

**Agenda**  
 For Summer Village of Rochon Sands  
 Regular Meeting of Council  
**March 12, 2024 @ 6:00 PM**  
 Municipal Office and Via Zoom for Public

		Page #
1.	Call to Order	
2.	Approval of Agenda/Additions	
3.	Public Hearing	
3.1.	None Scheduled	
4.	Delegations/Guests	
4.1.	Craig Suchy, Jim Blaney – WSP Canada Inc.	2
	• East Beach Street Work Plan	
5.	Approval of Previous Minutes	
5.1.	February 13, 2024, SVRS Regular Council Meeting Minutes	3-5
6.	Business Arising from Previous Minutes	
6.1.	KAYAKOMAT Kayak/SUP Rental Kiosk – Update	6,7
7.	Financial Reports	
7.1.	Financials - Operating Revenue & Expenditures to February 29, 2024	8
7.2.	Financials - Capital Revenue & Expenditures to February 29, 2024	9
7.3.	Financials - February Cheque Listing to February 29, 2024	10,11
7.4.	Financials – January 2024 Bank Reconciliation	12
8.	New Business	
8.1.	SVRS DRAFT 2024 Operating Budget for DISCUSSION	13-20
8.2.	SVRS 2024 Capital Budget DISCUSSION	21
9.	Council/Committee Reports	
9.1.	Mayor’s Report	
9.2.	Councillor Reports	
10.	CAO and Staff Reports	
10.1.	CAO Report	22,23
11.	Correspondence/Information/Reports	
11.1.	South Shore Growth Node Traffic Study - Final Report	24-60
11.2.	Budget 2024 Letter to Chief Elected Officials from The Honourable Ric McIver, Minister of Alberta Municipal Affairs	61,62
11.3.	Intermunicipal Collaboration Framework Review Letter from The Honourable Ric McIver, Minister of Municipal Affairs	63
11.4.	ABmunis’ Preliminary Analysis of Alberta’s 2024 Budget	64-90
12.	In Camera (Closed Session)	
13.	Next Regular Meeting Date – April 9, 2024	
14.	Adjournment	

## **The Summer Village of Rochon Sands**

### **Request for Decision**

**Meeting:** Regular Council  
**Meeting Date:** March 12, 2024  
**Originated by:** John Jacobson - Chief Administrative Officer  
**Title:** East Beach Street Work Plan  
**Agenda Item Number:** 4.1

#### Background/Proposal/Issue:

WSP Canada Inc. (WSP) was commissioned by the S.V. of Rochon Sands for the completion of the East Beach Street Improvements encompassed under the general engineering services contract. This work is being funded by Alberta Agriculture & Irrigation (AAI).

At the January 9, 2024, Regular Meeting of Council, Craig Suchy (Manager, Land Development and Municipal Engineering - WSP) provided an update on the SVRS East Beach Street Shoreline Stabilization project. Discussion took place regarding SVRS expectations of the project. WSP committed to submitting a project workplan to Council. The East Beach Street Work Plan is intended to communicate the work to be performed by WSP as a baseline scope.

#### Costs/Source of Funding (if applicable):

This project is being funded by Alberta Agriculture & Irrigation.

#### Recommended Action/Options:

WSP is requesting input from Council prior to WSP submitting the East Beach Street Work Plan to Alberta Agriculture & Irrigation.

#### Motion by Council:

## MINUTES

Regular Meeting of the Council of the Summer Village of Rochon Sands  
Held on February 13, 2024, at 6:00 PM  
At the Municipal Office, #1 Hall Street, Rochon Sands  
and Via Zoom on Electronic Devices

**Present:** Mayor D. Hiller  
Councillor J. Byer  
Administrator J. Jacobson

Regrets: Councillor B. Brinson

### Public (0):

#### 1. Call to Order

Meeting Called to Order @ 6:00 pm

#### 2. Approval of Agenda/Additions

RES 24-02-01

Motion by Councillor Byer to accept the agenda as presented.

Carried

#### 3. Public Hearing

3.1. None Scheduled

#### 4. Delegations/Guests

4.1. none

#### 5. Approval of Previous Minutes

5.1. January 9, 2024, SVRS Regular Council Meeting Minutes

RES 24-02-02

Motion by Mayor Hiller to accept the Summer Village of Rochon Sands January 9, 2024, Regular Council Meeting Minutes as presented.

Carried

#### 6. Business Arising from Previous Minutes

6.1. Snak Shak - Update

- Several residents from the Summer Village of Rochon Sands and neighbouring communities have suggested the organization of a fundraising committee to raise funds for a new Snak Shak building. It is suggested that Administration organize an open public meeting on the Saturday morning of the May Long Weekend (May 18, 2024) to gather input from local residents.
- The Summer Village of Rochon Sand Hall & Recreation Association has offered to manage the fundraising proceeds through the Hall & Rec Association.

6.2. Summer Village of Rochon Sands Cloud Server Option – Update

- Administration received two new proposals and will include them in the Cloud Server Option RFD at the next Council meeting.

**7. Financial Reports**

- 7.1. Financials - Operating Revenue & Expenditures to January 31, 2024
- 7.2. Financials - Capital Revenue & Expenditures to January 31, 2024
- 7.3. Financials - January Cheque Listing to January 31, 2024

**RES 24-02-03** Motion by Mayor Hiller to accept the financial reports and statements as presented.

Carried

**8. New Business**

- 8.1. KAYAKOMAT Kayak/SUP Rental Kiosk
  - Administration is compiling additional risk management information for the proposed KAYAKOMAT Kayak/SUP Rental Kiosk.

**RES 24-02-04** Motion by Mayor Hiller to accept the KAYAKOMAT Kayak/SUP Rental Kiosk overview document as information.

Carried

- 8.2. 8.2.Appointment of Regional Assessment Review Board Officials (ARB)

**RES 24-02-05** Motion by Mayor Hiller to appoint the following as the Summer Village of Rochon Sands ARB (Assessment Review Board) officials for 2024: ARB Chairman - Raymond Ralph; Certified ARB Clerk - Gerryl Amarin; and Certified Panelists - Darlene Chartrand, Sheryl Exley, Tina Groszko, Stewart Hennig, Richard Knowles, Denis Meier and Raymond Ralph.

Carried

**9. Council/Committee Reports**

- 9.1. Mayor's Report
  - Reported on the Stettler Waste Management Authority Meeting.
- 9.2. Councillor Reports
  - Councillor Byer
    - Reported on the Buffalo Lake Management Team Meeting.

**10. CAO and Staff Reports**

- 10.1. CAO Report (written)

**RES 24-02-06** Motion by Councillor Byer to accept Council/Committee and CAO reports as presented.

Carried

**11. Correspondence/Information/Reports**

- 11.1. Stettler RCMP Detachment - 3rd Quarter Report
- 11.2. ATCO - Advanced Metering Infrastructure
- 11.3. Land & Property Rights Tribunal - Vertz v County of Stettler No. 6 Development Authority, 2024 ABLPRT 57
- 11.4. Application for Consolidation of Road Allowance - Court Application to Vary Surveys

**RES 24-02-07** Motion by Mayor Hiller to accept the reports and correspondence as information.

Carried

**12. In Camera (Closed Session)**

- No in camera session

**13. Next Regular Meeting Date – March 12, 2024**

**14. Adjournment**

**RES 24-02-08** Motion by Councillor Byer to adjourn the Regular Council meeting at 6:37 pm.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Administrator

DRAFT

## The Summer Village of Rochon Sands

### Request for Decision

**Meeting:** Regular Council  
**Meeting Date:** March 12, 2024  
**Originated by:** John Jacobson - Chief Administrative Officer  
**Title:** Great Escape Kayaks / KAYAKOMAT - Update  
**Agenda Item Number:** 6.1

#### Background/Proposal/Issue:

At the February 13, 2024, Summer Village Rochon Sands Regular Council Meeting, Administration briefed Council regarding a proposal from Great Escape Kayaks Inc. to operate an automated kayak and stand-up paddleboard (SUP) rental station at the Rochon Sands Provincial Park Campground (RSPPC).

*KAYAKOMAT is a self-service rental kiosk, open for bookings 24 hours a day. Clients can rent kayaks and stand-up paddleboards easily, smoothly, anytime, from anywhere.*

*How does it work?*

*The client goes on to the KAYAKOMAT.COM website, books and pays online, reviews usage and safety instructions, then receives a code to unlock the unit of their choice of equipment (incidentally, insurance companies favor online safety instructions and waivers as users have more opportunity to read them over carefully). SUPs as well as solo and tandem sit-in and sit-on-top kayaks are available. All necessary equipment, including life jacket(s), paddle(s), spray skirt(s), etc. is provided.*

Administration reported that additional information had been requested regarding liability issues from the Summer Village's insurance provider, RMA Insurance; and the Summer Village's legal counsel, Wilson Cruikshank LLP.

#### RMA Insurance Response:

- The Operator of this should be required to have Commercial General Liability (CGL) and property coverage for their structure.*
- Generally speaking, emergency services costs, are not likely to be covered via insurance as this is a normal cost associated with the operations of a municipality. That said, this should be a responsibility of the "at fault party" or "the operator" not of the Summer Village, unless it was deemed to be negligent in some way causing rise to the issue which precipitated the incident. I will highlight is that your policy has a duty to defend the Summer Village from any claims regardless of how frivolous, ergo should there be an action brought against the Summer Village due to this new service, the RMA policy would respond to defend and indemnify you subject to the terms, conditions, deductibles, warranties, extensions, and exclusions of the policy. I know that likely doesn't answer the question definitively, but all claims are subject to their own facts and merits and even the smallest detail can change the outcome.*
- The Summer Village and the operator enter into an agreement which outlines the responsibilities of all parties. I would suggest that the operator is required to have insurance coverage and that the Summer Village of Rochon Sands is listed as an additional insured on that policy.*

Below is a sample clause which could be used.

#### *Commercial General Liability*

*The Proponent shall, at their expense obtain and keep in force during the term of the Agreement, Commercial General Liability Insurance satisfactory to the Summer Village of Rochon Sands and underwritten by an insurer licensed to conduct business in the Province of Alberta. The policy shall provide coverage for Bodily Injury, Property Damage and Personal Injury and shall include but not be limited to:*

- (a) A limit of liability of not less than \$ \_\_\_\_\_/occurrence with an aggregate of not less than \$ \_\_\_\_\_*
- (b) Add the Summer Village of Rochon Sands as an Additional Insured with respect to the operations of the Named Insured*
- (c) The policy shall contain a provision for cross liability and severability of interest in respect of the Named Insured*
- (d) Non-owned automobile coverage with a limit not less than \_\_\_\_\_ and shall include contractual non-owned coverage (SEF 96)*
- (e) Products and completed operations coverage*

*(f) Contractual Liability*

*(g) Work performed on Behalf of the Named Insured by Subcontractors*

*(h) The policy shall provide 30 days prior notice of cancellation*

- *The Operators should provide the Summer Village with a certificate of insurance (COI) showing the necessary coverages for each year they are operating.*
- *It is advised that any agreement the Summer Village enters into has an indemnity clause in favour of the Summer Village. A sample indemnification clause is as follows.*

*The Supplier shall defend, indemnify and save harmless the Summer Village of Rochon Sands, its elected officials, officers, employees and agents from and against any and all claims of any nature, actions, causes of action, losses, expenses, fines, costs (including legal costs), interest or damages of every nature and kind whatsoever, including but not limited to bodily injury, sickness, disease or death or to damage to or destruction of tangible property including loss of revenue or incurred expense resulting from disruption of service, arising out of or allegedly attributable to the negligence, acts, errors, omissions, misfeasance, nonfeasance, fraud or willful misconduct of the Supplier, its directors, officers, employees, agents, contractors and subcontractors, or any of them, in connection with or in any way related to the delivery or performance of this Contract. This indemnity shall be in addition to and not in lieu of any insurance to be provided by the Supplier in accordance with this Contract and shall survive this Contract.*

- *Any Contracts, or Insurance Clauses or Indemnification/Hold Harmless Clauses should be reviewed by SVRS legal counsel \*\**

#### Wilson Cruikshank LLP Response:

- *Given the insurance company's response, it appears RMA feels that sufficient coverage is available. I do agree with the comment about the rescue. If the SVRS goes ahead, I would request/demand the operator post adequate signage that clearly states use at own risk and that SVRS is not responsible. I would also suggest the waiver has a box that has to be checked off/acknowledging SVRS is not responsible.*
- *Lastly if you decide to proceed, then I would have a separate agreement/clause that requires the operator and Great Escape Kayaks to release the contracts and waivers to you upon request. If there is a loss, your interest may not align with their interest and do not want to have to compel disclosure of waiver/contracts etc..*

#### Discussion/Options/Benefits/Disadvantages:

The benefits of the KAYAKOMAT kiosk were discussed at the February 13, 2024, Summer Village Rochon Sands Regular Council Meeting. Council was supportive of the concept; however, the liability issue requires a favourable resolution to protect the SVRS ratepayer.

The recommendations from RMA Insurance and Wilson Cruikshank LLP have been communicated to Great Escape Kayaks Inc. Great Escape Kayaks Inc. has taken the communication back to their parent company and the potential operator for their responses.

#### Costs/Source of Funding (if applicable):

- Great Escape Kayaks Inc. stated that Provincial Campgrounds operated by the Alberta Government **do not** charge the KAYAKOMAT Operators a fee to operate kiosks in the campgrounds.
  - The SVRS could negotiate a fee based upon revenues generated by the KAYAKOMAT kiosk.
- Any additional insurance costs to the SVRS should be passed on to the KAYAKOMAT Operator.

#### Recommended Action/Options:

If Council is still favourable of the KAYAKOMAT kiosk concept, Administration will continue to move forward towards an agreement with Great Escape Kayaks Inc. that addresses the liability concerns addressed by RMA Insurance and Wilson Cruikshank LLP. A contract with Great Escape Kayaks Inc. would need to be "signed off" by RMA Insurance and Wilson Cruikshank LLP prior to bringing it forward to Council for a decision.

#### Motion by Council:

Motion by \_\_\_\_\_ to accept the KAYAKOMAT Kayak/SUP Rental Kiosk liability update as information.



