



**DATE**

2019-04-08

**PREPARED BY**

SMA Consulting Ltd  
10374 172 Street NW  
Edmonton AB T5S 1G9

(780) 484-3313

[www.smaconsulting.ca](http://www.smaconsulting.ca)

# Bremner Financial Viability Analysis Report – Final Draft

Strathcona County



Confidentiality and copyright © 2019

This document is for the sole use of the addressee and S.M.A. Consulting Ltd. The document contains proprietary and confidential information that shall not be reproduced in any manner or disclosed to or discussed with any other parties without the expressed written permission of S.M.A. Consulting Ltd. Information in this document is considered the intellectual property of S.M.A. Consulting Ltd. in accordance with Canadian Copyright Law.

## Executive Summary

Bremner as identified on Figure 1 and the Local Employment Area (the LEA) identified on Figure 2 are being considered for future development in Strathcona County. The Edmonton Metropolitan Region Board has projected that the County can expect an additional 40,000 to 60,000 people by 2044, and this study is part of preparing for that potential growth. The purpose of the study is to determine the financial viability of building out Bremner and the LEA. The study has simulated potential future costs and revenues over time, and the corresponding financial impact on Strathcona County, in detail. With any model, assumptions are important – some of the key assumptions made in the Bremner model include the level of industrial growth and the timing of population growth. The “base” model represents current understanding of the most likely settings for these and other assumptions, and therefore the most likely outcomes; however, the study also includes fourteen additional scenarios exploring different potential paths to development and identifying important variables. Lastly, note that the model does not attempt to predict the effects of inflation.

According to the County’s definition of viability, which includes nominal impact to tax rates and utility rates, reasonable debt levels, and flexibility to pursue other goals, the Bremner Financial Viability assessment indicates that the development of Bremner and the LEA is financially viable. Due in large part to the assumptions regarding industrial growth, the County would have significant freedom to adjust tax rates, fees would remain constant, and development would have only a small impact on water rates, which return to current levels after build-out. Most of the scenarios had similar results. Along with the contributions from Bremner and the LEA, Strathcona County’s industrial base is an important part of these favorable outcomes.

When considering viability, it is also important to note that while forecasts are always uncertain, Bremner development would start slowly, with only about 15% of the total infrastructure built in the first ten years, and would be adjusted over time. All assets could be delayed if population growth does not keep pace with projections or if other key factors such as funding commitments differ from assumptions, in the same way that existing Sherwood Park grew over time. The results of this study simply indicate that the most likely path forward for Bremner and the LEA would have minimal impact on the County and would not prevent the County from pursuing other goals.

## Table of Contents

Executive Summary .....	i
1 Purpose & Structure of the Report.....	1
1.1 Report Purpose .....	1
1.1.1 Bremner and existing Sherwood Park.....	1
1.1.2 Why do municipalities grow?.....	1
1.1.3 How will Bremner and the LEA grow? .....	2
1.1.4 Why 75 Years? .....	2
1.1.5 What will Bremner be like? .....	2
1.2 Report Structure .....	5
2 Financial Viability.....	5
2.1 How is Viability defined for the Bremner Area Project? .....	5
2.2 ARE Bremner and the LEA Viable? .....	5
2.2.1 Tax Rates and User Fees .....	6
2.2.2 Utility Rates .....	8
2.2.3 Debt Levels.....	9
2.2.4 County Priorities .....	11
3 Funding for Bremner and the LEA .....	12
3.1 Overview .....	12
3.2 What is being built and how is it being funded? .....	12
3.3 Funding and financing .....	15
3.3.1 Residential Revenue Generated by Bremner .....	16
3.3.2 Non-residential and Other Revenue Generated by Bremner .....	16
3.3.3 Non-residential Revenue Generated by the LEA.....	16
3.3.4 Strathcona County and the Benefits of Industrial Development.....	16
3.3.5 Developer Funding .....	17
3.4 On-site Capital Infrastructure Costs .....	17
3.5 Off-site Hard Capital Infrastructure Costs .....	18
3.5.1 Off-site Hard Capital Infrastructure – Water Mains .....	19
3.5.2 Off-site Hard Capital Infrastructure – Sewer Mains .....	19
3.5.3 Off-site Hard Capital Infrastructure – Roads .....	20
3.5.4 County Costs – Off-site Hard Capital Infrastructure .....	20
3.6 Soft Capital Infrastructure Costs .....	22
3.6.1 County Costs – Soft Capital Infrastructure .....	22
3.6.2 Soft Capital Infrastructure – Current Practice .....	22
3.7 Operation, Maintenance, and Repair Costs .....	23
3.7.1 Operating Capital Cost.....	23
3.7.2 Administrative Operating Costs.....	24
3.8 Repair and replacement costs .....	24
3.9 Front-ending Hard Capital Infrastructure.....	26
4 Model Overview .....	26
4.1 Inputs, Assumptions, and Limitations .....	29

4.2	Model Verification and Validation .....	29
4.3	Comparing to the 2016 Fiscal Impact Analysis.....	29
5	Scenario Modeling.....	29
5.1	Scenarios .....	34
5.1.1	Base Model Scenario.....	34
5.1.2	Scenario 2 – Highway 16 Interchanges Funding (Developer, Provincial, Federal) .....	34
5.1.3	Scenario 3 - Highway 16 Interchanges Funding (Developer, County, Provincial, Federal) .....	34
5.1.4	Scenario 4 – Debt Term .....	35
5.1.5	Scenario 5 – Industrial Growth.....	35
5.1.6	Scenario 6 – Grant Monies .....	35
5.1.7	Scenario 7 – LEA.....	35
5.1.8	Scenario 8 – Alberta Transportation Funding Delay .....	35
5.1.9	Scenario 9 – Alberta Transportation Funding Delay + 2.5% Population Growth.....	36
5.1.10	Scenario 10 – 2.5% Population Growth .....	36
5.1.11	Scenario 11 – Alberta Transportation Funding Delay + 0.5% Population Growth.....	36
5.1.12	Scenario 12 – 0.5% Population Growth .....	36
5.1.13	Scenario 13 – Alberta Transportation Funding Delay + 1.3% Population Growth.....	36
5.1.14	Scenario 14 – 1.3% Population Growth .....	37
5.1.15	Scenario 15 – Alternate Water Main Option .....	37
6	Conclusion .....	37
A.1	Model Overview.....	39
A.1.1	Model Definitions .....	39
A.1.2	Model Structure .....	41
A.1.3	Model Results .....	42
A.2	Assumptions .....	44
A.2.1	General Assumptions.....	44
A.2.2	Design Assumptions .....	44
A.2.2.1	Population and Density Assumptions .....	44
A.2.2.2	Development Timing and Infrastructure Trigger Assumptions .....	45
A.2.2.3	LEA Assumptions .....	45
A.2.2.4	Interchanges and Major Infrastructure Assumptions.....	45
A.2.2.5	RIMS Assumptions.....	46
A.2.2.6	Model Timing Assumptions.....	46
A.2.2.7	Major Funding Assumptions .....	47
A.3	Model Details.....	47
A.3.1	Asset Quantities .....	47
A.3.2	Funding.....	47

A.3.3 Taxes .....	48
A.3.4 Borrowing.....	48
A.3.5 Debt .....	49
A.3.6 Monte Carlo .....	49
A.3.7 Capital Costs .....	49
A.3.8 Operation & Rehabilitation Costs .....	50
A.3.9 Rehabilitation Costs .....	51
A.3.10 Non-Capital Operating Costs .....	51
A.3.10.1 Comparison to Strathcona County Budget .....	51
A.3.10.2 Calculation .....	54
A.3.11 Additional Revenue Sources for Bremner .....	54
A.3.11.1 Additional Revenue Source Calculation .....	54
A.3.11.2 Recreation Center Fees .....	55
A.3.11.3 Grant Monies.....	55
A.3.12 Developer Costs .....	55
A.3.13 Including Strathcona County .....	55
A.3.13.1 Including Growth for Strathcona County.....	56
A.3.13.2 Industrial Growth .....	56
A.3.13.3 Excluding Strathcona County Capital Budgets .....	57
<b>Appendix B .....</b>	<b>58</b>
<b>Appendix C .....</b>	<b>101</b>
<b>Appendix D .....</b>	<b>114</b>
<b>Appendix E .....</b>	<b>143</b>

# 1 Purpose & Structure of the Report

## 1.1 REPORT PURPOSE

The purpose of this report is to assess the financial viability of building out Bremner (Figure 1) and the Local Employment Area (the LEA) (Figure 2). The report will assess potential future costs and revenues over time and the financial impact on Strathcona County (the County). Along with assessing the financial implications to the County, this report also includes details about what infrastructure is being built and when it is being built.

The information presented in this report relies on a range of assumptions and future projections over multiple decades. The majority of the report describes the base case scenario for build-out, which contains the most likely alternatives and best information available, with a range of possible outcomes if costs are high or low. Alternatives within the base case scenario, which test what happens if there are bigger changes, have also been provided at the end of this document. It is important to note that not every scenario can be accounted for when projecting this far into the future. However, this analysis gives the County the benefit of creating a realistic plan to map out the future and capture the realm of future possibilities.

### 1.1.1 Bremner and existing Sherwood Park

Sherwood Park has been building out over the past 65 years and has evolved from a single neighbourhood in the 1950s to what it is today. Decisions were not made on day one but over time, based on the needs of the community as it grew. These decisions were based on circumstances, current priorities, and growing needs. Similarly, it could take half a century for Bremner and the LEA to reach full build-out, with all future infrastructure and development requiring consideration and approval by future County Councils. It is important to note that Bremner will not be built in isolation from the rest of the County; it is the continued gradual expansion of the Urban Service Area and existing Sherwood Park. The LEA will remain part of the Rural Service Area, providing local employment for County residents and the region.

### 1.1.2 Why do municipalities grow?

Cities are not static, and it is natural for them to change and evolve over time, just as Sherwood Park has. New residents can help support local businesses, and a complete community, with both residential and non-residential development, can help shoulder the burden and diversify the existing tax base. However, it's important to plan for this kind of evolution. For example, without a new supply of housing, the demand for growth can impact housing affordability. A lack of supply can reduce the opportunity for housing that is affordable for the broader population. This can have a negative impact on existing sectors of the population, including seniors, students, and lower income households.

One of the most common observations about the growth of cities is that if a place is desirable for people to live, they will come whether the growth is planned or unplanned. The Edmonton Metropolitan Region Board has projected that the region will double its population, reaching 2.2

million people and 1.2 million jobs by 2044. The County's population is anticipated to grow by between 40,000 and 60,000 people in that time. As other surrounding municipalities look at accommodating their share of the region's projected population growth, the County, as a major employment generator, will need to consider how growth might affect the County and what kinds of strategies might be put in place to prepare.

### **1.1.3 How will Bremner and the LEA grow?**

With current projections, Bremner and the LEA are expected to reach full development about 39 years after development begins. In the first fifteen years, the population of Bremner will grow more slowly as other areas are also being developed. After that, most of the population growth expected for the County will happen in Bremner. This is reflected in the infrastructure development plan for Bremner, which has most infrastructure being built in the last ten to fifteen years. It is also important to note that as Bremner and the LEA grows, the rest of the County will continue to grow as well. This study includes some exploration of what happens if the County and Bremner grow more quickly or more slowly.

### **1.1.4 Why 75 Years?**

While Bremner and the LEA are being developed, as well as after they reach full development, the infrastructure that has been built must be operated, maintained, and rehabilitated. For infrastructure like roads, streetlights, and recreation centres, this will be the County's responsibility. Bremner and the LEA are expected to reach full development in about 39 years. The need for operation, maintenance, and rehabilitation of infrastructure is why the study looks at a 75-year period, so that those costs can be included.

### **1.1.5 What will Bremner be like?**

Bremner is being planned as a relatively dense community. Compact development and smart growth reinforce the need for higher residential densities, which can support local businesses in closer proximity to residential areas as well as an effective and cost-efficient transit system. It is a more sustainable urban settlement type than traditional suburban development because it is less vehicle-dependent and requires less infrastructure. The Edmonton Metropolitan Region Growth Plan requires that Bremner reach a residential density of 40 dwelling units per net residential hectare. For context, existing Sherwood Park is closer to 20 dwelling units per net residential hectare. When it is complete, Bremner will "feel" more like the current center of Sherwood Park, with town houses, mid-rise and ultimately high-rise buildings as well as single family homes. However, given the expected population growth within Bremner, mid-rise buildings are not expected until ten to fifteen years into development, and most units in the first ten years will be single family homes, semi-detached homes or town houses.

An additional benefit of compact development is lower infrastructure costs per resident as well as lower operating costs. Part of the study included making sure that the effects of denser development were being captured.



Figure 1. Bremner Area Concept Plan, Excluding Local Employment Area (LEA) Overview, courtesy of Stantec

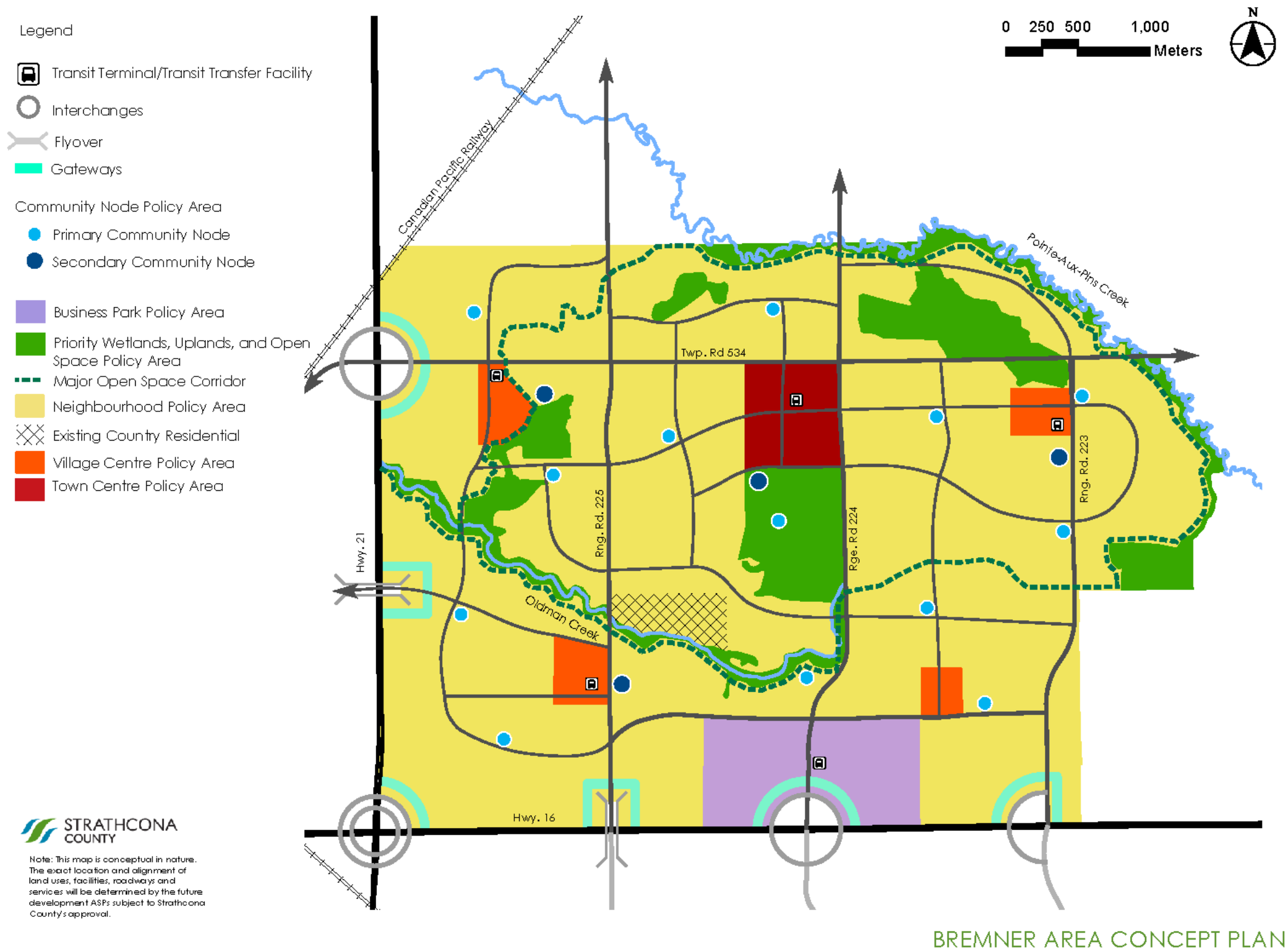
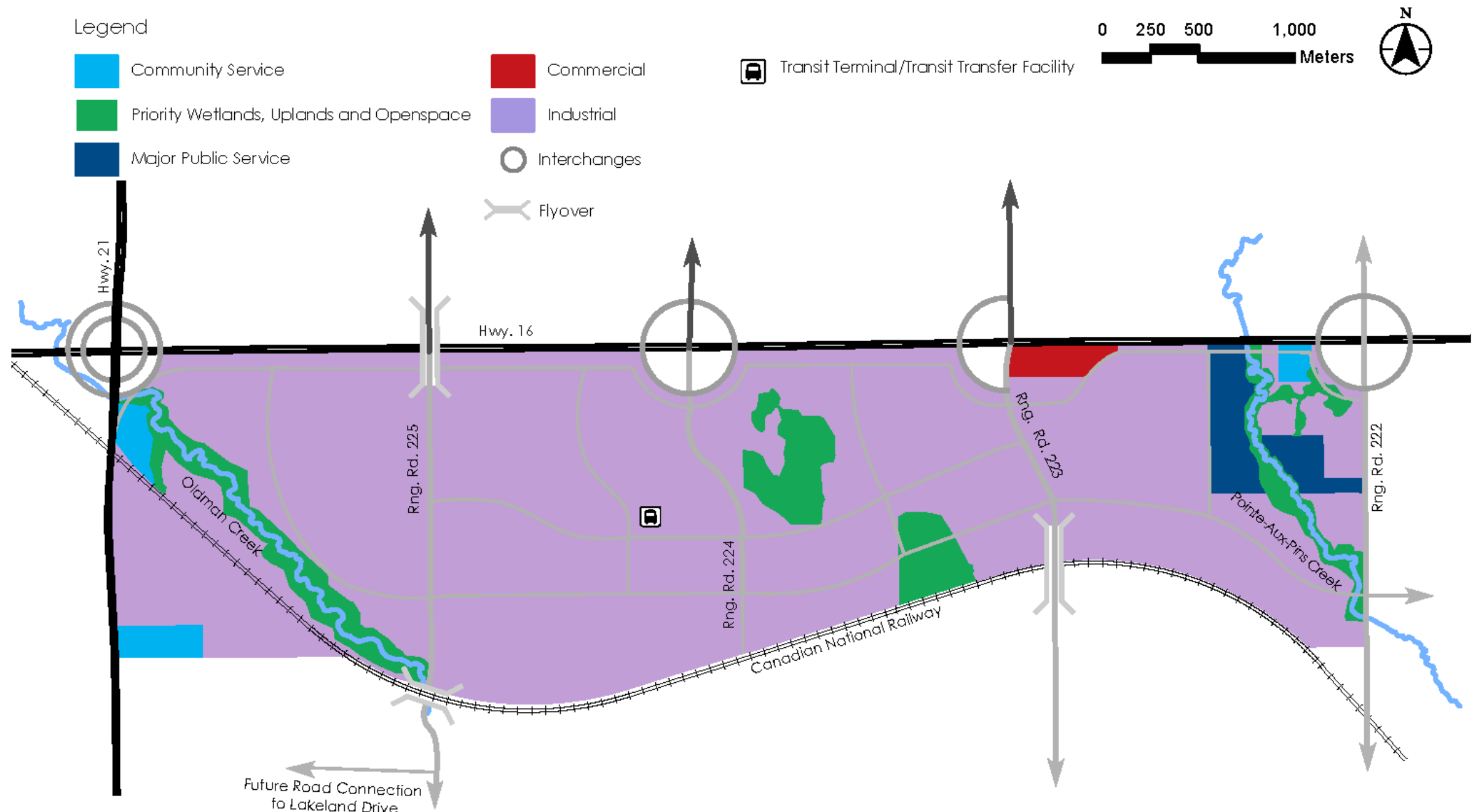


Figure 2: Bremner LEA Concept Plan Overview, courtesy of Stantec



Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways and services will be determined by the future development ASPs subject to Strathcona County's approval.

BREMNER AREA CONCEPT PLAN

## 1.2 REPORT STRUCTURE

The purpose of this study was to assess whether the development of Bremner and the LEA would be financially viable for Strathcona County. The report begins with a discussion of what “financial viability” means as well as whether the results of the study indicate that the development of Bremner and the LEA meets that definition. The report then describes the costs and revenues in more detail, followed by some discussion of the financial model and an overview of various scenarios which were included in the exercise. Finally, the report draws conclusions from the data presented. The report also includes a number of appendices, which have much more technical detail about the model and results.

# 2 Financial Viability

## 2.1 HOW IS VIABILITY DEFINED FOR THE BREMNER AREA PROJECT?

For the Bremner Area Project, it has been defined that for growth in Bremner and the LEA to be financially viable, it must meet the following criteria:

1. There should be nominal increases to the County's tax rates, user fees, and utility rates as a result of its development.
2. Where debt is incurred as a result of infrastructure, debt limits should remain in accordance with current financial policy regarding debt management and the Municipal Government Act (MGA) requirements.
3. The County should be in a position to address priorities other than just Bremner and the LEA.

## 2.2 ARE BREMNER AND THE LEA VIABLE?

Results from the base case scenario in this report provide evidence that, as per the definition above, development in Bremner and the LEA would be viable:

- Property tax rates will decline over time due to growth in the industrial tax base, and user fees do not change. Utility rates will increase in some of the years to pay for the reservoirs, but the increases are small.
- Debt levels are well under the limits set by current policy.
- The County will be financially able to address other priorities.

However, it is important to recognize that there are a myriad of other scenarios and alternatives that may occur instead of the base scenario. As such, the results can and will change. The remainder of this section discusses the base scenario results in more detail; for some of the potential alternatives which were explored, see Section 5.

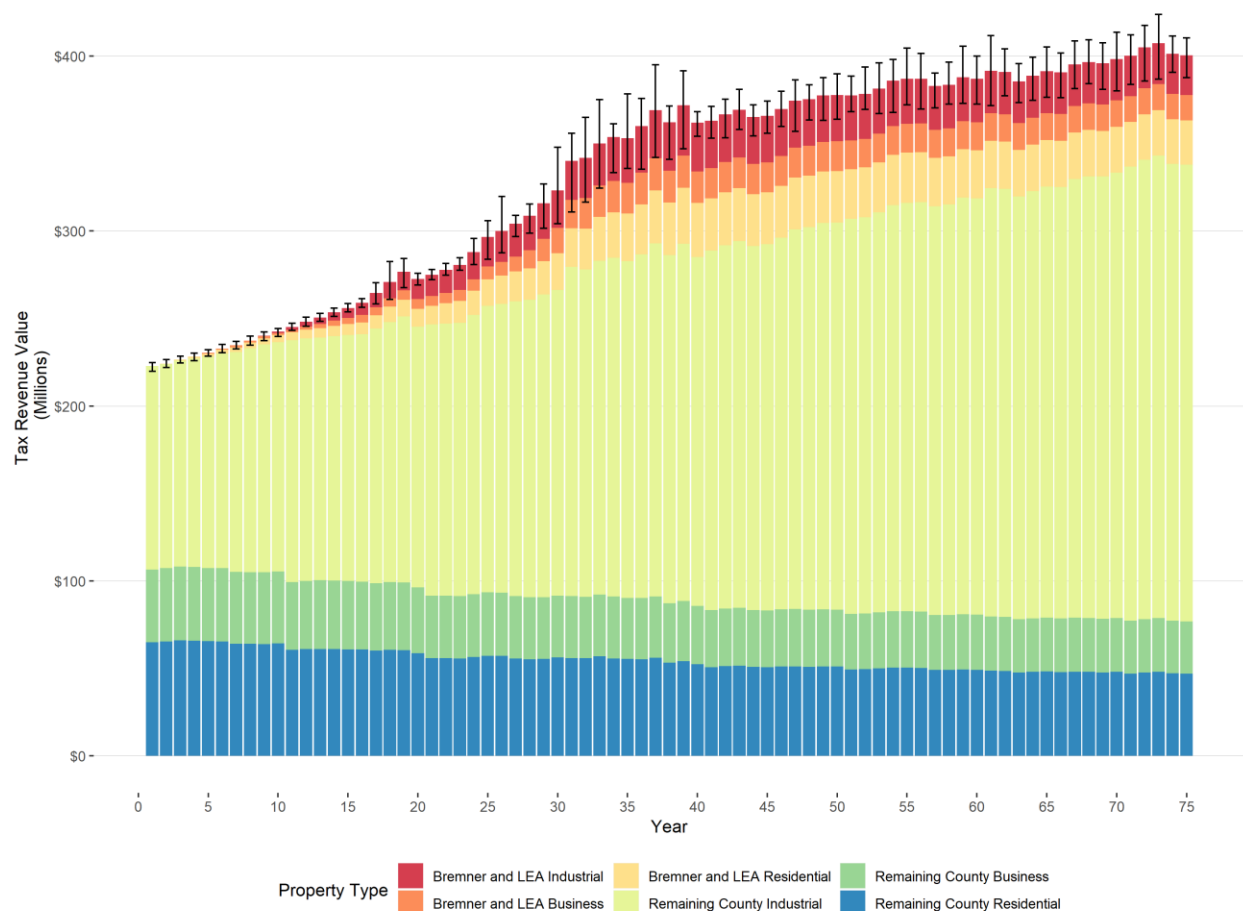
## 2.2.1 Tax Rates and User Fees

### 2.2.1.1 Total Taxes

Total taxes, or the total value of all taxes received, is one way of talking about taxes. The total property taxes budgeted for Strathcona County in 2018 were \$212 million. This number can increase from year to year if property values increase or if new properties are built.

With respect to total taxes, as indicated in the graph below (Figure 3), there will be gradual increases in total taxes taken in, due to growth, with some spikes and decreases due to budgetary needs over the period. The graph shows the total tax revenue from each type of property. The important trend is the growth in the share of taxes from the industrial tax base as industrial growth continues.

Figure 3. Total tax revenue from all types of property



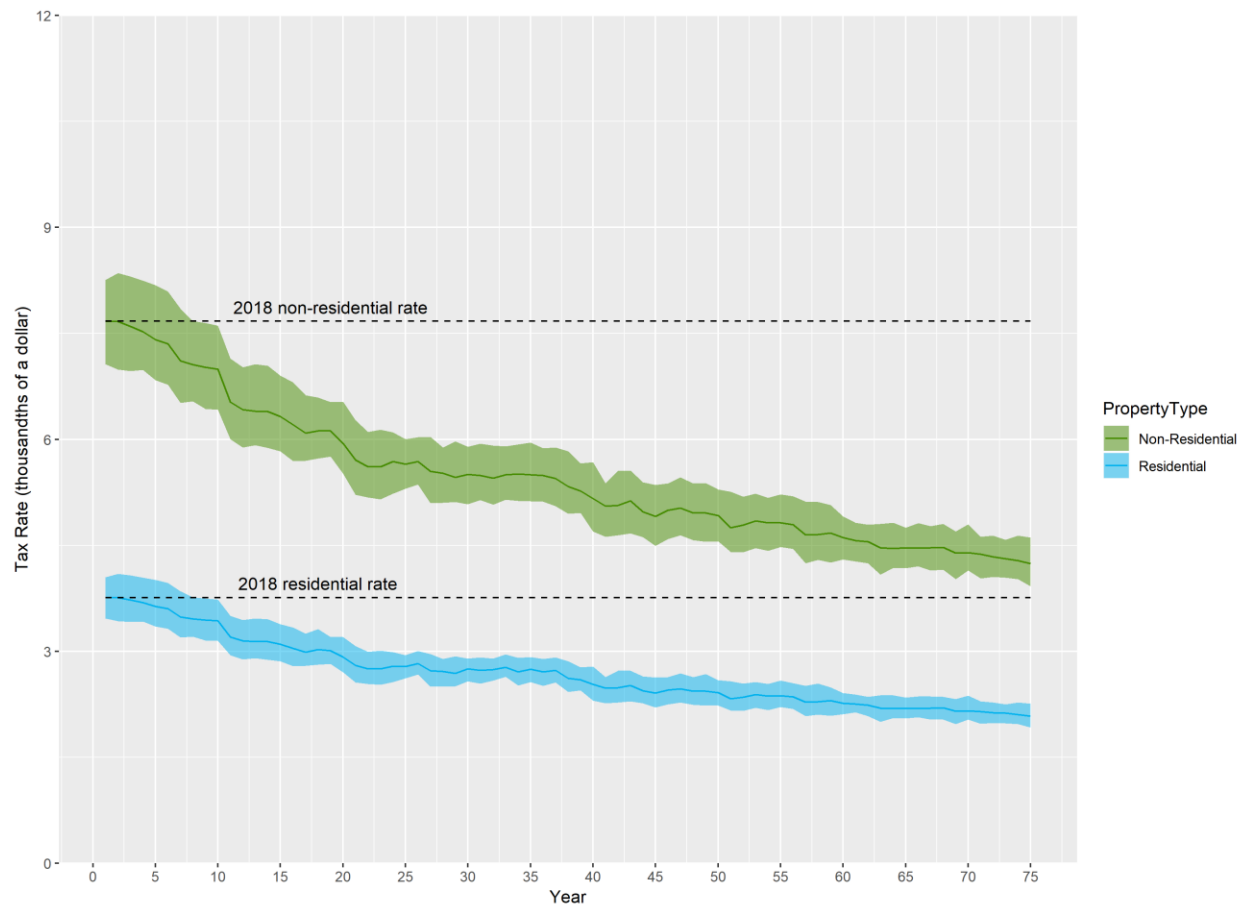
### 2.2.1.2 Tax Rates

Tax rates, or the proportion of assessed values from properties, are another concept related to taxes. The residential total tax rate for Strathcona County is currently 4.48 (in thousandths of dollars), excluding education taxes. This means that for every \$1,000 of property value, a homeowner would pay \$4.48 in taxes. The model does not include taxes for education as those

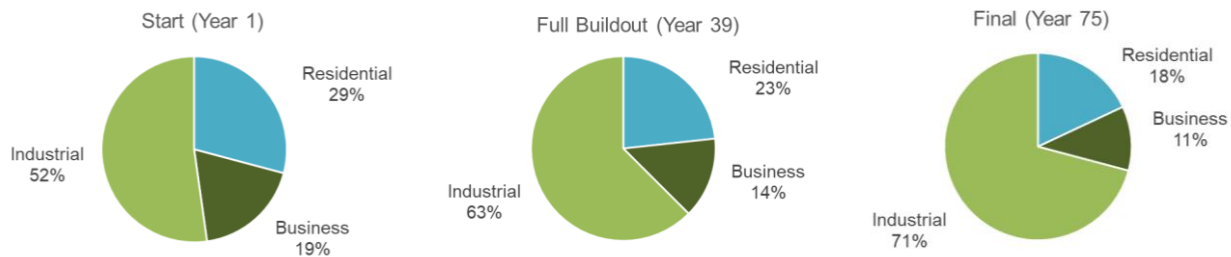
are determined by the province (current rates for education are 2.51 for residential and 3.71 for non-residential).

Property tax rates will actually decline over time as Bremner and the LEA develop and the County's industrial base continues to grow (see Figure 4 for the tax rates and Figure 5 for the proportion of taxes). Therefore, minimal impact to tax rates can be concluded. This analysis also assumes that user fees remain the same, so there is no increase to user fees.

**Figure 4. Property tax rates (excluding education) over time. The decrease is mostly due to continued industrial growth. The colored bands represent the range of possible outcomes if costs and property values vary somewhat; the darker line in the center of the band is the most likely outcome in the base scenario. Dotted lines indicate current residential and non-residential rates.**



**Figure 5. Proportion of taxes paid by residential, business, and industrial properties over time. The increase in the share from industrial properties is due to continued industrial growth.**



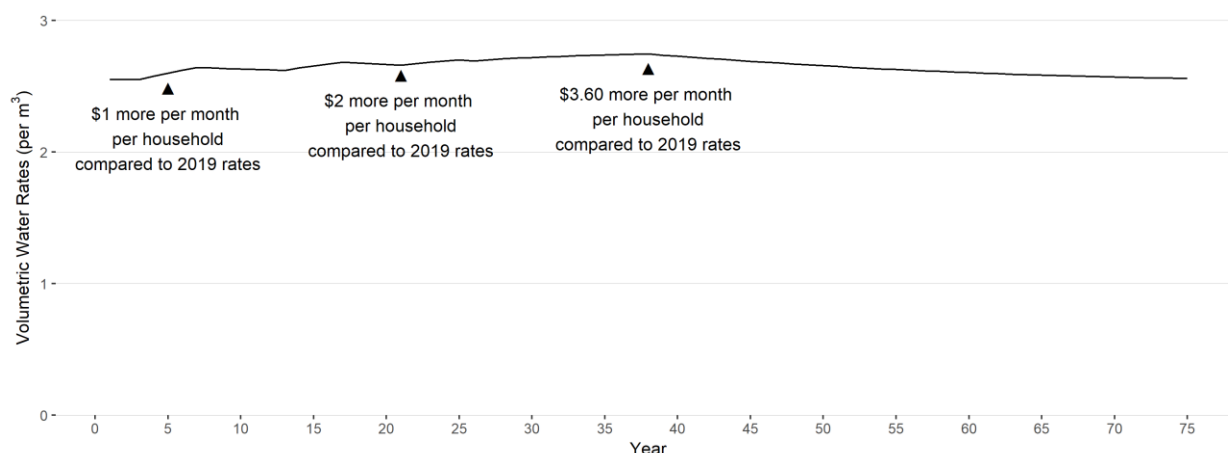
What does this mean in real terms? The 2018 residential tax rate is 4.48, plus 2.51 for education. A typical residential property valued at \$450,000 pays approximately \$3,143 per year in taxes. At year 75, the residential tax rate would be 2.12; if the education rate is the same, the tax bill for a \$450,000 property would be \$2,083. This change is largely driven by assumed industrial growth. In reality, rates would be set on an annual basis as they are today, and other factors like inflation and changes in services provided will affect the results, but if industrial growth in Strathcona County continues at current levels, the County will have significant freedom to adjust tax rates.

### 2.2.2 Utility Rates

The County is responsible only for the capital cost of reservoirs. Developers and third-party utilities such as EPCOR and ACRWC will fund the capital costs of stormwater, water, and wastewater infrastructure. Initially, utility rates will increase as a result of building the reservoirs, but they will decrease over time. Annual increases are small and compared to the previous year would be 5 to 10 cents extra per month for most households, with some years experiencing 40 to 50 cents extra per month. The maximum rate reached (\$2.75/m<sup>3</sup>) about 30 years after Bremner begins to develop, would translate to about an additional \$3.60 per month over current rates (\$2.55/m<sup>3</sup>), and rates begin to decline immediately after reaching that peak. These fees cover the initial capital cost, as well as the operation, maintenance, and eventual replacement of the reservoir. The added costs are paid off by utility rates over a 25-year period as new residential population and businesses are added to Bremner and the LEA.

One important note is that the study looked at utility rates related to the reservoir; EPCOR may choose to increase utility rates to fund their share of the transmission water mains or the ACRWC may choose to do so for sewer mains, or they may pursue other options.

**Figure 6. Volumetric water rates (\$/m<sup>3</sup>).**



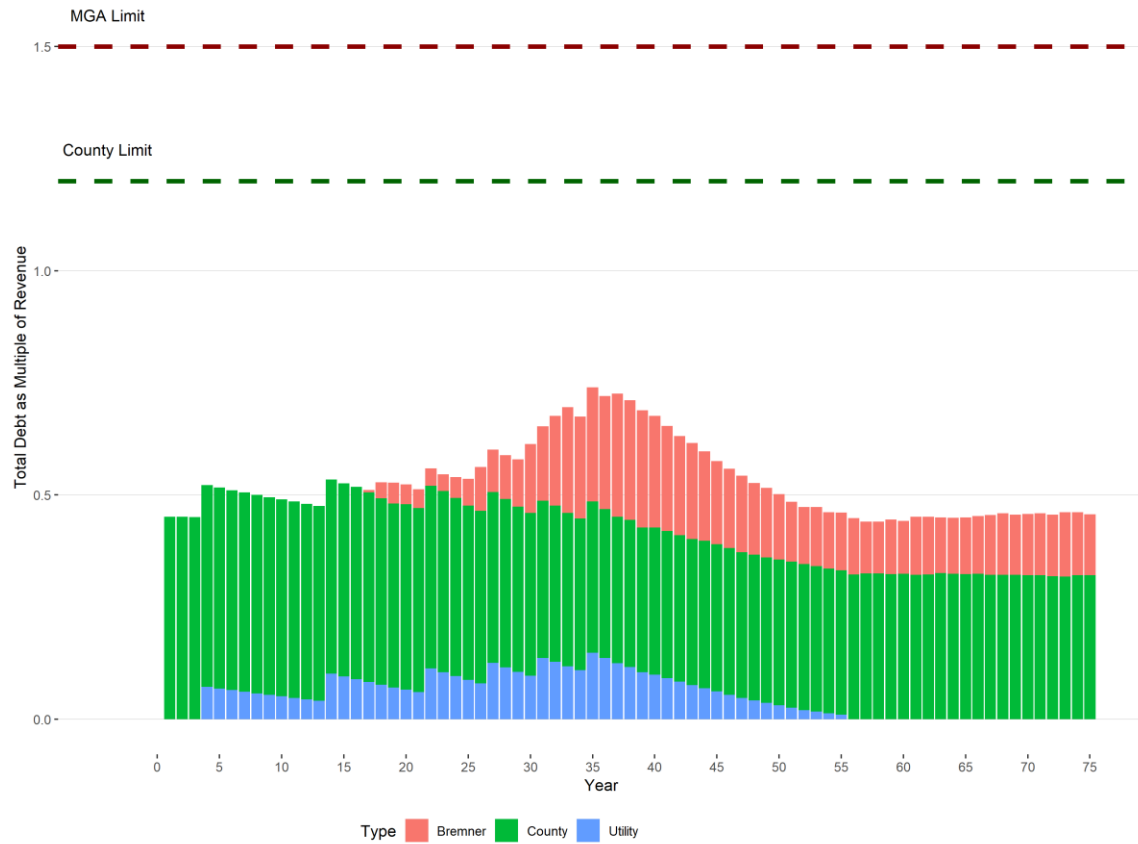
### 2.2.3 Debt Levels

In accordance with the MGA and the County's debt management policy, the County has limits on how much debt it can carry. It is County policy that the total debt outstanding shall not surpass 80% of the Province of Alberta Debt Limit regulations, which indicate that a municipality's total debt outstanding cannot exceed 1.5 times its annual operating revenue. Additionally, the total annual debt service payments are not to surpass 80% of the Province of Alberta Debt Service Limit regulations, which state that a municipality's total annual debt servicing payments cannot exceed 25% of its annual operating revenue.

As of the 2017 Audited Financial Statements, the County's current debt was \$165 million, compared to an operating budget of \$346 million (0.48 times annual operating revenue). This means about \$17.5 million in debt service per year – less than 5% of the County's total revenues. It is common and generally considered healthy for municipalities to have debt, which is used to assist in paying for and spreading capital costs over a period of time, usually 25 years. This approach is often used because a 25-year repayment term better matches the economic useful life of a project. It also prevents present taxpayers from having to fund the whole cost of a project that provides a long-term benefit to future residents. The County has previously used debt to partially finance soft capital infrastructure such as the Emerald Hills Leisure Centre as well as the Community Centre.

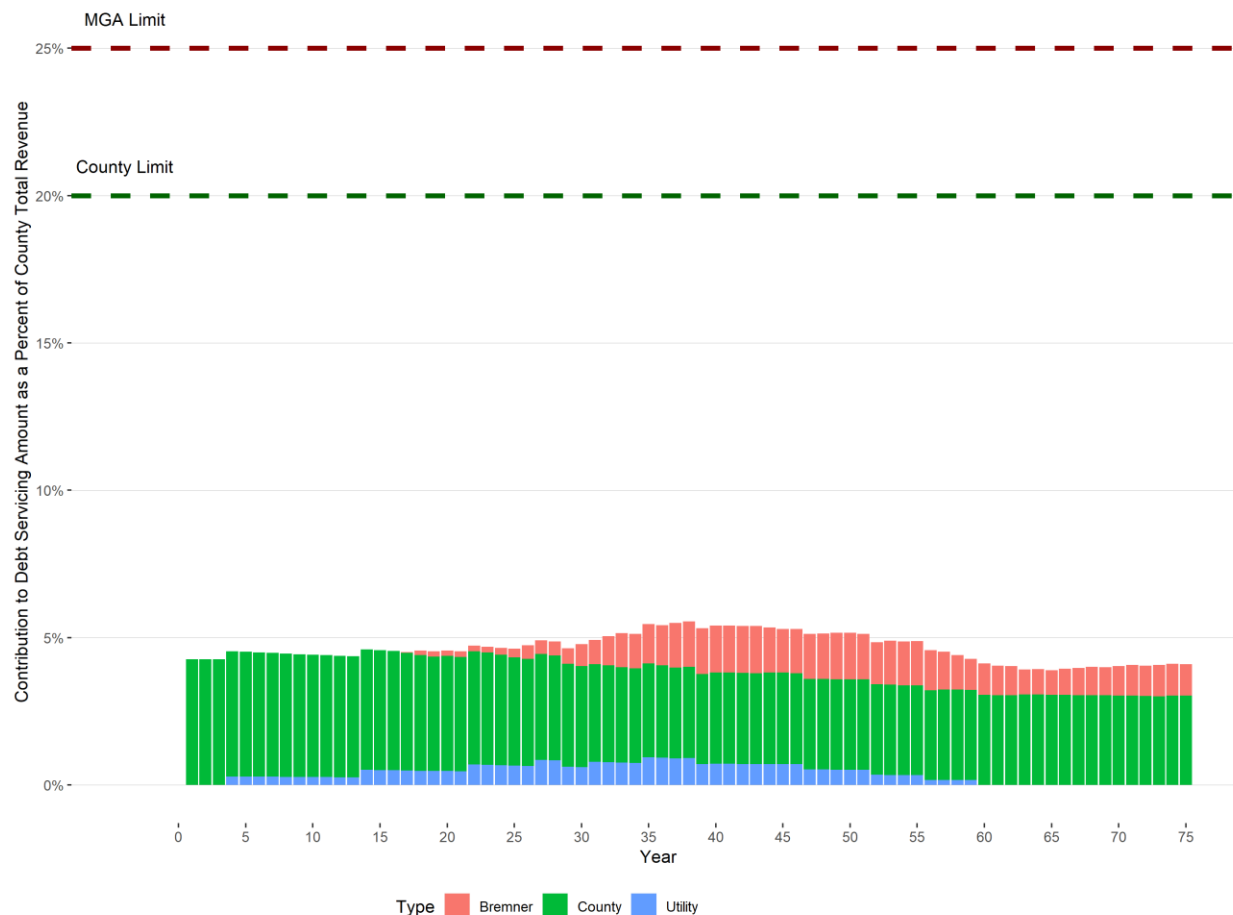
At its highest point, 37 years into build-out, the projected debt as a result of Bremner and the LEA is estimated at \$278 million, with County annual operating revenues projected at \$657 million (0.42 times the annual operating revenue). See Figure 7 for an overview. This also includes the utility debt, which is paid by utility rates. At the year 37 peak, the utility debt is \$80 million, which is about a third of the total. Debt service for Bremner and the LEA-related build-out at that point is calculated at 5.6% of the annual operating revenue; see Figure 8, which shows the debt service percentage over time. This is in line with current levels of debt for the County after a similar period of growth.

Figure 7. Ratio of debt to operating budget.





**Figure 8. Contribution to debt service.**



## 2.2.4 County Priorities

As indicated in Figure 8 above, the projected debt levels show that even at its highest point, debt as a result of Bremner and the LEA remains well below the County's debt limits. This leaves ample room for the County to focus on other priorities outside of Bremner and the LEA. An example would be the availability of space in debt levels for capital road projects, the replacement of existing buildings or facilities in other parts of the County, or new facilities such as the Multi-Purpose Agriculture Facility.

The County's current debt was \$165 million as of the 2017 Audited Financial Statements. If debt levels for the rest of the County outside of Bremner and the LEA stay the same and its operating budget is expected to grow over time, this would mean County debt levels outside of Bremner and the LEA will be around \$209 million in year 37 of build-out. Adding debt of \$278 million as a result of Bremner and the LEA to the rest of the County would yield a debt total of \$487 million (0.74 times the \$657 million operating revenue received that year). Debt service at that point, close to the end of build-out, would be around 7.6% of total revenues. Even at the highest point, this is still a level of debt which is within current financial policy and well within MGA requirements.

One important thing to note is that the County currently makes use of reserves in many of its capital projects, where budget surplus or specific planned-for amounts can be held until they are needed for a large project, instead of financing. The model does not attempt to plan for reserves. This means that debt levels may be lower in reality than they are in the model.

## 3 Funding for Bremner and the LEA

### 3.1 OVERVIEW

As Sherwood Park has grown, infrastructure has been built incrementally to serve County residents. In the 1970s, with the influx of population and the construction of Sherwood Park's mature neighbourhoods, including Sherwood Heights, Glen Allan, and Mills Haven, the County built infrastructure such as the County Hall, the Sherwood Park Arena and Sports Centre, the Kinsmen Leisure Centre, and Fire Station #1. As the County continued to grow, with Cloverbar Road north and Baseline Road east, additional facilities were built by the County, such as Fire Station #5 in 1991 and Festival Place in 1994. Sherwood Park continued to grow north with Lakeland Drive, resulting in additional facilities, including the Community Centre in 2010 and the Emerald Hill Leisure Centre in 2016.

Like Sherwood Park, development in Bremner and the LEA will not occur instantly but over decades. Likewise, any costs associated with this development will not be incurred until they are needed. For example, if Bremner starts development in 2022, by the year 2044 the population will be approximately 29,000 people at a 1.79% projected growth rate. Full build-out of 79,000 people will not occur until 2060. Some infrastructure, like roads, must be built before people can move to a neighbourhood, but even with that type of infrastructure only what is needed is built, and it is scaled to grow with the population. Other infrastructure, like recreation centres, can wait until there are enough people there to need it.

### 3.2 WHAT IS BEING BUILT AND HOW IS IT BEING FUNDED?

Figure 9 demonstrates how development in Bremner and the LEA will occur in stages. It explains what infrastructure is being built and when it is being built, as well as the corresponding expectations around funding sources. Total costs are shown in Table 1.

- **On-site Capital Infrastructure**, such as local roads, water, and wastewater servicing will be constructed by and at the cost of the developers, which is standard practice. Further information is described in Section 3.4.
- **Off-site Hard Capital Infrastructure**, such as arterial roads and interchanges, will include cost sharing among third parties such as developers, Alberta Transportation, EPCOR and the ACRWC. Cost-sharing will vary depending on the infrastructure type and may or may not include County funding. Further information is described in Section

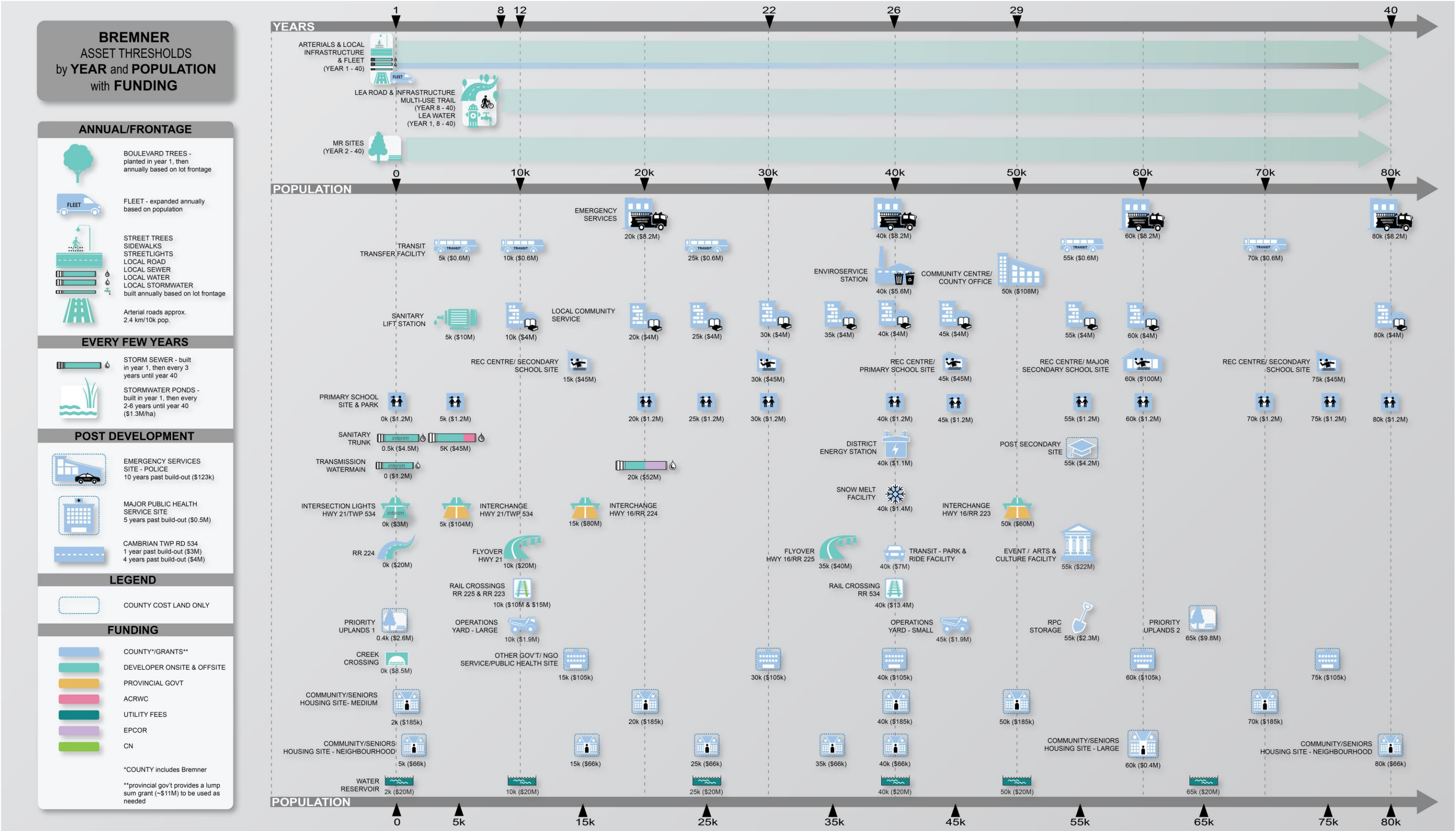
3.5. A key note is that the County is not planning to front-end this infrastructure, with one or two exceptions.

