets is approximately $9.09 million. Fire vehicle fleet accounts for the largest share of replacement cost (37%), followed by Public Works large equipment (21%), Public Works vehicle fleet (10%), and other equipment (1%). Table 2-8 provides a breakdown of fleet and equipment assets by asset type, showing, quantity, average age, and replacement cost. A visual rendering of the age and replacement cost data presented in Table 2-8 is provided in Figure 2-3.

Table 2-8: Summary of Fleet and Equipment Assets – Quantity, Average Age, and Replacement Cost by Asset Type

Asset Type	Number of Assets	Average Age	Replacement Cost (2024$)
Large Equipment (Public Works)	14	10 years	$1,892,000
Vehicle Fleet (Public Works)	9	12 years	$1,614,000
Vehicle Fleet (Fire)	10	16 years	$5,444,000
Other Equipment	10	N/A	$135,000
Total			**$9,085,000**

Figure 2-3: Summary Information – Fleet and Equipment



2.3.2 Condition

The condition of the Municipality's fleet and equipment assets is evaluated based on age relative to the expected useful life (i.e., based on the percentage of useful life consumed (ULC%)). A brand-new asset would have a ULC% of 0%, indicating that zero percent of the asset's life expectancy has been utilized. On the other hand, an asset that has reached its life expectancy would have a ULC% of 100%. It is possible for assets to have a ULC% greater than 100%, which occurs if an asset has exceeded its typical life expectancy but continues to be in service. This is not necessarily a cause for concern; however, it must be recognized that assets that are near or beyond their typical life expectancy are likely to require replacement or rehabilitation in the near term.

To better communicate the condition of fleet and equipment assets, the ULC% ratings have been segmented into qualitative condition states as summarized in Table 2-9. The scale is set to show that if assets are replaced around the expected useful life, they would be in the Fair condition state. Beyond 100% of useful life, the probability of failure is assumed to have increased to a point where performance would be characterized as Poor or Very Poor.

Table 2-9: Condition States Defined with Respect to ULC%

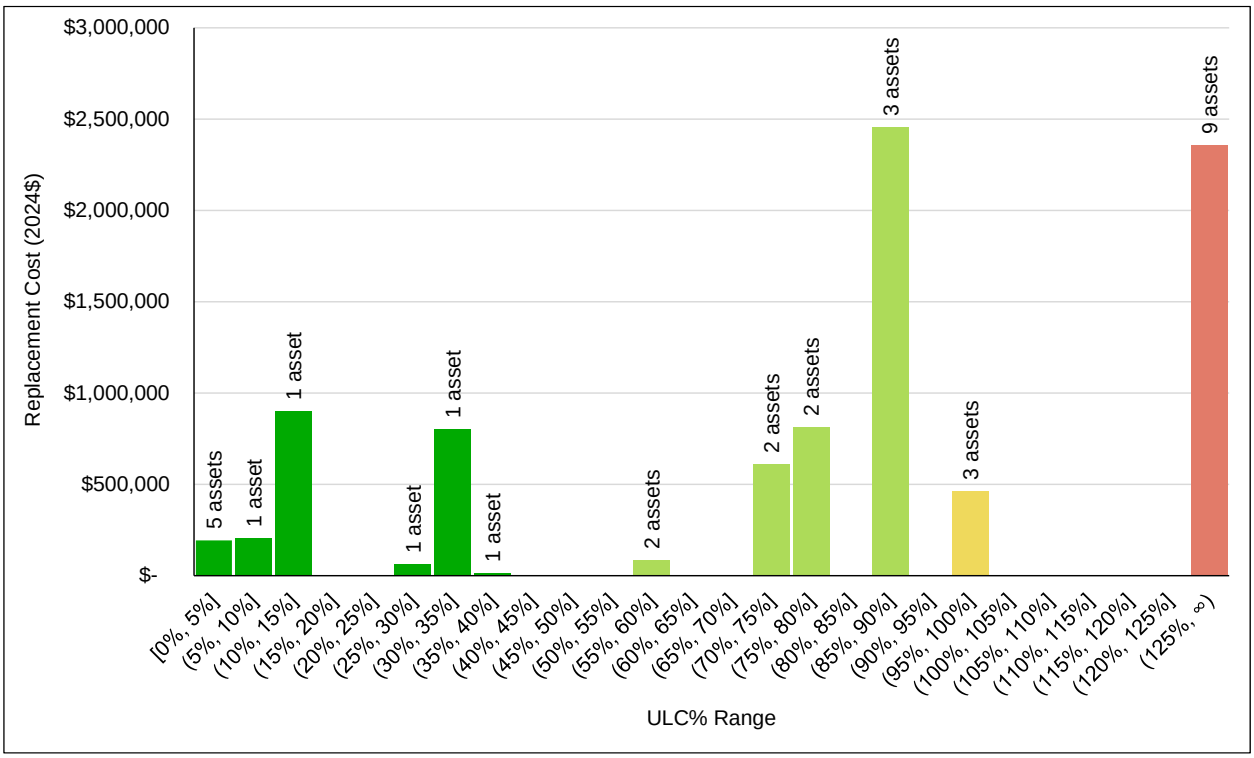
ULC%	Condition State
0% ≤ ULC% ≤ 45%	**Very Good**
45% < ULC% ≤ 90%	**Good**
90% < ULC% ≤ 100%	**Fair**
100% < ULC% ≤ 125%	**Poor**
125% < ULC%	**Very Poor**