**SUMMER VILLAGE OF ROCHON SANDS**  
**STATEMENT OF OPERATING REVENUE & EXPENDITURES**  
 For the Period Ending February 29, 2024

General Ledger	Description	February 2023 Actual	February 2024 Budget	February 2024 Actual
*	General Administration	(1,276.51)	(1,836.83)	6.00
*	Protective Services	(476.00)	(40.00)	4.00
*	Transporation	0.00	(333.33)	0.00
*	Planning & Development	0.00	(583.33)	0.00
*	Recreation & Parks	0.00	0.00	0.00
*	Provincial Parks	0.00	(18,350.00)	0.00
*	TOTAL Culture	0.00	(516.67)	(659.38)
*	Taxes	0.00	(38,812.67)	0.00
*	Other Revenue	(60.03)	(2,083.33)	0.00
**	TOTAL REVENUE	(1,812.54)	(62,556.16)	(649.38)
*	Council & Legislative	0.00	833.33	0.00
*	General Administration	10,048.78	11,675.00	(1,017.51)
*	Common Office	2,651.64	1,091.67	1,796.39
*	Assessor	0.00	908.33	0.00
*	Municipal Election	0.00	16.67	0.00
*	Policing	0.00	450.00	(5,367.00)
*	Fire Fighting & Preventive	0.00	1,458.33	0.00
*	Disaster Services	7,091.23	591.67	0.00
*	Ambulance	0.00	0.00	0.00
*	Bylaw Enforcement	0.00	83.33	0.00
*	Transportation	6,137.00	6,704.17	3,308.45
*	Water Department	0.00	500.00	0.00
*	Landfill & Recycling	2,617.00	1,308.33	240.00
*	Planning & Development	3,218.85	1,233.33	(771.19)
*	Parks & Recreation	0.00	3,703.33	2,785.71
*	Provincial Parks	7,137.93	12,912.58	1,153.97
*	Culture	0.00	566.67	0.00
*	Contingency	0.00	2,500.00	0.00
*	Requisitions	0.00	16,016.67	0.00
**	TOTAL EXPENSES	38,902.43	62,553.41	2,128.82
***	(SURPLUS)/DEFICIT-Before Amort	37,089.89	(2.75)	1,479.44

\*\*\* End of Report \*\*\*





**SUMMER VILLAGE OF ROCHON SANDS**  
**STATEMENT OF CAPITAL REVENUE AND EXPENDITURES**  
 For the Period Ending February 29, 2024

General Ledger	Description	2024 YTD Actual	2024 YTD Budget
<b>CAPITAL REVENUE</b>			
5-32-00-00-00-840	Trans - Provincial Grant	0.00	(23,333.33)
5-72-00-00-00-830	Parks & Rec - Federal Grant	0.00	(5,666.67)
5-72-00-00-00-840	Parks & Rec - Provincial Grant	0.00	(3,333.33)
<b>*</b>	<b>TOTAL CAPITAL REVENUE</b>	<b>0.00</b>	<b>(32,333.33)</b>
<b>CAPITAL EXPENDITURE</b>			
6-31-00-00-00-620	Common Services - Shop Reno	0.00	1,666.67
6-31-00-00-02-630	Common Services - Dump Trailer	0.00	1,666.67
6-32-00-00-02-610	Trans - Hall Street Paving	0.00	16,666.67
6-32-00-00-03-610	Trans - Parking Lot	0.00	3,333.33
6-72-00-00-00-620	Parks & Rec - Snack Shack	0.00	3,333.33
6-72-30-00-00-660	Parks & Rec - Village Square	0.00	5,666.67
<b>*</b>	<b>TOTAL CAPITAL EXPENDITURE</b>	<b>0.00</b>	<b>32,333.33</b>
<b>**</b>	<b>SURPLUS/(DEFICIT)</b>	<b>0.00</b>	<b>0.00</b>

\*\*\* End of Report \*\*\*



# SUMMER VILLAGE OF ROCHON SANDS

## Cheque Listing For Council

2024-Mar-6  
7:28:49PM

### For the Month of February, 2024

Cheque		Vendor Name	Invoice #	Invoice Description	Invoice Amount	Cheque Amount
Cheque #	Date					
202470011	2024-02-09	RBC VISA		PAYMENT		1,043.60
			202	ICE RINK MAINTENANCE	750.00	
			203	INTERNET	147.00	
			204	WEBSITE	146.60	
202470012	2024-02-09	SYBAN SYSTEMS		PAYMENT		103.95
			5440-26012024	INTERNET	103.95	
202470013	2024-02-09	TELUS COMMUNICATION		PAYMENT		122.06
			65	PROV PARK TELEPHONE	53.18	
			66	OFFICE TELEPHONE	68.88	
202470014	2024-02-09	TELUS MOBILITY		PAYMENT		124.62
			32	TELUS MOBILITY	124.62	
202470015	2024-02-09	APEX		PAYMENT		557.08
			65	DEC 17 TO JAN 19	152.63	
			66	DEC 17 TO JAN 19	404.45	
202470016	2024-02-09	DIRECT ENERGY , 770001455755		PAYMENT		195.02
			38	JAN	195.02	
202470017	2024-02-09	DIRECT ENERGY , 770001455987		PAYMENT		178.47
			33	JAN	178.47	
202470018	2024-02-09	DIRECT ENERGY , 770001456209		PAYMENT		362.87
			39	JAN	362.87	
202470019	2024-02-09	DIRECT ENERGY , 770001779105		PAYMENT		154.61
			39	JAN	154.61	
202470020	2024-02-09	DIRECT ENERGY , 770001779345		PAYMENT		1,720.30
			35	JAN	1,720.30	
202470021	2024-02-09	641619 ALBERTA LTD.		PAYMENT		1,978.69
			21	DECEMBER 2023	1,978.69	
202470022	2024-02-09	ACTION PLUMBING & EXCAVATION		PAYMENT		192.15
			W41751	WATER REPAIR	192.15	
202470023	2024-02-09	ALBERTA MUNICIPALITIES		PAYMENT		1,031.23
			RG202401-059	2024 MEMBERSHIP	1,031.23	
202470024	2024-02-09	ASSOCIATION OF SUMMER VILLAGES OF ALBERTA		PAYMENT		975.00
			SI-141	AVVA MEMBERSHIP	975.00	
202470025	2024-02-09	BASHAW CONCRETE PRODUCTS		PAYMENT		520.80
			BC31929	SAND FOR SNOWPLOW	520.80	
202470026	2024-02-09	CANADA REVENUE AGENCY		PAYMENT		2,080.04
			58	M202401	2,080.04	
202470027	2024-02-09	COUNTY OF STETTLER		PAYMENT		7,570.13
			COS010118	ER MANGAMENT REQ 2023	7,570.13	
202470028	2024-02-09	FIVE STAR VENTURES		PAYMENT		556.50
			33594	DEC 2023 CARDBOARD	63.00	
			33698	DEC 2023 CARDBOARD	63.00	
			33874	DEC 2023 CARDBOARD	63.00	
			33886	DEC 2023 CARDBOARD	63.00	
			33953	DEC 2023 CARDBOARD	52.50	
			33962	CARDBOARD	126.00	
			34338	CARDBOARD	63.00	
			34385	CARDBOARD	63.00	
202470029	2024-02-09	JACOBSON, JOHN		PAYMENT		186.36
			4	JAN	186.36	
202470030	2024-02-09	LONGHURST CONSULTING		PAYMENT		143.01
			7743	IT SERVICES	143.01	
202470031	2024-02-09	REID, DONOVON		PAYMENT		1,187.50
			5	JAN SNOWPLOWING	537.50	



# SUMMER VILLAGE OF ROCHON SANDS

## Cheque Listing For Council

2024-Mar-6

7:28:49PM

### For the Month of February, 2024

Cheque					Invoice	Cheque
Cheque #	Date	Vendor Name	Invoice #	Invoice Description	Amount	Amount
202470031	2024-02-09	REID, DONOVON	6	JAN SNOWLOW	650.00	1,187.50
202470032	2024-02-09	ROCHON SANDS HALL AND RECREATION	12	PAYMENT 2023 UTILITIES	4,492.42	4,492.42
202470033	2024-02-09	STETTLER WASTE MANAGEMENT AUTHORITY	SWM0003838	PAYMENT Q2 2023	3,553.50	3,553.50
202470034	2024-02-09	UPTOWN OFFICE SUPPLY	8013B	PAYMENT OFFICE SUPPLIES	80.67	80.67
202470035	2024-02-09	WEINZIERL, ERIN	2023005	PAYMENT AP, YEAR END ROLL OVER, TIPPS, F	245.00	245.00
202470036	2024-02-29	JACOBSON, JOHN C				
202470037	2024-02-23	CANADA REVENUE AGENCY	59	PAYMENT M202402	2,080.04	2,080.04
202470038	2024-02-23	COUNTY OF STETTLER	CO2010183	PAYMENT 2024 REQ	3,500.00	3,500.00
202470039	2024-02-23	LONGHURST CONSULTING	195111 7783	PAYMENT SECURITY 1 YR SUB AND INSTAL IT SUPPORT	452.59 65.63	518.22
202470040	2024-02-23	WEINZIERL, ERIN	2023006	PAYMENT TIPPS, AP, PR	350.00	350.00
202470041	2024-02-23	RBC VISA	206 207 208	PAYMENT FEB ADVERT FOR OFFICE/PARK POSITIC TONER	147.00 8.51 388.34	543.85

**Total 41,017.42**

\*\*\* End of Report \*\*\*

**SUMMER VILLAGE OF ROCHON SANDS  
BANK RECONCILIATION  
AS OF JANUARY 31, 2024**

Net Balance at End of Previous Month	\$	151,104.46
ADD: General Receipts		10,788.29
Interest Earned		0.00
Investments Matured		<u>0.00</u>
SUBTOTAL		161,892.75
LESS: General Disbursements		8,671.47
Investments		0.00
Returned Cheques		0.00
Bank and Credit Card Fees		<u>111.75</u>
SUBTOTAL		<u>8,783.22</u>
<b>NET BALANCE AT END OF CURRENT MONTH - GENERAL</b>	<b>\$</b>	<b><u>153,109.53</u></b>
Balance at End of Month - Bank		147,718.97
ADD: Outstanding Deposits		6,850.36
LESS: Outstanding Cheques		<u>1,459.80</u>
<b>NET BALANCE AT END OF CURRENT MONTH - GENERAL</b>	<b>\$</b>	<b><u>153,109.53</u></b>
INVESTMENTS:		
RBC Reserve Account		37,014.61
RBC Investment GIC#13 Cashable Maturing Dec 13, 2024 @ 4.5%		200,000.00
RBC Investment GIC#14 Cashable Maturing Dec 13, 2024 @ Prime Linked		200,000.00
RBC Investment GIC#15 Non-redeemable Maturing Dec 13, 2024 @ 5.8%		<u>250,000.00</u>
SUBTOTAL		<u>687,014.61</u>
<b>TOTAL CASH ON HAND AND ON DEPOSIT</b>	<b>\$</b>	<b>840,124.14</b>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF ADMINISTRATIVE OFFICER

**The Summer Village of Rochon Sands  
Request for Decision**

**Meeting:** Regular Meeting of Council  
**Meeting Date:** March 12, 2024  
**Originated by:** John Jacobson - Chief Administrative Officer  
**Title:** Summer Village of Rochon Sands DRAFT 2024 Operating Budget  
– for DISCUSSION  
**Agenda Item Number:** 8.1

**Background/Proposal/Issue**

The Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, section 242(1), requires the Council to adopt an operating budget for each calendar year. Presented is the DRAFT Operating Budget 2024. The Administration has drafted an Operating Budget based on 2023 priorities and 2023 revenue and expenditures reporting. This DRAFT Operating Budget will assist in guiding the discussion during the Community Operating Budget hosted by the Council on Tuesday, March 12, at 6:00 p.m.

**Discussion/Options/Benefits/Disadvantages**

The Administration recommends reviewing the DRAFT 2024 Operating Budget and the Council to ask questions or make recommendations for revisions.

**Costs/Source of Funding (if applicable)**

- Municipal sources of revenue.
- Municipal Taxation.

**Applicable Legislation**

MGA – Operating Budget – 242(1)

**Recommended Action**

The Administration recommends accepting the DRAFT 2024 Operating Budget for information only.

MOVED by \_\_\_\_\_ to accept the DRAFT 2024 Operating Budget for information only.

**Implementation/Communication**

The Administration will proceed upon the Council's request.

**Target Decision Date**

March 12, 2024

General Ledger	Description	2022 Budget	2022 Actual	2023 Budget	2023 Actual	2024 Budget	Notes
<b>REVENUES</b>							
Administration							
1-12-01-00-00-510	Admin - Penalties	0.00	0.00	0.00	(84.72)	0.00	
1-12-01-00-00-590	Admin - Other Revenue	(200.00)	(1,342.31)	(500.00)	(793.37)	(500.00)	
1-12-01-00-00-595	Admin - Bottle Donation	(2,500.00)	(2,860.90)	(2,500.00)	(347.87)	(1,500.00)	
1-12-01-00-01-490	Admin - Tax Info/Certificate	(50.00)	(125.00)	(150.00)	(350.00)	(200.00)	
1-12-01-00-01-520	Admin - Dock Permit	0.00	(925.00)	(1,000.00)	(1,750.00)	(1,500.00)	
1-12-01-00-01-560	Admin - SVWS Rent	(2,500.00)	(2,500.00)	(2,500.00)	0.00	0.00	
1-12-01-00-01-840	Admin - Provincial Grant	(7,696.00)	(7,696.00)	(15,392.00)	(15,392.00)	(15,392.00)	
1-12-99-94-00-990	Admin - Cont Fr Surplus	0.00	0.00	0.00	0.00	0.00	
		<b>(12,946.00)</b>	<b>(15,449.21)</b>	<b>(22,042.00)</b>	<b>(18,717.96)</b>	<b>(19,092.00)</b>	
Protective Services							
1-25-00-00-00-560	Ambulance - Rent	(480.00)	(480.00)	(480.00)	(472.00)	(480.00)	
		<b>(480.00)</b>	<b>(480.00)</b>	<b>(480.00)</b>	<b>(472.00)</b>	<b>(480.00)</b>	
Common Services							
1-32-00-00-00-830	Trans - Federal Gas - Tax Grant	0.00	0.00	0.00	0.00	0.00	
1-32-00-00-00-832	Trans - Federal Summer Wages Grant	(3,970.00)	(2,520.00)	(4,000.00)	(3,200.00)	(3,200.00)	
1-32-00-00-00-840	Trans - MSI Grant	0.00	0.00	0.00	0.00	0.00	
1-32-00-00-00-841	Trans - BMTG Grant	0.00	0.00	0.00	0.00	0.00	
		<b>(3,970.00)</b>	<b>(2,520.00)</b>	<b>(4,000.00)</b>	<b>(3,200.00)</b>	<b>(3,200.00)</b>	
Planning & Development							
1-61-00-00-00-520	Planning & Dev - Development Permit	(350.00)	(4,065.00)	(3,000.00)	1,415.00	(2,000.00)	
1-61-00-00-01-520	Planning & Dev - Building Permit	(3,000.00)	(4,380.73)	(2,000.00)	(1,381.00)	(2,000.00)	
1-61-00-00-05-520	Planning & Dev - PGE Permit	(2,000.00)	(3,710.00)	(2,000.00)	(2,350.00)	(2,000.00)	
1-66-00-00-00-400	Subd Land Dev - Land Sale	0.00	0.00	0.00	0.00	0.00	
		<b>(5,350.00)</b>	<b>(12,155.73)</b>	<b>(7,000.00)</b>	<b>(2,316.00)</b>	<b>(6,000.00)</b>	
Parks & Recreation							
1-72-30-00-00-595	Parks & Rec - Village Square Donation	0.00	0.00	0.00	(10,000.00)	0.00	
		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>(10,000.00)</b>	<b>0.00</b>	
Provincial Parks							
1-72-80-00-00-411	Prov Park - Rochon - Sani Dump Fee	(500.00)	(644.84)	(1,000.00)	(4,316.85)	(4,000.00)	
1-72-80-00-00-490	Prov Park - Rochon - Ice Sales	(2,400.00)	(2,312.80)	(2,400.00)	(1,787.56)	(2,000.00)	
1-72-80-00-00-491	Prov Park - Rochon - Firewood Sales	(16,000.00)	(19,246.70)	(16,000.00)	(15,399.29)	(16,000.00)	
1-72-80-00-00-492	Prov Park - Rochon - Misc Sales	(100.00)	(284.74)	(300.00)	(1,058.09)	(500.00)	
1-72-80-00-00-560	Prov Park - Rochon - Camping Fee	(100,000.00)	(93,956.85)	(100,000.00)	(97,437.26)	(100,000.00)	
1-72-80-00-00-561	Prov Park - Rochon - Reservation Fee	(14,000.00)	(9,375.27)	(14,000.00)	(7,640.97)	(10,000.00)	
1-72-80-00-00-562	Prov Park - Rochon - Group Site Fee	(30,000.00)	(37,669.52)	(38,000.00)	(32,811.78)	(33,000.00)	
1-72-80-00-00-563	Prov Park - Rochon - Amendment Fee	0.00	(85.69)	0.00	(80.17)	0.00	
1-72-80-00-00-590	Prov Park - Rochon - Day Use Honourarium	(1,500.00)	(3,029.95)	(3,000.00)	(2,122.02)	(2,200.00)	
1-72-80-00-00-832	Prov Park - Federal Summer Wage Grant	(5,480.00)	(3,780.00)	(5,500.00)	(5,200.00)	(5,200.00)	
1-72-90-00-00-560	Prov Park - Narrows - Camping Fee	(40,000.00)	(35,438.10)	(40,000.00)	(29,767.56)	(30,000.00)	
		<b>(209,980.00)</b>	<b>(205,824.46)</b>	<b>(220,200.00)</b>	<b>(197,621.55)</b>	<b>(202,900.00)</b>	