- **Soft Capital Infrastructure** includes fire halls, recreation centres, and operations facilities. These are primarily funded by the County in combination with grants, in line with current practice. Further information is described in Section 3.6.

The capital, operating, and rehabilitation costs of the infrastructure, along with the non-capital operating costs, have been taken into account when modeling the cost of Bremner and the LEA. For the purpose of this analysis, it is assumed that Bremner and the LEA will be financed through a combination of taxes, other operating revenue, developer funding, grants, other third-party funding, utility rates and debt.

Other operating revenue may include user fees, fines, transit fees, and “Other” Fees, and “Other Revenue Sources” as listed by Strathcona County. Finally, “other third-party funding” may refer to the province, EPCOR, ACRWC, other developers aside from Bremner and the LEA developers, and the Canadian National Railway (CN).

Figure 9. Asset triggers.



**Table 1. Total cost of capital infrastructure and funding source for Bremner and the LEA (costs rounded to nearest million). Note that rounding may mean totals are slightly different.**

Funding Source	Cost (Millions)
Developers	\$1,139
County	\$757 (includes reservoirs)
Other (Province, EPCOR, ACRWC)	\$240
<b>TOTAL</b>	<b>\$2,135</b>

Table 1 above displays the total capital infrastructure costs for Bremner and the LEA at full build-out. Full build-out is not anticipated to occur until the year 2060. For the County, costs primarily include reservoirs and soft capital infrastructure, with some cost sharing of road infrastructure. Where County costs are incurred, generally it is for a greater County benefit, rather than solely for the benefit of Bremner and the LEA. This is described in more detail further on in this section.

As capital infrastructure is built, there are operating and maintenance costs associated with each asset. The operating and maintenance costs for utilizing an asset include activities like snow clearing from roads and energy costs for recreation centers. As assets degrade over time they need to be repaired or replaced. There are also non-capital operating costs, such as staff salaries.

County costs incurred are:

1. Reservoirs
2. Cost sharing for some additional off-site hard capital road infrastructure
3. Soft capital infrastructure

In addition to the capital infrastructure costs listed above, other County costs include:

4. Operation of capital infrastructure
5. Administrative costs
6. Operation and maintenance of the community over time
7. Rehabilitation and replacement of infrastructure.

Taxes and user fees cover the cost of operation and maintenance, with some taxes left over for capital purchases, such as a new recreation centre, new fire hall, or new buses. Reservoirs will be paid for by utility rates. For the purposes of the financial model, capital purchases by the County that cannot be covered by taxes, grants and developer funding are financed by debt, which is paid off over 25 years.

### 3.3 FUNDING AND FINANCING

As mentioned above, Bremner and the LEA will be paid for in a number of different ways. Funding and financing for the County comes from sources such as taxes, other operating



revenue, developer funding, grants, other third-party funding, utility rates and debt. As Bremner and the LEA develop, they will also contribute to County revenues.

### **3.3.1 Residential Revenue Generated by Bremner**

Bremner's residential growth will contribute residential property taxes. As the population of Bremner grows, the property taxes received by the County will also grow.

### **3.3.2 Non-residential and Other Revenue Generated by Bremner**

In addition to business property taxes, there are revenue sources based on user fees, fines, transit fees, "Other" Fees, and "Other Revenue Sources" as listed by Strathcona County. Developers pay a Major Recreation Facility fee of \$825 per unit developed. Totals received will increase with population growth and with development. Existing rates were used for these revenue sources, scaled appropriately for Bremner. Refer to Appendix A.3.11 for details on the additional revenue sources for Bremner.

### **3.3.3 Non-residential Revenue Generated by the LEA**

Finally, as Bremner continues to grow, there will be a greater demand for business and industrial properties in Bremner and the LEA. The business and industrial taxes collected from these properties will be a source of revenue for infrastructure.

### **3.3.4 Strathcona County and the Benefits of Industrial Development**

Strathcona County has a significant heavy industrial base, as well as the potential for industry to continue to increase. Industrial and business properties are taxed at a higher rate than residential properties. As property taxes are used to fund the County's portion of development in Bremner and the LEA, greater industrial development means that more revenue will be obtained from industrial taxes. The industrial growth for the FVA was forecast using historical trends for the County, which results in approximately \$6 billion in growth every 10 years and a corresponding increase in tax revenue. Thus, less revenue will need to be obtained from residential taxes, resulting in lower residential tax rates compared to areas with lower industrial development.

A comparison to St. Albert tax rates was performed to check against an area with a much smaller industrial tax base. The tax rates listed on the City of St. Albert website, in thousandths per dollar, are as follows:

- St. Albert Residential Tax Rate Excluding Education (2018): 7.99
- St. Albert Non-Residential Excluding Education Tax Rate (2018): 11.13

The additional tax rate for education is 2.53 for residential and 3.37 for non-residential. Strathcona County and St. Albert have similar rates for education, but Strathcona County's current tax rates are as follows:

- Strathcona County Residential Tax Rate Excluding Education (2018): 4.48
- Strathcona County Non-Residential Tax Rate Excluding Education (2018): 9.10

Industrial growth is expected to continue in Strathcona County, which continues to provide a benefit for operation of the County as well as expansion of areas within the County.

### 3.3.5 Developer Funding

Costs of infrastructure will also be funded by developers. On-site infrastructure will be directly funded and constructed by developers. The County does not fund or pay for this infrastructure as it does not qualify for off-site levies under the Municipal Government Act. A large portion of off-site infrastructure requires developers to fund its total capital cost or a portion of the total capital cost. Developer costs are included in more detail in Appendix A.3.12.

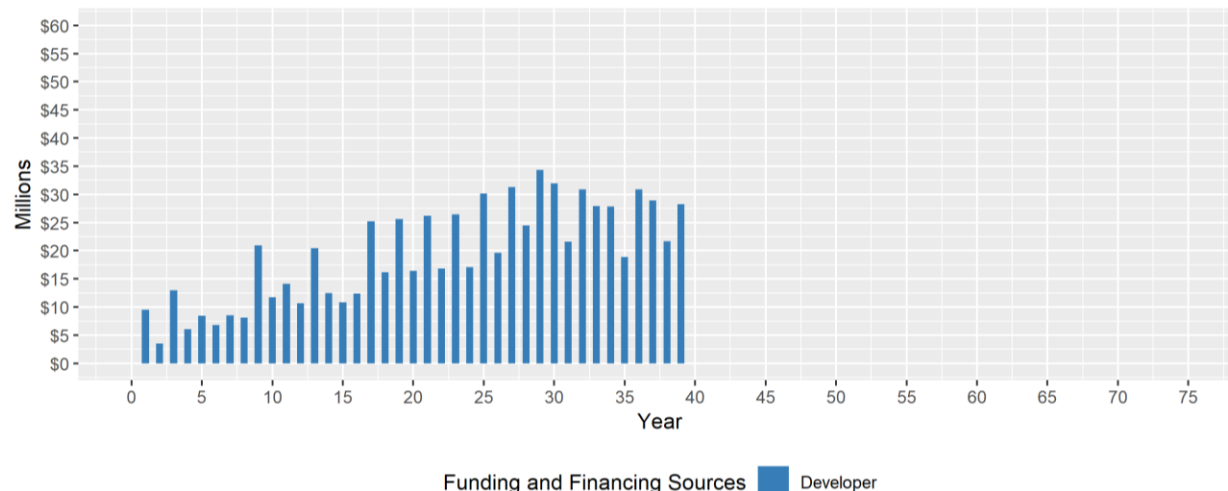
## 3.4 ON-SITE CAPITAL INFRASTRUCTURE COSTS

On-site capital infrastructure refers to local assets whose capital cost is constructed and paid for 100% by developers. They are considered “on-site” because they do not qualify for an off-site levy, as per section 648 of the Municipal Government Act; therefore, the County does not contribute any funds to their construction. On-site capital infrastructure generally provides a direct benefit to the people it serves, such as new local roads, water, and wastewater connections to new lots. After the on-site infrastructure is constructed and paid for by the developer, it is turned over to the County as a municipal asset to operate, maintain, and repair. Totals are shown in Table 2, with the values of infrastructure over time shown in Figure 10, and complete list of on-site infrastructure can be found in Appendix C. It is current and common practice for developers to pay for and construct on-site capital infrastructure.

**Table 2. On-site capital infrastructure with cost sharing (cost rounded to nearest million). Note that rounding may mean totals are slightly different.**

On-site Capital Infrastructure	Cost Share		Total Cost (Millions)
	Developer	County	
LEA	100%	0%	\$38
Bremner	100%	0%	\$727
Total			\$765

**Figure 10. Value of on-site capital infrastructure built and funded by developers during Bremner and LEA build-out. Each bar is the total for that year, colored by funding and financing source.**



### 3.5 OFF-SITE HARD CAPITAL INFRASTRUCTURE COSTS

Off-site hard capital infrastructure can refer to water, wastewater, stormwater and road infrastructure for which there is a benefiting area, and which is therefore leviable as per Section 648 of the Municipal Government Act. Capital costs for this infrastructure may be shared between developers, the County, and other third-party funding such as the province, EPCOR, ACRWC, other developers aside from Bremner and the LEA developers, and CN. Once the asset is constructed, it may be turned over either to the County or to a third party, in whole or in part, to operate and maintain. Totals are shown in Table 3 for ultimate build-out with an overview of costs by year and funding source shown in Figure 11, and a complete list of off-site hard infrastructure as well as cost sharing assumptions can be found in Table J.

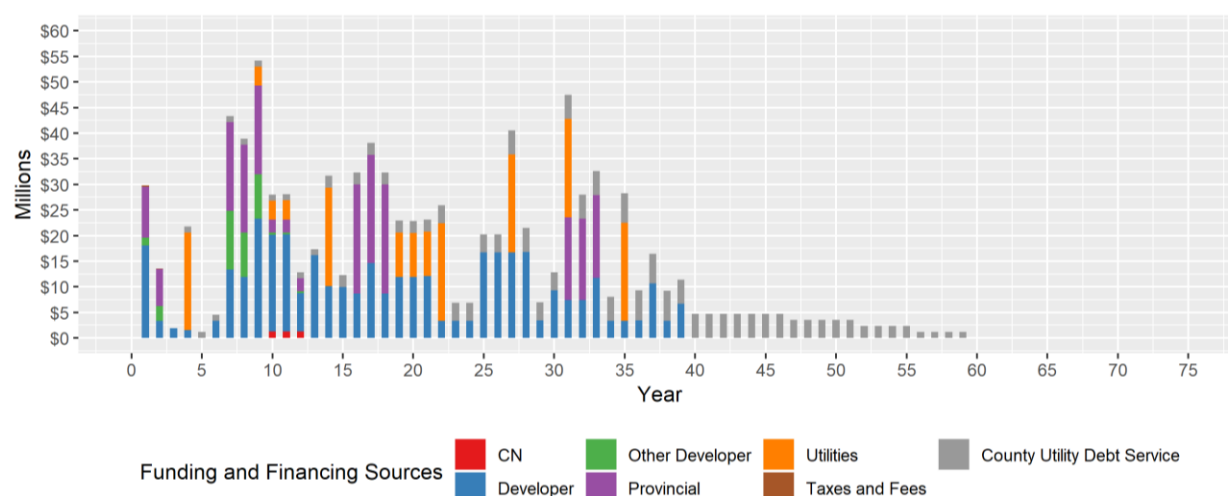
**Table 3. Off-site hard capital infrastructure with cost-sharing (costs rounded to nearest million). Note that rounding may mean totals are slightly different.**

Off-site Hard Capital Infrastructure	Cost Share (estimated)*		Total Cost (Millions)	Total County Cost (Millions)
	Third Party	County		
Roads	Cost Share Varies		\$535	\$25
Water mains	100%	0%	\$53	-
Reservoir	0%	100%	\$114	\$114
Sewer trunks	100%	0%	\$50	-
Total			\$752	\$139

*\*Estimates as part of the Base Case Scenario. Actual cost share would be determined as per future agreements and arrangements negotiated at the time the need for specific infrastructure has been identified. See Table J for detailed list and cost share estimates.*



**Figure 11. Capital totals and debt per year with funding and financing sources for all off-site hard capital infrastructure, including water mains, reservoirs, sewer trunks, and roads. Each bar is the total for that year, colored by funding source. County Utility debt service is for reservoirs. “Other Developer” represents non-Bremner developers contributing to major infrastructure if there is a shared benefit.**



### 3.5.1 Off-site Hard Capital Infrastructure – Water Mains

The County receives its water from EPCOR Water. Off-site water main capital costs will be shared between EPCOR and developers. The County is currently undergoing conversations with EPCOR regarding the ultimate off-site water main supply connection to the Bremner area. The preferred option is to connect to the Clareview Reservoir in northeast Edmonton. This option provides a second dedicated water supply feed that will reduce the risk of supply disruption for all County residents and businesses currently receiving municipal water services from the County. The connection to the Clareview Reservoir has been considered in the base case scenario. The alternative option would be to connect from 34 Street and 92 Avenue, where the County currently receives water.

The ultimate connection point and cost-sharing model will be determined as per future agreement and negotiation if the Bremner Area Concept Plan is approved. Once built, a portion of this infrastructure would become an EPCOR asset to operate and maintain. For interim water supply, the option recommended uses the County’s existing 400 mm main along CP rail. The cost for the interim water supply is covered solely by the developer. The LEA would be serviced by a trickle feed from the Bremner area. More information regarding the topic of water supply to Bremner and the LEA can be found in the Bremner Utilities Master Plan.

### 3.5.2 Off-site Hard Capital Infrastructure – Sewer Mains

The County is a member of the Alberta Capital Region Wastewater Commission (ACRWC). The County’s sewer system collects wastewater from residential, commercial, and industrial buildings and transports it to the Capital Region Wastewater Treatment Plant. The County is currently undergoing conversations with the ACRWC regarding off-site sewer main conveyance for the Bremner area. To convey wastewater, a new trunk sewer needs to be installed to the ACRWC’s system at Township Road 540 and Range Road 232. Costs for the sewer trunk would be shared between the ACRWC and the Developers. The ultimate connection point and cost-sharing model would be determined as per future agreement and negotiation if the Bremner

Area Concept Plan were to be approved. Once built, a portion of this infrastructure would become an ACRWC asset to operate and maintain. Interim wastewater servicing is recommended through ACRWC's SERTs Trunk along Range Road 232 and Township Road 534. Interim servicing is at the sole cost of the developer. There is no proposed sewer main connection for the LEA. More information regarding the topic of wastewater conveyance for Bremner and the LEA can be found in the Bremner Utilities Master Plan.

### **3.5.3 Off-site Hard Capital Infrastructure – Roads**

It has been assumed that the cost of interchanges will be shared between developers and Alberta Transportation. The cost breakdown can be found in Appendix C.

Traditionally, Alberta Transportation has paid for 100% of interchanges. However, in recent years, they have transitioned to a cost-sharing model within the region. See the scenarios in Section 5 for multiple cost sharing options. Once built, these interchanges would become an Alberta Transportation asset to operate and maintain.

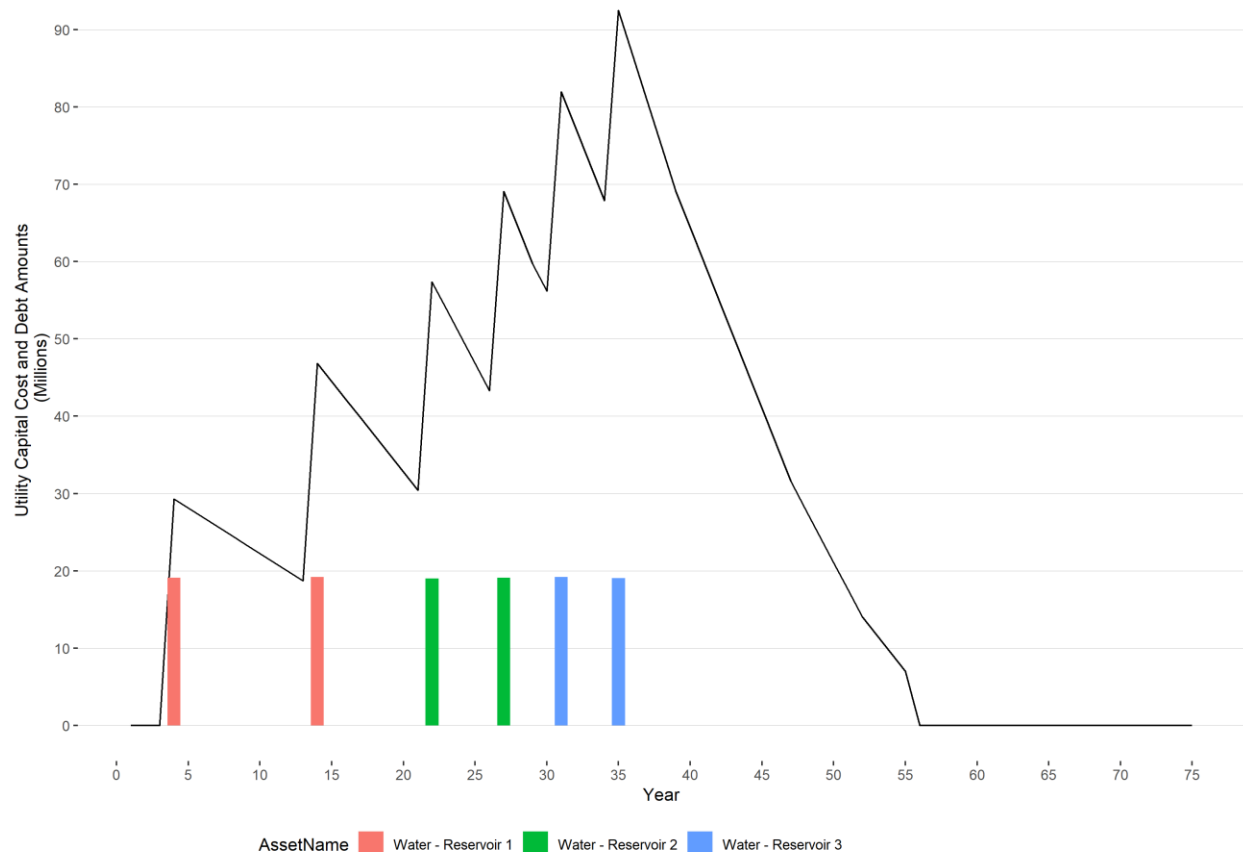
### **3.5.4 County Costs – Off-site Hard Capital Infrastructure**

As displayed in Table 3 and Appendix C, the County will need to pay for new reservoirs and some road upgrades to serve Bremner and the LEA. The County's contribution for road upgrades include partial cost shares to upgrade Range Road 224 heading north of Bremner, rail crossing upgrades at Range Road 225 and 223 in the LEA, and building the 5<sup>th</sup> and 6<sup>th</sup> lanes of Township 534 within Cambrian and the North of Yellowhead basin.

#### **3.5.4.1 Reservoirs - Capital Cost and Utility Rates**

Reservoirs within Bremner will be needed and will be paid for by the County through debt and utility rates. Utility rates are discussed in detail under section 2.2.2. The County will have to take on additional debt to provide the funding to build the reservoirs, which will be paid off by utility rates over a 25-year debt term. See Figure 12. Peak utility debt occurs in year 35 just after the last reservoir is completed (\$90 million) which makes up about a third of the overall debt from Bremner and the LEA at that point. All utility debt will be paid off by 25 years after the last reservoir is constructed. As discussed in section 2.2.1, initially utility rates will increase as a result of building the reservoirs (40 to 50 cents per year in the first few years), but this cost will decrease over time. This type of funding for utility costs is common practice within Strathcona County and is how the 17<sup>th</sup> St Reservoir Expansion, currently in service, was funded.

**Figure 12. Total utility debt incurred and paid off as reservoirs are constructed. The black line indicates utility debt levels over time; the bars are capital costs for the reservoirs. Each reservoir appears twice because only the portions of the reservoirs actually needed at a given time are built.**



### 3.5.4.2 Rural Roads and Rail Crossings

The Bremner Transportation Plan identifies upgrades to Range Road 224 heading north of the Bremner area. Cost-sharing for these upgrades has been assumed to be a 50/50 split between the County and Bremner developers. The Transportation Plan identifies that further analysis will be needed in the future to better understand upgrades required to Range Road 224 as well as other roads leading to and from Bremner and the LEA, including Range Road 225, Range Road 223, and Township Road 534 East. The Bremner Transportation Plan also indicates rail crossing upgrades that will be required at Range Road 225 and 223. The County will be responsible for a portion of these upgrades. Given the size of Bremner, it will have downstream impacts on the North of Yellowhead basin and Cambrian; therefore, cost-sharing for these items has been included.

### 3.5.4.3 Funding of Rural Roads – Current Practice

In most situations it has not been standard practice for developers to pay for road infrastructure upgrades outside of the Urban Service Area. As Sherwood Park has grown, upgrades to rural roads have traditionally been a County initiative given that the benefiting area would include residents and users outside of the Urban Service Area. The County does levy for rural road

upgrades for country residential development in the Rural Service Area. Funding for rural roads will be reviewed in the future once further studies are completed.

### 3.6 SOFT CAPITAL INFRASTRUCTURE COSTS

Soft Capital Infrastructure costs are capital expenditures typically made by the County, such as for a fire hall or recreation centre. Recent changes to Section 648 of the Municipal Government Act now allow for recreation facilities, fire halls, police stations, and libraries to be levied and these are therefore considered off-site infrastructure. Subject to future stakeholder discussion and Council approval, additional levies may be charged for these specific infrastructure components which would further shift funding for these items from the County to developers; however, the base model follows current practice and assumes that these assets will be funded by the County and grants, with a one-time developer-contributed Major Recreation Facility fee of \$825 per unit developed. Most often, Soft Capital Infrastructure provides a benefit to a larger geographical area than just local residents. For example, the response area for a new fire hall may extend into existing Sherwood Park or the Rural Service Area, and likewise, residents in the Rural Service Area or existing Sherwood Park may use recreation centres in Bremner. A complete list of Soft Capital Infrastructure for Bremner and the LEA can be found in Appendix C. Table 4 lists the total cost of Soft Capital Infrastructure over the entire build-out of Bremner and the LEA.

**Table 4. Total cost of soft capital infrastructure over the entire build-out period (rounded to nearest million).**  
Note that rounding may mean totals are slightly different.

Total Cost Soft Capital Infrastructure (Millions)	Cost Share		Total Cost (Millions)
	Developer*	County	
<b>LEA</b>	0%	100%	\$3
<b>Bremner</b>	0%	100%	\$539
<b>Fleet and Transit Buses</b>	0%	100%	\$76
<b>Total</b>			\$618

*\*Developers do currently provide a one-time developer-contributed Major Recreation Facility fee of \$825 per unit developed. As this is a fee and not an off-site levy, it has been categorized under County taxes and fees.*

#### 3.6.1 County Costs – Soft Capital Infrastructure

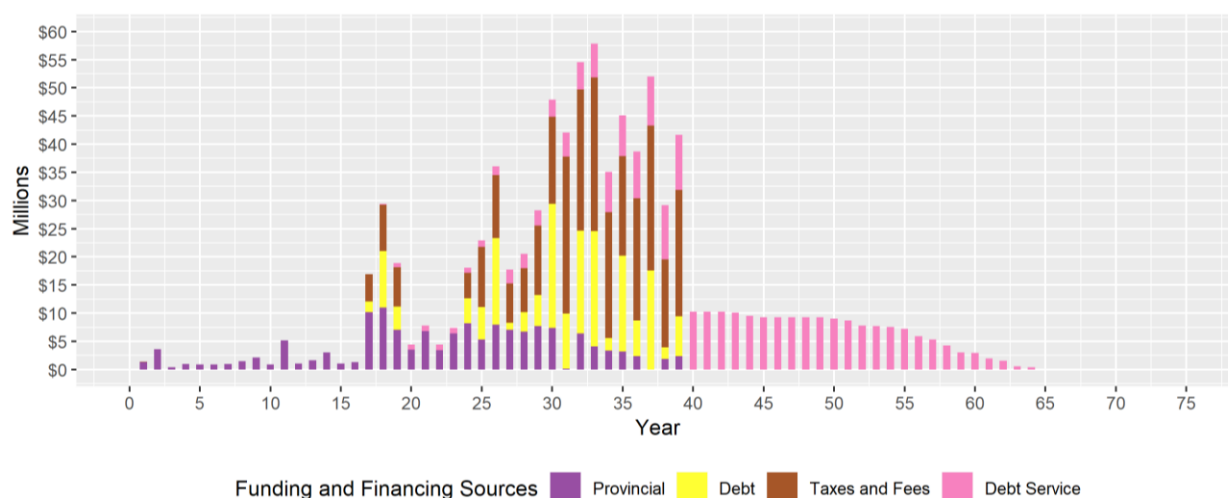
Soft Capital Infrastructure is funded through taxes, other operating revenue, grants and the developer Major Recreation Facility fee. It is financed by debt where applicable. As described previously, sometimes when capital expenditures are made, the County will incur debt over a 25-year term. Debt has previously been incurred to help finance buildings such as the Emerald Hills Leisure Centre as well as the Community Centre.

#### 3.6.2 Soft Capital Infrastructure – Current Practice

Funding and financing of Soft Capital Infrastructure in Bremner and the LEA occurs using current practice and this model may include a combination of grants and debt to fund and

finance the infrastructure. This is the same practice that has been employed for other new neighbourhoods in Sherwood Park as well as the Rural Area, including the new Emerald Hills Leisure Centre, the proposed fire hall in Cambrian Crossing, and the Multi-Purpose Agriculture Facility. The only difference is that in some instances the County has also had reserve funds available, which have not been contemplated in the model. Adding in reserve funds would further reduce the need to pay for this infrastructure with debt.

**Figure 13. Soft Capital Infrastructure totals and funding over time. Note that taxes and fees include the Developer Major Recreation Facility fee.**



### 3.7 OPERATION, MAINTENANCE, AND REPAIR COSTS

#### 3.7.1 Operating Capital Cost

Operating Capital Costs are costs associated with utilizing an asset during its lifecycle. This is applicable for all assets which the County is responsible for operating. A complete list of Operating Capital Costs for Bremner and the LEA can be found in Appendix B.

**Table 5. Average annual cost of operating capital for Bremner and the LEA (costs rounded to nearest million). Note that rounding may mean totals are slightly different.**

Average Annual Cost of Operating Capital	
<b>Bremner and LEA</b>	\$ 3 million/year in years 1-10
	\$ 9 million/year in years 10-20
	\$ 27 million/year in years 20-30
	\$ 56 million/year in years 30-40
	\$ 69 million/year (steady state)

Operating Capital Costs must be paid for by the County directly through residential and non-residential taxes as well as utility rates, and not financed through debt.

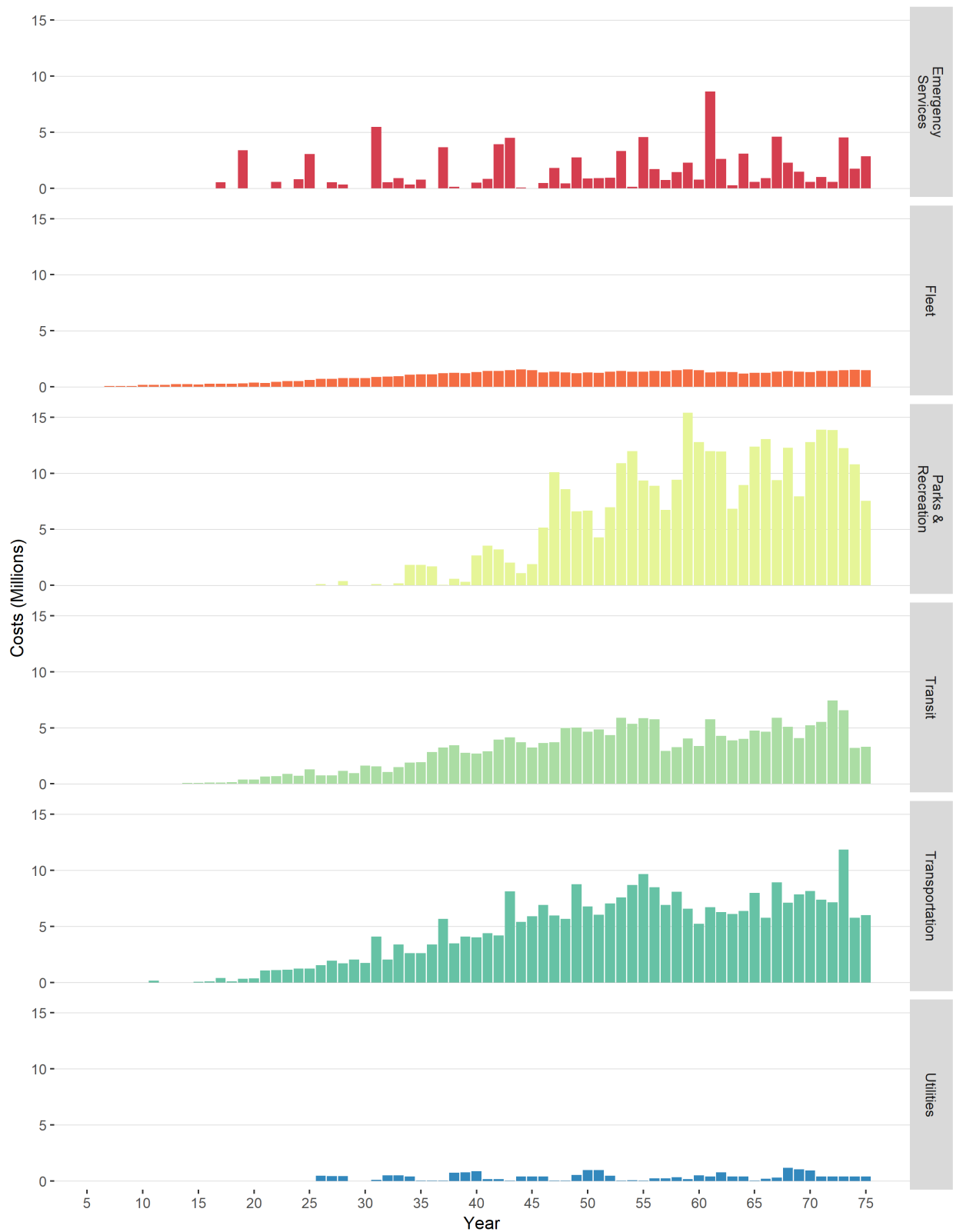
### **3.7.2 Administrative Operating Costs**

Administrative Operating Costs are non-capital operating costs which include items such as staff salaries. These costs are paid for by taxes, including taxes from the new Bremner residential and non-residential tax base. These costs must also be paid for by taxes and not financed by debt. Refer to Appendix A3.10 for additional details.

## **3.8 REPAIR AND REPLACEMENT COSTS**

As infrastructure ages, it must be repaired and eventually replaced. The County will be responsible for inspecting, repairing, and replacing much of the infrastructure in Bremner and the LEA, even if it was originally built and paid for by developers. This is an important cost in the lifecycle of an asset. These costs are paid for by a combination of grants and taxes, as well as financed with debt, as needed. Appendix B has further details about repair and replacement. Reserve may also be used for these costs, but reserve is not included in the model, so the debt levels incurred for repair and replacement may be higher than would be seen in actual practice.

**Figure 14. Costs of asset repair and replacement over time as assets age, funded by taxes, fees, and grants, and financed through debt.**



### 3.9 FRONT-ENDING HARD CAPITAL INFRASTRUCTURE

Front-ending (financing) is the term for when qualified off-site infrastructure is constructed and paid for by an initial party. Costs associated with this infrastructure are ultimately recovered over time through an off-site levy which is collected from new development that benefits from the infrastructure.

Historically, the County has typically front-ended off-site hard capital infrastructure and recovered funds over time from new development through off-site levies. Given the significant dollars involved in new development, it is no longer being assumed that off-site infrastructure will be front-ended by the County; therefore, front-ending by the County has not been incorporated into the base scenario.

The exceptions to the above with respect to front-ending would be the financing of water reservoirs. The County's practice has been and continues to be that the County front-ends water reservoirs and recovers the infrastructure costs over time through utility rates.

Scenario analysis completed in Section 5 does include a portion of front-ending of off-site road infrastructure by the County with respect to the delay in funding for interchanges. Front-ending by the County for qualified off-site infrastructure is an ongoing discussion and is ultimately a decision made by Council.

It is important to note again that the County does not front-end or contribute funds for the construction of on-site capital infrastructure. As on-site infrastructure typically benefits only one development, these improvements are funded and constructed solely by the developer.

## 4 Model Overview

The model created for the Bremner project is complex and detailed, built using advanced techniques like Monte Carlo simulation and specialized asset management tools, and capturing many variables. It has been refined over the past year in consultation with many of the County's experts. Some of the aspects taken into consideration include population growth and development for Bremner and the County, asset quantities and the plan for building infrastructure, funding sources and shared costs, grants, taxes, borrowing and debt, capital costs, operation costs, utility rates, and rehabilitation costs for keeping assets in good condition, among others. The final outputs of the model include annual cash flows as well as capital, operation of capital, other capital, and rehabilitation costs by category, projected tax rates and borrowing costs. For more information, please see Appendix A.3.

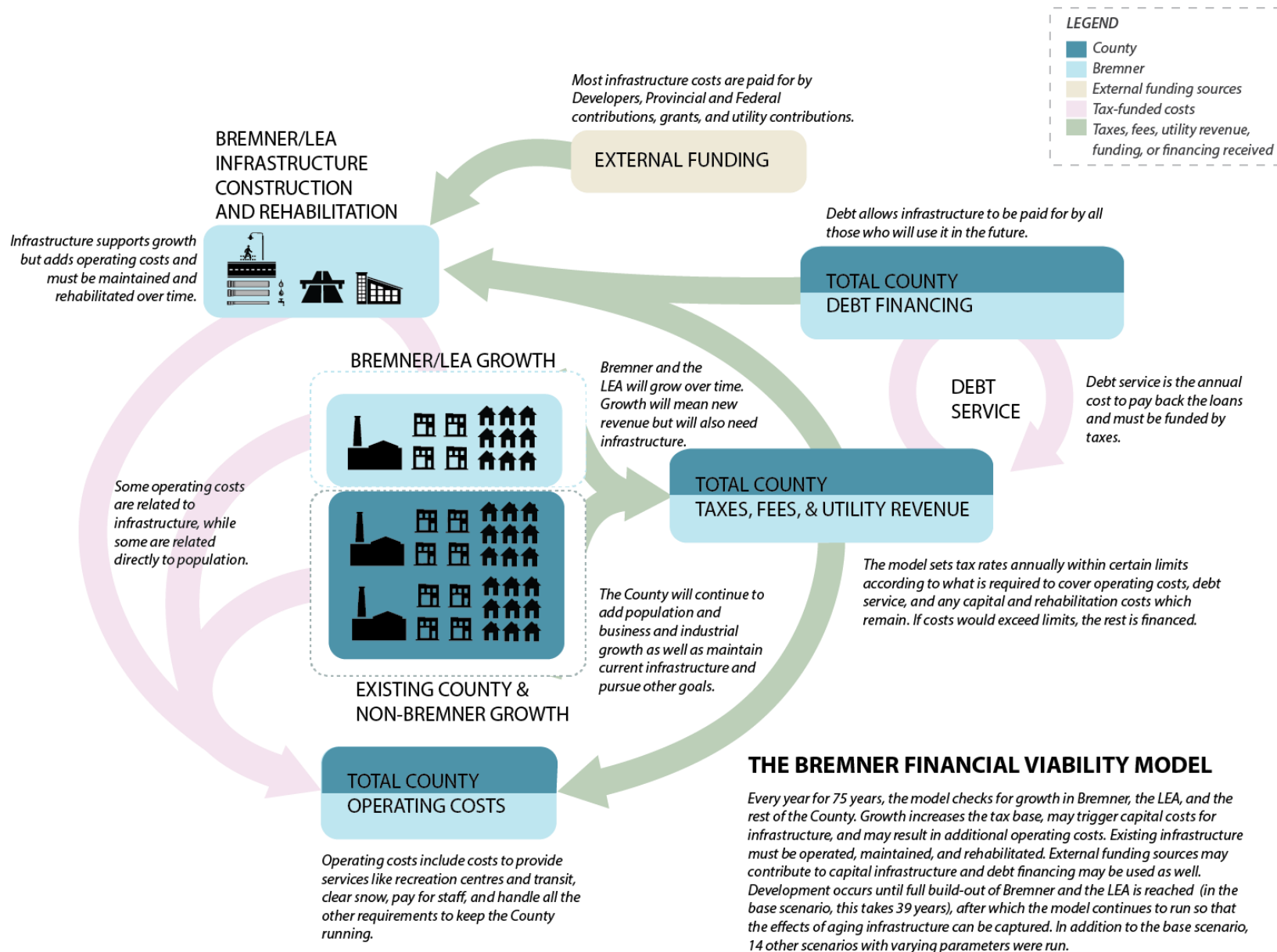
The overall model structure is shown in Figure 15. See Appendix A for a detailed flowchart of the full model. The model takes the development plan for Bremner with all asset quantities and integrates it with an asset management plan, which was derived from asset degradation curves and rehabilitation costs; the model then adds costs for annual operations and rehabilitation. The revenue model uses the development plan similarly.

While the model is as complete as possible, there were some aspects of development which were too complex to capture. For example, the County currently plans ahead for infrastructure



with reserve funding, which acts as a “savings” account and can be used when necessary. County Council will also make decisions around whether a piece of infrastructure can be constructed in the next cycle or whether it would be better to wait. The model does not capture reserve funding or attempt to mimic that kind of thoughtful planning and decision-making, but proceeds with the development plan.

Figure 15. Overview of model structure.



## 4.1 INPUTS, ASSUMPTIONS, AND LIMITATIONS

Creating a financial model is a complex process, requiring the input of multiple variables from a variety of sources to ensure maximum accuracy. The information sources that were used to determine the external and design inputs are described in Appendix A.1.2.1. As with any analytical model, the reliability of results depends on the accuracy of the inputs and assumptions which were made. For a detailed discussion of the assumptions underlying this project, please see Appendix A.2.

Finally, the analysis is based on the best and most accurate information available at the time of model completion and may need to be subsequently revised or refined as new data becomes available or as certain assumptions change as the project goes forward. Technological changes that may affect the project are not included in the predictions.

## 4.2 MODEL VERIFICATION AND VALIDATION

Preliminary results were discussed with the County and information arrived at via the financial model was compared to existing Strathcona County budget and asset information to verify the reasonability of costs and revenues associated with the development. Various scenarios were then used to ensure that the model is functioning properly, and that the information generated is reflected in real life situations, as scaled for Bremner. In addition, outputs were compared to literature sources and surrounding municipalities to provide context.

## 4.3 COMPARING TO THE 2016 FISCAL IMPACT ANALYSIS

One source of comparison is the Fiscal Impact Analysis (FIA), completed in that compared the fiscal impact of the growth management strategy for the Bremner and Colchester areas. The current Financial Viability Analysis focuses exclusively on Bremner and is a more detailed assessment at a much more advanced level of design.

One finding of the FIA was that about a \$4.5 billion investment would be required for Bremner, for all on-site, off-site and soft capital infrastructure costs. For the current study, after completion of the Bremner Area Concept Plan and further analysis by Stantec, the corresponding total is estimated at \$2.135 billion.

Most of the decrease is in the developed funded on-site road, water, and sewer network. The difference can be attributed to two major changes: first, the increased level of design which allows reduction in contingency (the FIA included a 50% contingency on top of the estimate), and second, a significant reduction of the road network due to Bremner's higher density.

An additional difference is related to off-site hard infrastructure. The systems interchange at Highway 21 and Hwy 16 as well as Highway 16 road widening was not included in this model. Highway 16 serves the larger region and the systems interchange will be required regardless of

Bremner. The systems interchange also does not provide access directly to Bremner; therefore, Bremner does not take a benefit from it any more than anyone else in the region.

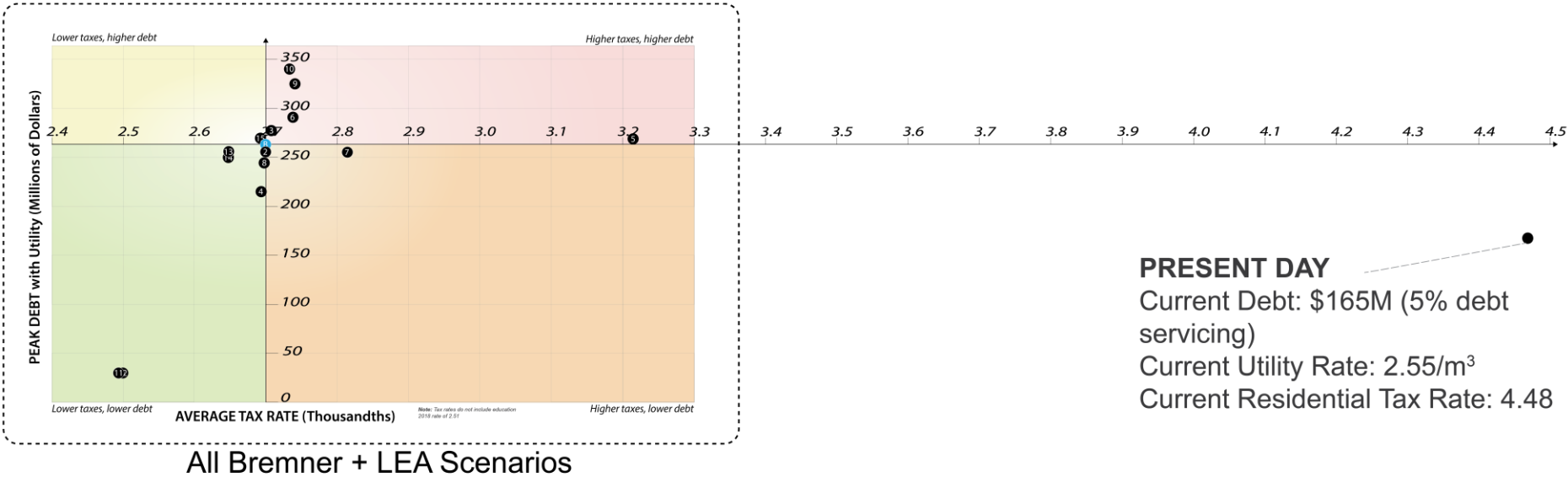
## 5 Scenario Modeling

As mentioned above, the build-out of Bremner is happening over a long period of time and there are many elements and assumptions that are built into the base case financial model that could play out in a different manner than anticipated. The base model, described in the previous sections, has been set up to represent the most likely outcome, but the financial viability exercise has also explored some different scenarios. A scenario represents a variation that could take place, though it is probably less likely than the base model. With all the scenarios, only one or two things are changed, so that the effects of the changes can be seen more clearly. All of the other parameters of the scenario are the same as in the base model. Several key parameters were explored:

- Less favourable funding splits for interchanges (scenarios 2 and 3)
- Shorter debt terms (scenario 4)
- Less industrial growth (scenario 5)
- Lower capital grants (scenario 6)
- No LEA (scenario 7)
- Delays in AT funding for interchanges at different growth rates (scenarios 8, 9, 11, 13)
- Slower population growth (scenarios 11, 12, 13, 14)
- Faster population growth (scenarios 9, 10)
- Different water main connection (scenario 15)

The scenarios show that while there are many possible paths that the Bremner development could take, the effects are still manageable. This can be attributed to the combination of planning for growth, waiting to build major infrastructure until there are enough people there to need it, and Strathcona County's strong industrial presence. The scenarios were analyzed on three key parameters – the peak level of debt, the average tax rate, and the average utility rate. Figure 16 gives the current day context compared to the scenarios; the current tax rates are much higher than the average tax rates seen in the scenario model.

Figure 16. Current-day context for the Bremner and LEA scenarios, to scale. For more detail of the scenarios, see the detailed scenario graph (Figure 17).

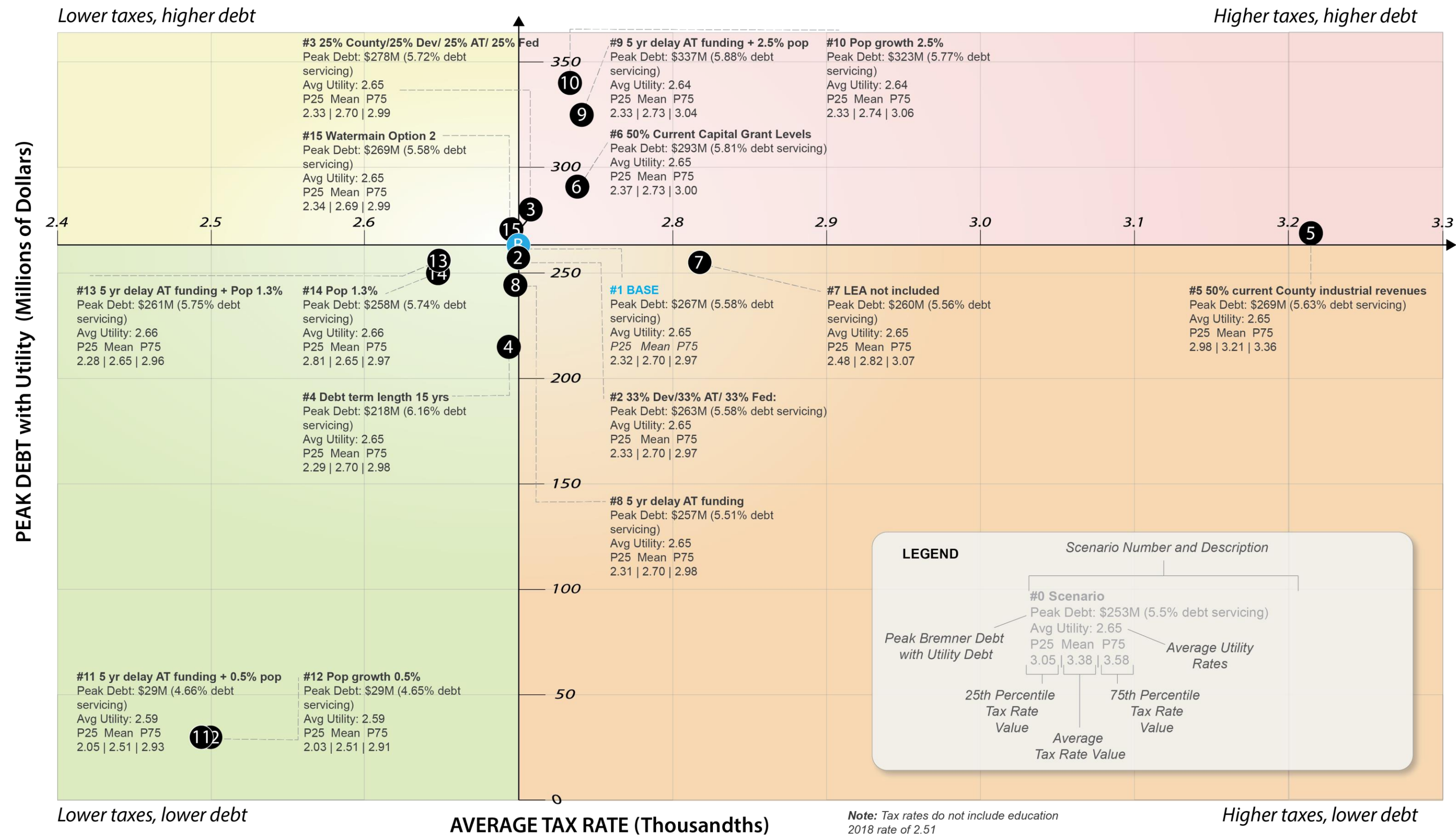


The scenarios are shown in detail in Figure 17. Key findings are as follows:

- Most of the scenarios are fairly similar to the base scenario.
- The highest increase in taxes is Scenario 5, which is where the industrial growth is half of what is expected, reflecting the importance of industrial contributions to Strathcona County's taxes. However, the average rate is still lower than current rates.
- Delays in funding for infrastructure (8, 9, 11, 13) have relatively similar peak debt (some higher, some lower) as their corresponding non-delayed scenarios.
- The highest debt is seen in Scenarios 9 and 10, where population growth is faster and more infrastructure is needed sooner.
- The lowest debt is seen in Scenarios 11 and 12, which have very slow growth (0.5%) and do not actually reach full build out in the 75 years of the model. Most growth can be funded through the assumed level of grants in this scenario.
- Shorter debt terms (4) reduce the peak debt with a slight decrease in tax rates.
- Scenario 15, the more expensive water main, is funded by EPCOR and developers and does not impact taxes or debt.

The scenarios and their results are described in more detail in the following sections.

Figure 17. Overview of scenarios.





## 5.1 SCENARIOS

### 5.1.1 Base Model Scenario

In scenario modeling, it is critical to have a robust and well-defined base scenario – this is the scenario whose settings will underlie all other scenarios. The base scenario has been described in the previous sections of the report and is summarized below:

- The County will not be front-ending the construction of any off-site levy-eligible infrastructure.
- Funding for assets relating to interchanges will be divided between Alberta Transportation (80% of costs) and the developers (20% of costs)
- The development growth is set at an annual rate of 1.79%
- The debt term has a fixed length of 25 years
- The latest values for industrial and grant revenues are used

The model calculated results for various scenarios along with the base scenario. Figure 17 shows an overview of the debt vs tax rate of each scenario relative to the base model.

**Important note: all results are in comparison to the base scenario and not a comparison to current debt or tax rates. All numbers represent averages or percentiles of model results. Some variability is expected.**

### 5.1.2 Scenario 2 – Highway 16 Interchanges Funding (Developer, Provincial, Federal)

**Result: Similar taxes, similar debt compared with the base scenario**

In this scenario, all settings adhere to the base scenario except for the funding of the Highway 16 interchanges. In the base scenario funding for the Highway 16 interchanges is divided between Alberta Transportation (80%) and the developers (20%). In Scenario 2, the interchanges are now equally funded by federal contributions (33% of capital cost), Alberta Transportation (33% of capital cost), and Bremner developers (33% of capital cost).