Table 2-10 shows a summary of the age-based condition for fleet and equipment assets by asset type. Figure 2-4 shows the distribution of these fleet and equipment assets (measured by replacement cost) by ULC%.

Table 2-10: Condition Analysis – Fleet and Equipment

Asset Type	Average ULC%	Average Condition Rating
Large Equipment (Public Works)	71%	Good
Vehicle Fleet (Public Works)	131%	Very Poor
Vehicle Fleet (Fire)	106%	Poor
Other Equipment	N/A	N/A

Figure 2-4: Distribution of Fleet and Equipment Assets by ULC%



2.3.3 Current Levels of Service

The levels of service currently provided by the Municipality's fleet and equipment assets are, in part, a result of the state of local infrastructure identified above. The levels of service framework presented in this subsection defines the levels of service that the Municipality will track over time for its fleet and equipment assets. It is noted that O. Reg. 588/17 does not prescribe any levels of service for non-core assets. In future iterations of the asset management plan, targets will be set for the technical levels of service.

The levels of service framework for fleet and equipment assets is provided in Table 2-11 below and contains the following elements:

- The Service Attribute headings identify the high-level service attribute being addressed;
- The Performance Measure column describes the performance measure(s) connected to the identified service attribute; and
- The 2023 Performance column reports current performance for the performance measure.

This asset management plan includes several measures that the Municipality has identified as being important to include within the levels of service frameworks even though there is insufficient data currently to quantify performance. These performance measures have "N/A" noted in the 2023 Performance column and will be reported on in future iterations of this asset management plan.

Table 2-11: Technical Levels of Service – Fleet and Equipment

Service Attribute	Performance Measure	2023 Performance
Reliability	Percentage of licensed vehicles inspected by a professional mechanic during the year.	100%
	Number of hours out of service due to unplanned repairs.	N/A
	Number (%) of vehicles and large equipment assets with condition rating Poor or worse.	12 (36%)
Cost Efficiency	Annual maintenance and repair costs as percentage of asset replacement cost.	N/A

2.4 Population and Employment Growth

Based on the most recent Census, the Municipality had a population of 3,135 in 2021. The population grew by approximately 68 people between 2016 and 2021, representing an annual growth rate of approximately 0.44%.