General Ledger	Description	2022 Budget	2022 Actual	2023 Budget	2023 Actual	2024 Budget	Notes
Culture							
1-74-00-00-00-595	Culture - Bottle Donation	0.00	(1,154.80)	(1,200.00)	(2,723.45)	(1,500.00)	
1-74-00-00-00-830	Culture - Canada Day Grant	(1,100.00)	(5,000.00)	(5,000.00)	(5,000.00)	(5,000.00)	
		<b>(1,100.00)</b>	<b>(6,154.80)</b>	<b>(6,200.00)</b>	<b>(7,723.45)</b>	<b>(6,500.00)</b>	
Excess Collection of Req							
1-97-00-00-00-990	Excess Collection of Requisition	(250.00)	(0.01)	(250.00)	7,709.41	0.00	
		<b>(250.00)</b>	<b>(0.01)</b>	<b>(250.00)</b>	<b>7,709.41</b>	<b>0.00</b>	
Taxes							
1-99-01-00-01-111	Taxes - Municipal	(244,975.72)	(252,324.99)	(271,710.00)	(271,503.74)	(291,443.00)	3.5 % increase
1-99-01-00-02-111	Taxes - School - Residential	(158,463.64)	(162,742.19)	(162,742.00)	(164,574.90)	(162,436.55)	
1-99-01-00-03-111	Taxes - School - Non Residential	(1,510.13)	0.00	(1,500.00)	0.00	(1,676.77)	
1-99-01-00-05-111	Taxes - Senior Housing	(29,000.00)	(28,885.93)	(29,500.00)	(29,495.56)	(30,000.00)	
1-99-01-00-06-111	Taxes - Designated Industrial (DIP)	(31.29)	(25.85)	(50.00)	(25.20)	(50.00)	
		<b>(433,980.78)</b>	<b>(443,978.96)</b>	<b>(465,502.00)</b>	<b>(465,599.40)</b>	<b>(485,606.32)</b>	
Other							
1-99-02-00-01-510	Penalties & Cost on Taxes	(1,000.00)	(2,745.44)	(1,000.00)	(2,585.54)	(1,000.00)	
1-99-02-00-02-550	Return on Investments	0.00	(380.79)	(24,000.00)	(15,347.06)	(15,000.00)	
		<b>(1,000.00)</b>	<b>(3,126.23)</b>	<b>(25,000.00)</b>	<b>(17,932.60)</b>	<b>(16,000.00)</b>	
	<b>Total Revenues</b>	<b>(669,056.78)</b>	<b>(689,689.40)</b>	<b>(750,674.00)</b>	<b>(715,873.55)</b>	<b>(739,778.32)</b>	

General Ledger	Description	2022 Budget	2022 Actual	2023 Budget	2023 Actual	2024 Budget	Notes
<b>EXPENSES</b>							
Council & Legislative							
2-11-00-00-00-151	Legislative - Mayor Honorarium	3,000.00	3,000.00	3,000.00	3,000.00	3,000.00	
2-11-00-00-01-151	Legislative - Council Honorarium	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00	
2-11-00-00-01-211	Legislative - Council Meeting	500.00	279.35	500.00	0.00	500.00	
2-11-00-00-00-510	Legislative - Other Goods & Services	500.00	99.00	500.00	100.00	200.00	
2-11-01-00-00-211	Legislative - Travel & Subsistence	0.00	0.00	0.00	249.98	500.00	
2-11-01-00-00-216	Legislative - Council Training	0.00	0.00	0.00	299.00	500.00	
		<b>10,000.00</b>	<b>9,378.35</b>	<b>10,000.00</b>	<b>9,648.98</b>	<b>10,700.00</b>	
Administrative Services							
2-12-01-00-00-111	Admin - Salary	54,000.00	49,502.12	58,000.00	55,722.14	72,000.00	
2-12-01-00-00-112	Admin - Wages	29,000.00	23,771.86	34,000.00	18,798.61	36,000.00	
2-12-01-00-00-130	Admin - Benefits	4,000.00	668.68	4,000.00	671.93	9,740.00	
2-12-01-00-00-131	Admin - WCB Premium	1,200.00	660.54	1,200.00	1,391.07	1,400.00	
2-12-01-00-00-200	Admin - Contracted Services	7,500.00	7,371.10	7,500.00	7,952.51	7,500.00	
2-12-01-00-00-211	Admin - Travel & Subsistence	1,000.00	1,135.96	1,200.00	896.77	1,200.00	
2-12-01-00-00-214	Admin - Association Membership	3,000.00	2,105.03	3,000.00	2,234.88	2,500.00	
2-12-01-00-00-216	Admin - Training	2,000.00	295.00	2,000.00	2,486.50	2,500.00	
2-12-01-00-00-225	Admin - Land Title	100.00	0.00	200.00	30.00	100.00	
2-12-01-00-00-231	Admin - Accounting & Audit	10,000.00	10,965.00	11,000.00	10,411.25	11,000.00	
2-12-01-00-00-232	Admin - Legal Fees	2,000.00	0.00	2,000.00	2,000.00	2,000.00	
2-12-01-00-00-239	Admin - Computer Maintenance	3,000.00	376.35	3,000.00	3,443.10	3,000.00	
2-12-01-00-00-240	Admin - IT Support	4,000.00	2,183.86	4,000.00	4,961.18	4,000.00	
2-12-01-00-00-273	Admin - Web Site Maintenance	250.00	202.87	500.00	188.05	500.00	
2-12-01-00-00-274	Admin - Insurance	3,000.00	1,962.06	3,000.00	1,554.88	2,500.00	
2-12-01-00-00-510	Admin - Other Goods & Services	1,000.00	1,012.79	2,000.00	2,488.22	1,700.00	
2-12-01-00-00-810	Admin - Bank Fees	400.00	1,036.33	500.00	1,832.72	1,500.00	
2-12-01-00-00-811	Admin - Credit Card Fees	6,200.00	2,110.45	500.00	112.16	500.00	
2-12-01-00-00-920	Admin - Uncollectable Accounts	2,000.00	0.00	2,000.00	0.00	500.00	
2-12-01-00-00-991	Admin - Cash over/short	0.00	(85.79)	0.00	164.47	0.00	
2-12-01-00-01-520	Admin - Dock Permit	0.00	135.00	500.00	0.00	300.00	
2-12-99-92-00-762	Admin - Contributed to Capital	0.00	0.00	0.00	6,679.26	0.00	
		<b>133,650.00</b>	<b>105,409.21</b>	<b>140,100.00</b>	<b>124,019.70</b>	<b>160,440.00</b>	
Common Office							
2-12-02-00-00-221	Office - Advertising	500.00	466.05	500.00	0.00	500.00	
2-12-02-00-00-222	Office - Telephone	2,000.00	1,666.80	2,000.00	2,390.56	2,000.00	
2-12-02-00-00-223	Office - Postage	850.00	850.10	1,000.00	1,978.84	1,000.00	
2-12-02-00-00-273	Office - Internet	1,000.00	935.50	1,200.00	2,626.81	2,400.00	
2-12-02-00-00-511	Office - Other Goods & Services	4,000.00	3,401.49	4,000.00	3,534.90	4,000.00	
2-12-02-00-00-581	Office - Natural Gas	2,000.00	1,110.99	2,000.00	774.64	2,000.00	
2-12-02-00-00-582	Office - Power	2,000.00	1,913.64	2,400.00	2,216.71	2,400.00	
		<b>12,350.00</b>	<b>10,344.57</b>	<b>13,100.00</b>	<b>13,522.46</b>	<b>14,300.00</b>	



General Ledger	Description	2022 Budget	2022 Actual	2023 Budget	2023 Actual	2024 Budget	Notes
Assessor							
2-12-11-00-00-239	Assessor	7,700.00	12,274.44	10,000.00	11,680.28	12,000.00	
2-12-11-00-02-239	Regional ARB	0.00	0.00	900.00	1,329.80	1,400.00	
		<b>7,700.00</b>	<b>12,274.44</b>	<b>10,900.00</b>	<b>13,010.08</b>	<b>13,400.00</b>	
Municipal Election							
2-12-12-00-00-227	Election	200.00	0.00	200.00	0.00	200.00	
		<b>200.00</b>	<b>0.00</b>	<b>200.00</b>	<b>0.00</b>	<b>200.00</b>	
Municipal Protective Service							
2-21-00-00-00-200	Police - Enhanced Policing	5,325.00	5,349.00	5,400.00	8,529.25	9,000.00	
2-23-00-00-00-200	Fire - Regional Agreement	20,000.00	17,578.00	17,500.00	18,301.80	18,500.00	
2-24-00-00-00-200	Disaster - Regional Agreement	5,000.00	7,091.23	7,100.00	7,570.13	10,140.00	
2-26-00-00-00-200	Bylaw - Enforcement	1,000.00	0.00	1,000.00	0.00	500.00	
2-23-00-00-00-350	Fire - Fire Fighting	0.00	0.00	0.00	0.00	0.00	
		<b>31,325.00</b>	<b>30,018.23</b>	<b>31,000.00</b>	<b>34,401.18</b>	<b>38,140.00</b>	
Transportation							
2-32-00-00-00-112	Trans - Supervisor Wages	11,000.00	16,374.28	18,000.00	13,474.61	18,000.00	
2-32-00-00-00-113	Trans - Casual Wages	1,000.00	44.04	1,000.00	4,920.61	1,000.00	
2-32-00-00-00-116	Trans - Summer Casual	15,000.00	10,319.76	15,000.00	12,211.40	15,000.00	
2-32-00-00-00-130	Trans - Staff Appreciation	900.00	623.56	900.00	347.87	900.00	
2-32-00-00-00-131	Trans - WCB Premium	750.00	1,202.43	1,200.00	859.66	1,200.00	
2-32-00-00-00-200	Trans - Contracted Services	5,000.00	2,369.88	5,000.00	1,956.75	4,000.00	
2-32-00-00-00-254	Trans - Purchase Equip Repair	1,100.00	3,211.35	2,000.00	2,658.60	2,500.00	
2-32-00-00-00-274	Trans - Insurance	250.00	926.05	950.00	1,316.40	1,800.00	
2-32-00-00-00-510	Trans - Other Goods & Services	2,700.00	2,714.44	2,800.00	1,856.94	2,500.00	
2-32-00-00-00-521	Trans - Fuel	5,500.00	7,778.80	6,000.00	6,162.19	6,000.00	
2-32-00-00-00-529	Trans - Equip Repair Parts	1,300.00	759.92	1,500.00	54.09	1,000.00	
2-32-01-00-00-582	Trans - Bldg Power	2,600.00	2,188.33	2,600.00	1,162.90	2,600.00	
2-32-02-00-00-540	Trans - Street Lights - Other	500.00	0.00	500.00	673.53	500.00	
2-32-02-00-00-582	Trans - Street Lights Power	14,500.00	17,193.16	17,000.00	16,808.19	17,000.00	
2.32.03.00.01.113	Trans - Snow Removal - Casual				950.00	0.00	
2-32-03-00-01-239	Trans - Snow Removal - Contractor	1,000.00	2,488.14	2,500.00	0.00	3,000.00	
2-32-03-00-01-510	Trans - Snow Removal Supply	1,000.00	3,476.01	3,500.00	481.64	3,500.00	
		<b>64,100.00</b>	<b>71,670.15</b>	<b>80,450.00</b>	<b>65,895.38</b>	<b>80,500.00</b>	
Water Supply							
2-41-00-00-00-831	Water - SMRWSC Interest	3,000.00	2,196.65	3,000.00	2,502.74	2,500.00	
2-41-00-00-00-832	Water - SMRWSC Principal	6,000.00	0.00	3,000.00	0.00	4,280.00	
		<b>9,000.00</b>	<b>2,196.65</b>	<b>6,000.00</b>	<b>2,502.74</b>	<b>6,780.00</b>	

General Ledger	Description	2022 Budget	2022 Actual	2023 Budget	2023 Actual	2024 Budget	Notes
<b>Landfill &amp; Recycling</b>							
2-43-00-00-00-200	Landfill - SRWMA Agreement	10,000.00	9,588.00	14,300.00	10,728.00	11,000.00	
2-43-10-00-00-239	Recycling - Contracted Services	1,300.00	1,330.00	1,400.00	2,680.00	3,000.00	
		<b>11,300.00</b>	<b>10,918.00</b>	<b>15,700.00</b>	<b>13,408.00</b>	<b>14,000.00</b>	
<b>Subdivision &amp; Development</b>							
2-61-00-00-00-200	Plan & Dev - Contracted Services	5,000.00	3,608.99	4,000.00	8,866.84	6,400.00	
2-61-00-00-00-201	Plan & Dev - Mediation	0.00	586.67	500.00	0.00	500.00	
2-61-00-00-00-214	Plan & Dev - SDAB Membership	500.00	480.00	500.00	0.00	0.00	
2-61-00-00-00-232	Plan & Dev - South Shore IDP	0.00	0.00	500.00	0.00	0.00	
2-61-00-00-00-300	Plan & Dev - Referral Costs	5,000.00	0.00	3,000.00	0.00	1,500.00	
2-61-00-00-01-519	Plan & Dev - Safety Code Inspect	4,100.00	5,289.19	5,300.00	2,425.15	4,000.00	
2-66-00-00-00-200	Subd Land Dev - Subdivison Fees	1,000.00	0.00	1,000.00	0.00	0.00	
		<b>15,600.00</b>	<b>9,964.85</b>	<b>14,800.00</b>	<b>11,291.99</b>	<b>12,400.00</b>	
<b>Recreation &amp; Parks</b>							
2-72-00-00-00-200	Parks & Rec- County Recreation Agreement	2,500.00	2,607.50	3,500.00	3,500.00	3,500.00	
2-72-00-00-00-274	Parks & Rec - Insurance	150.00	813.34	850.00	769.12	850.00	
2-72-00-00-00-510	Parks & Rec - Other Goods & Services	600.00	6,703.21	6,000.00	4,663.65	6,000.00	
2-72-10-00-00-582	Parks & Rec - Golf Power	450.00	0.00	450.00	0.00	450.00	
2-72-20-00-00-582	Parks & Rec - Marina - Power	0.00	0.00	240.00	0.00	240.00	
2-72-30-00-00-239	Parks & Rec - Village Sq Services	1,000.00	0.00	1,000.00	0.00	1,000.00	
2-72-30-00-00-253	Parks & Rec - Tennis Courts	0.00	0.00	0.00	10,000.00	0.00	
2-72-30-00-00-510	Parks & Rec - Village Sq - Sewer Pumpout	1,900.00	1,600.00	1,900.00	2,000.00	1,900.00	
2-72-30-00-00-582	Parks & Rec - Village Sq - Power	0.00	0.00	0.00	735.00	0.00	
2-72-40-00-00-290	Parks & Rec - Disc Golf - Goods&Services	0.00	0.00	500.00	0.00	500.00	
2-72-99-91-00-764	Parks - Transfer to Reserve	33,469.00	30,132.15	30,000.00	16,977.65	13,004.70	30% of PP Surplus
		<b>40,069.00</b>	<b>41,856.20</b>	<b>44,440.00</b>	<b>38,645.42</b>	<b>27,444.70</b>	