### 5.1.3 Scenario 3 - Highway 16 Interchanges Funding (Developer, County, Provincial, Federal)

**Result: Similar taxes, similar debt compared with the base scenario**

In this scenario, all settings adhere to the base scenario except for the funding of the Highway 16 interchanges. In Scenario 3, the funding for the interchanges is equally divided between federal grants (25% of capital cost), Alberta Transportation (25% of capital cost), developers (25% of capital cost) and the County (25% of capital cost).



#### 5.1.4 Scenario 4 – Debt Term

**Result: Similar taxes, lower debt compared with the base scenario**

This scenario involves changing the length of the debt term from 25 to 15 years. If the debt term is reduced, the payments increase but the amount of interest paid decreases. This reduces peak debt.

#### 5.1.5 Scenario 5 – Industrial Growth

**Result: Higher taxes, similar debt compared with the base scenario**

This scenario explores the effect of reducing the current County industrial revenues by 50% when projecting industrial growth which reduces the average revenue from approximately \$6 billion every 10 years to approximately \$3 billion every 10 years. Having industrial growth reduced by 50% will significantly increase the average tax rate; the industrial tax rate is higher than the residential rate and the industrial tax base is larger, so the reduction of the industrial tax base will result in higher tax rates across the board. However, the average rate is still lower than current rates.

#### 5.1.6 Scenario 6 – Grant Monies

**Result: Higher taxes, higher debt compared with the base scenario**

In this scenario, the effect of reduced grant monies is explored by halving the amount of grants Bremner receives to \$5.7M compared to that assumed in the base scenario (\$11.5M). Receiving reduced grant monies will result in higher taxes than the base scenario as the County will need to cover more capital costs. Debt also increases somewhat.

#### 5.1.7 Scenario 7 – LEA

**Result: Higher taxes, similar debt compared with the base scenario**

In this scenario the impact of the LEA is explored by removing the LEA from the model. The result is higher taxes as the LEA industrial growth is removed; while the LEA-related infrastructure is also removed it is not a significant cost to the County, so the overall impacts are negative.

#### 5.1.8 Scenario 8 – Alberta Transportation Funding Delay

**Result: Similar taxes, similar debt compared with the base scenario**

In this scenario, there is a five-year delay in funding for the interchanges from Alberta Transportation. Initially, the County will pay the province's share of the interchanges and receive the funding after five years, which means that the County will carry higher debt in those five years compared to the base scenario.

### 5.1.9 Scenario 9 – Alberta Transportation Funding Delay + 2.5% Population Growth

#### **Result: Higher taxes, higher debt compared with the base scenario**

In this scenario, there is a five-year delay in funding for the interchanges from Alberta Transportation and the County development growth rate is set at 2.5%. This is greater than the 1.79% growth rate used in the base scenario, resulting in faster build-out time for Bremner. This significantly increases the debt as more infrastructure is needed sooner, but the delay has only a small effect compared to Scenario 10.

### 5.1.10 Scenario 10 – 2.5% Population Growth

#### **Result: Higher taxes, higher debt compared with the base scenario**

This scenario utilizes a County development growth rate of 2.5%, resulting in a faster build-out time for Bremner. This significantly increases the debt as well as increasing taxes as more infrastructure is needed sooner.

### 5.1.11 Scenario 11 – Alberta Transportation Funding Delay + 0.5% Population Growth

#### **Result: Decreased taxes, decreased debt compared with the base scenario**

In this scenario, there is a five-year delay in funding for the interchanges from Alberta Transportation. Additionally, the development growth rate for the County is set at 0.5% instead of 1.79%, resulting in slower build-out time for Bremner. Most of the interchanges are not built as the triggers are not reached, so the delay in funding is not noticeable. In addition, the debt and taxes are much lower as the growth is so slow that most infrastructure is not triggered at all and most expenses can be covered by grants.

### 5.1.12 Scenario 12 – 0.5% Population Growth

#### **Result: Decreased taxes, decreased debt compared with the base scenario**

This scenario sets the development growth rate for the County at 0.5%, which will result in a slower build-out time for Bremner. The debt and taxes are much lower as the growth is so slow that most infrastructure is not triggered at all, and most expenses can be covered by grants.

### 5.1.13 Scenario 13 – Alberta Transportation Funding Delay + 1.3% Population Growth

#### **Result: Decreased taxes, similar debt compared with the base scenario**

This scenario incorporates a five-year delay in funding for the interchanges from Alberta Transportation. The development growth rate for the County is set at 1.3% instead of 1.79%. This results in a slower build-out time for Bremner. This is a moderate decrease in average tax rates, but the delay does not have much impact compared to scenario 14.

#### 5.1.14 Scenario 14 – 1.3% Population Growth

**Result: Decreased taxes, similar debt compared with the base scenario**

This scenario sets the County development growth rate at 1.3%, which will result in a slower build-out time for Bremner. This is a moderate decrease in average tax rates.

#### 5.1.15 Scenario 15 – Alternate Water Main Option

**Result: Similar taxes, similar debt compared with the base scenario**

In this scenario, an alternate option for the off-site water main is used. UMP Option 2 (34 Street and 92 Avenue supply connection) is utilized instead of Option 1 (Clareview Reservoir in northeast Edmonton). The price for Option 2 is \$78M compared to \$52M for Option 1. While this increases costs for developers and EPCOR, as the County is not involved in funding the water main, it does not show up in debt levels or tax rates.

## 6 Conclusion

According to the definition of viability for the Bremner Area Project, and based on the stated assumptions, the Bremner Financial Viability assessment indicates that the development of Bremner is financially viable. Due in large part to the assumptions regarding industrial growth, the County will have significant freedom to adjust tax rates. Fees remain constant, and development has only a small impact on water rates which return to current levels after build-out. In addition, development will start small, with only about 15% of the total infrastructure built in the first ten years, and all assets can be delayed if population growth does not keep pace with projections.

The scenario modeling indicated that in most cases there is little variation from the base case. Slower growth is in general positive; however, two scenarios which could result in more negative outcomes – faster growth or less industrial growth – should be considered in decision making. The plan for development is robust to changes as it incorporates triggered infrastructure which is only built when needed. In reality, development can also be adjusted over time as conditions change, just as Strathcona County grew.

# Appendix A

## Methodology

## A.1 Model Overview

The initial focus of designing the financial viability analysis model was to accommodate important plan variables, as well as various asset properties. Assets used in the analysis include, water utilities, wastewater utilities, storm water utilities, roads, fire, transit, recreation facilities, libraries, police stations, and emergency services. The information gathered during the background review includes the designs being contemplated for the Bremner Area Concept Plan (ACP), units of various infrastructure elements within each area of the ACP, and unit prices, along with operation of capital, and other operating and rehabilitation costs. Project lifecycle costs have been assessed over a 75-year period (allowing for steady state costs after a complete 39-year infrastructure build-out period), with information available for any time frame from the start of the project to the projected end date. The analysis is a detailed bottom-up approach intended to determine the approximate cost of growth for eventual build-out, as well as at each stage in development over the 39-year life cycle of the project, based on infrastructure, land use, projected population, and density, including revenue modeling based on estimates for funding and taxation provided by Stantec.

The model differentiates between assets and revenues based on development type, allowing for finer-grained analysis of different residential and non-residential types. Costs for the entire model length are presented without inflation in 2018 dollars.

The collected information was integrated with asset rehabilitation strategies developed using an in-house Risk-Based Infrastructure Modeling System (RIMS). RIMS allows a proactive approach that enables effective decision-making for asset allocation and funding strategies, weighing the cost of growth versus projected revenue. Because the planned community in Bremner is a greenfield development that abuts the County's existing infrastructure, while differing significantly in density and development footprint, it is imperative to understand how the infrastructure required for the development relates to existing infrastructure, timing, and implications for County operations, both existing and projected. The final outputs of the model include annual cash flows as well as capital, operation of capital, other capital, and rehabilitation costs by category, projected tax rates and borrowing costs. Monte Carlo simulation is applied to specific input variables to model uncertainty with items such as property values or construction capital costs. Major scenario changes such as population growth spurts or pauses in growth are done using different growth input data.

### A.1.1 MODEL DEFINITIONS

#### ***A.1.1.1 RIMS - Risk-Based Infrastructure Modeling System***

RIMS is an analytical tool that assists in the ranking of rehabilitation needs and the allocation of rehabilitation funds across the County's various infrastructure assets to ensure long-term value. RIMS warehouses all relevant infrastructure assets at a conceptual level, with relevant properties including approximate units and dimensions, deterioration behaviors, unit costs for capital construction, as well as approximate costs of rehabilitation, and operations costs. RIMS includes methods for simulating asset deterioration over time, incorporating various

rehabilitation scenarios to develop an asset management plan over time. It also enables the testing of various funding strategies so that the County can see the impact of certain funding levels on infrastructure and assess infrastructure status over a given length of time. RIMS was used to generate rehabilitation timing and cost information for assets in the model.

#### **A.1.1.2 Monte Carlo**

Monte Carlo simulation is a simple method for handling complex problems; it enables the reliable assessment of uncertainty associated with estimates and the impact they may have on decisions. It acts as an additional layer for the financial analysis, producing a distribution for project costs and allowing for planning within a specified level of certainty. The Monte Carlo simulation model's main advantage is that it allows for decisions to be made based on a range of probabilistic results, a much more realistic way of describing uncertainty in variables such as costs, timing, price fluctuations, and escalation, than using traditional "point form" or "deterministic" values (i.e. pre-determined sets of values that will give a fixed set of results).

This Monte Carlo modeling process works by calculating results using a different set of random numbers, based on the probability functions desired, over as many iterations as required (SMA generally chooses to use 1,000 iterations). The results of each iteration are captured, creating a distribution of these random values representing each potential scenario. The most likely values can then be identified, along with all extreme possibilities. The key to undertaking this process on a project is to have the correct input for modelling (i.e. choosing the correct ranges). This involves properly identifying those items that can have a critical effect on the project outcome and understanding the detailed possibilities of its range of values.

#### **A.1.1.3 Other Definitions**

Appurtenances – accessories such as poles and cables related to gas mains, underground hydro, telephone, street lights, etc., as defined by the Strathcona County Design and Construction Standards.

Area Concept Plan (ACP) – documents approved by Strathcona County Council as bylaws, which provide a framework for land use, population density, general road location, public utilities, etc. Area Concept Plans provide policy guidelines for an area composed of several land sections.

Area Structure Plan (ASP) – similar to an Area Concept Plan but it provides policy guidelines for sub-areas of an Area Concept Plan, or for an area spanning a quarter section of land.

Asset Degradation – the rate at which an asset deteriorates in terms of its physical condition, demand condition, and function, and the resulting need for rehabilitation and/or replacement.

Asset Threshold – the level of population which initiates the development of certain assets.

Capital Costs – expenditures for items such as land purchase, equipment or construction costs for assets such as roads, and buildings.

Local Employment Area (LEA) – the portion of land directly south of Bremner, bordered by Highway 21 on the west, Highway 16 on the north, and Range Road 222 to the east. The

area functions as a rural industrial area for the County with rural level utilities and rural medium industrial uses.

Non-Capital Operating Costs – expenditures provided by the County that include items such as Staff Salaries, Corporate Services (i.e. Human Resources or Fleet Services), Corporate Finance and Planning, Community Services, etc.

Operation of Capital Costs – costs associated with utilizing an asset during its life cycle (for the purposes of this financial model, these costs do not include other operating costs). Examples include items such as snow clearing from roads, upkeep of facilities such as rec centers, and costs of maintaining data centers.

Rehabilitation (Rehabilitation) Costs – costs of replacing or maintaining assets at an acceptable service level. These costs are expected to rise near the end of the life cycle as assets start to require replacement.

Revenue – amount of money the County receives for a given year, which includes property taxes, grants, transit fees, user fees, fines, and “other” fees, and “other revenue sources” as listed by the County

Right of Way (ROW) - roads, lanes, road allowances, bridges, public utility lots, public space within the jurisdiction of Strathcona County.

### A.1.2 MODEL STRUCTURE

The model takes the development plan for Bremner with all asset quantities and integrates it with an asset management plan, which was derived from asset degradation curves and rehabilitation costs; the model then adds costs for annual operations & rehabilitation. The revenue model uses the development plan similarly. The final output is annual cash flow, tax rates and borrowing amounts. Sources for external inputs and design inputs and descriptions of model results are included below.

#### A.1.2.1 Information Sources

Creating a financial baseline model is a complex process, requiring the input of multiple variables from a variety of sources to ensure maximum accuracy. Some of the sources of the data used in the financial modeling include:

- Draft Bremner Area Concept Plan (2019)
- Bremner Growth Management Strategy Final Report (2014)
- Bremner Utilities Master Plan (UMP)
- Bremner Transportation Plan
- Bremner Design and Construction (D&C) Standards
- Bremner statistics and population provided by Strathcona County (2018)
- Non-Capital Operating costs provided by Strathcona County
- Operation and rehabilitation costs collected from Strathcona County in workshops and spreadsheets

- Asset triggers provided by Strathcona County from Bremner Statistics (December 19, 2018) and Bremner Pace of Development (January 14, 2019) provided by Stantec
- Capital costs for facilities provided by Strathcona County Bremner Statistics (December 19, 2018) and Bremner Pace of Development (January 14, 2019)
- Information provided by Stantec, including overall area design, infrastructure amounts and schedule, capital costs, and revenue models
- Results generated by RIMS, such as asset deterioration curves and rehabilitation costs
- St. Albert tax rates used as a comparison for the model
- Utility rate and debt calculation tool provided by Strathcona County (2019)

The information sources were used to determine the external and design inputs as described below. These in turn, allowed for the generation of the model results.

#### **A.1.2.1.1 External Inputs**

- Expected development rates (provided by Strathcona County)
- Expected population growth (provided by Strathcona County)
- Asset triggers (provided by Strathcona County)
- Asset degradation (RIMS)
- Operation & Rehabilitation rates (provided by Strathcona County)
- Rehabilitation rates (RIMS, checked against Strathcona County numbers)

#### **A.1.2.1.2 Design Inputs**

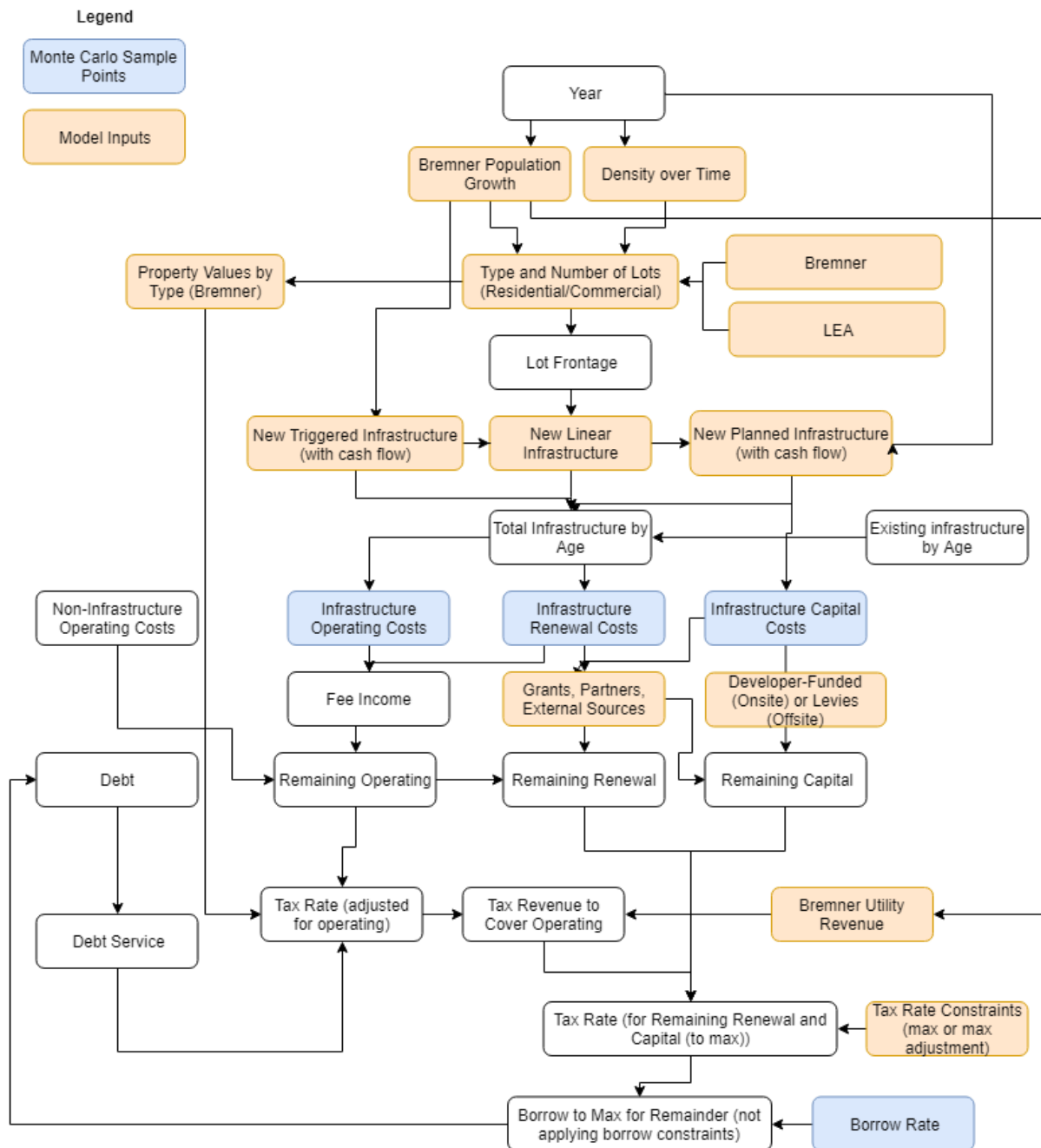
- Area design (developed by Stantec in consultation with Strathcona County)
- Development schedule (developed by Stantec in consultation with Strathcona County)
- Revenue model, including taxation, grants, developer levies, and other funding sources
- Infrastructure construction schedule (developed by Stantec based on area design)
- Types and amount of infrastructure (developed by Stantec based on area design)

### **A.1.3 MODEL RESULTS**

- Revenue received (integration of the revenue model with the development schedule)
- Asset management plan (integration of asset degradation with infrastructure construction schedule and types and amount of infrastructure)
- Asset management costs (integration of asset management plan with rehabilitation costs)
- Operational costs (integration of infrastructure construction schedule, types and amount of infrastructure, and operation and rehabilitation rates)
- Tax rates and borrowing costs associated with the input growth and funding rates given to the model



Figure 18. Model flow chart.



## A.2 Assumptions

### A.2.1 GENERAL ASSUMPTIONS

As with any analytical model, the reliability of the data generated is dependent on the accuracy of the information upon which it is based, including, but not limited to, projected traffic, population growth rate, properties of the assets (including base design assumptions), as well as various population build-out triggers. It is also assumed that assets will be kept in good condition and renewed regularly as part of an asset management plan.

Recent MGA changes now allow the County to charge levies for additional pieces of infrastructure (i.e. Rec Centers, Libraries, Police Stations, Fire Stations, etc.). Subject to future stakeholder discussion and council approval, additional levies may be charged for these additional infrastructure components which would further shift funding for these items from the County to developers; the base model assumes that these assets will be funded by the County.

### A.2.2 DESIGN ASSUMPTIONS

#### A.2.2.1 Population and Density Assumptions

- All design assumptions are based on the Area Concept Plan.
- Population growth projections were supplied by the County and indicate build out will occur 39 years after commencement based on the Population Projections statistics from December 2018 which estimates 1.79% growth, after which there is 0.3% population growth for the County. Population projections are in line with the Edmonton Metropolitan Region Growth Plan population projections for Strathcona County.
- A weighted average number of people per unit, as tabulated in the land use stats, was used by Stantec to calculate the number of units developed to achieve the desired density. (i.e. an average of 2.8 people per single residential or townhouse unit, 1.8 people average per mid-rise unit and 1.5 people average for mixed use or high-rise unit)
- Utilizing the estimated number of units developed per year, a proportionate amount of road, or Lot Frontage was calculated. (6.06 m/single unit, 3.37 m/townhouse unit, 1.68 m/mid-rise unit, 1.21 m/mixed unit, 0.67 m/high-rise unit, 151.5 m/ha of commercial or industrial property)
- It was assumed that the land area used for transportation circulation was comprised of 70% local, 20% minor collector, 10% major collector. From the assumed land area circulation, a weighted average of the road cross section was calculated as 9.95 m<sup>2</sup> carriageway on a 19 m ROW.
- School buildings are not included in this analysis as the County is not responsible for their upkeep; however, the analysis does include the cost of park infrastructure or other facilities such as a recreation centre on school site lands.

- Current landowners pay taxes to the County on the land in which Bremner will be built. The value of the revenue the County receives for this land decreases as Bremner is built out; however, the revenue generated increases due to urban vs rural assessment values

#### **A.2.2.2 Development Timing and Infrastructure Trigger Assumptions**

- It was assumed that development will start in the vicinity of Hwy 21 and Township Road 534, due to access and servicing considerations.
- An initial estimate was made of arterial road required to access the first stage of development; subsequent arterial road construction was spread out evenly through each year.
- The lot frontage specified for each type of property was used to derive areas for surface infrastructure and linear length of underground utilities.
- Appurtenances (including fire hydrants, water valves, etc. as per the Strathcona Design and Construction Standards) for surface and underground were estimated utilizing average spacings.
- Timing of major infrastructure (e.g. interchanges, reservoirs) was estimated based on information from the Bremner Statistics (December 19, 2018), Bremner UMP, draft ACP, and Transportation Plan documents.
- Timing and cost of municipal facilities was based on information received from the County (see above).
- Population-triggered assets have a 2% allowable margin to trigger the asset for that year.
- Values of residential and commercial properties are average values provided by Strathcona County.
- Non-residential development begins in year 5. The rate of development for non-residential properties is assumed to keep pace with that of residential properties. This assumption is used to ensure that business development will not occur at a faster rate than initially planned.

#### **A.2.2.3 LEA Assumptions**

- Development of the LEA area was assumed to start at Year 9.
- Roads in the LEA are rural cross sections based on the Bremner Transportation Plan and D&C Standards.
- The LEA water utilities are designed based on the Bremner UMP. Water is to be piped trickle feed and development will have on-site fire protection and on-site wastewater.

#### **A.2.2.4 Interchanges and Major Infrastructure Assumptions**

- Interchanges are designed according to the Bremner Transportation Plan.
- Highway widening is not included in the build-out assets as it is assumed to be an Alberta Transportation cost.
- The Highway 16/21 Systems Interchange Upgrades are not included as this cost is assumed to be an Alberta Transportation cost and is likely required regardless of Bremner's development.

- Wastewater servicing is using Option 1 scenario a 1,350 mm Trunk solution with the Option 1 interim scenario with costs from the UMP (March 28, 2019) which has a capital cost sharing of 75% Bremner Developers and 25% Alberta Wastewater Commission. This Sanitary Trunk will be constructed in 2 stages: a 3500 m interim solution will be built in year 2, and an additional 6,600 m will be built in year 9.
- Water servicing will be constructed using the Option 1 scenario with the Option 1 interim scenario in a 2-stage solution with 500 m of mains being constructed in year 1 as an interim servicing option and an additional 12,800 m being constructed in year 14 as the ultimate servicing option. Estimated costs are provided in the UMP (March 28, 2019). The costs of the interim portion will be borne by the Bremner Developers. The ultimate servicing option will be split 50% by Bremner Developers and 50% by EPCOR.
- An additional 76,200 m<sup>3</sup>. of water reservoirs are also being built, each being constructed in 2 stages and at 12,700 m<sup>3</sup>. each. The first will be constructed in years 4 and 14, the second in year 22 and 27, and the third in years 31 and 35.

#### **A.2.2.5 RIMS Assumptions**

- Deterioration properties of the assets are based on infrastructure models from the Capital Region.
- Rehabilitation strategies will focus on keeping assets in good condition, rather than minimizing costs over the life cycle of the project.

#### **A.2.2.6 Model Timing Assumptions**

- All costs are shown in 2018 dollars; general inflation, construction escalation, and changes in property values are not accounted for.
- Based on the design assumptions, complete infrastructure build-out of Bremner is assumed to occur approximately 39 years from commencement.
- To provide steady-state rehabilitation and operations costs, the duration of the analysis is set at 75 years.
- Tax revenue is assumed to be delayed one year after the beginning of property development.
- Established asset triggers remain fixed throughout the life cycle of the project (please see Figure 9 for details).
- Projected building costs remain similar over time; note that this may result in discrepancies, especially if the replacement cost for equipment varies.
- No significant stoppages in development are foreseen in the base scenario.
- Rehabilitation strategies have not been smoothed on an overall basis.
- Because the expected useful life of this infrastructure exceeds the project time frame, storm and sanitary lines are not expected to require replacement in the life cycle of the project.
- The capital costs of interchanges have been accounted for, but operations and rehabilitation are assumed to be dealt with by Alberta Transportation.
- Capital assets are assumed to be funded and completed over 3 or 4 years, depending on size.

#### A.2.2.7 Major Funding Assumptions

- The current historical levels of industrial revenue over the past 10 years for the County is a trend that will stay consistent throughout the span of the FVA (i.e. the revenue levels will repeat every 10 years)
- The current grant levels for infrastructure from the provincial and federal levels of government will continue to remain constant (approximately \$11.5M per year) through the timespan of the analysis
- No hard capital infrastructure will be front-ended by the county, the costs are borne by third parties or by the Bremner developers

## A.3 Model Details

### A.3.1 ASSET QUANTITIES

- Assets including local surface roads and sidewalks, local underground utilities, streetlights, and landscaping are directly related to the units developed.
- Assets such as arterial roads (asphalt area, multi-use trails, streetlights, walkways), are indirectly related to units developed via regular construction on a yearly basis, and have been triggered by population thresholds to allow changes in population growth to affect their development.
- County Facilities (i.e. Rec Centers, RPC Storage) and interchanges are triggered by population thresholds.
- Costs more closely related to the population of Bremner, such as fleet, transit, and information technology (IT), are scaled and triggered by population.
- The triggers were determined from Stantec's Pace of Development plan (January 14, 2019) or from the Bremner Statistics Plan (December 19, 2018).
- Assets constructed in the LEA do not depend on the lot frontage.
- A detailed spreadsheet detailing the timing and number of assets developed can be found in Appendix C.

### A.3.2 FUNDING

- Funds are provided as either a lump sum, or as a percentage of the cost of specific asset capital, operating or rehabilitation costs.
- Funding has "perfect foresight." It is known how much will be spent in a given year before calculating tax or other funding requirements. This is a deviation from what typically happens in practice, which is to forecast how much will need to be spent. Because of this, there is no funding to carry over from year to year.
- The model does not use reserves; all assets are paid for when they are built.
- Funding for specific assets is always given as a percentage of the cost.

- Bremner revenue from other sources is calculated at a linear rate of \$589 per capita which includes the Fines, Government Grants & “Other” Revenue as listed in Strathcona County’s budget reports from 2011-2018.
- The model does not calculate or attempt to simulate levies.
- Cost sharing regarding the highways, interchanges, and sanitary trunks are addressed in the model but are estimated costs only
- Roughly 75% of current grant levels, \$11.5M per year, will go toward Bremner infrastructure.

### A.3.3 TAXES

- Operation costs for tax supported operations need to be funded completely by taxes, the County cannot borrow to cover the cost.
- Tax rate increases between residential, business and industrial properties are proportionally equal for each type in a given year.
- If the tax rates cannot be increased in a given year to cover both capital and rehabilitation expenses, then the rehabilitation expenses will be paid down first, and the remaining capital expenses will be borrowed.
- There will never be a tax revenue surplus to the County; the tax revenue can only be less than or equal to the costs.
- The tax rates for non-residential components (business and industrial LEA) are the same, but are presented as separate components.
- The tax rate for non-residential components in the base scenario is scaled by the following formula: *Residential Tax Rate x 2.04*. This is the current (2018) ratio of residential to non-residential taxes.
- Water reservoir costs are recovered through utility rates.
- Aside from water reservoirs, utility infrastructure investments, including debt payments, reserve funding, utility operating costs, and levy debt, are not included in the tax rate calculations for Bremner. They are funded from utility rates and developer contributions.

### A.3.4 BORROWING

- Loan terms used in the model are always 25 years in length and will have a set starting rate which will be varied during the Monte Carlo sampling process. This is a conservative assumption as the County can in actuality borrow for shorter terms.
- Borrowing occurs on a per-year basis in the model as needed to cover the total costs for a given year, rather than a per-asset borrowing length. It is acknowledged that in practice, County borrowing terms cannot be longer than the useful life of the asset being borrowed for.

- Borrowing to finance for utilities (i.e. reservoirs) does not impact taxes, but the amount is included when determining the debt servicing to revenue ratios.

### A.3.5 DEBT

- Per Alberta Regulation 255/2000 – Municipal Government Act (MGA) Debt Limit Regulation:
  - Debt servicing cannot exceed 25% of the municipality's revenue
  - There is also a limit on "Total Debt Outstanding" which is 1.5 times the revenue of the municipality
- The County's Debt Management Policy (FIN-001-025) sets additional restrictions on debt servicing and debt outstanding to 80% of the provincially mandated limits which results in the following additional restrictions
  - 20% debt servicing to revenue limit
  - Total debt servicing payment cannot exceed 25% of the County's annual operating budget
  - 1.2 times total debt outstanding to revenue limits
- Utility debt is included in the model and has been calculated using Strathcona County's utility funding sheet
- The model will show when the amount of debt servicing % and total debt outstanding occurs in the output but will not prevent the model from proceeding. If this limit is exceeded, additional scenario exploration will be required to comply with this limit.

### A.3.6 MONTE CARLO

- Variables are sampled independently every year during a single run. The sampled variables include the following:
  - Property Values
  - Costs (Capital, Operating, Rehabilitation)
  - Borrowing Interest Rates
- All sampled variables can change 10% up or down with a standard mean of no change (0% change)
  - The existing County operating expenses are different, and can vary by 0.6% based on the historical trends from County non-capital operating expenses
- A beta distribution (Alpha = 2, Beta = 2) was used for sampling
- The model was run with 100 iterations

### A.3.7 CAPITAL COSTS

- Building costs for the recreation center includes money for the park joint at that location.

- Capital costs for various assets have been provided as inputs from Stantec.
- Capital costs for some facilities include land acquisition based on the information provided by Strathcona County from Bremner Statistics (December 19, 2018)
- LEA assets include Arterial Roads, Rural Roads, and Water main assets. Sanitary servicing is currently assumed to be on-site/on-lot septic tanks. Water is the only utility provided.
- A detailed account of capital costs per unit can be found in Appendix D: Capital, Operation of Capital, Rehabilitation of Capital Unit Costs, and Asset Category Classification.

### A.3.8 OPERATION & REHABILITATION COSTS

- Operation and rehabilitation costs provided by Strathcona County have been applied to assets on a per unit basis where possible. In some cases, operation and rehabilitation costs provided for Strathcona County have been scaled to anticipated costs for Bremner in the most suitable manner possible.
- Snow clearing costs are estimated to increase by 50% from current due to increased level of service
- For facilities where operation and rehabilitation costs were not explicitly provided, the costs were estimated as a percentage of capital cost.
- The total annual cost for operation and rehabilitation provided by Strathcona County was \$101M; the approved budget for 2018 indicates a consolidated operating expense budget of \$362M.
- Non-Capital operating expenses, such as salaries, employee benefits, professional services, and interest on debt, are accounted for by determining a rate of cost increase based on provided information from Strathcona County's Non-Capital operating expenses.
- Transit operating costs are estimated to increase by 50% from current due to increased level of service
- These non-capital operating expenses do not include amortization of large capital assets; these are accounted for by paying for capital and rehabilitation expenses directly
- Operation costs for an asset come into effect the year after they are constructed
- Operation costs are still in effect for a given year even if an asset has rehabilitation costs in that year
- Utility revenues are estimated at \$442/person/year as per figures provided by the County
  - This is based on the assumption that lot sizes in Bremner will be smaller than Sherwood Park, with 14 m<sup>3</sup> usage per month for a single detached home with an estimate provided by the County for a total annual utility revenue per house of \$1,326 with an average of three people per dwelling



- A detailed account of operating and rehabilitation costs per unit can be found in Appendix D.

### **A.3.9 REHABILITATION COSTS**

Asset degradation curves have been developed using the Risk-Based Infrastructure Management System (RIMS). This is an advanced methodology for calculating optimized maintenance plans over time. The degradation curves used prioritize assets being maintained in acceptable condition rather than minimizing cost. A detailed account of rehabilitation costs and when they occur can be found in Appendix D.

### **A.3.10 NON-CAPITAL OPERATING COSTS**

#### **A.3.10.1 Comparison to Strathcona County Budget**

As discussed previously, the operation and rehabilitation costs provided by the County focused on the capital assets and did not include the costs of services and other non-capital operating expenses. Based on the County's 2018 budget, the total operating expense provided by the County for current operations is \$362M. This amount does not include non-operating items such as principal payments, reserve transfers, or amortization (see further discussion in the next paragraph for amortization).

Table F lists the 2018 non-capital operating costs for the County. This table also shows whether the entire expense amount was included in the calculation of the non-capital operating costs for Bremner.

The inclusion of amortization in the County budget was due to a new accounting standard for Tangible Capital Assets implemented in 2009, requiring governments to record and amortize tangible capital assets. In 2010, the amortization of these capital assets was included in the non-capital operating budgets. For the model this expense was excluded as it is a non-cash expense.

**Table F. Details of Strathcona County non-capital operating expenses by department (costs rounded to nearest thousand).**

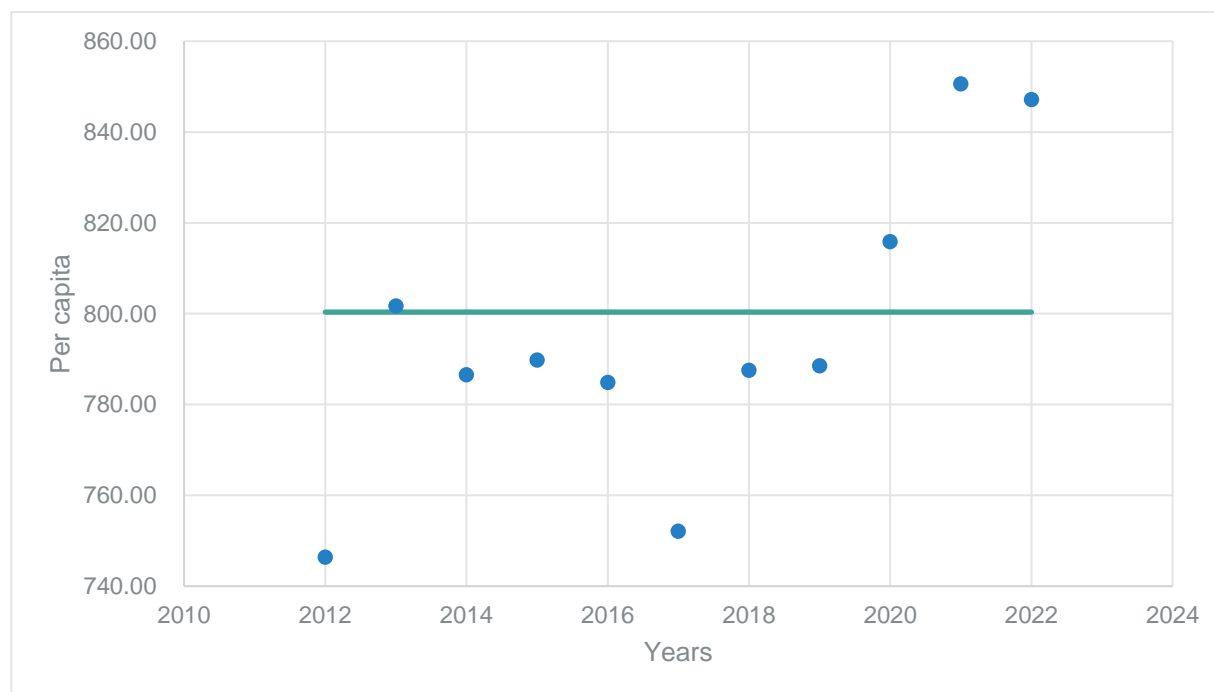
Division	Department	County Expenses (2018)	Non-Capital Related Operating Cost Share	Non-Capital Related Operating Cost (2018)
<b>Infrastructure and Planning</b>	Economic Develop & Tourism	\$1,752,197	<b>100%</b>	\$1,752,197
	Transportation Planning & Eng	\$5,122,403	<b>0%</b>	
	Planning & Dev Services	\$10,273,563	<b>100%</b>	\$10,273,563
	Transportation & Ag Services	\$31,546,329	<b>0%</b>	
	Utilities	\$58,244,612	<b>0%</b>	
<b>Community Services</b>	SC Emergency Services	\$35,086,439	<b>0%</b>	
	Family & Community Services	\$9,571,464	<b>100%</b>	\$9,571,464
	Strathcona County Transit	\$19,945,612	<b>0%</b>	
	Recreation, Parks & Culture	\$45,294,838	<b>25%</b>	\$11,323,709
	RCMP & Enforcement Services	\$25,199,200	<b>100%</b>	\$25,199,200
<b>Financial and Strategic Management Division</b>	Assessment & Tax	\$1,954,234	<b>100%</b>	\$1,954,234
	Procurement Services	\$693,464	<b>100%</b>	\$693,464
	Corporate Finance	\$3,112,480	<b>100%</b>	\$3,112,480
	Corporate Planning	\$2,861,789	<b>100%</b>	\$2,861,789
	Fiscal Services	\$54,309,717	<b>100%</b>	\$54,309,717
<b>Corporate Services</b>	Facility Services	\$13,010,111	<b>0%</b>	
	Fleet Services	\$7,392,940	<b>0%</b>	
	Human Resources	\$5,953,577	<b>100%</b>	\$5,953,577
	Information & Tech Services	\$10,086,601	<b>0%</b>	
	Legislative & Legal Services	\$2,930,802	<b>100%</b>	\$2,930,802
<b>Senior Administration</b>	Executive Team	\$2,977,484	<b>100%</b>	\$2,977,484
	Communications	\$2,025,878	<b>100%</b>	\$2,025,878
	Intergovernmental Affairs	\$753,621	<b>100%</b>	\$753,621
	Bruderheim Admin Services	\$186,260	<b>0%</b>	

Division	Department	County Expenses (2018)	Non-Capital Related Operating Cost Share	Non-Capital Related Operating Cost (2018)
Elected Officials	Mayor & Council	\$1,403,087	100%	\$1,403,087
Strathcona County Library	Municipal Library	\$10,522,412	0%	
Amortization Expense				(\$59,618,395)
Total				\$77,477,872

#### A.3.10.2 Calculation

The projection of non-capital operating expenses used in the model are based on 2012-2022 historical and future costs per capita, provided by Strathcona County as shown in the figure below (excluding amortization). Calculations used census figures for population and EMRB figures for future growth. An estimated \$800 per person is expected.

Figure 19. Non-capital operating expenses per capita, 2012-2022.



### A.3.11 ADDITIONAL REVENUE SOURCES FOR BREMNER

#### A.3.11.1 Additional Revenue Source Calculation

There are additional revenue sources for Bremner in addition to tax revenue for Strathcona County based on population growth. It was assumed that costs would scale from the existing

population levels from the County. This was compiled using the sum of several categories listed in the available annual budget reports from Strathcona County. The category items considered for revenue sources includes Transit Fees, Fines, Additional Government Grants, “Other” Fees, and “Other Revenue Sources” as listed by Strathcona County which resulted in an average of \$380/person over the past six years (2012 to 2018).

#### **A.3.11.2 Recreation Center Fees**

In addition to the revenue sources listed above, the recreation center user fees were also taken into consideration using Strathcona County’s available historical budget totals, again as an average over the past six years (2012-2018). The recreation fees were separated out from other revenue sources due to the delayed construction of any recreation center assets. Once recreational asset user fees can be considered, then it is accounted for at a rate of \$214/person.

#### **A.3.11.3 Grant Monies**

Finally, Strathcona County currently receives grants for capital projects. The current value of total grants is \$15.3M (2018 Approved Budget). As Bremner will be the major focus of development, it was assumed that roughly 75% of current grant levels, \$11.5M per year, would go toward Bremner infrastructure.

### **A.3.12 DEVELOPER COSTS**

The County is expecting that a portion of the capital costs will be covered by developers; this assumption includes drainage and street assets and are divided into on-site and off-site assets. On-site assets are local infrastructure items for which Bremner Developers are expected to pay 100% of the capital cost. Off-site assets include large drainage and road items such as interchanges which will have shared costs between the Bremner Developers and other stakeholders such as utility companies or Alberta Transportation, as well as “soft” off-site assets which include recreation centers and emergency services, and which will be funded by the County. Table I and Table J describes the cost sharing of assets that fall into each category.

In addition to these larger items, developers also contribute a one-time Major Recreation Facility fee of \$825 per unit developed.

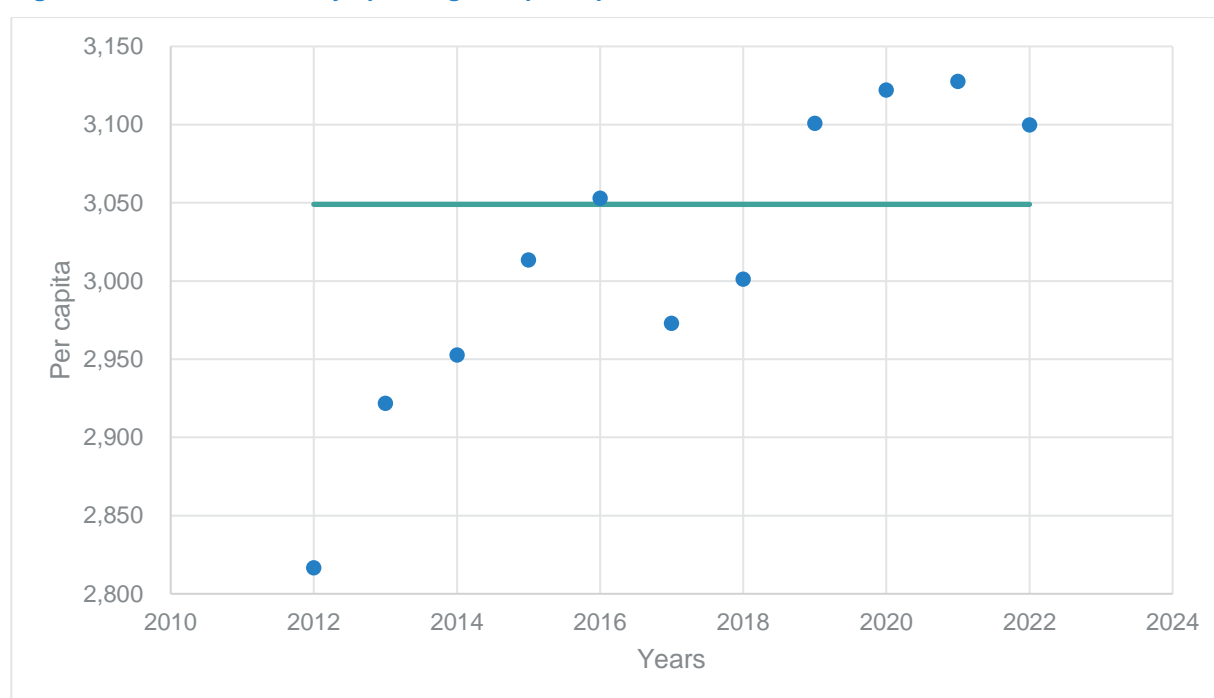
### **A.3.13 INCLUDING STRATHCONA COUNTY**

For more accurate results, the remainder of Strathcona County was included, primarily to allow the tax calculations to use the full County tax base. The 2018 Approved Budget was used as the basis for inputs and future projections: \$277M in total municipal operating revenue, with \$72M in residential taxes, \$46M in business taxes, \$95M in industrial taxes, and \$65M in fees, grants, and other sources. The property values were derived from these values.

### A.3.13.1 Including Growth for Strathcona County

In addition to the “steady state” of the present conditions, there was a desire for the model to include average growth in industrial property values. The past ten years of industrial property growth was used to create a baseline. To allow residential and business growth to keep pace, a relationship between the population growth and the total annual operating budget was developed; see figure below. An estimated additional \$3,047 per person in total annual budget is expected. This relationship, along with the current population projections for the rest of Strathcona County, was used to scale the annual operating costs over time, with residential, commercial, and non-tax revenues scaled accordingly, assuming the same relationship between current costs and revenue. The reasoning behind this methodology was that industrial growth is not necessarily related to population growth, so they can be modeled separately.

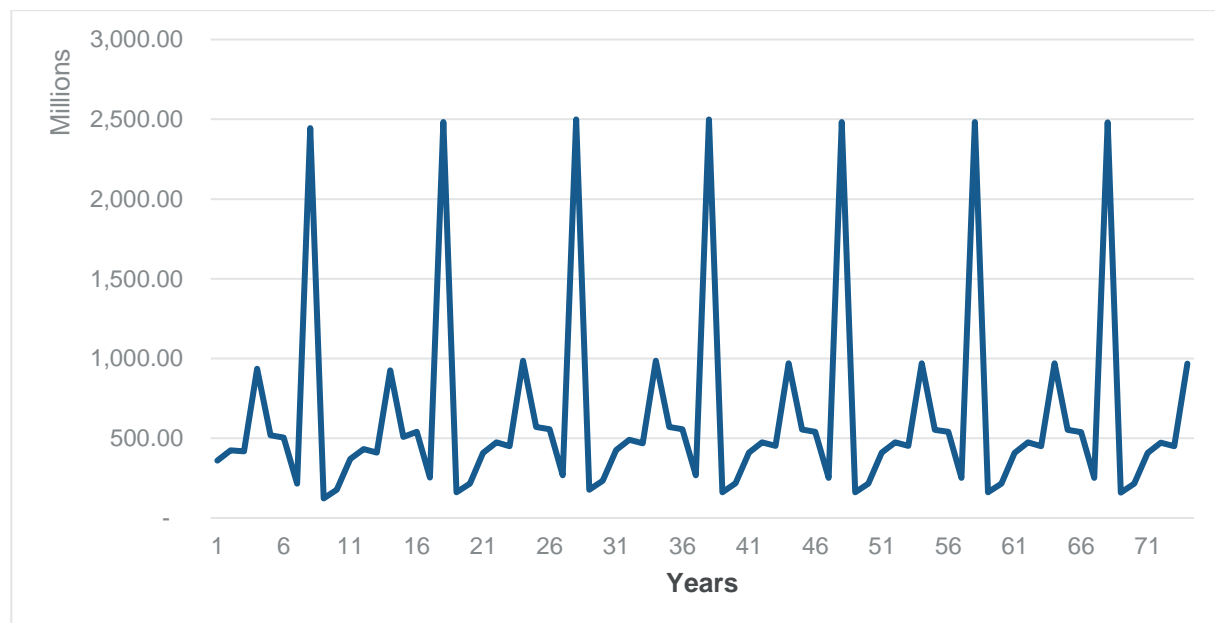
**Figure 20. Strathcona County operating cost per capita, 2012-2022.**



### A.3.13.2 Industrial Growth

As mentioned above, industrial growth was included at a level which mirrors previous growth of \$6 billion over the past ten years, as well as expected growth. The model assumes the \$3.5 billion IPL project has already occurred. Strathcona County experiences a certain “background” level of industrial growth, with large and very large developments occurring about once every ten years. See Figure 21. Strathcona County has ample available industrial land for development.

**Figure 21. Projected industrial growth in Strathcona County. Average growth is approximately \$600 million per year.**



#### **A.3.13.3 Excluding Strathcona County Capital Budgets**

As the focus of the model is Bremner and the LEA, overall Strathcona County capital budgets were not included in the model at this time. However, current levels of debt service are included in the operating budget, and Bremner is only assumed to use 75% of the typical capital grant levels, so there is room for other Strathcona County capital projects in the current numbers.