Continued population growth may result in incremental service demands that would impact levels of service. If needed, the Municipality would address these pressures through established planning processes such as development of master plans for specific services. If future master planning studies identify the need for new infrastructure and/or upgrades of existing infrastructure to accommodate future population growth, the Municipality should consider the option of imposing development charges. Utilizing development charges would ensure that the effects of future population growth do not increase the cost of maintaining levels of service for existing taxpayers.

The Municipality is planning to undertake a development charges study in the second half of 2024.

Chapter 3
Lifecycle Management Strategies

3. Lifecycle Management Strategies

3.1 Introduction

The lifecycle management strategies in this asset management plan identify the lifecycle activities that would need to be undertaken to maintain the current levels of service presented in Chapter 2.[1] Within the context of this asset management plan, lifecycle activities are the specified actions that can be performed on an asset in order to ensure it is performing at an appropriate level, and/or to extend its service life.[2] These actions can be carried out on a planned schedule in a prescriptive manner, or through a dynamic approach where the lifecycle activities are only carried out when specified conditions are met.

O. Reg. 588/17 requires that all potential lifecycle activity options be assessed, with the aim of identifying the set of lifecycle activities that can be undertaken at the lowest cost to maintain current levels of service. Asset management plans must include a ten-year capital forecast, identifying the lifecycle activities resulting from the lifecycle management strategy.

The following sections provide information on the ten-year forecasts of lifecycle activities and associated costs that would be required for the Municipality to maintain current levels of service. The 10-year lifecycle expenditure forecasts are preliminary estimates generated based on the lifecycle management models and current condition/age profile of the assets. Further adjustments may be made in the next phase of the asset management plan when level of service targets are going to be established.

3.2 Road-related Assets

This section presents a preliminary estimate of the costs associated with maintaining current level of service for the Municipality's road-related assets. The lifecycle

[1] Future iterations of the Municipality's asset management plan will include proposed levels of service and the lifecycle management strategies will identify the lifecycle activities that would need to be undertaken to provide the proposed levels of service.
[2] The full lifecycle of an asset includes activities such as initial planning and maintenance which are typically addressed through master planning studies and maintenance management, respectively.

expenditure forecast is based on ages and expected useful lives of individual assets. For assets where age data is not available, the lifecycle expenditure forecast includes an annual allowance which is based on the average annual lifecycle cost.

The ten-year lifecycle expenditure forecast is summarized in Figure 3-1 and Table 3-1. Average annual expenditures over the forecast period have been estimated at approximately $107,300.