General Ledger	Description	2022 Budget	2022 Actual	2023 Budget	2023 Actual	2024 Budget	Notes
Provincial Campgrounds							
2-72-80-00-00-111	Prov Park - Rochon - Admin Salary	6,000.00	6,000.00	6,000.00	6,000.00	9,000.00	
2-72-80-00-00-112	Prov Park - Rochon - Office Manager	8,200.00	4,174.04	8,000.00	6,085.65	10,000.00	
2-72-80-00-00-113	Prov Park - Rochon - Office Wages	12,000.00	7,284.59	10,000.00	13,649.19	10,000.00	
2-72-80-00-00-131	Prov Park - Rochon - WCB Fee	1,200.00	1,191.95	1,200.00	859.66	1,200.00	
2-72-80-00-00-214	Prov Park - Rochon - License	1.00	1.00	1.00	1.00	1.00	
2-72-80-00-00-221	Prov Park - Rochon - Adveristing	1,000.00	0.00	500.00	0.00	500.00	
2-72-80-00-00-222	Prov Park - Rochon - Telephone	600.00	514.33	600.00	324.88	450.00	
2-72-80-00-00-239	Prov Park - Rochon- Computer Maintenance	1,000.00	0.00	1,000.00	520.02	1,000.00	
2-72-80-00-00-252	Prov Park - Rochon - Pur Bldg Repair	12,000.00	605.00	3,000.00	2,885.99	3,000.00	
2-72-80-00-00-253	Prov Park - Rochon - Pur Site Repair	0.00	10,403.88	8,000.00	7,866.67	8,000.00	
2-72-80-00-00-254	Prov Park - Rochon - Pur Equip Repair	1,000.00	694.52	1,000.00	732.50	1,000.00	
2-72-80-00-00-273	Prov Park - Rochon - Internet	900.00	495.00	500.00	792.00	600.00	
2-72-80-00-00-274	Prov Park - Rochon - Insurance	2,000.00	2,250.00	2,250.00	2,315.64	3,000.00	
2-72-80-00-00-275	Prov Park - Rochon - Security	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	
2-72-80-00-00-350	Prov Park - Rochon - Fire Fighting	0.00	0.00	0.00	7,425.00	0.00	
2-72-80-00-00-510	Prov Park - Rochon - Goods & Services	2,100.00	9,736.06	5,000.00	4,444.54	5,000.00	
2-72-80-00-00-511	Prov Park - Rochon - Office Supply	500.00	0.00	500.00	693.30	500.00	
2-72-80-00-00-512	Prov Park - Rochon - Ice Supply	1,000.00	1,487.50	1,500.00	1,304.17	1,500.00	
2-72-80-00-00-513	Prov Park - Rochon - Firewood Supply	15,000.00	12,522.45	12,000.00	14,000.00	10,000.00	
2-72-80-00-00-514	Prov Park - Rochon - Other Resale Supply	0.00	0.00	0.00	543.86	0.00	
2-72-80-00-00-519	Prov Park - Rochon - Supplies	5,100.00	1,678.23	2,000.00	1,176.07	2,000.00	
2-72-80-00-00-521	Prov Park - Rochon - Fuel	600.00	4,371.56	2,000.00	3,327.64	3,500.00	
2-72-80-00-00-554	Prov Park - Rochon - Repair Materials	3,500.00	2,132.18	3,500.00	2,696.29	3,000.00	
2-72-80-00-00-581	Prov Park - Rochon - Natural Gas	3,000.00	3,291.19	3,000.00	3,364.28	3,500.00	
2-72-80-00-00-582	Prov Park - Rochon - Power	6,000.00	8,817.14	8,000.00	7,632.20	8,000.00	
2-72-80-00-00-583	Prov Park - Rochon - Potable Water	800.00	500.00	800.00	300.00	500.00	
2-72-80-00-00-584	Prov Park - Rochon - Garbage	5,800.00	5,424.00	5,800.00	3,648.00	5,000.00	
2-72-80-00-00-810	Prov Park - Rochon - Bank Fee	500.00	977.36	1,000.00	1,389.49	1,400.00	
2-72-80-00-00-811	Prov Park - Rochon - Credit Card Fee	5,000.00	3,501.87	2,000.00	0.00	0.00	
2-72-80-00-00-991	Prov Park - Rochon - Cash short/over	100.00	0.00	100.00	0.00	100.00	
2-72-80-00-01-112	Prov Park - Rochon - Maintenance Manager	20,600.00	17,296.26	22,000.00	19,893.74	22,000.00	
2-72-80-00-01-113	Prov Park - Rochon - Casual Wages	0.00	4,513.79	1,000.00	1,923.95	1,000.00	
2-72-80-00-01-116	Prov Park - Rochon - Summer Wages	12,000.00	19,954.74	20,000.00	18,707.81	20,000.00	
2-72-80-00-01-221	Prov Park - Rochon - Promotion	200.00	137.81	200.00	148.56	200.00	
2-72-80-00-01-252	Prov Park - Rochon - Sewer Pumpout	6,000.00	2,450.00	5,000.00	4,525.00	5,000.00	
2-72-90-00-00-200	Prov Park - Narrows - Campground Manager	11,517.00	11,517.00	12,000.00	11,517.00	12,000.00	
2-72-90-00-00-253	Prov Park - Narrows - Pur Site Repair	0.00	0.00	0.00	1,007.69	0.00	
2-72-90-00-00-510	Prov Park - Narrows - Goods & Services	0.00	3,666.95	1,000.00	891.59	1,000.00	
2-72-90-00-00-554	Prov Park - Narrows - Repair Materials	0.00	0.00	0.00	1,763.26	1,000.00	
2-72-90-00-00-584	Prov Park - Narrows - Garbage	0.00	0.00	0.00	656.00	700.00	
2-72-90-00-01-113	Prov Park - Narrows - Casual Wages	0.00	4,513.81	1,000.00	4,803.61	1,000.00	
2-72-90-00-01-252	Prov Park - Narrows - Sewer Pumpout	0.00	0.00	0.00	350.00	400.00	
		<b>148,718.00</b>	<b>155,604.21</b>	<b>154,951.00</b>	<b>163,666.25</b>	<b>159,551.00</b>	

General Ledger	Description	2022 Budget	2022 Actual	2023 Budget	2023 Actual	2024 Budget	Notes
Culture							
2-74-00-00-00-510	Culture - Canada Day	2,700.00	6,623.85	5,000.00	7,692.16	7,000.00	
2-74-11-00-00-214	Library - Parkland Membership	800.00	718.20	800.00	813.75	735.00	
2-74-40-00-00-510	Com Hall - Other Goods & Services	0.00	1,882.48	1,000.00	8,254.76	1,000.00	
2-74-40-00-00-582	Com Hall - Power	0.00	0.00	0.00	0.00	0.00	
		<b>3,500.00</b>	<b>9,224.53</b>	<b>6,800.00</b>	<b>16,760.67</b>	<b>8,735.00</b>	
Contingency							
2-99-99-91-00-764	Contingency - Trsf to Reserve	0.00	20,088.10	30,000.00	16,977.65	0.00	
		<b>0.00</b>	<b>20,088.10</b>	<b>30,000.00</b>	<b>16,977.65</b>	<b>0.00</b>	
Non-Municipal Requisition							
2-99-01-00-00-743	Requisitions - Alberta School Foundation	159,973.77	162,742.13	162,700.00	157,601.61	164,113.00	
2-99-01-00-00-746	Requisitions - Senior Housing	28,886.00	28,886.00	29,500.00	28,680.00	29,000.00	
		<b>188,859.77</b>	<b>191,628.13</b>	<b>192,200.00</b>	<b>186,281.61</b>	<b>193,113.00</b>	
	<b>Total Expenses</b>	<b>676,371.77</b>	<b>680,575.62</b>	<b>750,641.00</b>	<b>710,032.11</b>	<b>739,703.70</b>	
	<b>(SURPLUS) DEFICIT</b>	<b>7,314.99</b>	<b>(9,113.78)</b>	<b>(33.00)</b>	<b>(5,841.44)</b>	<b>(74.62)</b>	
Amortization							
2-98-99-12-00-900	Admin - Amortization Expense	0.00	4,660.82	0.00	0.00	0.00	
2-98-99-31-00-900	Com Ser - Amortization Expense	0.00	8,444.20	0.00	0.00	0.00	
2-98-99-32-00-900	Trans - Amortization Expense	0.00	23,166.92	0.00	0.00	0.00	
2-98-99-41-00-900	Water - Amortization Expense	0.00	464.22	0.00	0.00	0.00	
2-98-99-43-00-900	Landfill - Amortization Expense	0.00	290.52	0.00	0.00	0.00	
2-98-99-72-00-900	Parks & Rec - Amortization Expense	0.00	39,308.06	0.00	0.00	0.00	
		0.00	76,334.74	0.00	0.00	0.00	
		<b>7,314.99</b>	<b>67,220.96</b>	<b>-33.00</b>	<b>-5,841.44</b>	<b>-74.62</b>	

## For 2024-2028 Capital Funding Discussion

Summer Village of Rochon Sands Capital Funding Budget 2022-2027															
Funding Program	2022			2023			2024			2025			2026		
	MSI	FGTF/ CCBF	RESERVES	MSI	CCBF	RES	LGFF	CCBF	RES	LGFF	CCBF	RES	LGFF	CCBF	RES
New Funding	\$43,400	\$10,154	\$10,000	\$59,400	\$10,154	\$10,000	\$59,400	\$10,154	\$10,000	\$59,400	\$10,154	\$10,000	\$59,400	\$10,154	\$10,000
Carry Forward	\$314,269	\$43,292	\$98,806	\$357,669	\$53,446	\$100,806	\$417,069	\$63,600	\$110,806	\$476,469	\$73,754	\$120,806	\$535,869	\$83,908	\$130,806
<b>Total Available Funding</b>	<b>\$357,669</b>	<b>\$53,446</b>	<b>\$108,806</b>	<b>\$417,069</b>	<b>\$63,600</b>	<b>\$110,806</b>	<b>\$476,469</b>	<b>\$73,754</b>	<b>\$120,806</b>	<b>\$535,869</b>	<b>\$83,908</b>	<b>\$130,806</b>	<b>\$595,269</b>	<b>\$94,062</b>	<b>\$140,806</b>
<b>Village Square Phase I- CAP 7562</b>															
Hall Street Paving Project				\$100,000											
<b>Village Square Phase II- CAP 10605</b>															
Pickup Basketball pad, pole, backboard and hoop (donation/park reserve)				\$34,000											
<b>Municipal Building - Replacement of Snak Shak</b>															
Business/Building Viability Plan				\$20,000			\$200,000			\$200,000			\$200,000		
<b>Walking Trail - CAP #12368</b>															
							\$20,000			\$20,000			\$20,000		
<b>Bay View Street Paving Overlay-CAP #12367</b>															
Water Distribution Line Servicing							50000			200000			200000		
Boat Launch Construction/Upgrades							\$50,000			50000					
Boat Launch Parking Lot Expansion				\$20,000											
Tennis Court Lighting (completed in 2022)				\$8,000											
<b>Equipment Replacement-CAP #12366</b>															
1. Tractor Replacement ( Moved to 2024)							\$30,000								
2. Kubota Mower Replacement (moved 2023) (Shared with Park Budget 50%)				\$18,000											
3. Zero Turn Mower							\$15,000			\$15,000					
Dump Trailer-Village				\$10,000											
Public Works Shop				\$10,000											
Shirley McLellan Water Line Debenture				\$77,246			\$25,000								
<b>Total Spending Allocated Year</b>	<b>\$95,246</b>	<b>\$25,000</b>	<b>\$8,000</b>	<b>\$60,000</b>	<b>\$34,000</b>	<b>\$0</b>	<b>\$365,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$485,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$0</b>
Carry Forward Funding	\$262,423	\$28,446	\$100,806	\$357,069	\$29,600	\$110,806	\$111,469	\$73,754	\$120,806	\$50,869	\$83,908	\$130,806	\$175,269	\$94,062	\$140,806

## CAO Report

March 2023

**The candidate search for an Office/Park Manager was successful.** I am very pleased and excited that Holly Chappell Benoit has joined the Summer Village of Rochon Sands team. Holly brings a wealth of experience to the municipality as she was the Assistant Chief Administrative Office for the Village of Donalda since 2020. Holly is highly organized and detail-oriented and will play a crucial role in supporting daily administrative tasks for the Rochon Sands Municipal Office and the Rochon Sands Provincial Park and Narrows Provincial Recreation Area Campgrounds. Holly was in the office March 5-7 training and hitting the ground running. Holly is a great addition to the SVRS team!

Mayor Dan Hiller and the CAO attended the **Buffalo Lake Inter-Municipal Development Plan Committee Meeting** on February 23, 2024. There are serious concerns regarding the low lake level and the impact on boat marinas and boat launches around the lake. There is a 5-year moratorium on pumping water into Buffalo Lake (until 2028). Mayor Hiller spoke about the need for dredging in sections of the lake. Further discussion will take place on March 14, 2024, regarding dredging and a plan to move forward between the Municipalities and Alberta Government. There was further discussion regarding the Bar W Resort Appeal Board Decision and the South Shore Traffic Study.

CAO attended the **2024 Municipal Affairs Administrators' Tax Rate Bylaw Webinar Training Session** on February 28, 2024. *Alberta Municipal Affairs Training and education sessions for CAOs and municipal staff.*

Councillor Brinson informed me on February 28, 2024, that **water had been flooding from the new Bucket Fill Station**. I went up and inspected the Bucket Fill Station flooding. The water flooded the whole area around the station, across the gravel road to the north, into the ditch to the north, all the way west along the ditch to the ditch along Hwy 835, and down the hill in the Highway 835 ditch. I contacted the County of Stettler, and they responded quickly notifying me that the flooding was planned and was *“the result of flushing they had to do, to identify the dirt work that needs to be done to address the drainage.”*

CAO participated in **ABmunis' Zoom Meeting Report on Alberta's 2024 Budget** on Friday, March 1, 2024. On February 29, the Government of Alberta released its budget for the 2024-25 fiscal year. Alberta Municipalities conducted a comprehensive analysis and released a report outlining how the provincial budget supports municipalities. The Report is attached to the Agenda package.

**Great Escape Kayaks Inc. – Kakomat – Potential Liability Issues.** Great Escape Kayaks Inc. operated several automated kayak and SUP rentals stations in Alberta Provincial Park locations last year and will be operating in even more locations this year. They are requesting to have a station at the Rochon Sands Provincial Park Campground (RSPPC) and have a local community member who is very interested in operating it. KAYAKOMAT is a self-service rental kiosk, open for bookings 24 hours a day. Clients can rent

kayaks and stand-up paddleboards easily, smoothly, anytime, from anywhere. The CAO has further researched potential liability issues and has been in communication with the SVRS insurer and legal counsel. Additional details are available in the March 12, 2024 Regular Council Agenda package.

**Camp Reservations Canada Training.** The CAO and new Office/Campground Manager participated in a Zoom training session on March 7<sup>th</sup>, 2024. The Summer Village of Rochon Sands administers both Rochon Sands Provincial Park and Narrows Provincial Recreation Area which are located on the south shores of Buffalo Lake. We have an online reservation system: CampReservations.ca that will be open at 10am on March 11, 2024 for the 2024 camping season. The training session was to explain how to administer the Rochon Sands Campground campreservation.ca site.

**The SVRS Summer Student Hiring Process is underway.** The Summer Village of Rochon Sands is seeking four to five enthusiastic, hardworking, highly organized and detail-oriented summer students to join our team. The ideal candidates will play a crucial role in supporting daily administrative tasks and coordinating activities for the Rochon Sands Municipal Office, the Rochon Sands Provincial Park and Narrows Provincial Recreation Area Campgrounds. Students have an opportunity to gain diverse hands-on experiences in municipal and campground operations and maintenance.