# Appendix B

## Annual Capital, Operation of Capital, and Rehabilitation Costs



**Table G. Annual capital, operation, and rehabilitation costs. All numbers represent averages over the model runs for the base scenario.**

Year	COST (Millions)							BORROWING AND REVENUE (Millions)								
	Bremner Operations of Capital	Bremner Yearly Rehabilitation	Bremner Non-Capital Operating Costs	Bremner Capital Cost (excluding \$113M in reservoirs)	Utility Costs (includes costs of reservoirs)	County Total Operating Costs	All Costs	Borrowing per Year	Bremner User Fees	Bremner Rec Centre Fees	Tax Revenues (Bremner + County)	County Additional Revenue	Bremner Land	Utility Revenue	Other Funding (Province, External, etc.)	Total Revenue
1	0.0	0.0	0.0	40.5	26.2	364.3	431.0	0.0	0.0	0.0	222.8	141.4	0.3	26.2	40.4	430.8
2	0.1	0.0	0.3	33.9	26.7	368.4	429.4	0.0	0.2	0.1	224.2	143.3	0.3	26.7	33.9	428.4
3	0.3	0.0	0.7	15.3	27.2	372.3	415.8	0.0	0.3	0.2	226.5	145.2	0.3	27.2	15.4	414.8
4	0.5	0.0	1.3	7.0	28.1	375.6	412.5	0.0	0.6	0.4	228.2	146.7	0.3	28.1	8.7	412.6
5	1.0	0.0	2.0	9.3	29.1	378.7	420.1	0.0	1.0	0.5	230.4	148.1	0.3	29.1	9.5	418.5
6	1.4	0.0	2.7	11.1	30.0	382.1	427.3	0.0	1.3	0.7	232.7	149.6	0.2	30.0	11.3	425.6
7	1.9	0.1	3.5	55.9	30.9	385.0	477.3	0.0	1.6	0.9	234.7	151.1	0.2	30.9	56.2	475.5
8	2.3	0.1	4.2	47.4	31.6	388.5	474.1	0.0	2.0	1.1	237.3	152.6	0.2	31.6	47.7	472.3
9	2.9	0.1	4.9	76.1	32.2	392.2	508.4	0.0	2.3	1.3	240.1	154.2	0.2	32.2	76.5	506.6
10	3.8	0.2	5.7	39.5	32.8	395.5	477.5	0.0	2.7	1.5	242.5	155.8	0.2	32.8	40.4	475.7
11	4.6	0.3	6.5	46.2	33.5	399.0	490.1	0.0	3.1	1.7	245.1	157.3	0.2	33.5	47.6	488.3
12	5.9	0.2	7.3	23.3	34.3	402.4	473.4	0.0	3.5	1.9	248.0	158.9	0.2	34.3	25.0	471.7
13	6.5	0.2	8.1	38.3	35.0	406.0	494.1	0.0	3.8	2.2	250.5	160.8	0.2	35.0	40.1	492.4
14	7.1	0.3	8.9	23.8	36.1	410.0	486.2	0.0	4.2	2.4	253.6	162.3	0.2	36.1	27.6	486.2
15	7.9	0.3	9.7	21.9	37.2	413.3	490.3	0.0	4.6	2.6	256.0	164.2	0.2	37.2	24.0	488.6
16	8.5	0.5	10.6	43.7	38.3	417.1	518.7	0.0	5.0	2.8	258.9	165.8	0.2	38.3	46.0	516.8
17	9.1	1.3	12.3	78.0	39.4	418.4	558.5	1.9	5.8	3.3	264.5	166.3	0.2	39.4	74.4	555.6
18	10.5	0.5	14.1	75.4	40.3	420.1	560.9	10.1	6.7	3.8	270.9	166.8	0.2	40.3	59.6	558.1
19	15.9	4.4	16.5	64.3	41.2	421.3	563.6	4.2	7.5	4.2	276.6	167.3	0.2	41.2	59.8	560.7
20	16.7	1.1	18.6	40.4	42.0	423.2	542.0	0.0	8.4	4.7	272.6	167.8	0.2	42.0	43.7	539.1
21	18.1	2.1	20.4	53.8	43.0	424.4	561.8	0.0	9.2	5.2	274.8	168.3	0.2	43.0	58.2	558.9
22	19.7	2.8	22.3	20.7	44.2	425.8	535.5	0.0	10.1	5.7	277.7	168.8	0.2	44.2	28.9	535.4
23	20.7	2.5	24.2	36.3	45.4	427.7	556.8	0.0	11.0	6.2	280.5	169.2	0.2	45.4	41.3	553.7
24	22.4	3.2	26.1	37.6	46.6	429.2	565.1	4.4	12.0	6.7	287.9	169.9	0.1	46.6	34.6	562.1
25	24.0	6.2	28.7	68.5	48.0	429.7	605.1	5.8	13.1	7.4	296.5	169.8	0.1	48.0	61.1	601.6
26	25.8	3.5	31.4	70.8	48.9	430.3	610.7	15.4	14.2	8.0	300.1	170.0	0.1	48.9	50.6	607.2
27	31.9	4.4	34.7	59.8	50.3	430.8	611.9	1.2	15.3	8.6	304.0	169.8	0.1	50.3	62.5	611.9
28	34.5	4.7	37.2	59.3	51.9	431.6	619.2	3.4	16.5	9.3	308.6	169.9	0.1	51.9	55.9	615.6
29	35.9	3.8	39.9	63.4	53.6	432.1	628.7	5.5	17.7	9.9	315.8	169.9	0.1	53.6	52.5	625.0

Year	COST (Millions)							BORROWING AND REVENUE (Millions)								
	Bremner Operations of Capital	Bremner Yearly Rehabilitation	Bremner Non-Capital Operating Costs	Bremner Capital Cost (excluding \$113M in reservoirs)	Utility Costs (includes costs of reservoirs)	County Total Operating Costs	All Costs	Borrowing per Year	Bremner User Fees	Bremner Rec Centre Fees	Tax Revenues (Bremner + County)	County Additional Revenue	Bremner Land	Utility Revenue	Other Funding (Province, External, etc.)	Total Revenue
30	38.4	4.1	42.8	86.2	55.2	432.8	659.5	22.0	18.9	10.6	323.1	169.9	0.1	55.2	56.2	655.9
31	40.5	12.2	46.6	79.2	56.8	433.1	668.4	10.0	20.1	11.3	340.0	170.1	0.1	56.8	60.2	668.5
32	43.7	5.0	49.8	103.9	58.4	433.9	694.7	18.2	21.3	12.0	341.8	170.0	0.1	58.4	69.4	691.2
33	47.9	7.4	53.6	107.7	59.7	434.3	710.6	20.5	22.6	12.7	350.1	170.1	0.1	59.7	71.1	706.9
34	53.9	8.1	57.5	59.2	61.0	435.1	674.8	2.3	23.9	13.5	353.7	170.2	0.0	61.0	46.6	671.0
35	56.5	8.3	60.4	56.3	62.4	435.8	679.7	17.0	25.2	14.2	352.9	170.2	0.0	62.4	37.8	679.7
36	57.6	9.1	64.2	64.7	63.8	436.2	695.6	6.3	26.5	14.9	360.0	170.2	0.0	63.8	49.9	691.7
37	59.0	13.8	67.4	82.9	65.2	437.2	725.5	18.5	27.9	15.7	369.0	170.2	0.0	65.2	55.3	721.7
38	61.5	9.6	71.4	44.5	66.7	437.8	691.5	2.0	29.3	16.5	362.0	170.3	0.0	66.7	40.8	687.6
39	63.2	9.1	74.5	66.8	67.8	438.5	719.9	7.1	30.7	17.3	371.8	170.3	0.0	67.8	50.9	715.8
40	69.8	12.0	74.9	0.0	68.5	440.0	665.2	0.1	30.7	17.3	361.8	170.8	0.0	68.5	16.1	665.3
41	69.4	13.2	74.9	0.0	69.2	441.3	668.0	0.6	30.7	17.3	363.0	171.3	0.0	69.2	16.1	668.1
42	70.0	16.8	74.9	0.0	69.9	442.7	674.3	1.9	30.7	17.3	366.7	171.8	0.0	69.9	16.1	674.3
43	70.5	20.3	75.1	0.0	70.7	444.0	680.6	4.4	30.7	17.3	369.2	172.2	0.0	70.7	16.1	680.6
44	68.8	12.2	75.2	0.0	71.4	445.8	673.4	0.2	30.7	17.3	365.0	172.7	0.0	71.4	16.0	673.4
45	68.9	12.9	74.6	0.0	72.2	447.1	675.7	0.5	30.7	17.3	365.8	173.2	0.0	72.2	16.0	675.7
46	70.1	17.8	74.4	0.0	73.0	448.7	684.0	3.5	30.7	17.3	369.6	173.8	0.0	73.0	16.1	684.0
47	69.6	23.0	74.6	0.0	73.7	450.2	691.1	4.8	30.7	17.3	374.4	174.2	0.0	73.7	16.1	691.1
48	68.7	21.0	74.9	0.0	74.6	451.5	690.7	2.1	30.7	17.3	375.2	174.7	0.0	74.6	16.0	690.6
49	69.2	24.8	75.0	0.0	75.4	453.1	697.5	5.3	30.7	17.3	377.5	175.3	0.0	75.4	16.0	697.5
50	69.4	21.1	75.3	0.0	76.2	454.7	696.7	3.3	30.7	17.3	377.6	175.7	0.0	76.2	16.1	696.8
51	69.4	18.2	75.3		77.1	456.0	696.0	1.3	30.7	17.3	377.3	176.2	0.0	77.1	16.1	696.0
52	69.3	21.1	75.0		78.0	457.5	700.9	3.8	30.7	17.3	378.3	176.8	0.0	78.0	16.1	700.9
53	69.3	29.1	74.3		78.9	459.1	710.7	9.2	30.7	17.3	381.3	177.3	0.0	78.9	16.1	710.7
54	69.1	27.6	74.8		79.8	460.7	712.0	4.5	30.7	17.3	385.9	177.8	0.0	79.8	16.0	712.0
55	69.8	30.8	74.8		80.8	462.2	718.4	8.1	30.7	17.3	387.0	178.4	0.0	80.8	16.1	718.4
56	69.9	26.5	75.0		81.7	463.6	716.7	5.1	30.7	17.3	387.0	178.7	0.0	81.7	16.1	716.6
57	69.3	18.9	74.0		82.7	465.0	709.9	1.1	30.7	17.3	382.8	179.3	0.0	82.7	16.1	709.9
58	68.5	24.1	73.5		83.7	466.7	716.5	5.6	30.7	17.3	383.5	179.7	0.0	83.7	16.0	716.5
59	69.3	30.0	72.8		84.8	468.1	725.0	8.0	30.7	17.3	387.7	180.3	0.0	84.8	16.1	724.9

Year	COST (Millions)							BORROWING AND REVENUE (Millions)								Total Revenue
	Bremner Operations of Capital	Bremner Yearly Rehabilitation	Bremner Non-Capital Operating Costs	Bremner Capital Cost (excluding \$113M in reservoirs)	Utility Costs (includes costs of reservoirs)	County Total Operating Costs	All Costs	Borrowing per Year	Bremner User Fees	Bremner Rec Centre Fees	Tax Revenues (Bremner + County)	County Additional Revenue	Bremner Land	Utility Revenue	Other Funding (Province, External, etc.)	
60	68.9	24.2	72.0		85.8	469.7	720.6	3.1	30.7	17.3	386.9	180.9	0.0	85.8	16.0	720.6
61	69.1	34.7	72.1		86.9	471.2	734.0	10.3	30.7	17.3	391.6	181.3	0.0	86.9	16.0	734.0
62	69.7	27.2	71.7		88.0	472.9	729.5	4.6	30.7	17.3	390.9	181.9	0.0	88.0	16.1	729.5
63	68.9	18.7	71.6		89.1	474.2	722.5	1.5	30.7	17.3	385.5	182.4	0.0	89.1	16.0	722.5
64	70.0	24.0	70.6		90.2	475.7	730.5	4.7	30.7	17.3	388.7	182.8	0.0	90.2	16.1	730.4
65	68.7	27.0	70.7		91.4	477.1	734.9	5.0	30.7	17.3	391.2	183.3	0.0	91.4	16.0	734.9
66	69.1	25.8	70.6		92.6	478.5	736.6	5.5	30.7	17.3	390.6	183.9	0.0	92.6	16.0	736.6
67	69.0	30.4	70.9		93.8	480.2	744.3	6.9	30.7	17.3	395.2	184.4	0.0	93.8	16.0	744.3
68	70.1	29.3	71.3		95.1	481.9	747.7	6.9	30.7	17.3	396.6	185.0	0.0	95.1	16.1	747.6
69	69.6	23.7	71.6		96.3	483.3	744.5	2.8	30.7	17.3	395.8	185.6	0.0	96.3	16.1	744.5
70	69.3	29.0	71.5		97.6	484.8	752.2	6.3	30.7	17.3	398.2	186.0	0.0	97.6	16.0	752.1
71	69.4	29.6	71.9		98.9	486.5	756.3	6.5	30.7	17.3	400.2	186.7	0.0	98.9	16.1	756.3
72	69.7	30.8	72.2		100.3	488.2	761.2	4.9	30.7	17.3	404.8	187.1	0.0	100.3	16.1	761.2
73	69.2	37.0	72.3		101.7	489.1	769.3	8.5	30.7	17.3	407.4	187.7	0.0	101.7	16.0	769.3
74	70.2	23.4	72.5		103.1	490.9	760.1	3.4	30.7	17.3	401.3	188.2	0.0	103.1	16.1	760.1
75	69.3	21.6	72.6		104.5	492.6	760.6	2.8	30.7	17.3	400.4	188.8	0.0	104.5	16.1	760.6

Table H. Annual summary of assets built or rehabilitated (costs rounded to nearest thousand). All numbers represent averages over the model runs for the base scenario.

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
1	<b>Capital</b> Road - RR 224 (Developer - \$10.096M, 49.6%, Provincial Grants Capital - \$9.928M, 48.8%, Taxes and Fees - \$0.323M, 1.59%) Storm Water Ponds (Developer Onsite - \$9.500M, 100%) Arterial Roads (length) (Developer - \$6.058M, 100%) Road - Interchange (Hwy 21/TWP 534) Interim Lights (Developer - \$1.514M, 50.0%, Other Developer - \$1.514M, 50.0%) Primary School Site and Park (Provincial Grants Capital - \$1.191M, 97.2%, Taxes and Fees - \$0.039M, 3.17%) Water - Transmission Watermains Interim (Developer - \$0.404M, 100%) Fleet (Provincial Grants Capital - \$0.144M, 97.2%, Taxes and Fees - \$0.005M, 3.17%)	\$40,699,800	\$0	\$18,071,900	\$9,500,300	\$1,514,400	\$0	\$11,263,600	\$0	\$0	\$367,000	\$0	\$0	\$0
2	<b>Capital</b> Road - At Grade Intersections (Developer - \$9.077M, 100%) Creek Crossing - Cambrian/TWP 534 (Developer - \$1.415M, 33.0%, Other Developer - \$2.872M, 67.0%) Road - Cambrian/TWP 534 (West) 5th and 6th Lanes (Provincial Grants Capital - \$4.031M, 99.5%, Taxes and Fees - \$0.056M, 1.37%) Surface (road) (Developer Onsite - \$3.483M, 100%) Road - Cambrian/TWP 534 (East) 5th and 6th Lanes (Provincial Grants Capital - \$3.185M, 99.5%, Taxes and Fees - \$0.044M, 1.37%) Priority Uplands 1 (Provincial Grants Capital - \$2.591M, 99.5%, Taxes and Fees - \$0.036M, 1.37%) Offsite Sanitary Trunk (1350mm) Interim (Developer - \$1.513M, 100%) Major Public Health Services Site (Provincial Grants Capital - \$0.463M, 99.5%, Taxes and Fees - \$0.006M, 1.37%) Water - Transmission Watermains Interim (Developer - \$0.403M, 100%) Transit (Provincial Grants Capital - \$0.287M, 99.5%, Taxes and Fees - \$0.004M, 1.37%) Fleet (Provincial Grants Capital - \$0.131M, 99.5%, Taxes and Fees - \$0.002M, 1.37%) Emergency Services Site - Police (Provincial Grants Capital - \$0.124M, 99.5%, Taxes and Fees - \$0.002M, 1.37%)	\$29,629,400	\$0	\$12,408,300	\$3,483,100	\$2,872,000	\$0	\$10,811,200	\$0	\$0	\$149,000	\$0	\$0	\$0
3	<b>Capital</b> Storm Water Ponds (Developer Onsite - \$9.442M, 100%) Surface (road) (Developer Onsite - \$3.536M, 100%) Offsite Sanitary Trunk (1350mm) Interim (Developer - \$1.505M, 100%) Water - Transmission Watermains Interim (Developer - \$0.401M, 100%) Transit (Provincial Grants Capital - \$0.291M, 100%) Fleet (Provincial Grants Capital - \$0.133M, 100%)	\$15,307,600	\$0	\$1,906,400	\$12,977,400	\$0	\$0	\$423,800	\$0	\$0	\$0	\$0	\$0	\$0
4	<b>Capital</b> Water - Reservoir 1 (Utilities - \$19.093M, 100%) Surface (road) (Developer Onsite - \$6.083M, 100%) Offsite Sanitary Trunk (1350mm) Interim (Developer - \$1.503M, 100%) Transit (Provincial Grants Capital - \$0.592M, 100%) Fleet (Provincial Grants Capital - \$0.228M, 100%) Community/Senior Housing Site - Medium (Provincial Grants Capital - \$0.183M, 100%)	\$27,682,800	\$0	\$1,503,400	\$6,082,600	\$0	\$0	\$1,003,700	\$19,093,100	\$0	\$0	\$0	\$0	\$0
5	<b>Capital</b> Surface (road) (Developer Onsite - \$8.424M, 100%) Transit (Provincial Grants Capital - \$0.605M, 100%) Fleet (Provincial Grants Capital - \$0.316M, 100%)	\$9,344,700	\$0	\$0	\$8,423,700	\$0	\$0	\$920,900	\$0	\$0	\$0	\$0	\$0	\$0
6	<b>Capital</b> Surface (road) (Developer Onsite - \$6.822M, 100%) Arterial Roads (length) (Developer - \$3.397M, 100%) Transit (Provincial Grants Capital - \$0.613M, 100%) Fleet (Provincial Grants Capital - \$0.256M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.002M, 100%)	\$11,091,200	\$0	\$3,397,300	\$6,822,100	\$0	\$0	\$869,400	\$0	\$0	\$0	\$2,300	\$0	\$0

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
7	<b>Capital</b> Road - Interchange (Hwy 21/TWP 534) (Developer - \$8.635M, 25.0%, Other Developer - \$8.635M, 25.0%, Provincial - \$17.271M, 50.0%) Surface (road) (Developer Onsite - \$8.537M, 100%) Creek Crossing - Cambrian/TWP 534 (Developer - \$1.395M, 33.0%, Other Developer - \$2.833M, 67.0%) Arterial Roads (length) (Developer - \$3.372M, 100%) Transit (Provincial Grants Capital - \$0.620M, 100%) Fleet (Provincial Grants Capital - \$0.320M, 100%) Community/Senior Housing Site - Neighbourhood (Provincial Grants Capital - \$0.066M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.062M, 100%)	\$51,746,000	\$0	\$13,402,600	\$8,536,800	\$11,467,800	\$17,270,600	\$1,006,000	\$0	\$0	\$0	\$62,200	\$0	\$0
8	<b>Capital</b> Road - Interchange (Hwy 21/TWP 534) (Developer - \$8.604M, 25.0%, Other Developer - \$8.604M, 25.0%, Provincial - \$17.207M, 50.0%) Surface (road) (Developer Onsite - \$6.889M, 100%) Arterial Roads (length) (Developer - \$3.360M, 100%) Rural Road (Developer Onsite - \$1.215M, 100%) Transit (Provincial Grants Capital - \$0.629M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Capital - \$0.585M, 100%) Fleet (Provincial Grants Capital - \$0.259M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.055M, 100%) Transit (Provincial Grants Rehab - \$0.002M, 100%)	\$47,407,300	\$0	\$11,963,500	\$8,104,200	\$8,603,600	\$17,207,200	\$1,471,900	\$0	\$0	\$0	\$56,900	\$0	\$0
9	<b>Capital</b> Road - Interchange (Hwy 21/TWP 534) (Developer - \$8.664M, 25.0%, Other Developer - \$8.664M, 25.0%, Provincial - \$17.328M, 50.0%) Offsite Sanitary Trunk (1350mm) (Developer - \$11.228M, 75.0%, Utilities - \$3.743M, 25.0%) Storm Water Ponds (Developer Onsite - \$9.392M, 100%) Surface (road) (Developer Onsite - \$7.016M, 100%) Arterial Roads (length) (Developer - \$3.383M, 100%) Sanitary Lift Station (Developer Onsite - \$3.327M, 100%) Rural Road (Developer Onsite - \$1.224M, 100%) Primary School Site and Park (Provincial Grants Capital - \$1.198M, 100%) Transit (Provincial Grants Capital - \$0.644M, 100%) Fleet (Provincial Grants Capital - \$0.263M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.067M, 100%) Transit (Provincial Grants Rehab - \$0.002M, 100%)	\$76,140,900	\$0	\$23,275,300	\$20,957,600	\$8,663,900	\$17,327,800	\$2,105,000	\$3,742,700	\$0	\$0	\$68,800	\$0	\$0
10	<b>Capital</b> Offsite Sanitary Trunk (1350mm) (Developer - \$11.307M, 75.0%, Utilities - \$3.769M, 25.0%) Surface (road) (Developer Onsite - \$7.144M, 100%) Rail Crossing - RR 223 (CN - \$0.754M, 15.0%, Developer - \$2.513M, 50.0%, Other Developer - \$0.251M, 5.00%, Provincial Grants Capital - \$1.508M, 30.0%) Arterial Roads (length) (Developer - \$3.407M, 100%) Sanitary Lift Station (Developer Onsite - \$3.350M, 100%) Rail Crossing - RR 225 (CN - \$0.503M, 15.0%, Developer - \$1.675M, 50.0%, Other Developer - \$0.168M, 5.00%, Provincial Grants Capital - \$1.005M, 30.0%) Rural Road (Developer Onsite - \$1.232M, 100%) Transit (Provincial Grants Capital - \$0.660M, 100%) Fleet (Provincial Grants Capital - \$0.268M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.151M, 100%) Transit (Provincial Grants Rehab - \$0.004M, 100%)	\$39,668,200	\$1,256,300	\$18,901,900	\$11,726,000	\$418,800	\$0	\$3,441,100	\$3,769,000	\$0	\$0	\$155,200	\$0	\$0

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
11	<b>Capital</b> Offsite Sanitary Trunk (1350mm) (Developer - \$11.333M, 75.0%, Utilities - \$3.778M, 25.0%) Surface (road) (Developer Onsite - \$9.527M, 100%) Rail Crossing - RR 223 (CN - \$0.756M, 15.0%, Developer - \$2.518M, 50.0%, Other Developer - \$0.252M, 5.00%, Provincial Grants Capital - \$1.511M, 30.0%) Local Community Service (Provincial Grants Capital - \$4.096M, 100%) Arterial Roads (length) (Developer - \$3.415M, 100%) Sanitary Lift Station (Developer Onsite - \$3.358M, 100%) Rail Crossing - RR 225 (CN - \$0.504M, 15.0%, Developer - \$1.679M, 50.0%, Other Developer - \$0.168M, 5.00%, Provincial Grants Capital - \$1.007M, 30.0%) Rural Road (Developer Onsite - \$1.235M, 100%) Transit (Provincial Grants Capital - \$0.674M, 100%) Fleet (Provincial Grants Capital - \$0.358M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.182M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.153M, 100%) Transit (Provincial Grants Rehab - \$0.010M, 100%)	\$46,512,400	\$1,259,200	\$18,945,300	\$14,119,500	\$419,700	\$0	\$7,645,700	\$3,777,600	\$0	\$0	\$345,300	\$0	\$0
12	<b>Capital</b> Surface (road) (Developer Onsite - \$9.446M, 100%) Rail Crossing - RR 223 (CN - \$0.744M, 15.0%, Developer - \$2.480M, 50.0%, Other Developer - \$0.248M, 5.00%, Provincial Grants Capital - \$1.488M, 30.0%) Arterial Roads (length) (Developer - \$3.363M, 100%) Rail Crossing - RR 225 (CN - \$0.496M, 15.0%, Developer - \$1.653M, 50.0%, Other Developer - \$0.165M, 5.00%, Provincial Grants Capital - \$0.992M, 30.0%) Rural Road (Developer Onsite - \$1.216M, 100%) Transit (Provincial Grants Capital - \$0.676M, 100%) Fleet (Provincial Grants Capital - \$0.355M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.164M, 100%) Transit (Provincial Grants Rehab - \$0.011M, 100%)	\$23,497,700	\$1,240,000	\$7,496,400	\$10,662,200	\$413,300	\$0	\$3,510,400	\$0	\$0	\$0	\$175,300	\$0	\$0
13	<b>Capital</b> Surface (road) (Developer Onsite - \$9.679M, 100%) Storm Water Ponds (Developer Onsite - \$9.500M, 100%) Arterial Roads (length) (Developer - \$9.480M, 100%) Road - Flyover (Hwy 21) (Developer - \$6.730M, 100%) Rural Road (Developer Onsite - \$1.238M, 100%) Transit (Provincial Grants Capital - \$0.700M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Capital - \$0.596M, 100%) Fleet (Provincial Grants Capital - \$0.363M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.225M, 100%) Transit (Provincial Grants Rehab - \$0.017M, 100%)	\$38,527,800	\$0	\$16,209,900	\$20,416,400	\$0	\$0	\$1,658,600	\$0	\$0	\$0	\$242,800	\$0	\$0
14	<b>Capital</b> Water - Reservoir 1 (Utilities - \$19.195M, 100%) Surface (road) (Developer Onsite - \$11.223M, 100%) Road - Flyover (Hwy 21) (Developer - \$6.717M, 100%) Arterial Roads (length) (Developer - \$3.416M, 100%) Operations Yard - Large (Provincial Grants Capital - \$1.930M, 100%) Rural Road (Developer Onsite - \$1.235M, 100%) Transit (Provincial Grants Capital - \$0.710M, 100%) Fleet (Provincial Grants Capital - \$0.421M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.223M, 100%) Transit (Provincial Grants Rehab - \$0.070M, 100%)	\$45,140,200	\$0	\$10,133,000	\$12,458,300	\$0	\$0	\$3,061,500	\$19,194,600	\$0	\$0	\$292,800	\$0	\$0
15	<b>Capital</b> Surface (road) (Developer Onsite - \$9.638M, 100%)	\$22,234,600	\$0	\$9,974,400	\$10,854,400	\$0	\$0	\$1,073,900	\$0	\$0	\$0	\$331,900	\$0	\$0



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Road - Flyover (Hwy 21) (Developer - \$6.612M, 100%) Arterial Roads (length) (Developer - \$3.362M, 100%) Rural Road (Developer Onsite - \$1.216M, 100%) Transit (Provincial Grants Capital - \$0.712M, 100%) Fleet (Provincial Grants Capital - \$0.362M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.210M, 100%) Transit (Provincial Grants Rehab - \$0.071M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.051M, 100%)													
16	<b>Capital</b> Road - Interchange (Hwy 16/RR 224) (Developer - \$5.324M, 20.0%, Provincial - \$21.297M, 80.0%) Surface (road) (Developer Onsite - \$11.135M, 100%) Arterial Roads (length) (Developer - \$3.384M, 100%) Rural Road (Developer Onsite - \$1.224M, 100%) Transit (Provincial Grants Capital - \$0.730M, 100%) Fleet (Provincial Grants Capital - \$0.418M, 100%) Other Government/NGO Services/Public Health Site (Provincial Grants Capital - \$0.105M, 100%) Community/Senior Housing Site - Neighbourhood (Provincial Grants Capital - \$0.066M, 100%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.262M, 100%) Transit (Provincial Grants Rehab - \$0.128M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.087M, 100%)	\$44,159,300	\$0	\$8,708,500	\$12,358,500	\$0	\$21,296,900	\$1,318,600	\$0	\$0	\$0	\$476,800	\$0	\$0
17	<b>Capital</b> Road - Interchange (Hwy 16/RR 224) (Developer - \$5.294M, 20.0%, Provincial - \$21.175M, 80.0%) Rec Centre - Secondary School (Provincial Grants Capital - \$8.930M, 60.0%, Debt - \$1.684M, 11.3%, Taxes and Fees - \$4.275M, 28.7%) Surface (road) (Developer Onsite - \$14.698M, 100%) Storm Water Ponds (Developer Onsite - \$9.340M, 100%) Arterial Roads (length) (Developer - \$9.320M, 100%) Transit (Provincial Grants Capital - \$0.886M, 60.0%, Debt - \$0.167M, 11.3%, Taxes and Fees - \$0.424M, 28.7%) Rural Road (Developer Onsite - \$1.217M, 100%) Fleet (Provincial Grants Capital - \$0.331M, 60.0%, Debt - \$0.062M, 11.3%, Taxes and Fees - \$0.158M, 28.7%) <b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$0.543M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.390M, 100%) Fleet (Provincial Grants Rehab - \$0.273M, 100%) Transit (Provincial Grants Rehab - \$0.128M, 100%)	\$79,295,600	\$0	\$14,614,200	\$25,255,100	\$0	\$21,175,200	\$10,146,400	\$0	\$1,913,900	\$4,857,100	\$1,333,700	\$0	\$0
18	<b>Capital</b> Road - Interchange (Hwy 16/RR 224) (Developer - \$5.319M, 20.0%, Provincial - \$21.276M, 80.0%) Rec Centre - Secondary School (Provincial Grants Capital - \$5.614M, 37.5%, Debt - \$5.138M, 34.3%, Taxes and Fees - \$4.207M, 28.1%) Surface (road) (Developer Onsite - \$14.937M, 100%) Emergency Services (Provincial Grants Capital - \$3.073M, 37.5%, Debt - \$2.812M, 34.3%, Taxes and Fees - \$2.303M, 28.1%) Local Community Service (Provincial Grants Capital - \$1.522M, 37.5%, Debt - \$1.393M, 34.3%, Taxes and Fees - \$1.140M, 28.1%) Arterial Roads (length) (Developer - \$3.381M, 100%) Transit (Provincial Grants Capital - \$0.567M, 37.5%, Debt - \$0.519M, 34.3%, Taxes and Fees - \$0.425M, 28.1%) Rural Road (Developer Onsite - \$1.223M, 100%) Fleet (Provincial Grants Capital - \$0.210M, 37.5%, Debt - \$0.193M, 34.3%, Taxes and	\$75,902,400	\$0	\$8,699,700	\$16,159,700	\$0	\$21,275,500	\$10,985,600	\$0	\$10,054,800	\$8,232,600	\$494,500	\$0	\$0

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Fees - \$0.158M, 28.1%) <b>Rehab</b> Fleet (Provincial Grants Rehab - \$0.277M, 100%) Transit (Provincial Grants Rehab - \$0.131M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.086M, 100%)													
19	<b>Capital</b> Water - Transmission Watermains (Developer - \$8.600M, 50.0%, Utilities - \$8.600M, 50.0%) Surface (road) (Developer Onsite - \$15.057M, 100%) Rec Centre - Secondary School (Provincial Grants Capital - \$5.771M, 38.8%, Debt - \$3.406M, 22.9%, Taxes and Fees - \$5.708M, 38.3%) Storm Water Ponds (Developer Onsite - \$9.338M, 100%) Arterial Roads (length) (Developer - \$3.364M, 100%) Transit (Provincial Grants Capital - \$0.593M, 38.8%, Debt - \$0.350M, 22.9%, Taxes and Fees - \$0.587M, 38.3%) Rural Road (Developer Onsite - \$1.217M, 100%) Primary School Site and Park (Provincial Grants Capital - \$0.462M, 38.8%, Debt - \$0.272M, 22.9%, Taxes and Fees - \$0.457M, 38.3%) Fleet (Provincial Grants Capital - \$0.219M, 38.8%, Debt - \$0.129M, 22.9%, Taxes and Fees - \$0.217M, 38.3%) <b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$3.401M, 100%) Transit (Provincial Grants Rehab - \$0.390M, 100%) Fleet (Provincial Grants Rehab - \$0.305M, 100%) Surface (road) (Provincial Grants Rehab - \$0.252M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.087M, 100%)	\$68,782,800	\$0	\$11,964,400	\$25,611,700	\$0	\$0	\$7,045,200	\$8,600,400	\$4,158,100	\$6,968,100	\$4,435,000	\$0	\$0
20	<b>Capital</b> Water - Transmission Watermains (Developer - \$8.569M, 50.0%, Utilities - \$8.569M, 50.0%) Surface (road) (Developer Onsite - \$15.183M, 100%) Arterial Roads (length) (Developer - \$3.352M, 100%) Transit (Provincial Grants Capital - \$1.551M, 100%) Rural Road (Developer Onsite - \$1.212M, 100%) Primary School Site and Park (Provincial Grants Capital - \$1.187M, 100%) Fleet (Provincial Grants Capital - \$0.570M, 100%) Community/Senior Housing Site - Medium (Provincial Grants Capital - \$0.181M, 100%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.392M, 100%) Fleet (Provincial Grants Rehab - \$0.368M, 100%) Surface (road) (Provincial Grants Rehab - \$0.254M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.114M, 100%)	\$41,502,400	\$0	\$11,921,300	\$16,395,700	\$0	\$0	\$3,488,700	\$8,569,400	\$0	\$0	\$1,127,400	\$0	\$0
21	<b>Capital</b> Water - Transmission Watermains (Developer - \$8.685M, 50.0%, Utilities - \$8.685M, 50.0%) Surface (road) (Developer Onsite - \$15.563M, 100%) Storm Water Ponds (Developer Onsite - \$9.430M, 100%) Local Community Service (Provincial Grants Capital - \$4.074M, 100%) Arterial Roads (length) (Developer - \$3.397M, 100%) Transit (Provincial Grants Capital - \$1.601M, 100%) Rural Road (Developer Onsite - \$1.229M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Capital - \$0.591M, 100%) Fleet (Provincial Grants Capital - \$0.584M, 100%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.666M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.496M, 100%) Surface (road) (Provincial Grants Rehab - \$0.441M, 100%)	\$55,898,800	\$0	\$12,081,700	\$26,221,500	\$0	\$0	\$6,850,400	\$8,684,700	\$0	\$0	\$2,060,400	\$0	\$0



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Fleet (Provincial Grants Rehab - \$0.342M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.115M, 100%)													
22	<b>Capital</b> Water - Reservoir 2 (Utilities - \$19.021M, 100%) Surface (road) (Developer Onsite - \$15.604M, 100%) Arterial Roads (length) (Developer - \$3.385M, 100%) Transit (Provincial Grants Capital - \$1.624M, 100%) Rural Road (Developer Onsite - \$1.224M, 100%) Primary School Site and Park (Provincial Grants Capital - \$1.198M, 100%) Fleet (Provincial Grants Capital - \$0.586M, 100%) Community/Senior Housing Site - Neighbourhood (Provincial Grants Capital - \$0.066M, 100%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.681M, 100%) Surface (road) (Provincial Grants Rehab - \$0.610M, 100%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.547M, 100%) Fleet (Provincial Grants Rehab - \$0.446M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.306M, 100%) Streetlights (Provincial Grants Rehab - \$0.179M, 100%)	\$45,477,200	\$0	\$3,384,900	\$16,827,900	\$0	\$0	\$3,473,700	\$19,021,200	\$0	\$0	\$2,769,500	\$0	\$0
23	<b>Capital</b> Surface (road) (Developer Onsite - \$15.825M, 100%) Storm Water Ponds (Developer Onsite - \$9.411M, 100%) Local Community Service (Provincial Grants Capital - \$4.067M, 100%) Arterial Roads (length) (Developer - \$3.390M, 100%) Transit (Provincial Grants Capital - \$1.655M, 100%) Rural Road (Developer Onsite - \$1.226M, 100%) Fleet (Provincial Grants Capital - \$0.594M, 100%) Other Government/NGO Services/Public Health Site (Provincial Grants Capital - \$0.105M, 100%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.701M, 100%) Fleet (Provincial Grants Rehab - \$0.500M, 100%) Surface (road) (Provincial Grants Rehab - \$0.499M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.444M, 100%) Streetlights (Provincial Grants Rehab - \$0.180M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.176M, 100%)	\$38,773,100	\$0	\$3,390,400	\$26,462,500	\$0	\$0	\$6,420,600	\$0	\$0	\$0	\$2,499,500	\$0	\$0
24	<b>Capital</b> Surface (road) (Developer Onsite - \$15.885M, 100%) Rec Centre - Secondary School (Provincial Grants Capital - \$7.144M, 48.0%, Debt - \$3.793M, 25.5%, Taxes and Fees - \$3.937M, 26.5%) Arterial Roads (length) (Developer - \$3.362M, 100%) Transit (Provincial Grants Capital - \$0.802M, 48.0%, Debt - \$0.426M, 25.5%, Taxes and Fees - \$0.442M, 26.5%) Rural Road (Developer Onsite - \$1.216M, 100%) Fleet (Provincial Grants Capital - \$0.286M, 48.0%, Debt - \$0.152M, 25.5%, Taxes and Fees - \$0.158M, 26.5%) <b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$0.789M, 100%) Transit (Provincial Grants Rehab - \$0.717M, 100%) Surface (road) (Provincial Grants Rehab - \$0.632M, 100%) Fleet (Provincial Grants Rehab - \$0.504M, 100%) Streetlights (Provincial Grants Rehab - \$0.313M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.292M, 100%)	\$40,850,400	\$0	\$3,361,600	\$17,100,600	\$0	\$0	\$8,233,000	\$0	\$4,371,400	\$4,536,700	\$3,247,100	\$0	\$0
25	<b>Capital</b> Surface (road) (Developer Onsite - \$19.515M, 100%) Rec Centre - Secondary School (Provincial Grants Capital - \$3.649M, 24.4%, Debt - \$4.000M, 26.7%, Taxes and Fees - \$7.310M, 48.9%)	\$74,719,400	\$0	\$16,677,700	\$30,122,300	\$0	\$0	\$5,304,200	\$0	\$5,813,700	\$10,625,500	\$6,175,900	\$0	\$0

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Road - Flyover (Hwy 16/RR 225) (Developer - \$13.297M, 100%) Storm Water Ponds (Developer Onsite - \$9.384M, 100%) Local Community Service (Provincial Grants Capital - \$0.989M, 24.4%, Debt - \$1.084M, 26.7%, Taxes and Fees - \$1.982M, 48.9%) Arterial Roads (length) (Developer - \$3.381M, 100%) Transit (Provincial Grants Capital - \$0.487M, 24.4%, Debt - \$0.534M, 26.7%, Taxes and Fees - \$0.976M, 48.9%) Rural Road (Developer Onsite - \$1.223M, 100%) Fleet (Provincial Grants Capital - \$0.179M, 24.4%, Debt - \$0.196M, 26.7%, Taxes and Fees - \$0.358M, 48.9%) <b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$3.057M, 100%) Transit (Provincial Grants Rehab - \$0.722M, 100%) Fleet (Provincial Grants Rehab - \$0.609M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.570M, 100%) Surface (road) (Provincial Grants Rehab - \$0.504M, 100%) Streetlights (Provincial Grants Rehab - \$0.427M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.287M, 100%)													
26	<b>Capital</b> Surface (road) (Developer Onsite - \$18.378M, 100%) Rec Centre - Secondary School (Provincial Grants Capital - \$3.443M, 23.0%, Debt - \$6.670M, 44.5%, Taxes and Fees - \$4.862M, 32.5%) Road - Flyover (Hwy 16/RR 225) (Developer - \$13.312M, 100%) Emergency Services (Provincial Grants Capital - \$1.885M, 23.0%, Debt - \$3.651M, 44.5%, Taxes and Fees - \$2.661M, 32.5%) Transit - Park and Ride Facility (Provincial Grants Capital - \$1.650M, 23.0%, Debt - \$3.196M, 44.5%, Taxes and Fees - \$2.330M, 32.5%) Arterial Roads (length) (Developer - \$3.385M, 100%) Transit (Provincial Grants Capital - \$0.468M, 23.0%, Debt - \$0.906M, 44.5%, Taxes and Fees - \$0.661M, 32.5%) Snow Melt Facility (Provincial Grants Capital - \$0.313M, 23.0%, Debt - \$0.607M, 44.5%, Taxes and Fees - \$0.442M, 32.5%) Rural Road (Developer Onsite - \$1.224M, 100%) Fleet (Provincial Grants Capital - \$0.159M, 23.0%, Debt - \$0.307M, 44.5%, Taxes and Fees - \$0.224M, 32.5%) Community/Senior Housing Site - Neighbourhood (Provincial Grants Capital - \$0.015M, 23.0%, Debt - \$0.029M, 44.5%, Taxes and Fees - \$0.021M, 32.5%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.762M, 100%) Fleet (Provincial Grants Rehab - \$0.713M, 100%) Surface (road) (Provincial Grants Rehab - \$0.517M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.449M, 100%) Streetlights (Provincial Grants Rehab - \$0.355M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.354M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.291M, 100%) Local Community Service (Provincial Grants Rehab - \$0.106M, 100%)	\$74,346,800	\$0	\$16,696,400	\$19,601,600	\$0	\$0	\$7,932,700	\$0	\$15,367,000	\$11,201,800	\$3,547,400	\$0	\$0
27	<b>Capital</b> Surface (road) (Developer Onsite - \$20.640M, 100%) Water - Reservoir 2 (Utilities - \$19.078M, 100%) Road - Flyover (Hwy 16/RR 225) (Developer - \$13.353M, 100%) Storm Water Ponds (Developer Onsite - \$9.424M, 100%) EnviroStation (Provincial Grants Capital - \$2.645M, 46.4%, Debt - \$0.436M, 7.64%, Taxes and Fees - \$2.622M, 46.0%) Local Community Service (Provincial Grants Capital - \$1.889M, 46.4%, Debt - \$0.311M, 7.64%, Taxes and Fees - \$1.872M, 46.0%) Arterial Roads (length) (Developer - \$3.395M, 100%) Transit (Provincial Grants Capital - \$0.964M, 46.4%, Debt - \$0.159M, 7.64%, Taxes	\$86,791,800	\$0	\$16,748,200	\$31,292,100	\$0	\$0	\$7,087,500	\$19,078,300	\$1,167,300	\$7,025,800	\$4,392,700	\$0	\$0

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	and Fees - \$0.955M, 46.0%) Rural Road (Developer Onsite - \$1.228M, 100%) Primary School Site and Park (Provincial Grants Capital - \$0.557M, 46.4%, Debt - \$0.092M, 7.64%, Taxes and Fees - \$0.553M, 46.0%) District Energy Station (Provincial Grants Capital - \$0.509M, 46.4%, Debt - \$0.084M, 7.64%, Taxes and Fees - \$0.505M, 46.0%) Fleet (Provincial Grants Capital - \$0.359M, 46.4%, Debt - \$0.059M, 7.64%, Taxes and Fees - \$0.356M, 46.0%) Community/Senior Housing Site - Medium (Provincial Grants Capital - \$0.085M, 46.4%, Debt - \$0.014M, 7.64%, Taxes and Fees - \$0.084M, 46.0%) Other Government/NGO Services/Public Health Site (Provincial Grants Capital - \$0.049M, 46.4%, Debt - \$0.008M, 7.64%, Taxes and Fees - \$0.048M, 46.0%) Community/Senior Housing Site - Neighbourhood (Provincial Grants Capital - \$0.031M, 46.4%, Debt - \$0.005M, 7.64%, Taxes and Fees - \$0.030M, 46.0%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.768M, 100%) Fleet (Provincial Grants Rehab - \$0.692M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.640M, 100%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.545M, 100%) Surface (road) (Provincial Grants Rehab - \$0.516M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.443M, 100%) Streetlights (Provincial Grants Rehab - \$0.440M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.349M, 100%)													
28	<b>Capital</b> Surface (road) (Developer Onsite - \$23.250M, 100%) Rec Centre - Primary School (Provincial Grants Capital - \$5.630M, 37.5%, Debt - \$2.868M, 19.1%, Taxes and Fees - \$6.502M, 43.3%) Rail Crossing - Cambrian/TWP 534 (Developer - \$13.430M, 100%) Arterial Roads (length) (Developer - \$3.390M, 100%) Transit (Provincial Grants Capital - \$0.793M, 37.5%, Debt - \$0.404M, 19.1%, Taxes and Fees - \$0.915M, 43.3%) Rural Road (Developer Onsite - \$1.226M, 100%) Fleet (Provincial Grants Capital - \$0.328M, 37.5%, Debt - \$0.167M, 19.1%, Taxes and Fees - \$0.378M, 43.3%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.789M, 100%) Fleet (Provincial Grants Rehab - \$0.760M, 100%) Surface (road) (Provincial Grants Rehab - \$0.688M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.444M, 100%) Local Community Service (Provincial Grants Rehab - \$0.368M, 100%) Streetlights (Provincial Grants Rehab - \$0.357M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.350M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.350M, 100%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.325M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.298M, 100%)	\$64,011,100	\$0	\$16,820,400	\$24,475,800	\$0	\$0	\$6,750,000	\$0	\$3,439,100	\$7,795,700	\$4,730,100	\$0	\$0
29	<b>Capital</b> Surface (road) (Developer Onsite - \$23.660M, 100%) Rec Centre - Primary School (Provincial Grants Capital - \$4.563M, 30.2%, Debt - \$3.261M, 21.6%, Taxes and Fees - \$7.280M, 48.2%) Storm Water Ponds (Developer Onsite - \$9.475M, 100%) Local Community Service (Provincial Grants Capital - \$1.237M, 30.2%, Debt - \$0.884M, 21.6%, Taxes and Fees - \$1.973M, 48.2%) Arterial Roads (length) (Developer - \$3.414M, 100%) Transit (Provincial Grants Capital - \$0.654M, 30.2%, Debt - \$0.467M, 21.6%, Taxes and Fees - \$1.043M, 48.2%) Operations Yard - Small (Provincial Grants Capital - \$0.582M, 30.2%, Debt - \$0.416M, 21.6%, Taxes and Fees - \$0.929M, 48.2%)	\$67,108,500	\$0	\$3,413,500	\$34,369,800	\$0	\$0	\$7,725,900	\$0	\$5,520,100	\$12,324,900	\$3,754,200	\$0	\$0

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Rural Road (Developer Onsite - \$1.235M, 100%) Primary School Site and Park (Provincial Grants Capital - \$0.365M, 30.2%, Debt - \$0.261M, 21.6%, Taxes and Fees - \$0.582M, 48.2%) Fleet (Provincial Grants Capital - \$0.268M, 30.2%, Debt - \$0.192M, 21.6%, Taxes and Fees - \$0.428M, 48.2%) Community/Senior Housing Site - Medium (Provincial Grants Capital - \$0.056M, 30.2%, Debt - \$0.040M, 21.6%, Taxes and Fees - \$0.089M, 48.2%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.950M, 100%) Fleet (Provincial Grants Rehab - \$0.782M, 100%) Surface (road) (Provincial Grants Rehab - \$0.699M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.610M, 100%) Streetlights (Provincial Grants Rehab - \$0.361M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.353M, 100%)													
30	<b>Capital</b> Community Centre/County Office (Provincial Grants Capital - \$4.428M, 16.4%, Debt - \$13.224M, 49.0%, Taxes and Fees - \$9.316M, 34.5%) Surface (road) (Developer Onsite - \$21.393M, 100%) Rec Centre - Primary School (Provincial Grants Capital - \$2.450M, 16.4%, Debt - \$7.316M, 49.0%, Taxes and Fees - \$5.154M, 34.5%) Storm Water Ponds (Developer Onsite - \$9.360M, 100%) Arterial Roads (length) (Developer - \$9.340M, 100%) Transit (Provincial Grants Capital - \$0.357M, 16.4%, Debt - \$1.067M, 49.0%, Taxes and Fees - \$0.752M, 34.5%) Rural Road (Developer Onsite - \$1.220M, 100%) Fleet (Provincial Grants Capital - \$0.132M, 16.4%, Debt - \$0.394M, 49.0%, Taxes and Fees - \$0.277M, 34.5%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$0.968M, 100%) Fleet (Provincial Grants Rehab - \$0.762M, 100%) Surface (road) (Provincial Grants Rehab - \$0.701M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.666M, 100%) Streetlights (Provincial Grants Rehab - \$0.365M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.352M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.299M, 100%)	\$90,294,900	\$0	\$9,340,400	\$31,973,300	\$0	\$0	\$7,367,900	\$0	\$22,000,900	\$15,500,200	\$4,112,300	\$0	\$0
31	<b>Capital</b> Community Centre/County Office (Provincial Grants Capital - \$0.082M, 0.301%, Debt - \$7.111M, 26.0%, Taxes and Fees - \$20.211M, 74.0%) Surface (road) (Developer Onsite - \$20.347M, 100%) Road - Partial Interchange (Hwy 16/RR 223) (Developer - \$4.033M, 20.0%, Provincial - \$16.131M, 80.0%) Water - Reservoir 3 (Utilities - \$19.206M, 100%) Event/Arts & Culture Centre (Provincial Grants Capital - \$0.022M, 0.301%, Debt - \$1.908M, 26.0%, Taxes and Fees - \$5.422M, 74.0%) Arterial Roads (length) (Developer - \$3.418M, 100%) Transit (Provincial Grants Capital - \$0.007M, 0.301%, Debt - \$0.584M, 26.0%, Taxes and Fees - \$1.660M, 74.0%) Rural Road (Developer Onsite - \$1.236M, 100%) Fleet (Provincial Grants Capital - \$0.002M, 0.301%, Debt - \$0.199M, 26.0%, Taxes and Fees - \$0.565M, 74.0%) <b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$5.149M, 93.4%, Debt - \$0.101M, 1.83%, Taxes and Fees - \$0.287M, 5.20%) Operations Yard - Large (Provincial Grants Rehab - \$1.896M, 93.4%, Debt - \$0.037M, 1.83%, Taxes and Fees - \$0.106M, 5.20%) Transit (Provincial Grants Rehab - \$0.975M, 93.4%, Debt - \$0.019M, 1.83%, Taxes and Fees - \$0.054M, 5.20%)	\$114,299,400	\$0	\$7,450,400	\$21,583,300	\$0	\$16,130,800	\$113,400	\$19,205,800	\$9,801,800	\$27,857,500	\$11,464,200	\$224,500	\$638,100