Figure 3-1: Lifecycle Expenditure Forecast for Road-related Assets

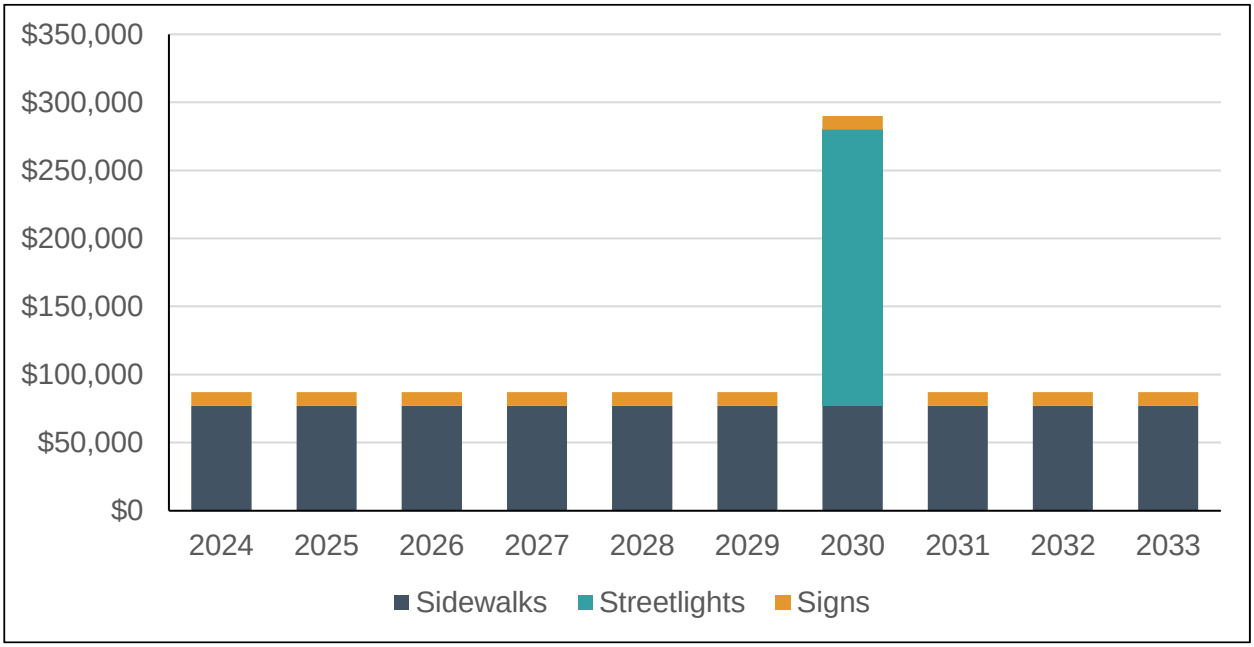


Table 3-1: Lifecycle Expenditure Forecast for Road-related Assets (2024$)

Asset Type	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Sidewalks	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000
Streetlights	$0	$0	$0	$0	$0	$0	$203,000	$0	$0	$0
Signs	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000
Total Gross Capital Expenditures	$87,000	$87,000	$87,000	$87,000	$87,000	$87,000	$290,000	$87,000	$87,000	$87,000

3.3 Facilities

This section presents a preliminary estimate of the costs associated with maintaining current level of service for the Municipality's facility assets. The 10-year capital plan was prepared based on observations that the Municipality's staff made while assessing the condition of facility components (as described in subsection 2.2.2)

The ten-year lifecycle expenditure forecast is summarized in Table 3-2. It is noted that these are very preliminary and incomplete estimates, as the Municipality is still working through estimating costs for some of the lifecycle recommendations identified through condition assessments. Once those costs are incorporated, the capital needs over the next ten years will be higher than what is presented below. This will be updated in the next iteration of the Municipality's asset management plan.

Table 3-2: Lifecycle Expenditure Forecast – Facilities (2024$)

Timeframe	Lifecycle Expenditures
Immediate (within 1 year)	$47,500
2025-2028	$92,380
2029-2033	$8,000
Total	**$147,880**

3.4 Fleet and Equipment

This section presents a preliminary estimate of the costs associated with maintaining current level of service for the Municipality's fleet and equipment assets. The lifecycle expenditure forecast is based on ages and expected useful lives of individual assets, with some refinement based on staff's assessment of remaining useful life. For assets where age data is not available (i.e., other equipment), the lifecycle expenditure forecast includes an annual allowance which is based on the average annual lifecycle cost.

The ten-year lifecycle expenditure forecast is summarized in Figure 3-2 and Table 3-3. Average annual expenditures over the forecast period have been estimated at approximately $832,000.