**SVRS Snowplow – Thank you.** We had a major snowstorm on the weekend of March 1 & 2. I want to thank Donovan Reid jumping into the snowplow at all times of day and especially weekends to clear the streets for SVRS residents. I was driving around on the Saturday afternoon during the “blizzard”, assessing the roads and was about to phone Donovan to have some of the roads cleared, and there he was coming up in front of me plowing the roads. Great job, Donovan.



**SOUTH SHORE GROWTH NODE TRAFFIC  
STUDY**  
Final Report

January 11, 2024

Prepared for:  
County of Stettler No. 6

Prepared by:  
Stantec Consulting Ltd.

Project Number:  
113678537



## South Shore Growth Node Traffic Study

The conclusions in the Report titled South Shore Growth Node Traffic Study are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from County of Stettler No. 6 (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by: \_\_\_\_\_  
Lindsay Haskins, P.Eng.

Reviewed by: \_\_\_\_\_  
Patrick Wong, P.Eng.

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APPENDIX H COST ESTIMATES



# 1 Introduction

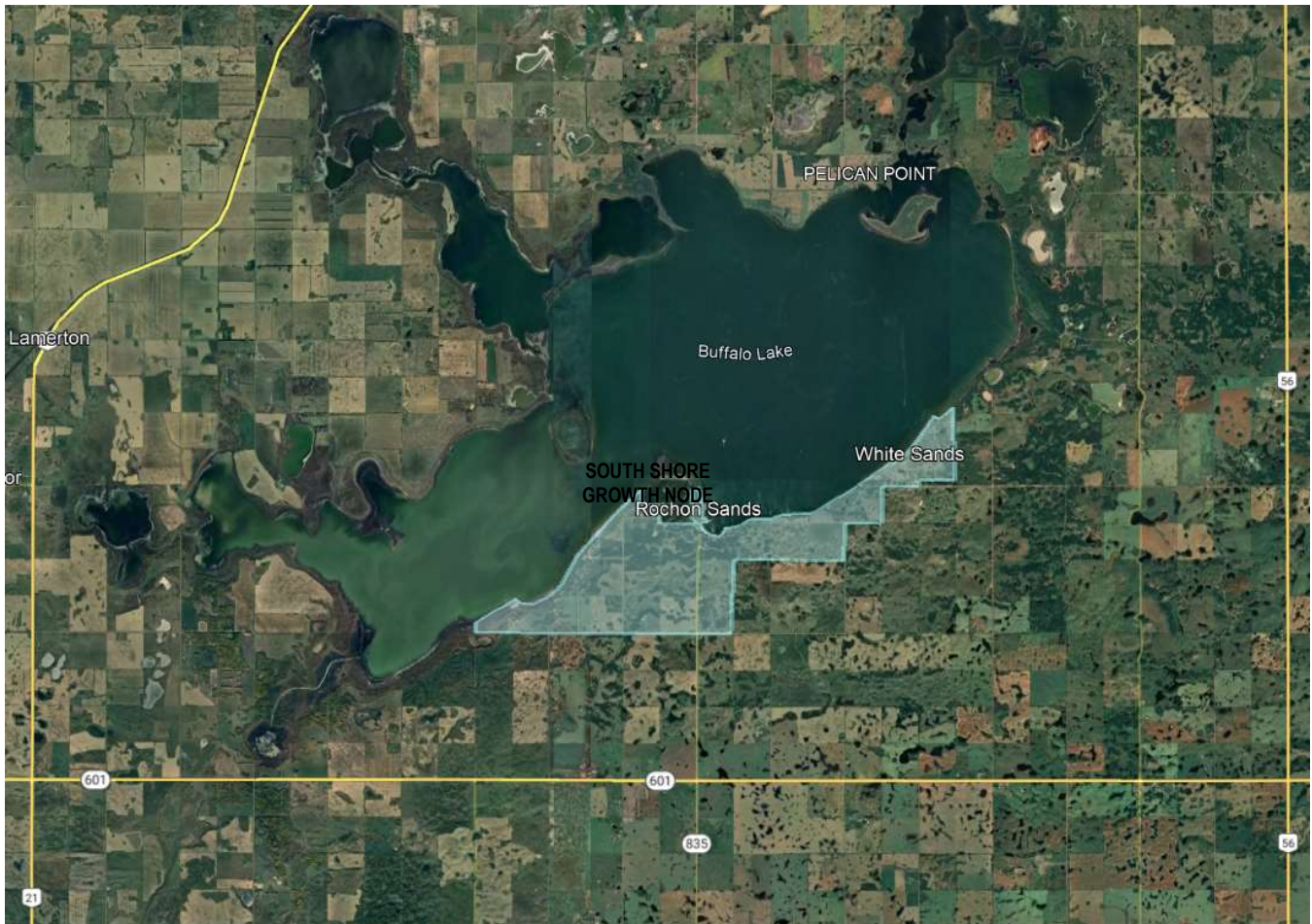
## 1.1 Project Intent

The South Shore Growth Node is located along the south shore of Buffalo Lake, northwest of the Town of Stettler. The Growth Node includes the Summer Villages of Rochon Sands and White Sands and the surrounding areas, located within the County of Stettler.

The County of Stettler has retained Stantec Consulting Ltd. (Stantec) to undertake a traffic study to identify the long-term intersection and road network improvements needed to accommodate traffic and manage traffic-related impacts as the South Shore growth node is further developed.

The location of the South Shore Growth Node is shown in **Figure 1.1**.

**Figure 1.1 – Stettler South Shore Growth Node Location**



## South Shore Growth Node Traffic Study

### 1 Introduction

January 12, 2024

The following project objectives were identified by the County:

- Identify the best routes to upgrade to disperse traffic, avoid putting excessive traffic load on Bayview Street, and provide the best value for capital cost involved based on full build out of the entire growth node (County lands and lands in the two Summer Villages).
- Identify the improvements needed to municipally controlled intersections and provincially controlled intersections based on the results of objective 1 above.
- Identify interim measures to manage and direct traffic until such time as the long-term road network has been constructed (i.e. seasonal access gate along Bayview Street east of the marina or similar measures).
- Provide cost estimates of options and improvements to allow consideration in decision making and setting of funding and cost recovery mechanisms.

## 1.2 Project Background

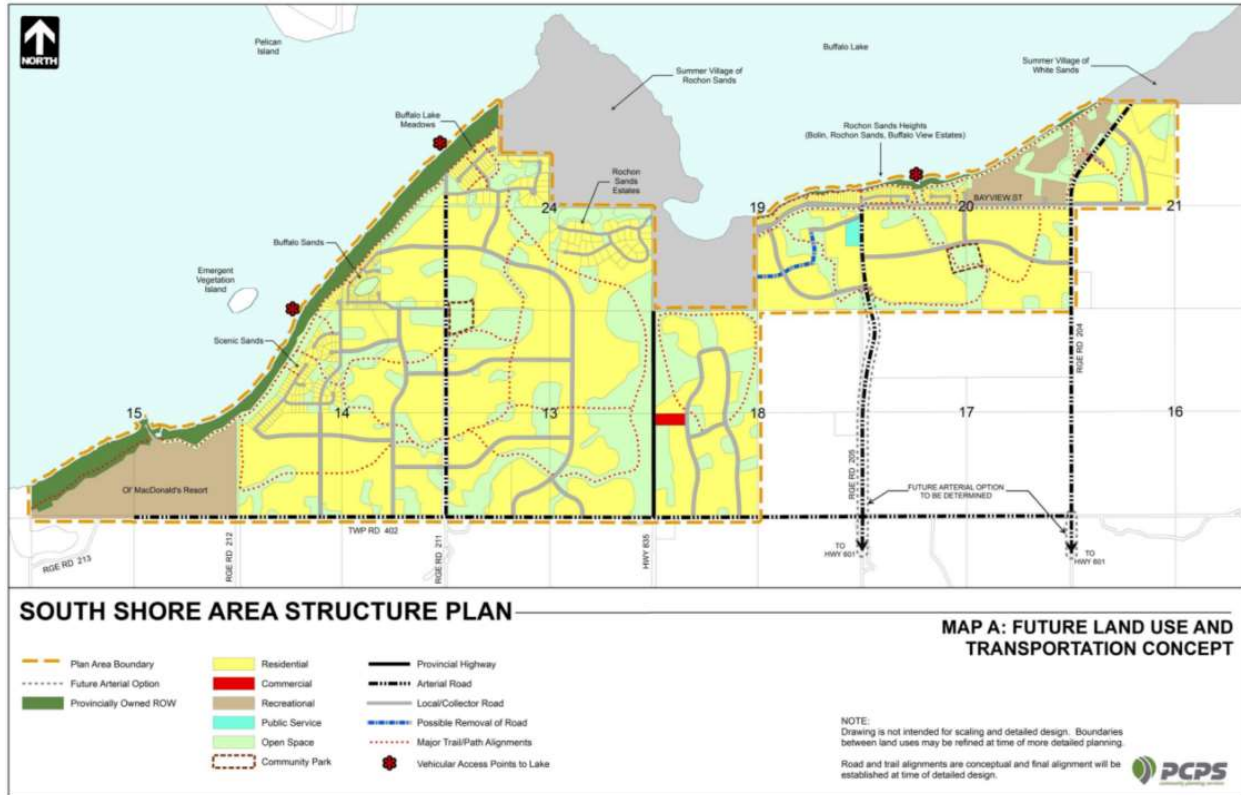
The Buffalo Lake Intermunicipal Development Plan (IDP) was developed in 2009 and updated in 2021 to establish policies and principles to manage the use of lands adjacent to Buffalo Lake to protect the character and environment of the area. The plan limits the amount of development surrounding the lake by rationing the number of development units allowed. An overall density of approximately 0.9 development units per gross acre is allowed, which works out to approximately 3,900 total development units for the South Shore Growth Node. Based on the existing development in place, additional development of approximately 2,300 units can be expected.

The South Shore Area Structure Plan (ASP) was completed in 2021 to guide the development of the County lands in the area. The ASP identifies that the transportation network will need to be expanded to accommodate this growth and recommends further study on vehicle access plans. **Figure 1.2** illustrates the future transportation concept from the IDP, showing two options to improve the roadway network: extension of Range Road 20-4 south to Highway 601, or construction of Range Road 20-5 between Bayview Street and Township Road 40-2 and extension south to Highway 601.



**South Shore Growth Node Traffic Study**  
**1 Introduction**  
 January 12, 2024

**Figure 1.2 – IDP Map A: Future Land Use and Transportation Concept**



## 2 Existing Conditions

### 2.1 Road Network

Existing access to the area is via Highway 601 to the south, Highway 56 to the east and Highway 835 which bisects the Plan Area. The local road network includes the following roadways:

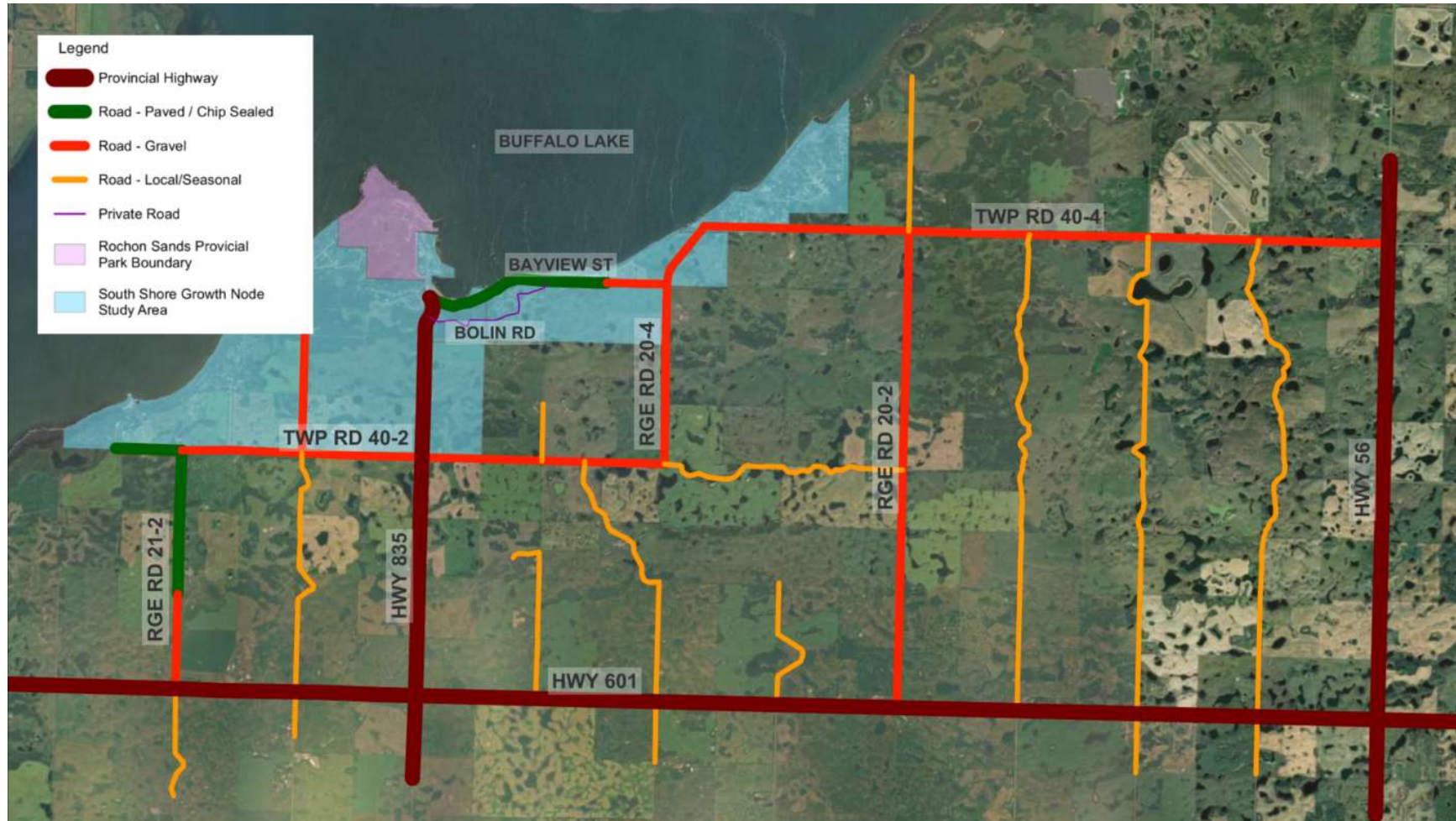
- Township Roads 40-2 and 40-4, providing east-west connections through the area. Both are gravel roadways.
- Range Roads 20-2 and 21-2, providing north-south connections between the development area and Highway 601. Range Road 20-2 is a gravel road; Range Road 21-2 was previously chip sealed however due to structure and traffic volumes the road is in need of major repairs.
- Local/seasonal/discontinuous roadways including Range Roads 20-4, 20-5, and 21-1
- Bayview Street, an east-west road traveling between Highway 835 and Range Road 20-4. This road services the recently developed subdivisions and RV park and provides a connection to White Sands. There are a number of houses fronting this street, making it less desirable for through traffic.
- Further discussion of traffic concerns on Bayview Street
- Bolin Road, a private road south of Bayview Street previously used during construction of Paradise Shores. The road is unpaved and has tight curves but does connect Highway 835 to the junction of Marina Crescent on Bayview Street. This bypasses a large number of properties along Bayview Street and if upgraded to County Standards, could serve to split traffic volumes along Bayview Street.

The existing road network is illustrated in **Figure 2.1**.