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Fleet (Provincial Grants Rehab - \$0.825M, 93.4%, Debt - \$0.016M, 1.83%, Taxes and Fees - \$0.046M, 5.20%) Surface (road) (Provincial Grants Rehab - \$0.764M, 93.4%, Debt - \$0.015M, 1.83%, Taxes and Fees - \$0.043M, 5.20%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.481M, 93.4%, Debt - \$0.009M, 1.83%, Taxes and Fees - \$0.027M, 5.20%) Streetlights (Provincial Grants Rehab - \$0.455M, 93.4%, Debt - \$0.009M, 1.83%, Taxes and Fees - \$0.025M, 5.20%) Arterial Roads (length) (Provincial Grants Rehab - \$0.384M, 93.4%, Debt - \$0.008M, 1.83%, Taxes and Fees - \$0.021M, 5.20%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.341M, 93.4%, Debt - \$0.007M, 1.83%, Taxes and Fees - \$0.019M, 5.20%) Local Community Service (Provincial Grants Rehab - \$0.099M, 93.4%, Debt - \$0.002M, 1.83%, Taxes and Fees - \$0.006M, 5.20%) Sanitary Lift Station (Provincial Grants Rehab - \$0.096M, 93.4%, Debt - \$0.002M, 1.83%, Taxes and Fees - \$0.005M, 5.20%)													
32	<b>Capital</b> Community Centre/County Office (Provincial Grants Capital - \$3.501M, 12.9%, Debt - \$9.917M, 36.7%, Taxes and Fees - \$13.630M, 50.4%) Surface (road) (Developer Onsite - \$20.273M, 100%) Road - Partial Interchange (Hwy 16/RR 223) (Developer - \$3.991M, 20.0%, Provincial - \$15.962M, 80.0%) Storm Water Ponds (Developer Onsite - \$9.388M, 100%) Event/Arts & Culture Centre (Provincial Grants Capital - \$0.939M, 12.9%, Debt - \$2.660M, 36.7%, Taxes and Fees - \$3.657M, 50.4%) Post Secondary Site (Provincial Grants Capital - \$0.548M, 12.9%, Debt - \$1.554M, 36.7%, Taxes and Fees - \$2.136M, 50.4%) Local Community Service (Provincial Grants Capital - \$0.525M, 12.9%, Debt - \$1.487M, 36.7%, Taxes and Fees - \$2.044M, 50.4%) Arterial Roads (length) (Developer - \$3.382M, 100%) RPC Storage (Provincial Grants Capital - \$0.296M, 12.9%, Debt - \$0.837M, 36.7%, Taxes and Fees - \$1.151M, 50.4%) Transit (Provincial Grants Capital - \$0.293M, 12.9%, Debt - \$0.829M, 36.7%, Taxes and Fees - \$1.140M, 50.4%) Rural Road (Developer Onsite - \$1.223M, 100%) Primary School Site and Park (Provincial Grants Capital - \$0.155M, 12.9%, Debt - \$0.439M, 36.7%, Taxes and Fees - \$0.603M, 50.4%) Fleet (Provincial Grants Capital - \$0.098M, 12.9%, Debt - \$0.279M, 36.7%, Taxes and Fees - \$0.384M, 50.4%) Transit - On Street At-grade Transfer Facility (Provincial Grants Capital - \$0.076M, 12.9%, Debt - \$0.216M, 36.7%, Taxes and Fees - \$0.297M, 50.4%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$1.054M, 100%) Fleet (Provincial Grants Rehab - \$0.904M, 100%) Surface (road) (Provincial Grants Rehab - \$0.708M, 100%) Streetlights (Provincial Grants Rehab - \$0.605M, 100%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.547M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.504M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.377M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.350M, 100%)	\$108,958,600	\$0	\$7,372,500	\$30,884,100	\$0	\$15,962,100	\$6,431,100	\$0	\$18,218,600	\$25,041,100	\$5,049,000	\$0	\$0
33	<b>Capital</b> Community Centre/County Office (Provincial Grants Capital - \$2.159M, 7.88%, Debt - \$10.835M, 39.5%, Taxes and Fees - \$14.426M, 52.6%) Road - Partial Interchange (Hwy 16/RR 223) (Developer - \$4.046M, 20.0%, Provincial - \$16.182M, 80.0%) Surface (road) (Developer Onsite - \$17.165M, 100%) Storm Water Ponds (Developer Onsite - \$9.517M, 100%) Emergency Services (Provincial Grants Capital - \$0.654M, 7.88%, Debt - \$3.281M,	\$115,084,800	\$0	\$11,721,900	\$27,921,700	\$0	\$16,182,000	\$4,084,400	\$0	\$20,493,800	\$27,285,400	\$7,395,700	\$0	\$0



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	39.5%, Taxes and Fees - \$4.368M, 52.6%) Arterial Roads (length) (Developer - \$7.676M, 100%) Event/Arts & Culture Centre (Provincial Grants Capital - \$0.579M, 7.88%, Debt - \$2.907M, 39.5%, Taxes and Fees - \$3.870M, 52.6%) Local Community Service (Provincial Grants Capital - \$0.324M, 7.88%, Debt - \$1.625M, 39.5%, Taxes and Fees - \$2.163M, 52.6%) Transit (Provincial Grants Capital - \$0.184M, 7.88%, Debt - \$0.922M, 39.5%, Taxes and Fees - \$1.228M, 52.6%) Rural Road (Developer Onsite - \$1.240M, 100%) Primary School Site and Park (Provincial Grants Capital - \$0.096M, 7.88%, Debt - \$0.480M, 39.5%, Taxes and Fees - \$0.639M, 52.6%) Fleet (Provincial Grants Capital - \$0.051M, 7.88%, Debt - \$0.255M, 39.5%, Taxes and Fees - \$0.339M, 52.6%) Community/Senior Housing Site - Large (Provincial Grants Capital - \$0.029M, 7.88%, Debt - \$0.147M, 39.5%, Taxes and Fees - \$0.196M, 52.6%) Other Government/NGO Services/Public Health Site (Provincial Grants Capital - \$0.008M, 7.88%, Debt - \$0.042M, 39.5%, Taxes and Fees - \$0.056M, 52.6%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$1.130M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.998M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.969M, 100%) Fleet (Provincial Grants Rehab - \$0.955M, 100%) Surface (road) (Provincial Grants Rehab - \$0.814M, 100%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.782M, 100%) Streetlights (Provincial Grants Rehab - \$0.606M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.505M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.351M, 100%) Local Community Service (Provincial Grants Rehab - \$0.159M, 100%) Emergency Services (Provincial Grants Rehab - \$0.126M, 100%)													
34	<b>Capital</b> Rec Centre - Major Secondary School (Provincial Grants Capital - \$3.001M, 12.0%, Debt - \$2.013M, 8.06%, Taxes and Fees - \$19.949M, 79.9%) Surface (road) (Developer Onsite - \$17.220M, 100%) Storm Water Ponds (Developer Onsite - \$9.396M, 100%) Arterial Roads (length) (Developer - \$3.385M, 100%) Transit (Provincial Grants Capital - \$0.282M, 12.0%, Debt - \$0.189M, 8.06%, Taxes and Fees - \$1.874M, 79.9%) Rural Road (Developer Onsite - \$1.224M, 100%) Fleet (Provincial Grants Capital - \$0.078M, 12.0%, Debt - \$0.052M, 8.06%, Taxes and Fees - \$0.517M, 79.9%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$1.832M, 100%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.480M, 100%) Surface (road) (Provincial Grants Rehab - \$1.085M, 100%) Fleet (Provincial Grants Rehab - \$1.069M, 100%) Streetlights (Provincial Grants Rehab - \$0.778M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.404M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.397M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.352M, 100%) Local Community Service (Provincial Grants Rehab - \$0.332M, 100%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.327M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.063M, 100%)	\$67,298,000	\$0	\$3,384,900	\$27,839,700	\$0	\$0	\$3,360,400	\$0	\$2,253,700	\$22,339,600	\$8,119,700	\$0	\$0
35	<b>Capital</b> Rec Centre - Major Secondary School (Provincial Grants Capital - \$2.093M, 8.37%, Debt - \$11.241M, 44.9%, Taxes and Fees - \$11.675M, 46.7%) Water - Reservoir 3 (Utilities - \$19.057M, 100%)	\$87,451,700	\$0	\$3,391,200	\$18,856,900	\$0	\$0	\$3,167,000	\$19,056,800	\$17,005,300	\$17,661,500	\$8,313,100	\$0	\$0

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Surface (road) (Developer Onsite - \$17.630M, 100%) Priority Uplands 2 (Provincial Grants Capital - \$0.818M, 8.37%, Debt - \$4.392M, 44.9%, Taxes and Fees - \$4.561M, 46.7%) Arterial Roads (length) (Developer - \$3.391M, 100%) Transit (Provincial Grants Capital - \$0.200M, 8.37%, Debt - \$1.075M, 44.9%, Taxes and Fees - \$1.116M, 46.7%) Rural Road (Developer Onsite - \$1.226M, 100%) Fleet (Provincial Grants Capital - \$0.055M, 8.37%, Debt - \$0.297M, 44.9%, Taxes and Fees - \$0.309M, 46.7%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$1.849M, 100%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.468M, 100%) Fleet (Provincial Grants Rehab - \$1.123M, 100%) Surface (road) (Provincial Grants Rehab - \$1.088M, 100%) Emergency Services (Provincial Grants Rehab - \$0.782M, 100%) Streetlights (Provincial Grants Rehab - \$0.777M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.376M, 100%) Local Community Service (Provincial Grants Rehab - \$0.367M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.349M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.090M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.042M, 100%)													
36	<b>Capital</b> Rec Centre - Major Secondary School (Provincial Grants Capital - \$1.980M, 7.86%, Debt - \$5.245M, 20.8%, Taxes and Fees - \$17.978M, 71.3%) Surface (road) (Developer Onsite - \$20.142M, 100%) Storm Water Ponds (Developer Onsite - \$9.486M, 100%) Arterial Roads (length) (Developer - \$3.417M, 100%) Transit (Provincial Grants Capital - \$0.193M, 7.86%, Debt - \$0.511M, 20.8%, Taxes and Fees - \$1.751M, 71.3%) Rural Road (Developer Onsite - \$1.236M, 100%) Primary School Site and Park (Provincial Grants Capital - \$0.095M, 7.86%, Debt - \$0.252M, 20.8%, Taxes and Fees - \$0.863M, 71.3%) Fleet (Provincial Grants Capital - \$0.059M, 7.86%, Debt - \$0.157M, 20.8%, Taxes and Fees - \$0.539M, 71.3%) Transit - On Street At-grade Transfer Facility (Provincial Grants Capital - \$0.047M, 7.86%, Debt - \$0.124M, 20.8%, Taxes and Fees - \$0.424M, 71.3%) Community/Senior Housing Site - Medium (Provincial Grants Capital - \$0.014M, 7.86%, Debt - \$0.038M, 20.8%, Taxes and Fees - \$0.132M, 71.3%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$2.160M, 100%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.483M, 100%) Surface (road) (Provincial Grants Rehab - \$1.349M, 100%) Fleet (Provincial Grants Rehab - \$1.106M, 100%) Streetlights (Provincial Grants Rehab - \$0.806M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.691M, 100%) Operations Yard - Large (Provincial Grants Rehab - \$0.467M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.413M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.361M, 100%) Local Community Service (Provincial Grants Rehab - \$0.212M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.043M, 100%)	\$73,774,700	\$0	\$3,417,400	\$30,863,800	\$0	\$0	\$2,388,000	\$0	\$6,326,700	\$21,686,700	\$9,092,100	\$0	\$0
37	<b>Capital</b> Rec Centre - Major Secondary School (Debt - \$10.167M, 40.5%, Taxes and Fees - \$14.924M, 59.5%) Surface (road) (Developer Onsite - \$18.278M, 100%) Rec Centre - Secondary School (Debt - \$6.100M, 40.5%, Taxes and Fees - \$8.954M, 59.5%)	\$96,738,700	\$0	\$10,628,400	\$28,952,300	\$0	\$0	\$0	\$0	\$17,551,900	\$25,765,600	\$11,480,100	\$956,400	\$1,404,000

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Arterial Roads (length) (Developer - \$10.628M, 100%) Storm Water Ponds (Developer Onsite - \$9.444M, 100%) Transit (Debt - \$1.007M, 40.5%, Taxes and Fees - \$1.479M, 59.5%) Rural Road (Developer Onsite - \$1.230M, 100%) Fleet (Debt - \$0.278M, 40.5%, Taxes and Fees - \$0.408M, 59.5%) <b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$3.024M, 82.9%, Debt - \$0.252M, 6.91%, Taxes and Fees - \$0.370M, 10.1%) Transit (Provincial Grants Rehab - \$1.867M, 82.9%, Debt - \$0.156M, 6.91%, Taxes and Fees - \$0.228M, 10.1%) Operations Yard - Large (Provincial Grants Rehab - \$1.522M, 82.9%, Debt - \$0.127M, 6.91%, Taxes and Fees - \$0.186M, 10.1%) Surface (road) (Provincial Grants Rehab - \$1.134M, 82.9%, Debt - \$0.094M, 6.91%, Taxes and Fees - \$0.139M, 10.1%) Fleet (Provincial Grants Rehab - \$1.012M, 82.9%, Debt - \$0.084M, 6.91%, Taxes and Fees - \$0.124M, 10.1%) Streetlights (Provincial Grants Rehab - \$0.872M, 82.9%, Debt - \$0.073M, 6.91%, Taxes and Fees - \$0.107M, 10.1%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.824M, 82.9%, Debt - \$0.069M, 6.91%, Taxes and Fees - \$0.101M, 10.1%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.816M, 82.9%, Debt - \$0.068M, 6.91%, Taxes and Fees - \$0.100M, 10.1%) Arterial Roads (length) (Provincial Grants Rehab - \$0.343M, 82.9%, Debt - \$0.029M, 6.91%, Taxes and Fees - \$0.042M, 10.1%) Sanitary Lift Station (Provincial Grants Rehab - \$0.036M, 82.9%, Debt - \$0.003M, 6.91%, Taxes and Fees - \$0.004M, 10.1%) Local Community Service (Provincial Grants Rehab - \$0.031M, 82.9%, Debt - \$0.003M, 6.91%, Taxes and Fees - \$0.004M, 10.1%)													
38	<b>Capital</b> Surface (road) (Developer Onsite - \$20.421M, 100%) Rec Centre - Secondary School (Provincial Grants Capital - \$1.442M, 9.66%, Debt - \$1.540M, 10.3%, Taxes and Fees - \$11.950M, 80.0%) Arterial Roads (length) (Developer - \$3.375M, 100%) Transit (Provincial Grants Capital - \$0.242M, 9.66%, Debt - \$0.259M, 10.3%, Taxes and Fees - \$2.009M, 80.0%) Rural Road (Developer Onsite - \$1.220M, 100%) Primary School Site and Park (Provincial Grants Capital - \$0.115M, 9.66%, Debt - \$0.123M, 10.3%, Taxes and Fees - \$0.956M, 80.0%) Fleet (Provincial Grants Capital - \$0.074M, 9.66%, Debt - \$0.079M, 10.3%, Taxes and Fees - \$0.614M, 80.0%) Other Government/NGO Services/Public Health Site (Provincial Grants Capital - \$0.010M, 9.66%, Debt - \$0.011M, 10.3%, Taxes and Fees - \$0.084M, 80.0%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$2.515M, 100%) Surface (road) (Provincial Grants Rehab - \$1.527M, 100%) Fleet (Provincial Grants Rehab - \$1.251M, 100%) Streetlights (Provincial Grants Rehab - \$0.991M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.915M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.747M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.598M, 100%) Local Community Service (Provincial Grants Rehab - \$0.573M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.355M, 100%) Emergency Services (Provincial Grants Rehab - \$0.125M, 100%)	\$54,120,900	\$0	\$3,374,700	\$21,641,800	\$0	\$0	\$1,883,700	\$0	\$2,012,200	\$15,612,100	\$9,596,500	\$0	\$0
39	<b>Capital</b> Surface (road) (Developer Onsite - \$18.827M, 100%) Rec Centre - Secondary School (Provincial Grants Capital - \$1.126M, 7.50%, Debt - \$3.342M, 22.3%, Taxes and Fees - \$10.545M, 70.2%)	\$75,886,400	\$0	\$6,707,600	\$28,245,100	\$0	\$0	\$2,387,700	\$0	\$7,087,900	\$22,365,700	\$9,092,400	\$0	\$0



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Storm Water Ponds (Developer Onsite - \$9.418M, 100%) Emergency Services (Provincial Grants Capital - \$0.616M, 7.50%, Debt - \$1.829M, 22.3%, Taxes and Fees - \$5.772M, 70.2%) Arterial Roads (length) (Developer - \$6.708M, 100%) Local Community Service (Provincial Grants Capital - \$0.305M, 7.50%, Debt - \$0.906M, 22.3%, Taxes and Fees - \$2.858M, 70.2%) Transit (Provincial Grants Capital - \$0.193M, 7.50%, Debt - \$0.572M, 22.3%, Taxes and Fees - \$1.804M, 70.2%) Primary School Site and Park (Provincial Grants Capital - \$0.090M, 7.50%, Debt - \$0.267M, 22.3%, Taxes and Fees - \$0.844M, 70.2%) Fleet (Provincial Grants Capital - \$0.053M, 7.50%, Debt - \$0.157M, 22.3%, Taxes and Fees - \$0.496M, 70.2%) Community/Senior Housing Site - Neighbourhood (Provincial Grants Capital - \$0.005M, 7.50%, Debt - \$0.015M, 22.3%, Taxes and Fees - \$0.046M, 70.2%) <b>Rehab</b> Transit (Provincial Grants Rehab - \$2.604M, 100%) Surface (road) (Provincial Grants Rehab - \$1.717M, 100%) Fleet (Provincial Grants Rehab - \$1.197M, 100%) Streetlights (Provincial Grants Rehab - \$1.014M, 100%) Sanitary Lift Station (Provincial Grants Rehab - \$0.760M, 100%) Arterial Roads (length) (Provincial Grants Rehab - \$0.732M, 100%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.361M, 100%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.303M, 100%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.154M, 100%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.125M, 100%) Surface (sidewalk) (Provincial Grants Rehab - \$0.125M, 100%)													
40	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.500M, 94.9%, Debt - \$0.029M, 1.11%, Taxes and Fees - \$0.108M, 4.09%) Surface (road) (Provincial Grants Rehab - \$1.530M, 94.9%, Debt - \$0.018M, 1.11%, Taxes and Fees - \$0.066M, 4.09%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.444M, 94.9%, Debt - \$0.017M, 1.11%, Taxes and Fees - \$0.062M, 4.09%) Fleet (Provincial Grants Rehab - \$1.251M, 94.9%, Debt - \$0.015M, 1.11%, Taxes and Fees - \$0.054M, 4.09%) Local Community Service (Provincial Grants Rehab - \$1.085M, 94.9%, Debt - \$0.013M, 1.11%, Taxes and Fees - \$0.047M, 4.09%) Streetlights (Provincial Grants Rehab - \$0.970M, 94.9%, Debt - \$0.011M, 1.11%, Taxes and Fees - \$0.042M, 4.09%) Sanitary Lift Station (Provincial Grants Rehab - \$0.812M, 94.9%, Debt - \$0.010M, 1.11%, Taxes and Fees - \$0.035M, 4.09%) Arterial Roads (length) (Provincial Grants Rehab - \$0.702M, 94.9%, Debt - \$0.008M, 1.11%, Taxes and Fees - \$0.030M, 4.09%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.340M, 94.9%, Debt - \$0.004M, 1.11%, Taxes and Fees - \$0.015M, 4.09%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.309M, 94.9%, Debt - \$0.004M, 1.11%, Taxes and Fees - \$0.013M, 4.09%) Operations Yard - Large (Provincial Grants Rehab - \$0.183M, 94.9%, Debt - \$0.002M, 1.11%, Taxes and Fees - \$0.008M, 4.09%) Emergency Services (Provincial Grants Rehab - \$0.171M, 94.9%, Debt - \$0.002M, 1.11%, Taxes and Fees - \$0.007M, 4.09%) Surface (sidewalk) (Provincial Grants Rehab - \$0.105M, 94.9%, Debt - \$0.001M, 1.11%, Taxes and Fees - \$0.005M, 4.09%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.059M, 94.9%, Debt - \$0.001M, 1.11%, Taxes and Fees - \$0.003M, 4.09%)	\$12,072,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,461,700	\$134,100	\$494,100
41	<b>Rehab</b> Rec Centre - Secondary School (Provincial Grants Rehab - \$2.604M, 86.7%, Debt -	\$13,237,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$593,500	\$1,164,000

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	\$0.135M, 4.48%, Taxes and Fees - \$0.264M, 8.79%) Transit (Provincial Grants Rehab - \$2.333M, 86.7%, Debt - \$0.121M, 4.48%, Taxes and Fees - \$0.237M, 8.79%) Surface (road) (Provincial Grants Rehab - \$1.520M, 86.7%, Debt - \$0.079M, 4.48%, Taxes and Fees - \$0.154M, 8.79%) Fleet (Provincial Grants Rehab - \$1.221M, 86.7%, Debt - \$0.063M, 4.48%, Taxes and Fees - \$0.124M, 8.79%) Streetlights (Provincial Grants Rehab - \$0.967M, 86.7%, Debt - \$0.050M, 4.48%, Taxes and Fees - \$0.098M, 8.79%) Emergency Services (Provincial Grants Rehab - \$0.726M, 86.7%, Debt - \$0.038M, 4.48%, Taxes and Fees - \$0.074M, 8.79%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.721M, 86.7%, Debt - \$0.037M, 4.48%, Taxes and Fees - \$0.073M, 8.79%) Arterial Roads (length) (Provincial Grants Rehab - \$0.510M, 86.7%, Debt - \$0.026M, 4.48%, Taxes and Fees - \$0.052M, 8.79%) Local Community Service (Provincial Grants Rehab - \$0.470M, 86.7%, Debt - \$0.024M, 4.48%, Taxes and Fees - \$0.048M, 8.79%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.152M, 86.7%, Debt - \$0.008M, 4.48%, Taxes and Fees - \$0.015M, 8.79%) Sanitary Lift Station (Provincial Grants Rehab - \$0.126M, 86.7%, Debt - \$0.007M, 4.48%, Taxes and Fees - \$0.013M, 8.79%) Surface (sidewalk) (Provincial Grants Rehab - \$0.098M, 86.7%, Debt - \$0.005M, 4.48%, Taxes and Fees - \$0.010M, 8.79%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.030M, 86.7%, Debt - \$0.002M, 4.48%, Taxes and Fees - \$0.003M, 8.79%)													
42	<b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$2.685M, 68.2%, Debt - \$0.439M, 11.2%, Taxes and Fees - \$0.812M, 20.6%) Transit (Provincial Grants Rehab - \$2.030M, 68.2%, Debt - \$0.332M, 11.2%, Taxes and Fees - \$0.614M, 20.6%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.827M, 68.2%, Debt - \$0.299M, 11.2%, Taxes and Fees - \$0.552M, 20.6%) Surface (road) (Provincial Grants Rehab - \$1.286M, 68.2%, Debt - \$0.211M, 11.2%, Taxes and Fees - \$0.389M, 20.6%) Fleet (Provincial Grants Rehab - \$0.955M, 68.2%, Debt - \$0.156M, 11.2%, Taxes and Fees - \$0.289M, 20.6%) Streetlights (Provincial Grants Rehab - \$0.799M, 68.2%, Debt - \$0.131M, 11.2%, Taxes and Fees - \$0.242M, 20.6%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.669M, 68.2%, Debt - \$0.110M, 11.2%, Taxes and Fees - \$0.202M, 20.6%) Arterial Roads (length) (Provincial Grants Rehab - \$0.398M, 68.2%, Debt - \$0.065M, 11.2%, Taxes and Fees - \$0.120M, 20.6%) Local Community Service (Provincial Grants Rehab - \$0.358M, 68.2%, Debt - \$0.059M, 11.2%, Taxes and Fees - \$0.108M, 20.6%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.243M, 68.2%, Debt - \$0.040M, 11.2%, Taxes and Fees - \$0.074M, 20.6%) Surface (sidewalk) (Provincial Grants Rehab - \$0.132M, 68.2%, Debt - \$0.022M, 11.2%, Taxes and Fees - \$0.040M, 20.6%) Sanitary Lift Station (Provincial Grants Rehab - \$0.098M, 68.2%, Debt - \$0.016M, 11.2%, Taxes and Fees - \$0.030M, 20.6%)	\$16,830,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$1,879,400	\$3,470,900
43	<b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$2.034M, 56.5%, Debt - \$0.778M, 21.6%, Taxes and Fees - \$0.787M, 21.9%) Operations Yard - Large (Provincial Grants Rehab - \$1.935M, 56.5%, Debt - \$0.740M, 21.6%, Taxes and Fees - \$0.749M, 21.9%) Transit (Provincial Grants Rehab - \$1.733M, 56.5%, Debt - \$0.663M, 21.6%, Taxes and Fees - \$0.670M, 21.9%) Surface (road) (Provincial Grants Rehab - \$1.028M, 56.5%, Debt - \$0.393M, 21.6%,	\$20,312,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$4,390,700	\$4,441,800

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Taxes and Fees - \$0.398M, 21.9%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.975M, 56.5%, Debt - \$0.373M, 21.6%, Taxes and Fees - \$0.377M, 21.9%) Fleet (Provincial Grants Rehab - \$0.833M, 56.5%, Debt - \$0.319M, 21.6%, Taxes and Fees - \$0.322M, 21.9%) Streetlights (Provincial Grants Rehab - \$0.674M, 56.5%, Debt - \$0.258M, 21.6%, Taxes and Fees - \$0.261M, 21.9%) Arterial Roads (length) (Provincial Grants Rehab - \$0.592M, 56.5%, Debt - \$0.226M, 21.6%, Taxes and Fees - \$0.229M, 21.9%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.539M, 56.5%, Debt - \$0.206M, 21.6%, Taxes and Fees - \$0.208M, 21.9%) Emergency Services (Provincial Grants Rehab - \$0.515M, 56.5%, Debt - \$0.197M, 21.6%, Taxes and Fees - \$0.199M, 21.9%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.211M, 56.5%, Debt - \$0.081M, 21.6%, Taxes and Fees - \$0.082M, 21.9%) Local Community Service (Provincial Grants Rehab - \$0.171M, 56.5%, Debt - \$0.065M, 21.6%, Taxes and Fees - \$0.066M, 21.9%) Surface (sidewalk) (Provincial Grants Rehab - \$0.152M, 56.5%, Debt - \$0.058M, 21.6%, Taxes and Fees - \$0.059M, 21.9%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.065M, 56.5%, Debt - \$0.025M, 21.6%, Taxes and Fees - \$0.025M, 21.9%) Sanitary Lift Station (Provincial Grants Rehab - \$0.024M, 56.5%, Debt - \$0.009M, 21.6%, Taxes and Fees - \$0.009M, 21.9%)													
44	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.929M, 93.6%, Debt - \$0.058M, 1.84%, Taxes and Fees - \$0.151M, 4.81%) Surface (road) (Provincial Grants Rehab - \$1.882M, 93.6%, Debt - \$0.037M, 1.84%, Taxes and Fees - \$0.097M, 4.81%) Fleet (Provincial Grants Rehab - \$1.440M, 93.6%, Debt - \$0.028M, 1.84%, Taxes and Fees - \$0.074M, 4.81%) Streetlights (Provincial Grants Rehab - \$1.223M, 93.6%, Debt - \$0.024M, 1.84%, Taxes and Fees - \$0.063M, 4.81%) Local Community Service (Provincial Grants Rehab - \$0.790M, 93.6%, Debt - \$0.016M, 1.84%, Taxes and Fees - \$0.041M, 4.81%) EnviroStation (Provincial Grants Rehab - \$0.626M, 93.6%, Debt - \$0.012M, 1.84%, Taxes and Fees - \$0.032M, 4.81%) Arterial Roads (length) (Provincial Grants Rehab - \$0.599M, 93.6%, Debt - \$0.012M, 1.84%, Taxes and Fees - \$0.031M, 4.81%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.564M, 93.6%, Debt - \$0.011M, 1.84%, Taxes and Fees - \$0.029M, 4.81%) Sanitary Lift Station (Provincial Grants Rehab - \$0.377M, 93.6%, Debt - \$0.007M, 1.84%, Taxes and Fees - \$0.019M, 4.81%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.337M, 93.6%, Debt - \$0.007M, 1.84%, Taxes and Fees - \$0.017M, 4.81%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.235M, 93.6%, Debt - \$0.005M, 1.84%, Taxes and Fees - \$0.012M, 4.81%) Surface (sidewalk) (Provincial Grants Rehab - \$0.205M, 93.6%, Debt - \$0.004M, 1.84%, Taxes and Fees - \$0.011M, 4.81%) District Energy Station (Provincial Grants Rehab - \$0.123M, 93.6%, Debt - \$0.002M, 1.84%, Taxes and Fees - \$0.006M, 4.81%) Emergency Services (Provincial Grants Rehab - \$0.071M, 93.6%, Debt - \$0.001M, 1.84%, Taxes and Fees - \$0.004M, 4.81%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.066M, 93.6%, Debt - \$0.001M, 1.84%, Taxes and Fees - \$0.003M, 4.81%)	\$12,244,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,466,700	\$225,200	\$589,200
45	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.828M, 88.9%, Debt - \$0.115M, 3.61%, Taxes and Fees - \$0.237M, 7.45%) Surface (road) (Provincial Grants Rehab - \$2.094M, 88.9%, Debt - \$0.085M, 3.61%,	\$12,907,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$466,200	\$961,500

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Taxes and Fees - \$0.175M, 7.45%) Fleet (Provincial Grants Rehab - \$1.322M, 88.9%, Debt - \$0.054M, 3.61%, Taxes and Fees - \$0.111M, 7.45%) Streetlights (Provincial Grants Rehab - \$1.313M, 88.9%, Debt - \$0.053M, 3.61%, Taxes and Fees - \$0.110M, 7.45%) Rec Centre - Primary School (Provincial Grants Rehab - \$1.309M, 88.9%, Debt - \$0.053M, 3.61%, Taxes and Fees - \$0.110M, 7.45%) Arterial Roads (length) (Provincial Grants Rehab - \$0.800M, 88.9%, Debt - \$0.032M, 3.61%, Taxes and Fees - \$0.067M, 7.45%) Operations Yard - Large (Provincial Grants Rehab - \$0.412M, 88.9%, Debt - \$0.017M, 3.61%, Taxes and Fees - \$0.034M, 7.45%) Sanitary Lift Station (Provincial Grants Rehab - \$0.357M, 88.9%, Debt - \$0.015M, 3.61%, Taxes and Fees - \$0.030M, 7.45%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.319M, 88.9%, Debt - \$0.013M, 3.61%, Taxes and Fees - \$0.027M, 7.45%) Surface (sidewalk) (Provincial Grants Rehab - \$0.244M, 88.9%, Debt - \$0.010M, 3.61%, Taxes and Fees - \$0.020M, 7.45%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.223M, 88.9%, Debt - \$0.009M, 3.61%, Taxes and Fees - \$0.019M, 7.45%) Local Community Service (Provincial Grants Rehab - \$0.142M, 88.9%, Debt - \$0.006M, 3.61%, Taxes and Fees - \$0.012M, 7.45%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.062M, 88.9%, Debt - \$0.003M, 3.61%, Taxes and Fees - \$0.005M, 7.45%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.056M, 88.9%, Debt - \$0.002M, 3.61%, Taxes and Fees - \$0.005M, 7.45%)													
46	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.167M, 64.4%, Debt - \$0.659M, 19.6%, Taxes and Fees - \$0.538M, 16.0%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.566M, 64.4%, Debt - \$0.476M, 19.6%, Taxes and Fees - \$0.389M, 16.0%) Surface (road) (Provincial Grants Rehab - \$1.543M, 64.4%, Debt - \$0.470M, 19.6%, Taxes and Fees - \$0.383M, 16.0%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.949M, 64.4%, Debt - \$0.289M, 19.6%, Taxes and Fees - \$0.236M, 16.0%) Streetlights (Provincial Grants Rehab - \$0.926M, 64.4%, Debt - \$0.282M, 19.6%, Taxes and Fees - \$0.230M, 16.0%) Fleet (Provincial Grants Rehab - \$0.829M, 64.4%, Debt - \$0.252M, 19.6%, Taxes and Fees - \$0.206M, 16.0%) Local Community Service (Provincial Grants Rehab - \$0.799M, 64.4%, Debt - \$0.243M, 19.6%, Taxes and Fees - \$0.198M, 16.0%) Operations Yard - Small (Provincial Grants Rehab - \$0.640M, 64.4%, Debt - \$0.195M, 19.6%, Taxes and Fees - \$0.159M, 16.0%) Arterial Roads (length) (Provincial Grants Rehab - \$0.576M, 64.4%, Debt - \$0.175M, 19.6%, Taxes and Fees - \$0.143M, 16.0%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.445M, 64.4%, Debt - \$0.135M, 19.6%, Taxes and Fees - \$0.111M, 16.0%) Sanitary Lift Station (Provincial Grants Rehab - \$0.259M, 64.4%, Debt - \$0.079M, 19.6%, Taxes and Fees - \$0.064M, 16.0%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.210M, 64.4%, Debt - \$0.064M, 19.6%, Taxes and Fees - \$0.052M, 16.0%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.153M, 64.4%, Debt - \$0.047M, 19.6%, Taxes and Fees - \$0.038M, 16.0%) Surface (sidewalk) (Provincial Grants Rehab - \$0.143M, 64.4%, Debt - \$0.044M, 19.6%, Taxes and Fees - \$0.036M, 16.0%) Operations Yard - Large (Provincial Grants Rehab - \$0.124M, 64.4%, Debt - \$0.038M, 19.6%, Taxes and Fees - \$0.031M, 16.0%) Emergency Services (Provincial Grants Rehab - \$0.081M, 64.4%, Debt - \$0.025M, 19.6%, Taxes and Fees - \$0.020M, 16.0%)	\$17,824,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$3,493,100	\$2,851,500

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Arterial Roads (walkways) (Provincial Grants Rehab - \$0.045M, 64.4%, Debt - \$0.014M, 19.6%, Taxes and Fees - \$0.011M, 16.0%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.023M, 64.4%, Debt - \$0.007M, 19.6%, Taxes and Fees - \$0.006M, 16.0%)													
47	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.002M, 50.0%, Debt - \$0.829M, 20.7%, Taxes and Fees - \$1.175M, 29.3%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.839M, 50.0%, Debt - \$0.761M, 20.7%, Taxes and Fees - \$1.079M, 29.3%) Transit (Provincial Grants Rehab - \$1.726M, 50.0%, Debt - \$0.715M, 20.7%, Taxes and Fees - \$1.013M, 29.3%) Surface (road) (Provincial Grants Rehab - \$1.142M, 50.0%, Debt - \$0.473M, 20.7%, Taxes and Fees - \$0.670M, 29.3%) Streetlights (Provincial Grants Rehab - \$0.857M, 50.0%, Debt - \$0.355M, 20.7%, Taxes and Fees - \$0.503M, 29.3%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.742M, 50.0%, Debt - \$0.307M, 20.7%, Taxes and Fees - \$0.435M, 29.3%) Fleet (Provincial Grants Rehab - \$0.675M, 50.0%, Debt - \$0.279M, 20.7%, Taxes and Fees - \$0.396M, 29.3%) Emergency Services (Provincial Grants Rehab - \$0.636M, 50.0%, Debt - \$0.263M, 20.7%, Taxes and Fees - \$0.373M, 29.3%) Arterial Roads (length) (Provincial Grants Rehab - \$0.468M, 50.0%, Debt - \$0.194M, 20.7%, Taxes and Fees - \$0.275M, 29.3%) Local Community Service (Provincial Grants Rehab - \$0.462M, 50.0%, Debt - \$0.191M, 20.7%, Taxes and Fees - \$0.271M, 29.3%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.355M, 50.0%, Debt - \$0.147M, 20.7%, Taxes and Fees - \$0.208M, 29.3%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.275M, 50.0%, Debt - \$0.114M, 20.7%, Taxes and Fees - \$0.162M, 29.3%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.120M, 50.0%, Debt - \$0.050M, 20.7%, Taxes and Fees - \$0.070M, 29.3%) Surface (sidewalk) (Provincial Grants Rehab - \$0.113M, 50.0%, Debt - \$0.047M, 20.7%, Taxes and Fees - \$0.066M, 29.3%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.035M, 50.0%, Debt - \$0.015M, 20.7%, Taxes and Fees - \$0.021M, 29.3%) Sanitary Lift Station (Provincial Grants Rehab - \$0.021M, 50.0%, Debt - \$0.009M, 20.7%, Taxes and Fees - \$0.013M, 29.3%) MR Sites (Provincial Grants Rehab - \$0.011M, 50.0%, Debt - \$0.005M, 20.7%, Taxes and Fees - \$0.007M, 29.3%)	\$22,971,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$4,753,300	\$6,738,400
48	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.142M, 54.7%, Debt - \$0.394M, 10.1%, Taxes and Fees - \$1.379M, 35.2%) Rec Centre - Secondary School (Provincial Grants Rehab - \$2.130M, 54.7%, Debt - \$0.392M, 10.1%, Taxes and Fees - \$1.371M, 35.2%) Transit (Provincial Grants Rehab - \$1.904M, 54.7%, Debt - \$0.350M, 10.1%, Taxes and Fees - \$1.226M, 35.2%) Surface (road) (Provincial Grants Rehab - \$1.221M, 54.7%, Debt - \$0.225M, 10.1%, Taxes and Fees - \$0.786M, 35.2%) Streetlights (Provincial Grants Rehab - \$0.979M, 54.7%, Debt - \$0.180M, 10.1%, Taxes and Fees - \$0.630M, 35.2%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.810M, 54.7%, Debt - \$0.149M, 10.1%, Taxes and Fees - \$0.521M, 35.2%) Fleet (Provincial Grants Rehab - \$0.702M, 54.7%, Debt - \$0.129M, 10.1%, Taxes and Fees - \$0.452M, 35.2%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.372M, 54.7%, Debt - \$0.068M, 10.1%, Taxes and Fees - \$0.239M, 35.2%) Arterial Roads (length) (Provincial Grants Rehab - \$0.363M, 54.7%, Debt - \$0.067M, 10.1%, Taxes and Fees - \$0.234M, 35.2%)	\$20,979,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$2,111,100	\$7,388,600



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Local Community Service (Provincial Grants Rehab - \$0.348M, 54.7%, Debt - \$0.064M, 10.1%, Taxes and Fees - \$0.224M, 35.2%) Emergency Services (Provincial Grants Rehab - \$0.233M, 54.7%, Debt - \$0.043M, 10.1%, Taxes and Fees - \$0.150M, 35.2%) Surface (sidewalk) (Provincial Grants Rehab - \$0.123M, 54.7%, Debt - \$0.023M, 10.1%, Taxes and Fees - \$0.079M, 35.2%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.070M, 54.7%, Debt - \$0.013M, 10.1%, Taxes and Fees - \$0.045M, 35.2%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.038M, 54.7%, Debt - \$0.007M, 10.1%, Taxes and Fees - \$0.024M, 35.2%) Sanitary Lift Station (Provincial Grants Rehab - \$0.023M, 54.7%, Debt - \$0.004M, 10.1%, Taxes and Fees - \$0.015M, 35.2%) MR Sites (Provincial Grants Rehab - \$0.012M, 54.7%, Debt - \$0.002M, 10.1%, Taxes and Fees - \$0.008M, 35.2%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.010M, 54.7%, Debt - \$0.002M, 10.1%, Taxes and Fees - \$0.006M, 35.2%)													
49	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$1.852M, 46.2%, Debt - \$0.857M, 21.4%, Taxes and Fees - \$1.298M, 32.4%) Transit (Provincial Grants Rehab - \$1.651M, 46.2%, Debt - \$0.764M, 21.4%, Taxes and Fees - \$1.157M, 32.4%) Surface (road) (Provincial Grants Rehab - \$1.021M, 46.2%, Debt - \$0.472M, 21.4%, Taxes and Fees - \$0.715M, 32.4%) Streetlights (Provincial Grants Rehab - \$0.854M, 46.2%, Debt - \$0.395M, 21.4%, Taxes and Fees - \$0.598M, 32.4%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.849M, 46.2%, Debt - \$0.393M, 21.4%, Taxes and Fees - \$0.595M, 32.4%) Operations Yard - Large (Provincial Grants Rehab - \$0.848M, 46.2%, Debt - \$0.393M, 21.4%, Taxes and Fees - \$0.595M, 32.4%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.826M, 46.2%, Debt - \$0.382M, 21.4%, Taxes and Fees - \$0.579M, 32.4%) Arterial Roads (length) (Provincial Grants Rehab - \$0.735M, 46.2%, Debt - \$0.340M, 21.4%, Taxes and Fees - \$0.515M, 32.4%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.622M, 46.2%, Debt - \$0.288M, 21.4%, Taxes and Fees - \$0.436M, 32.4%) Fleet (Provincial Grants Rehab - \$0.557M, 46.2%, Debt - \$0.258M, 21.4%, Taxes and Fees - \$0.390M, 32.4%) Emergency Services (Provincial Grants Rehab - \$0.414M, 46.2%, Debt - \$0.192M, 21.4%, Taxes and Fees - \$0.290M, 32.4%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.322M, 46.2%, Debt - \$0.149M, 21.4%, Taxes and Fees - \$0.225M, 32.4%) Local Community Service (Provincial Grants Rehab - \$0.306M, 46.2%, Debt - \$0.142M, 21.4%, Taxes and Fees - \$0.214M, 32.4%) Sanitary Lift Station (Provincial Grants Rehab - \$0.246M, 46.2%, Debt - \$0.114M, 21.4%, Taxes and Fees - \$0.172M, 32.4%) Surface (sidewalk) (Provincial Grants Rehab - \$0.141M, 46.2%, Debt - \$0.065M, 21.4%, Taxes and Fees - \$0.099M, 32.4%) EnviroStation (Provincial Grants Rehab - \$0.071M, 46.2%, Debt - \$0.033M, 21.4%, Taxes and Fees - \$0.050M, 32.4%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.061M, 46.2%, Debt - \$0.028M, 21.4%, Taxes and Fees - \$0.043M, 32.4%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.048M, 46.2%, Debt - \$0.022M, 21.4%, Taxes and Fees - \$0.033M, 32.4%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.033M, 46.2%, Debt - \$0.015M, 21.4%, Taxes and Fees - \$0.023M, 32.4%) District Energy Station (Provincial Grants Rehab - \$0.014M, 46.2%, Debt - \$0.006M, 21.4%, Taxes and Fees - \$0.010M, 32.4%)	\$24,838,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$5,313,900	\$8,044,800

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	MR Sites (Provincial Grants Rehab - \$0.010M, 46.2%, Debt - \$0.005M, 21.4%, Taxes and Fees - \$0.007M, 32.4%)													
50	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.155M, 54.3%, Debt - \$0.611M, 15.4%, Taxes and Fees - \$1.203M, 30.3%) Transit (Provincial Grants Rehab - \$1.985M, 54.3%, Debt - \$0.563M, 15.4%, Taxes and Fees - \$1.109M, 30.3%) Surface (road) (Provincial Grants Rehab - \$1.103M, 54.3%, Debt - \$0.313M, 15.4%, Taxes and Fees - \$0.616M, 30.3%) Streetlights (Provincial Grants Rehab - \$0.944M, 54.3%, Debt - \$0.268M, 15.4%, Taxes and Fees - \$0.527M, 30.3%) Local Community Service (Provincial Grants Rehab - \$0.790M, 54.3%, Debt - \$0.224M, 15.4%, Taxes and Fees - \$0.441M, 30.3%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.709M, 54.3%, Debt - \$0.201M, 15.4%, Taxes and Fees - \$0.396M, 30.3%) Fleet (Provincial Grants Rehab - \$0.684M, 54.3%, Debt - \$0.194M, 15.4%, Taxes and Fees - \$0.382M, 30.3%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.535M, 54.3%, Debt - \$0.152M, 15.4%, Taxes and Fees - \$0.299M, 30.3%) Sanitary Lift Station (Provincial Grants Rehab - \$0.518M, 54.3%, Debt - \$0.147M, 15.4%, Taxes and Fees - \$0.289M, 30.3%) Emergency Services (Provincial Grants Rehab - \$0.466M, 54.3%, Debt - \$0.132M, 15.4%, Taxes and Fees - \$0.260M, 30.3%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.434M, 54.3%, Debt - \$0.123M, 15.4%, Taxes and Fees - \$0.243M, 30.3%) EnviroStation (Provincial Grants Rehab - \$0.327M, 54.3%, Debt - \$0.093M, 15.4%, Taxes and Fees - \$0.182M, 30.3%) Arterial Roads (length) (Provincial Grants Rehab - \$0.318M, 54.3%, Debt - \$0.090M, 15.4%, Taxes and Fees - \$0.178M, 30.3%) Surface (sidewalk) (Provincial Grants Rehab - \$0.165M, 54.3%, Debt - \$0.047M, 15.4%, Taxes and Fees - \$0.092M, 30.3%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.163M, 54.3%, Debt - \$0.046M, 15.4%, Taxes and Fees - \$0.091M, 30.3%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.071M, 54.3%, Debt - \$0.020M, 15.4%, Taxes and Fees - \$0.040M, 30.3%) District Energy Station (Provincial Grants Rehab - \$0.064M, 54.3%, Debt - \$0.018M, 15.4%, Taxes and Fees - \$0.036M, 30.3%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.038M, 54.3%, Debt - \$0.011M, 15.4%, Taxes and Fees - \$0.021M, 30.3%) MR Sites (Provincial Grants Rehab - \$0.012M, 54.3%, Debt - \$0.003M, 15.4%, Taxes and Fees - \$0.007M, 30.3%)	\$21,148,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$3,256,400	\$6,411,400
51	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.765M, 62.9%, Debt - \$0.308M, 7.00%, Taxes and Fees - \$1.320M, 30.1%) Surface (road) (Provincial Grants Rehab - \$1.446M, 62.9%, Debt - \$0.161M, 7.00%, Taxes and Fees - \$0.691M, 30.1%) Streetlights (Provincial Grants Rehab - \$1.084M, 62.9%, Debt - \$0.121M, 7.00%, Taxes and Fees - \$0.518M, 30.1%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.983M, 62.9%, Debt - \$0.109M, 7.00%, Taxes and Fees - \$0.469M, 30.1%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.956M, 62.9%, Debt - \$0.106M, 7.00%, Taxes and Fees - \$0.457M, 30.1%) Fleet (Provincial Grants Rehab - \$0.786M, 62.9%, Debt - \$0.087M, 7.00%, Taxes and Fees - \$0.375M, 30.1%) Sanitary Lift Station (Provincial Grants Rehab - \$0.600M, 62.9%, Debt - \$0.067M, 7.00%, Taxes and Fees - \$0.287M, 30.1%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.491M, 62.9%, Debt - \$0.055M, 7.00%, Taxes and Fees - \$0.234M, 30.1%)	\$18,240,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$1,277,400	\$5,483,000

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.451M, 62.9%, Debt - \$0.050M, 7.00%, Taxes and Fees - \$0.215M, 30.1%) Local Community Service (Provincial Grants Rehab - \$0.431M, 62.9%, Debt - \$0.048M, 7.00%, Taxes and Fees - \$0.206M, 30.1%) Arterial Roads (length) (Provincial Grants Rehab - \$0.418M, 62.9%, Debt - \$0.047M, 7.00%, Taxes and Fees - \$0.200M, 30.1%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.315M, 62.9%, Debt - \$0.035M, 7.00%, Taxes and Fees - \$0.150M, 30.1%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.260M, 62.9%, Debt - \$0.029M, 7.00%, Taxes and Fees - \$0.124M, 30.1%) Surface (sidewalk) (Provincial Grants Rehab - \$0.193M, 62.9%, Debt - \$0.021M, 7.00%, Taxes and Fees - \$0.092M, 30.1%) Operations Yard - Small (Provincial Grants Rehab - \$0.143M, 62.9%, Debt - \$0.016M, 7.00%, Taxes and Fees - \$0.068M, 30.1%) Emergency Services (Provincial Grants Rehab - \$0.079M, 62.9%, Debt - \$0.009M, 7.00%, Taxes and Fees - \$0.038M, 30.1%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.044M, 62.9%, Debt - \$0.005M, 7.00%, Taxes and Fees - \$0.021M, 30.1%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.022M, 62.9%, Debt - \$0.002M, 7.00%, Taxes and Fees - \$0.011M, 30.1%) MR Sites (Provincial Grants Rehab - \$0.014M, 62.9%, Debt - \$0.002M, 7.00%, Taxes and Fees - \$0.007M, 30.1%)													
52	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.173M, 54.4%, Debt - \$0.724M, 18.1%, Taxes and Fees - \$1.101M, 27.5%) Surface (road) (Provincial Grants Rehab - \$1.272M, 54.4%, Debt - \$0.424M, 18.1%, Taxes and Fees - \$0.645M, 27.5%) Streetlights (Provincial Grants Rehab - \$1.006M, 54.4%, Debt - \$0.335M, 18.1%, Taxes and Fees - \$0.510M, 27.5%) Local Community Service (Provincial Grants Rehab - \$0.870M, 54.4%, Debt - \$0.290M, 18.1%, Taxes and Fees - \$0.441M, 27.5%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.850M, 54.4%, Debt - \$0.283M, 18.1%, Taxes and Fees - \$0.431M, 27.5%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.827M, 54.4%, Debt - \$0.276M, 18.1%, Taxes and Fees - \$0.419M, 27.5%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.800M, 54.4%, Debt - \$0.267M, 18.1%, Taxes and Fees - \$0.405M, 27.5%) Fleet (Provincial Grants Rehab - \$0.734M, 54.4%, Debt - \$0.245M, 18.1%, Taxes and Fees - \$0.372M, 27.5%) Operations Yard - Small (Provincial Grants Rehab - \$0.487M, 54.4%, Debt - \$0.162M, 18.1%, Taxes and Fees - \$0.247M, 27.5%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.474M, 54.4%, Debt - \$0.158M, 18.1%, Taxes and Fees - \$0.240M, 27.5%) Community Centre/County Office (Provincial Grants Rehab - \$0.441M, 54.4%, Debt - \$0.147M, 18.1%, Taxes and Fees - \$0.223M, 27.5%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.375M, 54.4%, Debt - \$0.125M, 18.1%, Taxes and Fees - \$0.190M, 27.5%) Arterial Roads (length) (Provincial Grants Rehab - \$0.339M, 54.4%, Debt - \$0.113M, 18.1%, Taxes and Fees - \$0.172M, 27.5%) Sanitary Lift Station (Provincial Grants Rehab - \$0.255M, 54.4%, Debt - \$0.085M, 18.1%, Taxes and Fees - \$0.129M, 27.5%) Surface (sidewalk) (Provincial Grants Rehab - \$0.194M, 54.4%, Debt - \$0.065M, 18.1%, Taxes and Fees - \$0.098M, 27.5%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.178M, 54.4%, Debt - \$0.059M, 18.1%, Taxes and Fees - \$0.090M, 27.5%) Operations Yard - Large (Provincial Grants Rehab - \$0.105M, 54.4%, Debt - \$0.035M, 18.1%, Taxes and Fees - \$0.053M, 27.5%) Emergency Services (Provincial Grants Rehab - \$0.041M, 54.4%, Debt - \$0.014M,	\$21,122,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$3,825,500	\$5,816,800