Figure 3-2: Lifecycle Expenditure Forecast for Fleet and Equipment

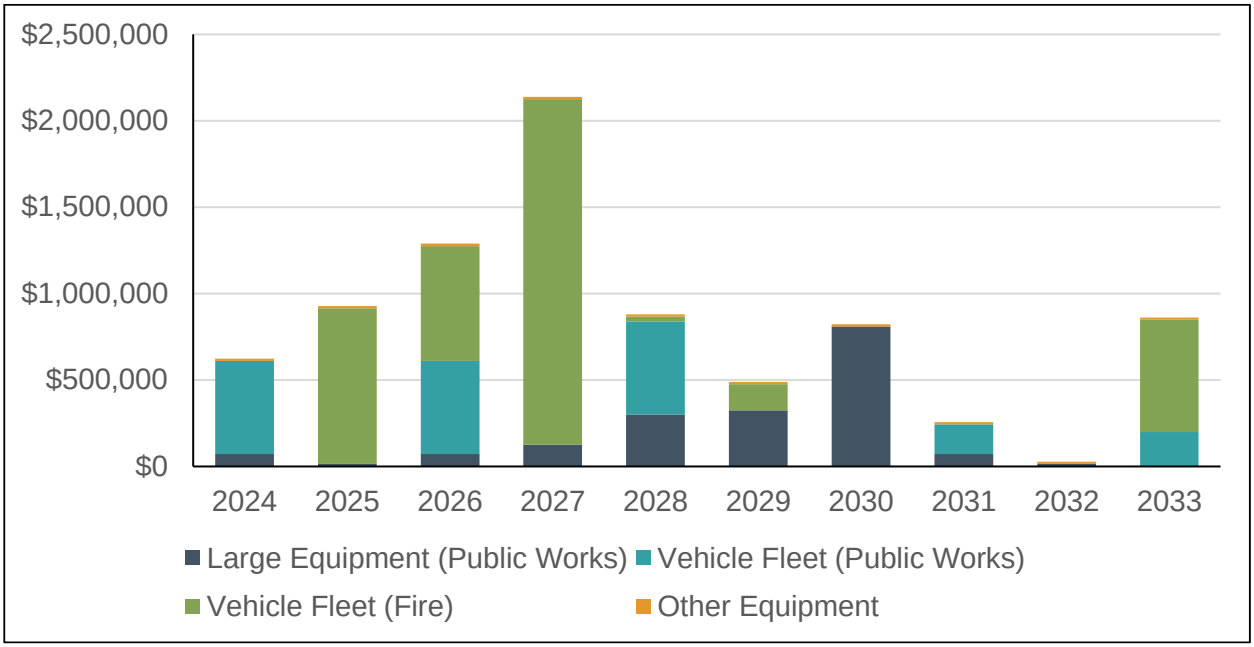


Table 3-3: Lifecycle Expenditure Forecast for Fleet and Equipment (2024$)

Asset Type	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Large Equipment (Public Works)	$72,000	$14,000	$71,500	$124,000	$299,900	$324,000	$809,000	$71,500	$14,000	$0
Vehicle Fleet (Public Works)	$537,200	$0	$538,500	$0	$538,300	$0	$0	$170,900	$0	$197,800
Vehicle Fleet (Fire)	$0	$900,000	$665,000	$2,000,000	$28,299	$150,682	$0	$0	$0	$650,000
Other Equipment	$13,519	$13,519	$13,519	$13,519	$13,519	$13,519	$13,519	$13,519	$13,519	$13,519
Total Gross Capital Expenditures	$622,719	$927,519	$1,288,519	$2,137,519	$880,018	$488,201	$822,519	$255,919	$27,519	$861,319

Chapter 4
Summary

4. Summary

This asset management plan has been developed to address the July 1, 2024 requirements of O. Reg. 588/17. The plan provides summary information for the Municipality's infrastructure assets (including replacement cost valuation and condition), identifies current levels of service, and includes a 10-year forecast of lifecycle activities and associated costs that would be required for the Municipality to maintain current levels of service. The plan is based on the best information available to the Municipality at this time. The Municipality is actively working to have targets set for levels of service performance measures, and to include a detailed financial strategy. The ongoing development of the AMP will ensure the Municipality's compliance with the July 1, 2025 requirements of O. Reg. 588/17.

Beyond regulatory compliance, the Municipality should continue working on integrating asset management planning with other municipal financial and planning documents. Furthermore, the Municipality will need to establish processes for reviewing and updating assumptions underlying the asset management plan on a regular basis to keep the plan relevant and reliable