South Shore Growth Node Traffic Study  
2 Existing Conditions  
January 12, 2024

Figure 2.1 – Study Area Road Network



## 2.2 Traffic Volumes

Existing traffic data in the project area was available from a variety of sources:

- County traffic count program – collected via radar on several local roadways on an annual basis.
- Alberta Transportation and Economic Corridors (ATEC) traffic count program – collected roughly every five years, with annual data extrapolated from these counts. ATEC provided 2023 traffic data for Highway 835, and 2021 traffic data was available for Highway 56.
- Stantec traffic data collection – completed via road tubes over a 7-day period in September 2023 to supplement the above sources.

Traffic data is included in **Appendix A**.

The tube counts collected by Stantec were able to observe weekly patterns and compare weekday versus weekend traffic volumes. On Highway 835 and Township Road 40-2, weekend volumes were found to be approximately 30% higher than weekday volumes; however, on Township Road 40-4, volumes were found to be approximately 30% lower than weekday volumes. The September traffic counts were also used to determine the relationship between the daily traffic volumes and the peak hour traffic volumes. The data showed that the morning and evening peak hours were approximately 8% and 10% of the daily volumes, respectively.

It should be noted that the counts were collected in mid-September, which is considered to be the shoulder season. Traffic volumes are likely higher in the peak of the summer; however, the raw data from the September counts were not used directly for subsequent analysis, they were only used for the relative factors described above. The raw data from the County and ATEC were used and represent summer traffic volumes.

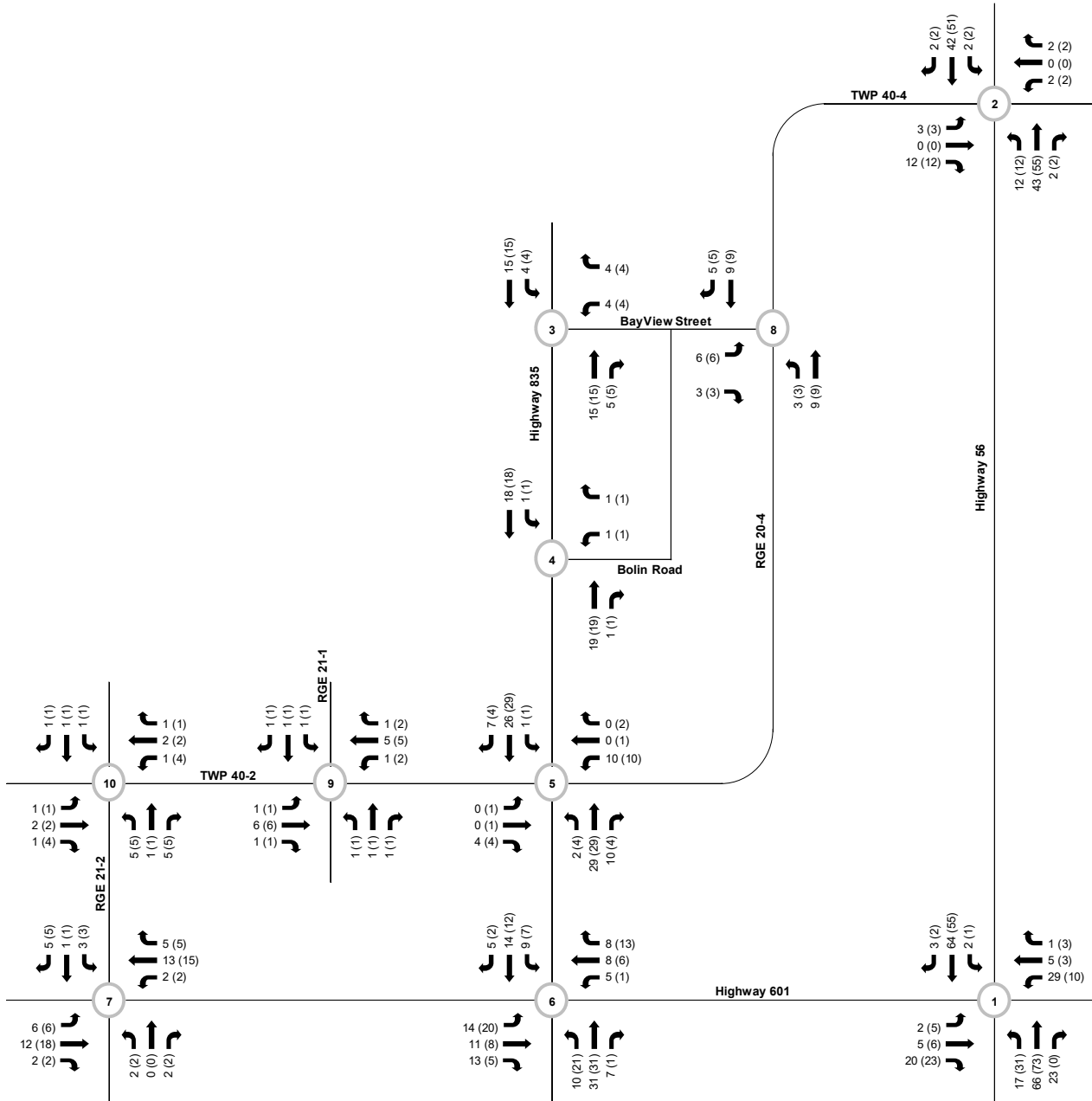
The available traffic volumes were carried through to the adjacent intersections where counts were not available, and the turning movements were estimated based on the existing developments in the area.

The resulting estimated existing peak hour traffic volumes are illustrated in **Figure 2.2**. The existing daily traffic volumes were estimated using the PM peak hour x 10, as observed from the available traffic data. These daily volumes are illustrated in **Figure 2.3**.





Figure 2.2 – Existing (2023) Peak Hour Traffic Volumes



Note: Schematic does not reflect actual road locations or distances between intersections



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Figure 2.3 – Existing (2023) Daily Traffic Volumes

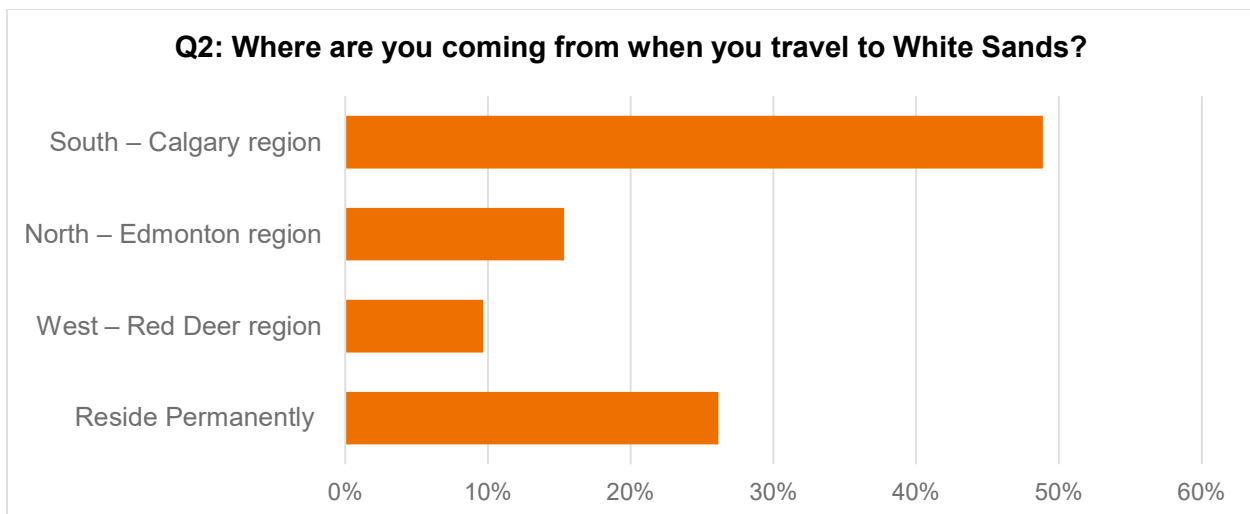
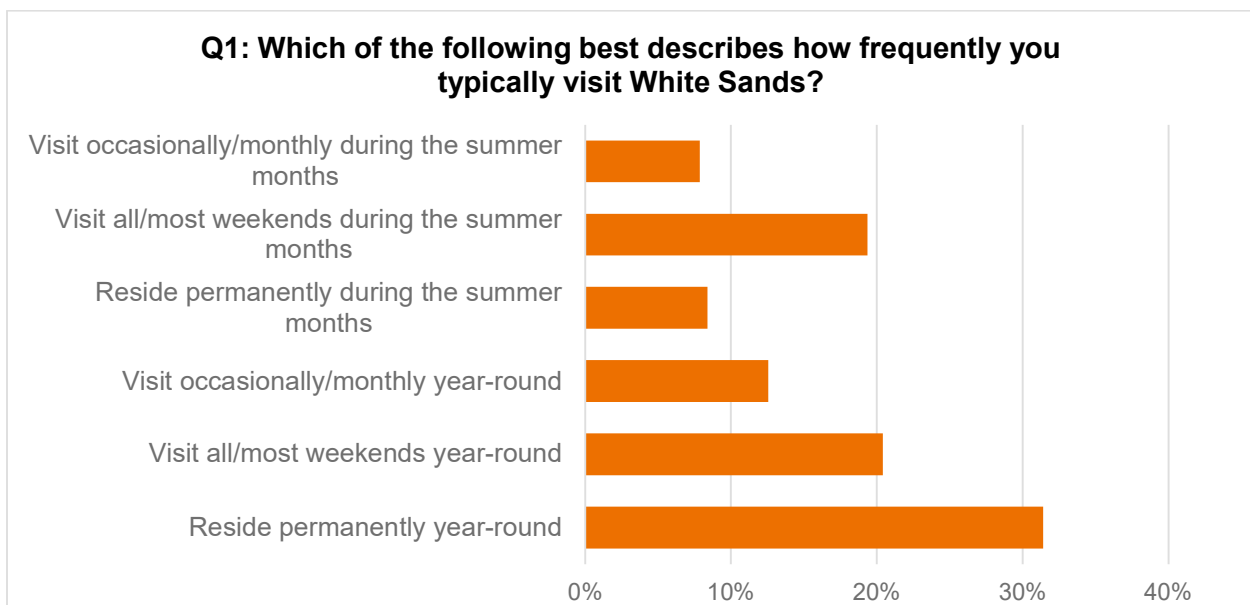


## 2.3 White Sands Travel Survey

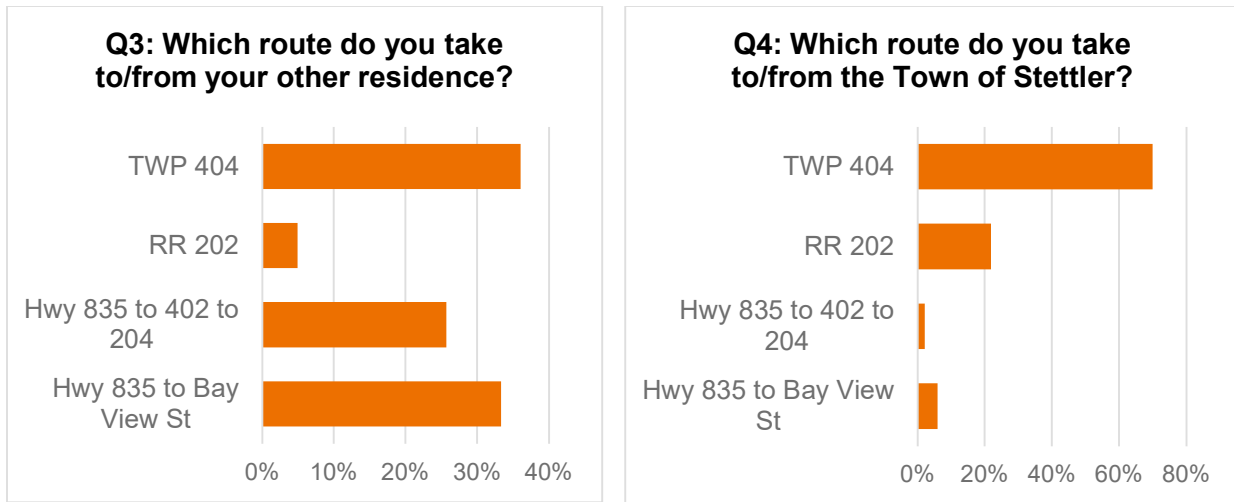
A travel survey questionnaire was distributed to the residents of White Sands to better understand their travel behaviours. White Sands was selected as the recipients of the survey simply due to the opportunity provided by the White Sands Administration.

This information is useful to understand the context of the area and how the residents and visitors generally use the road network in the area. Information such as frequency and seasonality of visits, travel origins and destinations, and preferred travel routes were collected.

Approximately 200 responses were received, and the responses are summarized below.

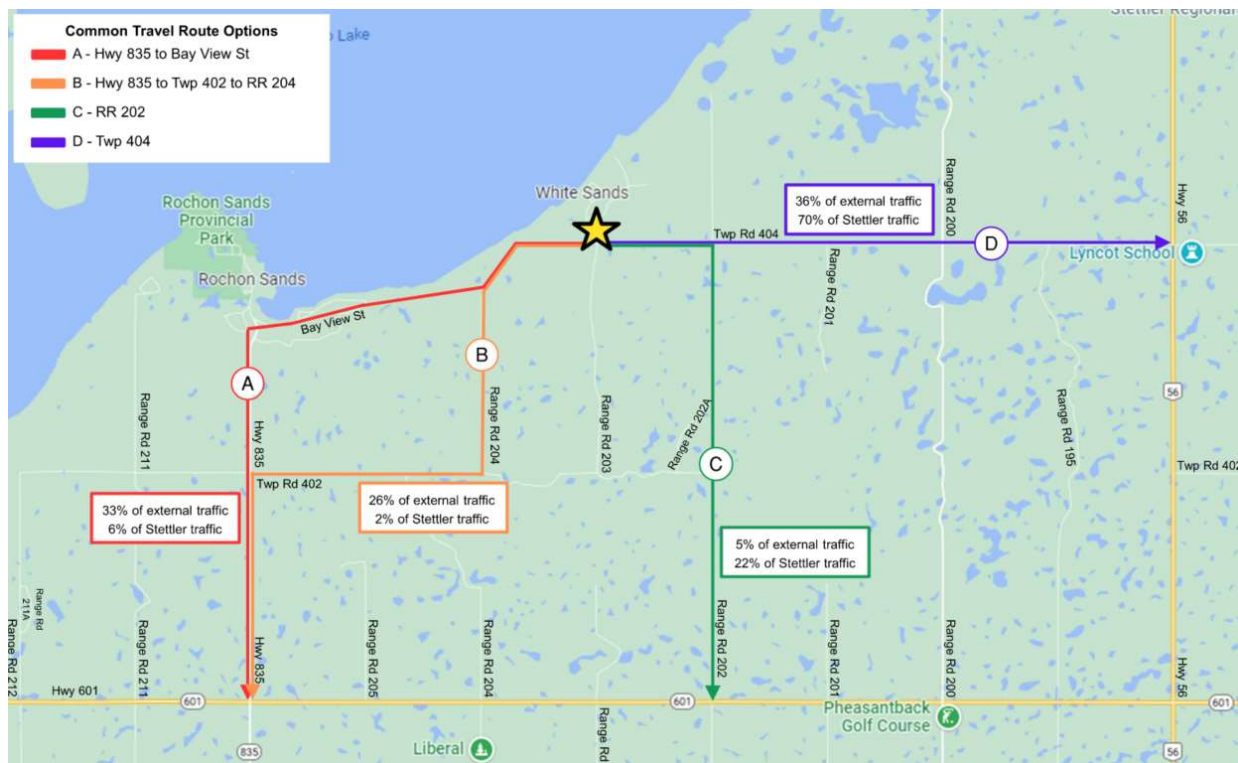


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The responses to Questions 3 and 4 are further summarized in **Figure 2.3**.