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	18.1%, Taxes and Fees - \$0.021M, 27.5%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.038M, 54.4%, Debt - \$0.013M, 18.1%, Taxes and Fees - \$0.019M, 27.5%) MR Sites (Provincial Grants Rehab - \$0.012M, 54.4%, Debt - \$0.004M, 18.1%, Taxes and Fees - \$0.006M, 27.5%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.007M, 54.4%, Debt - \$0.002M, 18.1%, Taxes and Fees - \$0.003M, 27.5%)													
53	<b>Rehab</b> Transit (Provincial Grants Rehab - \$1.688M, 39.4%, Debt - \$1.346M, 31.4%, Taxes and Fees - \$1.251M, 29.2%) Community Centre/County Office (Provincial Grants Rehab - \$1.603M, 39.4%, Debt - \$1.278M, 31.4%, Taxes and Fees - \$1.188M, 29.2%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.306M, 39.4%, Debt - \$1.042M, 31.4%, Taxes and Fees - \$0.968M, 29.2%) Surface (road) (Provincial Grants Rehab - \$1.082M, 39.4%, Debt - \$0.863M, 31.4%, Taxes and Fees - \$0.802M, 29.2%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.934M, 39.4%, Debt - \$0.745M, 31.4%, Taxes and Fees - \$0.692M, 29.2%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.666M, 39.4%, Debt - \$0.531M, 31.4%, Taxes and Fees - \$0.494M, 29.2%) Streetlights (Provincial Grants Rehab - \$0.658M, 39.4%, Debt - \$0.525M, 31.4%, Taxes and Fees - \$0.488M, 29.2%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.635M, 39.4%, Debt - \$0.506M, 31.4%, Taxes and Fees - \$0.470M, 29.2%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.610M, 39.4%, Debt - \$0.486M, 31.4%, Taxes and Fees - \$0.452M, 29.2%) Fleet (Provincial Grants Rehab - \$0.554M, 39.4%, Debt - \$0.442M, 31.4%, Taxes and Fees - \$0.411M, 29.2%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.476M, 39.4%, Debt - \$0.380M, 31.4%, Taxes and Fees - \$0.353M, 29.2%) Arterial Roads (length) (Provincial Grants Rehab - \$0.398M, 39.4%, Debt - \$0.317M, 31.4%, Taxes and Fees - \$0.295M, 29.2%) Emergency Services (Provincial Grants Rehab - \$0.375M, 39.4%, Debt - \$0.299M, 31.4%, Taxes and Fees - \$0.278M, 29.2%) Local Community Service (Provincial Grants Rehab - \$0.281M, 39.4%, Debt - \$0.224M, 31.4%, Taxes and Fees - \$0.208M, 29.2%) Surface (sidewalk) (Provincial Grants Rehab - \$0.121M, 39.4%, Debt - \$0.097M, 31.4%, Taxes and Fees - \$0.090M, 29.2%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.027M, 39.4%, Debt - \$0.022M, 31.4%, Taxes and Fees - \$0.020M, 29.2%) EnviroStation (Provincial Grants Rehab - \$0.025M, 39.4%, Debt - \$0.020M, 31.4%, Taxes and Fees - \$0.018M, 29.2%) Sanitary Lift Station (Provincial Grants Rehab - \$0.017M, 39.4%, Debt - \$0.013M, 31.4%, Taxes and Fees - \$0.012M, 29.2%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.012M, 39.4%, Debt - \$0.009M, 31.4%, Taxes and Fees - \$0.009M, 29.2%) MR Sites (Provincial Grants Rehab - \$0.009M, 39.4%, Debt - \$0.007M, 31.4%, Taxes and Fees - \$0.007M, 29.2%) District Energy Station (Provincial Grants Rehab - \$0.005M, 39.4%, Debt - \$0.004M, 31.4%, Taxes and Fees - \$0.004M, 29.2%)	\$29,147,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$9,156,500	\$8,510,600
54	<b>Rehab</b> Rec Centre - Secondary School (Provincial Grants Rehab - \$2.032M, 41.7%, Debt - \$0.794M, 16.3%, Taxes and Fees - \$2.052M, 42.1%) Transit (Provincial Grants Rehab - \$1.878M, 41.7%, Debt - \$0.734M, 16.3%, Taxes and Fees - \$1.897M, 42.1%) Community Centre/County Office (Provincial Grants Rehab - \$1.732M, 41.7%, Debt - \$0.676M, 16.3%, Taxes and Fees - \$1.749M, 42.1%) Surface (road) (Provincial Grants Rehab - \$1.122M, 41.7%, Debt - \$0.438M, 16.3%,	\$27,557,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$4,484,400	\$11,592,900

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Taxes and Fees - \$1.133M, 42.1%) Operations Yard - Large (Provincial Grants Rehab - \$0.927M, 41.7%, Debt - \$0.362M, 16.3%, Taxes and Fees - \$0.936M, 42.1%) Streetlights (Provincial Grants Rehab - \$0.768M, 41.7%, Debt - \$0.300M, 16.3%, Taxes and Fees - \$0.776M, 42.1%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.659M, 41.7%, Debt - \$0.257M, 16.3%, Taxes and Fees - \$0.666M, 42.1%) Fleet (Provincial Grants Rehab - \$0.562M, 41.7%, Debt - \$0.220M, 16.3%, Taxes and Fees - \$0.567M, 42.1%) Local Community Service (Provincial Grants Rehab - \$0.394M, 41.7%, Debt - \$0.154M, 16.3%, Taxes and Fees - \$0.398M, 42.1%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.359M, 41.7%, Debt - \$0.140M, 16.3%, Taxes and Fees - \$0.362M, 42.1%) Arterial Roads (length) (Provincial Grants Rehab - \$0.329M, 41.7%, Debt - \$0.128M, 16.3%, Taxes and Fees - \$0.332M, 42.1%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.291M, 41.7%, Debt - \$0.114M, 16.3%, Taxes and Fees - \$0.294M, 42.1%) Surface (sidewalk) (Provincial Grants Rehab - \$0.150M, 41.7%, Debt - \$0.059M, 16.3%, Taxes and Fees - \$0.152M, 42.1%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.105M, 41.7%, Debt - \$0.041M, 16.3%, Taxes and Fees - \$0.107M, 42.1%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.062M, 41.7%, Debt - \$0.024M, 16.3%, Taxes and Fees - \$0.063M, 42.1%) Emergency Services (Provincial Grants Rehab - \$0.053M, 41.7%, Debt - \$0.021M, 16.3%, Taxes and Fees - \$0.054M, 42.1%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.030M, 41.7%, Debt - \$0.012M, 16.3%, Taxes and Fees - \$0.030M, 42.1%) Sanitary Lift Station (Provincial Grants Rehab - \$0.018M, 41.7%, Debt - \$0.007M, 16.3%, Taxes and Fees - \$0.018M, 42.1%) MR Sites (Provincial Grants Rehab - \$0.010M, 41.7%, Debt - \$0.004M, 16.3%, Taxes and Fees - \$0.010M, 42.1%)													
55	<b>Rehab</b> Transit (Provincial Grants Rehab - \$1.804M, 37.3%, Debt - \$1.278M, 26.4%, Taxes and Fees - \$1.758M, 36.3%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.560M, 37.3%, Debt - \$1.105M, 26.4%, Taxes and Fees - \$1.519M, 36.3%) Community Centre/County Office (Provincial Grants Rehab - \$1.544M, 37.3%, Debt - \$1.094M, 26.4%, Taxes and Fees - \$1.504M, 36.3%) Emergency Services Site - Police (Provincial Grants Rehab - \$1.154M, 37.3%, Debt - \$0.818M, 26.4%, Taxes and Fees - \$1.125M, 36.3%) Surface (road) (Provincial Grants Rehab - \$1.133M, 37.3%, Debt - \$0.802M, 26.4%, Taxes and Fees - \$1.103M, 36.3%) Operations Yard - Large (Provincial Grants Rehab - \$0.800M, 37.3%, Debt - \$0.567M, 26.4%, Taxes and Fees - \$0.780M, 36.3%) Streetlights (Provincial Grants Rehab - \$0.758M, 37.3%, Debt - \$0.537M, 26.4%, Taxes and Fees - \$0.738M, 36.3%) Emergency Services (Provincial Grants Rehab - \$0.542M, 37.3%, Debt - \$0.384M, 26.4%, Taxes and Fees - \$0.528M, 36.3%) Fleet (Provincial Grants Rehab - \$0.495M, 37.3%, Debt - \$0.351M, 26.4%, Taxes and Fees - \$0.483M, 36.3%) Arterial Roads (length) (Provincial Grants Rehab - \$0.407M, 37.3%, Debt - \$0.288M, 26.4%, Taxes and Fees - \$0.396M, 36.3%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.309M, 37.3%, Debt - \$0.219M, 26.4%, Taxes and Fees - \$0.301M, 36.3%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.259M, 37.3%, Debt - \$0.184M, 26.4%, Taxes and Fees - \$0.253M, 36.3%) Local Community Service (Provincial Grants Rehab - \$0.226M, 37.3%, Debt - \$0.160M, 26.4%, Taxes and Fees - \$0.220M, 36.3%)	\$30,794,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$8,130,700	\$11,183,800

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Surface (sidewalk) (Provincial Grants Rehab - \$0.178M, 37.3%, Debt - \$0.126M, 26.4%, Taxes and Fees - \$0.173M, 36.3%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.094M, 37.3%, Debt - \$0.067M, 26.4%, Taxes and Fees - \$0.092M, 36.3%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.074M, 37.3%, Debt - \$0.052M, 26.4%, Taxes and Fees - \$0.072M, 36.3%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.056M, 37.3%, Debt - \$0.039M, 26.4%, Taxes and Fees - \$0.054M, 36.3%) Operations Yard - Small (Provincial Grants Rehab - \$0.036M, 37.3%, Debt - \$0.025M, 26.4%, Taxes and Fees - \$0.035M, 36.3%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.026M, 37.3%, Debt - \$0.019M, 26.4%, Taxes and Fees - \$0.026M, 36.3%) Sanitary Lift Station (Provincial Grants Rehab - \$0.016M, 37.3%, Debt - \$0.011M, 26.4%, Taxes and Fees - \$0.016M, 36.3%) MR Sites (Provincial Grants Rehab - \$0.009M, 37.3%, Debt - \$0.006M, 26.4%, Taxes and Fees - \$0.008M, 36.3%)													
56	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.118M, 43.4%, Debt - \$0.949M, 19.5%, Taxes and Fees - \$1.813M, 37.1%) Community Centre/County Office (Provincial Grants Rehab - \$1.722M, 43.4%, Debt - \$0.772M, 19.5%, Taxes and Fees - \$1.474M, 37.1%) Surface (road) (Provincial Grants Rehab - \$1.327M, 43.4%, Debt - \$0.595M, 19.5%, Taxes and Fees - \$1.136M, 37.1%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.985M, 43.4%, Debt - \$0.441M, 19.5%, Taxes and Fees - \$0.843M, 37.1%) Streetlights (Provincial Grants Rehab - \$0.897M, 43.4%, Debt - \$0.402M, 19.5%, Taxes and Fees - \$0.768M, 37.1%) Local Community Service (Provincial Grants Rehab - \$0.843M, 43.4%, Debt - \$0.378M, 19.5%, Taxes and Fees - \$0.722M, 37.1%) Emergency Services (Provincial Grants Rehab - \$0.734M, 43.4%, Debt - \$0.329M, 19.5%, Taxes and Fees - \$0.628M, 37.1%) Fleet (Provincial Grants Rehab - \$0.608M, 43.4%, Debt - \$0.273M, 19.5%, Taxes and Fees - \$0.521M, 37.1%) EnviroStation (Provincial Grants Rehab - \$0.490M, 43.4%, Debt - \$0.220M, 19.5%, Taxes and Fees - \$0.420M, 37.1%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.373M, 43.4%, Debt - \$0.167M, 19.5%, Taxes and Fees - \$0.319M, 37.1%) Arterial Roads (length) (Provincial Grants Rehab - \$0.315M, 43.4%, Debt - \$0.141M, 19.5%, Taxes and Fees - \$0.270M, 37.1%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.307M, 43.4%, Debt - \$0.138M, 19.5%, Taxes and Fees - \$0.263M, 37.1%) Surface (sidewalk) (Provincial Grants Rehab - \$0.208M, 43.4%, Debt - \$0.093M, 19.5%, Taxes and Fees - \$0.178M, 37.1%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.138M, 43.4%, Debt - \$0.062M, 19.5%, Taxes and Fees - \$0.118M, 37.1%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.108M, 43.4%, Debt - \$0.049M, 19.5%, Taxes and Fees - \$0.093M, 37.1%) Sanitary Lift Station (Provincial Grants Rehab - \$0.103M, 43.4%, Debt - \$0.046M, 19.5%, Taxes and Fees - \$0.088M, 37.1%) District Energy Station (Provincial Grants Rehab - \$0.096M, 43.4%, Debt - \$0.043M, 19.5%, Taxes and Fees - \$0.082M, 37.1%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.051M, 43.4%, Debt - \$0.023M, 19.5%, Taxes and Fees - \$0.044M, 37.1%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.030M, 43.4%, Debt - \$0.014M, 19.5%, Taxes and Fees - \$0.026M, 37.1%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.015M, 43.4%, Debt - \$0.007M, 19.5%, Taxes and Fees - \$0.013M, 37.1%)	\$26,452,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$5,145,600	\$9,826,700

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	MR Sites (Provincial Grants Rehab - \$0.010M, 43.4%, Debt - \$0.004M, 19.5%, Taxes and Fees - \$0.008M, 37.1%)													
57	<b>Rehab</b> Transit (Provincial Grants Rehab - \$1.584M, 60.7%, Debt - \$0.156M, 5.98%, Taxes and Fees - \$0.869M, 33.3%) Streetlights (Provincial Grants Rehab - \$1.310M, 60.7%, Debt - \$0.129M, 5.98%, Taxes and Fees - \$0.719M, 33.3%) Rec Centre - Primary School (Provincial Grants Rehab - \$1.279M, 60.7%, Debt - \$0.126M, 5.98%, Taxes and Fees - \$0.702M, 33.3%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.261M, 60.7%, Debt - \$0.124M, 5.98%, Taxes and Fees - \$0.692M, 33.3%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$1.221M, 60.7%, Debt - \$0.120M, 5.98%, Taxes and Fees - \$0.670M, 33.3%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.972M, 60.7%, Debt - \$0.096M, 5.98%, Taxes and Fees - \$0.534M, 33.3%) Surface (road) (Provincial Grants Rehab - \$0.956M, 60.7%, Debt - \$0.094M, 5.98%, Taxes and Fees - \$0.525M, 33.3%) Fleet (Provincial Grants Rehab - \$0.846M, 60.7%, Debt - \$0.083M, 5.98%, Taxes and Fees - \$0.464M, 33.3%) Community Centre/County Office (Provincial Grants Rehab - \$0.406M, 60.7%, Debt - \$0.040M, 5.98%, Taxes and Fees - \$0.223M, 33.3%) Arterial Roads (length) (Provincial Grants Rehab - \$0.353M, 60.7%, Debt - \$0.035M, 5.98%, Taxes and Fees - \$0.194M, 33.3%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.329M, 60.7%, Debt - \$0.032M, 5.98%, Taxes and Fees - \$0.180M, 33.3%) Surface (sidewalk) (Provincial Grants Rehab - \$0.292M, 60.7%, Debt - \$0.029M, 5.98%, Taxes and Fees - \$0.160M, 33.3%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.197M, 60.7%, Debt - \$0.019M, 5.98%, Taxes and Fees - \$0.108M, 33.3%) Local Community Service (Provincial Grants Rehab - \$0.149M, 60.7%, Debt - \$0.015M, 5.98%, Taxes and Fees - \$0.082M, 33.3%) Sanitary Lift Station (Provincial Grants Rehab - \$0.143M, 60.7%, Debt - \$0.014M, 5.98%, Taxes and Fees - \$0.079M, 33.3%) Emergency Services (Provincial Grants Rehab - \$0.108M, 60.7%, Debt - \$0.011M, 5.98%, Taxes and Fees - \$0.059M, 33.3%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.042M, 60.7%, Debt - \$0.004M, 5.98%, Taxes and Fees - \$0.023M, 33.3%) MR Sites (Provincial Grants Rehab - \$0.014M, 60.7%, Debt - \$0.001M, 5.98%, Taxes and Fees - \$0.008M, 33.3%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.011M, 60.7%, Debt - \$0.001M, 5.98%, Taxes and Fees - \$0.006M, 33.3%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.008M, 60.7%, Debt - \$0.001M, 5.98%, Taxes and Fees - \$0.004M, 33.3%)	\$18,912,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$1,130,300	\$6,302,300
58	<b>Rehab</b> Rec Centre - Secondary School (Provincial Grants Rehab - \$1.427M, 47.7%, Debt - \$0.691M, 23.1%, Taxes and Fees - \$0.871M, 29.1%) Transit (Provincial Grants Rehab - \$1.289M, 47.7%, Debt - \$0.624M, 23.1%, Taxes and Fees - \$0.787M, 29.1%) Streetlights (Provincial Grants Rehab - \$1.120M, 47.7%, Debt - \$0.543M, 23.1%, Taxes and Fees - \$0.684M, 29.1%) Rec Centre - Primary School (Provincial Grants Rehab - \$1.023M, 47.7%, Debt - \$0.495M, 23.1%, Taxes and Fees - \$0.624M, 29.1%) Local Community Service (Provincial Grants Rehab - \$0.936M, 47.7%, Debt - \$0.454M, 23.1%, Taxes and Fees - \$0.572M, 29.1%) Surface (road) (Provincial Grants Rehab - \$0.833M, 47.7%, Debt - \$0.403M, 23.1%, Taxes and Fees - \$0.508M, 29.1%) Operations Yard - Small (Provincial Grants Rehab - \$0.809M, 47.7%, Debt - \$0.392M, 23.1%, Taxes and Fees - \$0.494M, 29.1%)	\$24,050,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$5,561,000	\$7,009,200

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.777M, 47.7%, Debt - \$0.376M, 23.1%, Taxes and Fees - \$0.475M, 29.1%) Fleet (Provincial Grants Rehab - \$0.707M, 47.7%, Debt - \$0.343M, 23.1%, Taxes and Fees - \$0.432M, 29.1%) Emergency Services (Provincial Grants Rehab - \$0.536M, 47.7%, Debt - \$0.259M, 23.1%, Taxes and Fees - \$0.327M, 29.1%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.341M, 47.7%, Debt - \$0.165M, 23.1%, Taxes and Fees - \$0.208M, 29.1%) Community Centre/County Office (Provincial Grants Rehab - \$0.325M, 47.7%, Debt - \$0.157M, 23.1%, Taxes and Fees - \$0.198M, 29.1%) Arterial Roads (length) (Provincial Grants Rehab - \$0.292M, 47.7%, Debt - \$0.142M, 23.1%, Taxes and Fees - \$0.178M, 29.1%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.272M, 47.7%, Debt - \$0.132M, 23.1%, Taxes and Fees - \$0.166M, 29.1%) Surface (sidewalk) (Provincial Grants Rehab - \$0.236M, 47.7%, Debt - \$0.114M, 23.1%, Taxes and Fees - \$0.144M, 29.1%) Sanitary Lift Station (Provincial Grants Rehab - \$0.164M, 47.7%, Debt - \$0.079M, 23.1%, Taxes and Fees - \$0.100M, 29.1%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.156M, 47.7%, Debt - \$0.076M, 23.1%, Taxes and Fees - \$0.095M, 29.1%) Operations Yard - Large (Provincial Grants Rehab - \$0.093M, 47.7%, Debt - \$0.045M, 23.1%, Taxes and Fees - \$0.057M, 29.1%) EnviroStation (Provincial Grants Rehab - \$0.074M, 47.7%, Debt - \$0.036M, 23.1%, Taxes and Fees - \$0.045M, 29.1%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.034M, 47.7%, Debt - \$0.016M, 23.1%, Taxes and Fees - \$0.021M, 29.1%) District Energy Station (Provincial Grants Rehab - \$0.014M, 47.7%, Debt - \$0.007M, 23.1%, Taxes and Fees - \$0.009M, 29.1%) MR Sites (Provincial Grants Rehab - \$0.011M, 47.7%, Debt - \$0.005M, 23.1%, Taxes and Fees - \$0.007M, 29.1%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.006M, 47.7%, Debt - \$0.003M, 23.1%, Taxes and Fees - \$0.004M, 29.1%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.006M, 47.7%, Debt - \$0.003M, 23.1%, Taxes and Fees - \$0.004M, 29.1%)													
59	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.457M, 38.3%, Debt - \$1.721M, 26.8%, Taxes and Fees - \$2.234M, 34.8%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.623M, 38.3%, Debt - \$1.137M, 26.8%, Taxes and Fees - \$1.475M, 34.8%) Transit (Provincial Grants Rehab - \$1.145M, 38.3%, Debt - \$0.802M, 26.8%, Taxes and Fees - \$1.041M, 34.8%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.929M, 38.3%, Debt - \$0.651M, 26.8%, Taxes and Fees - \$0.845M, 34.8%) Streetlights (Provincial Grants Rehab - \$0.864M, 38.3%, Debt - \$0.605M, 26.8%, Taxes and Fees - \$0.785M, 34.8%) Surface (road) (Provincial Grants Rehab - \$0.721M, 38.3%, Debt - \$0.505M, 26.8%, Taxes and Fees - \$0.656M, 34.8%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.619M, 38.3%, Debt - \$0.433M, 26.8%, Taxes and Fees - \$0.563M, 34.8%) Fleet (Provincial Grants Rehab - \$0.587M, 38.3%, Debt - \$0.411M, 26.8%, Taxes and Fees - \$0.533M, 34.8%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.478M, 38.3%, Debt - \$0.335M, 26.8%, Taxes and Fees - \$0.435M, 34.8%) Arterial Roads (length) (Provincial Grants Rehab - \$0.403M, 38.3%, Debt - \$0.283M, 26.8%, Taxes and Fees - \$0.367M, 34.8%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.401M, 38.3%, Debt - \$0.281M, 26.8%, Taxes and Fees - \$0.365M, 34.8%) Emergency Services (Provincial Grants Rehab - \$0.394M, 38.3%, Debt - \$0.276M,	\$29,958,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$8,041,200	\$10,437,100



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	26.8%, Taxes and Fees - \$0.358M, 34.8%) Local Community Service (Provincial Grants Rehab - \$0.273M, 38.3%, Debt - \$0.191M, 26.8%, Taxes and Fees - \$0.248M, 34.8%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.272M, 38.3%, Debt - \$0.190M, 26.8%, Taxes and Fees - \$0.247M, 34.8%) Surface (sidewalk) (Provincial Grants Rehab - \$0.190M, 38.3%, Debt - \$0.133M, 26.8%, Taxes and Fees - \$0.173M, 34.8%) Sanitary Lift Station (Provincial Grants Rehab - \$0.055M, 38.3%, Debt - \$0.039M, 26.8%, Taxes and Fees - \$0.050M, 34.8%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.027M, 38.3%, Debt - \$0.019M, 26.8%, Taxes and Fees - \$0.024M, 34.8%) EnviroStation (Provincial Grants Rehab - \$0.024M, 38.3%, Debt - \$0.017M, 26.8%, Taxes and Fees - \$0.022M, 34.8%) MR Sites (Provincial Grants Rehab - \$0.009M, 38.3%, Debt - \$0.006M, 26.8%, Taxes and Fees - \$0.008M, 34.8%) District Energy Station (Provincial Grants Rehab - \$0.005M, 38.3%, Debt - \$0.003M, 26.8%, Taxes and Fees - \$0.004M, 34.8%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.005M, 38.3%, Debt - \$0.003M, 26.8%, Taxes and Fees - \$0.004M, 34.8%)													
60	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.728M, 47.5%, Debt - \$0.737M, 12.8%, Taxes and Fees - \$2.274M, 39.6%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.978M, 47.5%, Debt - \$0.534M, 12.8%, Taxes and Fees - \$1.649M, 39.6%) Transit (Provincial Grants Rehab - \$1.453M, 47.5%, Debt - \$0.393M, 12.8%, Taxes and Fees - \$1.212M, 39.6%) Surface (road) (Provincial Grants Rehab - \$0.861M, 47.5%, Debt - \$0.232M, 12.8%, Taxes and Fees - \$0.717M, 39.6%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.743M, 47.5%, Debt - \$0.201M, 12.8%, Taxes and Fees - \$0.619M, 39.6%) Fleet (Provincial Grants Rehab - \$0.706M, 47.5%, Debt - \$0.191M, 12.8%, Taxes and Fees - \$0.589M, 39.6%) Streetlights (Provincial Grants Rehab - \$0.586M, 47.5%, Debt - \$0.158M, 12.8%, Taxes and Fees - \$0.488M, 39.6%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.371M, 47.5%, Debt - \$0.100M, 12.8%, Taxes and Fees - \$0.309M, 39.6%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.344M, 47.5%, Debt - \$0.093M, 12.8%, Taxes and Fees - \$0.287M, 39.6%) Arterial Roads (length) (Provincial Grants Rehab - \$0.313M, 47.5%, Debt - \$0.085M, 12.8%, Taxes and Fees - \$0.261M, 39.6%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.261M, 47.5%, Debt - \$0.071M, 12.8%, Taxes and Fees - \$0.218M, 39.6%) Local Community Service (Provincial Grants Rehab - \$0.258M, 47.5%, Debt - \$0.070M, 12.8%, Taxes and Fees - \$0.215M, 39.6%) Surface (sidewalk) (Provincial Grants Rehab - \$0.237M, 47.5%, Debt - \$0.064M, 12.8%, Taxes and Fees - \$0.198M, 39.6%) Sanitary Lift Station (Provincial Grants Rehab - \$0.236M, 47.5%, Debt - \$0.064M, 12.8%, Taxes and Fees - \$0.197M, 39.6%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.147M, 47.5%, Debt - \$0.040M, 12.8%, Taxes and Fees - \$0.123M, 39.6%) Operations Yard - Small (Provincial Grants Rehab - \$0.108M, 47.5%, Debt - \$0.029M, 12.8%, Taxes and Fees - \$0.090M, 39.6%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.105M, 47.5%, Debt - \$0.028M, 12.8%, Taxes and Fees - \$0.088M, 39.6%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.033M, 47.5%, Debt - \$0.009M, 12.8%, Taxes and Fees - \$0.028M, 39.6%) MR Sites (Provincial Grants Rehab - \$0.011M, 47.5%, Debt - \$0.003M, 12.8%, Taxes and Fees - \$0.009M, 39.6%)	\$24,151,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$3,100,600	\$9,570,600

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
61	<b>Rehab</b> Emergency Services Site - Police (Provincial Grants Rehab - \$2.521M, 33.0%, Debt - \$2.256M, 29.6%, Taxes and Fees - \$2.852M, 37.4%) Community Centre/County Office (Provincial Grants Rehab - \$2.167M, 33.0%, Debt - \$1.939M, 29.6%, Taxes and Fees - \$2.451M, 37.4%) Transit (Provincial Grants Rehab - \$1.030M, 33.0%, Debt - \$0.922M, 29.6%, Taxes and Fees - \$1.166M, 37.4%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.989M, 33.0%, Debt - \$0.885M, 29.6%, Taxes and Fees - \$1.119M, 37.4%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.822M, 33.0%, Debt - \$0.736M, 29.6%, Taxes and Fees - \$0.930M, 37.4%) Surface (road) (Provincial Grants Rehab - \$0.650M, 33.0%, Debt - \$0.582M, 29.6%, Taxes and Fees - \$0.736M, 37.4%) Local Community Service (Provincial Grants Rehab - \$0.455M, 33.0%, Debt - \$0.407M, 29.6%, Taxes and Fees - \$0.515M, 37.4%) Fleet (Provincial Grants Rehab - \$0.425M, 33.0%, Debt - \$0.380M, 29.6%, Taxes and Fees - \$0.481M, 37.4%) Streetlights (Provincial Grants Rehab - \$0.421M, 33.0%, Debt - \$0.377M, 29.6%, Taxes and Fees - \$0.477M, 37.4%) Operations Yard - Large (Provincial Grants Rehab - \$0.357M, 33.0%, Debt - \$0.319M, 29.6%, Taxes and Fees - \$0.404M, 37.4%) Emergency Services (Provincial Grants Rehab - \$0.336M, 33.0%, Debt - \$0.300M, 29.6%, Taxes and Fees - \$0.380M, 37.4%) Arterial Roads (length) (Provincial Grants Rehab - \$0.289M, 33.0%, Debt - \$0.259M, 29.6%, Taxes and Fees - \$0.327M, 37.4%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.269M, 33.0%, Debt - \$0.241M, 29.6%, Taxes and Fees - \$0.304M, 37.4%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.182M, 33.0%, Debt - \$0.163M, 29.6%, Taxes and Fees - \$0.206M, 37.4%) Surface (sidewalk) (Provincial Grants Rehab - \$0.167M, 33.0%, Debt - \$0.150M, 29.6%, Taxes and Fees - \$0.189M, 37.4%) Sanitary Lift Station (Provincial Grants Rehab - \$0.131M, 33.0%, Debt - \$0.117M, 29.6%, Taxes and Fees - \$0.148M, 37.4%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.088M, 33.0%, Debt - \$0.079M, 29.6%, Taxes and Fees - \$0.099M, 37.4%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.073M, 33.0%, Debt - \$0.066M, 29.6%, Taxes and Fees - \$0.083M, 37.4%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.045M, 33.0%, Debt - \$0.041M, 29.6%, Taxes and Fees - \$0.051M, 37.4%) Operations Yard - Small (Provincial Grants Rehab - \$0.031M, 33.0%, Debt - \$0.028M, 29.6%, Taxes and Fees - \$0.036M, 37.4%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.023M, 33.0%, Debt - \$0.021M, 29.6%, Taxes and Fees - \$0.026M, 37.4%) MR Sites (Provincial Grants Rehab - \$0.008M, 33.0%, Debt - \$0.007M, 29.6%, Taxes and Fees - \$0.009M, 37.4%)	\$34,743,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$10,274,700	\$12,988,500
62	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$3.060M, 42.2%, Debt - \$1.228M, 16.9%, Taxes and Fees - \$2.958M, 40.8%) Transit (Provincial Grants Rehab - \$1.345M, 42.2%, Debt - \$0.540M, 16.9%, Taxes and Fees - \$1.300M, 40.8%) Surface (road) (Provincial Grants Rehab - \$0.976M, 42.2%, Debt - \$0.392M, 16.9%, Taxes and Fees - \$0.943M, 40.8%) Local Community Service (Provincial Grants Rehab - \$0.931M, 42.2%, Debt - \$0.374M, 16.9%, Taxes and Fees - \$0.900M, 40.8%) Emergency Services (Provincial Grants Rehab - \$0.866M, 42.2%, Debt - \$0.347M, 16.9%, Taxes and Fees - \$0.837M, 40.8%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.729M, 42.2%, Debt - \$0.292M, 16.9%, Taxes and Fees - \$0.704M, 40.8%)	\$27,182,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$4,606,600	\$11,095,900

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Streetlights (Provincial Grants Rehab - \$0.579M, 42.2%, Debt - \$0.232M, 16.9%, Taxes and Fees - \$0.560M, 40.8%) Fleet (Provincial Grants Rehab - \$0.566M, 42.2%, Debt - \$0.227M, 16.9%, Taxes and Fees - \$0.548M, 40.8%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.461M, 42.2%, Debt - \$0.185M, 16.9%, Taxes and Fees - \$0.445M, 40.8%) Arterial Roads (length) (Provincial Grants Rehab - \$0.379M, 42.2%, Debt - \$0.152M, 16.9%, Taxes and Fees - \$0.366M, 40.8%) Sanitary Lift Station (Provincial Grants Rehab - \$0.319M, 42.2%, Debt - \$0.128M, 16.9%, Taxes and Fees - \$0.308M, 40.8%) EnviroStation (Provincial Grants Rehab - \$0.255M, 42.2%, Debt - \$0.102M, 16.9%, Taxes and Fees - \$0.246M, 40.8%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.231M, 42.2%, Debt - \$0.093M, 16.9%, Taxes and Fees - \$0.224M, 40.8%) Surface (sidewalk) (Provincial Grants Rehab - \$0.217M, 42.2%, Debt - \$0.087M, 16.9%, Taxes and Fees - \$0.210M, 40.8%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.152M, 42.2%, Debt - \$0.061M, 16.9%, Taxes and Fees - \$0.147M, 40.8%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.113M, 42.2%, Debt - \$0.045M, 16.9%, Taxes and Fees - \$0.109M, 40.8%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.107M, 42.2%, Debt - \$0.043M, 16.9%, Taxes and Fees - \$0.103M, 40.8%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.106M, 42.2%, Debt - \$0.043M, 16.9%, Taxes and Fees - \$0.102M, 40.8%) District Energy Station (Provincial Grants Rehab - \$0.050M, 42.2%, Debt - \$0.020M, 16.9%, Taxes and Fees - \$0.048M, 40.8%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.030M, 42.2%, Debt - \$0.012M, 16.9%, Taxes and Fees - \$0.029M, 40.8%) MR Sites (Provincial Grants Rehab - \$0.010M, 42.2%, Debt - \$0.004M, 16.9%, Taxes and Fees - \$0.009M, 40.8%)													
63	<b>Rehab</b> Transit (Provincial Grants Rehab - \$2.060M, 61.3%, Debt - \$0.270M, 8.05%, Taxes and Fees - \$1.028M, 30.6%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$1.549M, 61.3%, Debt - \$0.203M, 8.05%, Taxes and Fees - \$0.773M, 30.6%) Surface (road) (Provincial Grants Rehab - \$1.427M, 61.3%, Debt - \$0.187M, 8.05%, Taxes and Fees - \$0.713M, 30.6%) Community Centre/County Office (Provincial Grants Rehab - \$0.911M, 61.3%, Debt - \$0.120M, 8.05%, Taxes and Fees - \$0.455M, 30.6%) Fleet (Provincial Grants Rehab - \$0.798M, 61.3%, Debt - \$0.105M, 8.05%, Taxes and Fees - \$0.398M, 30.6%) Streetlights (Provincial Grants Rehab - \$0.773M, 61.3%, Debt - \$0.101M, 8.05%, Taxes and Fees - \$0.386M, 30.6%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.749M, 61.3%, Debt - \$0.098M, 8.05%, Taxes and Fees - \$0.374M, 30.6%) Arterial Roads (length) (Provincial Grants Rehab - \$0.561M, 61.3%, Debt - \$0.074M, 8.05%, Taxes and Fees - \$0.280M, 30.6%) Local Community Service (Provincial Grants Rehab - \$0.485M, 61.3%, Debt - \$0.064M, 8.05%, Taxes and Fees - \$0.242M, 30.6%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.460M, 61.3%, Debt - \$0.060M, 8.05%, Taxes and Fees - \$0.230M, 30.6%) Surface (sidewalk) (Provincial Grants Rehab - \$0.384M, 61.3%, Debt - \$0.050M, 8.05%, Taxes and Fees - \$0.192M, 30.6%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.308M, 61.3%, Debt - \$0.040M, 8.05%, Taxes and Fees - \$0.154M, 30.6%) Operations Yard - Large (Provincial Grants Rehab - \$0.284M, 61.3%, Debt - \$0.037M, 8.05%, Taxes and Fees - \$0.142M, 30.6%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.248M, 61.3%, Debt -	\$18,719,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$1,507,200	\$5,731,900



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	\$0.033M, 8.05%, Taxes and Fees - \$0.124M, 30.6%) Sanitary Lift Station (Provincial Grants Rehab - \$0.246M, 61.3%, Debt - \$0.032M, 8.05%, Taxes and Fees - \$0.123M, 30.6%) Emergency Services (Provincial Grants Rehab - \$0.155M, 61.3%, Debt - \$0.020M, 8.05%, Taxes and Fees - \$0.077M, 30.6%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.043M, 61.3%, Debt - \$0.006M, 8.05%, Taxes and Fees - \$0.021M, 30.6%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.026M, 61.3%, Debt - \$0.003M, 8.05%, Taxes and Fees - \$0.013M, 30.6%) MR Sites (Provincial Grants Rehab - \$0.014M, 61.3%, Debt - \$0.002M, 8.05%, Taxes and Fees - \$0.007M, 30.6%)													
64	<b>Rehab</b> Transit (Provincial Grants Rehab - \$1.631M, 47.8%, Debt - \$0.662M, 19.4%, Taxes and Fees - \$1.118M, 32.8%) Emergency Services Site - Police (Provincial Grants Rehab - \$1.295M, 47.8%, Debt - \$0.526M, 19.4%, Taxes and Fees - \$0.888M, 32.8%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.247M, 47.8%, Debt - \$0.506M, 19.4%, Taxes and Fees - \$0.854M, 32.8%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$1.077M, 47.8%, Debt - \$0.437M, 19.4%, Taxes and Fees - \$0.738M, 32.8%) Surface (road) (Provincial Grants Rehab - \$1.047M, 47.8%, Debt - \$0.425M, 19.4%, Taxes and Fees - \$0.717M, 32.8%) Community Centre/County Office (Provincial Grants Rehab - \$0.708M, 47.8%, Debt - \$0.287M, 19.4%, Taxes and Fees - \$0.485M, 32.8%) Streetlights (Provincial Grants Rehab - \$0.663M, 47.8%, Debt - \$0.269M, 19.4%, Taxes and Fees - \$0.454M, 32.8%) Local Community Service (Provincial Grants Rehab - \$0.644M, 47.8%, Debt - \$0.262M, 19.4%, Taxes and Fees - \$0.441M, 32.8%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.582M, 47.8%, Debt - \$0.236M, 19.4%, Taxes and Fees - \$0.399M, 32.8%) Fleet (Provincial Grants Rehab - \$0.569M, 47.8%, Debt - \$0.231M, 19.4%, Taxes and Fees - \$0.390M, 32.8%) Operations Yard - Small (Provincial Grants Rehab - \$0.427M, 47.8%, Debt - \$0.173M, 19.4%, Taxes and Fees - \$0.293M, 32.8%) Arterial Roads (length) (Provincial Grants Rehab - \$0.317M, 47.8%, Debt - \$0.129M, 19.4%, Taxes and Fees - \$0.217M, 32.8%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.286M, 47.8%, Debt - \$0.116M, 19.4%, Taxes and Fees - \$0.196M, 32.8%) Surface (sidewalk) (Provincial Grants Rehab - \$0.280M, 47.8%, Debt - \$0.114M, 19.4%, Taxes and Fees - \$0.192M, 32.8%) Sanitary Lift Station (Provincial Grants Rehab - \$0.191M, 47.8%, Debt - \$0.078M, 19.4%, Taxes and Fees - \$0.131M, 32.8%) Emergency Services (Provincial Grants Rehab - \$0.182M, 47.8%, Debt - \$0.074M, 19.4%, Taxes and Fees - \$0.124M, 32.8%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.171M, 47.8%, Debt - \$0.069M, 19.4%, Taxes and Fees - \$0.117M, 32.8%) Operations Yard - Large (Provincial Grants Rehab - \$0.092M, 47.8%, Debt - \$0.037M, 19.4%, Taxes and Fees - \$0.063M, 32.8%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.033M, 47.8%, Debt - \$0.014M, 19.4%, Taxes and Fees - \$0.023M, 32.8%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.020M, 47.8%, Debt - \$0.008M, 19.4%, Taxes and Fees - \$0.014M, 32.8%) MR Sites (Provincial Grants Rehab - \$0.011M, 47.8%, Debt - \$0.004M, 19.4%, Taxes and Fees - \$0.007M, 32.8%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.006M, 47.8%, Debt - \$0.002M, 19.4%, Taxes and Fees - \$0.004M, 32.8%)	\$24,005,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$4,660,700	\$7,864,800
65	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$1.682M, 42.5%, Debt -	\$26,981,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$4,979,900	\$10,521,500

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	\$0.730M, 18.5%, Taxes and Fees - \$1.542M, 39.0%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.604M, 42.5%, Debt - \$0.696M, 18.5%, Taxes and Fees - \$1.470M, 39.0%) Transit (Provincial Grants Rehab - \$1.495M, 42.5%, Debt - \$0.649M, 18.5%, Taxes and Fees - \$1.371M, 39.0%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$1.092M, 42.5%, Debt - \$0.474M, 18.5%, Taxes and Fees - \$1.001M, 39.0%) Surface (road) (Provincial Grants Rehab - \$0.938M, 42.5%, Debt - \$0.407M, 18.5%, Taxes and Fees - \$0.860M, 39.0%) Operations Yard - Large (Provincial Grants Rehab - \$0.676M, 42.5%, Debt - \$0.293M, 18.5%, Taxes and Fees - \$0.620M, 39.0%) Arterial Roads (length) (Provincial Grants Rehab - \$0.658M, 42.5%, Debt - \$0.285M, 18.5%, Taxes and Fees - \$0.603M, 39.0%) Streetlights (Provincial Grants Rehab - \$0.626M, 42.5%, Debt - \$0.272M, 18.5%, Taxes and Fees - \$0.574M, 39.0%) Fleet (Provincial Grants Rehab - \$0.534M, 42.5%, Debt - \$0.232M, 18.5%, Taxes and Fees - \$0.490M, 39.0%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.529M, 42.5%, Debt - \$0.229M, 18.5%, Taxes and Fees - \$0.485M, 39.0%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.517M, 42.5%, Debt - \$0.224M, 18.5%, Taxes and Fees - \$0.474M, 39.0%) Local Community Service (Provincial Grants Rehab - \$0.360M, 42.5%, Debt - \$0.156M, 18.5%, Taxes and Fees - \$0.330M, 39.0%) Surface (sidewalk) (Provincial Grants Rehab - \$0.279M, 42.5%, Debt - \$0.121M, 18.5%, Taxes and Fees - \$0.256M, 39.0%) Emergency Services (Provincial Grants Rehab - \$0.242M, 42.5%, Debt - \$0.105M, 18.5%, Taxes and Fees - \$0.221M, 39.0%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.152M, 42.5%, Debt - \$0.066M, 18.5%, Taxes and Fees - \$0.139M, 39.0%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.030M, 42.5%, Debt - \$0.013M, 18.5%, Taxes and Fees - \$0.027M, 39.0%) EnviroStation (Provincial Grants Rehab - \$0.027M, 42.5%, Debt - \$0.012M, 18.5%, Taxes and Fees - \$0.025M, 39.0%) Sanitary Lift Station (Provincial Grants Rehab - \$0.018M, 42.5%, Debt - \$0.008M, 18.5%, Taxes and Fees - \$0.017M, 39.0%) MR Sites (Provincial Grants Rehab - \$0.010M, 42.5%, Debt - \$0.004M, 18.5%, Taxes and Fees - \$0.009M, 39.0%) District Energy Station (Provincial Grants Rehab - \$0.005M, 42.5%, Debt - \$0.002M, 18.5%, Taxes and Fees - \$0.005M, 39.0%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.005M, 42.5%, Debt - \$0.002M, 18.5%, Taxes and Fees - \$0.005M, 39.0%)													
66	<b>Rehab</b> Rec Centre - Secondary School (Provincial Grants Rehab - \$2.646M, 44.4%, Debt - \$1.276M, 21.4%, Taxes and Fees - \$2.035M, 34.2%) Transit (Provincial Grants Rehab - \$1.571M, 44.4%, Debt - \$0.758M, 21.4%, Taxes and Fees - \$1.208M, 34.2%) Community Centre/County Office (Provincial Grants Rehab - \$1.462M, 44.4%, Debt - \$0.705M, 21.4%, Taxes and Fees - \$1.125M, 34.2%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$1.262M, 44.4%, Debt - \$0.609M, 21.4%, Taxes and Fees - \$0.970M, 34.2%) Surface (road) (Provincial Grants Rehab - \$0.944M, 44.4%, Debt - \$0.456M, 21.4%, Taxes and Fees - \$0.726M, 34.2%) Streetlights (Provincial Grants Rehab - \$0.686M, 44.4%, Debt - \$0.331M, 21.4%, Taxes and Fees - \$0.527M, 34.2%) Fleet (Provincial Grants Rehab - \$0.555M, 44.4%, Debt - \$0.268M, 21.4%, Taxes and Fees - \$0.427M, 34.2%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.422M, 44.4%, Debt - \$0.203M, 21.4%, Taxes and Fees - \$0.324M, 34.2%)	\$25,848,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$5,538,200	\$8,830,000

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Emergency Services (Provincial Grants Rehab - \$0.405M, 44.4%, Debt - \$0.195M, 21.4%, Taxes and Fees - \$0.311M, 34.2%) Surface (sidewalk) (Provincial Grants Rehab - \$0.330M, 44.4%, Debt - \$0.159M, 21.4%, Taxes and Fees - \$0.254M, 34.2%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.301M, 44.4%, Debt - \$0.145M, 21.4%, Taxes and Fees - \$0.232M, 34.2%) Local Community Service (Provincial Grants Rehab - \$0.266M, 44.4%, Debt - \$0.128M, 21.4%, Taxes and Fees - \$0.205M, 34.2%) Arterial Roads (length) (Provincial Grants Rehab - \$0.263M, 44.4%, Debt - \$0.127M, 21.4%, Taxes and Fees - \$0.203M, 34.2%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.111M, 44.4%, Debt - \$0.054M, 21.4%, Taxes and Fees - \$0.085M, 34.2%) Sanitary Lift Station (Provincial Grants Rehab - \$0.091M, 44.4%, Debt - \$0.044M, 21.4%, Taxes and Fees - \$0.070M, 34.2%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.072M, 44.4%, Debt - \$0.035M, 21.4%, Taxes and Fees - \$0.056M, 34.2%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.052M, 44.4%, Debt - \$0.025M, 21.4%, Taxes and Fees - \$0.040M, 34.2%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.031M, 44.4%, Debt - \$0.015M, 21.4%, Taxes and Fees - \$0.024M, 34.2%) MR Sites (Provincial Grants Rehab - \$0.010M, 44.4%, Debt - \$0.005M, 21.4%, Taxes and Fees - \$0.008M, 34.2%)													
67	<b>Rehab</b> Rec Centre - Secondary School (Provincial Grants Rehab - \$1.535M, 37.7%, Debt - \$0.926M, 22.7%, Taxes and Fees - \$1.610M, 39.5%) Transit (Provincial Grants Rehab - \$1.371M, 37.7%, Debt - \$0.827M, 22.7%, Taxes and Fees - \$1.437M, 39.5%) Emergency Services Site - Police (Provincial Grants Rehab - \$1.355M, 37.7%, Debt - \$0.817M, 22.7%, Taxes and Fees - \$1.421M, 39.5%) Community Centre/County Office (Provincial Grants Rehab - \$1.235M, 37.7%, Debt - \$0.745M, 22.7%, Taxes and Fees - \$1.295M, 39.5%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.791M, 37.7%, Debt - \$0.477M, 22.7%, Taxes and Fees - \$0.829M, 39.5%) Surface (road) (Provincial Grants Rehab - \$0.757M, 37.7%, Debt - \$0.457M, 22.7%, Taxes and Fees - \$0.794M, 39.5%) Operations Yard - Large (Provincial Grants Rehab - \$0.682M, 37.7%, Debt - \$0.411M, 22.7%, Taxes and Fees - \$0.715M, 39.5%) Streetlights (Provincial Grants Rehab - \$0.634M, 37.7%, Debt - \$0.383M, 22.7%, Taxes and Fees - \$0.665M, 39.5%) Fleet (Provincial Grants Rehab - \$0.506M, 37.7%, Debt - \$0.305M, 22.7%, Taxes and Fees - \$0.530M, 39.5%) Local Community Service (Provincial Grants Rehab - \$0.409M, 37.7%, Debt - \$0.247M, 22.7%, Taxes and Fees - \$0.429M, 39.5%) Emergency Services (Provincial Grants Rehab - \$0.378M, 37.7%, Debt - \$0.228M, 22.7%, Taxes and Fees - \$0.396M, 39.5%) Surface (sidewalk) (Provincial Grants Rehab - \$0.319M, 37.7%, Debt - \$0.192M, 22.7%, Taxes and Fees - \$0.335M, 39.5%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.274M, 37.7%, Debt - \$0.165M, 22.7%, Taxes and Fees - \$0.287M, 39.5%) EnviroStation (Provincial Grants Rehab - \$0.272M, 37.7%, Debt - \$0.164M, 22.7%, Taxes and Fees - \$0.286M, 39.5%) Arterial Roads (length) (Provincial Grants Rehab - \$0.245M, 37.7%, Debt - \$0.148M, 22.7%, Taxes and Fees - \$0.257M, 39.5%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.219M, 37.7%, Debt - \$0.132M, 22.7%, Taxes and Fees - \$0.230M, 39.5%) Sanitary Lift Station (Provincial Grants Rehab - \$0.115M, 37.7%, Debt - \$0.070M, 22.7%, Taxes and Fees - \$0.121M, 39.5%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.094M, 37.7%, Debt -	\$30,441,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$6,922,800	\$12,038,500

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	\$0.057M, 22.7%, Taxes and Fees - \$0.098M, 39.5%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.064M, 37.7%, Debt - \$0.039M, 22.7%, Taxes and Fees - \$0.067M, 39.5%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.057M, 37.7%, Debt - \$0.034M, 22.7%, Taxes and Fees - \$0.060M, 39.5%) District Energy Station (Provincial Grants Rehab - \$0.053M, 37.7%, Debt - \$0.032M, 22.7%, Taxes and Fees - \$0.056M, 39.5%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.044M, 37.7%, Debt - \$0.027M, 22.7%, Taxes and Fees - \$0.046M, 39.5%) Operations Yard - Small (Provincial Grants Rehab - \$0.036M, 37.7%, Debt - \$0.021M, 22.7%, Taxes and Fees - \$0.037M, 39.5%) Boulevard Trees (Provincial Grants Rehab - \$0.017M, 37.7%, Debt - \$0.011M, 22.7%, Taxes and Fees - \$0.018M, 39.5%) MR Sites (Provincial Grants Rehab - \$0.017M, 37.7%, Debt - \$0.010M, 22.7%, Taxes and Fees - \$0.018M, 39.5%)													
68	<b>Rehab</b> Transit (Provincial Grants Rehab - \$1.708M, 39.2%, Debt - \$1.029M, 23.6%, Taxes and Fees - \$1.624M, 37.2%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.605M, 39.2%, Debt - \$0.967M, 23.6%, Taxes and Fees - \$1.526M, 37.2%) Community Centre/County Office (Provincial Grants Rehab - \$1.542M, 39.2%, Debt - \$0.930M, 23.6%, Taxes and Fees - \$1.467M, 37.2%) Emergency Services (Provincial Grants Rehab - \$0.892M, 39.2%, Debt - \$0.538M, 23.6%, Taxes and Fees - \$0.848M, 37.2%) Surface (road) (Provincial Grants Rehab - \$0.885M, 39.2%, Debt - \$0.534M, 23.6%, Taxes and Fees - \$0.842M, 37.2%) Local Community Service (Provincial Grants Rehab - \$0.784M, 39.2%, Debt - \$0.473M, 23.6%, Taxes and Fees - \$0.746M, 37.2%) Streetlights (Provincial Grants Rehab - \$0.692M, 39.2%, Debt - \$0.417M, 23.6%, Taxes and Fees - \$0.658M, 37.2%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.600M, 39.2%, Debt - \$0.362M, 23.6%, Taxes and Fees - \$0.571M, 37.2%) Fleet (Provincial Grants Rehab - \$0.552M, 39.2%, Debt - \$0.333M, 23.6%, Taxes and Fees - \$0.525M, 37.2%) Sanitary Lift Station (Provincial Grants Rehab - \$0.464M, 39.2%, Debt - \$0.280M, 23.6%, Taxes and Fees - \$0.441M, 37.2%) Surface (sidewalk) (Provincial Grants Rehab - \$0.302M, 39.2%, Debt - \$0.182M, 23.6%, Taxes and Fees - \$0.287M, 37.2%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.281M, 39.2%, Debt - \$0.169M, 23.6%, Taxes and Fees - \$0.267M, 37.2%) EnviroStation (Provincial Grants Rehab - \$0.274M, 39.2%, Debt - \$0.165M, 23.6%, Taxes and Fees - \$0.260M, 37.2%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.264M, 39.2%, Debt - \$0.159M, 23.6%, Taxes and Fees - \$0.251M, 37.2%) Arterial Roads (length) (Provincial Grants Rehab - \$0.245M, 39.2%, Debt - \$0.148M, 23.6%, Taxes and Fees - \$0.233M, 37.2%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.227M, 39.2%, Debt - \$0.137M, 23.6%, Taxes and Fees - \$0.216M, 37.2%) District Energy Station (Provincial Grants Rehab - \$0.054M, 39.2%, Debt - \$0.032M, 23.6%, Taxes and Fees - \$0.051M, 37.2%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.046M, 39.2%, Debt - \$0.028M, 23.6%, Taxes and Fees - \$0.044M, 37.2%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.027M, 39.2%, Debt - \$0.016M, 23.6%, Taxes and Fees - \$0.026M, 37.2%) Boulevard Trees (Provincial Grants Rehab - \$0.019M, 39.2%, Debt - \$0.011M, 23.6%, Taxes and Fees - \$0.018M, 37.2%) MR Sites (Provincial Grants Rehab - \$0.017M, 39.2%, Debt - \$0.011M, 23.6%, Taxes and Fees - \$0.017M, 37.2%)	\$29,315,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$6,919,600	\$10,915,900