**Figure 2.3 – Travel Survey Trip Distribution**



### 3 Future Conditions

#### 3.1 Development Plans (IDP)

The South Shore Growth Node Includes the Summer Villages of Rochon Sands and White Sands, and several smaller existing subdivisions within the County. The future development areas in the County have been broken into three overall areas (Areas A, B, and C) as well as several sub-areas, as illustrated in Figure 3.1.

Figure 3.1 – Development Areas



The County provided detailed information regarding the existing and projected development units for each area. These are summarized in Table 3.1.

Table 3.1 – Existing and Projected Development Units by Area

SUB AREA	Existing Units <sup>1</sup>	Projected "New" Units	Total Units at Full Build Out
Summer Village of Rochon Sands (R1 & R2)	168	162	330
Rochon Sands Provincial Park	124	62 <sup>3</sup>	186
Summer Village of White Sands	427	78	505
County of Stettler Existing Subdivisions <sup>1</sup>	432	26	458
Area A1	458	400	858
Area B (B1 to B10)	15	679	694
Area C (C1 to C8)	12	947	959
<b>TOTAL</b>	<b>1636</b>	<b>2354</b>	<b>3990</b>

<sup>1</sup> Existing units include approximately 163 developed but vacant units

<sup>2</sup> County of Stettler Existing Subdivisions includes: Scenic Sands, Buffalo Sands, Buffalo Lake Meadows, Rochon Sands Estates, and Rochon Sands Heights.



<sup>3</sup> Note that the Provincial Park is not included in the development restriction for the area

## **3.2 Trip Generation**

Additional traffic related to the build out of the South Shore Growth Node was estimated based on the 2,292 projected new development units as well as the 163 existing vacant lots, for a total of 2,455 units.

The development units are expected to be a mix of single family homes and RV sites. Trips were calculated based on rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).

- Land Use 210 – Single-Family Detached Housing:
  - AM Peak Hour: 0.7 trips/unit
  - PM Peak Hour: 0.94 trips/unit
- Land Use 416 – Campground/Recreational Vehicle Park
  - AM Peak Hour: 0.21 trips/unit
  - PM Peak Hour: 0.27 trips/unit

It is expected that the single family residences will not generate as much traffic as suggested in the ITE Manual, due to the recreational nature of the area. Therefore, a custom rate was used for the single family sites, using a blend of the Land Use 210 and 416 rates, as shown below:

- Custom Rate – Single-Family:
  - AM Peak Hour: 0.46 trips/unit
  - PM Peak Hour: 0.62 trips/unit

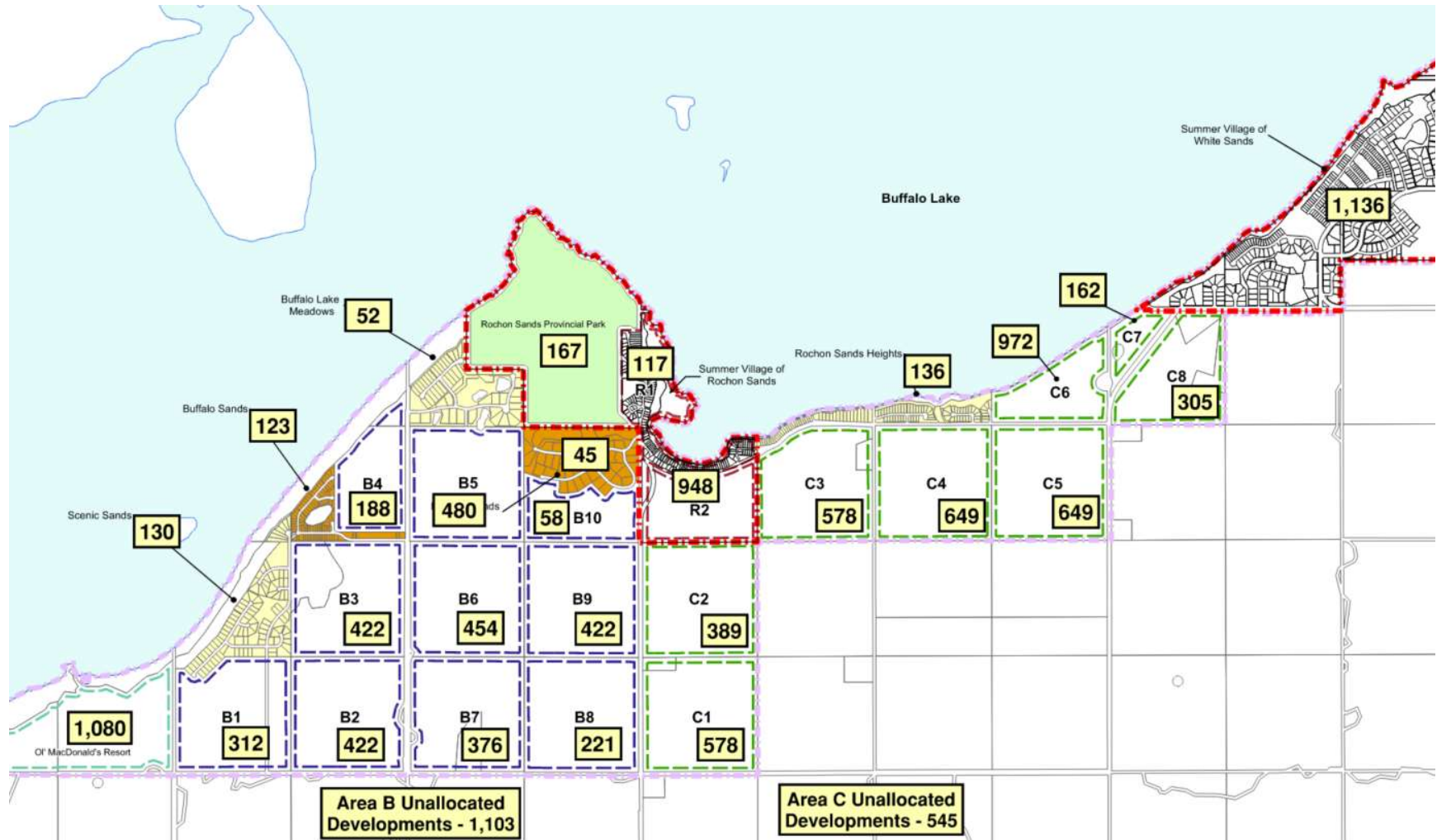
Daily rates are expected to be approximately 10 times the PM peak hour rates. Based on these assumptions, full build out of the area (2,455 added units) will add approximately 15,000 new trips to the network daily. The breakdown of new daily trips generated by the projected development in each sub area is illustrated in **Figure 3.2**.

Note that representatives of the County and Summer Villages observed that existing traffic volumes seem to be lower than what these trip generation rates suggest, indicating that the rates selected represent a conservative estimate for future development.



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**Figure 3.2 – Daily Trip Generation by Development Areas – New Development Only**



## 4 Road Network Evaluation

### 4.1 Improvement Options

Through discussion with County Administration, five road network improvement scenarios were identified. For each option it was assumed that the selected roadway would be constructed or improved to a paved roadway standard, thus providing an alternate higher order route option for residents to access the surrounding Provincial Highway network and entice traffic to use the selected routes.

The improvement options are illustrated in **Figure 4.1**.

**Figure 4.1 – Road Network Improvement Options**



Note that Options 1, 2, 3, and 5 all include upgrades to Bayview Street and Township Road 40-4 up to the White Sands access. The options are described in greater detail below.





**Option 1**



Option one involves the construction of Range Road 20-5 from Highway 601 to Bayview Street. This corridor is an undeveloped road allowance which includes two short segments of local roads serving private residences.

Selecting this option would require upgrading these segments and constructing the missing links between them. This option also includes upgrades to Bayview Street and Township Road 40-4 up to the White Sands access.

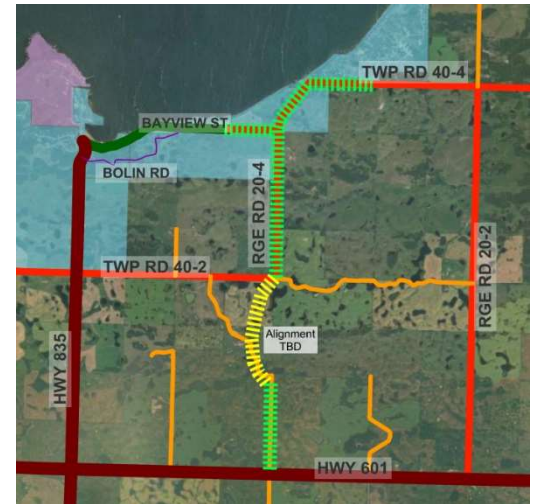
In total, this option includes approximately 2.9 km of new roadway and 5.5 km of upgrades to existing local roads.

**Option 2**

Option two involves the improvement of Range Road 20-4 from Highway 601 to Township Road 40-4. From Highway 601 to Township Road 40-2, this corridor is a local/seasonal road which meanders to the west in the northern section. North of Township Road 40-2 it is a gravel roadway.

Selecting this option would require upgrading the existing roads and constructing a new road to connect the north and south segments. The terrain in this area is quite challenging and the new alignment would need to curve around the existing ponds, requiring additional land for the new alignment. This option also includes upgrades to Bayview Street and Township Road 40-4 up to the White Sands access.

In total, this option includes approximately 1.9 km of new roadway and 6.8 km of upgrades to existing roads.



**Option 3**



Option three involves the improvement of Range Road 20-2 from Highway 601 to Township Road 40-4, and Township Road 40-2 from Range Roads 20-4 to 20-2.

These corridors are existing gravel roadways. Selecting this option would require upgrading the existing roads. This option also includes upgrades to Bayview Street.

In total, this option includes approximately 11 km of upgrades to existing roads.

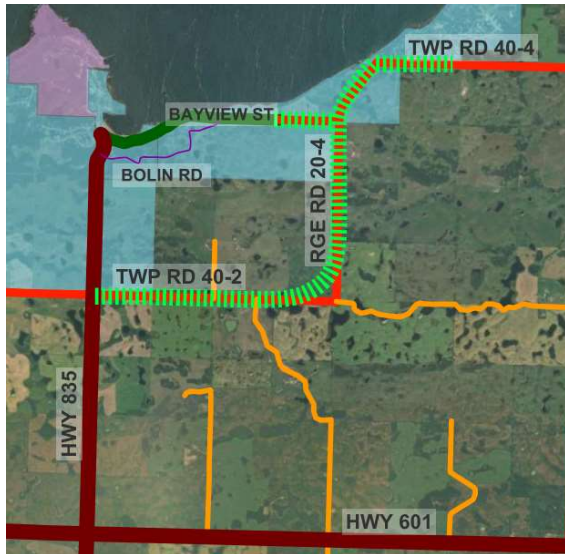
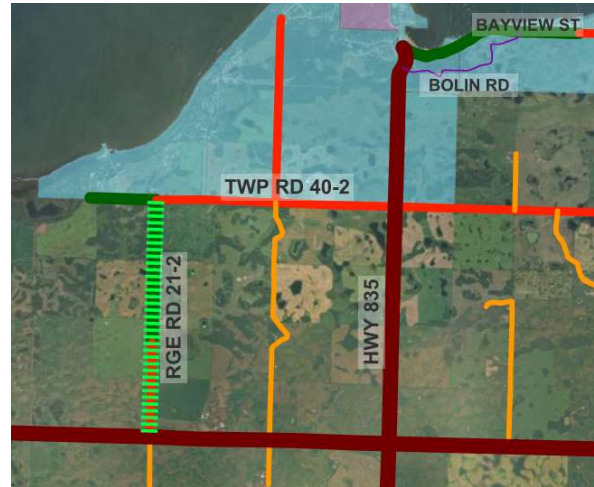


### **Option 4**

Option four involves the improvement of Range Road 21-2 from Highway 601 to Township Road 40-2.

This corridor is an existing gravel roadway, which has previously been chip-sealed but is in poor condition. Selecting this option would require upgrading the existing road.

In total, this option includes approximately 3.2 km of upgrades to the existing road.



### **Option 5**

Option five involves the improvement of Township Road 40-2 from Highway 835 to Range Road 20-4, and Range Road 20-4 from Township Road 40-2 to Township Road 40-4. These corridors are existing gravel roadways.

Selecting this option would require upgrading the existing roads and constructing a new curve at the existing T-intersection, which would require some additional road right-of-way. This option also includes upgrades to Bayview Street.

In total, this option includes approximately 8.5 km of upgrades to existing roads.

### **Bolin Road**

The Bolin Road, a private road south of Bayview Street, was initially considered as an alternative travel route for east-west traffic. However, the existing road does not meet the required design standards due to its many tight curves and steep grades. Significant improvements would be required to bring it up to the appropriate standards. Additionally, the Bolin Road terminates approximately halfway along the Bayview Street corridor, so any traffic using it would still be utilizing Bayview Street as well, diminishing the potential benefit of the roadway. Ultimately, it was not selected as an improvement option for further evaluation.



## 4.2 Traffic and Cost Impacts

Each improvement scenario was assessed to identify the benefits, constraints, and challenges, and estimate rough order-of-magnitude costs for roadway improvements.

### Traffic Volumes

The projected traffic volumes (Section 3.2) were distributed for each scenario to favour improved roadways over gravel or dirt, still considering shortest travel times and logical paths. This was done at a high-level, estimating daily volumes on each roadway. The resulting projected daily traffic volumes are summarized in **Table 4.1**.

**Table 4.1 – Future Daily Traffic Demand (AADT) by Option**

Roadway	NO BUILD <sup>1</sup>	Opt 1: RR 20-5	Opt 2: RR 20-4	Opt 3: RR 20-2	Opt 4: RR 21-2	Opt 5: TWP 40-2 / RR 20-4
RR 21-2	5,350	5,350	5,350	5,350	<b>7,250</b>	5,350
TWP 40-2 West	7,650	7,650	7,650	7,650	5,750	7,650
TWP 40-2 East	3,200	2,100	2,100	2,050	3,200	<b>3,950</b>
RR 20-5	-	<b>4,900<sup>2</sup></b>	-	-	-	-
RR 20-4	3,250	2,150	<b>4,700</b>	2,150	3,250	<b>4,050</b>
RR 20-2	700	700	700	<b>2,900</b>	700	700
TWP 40-4 West	3,000	3,000	3,000	4,600	3,000	3,000
TWP 40-4 East	2,350	2,350	2,350	1,550	2,350	2,350
Bay View St	2,100	1,400	1,400	1,600	2,100	1,300

<sup>1</sup> The No Build Option represents the traffic impacts if full development occurs, but no roadway improvements are completed

<sup>2</sup> The bolded numbers represent the “selected” corridor for each option

### Cost Estimates

Cost estimates for each option were developed to inform the evaluation and selection process. At the functional level, these order-of-magnitude cost estimates carry an additional 50% contingency to account for future design costs and allow for unforeseen expenses. These costs generally include earthwork, pavement structure, landscaping, and signage and paint markings. They rely on typical unit rates for civil infrastructure modifications and linear metre assumptions. The order-of-magnitude cost estimates for each option are summarized in **Table 4.2**.

**Table 4.2: Conceptual Cost Estimates**

Improvement Option	Length (km)	OPC	Cost/m
Opt. 1: Range Road 20-5	8.5	\$ 15,089,000	\$ 1,784
Opt. 2: Range Road 20-4	8.7	\$ 14,567,000	\$ 1,671
Opt. 3: Range Road 20-2	11.0	\$ 16,371,000	\$ 1,484
Opt. 4: Range Road 21-2	3.2	\$ 5,551,000	\$ 1,719
Opt. 5: TWP RD 40-2 and RR 20-4	8.5	\$ 13,094,000	\$ 1,542



Note that these costs do not include land acquisition which would likely be needed for all options, and particularly those with new road segments. They also do not include costs for intersection upgrades. More detailed cost estimates will be included in Section 7.