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
69	<b>Rehab</b> Transit (Provincial Grants Rehab - \$1.945M, 48.4%, Debt - \$0.473M, 11.8%, Taxes and Fees - \$1.604M, 39.9%) Rec Centre - Primary School (Provincial Grants Rehab - \$1.322M, 48.4%, Debt - \$0.322M, 11.8%, Taxes and Fees - \$1.090M, 39.9%) Surface (road) (Provincial Grants Rehab - \$1.145M, 48.4%, Debt - \$0.279M, 11.8%, Taxes and Fees - \$0.944M, 39.9%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.952M, 48.4%, Debt - \$0.232M, 11.8%, Taxes and Fees - \$0.785M, 39.9%) Streetlights (Provincial Grants Rehab - \$0.845M, 48.4%, Debt - \$0.206M, 11.8%, Taxes and Fees - \$0.697M, 39.9%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.761M, 48.4%, Debt - \$0.185M, 11.8%, Taxes and Fees - \$0.627M, 39.9%) Fleet (Provincial Grants Rehab - \$0.649M, 48.4%, Debt - \$0.158M, 11.8%, Taxes and Fees - \$0.535M, 39.9%) Operations Yard - Small (Provincial Grants Rehab - \$0.527M, 48.4%, Debt - \$0.128M, 11.8%, Taxes and Fees - \$0.434M, 39.9%) Sanitary Lift Station (Provincial Grants Rehab - \$0.502M, 48.4%, Debt - \$0.122M, 11.8%, Taxes and Fees - \$0.414M, 39.9%) Arterial Roads (length) (Provincial Grants Rehab - \$0.500M, 48.4%, Debt - \$0.122M, 11.8%, Taxes and Fees - \$0.412M, 39.9%) Local Community Service (Provincial Grants Rehab - \$0.473M, 48.4%, Debt - \$0.115M, 11.8%, Taxes and Fees - \$0.390M, 39.9%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.380M, 48.4%, Debt - \$0.092M, 11.8%, Taxes and Fees - \$0.313M, 39.9%) Surface (sidewalk) (Provincial Grants Rehab - \$0.359M, 48.4%, Debt - \$0.087M, 11.8%, Taxes and Fees - \$0.296M, 39.9%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.330M, 48.4%, Debt - \$0.080M, 11.8%, Taxes and Fees - \$0.272M, 39.9%) Emergency Services (Provincial Grants Rehab - \$0.330M, 48.4%, Debt - \$0.080M, 11.8%, Taxes and Fees - \$0.272M, 39.9%) Community Centre/County Office (Provincial Grants Rehab - \$0.329M, 48.4%, Debt - \$0.080M, 11.8%, Taxes and Fees - \$0.271M, 39.9%) Boulevard Trees (Provincial Grants Rehab - \$0.040M, 48.4%, Debt - \$0.010M, 11.8%, Taxes and Fees - \$0.033M, 39.9%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.034M, 48.4%, Debt - \$0.008M, 11.8%, Taxes and Fees - \$0.028M, 39.9%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.030M, 48.4%, Debt - \$0.007M, 11.8%, Taxes and Fees - \$0.025M, 39.9%) MR Sites (Provincial Grants Rehab - \$0.022M, 48.4%, Debt - \$0.005M, 11.8%, Taxes and Fees - \$0.018M, 39.9%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.006M, 48.4%, Debt - \$0.001M, 11.8%, Taxes and Fees - \$0.005M, 39.9%)	\$23,741,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$2,794,800	\$9,466,800
70	<b>Rehab</b> Transit (Provincial Grants Rehab - \$1.709M, 39.6%, Debt - \$0.944M, 21.9%, Taxes and Fees - \$1.658M, 38.5%) Community Centre/County Office (Provincial Grants Rehab - \$1.649M, 39.6%, Debt - \$0.911M, 21.9%, Taxes and Fees - \$1.600M, 38.5%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.157M, 39.6%, Debt - \$0.639M, 21.9%, Taxes and Fees - \$1.122M, 38.5%) Surface (road) (Provincial Grants Rehab - \$1.096M, 39.6%, Debt - \$0.605M, 21.9%, Taxes and Fees - \$1.063M, 38.5%) Rec Centre - Primary School (Provincial Grants Rehab - \$1.073M, 39.6%, Debt - \$0.593M, 21.9%, Taxes and Fees - \$1.041M, 38.5%) Local Community Service (Provincial Grants Rehab - \$0.674M, 39.6%, Debt - \$0.372M, 21.9%, Taxes and Fees - \$0.654M, 38.5%) Fleet (Provincial Grants Rehab - \$0.521M, 39.6%, Debt - \$0.287M, 21.9%, Taxes and Fees - \$0.505M, 38.5%)	\$28,955,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$6,339,200	\$11,136,100



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.513M, 39.6%, Debt - \$0.283M, 21.9%, Taxes and Fees - \$0.497M, 38.5%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.499M, 39.6%, Debt - \$0.276M, 21.9%, Taxes and Fees - \$0.484M, 38.5%) Streetlights (Provincial Grants Rehab - \$0.429M, 39.6%, Debt - \$0.237M, 21.9%, Taxes and Fees - \$0.416M, 38.5%) Operations Yard - Small (Provincial Grants Rehab - \$0.414M, 39.6%, Debt - \$0.229M, 21.9%, Taxes and Fees - \$0.402M, 38.5%) Sanitary Lift Station (Provincial Grants Rehab - \$0.367M, 39.6%, Debt - \$0.203M, 21.9%, Taxes and Fees - \$0.356M, 38.5%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.352M, 39.6%, Debt - \$0.194M, 21.9%, Taxes and Fees - \$0.341M, 38.5%) Surface (sidewalk) (Provincial Grants Rehab - \$0.319M, 39.6%, Debt - \$0.176M, 21.9%, Taxes and Fees - \$0.309M, 38.5%) Arterial Roads (length) (Provincial Grants Rehab - \$0.302M, 39.6%, Debt - \$0.167M, 21.9%, Taxes and Fees - \$0.293M, 38.5%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.129M, 39.6%, Debt - \$0.071M, 21.9%, Taxes and Fees - \$0.125M, 38.5%) Emergency Services (Provincial Grants Rehab - \$0.101M, 39.6%, Debt - \$0.056M, 21.9%, Taxes and Fees - \$0.098M, 38.5%) Operations Yard - Large (Provincial Grants Rehab - \$0.076M, 39.6%, Debt - \$0.042M, 21.9%, Taxes and Fees - \$0.074M, 38.5%) Boulevard Trees (Provincial Grants Rehab - \$0.045M, 39.6%, Debt - \$0.025M, 21.9%, Taxes and Fees - \$0.044M, 38.5%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.028M, 39.6%, Debt - \$0.015M, 21.9%, Taxes and Fees - \$0.027M, 38.5%) MR Sites (Provincial Grants Rehab - \$0.018M, 39.6%, Debt - \$0.010M, 21.9%, Taxes and Fees - \$0.017M, 38.5%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.005M, 39.6%, Debt - \$0.003M, 21.9%, Taxes and Fees - \$0.005M, 38.5%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.005M, 39.6%, Debt - \$0.003M, 21.9%, Taxes and Fees - \$0.005M, 38.5%)													
71	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$3.114M, 38.8%, Debt - \$1.756M, 21.9%, Taxes and Fees - \$3.156M, 39.3%) Transit (Provincial Grants Rehab - \$1.731M, 38.8%, Debt - \$0.976M, 21.9%, Taxes and Fees - \$1.755M, 39.3%) Surface (road) (Provincial Grants Rehab - \$1.045M, 38.8%, Debt - \$0.589M, 21.9%, Taxes and Fees - \$1.059M, 39.3%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.891M, 38.8%, Debt - \$0.502M, 21.9%, Taxes and Fees - \$0.903M, 39.3%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.552M, 38.8%, Debt - \$0.312M, 21.9%, Taxes and Fees - \$0.560M, 39.3%) Fleet (Provincial Grants Rehab - \$0.546M, 38.8%, Debt - \$0.308M, 21.9%, Taxes and Fees - \$0.553M, 39.3%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.504M, 38.8%, Debt - \$0.284M, 21.9%, Taxes and Fees - \$0.511M, 39.3%) Streetlights (Provincial Grants Rehab - \$0.439M, 38.8%, Debt - \$0.248M, 21.9%, Taxes and Fees - \$0.445M, 39.3%) Arterial Roads (length) (Provincial Grants Rehab - \$0.419M, 38.8%, Debt - \$0.236M, 21.9%, Taxes and Fees - \$0.424M, 39.3%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.394M, 38.8%, Debt - \$0.222M, 21.9%, Taxes and Fees - \$0.399M, 39.3%) Emergency Services (Provincial Grants Rehab - \$0.383M, 38.8%, Debt - \$0.216M, 21.9%, Taxes and Fees - \$0.388M, 39.3%) Surface (sidewalk) (Provincial Grants Rehab - \$0.295M, 38.8%, Debt - \$0.167M, 21.9%, Taxes and Fees - \$0.299M, 39.3%) Operations Yard - Large (Provincial Grants Rehab - \$0.288M, 38.8%, Debt - \$0.162M,	\$29,587,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$6,474,200	\$11,632,900

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	21.9%, Taxes and Fees - \$0.292M, 39.3%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.272M, 38.8%, Debt - \$0.154M, 21.9%, Taxes and Fees - \$0.276M, 39.3%) Local Community Service (Provincial Grants Rehab - \$0.268M, 38.8%, Debt - \$0.151M, 21.9%, Taxes and Fees - \$0.272M, 39.3%) Sanitary Lift Station (Provincial Grants Rehab - \$0.153M, 38.8%, Debt - \$0.087M, 21.9%, Taxes and Fees - \$0.155M, 39.3%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.060M, 38.8%, Debt - \$0.034M, 21.9%, Taxes and Fees - \$0.061M, 39.3%) Boulevard Trees (Provincial Grants Rehab - \$0.036M, 38.8%, Debt - \$0.020M, 21.9%, Taxes and Fees - \$0.037M, 39.3%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.027M, 38.8%, Debt - \$0.015M, 21.9%, Taxes and Fees - \$0.028M, 39.3%) EnviroStation (Provincial Grants Rehab - \$0.025M, 38.8%, Debt - \$0.014M, 21.9%, Taxes and Fees - \$0.025M, 39.3%) MR Sites (Provincial Grants Rehab - \$0.017M, 38.8%, Debt - \$0.010M, 21.9%, Taxes and Fees - \$0.018M, 39.3%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.014M, 38.8%, Debt - \$0.008M, 21.9%, Taxes and Fees - \$0.014M, 39.3%) District Energy Station (Provincial Grants Rehab - \$0.005M, 38.8%, Debt - \$0.003M, 21.9%, Taxes and Fees - \$0.005M, 39.3%)													
72	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.739M, 37.3%, Debt - \$1.177M, 16.0%, Taxes and Fees - \$3.429M, 46.7%) Transit (Provincial Grants Rehab - \$1.791M, 37.3%, Debt - \$0.770M, 16.0%, Taxes and Fees - \$2.243M, 46.7%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.218M, 37.3%, Debt - \$0.524M, 16.0%, Taxes and Fees - \$1.525M, 46.7%) Surface (road) (Provincial Grants Rehab - \$1.131M, 37.3%, Debt - \$0.486M, 16.0%, Taxes and Fees - \$1.416M, 46.7%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.981M, 37.3%, Debt - \$0.422M, 16.0%, Taxes and Fees - \$1.228M, 46.7%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.584M, 37.3%, Debt - \$0.251M, 16.0%, Taxes and Fees - \$0.731M, 46.7%) Fleet (Provincial Grants Rehab - \$0.525M, 37.3%, Debt - \$0.226M, 16.0%, Taxes and Fees - \$0.658M, 46.7%) Streetlights (Provincial Grants Rehab - \$0.458M, 37.3%, Debt - \$0.197M, 16.0%, Taxes and Fees - \$0.573M, 46.7%) Local Community Service (Provincial Grants Rehab - \$0.427M, 37.3%, Debt - \$0.184M, 16.0%, Taxes and Fees - \$0.535M, 46.7%) Arterial Roads (length) (Provincial Grants Rehab - \$0.274M, 37.3%, Debt - \$0.118M, 16.0%, Taxes and Fees - \$0.343M, 46.7%) Surface (sidewalk) (Provincial Grants Rehab - \$0.272M, 37.3%, Debt - \$0.117M, 16.0%, Taxes and Fees - \$0.340M, 46.7%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.250M, 37.3%, Debt - \$0.108M, 16.0%, Taxes and Fees - \$0.314M, 46.7%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.204M, 37.3%, Debt - \$0.088M, 16.0%, Taxes and Fees - \$0.255M, 46.7%) Operations Yard - Large (Provincial Grants Rehab - \$0.173M, 37.3%, Debt - \$0.074M, 16.0%, Taxes and Fees - \$0.216M, 46.7%) Sanitary Lift Station (Provincial Grants Rehab - \$0.147M, 37.3%, Debt - \$0.063M, 16.0%, Taxes and Fees - \$0.185M, 46.7%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.105M, 37.3%, Debt - \$0.045M, 16.0%, Taxes and Fees - \$0.131M, 46.7%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.093M, 37.3%, Debt - \$0.040M, 16.0%, Taxes and Fees - \$0.117M, 46.7%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.047M, 37.3%, Debt - \$0.020M, 16.0%, Taxes and Fees - \$0.059M, 46.7%)	\$30,790,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$4,935,900	\$14,374,800

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Boulevard Trees (Provincial Grants Rehab - \$0.045M, 37.3%, Debt - \$0.019M, 16.0%, Taxes and Fees - \$0.056M, 46.7%) MR Sites (Provincial Grants Rehab - \$0.017M, 37.3%, Debt - \$0.007M, 16.0%, Taxes and Fees - \$0.021M, 46.7%)													
73	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.276M, 31.0%, Debt - \$1.684M, 22.9%, Taxes and Fees - \$3.385M, 46.1%) Transit (Provincial Grants Rehab - \$1.516M, 31.0%, Debt - \$1.121M, 22.9%, Taxes and Fees - \$2.254M, 46.1%) Operations Yard - Large (Provincial Grants Rehab - \$1.306M, 31.0%, Debt - \$0.967M, 22.9%, Taxes and Fees - \$1.943M, 46.1%) Emergency Services Site - Police (Provincial Grants Rehab - \$0.953M, 31.0%, Debt - \$0.705M, 22.9%, Taxes and Fees - \$1.417M, 46.1%) Surface (road) (Provincial Grants Rehab - \$0.949M, 31.0%, Debt - \$0.702M, 22.9%, Taxes and Fees - \$1.411M, 46.1%) Rec Centre - Secondary School (Provincial Grants Rehab - \$0.804M, 31.0%, Debt - \$0.595M, 22.9%, Taxes and Fees - \$1.196M, 46.1%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.510M, 31.0%, Debt - \$0.378M, 22.9%, Taxes and Fees - \$0.759M, 46.1%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.503M, 31.0%, Debt - \$0.372M, 22.9%, Taxes and Fees - \$0.748M, 46.1%) Local Community Service (Provincial Grants Rehab - \$0.462M, 31.0%, Debt - \$0.342M, 22.9%, Taxes and Fees - \$0.687M, 46.1%) Fleet (Provincial Grants Rehab - \$0.456M, 31.0%, Debt - \$0.338M, 22.9%, Taxes and Fees - \$0.679M, 46.1%) Emergency Services (Provincial Grants Rehab - \$0.453M, 31.0%, Debt - \$0.335M, 22.9%, Taxes and Fees - \$0.673M, 46.1%) Streetlights (Provincial Grants Rehab - \$0.364M, 31.0%, Debt - \$0.269M, 22.9%, Taxes and Fees - \$0.542M, 46.1%) Surface (sidewalk) (Provincial Grants Rehab - \$0.244M, 31.0%, Debt - \$0.180M, 22.9%, Taxes and Fees - \$0.363M, 46.1%) Arterial Roads (length) (Provincial Grants Rehab - \$0.182M, 31.0%, Debt - \$0.135M, 22.9%, Taxes and Fees - \$0.271M, 46.1%) Sanitary Lift Station (Provincial Grants Rehab - \$0.122M, 31.0%, Debt - \$0.091M, 22.9%, Taxes and Fees - \$0.182M, 46.1%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.087M, 31.0%, Debt - \$0.064M, 22.9%, Taxes and Fees - \$0.130M, 46.1%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.082M, 31.0%, Debt - \$0.061M, 22.9%, Taxes and Fees - \$0.123M, 46.1%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.078M, 31.0%, Debt - \$0.057M, 22.9%, Taxes and Fees - \$0.115M, 46.1%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.039M, 31.0%, Debt - \$0.029M, 22.9%, Taxes and Fees - \$0.059M, 46.1%) Boulevard Trees (Provincial Grants Rehab - \$0.030M, 31.0%, Debt - \$0.022M, 22.9%, Taxes and Fees - \$0.044M, 46.1%) Operations Yard - Small (Provincial Grants Rehab - \$0.029M, 31.0%, Debt - \$0.022M, 22.9%, Taxes and Fees - \$0.044M, 46.1%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.019M, 31.0%, Debt - \$0.014M, 22.9%, Taxes and Fees - \$0.029M, 46.1%) MR Sites (Provincial Grants Rehab - \$0.014M, 31.0%, Debt - \$0.010M, 22.9%, Taxes and Fees - \$0.021M, 46.1%)	\$37,047,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$8,493,300	\$17,073,700
74	<b>Rehab</b> Community Centre/County Office (Provincial Grants Rehab - \$2.208M, 49.1%, Debt - \$0.656M, 14.6%, Taxes and Fees - \$1.636M, 36.4%) Transit (Provincial Grants Rehab - \$1.288M, 49.1%, Debt - \$0.383M, 14.6%, Taxes and Fees - \$0.955M, 36.4%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.185M, 49.1%, Debt - \$0.352M, 14.6%, Taxes and Fees - \$0.878M, 36.4%)	\$23,401,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$3,411,100	\$8,509,700



		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	Local Community Service (Provincial Grants Rehab - \$0.904M, 49.1%, Debt - \$0.269M, 14.6%, Taxes and Fees - \$0.670M, 36.4%) Emergency Services (Provincial Grants Rehab - \$0.850M, 49.1%, Debt - \$0.253M, 14.6%, Taxes and Fees - \$0.630M, 36.4%) Surface (road) (Provincial Grants Rehab - \$0.835M, 49.1%, Debt - \$0.248M, 14.6%, Taxes and Fees - \$0.619M, 36.4%) Rec Centre - Major Secondary School (Provincial Grants Rehab - \$0.804M, 49.1%, Debt - \$0.239M, 14.6%, Taxes and Fees - \$0.596M, 36.4%) Fleet (Provincial Grants Rehab - \$0.750M, 49.1%, Debt - \$0.223M, 14.6%, Taxes and Fees - \$0.556M, 36.4%) Streetlights (Provincial Grants Rehab - \$0.633M, 49.1%, Debt - \$0.188M, 14.6%, Taxes and Fees - \$0.469M, 36.4%) Surface (sidewalk) (Provincial Grants Rehab - \$0.401M, 49.1%, Debt - \$0.119M, 14.6%, Taxes and Fees - \$0.297M, 36.4%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.328M, 49.1%, Debt - \$0.098M, 14.6%, Taxes and Fees - \$0.243M, 36.4%) Arterial Roads (length) (Provincial Grants Rehab - \$0.287M, 49.1%, Debt - \$0.085M, 14.6%, Taxes and Fees - \$0.213M, 36.4%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.280M, 49.1%, Debt - \$0.083M, 14.6%, Taxes and Fees - \$0.208M, 36.4%) Sanitary Lift Station (Provincial Grants Rehab - \$0.196M, 49.1%, Debt - \$0.058M, 14.6%, Taxes and Fees - \$0.146M, 36.4%) EnviroStation (Provincial Grants Rehab - \$0.175M, 49.1%, Debt - \$0.052M, 14.6%, Taxes and Fees - \$0.130M, 36.4%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.122M, 49.1%, Debt - \$0.036M, 14.6%, Taxes and Fees - \$0.091M, 36.4%) Event/Arts & Culture Centre (Provincial Grants Rehab - \$0.068M, 49.1%, Debt - \$0.020M, 14.6%, Taxes and Fees - \$0.050M, 36.4%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.062M, 49.1%, Debt - \$0.018M, 14.6%, Taxes and Fees - \$0.046M, 36.4%) Boulevard Trees (Provincial Grants Rehab - \$0.048M, 49.1%, Debt - \$0.014M, 14.6%, Taxes and Fees - \$0.036M, 36.4%) District Energy Station (Provincial Grants Rehab - \$0.034M, 49.1%, Debt - \$0.010M, 14.6%, Taxes and Fees - \$0.025M, 36.4%) MR Sites (Provincial Grants Rehab - \$0.022M, 49.1%, Debt - \$0.007M, 14.6%, Taxes and Fees - \$0.016M, 36.4%)													
75	<b>Rehab</b> Rec Centre - Major Secondary School (Provincial Grants Rehab - \$1.670M, 53.2%, Debt - \$0.408M, 13.0%, Taxes and Fees - \$1.060M, 33.8%) Transit (Provincial Grants Rehab - \$1.420M, 53.2%, Debt - \$0.347M, 13.0%, Taxes and Fees - \$0.901M, 33.8%) Rec Centre - Secondary School (Provincial Grants Rehab - \$1.407M, 53.2%, Debt - \$0.344M, 13.0%, Taxes and Fees - \$0.893M, 33.8%) Emergency Services Site - Police (Provincial Grants Rehab - \$1.268M, 53.2%, Debt - \$0.310M, 13.0%, Taxes and Fees - \$0.805M, 33.8%) Surface (road) (Provincial Grants Rehab - \$0.957M, 53.2%, Debt - \$0.234M, 13.0%, Taxes and Fees - \$0.608M, 33.8%) Fleet (Provincial Grants Rehab - \$0.787M, 53.2%, Debt - \$0.192M, 13.0%, Taxes and Fees - \$0.500M, 33.8%) Streetlights (Provincial Grants Rehab - \$0.767M, 53.2%, Debt - \$0.187M, 13.0%, Taxes and Fees - \$0.487M, 33.8%) Arterial Roads (length) (Provincial Grants Rehab - \$0.558M, 53.2%, Debt - \$0.136M, 13.0%, Taxes and Fees - \$0.354M, 33.8%) Rec Centre - Primary School (Provincial Grants Rehab - \$0.435M, 53.2%, Debt - \$0.106M, 13.0%, Taxes and Fees - \$0.276M, 33.8%) Surface (sidewalk) (Provincial Grants Rehab - \$0.405M, 53.2%, Debt - \$0.099M, 13.0%, Taxes and Fees - \$0.257M, 33.8%) Community Centre/County Office (Provincial Grants Rehab - \$0.358M, 53.2%, Debt -	\$21,571,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,480,100	\$2,803,200	\$7,288,500

		Total	Capital									Rehab		
Year	Assets Built or Rehabilitated Funding Source, \$ and % Contribution	Base Cost (Capital + Rehab)	CN	Developer	Developer Onsite	Other Developer	Provincial	Provincial Grants Capital	Utilities	Debt incl. interest	Taxes and Fees	Provincial Grants Rehab	Debt incl. interest	Taxes and Fees
	<div>\$0.087M, 13.0%, Taxes and Fees - \$0.227M, 33.8%) Arterial Roads (streetlights) (Provincial Grants Rehab - \$0.355M, 53.2%, Debt - \$0.087M, 13.0%, Taxes and Fees - \$0.226M, 33.8%) Transit - On Street At-grade Transfer Facility (Provincial Grants Rehab - \$0.333M, 53.2%, Debt - \$0.081M, 13.0%, Taxes and Fees - \$0.211M, 33.8%) Emergency Services (Provincial Grants Rehab - \$0.248M, 53.2%, Debt - \$0.061M, 13.0%, Taxes and Fees - \$0.157M, 33.8%) Sanitary Lift Station (Provincial Grants Rehab - \$0.213M, 53.2%, Debt - \$0.052M, 13.0%, Taxes and Fees - \$0.135M, 33.8%) Local Community Service (Provincial Grants Rehab - \$0.139M, 53.2%, Debt - \$0.034M, 13.0%, Taxes and Fees - \$0.088M, 33.8%) Arterial Roads (walkways) (Provincial Grants Rehab - \$0.067M, 53.2%, Debt - \$0.016M, 13.0%, Taxes and Fees - \$0.043M, 33.8%) Boulevard Trees (Provincial Grants Rehab - \$0.054M, 53.2%, Debt - \$0.013M, 13.0%, Taxes and Fees - \$0.034M, 33.8%) MR Sites (Provincial Grants Rehab - \$0.024M, 53.2%, Debt - \$0.006M, 13.0%, Taxes and Fees - \$0.015M, 33.8%) Transit - Park and Ride Facility (Provincial Grants Rehab - \$0.010M, 53.2%, Debt - \$0.002M, 13.0%, Taxes and Fees - \$0.006M, 33.8%) Event/Arts &amp; Culture Centre (Provincial Grants Rehab - \$0.007M, 53.2%, Debt - \$0.002M, 13.0%, Taxes and Fees - \$0.004M, 33.8%)</div>													

# Appendix C

**Asset Quantities, Capital, Operation of Capital,  
Rehabilitation of Capital Unit Costs, Utility Rates,  
and Asset Category Classification**

Table I. On-site capital infrastructure cost with cost sharing (costs rounded to nearest hundred).

On-site Capital Infrastructure	Cost Share		Total Cost
	Developer	County	
<b>Bremner</b>			<b>\$726,867,000</b>
MR Sites	-	-	Costs assumed to be negligible
Roads (At Grade Intersections)	100%	0%	\$9,000,000
Storm Water Ponds	100%	0%	\$169,380,000
Surface Roads (Surface (road, sidewalk), Sanitary Sewer (small, medium, large, manholes), Storm Sewer (small, medium, large, manholes), Streetlights, Water (hydrants, pipe, valves)	100%	0%	\$538,487,000
Sanitary Lift Station	100%	0%	\$10,000,000
<b>Local Employment Area</b>			<b>\$38,006,000</b>
Rural Road (Rural Road (length, asphalt area), Water (hydrants, pipe, valves))	100%	0%	\$38,006,000
Storm Water Ponds	-	-	Costs are not included as they will be covered by property owners
<b>Total</b>			<b>\$764,873,000</b>

**Table J: Off-site hard capital infrastructure cost with cost-sharing (costs rounded to nearest hundred).**

Off-site Hard Capital Infrastructure	Cost Share (estimated)*		Total Cost
	Third Party	County	
<b>Roads</b>			<b>\$535,232,000</b>
Bremner Arterial Roads (Arterial Roads (asphalt area, length, multi-use trails, streetlights, walkways), Boulevard Trees, Storm Pipe, Manholes, CB's)			\$124,572,000
Bremner Developer	100%	0%	\$124,572,000
LEA Arterial Roads (asphalt area, multi-use trails, streetlights)			\$29,400,000
LEA Developer	100%	0%	\$29,400,000
Township Road 534 / Hwy 21 Interim Lights			\$3,000,000
Bremner Developer	50%	0%	\$1,500,000
Developer Adjacent Basin*	50%	0%	\$1,500,000
Township Road 534 / Hwy 21 Interchange			\$104,170,000
Alberta Transportation	50%	0%	\$52,085,000
Bremner Developer	25%	0%	\$26,042,500
Developer Adjacent Basin	25%	0%	\$26,042,500
Interchange Range Road 224 /Hwy 16			\$80,000,000
Alberta Transportation	80%	0%	\$64,000,000
Bremner and LEA Developer	20%	0%	\$16,000,000
Partial Interchange Range Road 223/ Hwy 16			\$60,000,000
Alberta Transportation	80%	0%	\$48,000,000
Bremner and LEA Developer	20%	0%	\$12,000,000
Flyover Range Road 225 / Hwy 16			\$40,000,000
Bremner and LEA Developer	100%	0%	\$40,000,000
Flyover Highway 21			\$20,000,000
Bremner Developer	100%	0%	\$20,000,000
Contribution to Cambrian Township Road 534 Creek Crossing*			\$8,500,000
Developer Adjacent Basin	67%	0%	\$5,695,000
Bremner Developer*	33%	0%	\$2,805,000
Contribution to Cambrian Township Road 534 CP Rail Crossing*			\$13,430,000
Bremner Developer*	100%	0%	\$13,430,000
Contribution to Cambrian Township Road 534 (East) 5 <sup>th</sup> and 6 <sup>th</sup> Lanes*			\$3,160,000
County*	0%	100%	\$3,160,000
Contribution to Cambrian Township Road 534 (West) 5 <sup>th</sup> and 6 <sup>th</sup> Lanes*			\$4,000,000
County*	0%	100%	\$4,000,000
Rail Crossing Range Road 225 South			\$10,000,000
Bremner Developer	25%	0%	\$2,500,000
LEA Developer	25%	0%	\$2,500,000
CNR	15%	0%	\$1,500,000
County	0%	30%	\$3,000,000
Country Residential Developer	5%	0%	\$500,000
Rail Crossing Range Road 223 South			\$15,000,000
Bremner Developer	25%	0%	\$3,750,000
LEA Developer	25%	0%	\$3,750,000
CNR	15%	0%	\$2,250,000
County	0%	30%	\$4,500,000
Country Residential Developer	5%	0%	\$750,000

Range Road 224 North			\$20,000,000
County		50%	\$10,000,000
Bremner Developers		50%	\$10,000,000
<b>Water main</b>			<b>\$53,200,000</b>
Ultimate Transmission Water main			\$52,000,000
EPCOR	50%	0%	\$26,000,000
Bremner and LEA Developers	50%	0%	\$26,000,000
Interim Water main			\$1,200,000
Bremner Developers	100%	0%	\$1,200,000
<b>Reservoirs</b>			<b>\$114,300,000</b>
County (Utility Capital Fees)	0%	100%	\$114,300,000
<b>Sewer trunk</b>			<b>\$49,500,000</b>
Ultimate Sewer main			\$45,000,000
ACRWC	25%	0%	\$11,250,000
Bremner Developers	75%	0%	\$33,750,000
Interim Sewer trunk			\$4,500,000
Developers	100%	0%	\$4,500,000
<b>Total</b>			<b>\$752,232,000</b>

\*Note: Contribution due to downstream impact to Cambrian / North of Yellowhead basin

Table K. Soft capital infrastructure (costs rounded to nearest hundred).

Facility	Quantity	Cost of each	Total Cost
<b>Bremner</b>			<b>\$538,672,000</b>
Primary School Site and Park	12	\$1,200,000	\$14,400,000
Primary School Site and Recreation Centre	1	\$45,000,000	\$45,000,000
Secondary School Site and Recreation Centre	3	\$45,000,000	\$135,000,000
Secondary School Site and Major Recreation Centre	1	\$100,000,000	\$100,000,000
Post Secondary Site	1	\$4,248,000	\$4,248,000
Large Community Centre and County Office	1	\$108,447,000	\$108,447,000
Event/Arts and Culture Centre	1	\$21,821,000	\$21,821,000
Local Community Service	10	\$4,066,000	\$40,660,000
Transit Transfer Facility	5	\$590,000	\$2,950,000
Park and Ride	1	\$7,187,000	\$7,187,000
Large Community/ Seniors Housing Site	1	\$369,000	\$369,000
Medium Community/ Seniors Housing Site	5	\$183,000	\$915,000
Neighbourhood Community/ Seniors Housing Site	6	\$66,000	\$396,000
Major Public Health Service Site	1	\$459,000	\$459,000
Other Government/NGO Services/Public Health Site	5	\$105,000	\$525,000
District Energy Station	1	\$1,096,000	\$1,096,000
Emergency Services	4	\$8,210,000	\$32,840,000
Police Service Site	1	\$123,000	\$123,000
RPC Storage	1	\$2,289,000	\$2,289,000
Priority Uplands	41.13 ha	\$ 12,339,000	\$ 12,339,000
Small Operations Yard	1	\$1,914,000	\$1,914,000
EnviroStation	1	\$5,694,000	\$5,694,000
<b>Local Employment Area</b>			<b>\$3,280,500</b>
Large Operations Yard	1	\$1,915,500	\$1,915,500
Snow Melt Facility	1	\$1,365,000	\$1,365,000
<b>Fleet and Transit Buses</b>			<b>\$76,276,700</b>
Fleet	1	\$20,359,500	\$20,359,500
Transit Buses	1	\$55,917,200	\$55,917,200
<b>Total</b>			<b>\$618,229,200</b>



Table L. Bremner asset quantities.

Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
<b>Arterial Roads (asphalt area)</b>	Annual	Year 1	24,200 m <sup>2</sup>
	Trigger Value	Populations of 3436, 4336, 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055, 80762, 80762	13,673 m <sup>2</sup>
<b>Arterial Roads (length)</b>	Annual	Year 1	1,000 m
	Trigger Value	Populations of 3436, 4336, 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055, 80762	565 m
	Trigger Value	Population of 80762	552 m
<b>Arterial Roads (streetlights)</b>	Annual	Year 1	54 ea
	Trigger Value	Populations of 3436, 4336, 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055, 80762, 80762	38 ea
<b>Arterial Roads (walkways)</b>	Annual	Year 1	4,000 m <sup>2</sup>
	Trigger Value	Populations of 3436, 4336, 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055, 80762, 80762	2,260 m <sup>2</sup>

Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
<b>At Grade Intersections</b>	Trigger Value	Population of 412	3 ea
<b>Boulevard Trees</b>	Linear	Lot Frontage increase of 27.5 m	1 ea
<b>Cambrian/TWP 534 (East) 5th and 6th Lanes</b>	Annual	1 year past build-out	1 ea
<b>Cambrian/TWP 534 (West) 5th and 6th Lanes</b>	Annual	4 years past build-out	1 ea
<b>Community Centre/County Office</b>	Trigger Value	Population of 49650	1 ea (built over 4 years)
<b>Community/Senior Housing - Large</b>	Trigger Value	Population of 59474	1 ea
<b>Community/Senior Housing - Medium</b>	Trigger Value	Populations of 1684, 22024, 40335, 46490, 69835	1 ea
<b>Community/Senior Housing - Neighborhood</b>	Trigger Value	Populations of 4336, 13195, 26680, 37339, 40335, 79074	1 ea
<b>Creek Crossing - Cambrian/TWP 534</b>	Trigger Value	Populations of 412, 4336	1 ea (2 stages)
<b>District Energy Station</b>	Trigger Value	Population of 40335	1 ea
<b>Emergency Services</b>	Trigger Value	Populations of 17531, 37339, 59474, 79074	1 ea
<b>Emergency Services - Police</b>	Annual	10 years past build-out	1 ea
<b>EnviroStation</b>	Trigger Value	Population of 40335	1 ea
<b>Event/Arts &amp; Culture Centre</b>	Trigger Value	Population of 52866	1 ea (built over 3 years)

Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
<b>Fleet</b>	Annual	Year 1	1,000 m
	Linear	Lot Frontage increase of 1 m	1 m
<b>Flyover (Hwy 16/RR 225)</b>	Trigger Value	Population of 34395	1 ea (built over 3 years)
<b>Partial Interchange (Hwy 16/RR 223)</b>	Trigger Value	Population of 52866	1 ea (built over 3 years)
<b>Interchange (Hwy 16/RR 224)</b>	Trigger Value	Population of 13195	1 ea (built over 3 years)
<b>Hwy 21 flyover</b>	Trigger Value	Population of 10084	1 ea (built over 3 years)
<b>Interchange (Hwy 21/TWP 534)</b>	Trigger Value	Population of 4336	1 ea (built over 3 years)
<b>Interchange (Hwy 21/TWP 534) Interim Lights</b>	Trigger Value	Population of 0	1 ea
<b>IT</b>	Linear	Population increase of 1	1
<b>Local Community Service</b>	Trigger Value	Populations of 8099, 17531, 24331, 29070, 34395, 40335, 46490, 56141, 59474, 79074	1 ea
<b>Major Public Health Services Site</b>	Annual	5 years past build-out	1 ea
<b>MR Sites</b>	Trigger Value	Populations of 412, 831, 1684, 2552, 3436, 4336, 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319	4.7 ha

Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
	Trigger Value	Populations of 69835, 73413, 77055, 80762, 80762	4.8 ha
<b>Off-site Sanitary Trunk (1350mm)</b>	Trigger Value	Population of 6184	1 ea (6600 m, built over 3 years)
<b>Off-site Sanitary Trunk (1350mm) Interim</b>	Trigger Value	Population of 412	1 ea (3500 m, built over 3 years)
<b>On Street At-grade Transfer Facility</b>	Trigger Value	Populations of 5252, 10084, 24331, 56141, 69835	1 ea
<b>Small Operations Yard</b>	Trigger Value	Population of 46490	1 ea
<b>Other Government/NGO/Public Health</b>	Trigger Value	Populations of 13195, 29070, 40335, 59474, 77055	1 ea
<b>Park and Ride Facility</b>	Trigger Value	Population of 37339	1 ea
<b>Partial Interchange (Hwy 16/RR 223)</b>	Trigger Value	Population of 52866	1 ea (built over 3 years)
<b>Post-Secondary Site</b>	Trigger Value	Population 56141	1 ea
<b>Primary School Site and Park</b>	Trigger Value	Populations of 0, 6184, 19758, 22024, 26680, 40335, 46490, 56141, 59474, 69835, 77055, 79074	1 ea
<b>Priority Uplands 1</b>	Trigger Value	Population of 412	1 ea
<b>Priority Uplands 2</b>	Trigger Value	Population of 66319	1 ea
<b>Major Secondary School Rec Centre</b>	Trigger Value	Population of 62866	1 ea (built over 4 years)
<b>Primary School Rec Centre</b>	Trigger Value	Population of 43385	1 ea (built over 3 years)

Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
<b>Secondary School Rec Centre</b>	Trigger Value	Populations of 15344, 31503, 73413	1 ea (built over 3 years)
<b>Range Road 224</b>	Trigger Value	Population of 0	1 ea
<b>Reservoir</b>	Trigger Value	Population of 1684, 11102	1 ea (25,400 m <sup>3</sup> ), built over 2 stages
	Trigger Value	Population of 26680, 40335	1 ea (25,400 m <sup>3</sup> ), built over 2 stages
	Trigger Value	Population of 52866, 66319	1 ea (25,400 m <sup>3</sup> ), built over 2 stages
<b>RPC Storage</b>	Trigger Value	Population of 56141	1 ea
<b>Sanitary Sewer (manholes)</b>	Trigger Value	Population of 0	35 vm
	Linear	Lot Frontage increase of 120 m	5 vm
<b>Sanitary Sewer (medium)</b>	Trigger Value	Population of 1	800 m
<b>Sanitary Sewer (small)</b>	Linear	Lot Frontage increase of 1 m	1 m
<b>Sanitary Lift Station</b>	Trigger Value	Population of 6184	2 ea (built over 3 years)
<b>Storm Sewer (large)</b>	Trigger Value	Populations of 0, 831, 3436, 6184, 9083, 12139, 17531, 24331, 31503, 40335, 49650, 59474, 69835, 80762	120 m
<b>Storm Sewer (manholes)</b>	Trigger Value	Populations of 0, 831, 3436, 6184, 9083, 12139, 17531, 24331, 31503, 40335, 49650, 59474, 69835, 80762	5 vm
	Linear	Lot Frontage increase of 120 m	5 vm
<b>Storm Sewer (medium)</b>	Linear	Lot Frontage increase of 1 m	0.25 m
<b>Storm Sewer (small)</b>	Linear	Lot Frontage increase of 1 m	0.75 m

Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
<b>Storm Water Ponds</b>	Trigger Value	Populations of 0, 831, 6184, 10084, 15344, 19758, 24331, 29070, 34395, 40335, 46490, 49650, 56141, 59474, 62866, 69835, 73413, 80762	7.25 ha
<b>Streetlights</b>	Linear	Lot Frontage increase of 30 m	1 ea
<b>Surface (road)</b>	Linear	Lot Frontage increase of 1 m	9.95 m <sup>2</sup>
<b>Surface (sidewalk)</b>	Trigger Value	Population of 0	3000 m <sup>2</sup>
	Linear	Lot Frontage increase of 1 m	3 m <sup>2</sup>
<b>Transit</b>	Linear	Population increase of 1	1
<b>Transmission Water mains</b>	Trigger Value	Population of 19758	1 ea (12,800 m, built over 3 years)
<b>Transmission Water mains (interim)</b>	Trigger Value	Population of 0	1 ea (500 m, built over 3 years)
<b>Water (hydrants)</b>	Linear	Lot Frontage increase of 90 m	1 ea
<b>Water (pipe)</b>	Linear	Lot Frontage increase of 1 m	1 m
<b>Water (valves)</b>	Linear	Housing Unit increase of 25	1.5 ea

Table M. LEA asset quantities.

Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
<b>Arterial Roads (asphalt area)</b>	Trigger Value	Population of 10084, 15344	22,800 m <sup>2</sup>
	Trigger Value	Population of 49650	14,400 m <sup>2</sup>
	Trigger Value	Population 59474	10,080 m <sup>2</sup>
	Trigger Value	Population of 73413	27,360 m <sup>2</sup>
<b>Arterial Roads (length)</b>	Trigger Value	Population of 10084, 15344, 49650	1,000 m
	Trigger Value	Population of 59474	700 m
	Trigger Value	Population of 73413	1,200 m
<b>Arterial Roads (Multi Use Trail)</b>	Trigger Value	Population of 10084, 15344, 49650	3,000 m
	Trigger Value	Population of 59474	2,100 m
	Trigger Value	Population of 73413	3,600 m
<b>Arterial Roads (streetlights)</b>	Trigger Value	Population of 10084, 15344, 49650	67 ea
	Trigger Value	Population of 59474	47 ea
	Trigger Value	Population of 73413	80 ea
<b>Large Operations Yard</b>	Trigger Value	Population of 11102	1 ea
<b>RR 225 Rail Crossing</b>	Trigger Value	Population of 7133	1 ea (built over 3 years)
<b>RR 223 Rail Crossing</b>	Trigger Value	Population of 7133	1 ea (built over 3 years)
<b>Cambrian/TWP 534 Rail Crossing</b>	Trigger Value	Population of 43385	1 ea



Asset Name	Trigger Type	Trigger Parameter and Values	Quantity Built
<b>Rural Road</b>	Trigger Value	Population of 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055	613 m
<b>Snow Melt Facility</b>	Trigger Value	Population of 37339	1 ea
<b>Water (hydrants)</b>	Trigger Value	Population of 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055	7 ea
<b>Water (pipe)</b>	Trigger Value	Population of 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055	613 m
<b>Water (valves)</b>	Trigger Value	Population of 5252, 6184, 7133, 8099, 9083, 10084, 11102, 12139, 13195, 15344, 17531, 19758, 22024, 24331, 26680, 29070, 31503, 34395, 37339, 40335, 43385, 46490, 49650, 52866, 56141, 59474, 62866, 66319, 69835, 73413, 77055	4 ea

# Appendix D

## Capital, Operation of Capital, Rehabilitation of Capital Unit Costs, Utility rates, and Asset Category Classification

**Table N. On-site and off-site hard capital infrastructure capital cost per unit.**

<b>Asset Name</b>	<b>Unit</b>	<b>Capital Cost</b>	<b>Comments</b>
<b>Arterial Roads (asphalt area)</b>	m <sup>2</sup>		Included in Arterial Roads (length).
<b>Arterial Roads (length)</b>	m	\$6,000.00	Converting cost of road (including surface and underground) in linear metres to square metres.
<b>Arterial Roads (Multi Use Trail)</b>	m		Provided by Stantec. Included in Arterial Roads (length)
<b>Arterial Roads (streetlights)</b>	ea		Included in Arterial Roads (length).
<b>Arterial Roads (walkways)</b>	m <sup>2</sup>		Included in Arterial Roads (length).
<b>Boulevard trees</b>	ea		Included in Surface (road).
<b>Cambrian/TWP 534 Creek Crossing</b>	ea	\$8,500,000.00	Provided by Strathcona County
<b>Fleet</b>	m	\$145.52	Cost of fleet assets (see Fleet & Transit sheet). Scaled to 1km of road, and converted to m from km.
<b>IT</b>	population		Covered in operations cost.
<b>MR Sites</b>	Ha		
<b>Off-site Sanitary Trunk (1350mm)</b>	m	\$6,818.18	Provided by Stantec.
<b>Off-site Sanitary Trunk (1350mm) Interim</b>	m	\$1,285.71	Provided by Stantec.
<b>RR 225 Rail Crossing</b>	ea	\$10,000,000.00	Provided by Stantec.
<b>RR 223 Rail Crossing</b>	ea	\$15,000,000.00	Provided by Stantec.
<b>Cambrian/TWP 534 CP Rail Crossing</b>	ea	\$13,430,000.00	Provided by Strathcona County

Asset Name	Unit	Capital Cost	Comments
<b>At Grade Intersections</b>	ea	\$3,000,000.00	Provided by Stantec.
<b>Flyover (Hwy16/RR 225)</b>	ea	\$40,000,000.00	Provided by Stantec. Flyover
<b>Flyover (Hwy 21)</b>	ea	\$20,000,000.00	Provided by Stantec.
<b>Interchange (Hwy 16/RR 224)</b>	ea	\$80,000,000.00	Provided by Stantec.
<b>Interchange (Hwy 21/TWP 534)</b>	ea	\$104,170,000.00	Provided by Stantec.
<b>Interchange (Hwy 21/TWP 534) Interim Lights</b>	ea	\$3,000,000.00	Provided by Stantec.
<b>Partial Interchange (Hwy 16/RR 223)</b>	ea	\$60,000,000.00	Provided by Stantec
<b>Cambrian/TWP 534 (East) 5<sup>th</sup> and 6<sup>th</sup> Lanes</b>	ea	\$3,160,000.00	Provided by Strathcona County
<b>Cambrian/TWP 534 (West) 5<sup>th</sup> and 6<sup>th</sup> Lanes</b>	ea	\$4,000,000.00	Provided by Strathcona County
<b>RR 224</b>	ea	\$20,000,000.00	Provided by Stantec
<b>Rural Road</b>	m	\$2,000.00	Provided by Stantec.
<b>Sanitary Lift Station</b>	ea	\$5,000,000.00	Provided by Stantec.
<b>Sanitary Sewer (manholes)</b>	vm		Included in Surface (road).
<b>Sanitary Sewer (medium)</b>	m		Included in Surface (road).
<b>Sanitary Sewer (small)</b>	m		Included in Surface (road).
<b>Sanitary Sewer (large)</b>			
<b>Storm Sewer (large)</b>	m		Included in Surface (road).

Asset Name	Unit	Capital Cost	Comments
<b>Storm Sewer (manholes)</b>	vm		Included in Surface (road).
<b>Storm Sewer (medium)</b>	m		Included in Surface (road).
<b>Storm Sewer (small)</b>	m		Included in Surface (road).
<b>Storm Water Ponds</b>	Ha	\$1,297,931.03	Capital cost is not currently accounted for in the LEA as it would be covered by property owners..
<b>Streetlights</b>	ea		Included in Surface (road).
<b>Surface (road)</b>	m <sup>2</sup>	\$389.60	Converting cost of road (including surface and underground) in linear metres to square metres.
<b>Surface (sidewalk)</b>	m <sup>2</sup>		Included in Surface (road).
<b>Reservoirs 1, 2, 3</b>	m <sup>3</sup>	\$1,500.00	
<b>Transmission Water mains</b>	m	\$4,062.50	Provided by Stantec.
<b>Transmission Water mains Interim</b>	m	\$2,400.00	Provided by Stantec.
<b>Water (hydrants)</b>	ea		Included in Surface (road).
<b>Water (pipe)</b>	m		Included in Surface (road).
<b>Water (valves)</b>	ea		Included in Surface (road).

Table O. Rehabilitation rate per unit.

Asset Name	Unit	Asset Age	Rehabilitation Rate
Arterial Roads (length)	m	10	\$152.80
Arterial Roads (length)	m	14	\$51.10
Arterial Roads (length)	m	16	\$306.05
Arterial Roads (length)	m	21	\$17.37
Arterial Roads (length)	m	26	\$139.54
Arterial Roads (length)	m	30	\$57.94
Arterial Roads (length)	m	32	\$312.48
Arterial Roads (length)	m	42	\$153.07
Arterial Roads (length)	m	46	\$64.62
Arterial Roads (length)	m	48	\$292.54
Arterial Roads (length)	m	53	\$8.09
Arterial Roads (length)	m	58	\$146.83
Arterial Roads (length)	m	62	\$61.25
Arterial Roads (length)	m	64	\$300.03
Arterial Roads (length)	m	67	\$11.91
Arterial Roads (length)	m	74	\$151.32
Arterial Roads (streetlights)	ea	20	\$9,205.76
Arterial Roads (streetlights)	ea	30	\$218.24

Asset Name	Unit	Asset Age	Rehabilitation Rate
Arterial Roads (streetlights)	ea	40	\$8,709.76
Arterial Roads (streetlights)	ea	50	\$515.84
Arterial Roads (streetlights)	ea	60	\$8,412.16
Arterial Roads (streetlights)	ea	70	\$555.52
Arterial Roads (walkways)	m <sup>2</sup>	38	\$30.96
Arterial Roads (walkways)	m <sup>2</sup>	66	\$25.13
Boulevard trees	ea	65	\$1,455.03
Boulevard trees	ea	70	\$44.37
Community Centre/County Office	ea	17	\$15,876,000
Community Centre/County Office	ea	22	\$3,240,000
Community Centre/County Office	ea	23	\$13,176,000
Community Centre/County Office	ea	26	\$2,700,000
Community Centre/County Office	ea	29	\$22,950,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Community Centre/County Office	ea	31	\$3,240,000
Community Centre/County Office	ea	32	\$2,700,000
Community Centre/County Office	ea	35	\$13,176,000
Community Centre/County Office	ea	38	\$2,700,000
Community Centre/County Office	ea	40	\$13,986,000
Community Centre/County Office	ea	41	\$15,336,000
Community Centre/County Office	ea	44	\$2,700,000
Community Centre/County Office	ea	47	\$8,856,000
Community Centre/County Office	ea	49	\$3,240,000
Community Centre/County Office	ea	50	\$2,700,000
Community Centre/County Office	ea	51	\$9,774,000
Community Centre/County Office	ea	53	\$13,176,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Community Centre/County Office	ea	56	\$2,700,000
Community Centre/County Office	ea	57	\$4,320,000
Community Centre/County Office	ea	58	\$3,240,000
Community Centre/County Office	ea	59	\$30,996,000
Community Centre/County Office	ea	62	\$12,474,000
Community Centre/County Office	ea	65	\$13,176,000
Community Centre/County Office	ea	67	\$3,240,000
Community Centre/County Office	ea	68	\$2,700,000
Community Centre/County Office	ea	71	\$13,176,000
Community Centre/County Office	ea	73	\$9,774,000
Community Centre/County Office	ea	74	\$2,700,000
District Energy Station	ea	17	\$130,500
District Energy Station	ea	22	\$30,000
District Energy Station	ea	23	\$118,000



Asset Name	Unit	Asset Age	Rehabilitation Rate
District Energy Station	ea	26	\$12,500
District Energy Station	ea	29	\$221,500
District Energy Station	ea	31	\$30,000
District Energy Station	ea	32	\$12,500
District Energy Station	ea	35	\$118,000
District Energy Station	ea	38	\$12,500
District Energy Station	ea	40	\$142,50
District Energy Station	ea	41	\$138,000
District Energy Station	ea	44	\$12,500
District Energy Station	ea	47	\$70,000
District Energy Station	ea	49	\$30,000
District Energy Station	ea	50	\$12,500
District Energy Station	ea	51	\$103,500
District Energy Station	ea	53	\$118,000
District Energy Station	ea	56	\$12,500
District Energy Station	ea	57	\$48,000
District Energy Station	ea	58	\$30,000
District Energy Station	ea	59	\$273,000
District Energy Station	ea	62	\$116,000
District Energy Station	ea	65	\$118,000
District Energy Station	ea	67	\$30,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
District Energy Station	ea	68	\$12,500
District Energy Station	ea	71	\$118,000
District Energy Station	ea	73	\$103,500
District Energy Station	ea	74	\$12,500
Emergency Services	ea	15	\$126,000
Emergency Services	ea	17	\$783,000
Emergency Services	ea	20	\$126,000
Emergency Services	ea	22	\$180,000
Emergency Services	ea	23	\$708,000
Emergency Services	ea	25	\$126,000
Emergency Services	ea	26	\$75,000
Emergency Services	ea	29	\$1,260,000
Emergency Services	ea	30	\$126,000
Emergency Services	ea	31	\$180,000
Emergency Services	ea	32	\$75,000
Emergency Services	ea	35	\$834,000
Emergency Services	ea	38	\$75,000
Emergency Services	ea	40	\$912,000
Emergency Services	ea	41	\$828,000
Emergency Services	ea	44	\$75,000
Emergency Services	ea	45	\$126,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Emergency Services	ea	47	\$420,000
Emergency Services	ea	49	\$180,000
Emergency Services	ea	50	\$201,000
Emergency Services	ea	51	\$552,000
Emergency Services	ea	53	\$708,000
Emergency Services	ea	55	\$126,000
Emergency Services	ea	56	\$75,000
Emergency Services	ea	57	\$288,000
Emergency Services	ea	58	\$180,000
Emergency Services	ea	59	\$1,758,000
Emergency Services	ea	60	\$126,000
Emergency Services	ea	62	\$627,000
Emergency Services	ea	65	\$834,000
Emergency Services	ea	67	\$180,000
Emergency Services	ea	68	\$75,000
Emergency Services	ea	70	\$126,000
Emergency Services	ea	71	\$708,000
Emergency Services	ea	73	\$552,000
Emergency Services	ea	74	\$75,000
Emergency Services	ea	75	\$126,000
Emergency Services Site - Police	ea	15	\$546,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Emergency Services Site - Police	ea	17	\$3,393,000
Emergency Services Site - Police	ea	20	\$546,000
Emergency Services Site - Police	ea	22	\$780,000
Emergency Services Site - Police	ea	23	\$3,068,000
Emergency Services Site - Police	ea	25	\$546,000
Emergency Services Site - Police	ea	26	\$325,000
Emergency Services Site - Police	ea	29	\$5,460,000
Emergency Services Site - Police	ea	30	\$546,000
Emergency Services Site - Police	ea	31	\$780,000
Emergency Services Site - Police	ea	32	\$325,000
Emergency Services Site - Police	ea	35	\$3,614,000
Emergency Services Site - Police	ea	38	\$325,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Emergency Services Site - Police	ea	40	\$3,952,000
Emergency Services Site - Police	ea	41	\$3,588,000
Emergency Services Site - Police	ea	44	\$325,000
Emergency Services Site - Police	ea	45	\$546,000
Emergency Services Site - Police	ea	47	\$1,820,000
Emergency Services Site - Police	ea	49	\$780,000
Emergency Services Site - Police	ea	50	\$871,000
Emergency Services Site - Police	ea	51	\$2,392,000
Emergency Services Site - Police	ea	53	\$3,068,000
Emergency Services Site - Police	ea	55	\$546,000
Emergency Services Site - Police	ea	56	\$325,000
Emergency Services Site - Police	ea	57	\$1,248,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Emergency Services Site - Police	ea	58	\$780,000
Emergency Services Site - Police	ea	59	\$7,618,000
Emergency Services Site - Police	ea	60	\$546,000
Emergency Services Site - Police	ea	62	\$2,717,000
Emergency Services Site - Police	ea	65	\$3,614,000
Emergency Services Site - Police	ea	67	\$780,000
Emergency Services Site - Police	ea	68	\$325,000
Emergency Services Site - Police	ea	70	\$546,000
Emergency Services Site - Police	ea	71	\$3,068,000
Emergency Services Site - Police	ea	73	\$2,392,000
Emergency Services Site - Police	ea	74	\$325,000
Emergency Services Site - Police	ea	75	\$546,000
Enviro Station	ea	17	\$665,550

Asset Name	Unit	Asset Age	Rehabilitation Rate
EnviroStation	ea	22	\$153,000
EnviroStation	ea	23	\$601,800
EnviroStation	ea	26	\$63,750
EnviroStation	ea	29	\$1,129,650
EnviroStation	ea	31	\$153,000
EnviroStation	ea	32	\$63,750
EnviroStation	ea	35	\$601,800
EnviroStation	ea	38	\$63,750
EnviroStation	ea	40	\$726,750
EnviroStation	ea	41	\$703,800
EnviroStation	ea	44	\$63,750
EnviroStation	ea	47	\$357,000
EnviroStation	ea	49	\$153,000
EnviroStation	ea	50	\$63,750
EnviroStation	ea	51	\$527,850
EnviroStation	ea	53	\$601,800
EnviroStation	ea	56	\$63,750
EnviroStation	ea	57	\$244,800
EnviroStation	ea	58	\$153,000
EnviroStation	ea	59	\$1,392,300
EnviroStation	ea	62	\$591,600

Asset Name	Unit	Asset Age	Rehabilitation Rate
EnviroStation	ea	65	\$601,800
EnviroStation	ea	67	\$153,000
EnviroStation	ea	68	\$63,750
EnviroStation	ea	71	\$601,800
EnviroStation	ea	73	\$527,850
EnviroStation	ea	74	\$63,750
Event/Arts Facility	ea	17	\$391,500
Event/Arts Facility	ea	22	\$90,000
Event/Arts Facility	ea	23	\$354,000
Event/Arts Facility	ea	26	\$37,500
Event/Arts Facility	ea	29	\$664,500
Event/Arts Facility	ea	31	\$90,000
Event/Arts Facility	ea	32	\$37,500
Event/Arts Facility	ea	35	\$354,000
Event/Arts Facility	ea	38	\$37,500
Event/Arts Facility	ea	40	\$427,500
Event/Arts Facility	ea	41	\$414,000
Event/Arts Facility	ea	44	\$37,500
Event/Arts Facility	ea	47	\$210,000
Event/Arts Facility	ea	49	\$90,000
Event/Arts Facility	ea	50	\$37,500

Asset Name	Unit	Asset Age	Rehabilitation Rate
Event/Arts Facility	ea	51	\$310,500
Event/Arts Facility	ea	53	\$354,000
Event/Arts Facility	ea	56	\$37,500
Event/Arts Facility	ea	57	\$144,000
Event/Arts Facility	ea	58	\$90,000
Event/Arts Facility	ea	59	\$819,000
Event/Arts Facility	ea	62	\$348,000
Event/Arts Facility	ea	65	\$354,000
Event/Arts Facility	ea	67	\$90,000
Event/Arts Facility	ea	68	\$37,500
Event/Arts Facility	ea	71	\$354,000
Event/Arts Facility	ea	73	\$310,500
Event/Arts Facility	ea	74	\$37,500
Fleet	m	5	\$2.31
Fleet	m	6	\$60.05
Fleet	m	8	\$8.48
Fleet	m	9	\$44.66
Fleet	m	15	\$29.85
Fleet	m	20	\$2.31
Fleet	m	21	\$60.05
Fleet	m	23	\$8.48

Asset Name	Unit	Asset Age	Rehabilitation Rate
Fleet	m	24	\$44.66
Fleet	m	30	\$29.85
Fleet	m	35	\$2.31
Fleet	m	36	\$60.05
Fleet	m	38	\$8.48
Fleet	m	39	\$44.66
Fleet	m	45	\$29.85
Fleet	m	50	\$2.31
Fleet	m	51	\$60.05
Fleet	m	53	\$8.48
Fleet	m	54	\$44.66
Fleet	m	60	\$29.85
Fleet	m	65	\$2.31
Fleet	m	66	\$60.05
Fleet	m	68	\$8.48
Fleet	m	69	\$44.66
Fleet	m	75	\$29.85
Local Community Service	ea	15	\$105,000
Local Community Service	ea	17	\$367,500
Local Community Service	ea	20	\$105,000
Local Community Service	ea	22	\$54,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Local Community Service	ea	23	\$330,000
Local Community Service	ea	25	\$105,000
Local Community Service	ea	26	\$37,500
Local Community Service	ea	29	\$615,000
Local Community Service	ea	30	\$105,000
Local Community Service	ea	31	\$54,000
Local Community Service	ea	32	\$37,500
Local Community Service	ea	35	\$435,000
Local Community Service	ea	38	\$37,500
Local Community Service	ea	40	\$489,000
Local Community Service	ea	41	\$390,000
Local Community Service	ea	44	\$37,500
Local Community Service	ea	45	\$105,000
Local Community Service	ea	47	\$210,000
Local Community Service	ea	49	\$54,000
Local Community Service	ea	50	\$142,500
Local Community Service	ea	51	\$285,000
Local Community Service	ea	53	\$330,000
Local Community Service	ea	55	\$105,000
Local Community Service	ea	56	\$37,500
Local Community Service	ea	57	\$120,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Local Community Service	ea	58	\$54,000
Local Community Service	ea	59	\$855,000
Local Community Service	ea	60	\$105,000
Local Community Service	ea	62	\$322,500
Local Community Service	ea	65	\$435,000
Local Community Service	ea	67	\$54,000
Local Community Service	ea	68	\$37,500
Local Community Service	ea	70	\$105,000
Local Community Service	ea	71	\$330,000
Local Community Service	ea	73	\$285,000
Local Community Service	ea	74	\$37,500
Local Community Service	ea	75	\$105,000
MR Sites	Ha	45	\$4,707.30
MR Sites	Ha	50	\$137.70
MR Sites	Ha	65	\$4,707.30
MR Sites	Ha	75	\$1,871.70
On Street At-grade Transfer Facility	ea	15	\$175,000
On Street At-grade Transfer Facility	ea	17	\$572,500
On Street At-grade Transfer Facility	ea	20	\$175,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
On Street At-grade Transfer Facility	ea	22	\$90,000
On Street At-grade Transfer Facility	ea	23	\$510,000
On Street At-grade Transfer Facility	ea	25	\$175,000
On Street At-grade Transfer Facility	ea	26	\$62,500
On Street At-grade Transfer Facility	ea	29	\$985,000
On Street At-grade Transfer Facility	ea	30	\$175,000
On Street At-grade Transfer Facility	ea	31	\$90,000
On Street At-grade Transfer Facility	ea	32	\$62,500
On Street At-grade Transfer Facility	ea	35	\$685,000
On Street At-grade Transfer Facility	ea	38	\$62,500
On Street At-grade Transfer Facility	ea	40	\$815,000
On Street At-grade Transfer Facility	ea	41	\$760,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
On Street At-grade Transfer Facility	ea	44	\$62,500
On Street At-grade Transfer Facility	ea	45	\$175,000
On Street At-grade Transfer Facility	ea	47	\$310,000
On Street At-grade Transfer Facility	ea	49	\$90,000
On Street At-grade Transfer Facility	ea	50	\$237,500
On Street At-grade Transfer Facility	ea	51	\$475,000
On Street At-grade Transfer Facility	ea	53	\$510,000
On Street At-grade Transfer Facility	ea	55	\$175,000
On Street At-grade Transfer Facility	ea	56	\$62,500
On Street At-grade Transfer Facility	ea	57	\$200,000
On Street At-grade Transfer Facility	ea	58	\$90,000
On Street At-grade Transfer Facility	ea	59	\$1,335,000



Asset Name	Unit	Asset Age	Rehabilitation Rate
On Street At-grade Transfer Facility	ea	60	\$175,000
On Street At-grade Transfer Facility	ea	62	\$537,500
On Street At-grade Transfer Facility	ea	65	\$685,000
On Street At-grade Transfer Facility	ea	67	\$90,000
On Street At-grade Transfer Facility	ea	68	\$62,500
On Street At-grade Transfer Facility	ea	70	\$175,000
On Street At-grade Transfer Facility	ea	71	\$510,000
On Street At-grade Transfer Facility	ea	73	\$475,000
On Street At-grade Transfer Facility	ea	74	\$62,500
On Street At-grade Transfer Facility	ea	75	\$175,000
Operations Yard - Large	ea	17	\$2,011,005
Operations Yard - Large	ea	22	\$462,300
Operations Yard - Large	ea	23	\$1,818,380
Operations Yard - Large	ea	26	\$192,625

Asset Name	Unit	Asset Age	Rehabilitation Rate
Operations Yard - Large	ea	29	\$3,413,315
Operations Yard - Large	ea	31	\$462,300
Operations Yard - Large	ea	32	\$192,625
Operations Yard - Large	ea	35	\$1,818,380
Operations Yard - Large	ea	38	\$192,625
Operations Yard - Large	ea	40	\$2,195,925
Operations Yard - Large	ea	41	\$2,126,580
Operations Yard - Large	ea	44	\$192,625
Operations Yard - Large	ea	47	\$1,078,700
Operations Yard - Large	ea	49	\$462,300
Operations Yard - Large	ea	50	\$192,625
Operations Yard - Large	ea	51	\$1,594,935
Operations Yard - Large	ea	53	\$1,818,380
Operations Yard - Large	ea	56	\$192,625
Operations Yard - Large	ea	57	\$739,680
Operations Yard - Large	ea	58	\$462,300
Operations Yard - Large	ea	59	\$4,206,930
Operations Yard - Large	ea	62	\$1,787,560
Operations Yard - Large	ea	65	\$1,818,380
Operations Yard - Large	ea	67	\$462,300
Operations Yard - Large	ea	68	\$192,625

Asset Name	Unit	Asset Age	Rehabilitation Rate
Operations Yard - Large	ea	71	\$1,818,380
Operations Yard - Large	ea	73	\$1,594,935
Operations Yard - Large	ea	74	\$192,625
Operations Yard - Small	ea	17	\$990,495
Operations Yard - Small	ea	22	\$227,700
Operations Yard - Small	ea	23	\$895,620
Operations Yard - Small	ea	26	\$94,875
Operations Yard - Small	ea	29	\$1,681,185
Operations Yard - Small	ea	31	\$227,700
Operations Yard - Small	ea	32	\$94,875
Operations Yard - Small	ea	35	\$895,620
Operations Yard - Small	ea	38	\$94,875
Operations Yard - Small	ea	40	\$1,081,575
Operations Yard - Small	ea	41	\$1,047,420
Operations Yard - Small	ea	44	\$94,875
Operations Yard - Small	ea	47	\$531,300
Operations Yard - Small	ea	49	\$227,700
Operations Yard - Small	ea	50	\$94,875
Operations Yard - Small	ea	51	\$785,565
Operations Yard - Small	ea	53	\$895,620
Operations Yard - Small	ea	56	\$94,875

Asset Name	Unit	Asset Age	Rehabilitation Rate
Operations Yard - Small	ea	57	\$364,320
Operations Yard - Small	ea	58	\$227,700
Operations Yard - Small	ea	59	\$2,072,070
Operations Yard - Small	ea	62	\$880,440
Operations Yard - Small	ea	65	\$895,620
Operations Yard - Small	ea	67	\$227,700
Operations Yard - Small	ea	68	\$94,875
Operations Yard - Small	ea	71	\$895,620
Operations Yard - Small	ea	73	\$785,565
Operations Yard - Small	ea	74	\$94,875
Park & Ride	ea	15	\$35,000
Park & Ride	ea	17	\$114,500
Park & Ride	ea	20	\$35,000
Park & Ride	ea	22	\$18,000
Park & Ride	ea	23	\$102,000
Park & Ride	ea	25	\$35,000
Park & Ride	ea	26	\$12,500
Park & Ride	ea	29	\$197,000
Park & Ride	ea	30	\$35,000
Park & Ride	ea	31	\$18,000
Park & Ride	ea	32	\$12,500

Asset Name	Unit	Asset Age	Rehabilitation Rate
Park & Ride	ea	35	\$137,000
Park & Ride	ea	38	\$12,500
Park & Ride	ea	40	\$163,000
Park & Ride	ea	41	\$152,000
Park & Ride	ea	44	\$12,500
Park & Ride	ea	45	\$35,000
Park & Ride	ea	47	\$62,000
Park & Ride	ea	49	\$18,000
Park & Ride	ea	50	\$47,500
Park & Ride	ea	51	\$95,000
Park & Ride	ea	53	\$102,000
Park & Ride	ea	55	\$35,000
Park & Ride	ea	56	\$12,500
Park & Ride	ea	57	\$40,000
Park & Ride	ea	58	\$18,000
Park & Ride	ea	59	\$267,000
Park & Ride	ea	60	\$35,000
Park & Ride	ea	62	\$107,500
Park & Ride	ea	65	\$137,000
Park & Ride	ea	67	\$18,000
Park & Ride	ea	68	\$12,500

Asset Name	Unit	Asset Age	Rehabilitation Rate
Park & Ride	ea	70	\$35,000
Park & Ride	ea	71	\$102,000
Park & Ride	ea	73	\$95,000
Park & Ride	ea	74	\$12,500
Park & Ride	ea	75	\$35,000
Rec Centre – Major Secondary School	ea	17	\$6,247,500
Rec Centre – Major Secondary School	ea	22	\$1,275,000
Rec Centre – Major Secondary School	ea	23	\$5,185,000
Rec Centre – Major Secondary School	ea	26	\$1,062,500
Rec Centre – Major Secondary School	ea	29	\$9,031,250
Rec Centre – Major Secondary School	ea	31	\$1,275,000
Rec Centre – Major Secondary School	ea	32	\$1,062,500
Rec Centre – Major Secondary School	ea	35	\$5,185,000
Rec Centre – Major Secondary School	ea	38	\$1,062,500

Asset Name	Unit	Asset Age	Rehabilitation Rate
Rec Centre – Major Secondary School	ea	40	\$5,503,750
Rec Centre – Major Secondary School	ea	41	\$6,035,000
Rec Centre – Major Secondary School	ea	44	\$1,062,500
Rec Centre – Major Secondary School	ea	47	\$3,485,000
Rec Centre – Major Secondary School	ea	49	\$1,275,000
Rec Centre – Major Secondary School	ea	50	\$1,062,500
Rec Centre – Major Secondary School	ea	51	\$3,846,250
Rec Centre – Major Secondary School	ea	53	\$5,185,000
Rec Centre – Major Secondary School	ea	56	\$1,062,500
Rec Centre – Major Secondary School	ea	57	\$1,700,000
Rec Centre – Major Secondary School	ea	58	\$1,275,000
Rec Centre – Major Secondary School	ea	59	\$12,197,500

Asset Name	Unit	Asset Age	Rehabilitation Rate
Rec Centre – Major Secondary School	ea	62	\$4,908,750
Rec Centre – Major Secondary School	ea	65	\$5,185,000
Rec Centre – Major Secondary School	ea	67	\$1,275,000
Rec Centre – Major Secondary School	ea	68	\$1,062,500
Rec Centre – Major Secondary School	ea	71	\$5,185,000
Rec Centre – Major Secondary School	ea	73	\$3,846,250
Rec Centre – Major Secondary School	ea	74	\$1,062,500
Rec Centre – Primary School	ea	17	\$4,410,000
Rec Centre – Primary School	ea	22	\$900,000
Rec Centre – Primary School	ea	23	\$3,660,000
Rec Centre – Primary School	ea	26	\$750,000
Rec Centre – Primary School	ea	29	\$6,375,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Rec Centre – Primary School	ea	31	\$900,000
Rec Centre – Primary School	ea	32	\$750,000
Rec Centre – Primary School	ea	35	\$3,660,000
Rec Centre – Primary School	ea	38	\$750,000
Rec Centre – Primary School	ea	40	\$3,885,000
Rec Centre – Primary School	ea	41	\$4,260,000
Rec Centre – Primary School	ea	44	\$750,000
Rec Centre – Primary School	ea	47	\$2,460,000
Rec Centre – Primary School	ea	49	\$900,000
Rec Centre – Primary School	ea	50	\$750,000
Rec Centre – Primary School	ea	51	\$2,715,000
Rec Centre – Primary School	ea	53	\$3,660,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Rec Centre – Primary School	ea	56	\$750,000
Rec Centre – Primary School	ea	57	\$1,200,000
Rec Centre – Primary School	ea	58	\$900,000
Rec Centre – Primary School	ea	59	\$8,610,000
Rec Centre – Primary School	ea	62	\$3,465,000
Rec Centre – Primary School	ea	65	\$3,660,000
Rec Centre – Primary School	ea	67	\$900,000
Rec Centre – Primary School	ea	68	\$750,000
Rec Centre – Primary School	ea	71	\$3,660,000
Rec Centre – Primary School	ea	73	\$2,715,000
Rec Centre – Primary School	ea	74	\$750,000
Rec Centre – Secondary School	ea	17	\$4,410,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Rec Centre – Secondary School	ea	22	\$900,000
Rec Centre – Secondary School	ea	23	\$3,660,000
Rec Centre – Secondary School	ea	26	\$750,000
Rec Centre – Secondary School	ea	29	\$6,375,000
Rec Centre – Secondary School	ea	31	\$900,000
Rec Centre – Secondary School	ea	32	\$750,000
Rec Centre – Secondary School	ea	35	\$3,660,000
Rec Centre – Secondary School	ea	38	\$750,000
Rec Centre – Secondary School	ea	40	\$3,885,000
Rec Centre – Secondary School	ea	41	\$4,260,000
Rec Centre – Secondary School	ea	44	\$750,000
Rec Centre – Secondary School	ea	47	\$2,460,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Rec Centre – Secondary School	ea	49	\$900,000
Rec Centre – Secondary School	ea	50	\$750,000
Rec Centre – Secondary School	ea	51	\$2,715,000
Rec Centre – Secondary School	ea	53	\$3,660,000
Rec Centre – Secondary School	ea	56	\$750,000
Rec Centre – Secondary School	ea	57	\$1,200,000
Rec Centre – Secondary School	ea	58	\$900,000
Rec Centre – Secondary School	ea	59	\$8,610,000
Rec Centre – Secondary School	ea	62	\$3,465,000
Rec Centre – Secondary School	ea	65	\$3,660,000
Rec Centre – Secondary School	ea	67	\$900,000
Rec Centre – Secondary School	ea	68	\$750,000

Asset Name	Unit	Asset Age	Rehabilitation Rate
Rec Centre – Secondary School	ea	71	\$3,660,000
Rec Centre – Secondary School	ea	73	\$2,715,000
Rec Centre – Secondary School	ea	74	\$750,000
Sanitary Lift Station	ea	17	\$665,550
Sanitary Lift Station	ea	22	\$153,000
Sanitary Lift Station	ea	23	\$601,800
Sanitary Lift Station	ea	26	\$63,750
Sanitary Lift Station	ea	29	\$1,129,650
Sanitary Lift Station	ea	31	\$153,000
Sanitary Lift Station	ea	32	\$63,750
Sanitary Lift Station	ea	35	\$601,800
Sanitary Lift Station	ea	38	\$63,750
Sanitary Lift Station	ea	40	\$726,750
Sanitary Lift Station	ea	41	\$703,800
Sanitary Lift Station	ea	44	\$63,750
Sanitary Lift Station	ea	47	\$357,000
Sanitary Lift Station	ea	49	\$153,000
Sanitary Lift Station	ea	50	\$63,750
Sanitary Lift Station	ea	51	\$527,850

Asset Name	Unit	Asset Age	Rehabilitation Rate
Sanitary Lift Station	ea	53	\$601,800
Sanitary Lift Station	ea	56	\$63,750
Sanitary Lift Station	ea	57	\$244,800
Sanitary Lift Station	ea	58	\$153,000
Sanitary Lift Station	ea	59	\$1,392,300
Sanitary Lift Station	ea	62	\$591,600
Sanitary Lift Station	ea	65	\$601,800
Sanitary Lift Station	ea	67	\$153,000
Sanitary Lift Station	ea	68	\$63,750
Sanitary Lift Station	ea	71	\$601,800
Sanitary Lift Station	ea	73	\$527,850
Sanitary Lift Station	ea	74	\$63,750
Streetlights	ea	20	\$5,952
Streetlights	ea	30	\$3,858.88
Streetlights	ea	40	\$2,093.12
Streetlights	ea	50	\$3,968
Streetlights	ea	60	\$2,866.88
Streetlights	ea	70	\$3,085.12
Surface (road)	m <sup>2</sup>	17	\$28.34
Surface (road)	m <sup>2</sup>	34	\$26.31
Surface (road)	m <sup>2</sup>	42	\$2.41



Asset Name	Unit	Asset Age	Rehabilitation Rate
Surface (road)	m <sup>2</sup>	51	\$26.31
Surface (road)	m <sup>2</sup>	67	\$2.41
Surface (road)	m <sup>2</sup>	68	\$26.18
Surface (sidewalk)	m <sup>2</sup>	38	\$41.28
Surface (sidewalk)	m <sup>2</sup>	66	\$33.51
Transit	population	6	\$3.81
Transit	population	8	\$2.08
Transit	population	9	\$14.30
Transit	population	12	\$126.90
Transit	population	17	\$620.38
Transit	population	23	\$3.81
Transit	population	25	\$2.08
Transit	population	26	\$14.30
Transit	population	29	\$126.90
Transit	population	34	\$620.38
Transit	population	40	\$3.81
Transit	population	42	\$2.08
Transit	population	43	\$14.30
Transit	population	46	\$126.90
Transit	population	51	\$620.38
Transit	population	57	\$3.81

Asset Name	Unit	Asset Age	Rehabilitation Rate
Transit	population	59	\$2.08
Transit	population	60	\$14.30
Transit	population	63	\$126.90
Transit	population	68	\$620.38
Transit	population	74	\$3.81
Transit	population	76	\$2.08
Transit	population	77	\$14.30
Transit	population	80	\$126.90
Transit	population	85	\$620.38

Table P. Operation of capital cost per unit.

Asset Name	Unit	Operation of Capital Cost	Comments
<b>Arterial Roads (asphalt area)</b>	m <sup>2</sup>		Assumed to be included in the operation of capital costs for Arterial Roads.
<b>Arterial Roads (length)</b>	m	\$53.57	Used Urban Roads (Arterial & Collector) Snow Clearing (UPDATE 2019-03, Cost increased by 50%), Street Sweeping, and Maintenance. Converted from km to m.
<b>Arterial Roads (Multi Use Trail)</b>	m		Assumed to be included in the operation of capital costs for Arterial Roads.
<b>Arterial Roads (streetlights)</b>	ea	\$137.78	Using the City of Calgary infographic. Cost of electricity for non-LED streetlighting divided by 90,000 fixtures with 50% energy efficiency for LED bulbs PLUS cost of replacing bulb every 12 years.
<b>Arterial Roads (walkways)</b>	m <sup>2</sup>	\$0.39	Used Urban Sidewalks Repair and Maintenance. Converted from km to m and from linear m to sq m.
<b>Boulevard Trees</b>	ea	\$25.04	Tree maintenance costs \$17.29/tree in 1997 according to Kenney and Idziak (2000). Brought to 2018 dollars.
<b>Community Centre/County Office</b>	ea	\$2,473,940.00	Used Cultural Venue.
<b>Community/Senior Housing Land - Large</b>	ea		Assumed to be negligible, potential costs include seeding and mowing.

Asset Name	Unit	Operation of Capital Cost	Comments
Community/Senior Housing Land - Medium	ea		Assumed to be negligible, potential costs include seeding and mowing.
Community/Senior Housing Land - Neighbourhood	ea		Assumed to be negligible, potential costs include seeding and mowing.
Cambrian/TWP 534 Creek Crossing	ea		Assumed to be included in the operation of capital costs for Arterial Roads.
District Energy Station	ea	\$109,600.00	Assumed to be 10% of capital cost.
Emergency Services	ea	\$3,444,000.00	Used Estimated Annual Operating Cost for Firehall.
Emergency Services Land - Police	ea	\$12,300.00	Assumed to be 10% of capital cost.
EnviroStation	ea	\$569,400.00	Assumed to be 10% of capital cost.
Event/Arts & Culture Centre	ea	\$2,182,100.00	Assumed to be 10% of capital cost.
Fleet	m	\$9.71	Cost of fuel and oil in all Fleet except Public Transit (see Fleet & Transit sheet). Scaled to 1km of road, and converted to m from km.
IT	population	\$122.21	ITS operating budget + annual capital program divided by the population of Strathcona County.
Local Community Service	ea	\$406,600.00	Assumed to be 10% of capital cost.

Asset Name	Unit	Operation of Capital Cost	Comments
Major Public Health Services Land	ea		Assumed to be negligible, potential costs include seeding and mowing.
MR Sites	ha		Assumed to be negligible, potential costs include seeding and mowing.
Off-site Sanitary Trunk (1350mm)	m	\$11.75	Divided Wastewater Operations Budget by total length of sanitary sewer (major and minor). Converted from km to m.
Off-site Sanitary Trunk (1350mm) Interim	m	\$11.75	Divided Wastewater Operations Budget by total length of sanitary sewer (major and minor). Converted from km to m.
Large Operations Yard	ea	\$191,550.00	Assumed to be 10% of capital cost.
Small Operations Yard	ea	\$191,400.00	Assumed to be 10% of capital cost.
Other Government/NGO Services/Public Health Land	ea		Assumed to be negligible, potential costs include seeding and mowing.
Post Secondary Land	ea		Assumed to be negligible, potential costs include seeding and mowing.
Primary School/Community Service Site	ea		Assuming province will be operating.
Priority Uplands 1	ea		Assumed to be negligible, potential costs include seeding and mowing.

Asset Name	Unit	Operation of Capital Cost	Comments
Priority Uplands 2	ea		Assumed to be negligible, potential costs include seeding and mowing.
Major Secondary School Rec Centre	ea	\$1,037,789.00	Used Major Multi-Purpose Recreation Facility.
Primary School Rec Centre	ea	\$697,226.00	Used Indoor Recreation Facility
Secondary School Rec Centre	ea	\$697,226.00	Used Indoor Recreation Facility
RR 225 Rail Crossing	ea	\$53.57	Assumed to be the same as Arterial Roads (length)
RR 223 Rail Crossing	ea	\$53.57	Assumed to be the same as Arterial Roads (length)
Cambrian/TWP 534 CP Rail Crossing	ea	\$53.57	Assumed to be the same as Arterial Roads (length)
At Grade Intersections	ea		Assuming province will be operating.
Flyover (Hwy 16/RR 225)	ea		Assuming province will be operating.
Flyover (Hwy 21)	ea		Assuming province will be operating.
Interchange (Hwy 16/RR 224)	ea		Assuming province will be operating.
Interchange (Hwy 21/TWP 534)	ea		Assuming province will be operating.
Interchange (Hwy 21/TWP 534) Interim Lights	ea		Assuming province will be operating.
Partial Interchange (Hwy 16/RR 223)	ea		Assuming province will be operating.

Asset Name	Unit	Operation of Capital Cost	Comments
<b>Cambrian/TWP 534 (East) 5th and 6th Lanes</b>	ea		Assuming province will be operating.
<b>Cambrian/TWP 534 (West) 5th and 6th Lanes</b>	ea		Assuming province will be operating.
<b>RR 224</b>	ea		Already in service
<b>RPC Storage</b>	ea	\$228,900.00	Assumed to be 10% of capital cost.
<b>Rural Road</b>	m	\$8.81	Provided by Strathcona County. Includes Snow clearing, street sweeping, maintenance
<b>Sanitary Lift Station</b>		\$500000	Assumed to be 10% of capital cost.
<b>Sanitary Sewer (manholes)</b>	vm		Assumed to be accounted for in small and medium costs.
<b>Sanitary Sewer (medium)</b>	m	\$11.75	Divided Wastewater Operations Budget by total length of sanitary sewer (major and minor). Converted from km to m.
<b>Sanitary Sewer (small)</b>	m	\$11.75	Divided Wastewater Operations Budget by total length of sanitary sewer (major and minor). Converted from km to m.
<b>Snow Melt Facility</b>	ea		Assuming negligible cost (Empty lot for snow clearing storage)
<b>Storm Sewer (large)</b>	m	\$1.79	No operational cost provided. Assumed to be the same as Storm Sewer Minor.
<b>Storm Sewer (manholes)</b>	vm		Assumed to be accounted for in small, medium, and large costs.

Asset Name	Unit	Operation of Capital Cost	Comments
<b>Storm Sewer (medium)</b>	m	\$1.79	No operational cost provided. Assumed to be the same as Storm Sewer Minor.
<b>Storm Sewer (small)</b>	m	\$1.79	Divided Drainage Operations Budget by total length of storm sewer (minor). Converted from km to m.
<b>Storm Water Ponds</b>	ha		Assumed to be accounted for in small, medium, and large costs.
<b>Streetlights</b>	ea	\$137.78	Using the City of Calgary infographic. Cost of electricity for non-LED streetlighting divided by 90,000 fixtures with 50% energy efficiency for LED bulbs PLUS cost of replacing bulb every 12 years.
<b>Surface (road)</b>	m <sup>2</sup>	\$2.27	Used Urban Roads (Residential) Snow Clearing (UPDATE 2019-03, Cost increased by 50%), Street Sweeping, and Maintenance. Converted from km to m and from linear m to sq m.
<b>Surface (sidewalk)</b>	m <sup>2</sup>	\$0.39	Used Urban Sidewalks Repair and Maintenance. Converted from km to m and from linear m to sq m.
<b>Transit</b>	population	\$236.72	Cost of fuel and oil in Public Transit (see Fleet & Transit sheet) + cost of Transit Service divided by the population of Sherwood Park.
<b>Transit - On Street At-grade Transfer Facility</b>	ea	\$59,000.00	Assumed to be 10% of capital cost.



Asset Name	Unit	Operation of Capital Cost	Comments
<b>Transit - Park and Ride Facility</b>	ea	\$718,700.00	Assumed to be 10% of capital cost.
<b>Reservoir 1</b>	m <sup>3</sup>		Assumed to be accounted for in Transmission Water mains (Mains).
<b>Reservoir 2</b>	m <sup>3</sup>		Assumed to be accounted for in Transmission Water mains (Mains).
<b>Reservoir 3</b>	m <sup>3</sup>		Assumed to be accounted for in Transmission Water mains (Mains).
<b>Transmission Water mains</b>	m	\$9.16	Divided Water System Operations Budget by total length of mains (major and minor). Converted from km to m.
<b>Transmission Water mains Interim</b>	m	\$9.16	Divided Water System Operations Budget by total length of mains (major and minor). Converted from km to m.
<b>Water (hydrants)</b>	ea		Assumed to be accounted for in Water (pipe).
<b>Water (pipe)</b>	m	\$9.16	Divided Water System Operations Budget by total length of mains (major and minor). Converted from km to m.
<b>Water (valves)</b>	ea		Assumed to be accounted for in Water (pipe).

**Table Q. Volumetric water rates.**

Year	Volumetric Water Rate (\$/m <sup>3</sup> )
1	2.55
2	2.55
3	2.55
4	2.58
5	2.60
6	2.62
7	2.64
8	2.64
9	2.64
10	2.63
11	2.63
12	2.63
13	2.62
14	2.64
15	2.66

Year	Volumetric Water Rate (\$/m <sup>3</sup> )
16	2.67
17	2.68
18	2.68
19	2.67
20	2.67
21	2.66
22	2.67
23	2.68
24	2.69
25	2.70
26	2.69
27	2.70
28	2.71
29	2.71
30	2.72
31	2.72

Year	Volumetric Water Rate (\$/m <sup>3</sup> )
32	2.73
33	2.73
34	2.74
35	2.74
36	2.74
37	2.74
38	2.75
39	2.74
40	2.73
41	2.72
42	2.71
43	2.71
44	2.70
45	2.69
46	2.68
47	2.68

Year	Volumetric Water Rate (\$/m <sup>3</sup> )
48	2.67
49	2.66
50	2.66
51	2.65
52	2.64
53	2.64
54	2.63
55	2.63
56	2.62
57	2.62
58	2.61
59	2.61
60	2.60
61	2.60
62	2.60
63	2.59

Year	Volumetric Water Rate (\$/m <sup>3</sup> )
64	2.59
65	2.59
66	2.58
67	2.58
68	2.58
69	2.57
70	2.57
71	2.57
72	2.57
73	2.56
74	2.56
75	2.56

# Appendix E

## Property Value, Debt, and Taxes

**Table R. Tax rates for residential, industrial, and business properties (thousandths of a dollar). All numbers represent averages over the model runs for the base scenario.**

<b>Tax Year</b>	<b>Industrial</b>	<b>Business</b>	<b>Residential</b>
<b>1</b>	7.7	7.7	3.8
<b>2</b>	7.7	7.7	3.8
<b>3</b>	7.6	7.6	3.7
<b>4</b>	7.5	7.5	3.7
<b>5</b>	7.4	7.4	3.6
<b>6</b>	7.4	7.4	3.6
<b>7</b>	7.1	7.1	3.5
<b>8</b>	7.1	7.1	3.5
<b>9</b>	7.0	7.0	3.4
<b>10</b>	7.0	7.0	3.4
<b>11</b>	6.5	6.5	3.2
<b>12</b>	6.4	6.4	3.1
<b>13</b>	6.4	6.4	3.1
<b>14</b>	6.4	6.4	3.1
<b>15</b>	6.3	6.3	3.1
<b>16</b>	6.2	6.2	3.0
<b>17</b>	6.1	6.1	3.0
<b>18</b>	6.1	6.1	3.0
<b>19</b>	6.1	6.1	3.0
<b>20</b>	5.9	5.9	2.9
<b>21</b>	5.7	5.7	2.8
<b>22</b>	5.6	5.6	2.8
<b>23</b>	5.6	5.6	2.8
<b>24</b>	5.7	5.7	2.8
<b>25</b>	5.7	5.7	2.8
<b>26</b>	5.7	5.7	2.8
<b>27</b>	5.6	5.6	2.7

<b>Tax Year</b>	<b>Industrial</b>	<b>Business</b>	<b>Residential</b>
<b>28</b>	5.5	5.5	2.7
<b>29</b>	5.5	5.5	2.7
<b>30</b>	5.5	5.5	2.7
<b>31</b>	5.5	5.5	2.7
<b>32</b>	5.4	5.4	2.7
<b>33</b>	5.5	5.5	2.8
<b>34</b>	5.5	5.5	2.7
<b>35</b>	5.5	5.5	2.7
<b>36</b>	5.5	5.5	2.7
<b>37</b>	5.4	5.4	2.7
<b>38</b>	5.3	5.3	2.6
<b>39</b>	5.3	5.3	2.6
<b>40</b>	5.2	5.2	2.5
<b>41</b>	5.1	5.1	2.5
<b>42</b>	5.1	5.1	2.5
<b>43</b>	5.1	5.1	2.5
<b>44</b>	5.0	5.0	2.4
<b>45</b>	4.9	4.9	2.4
<b>46</b>	5.0	5.0	2.5
<b>47</b>	5.0	5.0	2.5
<b>48</b>	5.0	5.0	2.4
<b>49</b>	5.0	5.0	2.4
<b>50</b>	4.9	4.9	2.4
<b>51</b>	4.7	4.7	2.3
<b>52</b>	4.8	4.8	2.4
<b>53</b>	4.8	4.8	2.4
<b>54</b>	4.8	4.8	2.4
<b>55</b>	4.8	4.8	2.4
<b>56</b>	4.8	4.8	2.4

<b>Tax Year</b>	<b>Industrial</b>	<b>Business</b>	<b>Residential</b>
<b>57</b>	4.6	4.6	2.3
<b>58</b>	4.7	4.7	2.3
<b>59</b>	4.7	4.7	2.3
<b>60</b>	4.6	4.6	2.3
<b>61</b>	4.6	4.6	2.3
<b>62</b>	4.6	4.6	2.2
<b>63</b>	4.5	4.5	2.2
<b>64</b>	4.5	4.5	2.2
<b>65</b>	4.5	4.5	2.2
<b>66</b>	4.5	4.5	2.2
<b>67</b>	4.5	4.5	2.2
<b>68</b>	4.5	4.5	2.2
<b>69</b>	4.4	4.4	2.2
<b>70</b>	4.4	4.4	2.2
<b>71</b>	4.4	4.4	2.1
<b>72</b>	4.3	4.3	2.1
<b>73</b>	4.3	4.3	2.1
<b>74</b>	4.3	4.3	2.1
<b>75</b>	4.2	4.2	2.1

Table S. Property values.

Category	Property Type	Full Build out Quantity	Assessment Value	Cumulative Value
<b>Residential</b>	Single/Semi	9,485	\$510,000	\$12,137,258,000
	Row/Townhouse	15,747	\$344,000	
	Mid Rise Apartment	3,330	\$310,000	
	Mixed Use	694	\$310,000	
	High Rise	2,050	\$310,000	
<b>Business</b>	Village Centre Commercial	22 ha	\$28,080,000	\$3,430,558,560
	Town Centre Commercial	32 ha	\$48,048,000	
	Business Employment	82 ha	\$15,600,000	
<b>Industrial</b>	LEA Industrial	651 ha	\$8,234,384	\$5,364,289,131



Table T. Bremner and utility debt per year. Interest Rates utilize historical 25 year debenture interest rates from 2018 and are allowed to vary. All numbers represent averages over the model runs for the base scenario.

Year	Borrow Amount	Interest	Debt Servicing Costs (P+I)	Total Outstanding Debt
1	\$0	3.28%	\$0	\$0
2	\$0	3.28%	\$0	\$0
3	\$0	3.25%	\$0	\$0
4	\$0	3.28%	\$1,170,810	\$29,270,252
5	\$0	3.31%	\$1,170,810	\$28,099,442
6	\$0	3.27%	\$1,170,810	\$26,928,632
7	\$0	3.28%	\$1,170,810	\$25,757,822
8	\$0	3.27%	\$1,170,810	\$24,587,012
9	\$0	3.24%	\$1,170,810	\$23,416,202
10	\$0	3.29%	\$1,170,810	\$22,245,392
11	\$0	3.28%	\$1,170,810	\$21,074,582
12	\$0	3.31%	\$1,170,810	\$19,903,772
13	\$0	3.28%	\$1,170,810	\$18,732,962
14	\$0	3.27%	\$2,341,620	\$46,832,404
15	\$0	3.28%	\$2,341,620	\$44,490,784
16	\$0	3.26%	\$2,341,620	\$42,149,163
17	\$1,913,887	3.30%	\$2,453,777	\$42,611,469
18	\$10,054,760	3.29%	\$3,044,020	\$54,913,757
19	\$4,158,110	3.28%	\$3,287,893	\$57,966,564
20	\$0	3.28%	\$3,287,893	\$54,678,671
21	\$0	3.27%	\$3,287,893	\$51,390,778
22	\$0	3.25%	\$4,458,703	\$77,373,137
23	\$0	3.29%	\$4,458,703	\$72,914,434
24	\$4,371,393	3.27%	\$4,715,394	\$74,873,019
25	\$5,813,715	3.24%	\$5,054,463	\$78,634,344
26	\$15,367,016	3.24%	\$5,951,474	\$96,005,141

Year	Borrow Amount	Interest	Debt Servicing Costs (P+I)	Total Outstanding Debt
27	\$1,167,290	3.26%	\$7,190,401	\$121,026,855
28	\$3,439,052	3.29%	\$7,392,185	\$118,881,054
29	\$5,520,128	3.26%	\$6,544,414	\$119,564,838
30	\$22,000,882	3.25%	\$7,828,936	\$145,133,474
31	\$10,026,332	3.27%	\$9,587,357	\$181,265,064
32	\$18,218,611	3.27%	\$10,654,540	\$198,357,287
33	\$20,493,825	3.29%	\$11,856,002	\$217,739,283
34	\$2,253,707	3.27%	\$11,988,825	\$209,203,874
35	\$17,005,292	3.25%	\$14,154,370	\$251,353,679
36	\$6,326,664	3.23%	\$14,524,447	\$246,451,224
37	\$18,508,301	3.29%	\$15,611,575	\$259,104,973
38	\$2,012,184	3.25%	\$15,729,589	\$246,443,757
39	\$7,087,867	3.25%	\$14,972,889	\$241,066,922
40	\$134,126	3.28%	\$14,980,833	\$226,292,629
41	\$593,485	3.25%	\$15,015,637	\$212,181,884
42	\$1,879,387	3.28%	\$15,125,455	\$199,911,697
43	\$4,390,737	3.24%	\$15,269,742	\$191,309,513
44	\$225,217	3.29%	\$14,692,680	\$176,959,514
45	\$466,172	3.29%	\$14,476,032	\$163,191,335
46	\$3,493,071	3.24%	\$14,681,035	\$153,840,388
47	\$4,753,349	3.28%	\$13,789,245	\$146,134,843
48	\$2,111,149	3.31%	\$13,913,764	\$135,458,579
49	\$5,313,881	3.27%	\$14,224,708	\$129,318,432
50	\$3,256,434	3.27%	\$14,158,964	\$120,124,093
51	\$1,277,404	3.28%	\$13,895,031	\$108,182,592
52	\$3,825,464	3.25%	\$12,050,623	\$100,769,874
53	\$9,156,521	3.30%	\$12,519,515	\$102,212,620
54	\$4,484,435	3.26%	\$12,581,210	\$96,481,849

Year	Borrow Amount	Interest	Debt Servicing Costs (P+I)	Total Outstanding Debt
55	\$8,130,671	3.25%	\$12,734,499	\$96,131,886
56	\$5,145,594	3.25%	\$10,578,836	\$87,490,392
57	\$1,130,347	3.26%	\$10,057,543	\$80,327,913
58	\$5,560,983	3.26%	\$9,315,400	\$80,634,370
59	\$8,041,194	3.27%	\$8,586,755	\$85,511,650
60	\$3,100,608	3.26%	\$7,465,179	\$82,779,973
61	\$10,274,684	3.27%	\$7,073,187	\$91,378,129
62	\$4,606,585	3.25%	\$6,972,850	\$91,418,491
63	\$1,507,184	3.25%	\$5,973,188	\$87,719,416
64	\$4,660,658	3.26%	\$6,128,197	\$88,689,838
65	\$4,979,882	3.25%	\$6,005,066	\$90,250,223
66	\$5,538,220	3.23%	\$6,320,157	\$92,328,981
67	\$6,922,789	3.30%	\$6,691,072	\$96,186,587
68	\$6,919,583	3.24%	\$6,985,455	\$99,710,356
69	\$2,794,817	3.30%	\$6,893,089	\$97,083,297
70	\$6,339,165	3.27%	\$7,248,941	\$99,429,209
71	\$6,474,190	3.30%	\$7,604,214	\$101,769,940
72	\$4,935,899	3.27%	\$7,689,353	\$101,624,282
73	\$8,493,286	3.29%	\$7,909,037	\$106,681,553
74	\$3,411,149	3.28%	\$7,985,222	\$103,914,639
75	\$2,803,218	3.29%	\$7,838,429	\$100,344,143