Through discussion with the County and Summer Villages, Option 4 (Range Road 21-2) was removed from consideration. With its geographical location farther away from the other options, it should not be evaluated against them. Improvements are likely needed on this road in the future regardless of the option selected, as it is the only way to serve the development area west of Highway 835. It was not further evaluated as part of this study.

### 4.3 Evaluation Criteria

A Multiple Account Evaluation (MAE) process was undertaken to assess the four options to identify a preferred option. MAE is a consensus-based evaluation and decision-making tool which involves the assessment of alternatives against various criteria grouped into overarching categories, or “accounts.” The process compares the respective benefits, costs, and impacts of the projects in order to rank and or select a preferred option.

The criteria were developed based on ATEC’s MAE guidelines, with input from the County and Summer Villages and consideration of the specific project needs. Weighting was applied to each of the criteria to reflect the relative priority and importance of the factors being considered. The final evaluation criteria and weighting are summarized in **Table 4.1**.

**Table 4.1: Evaluation Criteria**

Account/Category	Criteria	Description	Weighting
<b>Financial</b>	Construction Cost	Preliminary/order-of-magnitude construction cost estimate	25.0%
	Maintenance Costs	Per-km cost for maintenance	12.0%
	Constructability	Potential impact to traffic operations during construction	2.0%
<b>User Benefit</b>	User Demand	Projected volumes indicate the roadway will serve the growth area well	5.0%
	Network Connectivity	Connection to and impact to provincial road network; Connection between areas - e.g., emergency response access	10.0%
	Travel Time	Consider route length, reduced speed areas, etc.	5.0%
	Driver Comfort	Vertical grades, horizontal curves	5.0%
<b>Impacts</b>	Wildlife / Habitat Conservation	Visual assessment of environmental constraints to identify potential wetland and/or wildlife impacts	5.0%
	Development Impacts	Does the alignment encroach into any farmland, homesteads, or other facilities	2.0%
<b>Community Sustainability</b>	Accommodate Urban Growth / Land Use Planning	Ability to accommodate future growth, potential for future frontage development	10.0%
	Traffic Distribution	Ability for each community to independently manage its own traffic demand	5.0%



	Municipal traffic concerns	Improvement to municipal traffic concerns (e.g., shortcutting on Bayview St.)	10.0%
	Local road strain	Increased traffic demand on non-upgraded roads	2.0%
	Noise	Proximity of alignment to residential areas	2.0%

## 4.4 Evaluation Results

An evaluation workshop was held including participants from the County, the Summer Villages of Rochon Sands and White Sands, ATEC, and Stantec. Through discussion with the project team, the options were scored relative to each other against each criterion on a 3-point scale, with a score of 1 indicating low or poor performance on that criteria, and 3 indicating high or strong performance. Consensus was reached on each score. The resulting scoring is shown in **Table 4.2**.

**Table 4.2: Evaluation Results**

Category	Criteria	Weighting	SCORING			
			Option 1 (RR 20-5)	Option 2 (RR 20-4)	Option 3 (RR 20-2)	Option 5 (RR 20-4 / TR 40-2)
Financial	Construction Cost	25.0%	2	2	2	3
	Maintenance Costs	12.0%	2	2	2	3
	Constructability	2.0%	3	2	1	1
User Benefit	User Demand	5.0%	3	3	2	2
	Network Connectivity	10.0%	2	3	3	1
	Travel Time	5.0%	1	2	3	2
	Driver Comfort	5.0%	2	2	1	3
Impacts	Wildlife / Habitat Conservation	5.0%	2	1	3	3
	Development Impacts	2.0%	2	2	1	3
Community Sustainability	Accommodate Urban Growth / Land Use Planning	10.0%	2	2	2	3
	Traffic Distribution	5.0%	3	3	1	3
	Municipal traffic concerns	10.0%	2	2	1	3
	Local road strain	2.0%	2	2	2	2
	Noise	2.0%	2	3	1	3
<b>TOTAL WEIGHTED SCORE</b>			<b>2.07</b>	<b>2.17</b>	<b>1.94</b>	<b>2.64</b>

Further details regarding the scoring are included below:

### Financial Account:

- **Construction Costs:** high level opinion of probable cost estimates were completed for each option. Option 5 was estimated to be slightly lower in cost due to the shorter length and use of existing roadways



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- **Maintenance Costs:** expected to be primarily based on the total length, with Option 3 as the longest route. New roads (Options 1 & 2) rated lower because they add more total inventory to the network and remove less gravel maintenance
- **Constructability:** New road options will impact existing traffic operations less

**User Benefit Account:**

- **User Demand:** slightly higher traffic usage expected for Options 1 & 2
- **Network Connectivity:** Option 5 was scored the lowest because it doesn't provide a new connection to Highway 601 and will have impacts to Hwy 835. Option 1 doesn't provide good roadway and intersection spacing from Hwy 835.
- **Travel Time:** calculated based on total length from Hwy 601 to White Sands, taking reduced speed zone into consideration.
- **Driver Comfort:** Option 3 has significant grades, Options 1 & 2 have grades, and Options 2 & 5 have horizontal curves

**Impacts Account:**

- **Wildlife / Habitat Conservation:** New road options have a risk of environmental impacts, Option 2 appears to have the greatest potential for impact due to the adjacent wetlands
- **Development Impacts:** Option 1 has two houses in close proximity, Option 2 has one, and Option 3 has many

**Community Sustainability Account**

- **Accommodate Urban Growth / Land Use Planning:** Option 5 services two areas of the growth node, Option 3 is further removed from the area
- **Traffic Distribution:** Option 3 is located east of the growth node and will divert a lot of the traffic through the area
- **Municipal traffic concerns:** Option 3 is likely to increase shortcutting traffic on Bayview Street, Option 5 will divert the most traffic from Bayview Street.
- **Noise:** Option 3 will increase traffic adjacent to White Sands; Option 1 is in relatively close proximity to Rochon Sands

As shown in Table 4.2, Option 5 was identified as the preferred option. However, through discussion with the project team, both Option 5 and Option 2 were advanced for more detailed analysis.



## 5 Traffic Volume Projections

As discussed, both Option 5 and Option 2 were advanced for more detailed analysis. Only these two Options are considered from this point on in the study. For clarity, these have been renamed to Scenario One (previous Option 5 – Improved Township Road 40-2 & Range Road 20-4) and Scenario Two (previous Option 2 - Improved & Extended Range Road 20-4).

### 5.1 Background Growth

Historical traffic data on Highways 56, 601, and 835 were reviewed; they show relatively slow growth in the order of 1%/year in the study vicinity, lower than the provincial average of 2%/year.

The full build out horizon for the South Shore Growth Node likely exceeds 30 years, which presents some challenges for traffic projections; linear annual growth is not as accurate as when applied to shorter-term projections. Future behaviours such as increased work-from-home and a shift to alternative travel modes are likely to change traffic growth patterns in a way that is difficult to predict. Therefore, for this study, growth was capped at 20 years for a more moderate background growth projection.

### 5.2 Trip Distribution & Assignment

The trips generated by the future development areas (per Section 3.2) were distributed to the road network based on the existing traffic patterns, as well as information from the White Sands resident travel survey. The overall distribution is as:

- 55% west on Hwy 601
- 5% east on Hwy 601
- 20% north on Hwy 56
- 20% south on Hwy 835 / Hwy 56

The trips were then assigned to the network based on logical travel paths, preferring higher order roads (i.e., paved) over gravel or dirt roads. This methodology was completed for both Scenario One and Scenario Two.

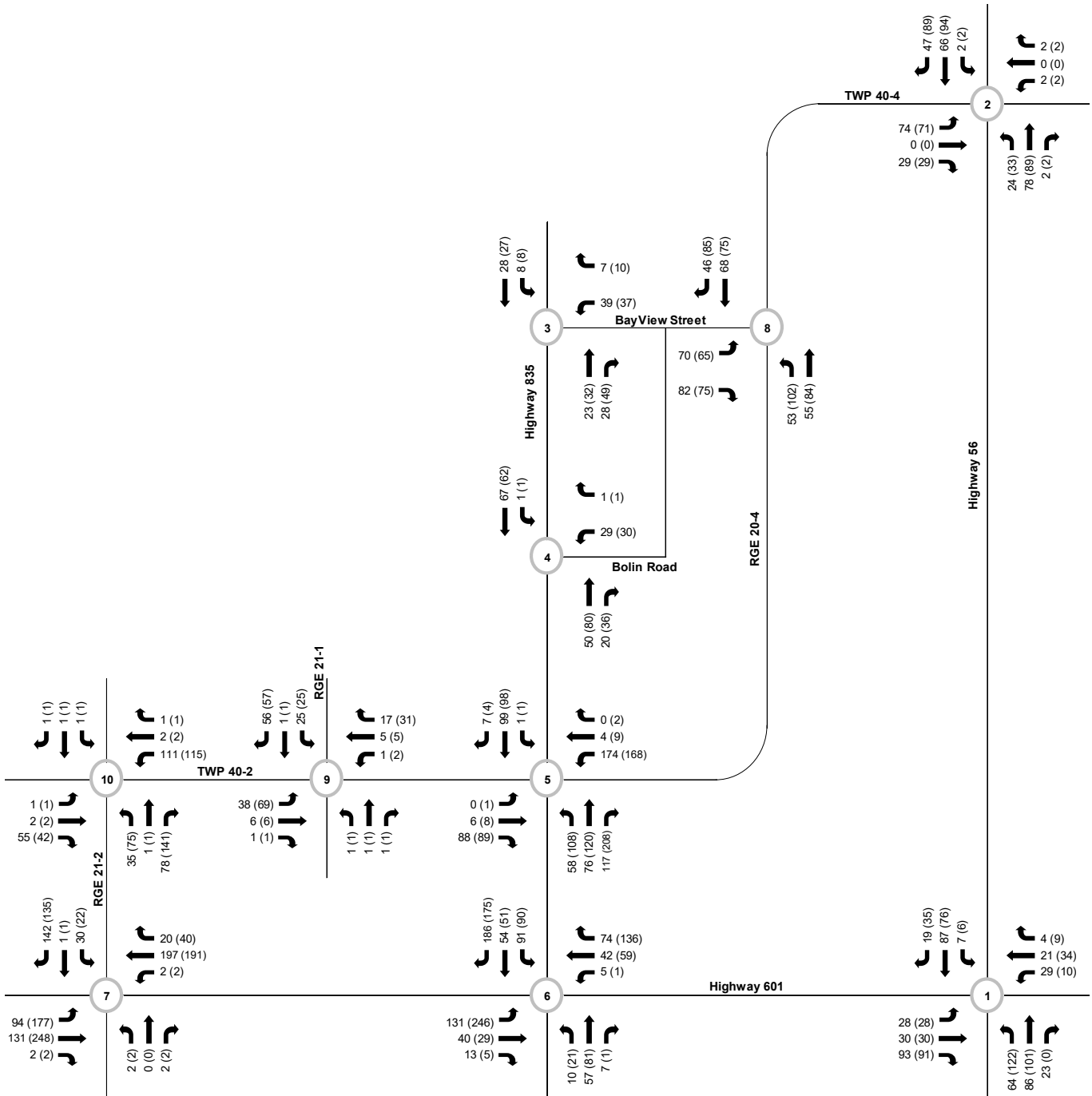
### 5.3 Design Volumes

The resulting peak hour design volumes for full build out of the growth node for both scenarios are illustrated in **Figures 5.1 and 5.2**. Corresponding daily volumes for each scenario are illustrated in **Figures 5.3 and 5.4**. Note that these daily volumes are not completely consistent with those presented in Table 4.1. This is due to the different methodologies used to project them. The volumes presented in this Section were developed with a much more detailed approach and should be considered more accurate.



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**Figure 5.1 – Full Build Out Peak Hour Traffic Volumes – Scenario One [AM (PM)]**



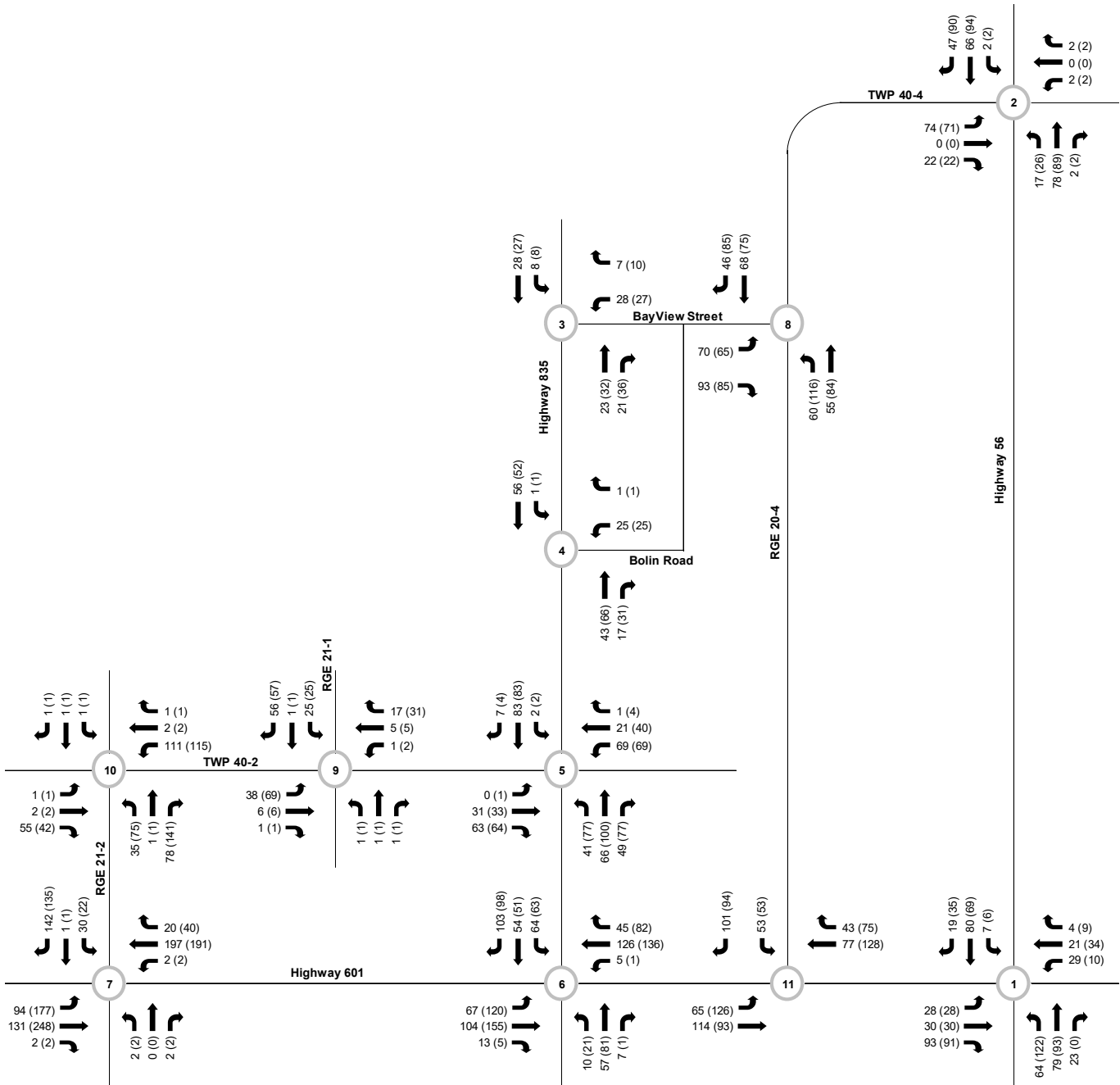
*Note: Schematic does not reflect actual road locations or distances between intersections*





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**Figure 5.2 – Full Build Out Peak Hour Traffic Volumes – Scenario Two [AM (PM)]**

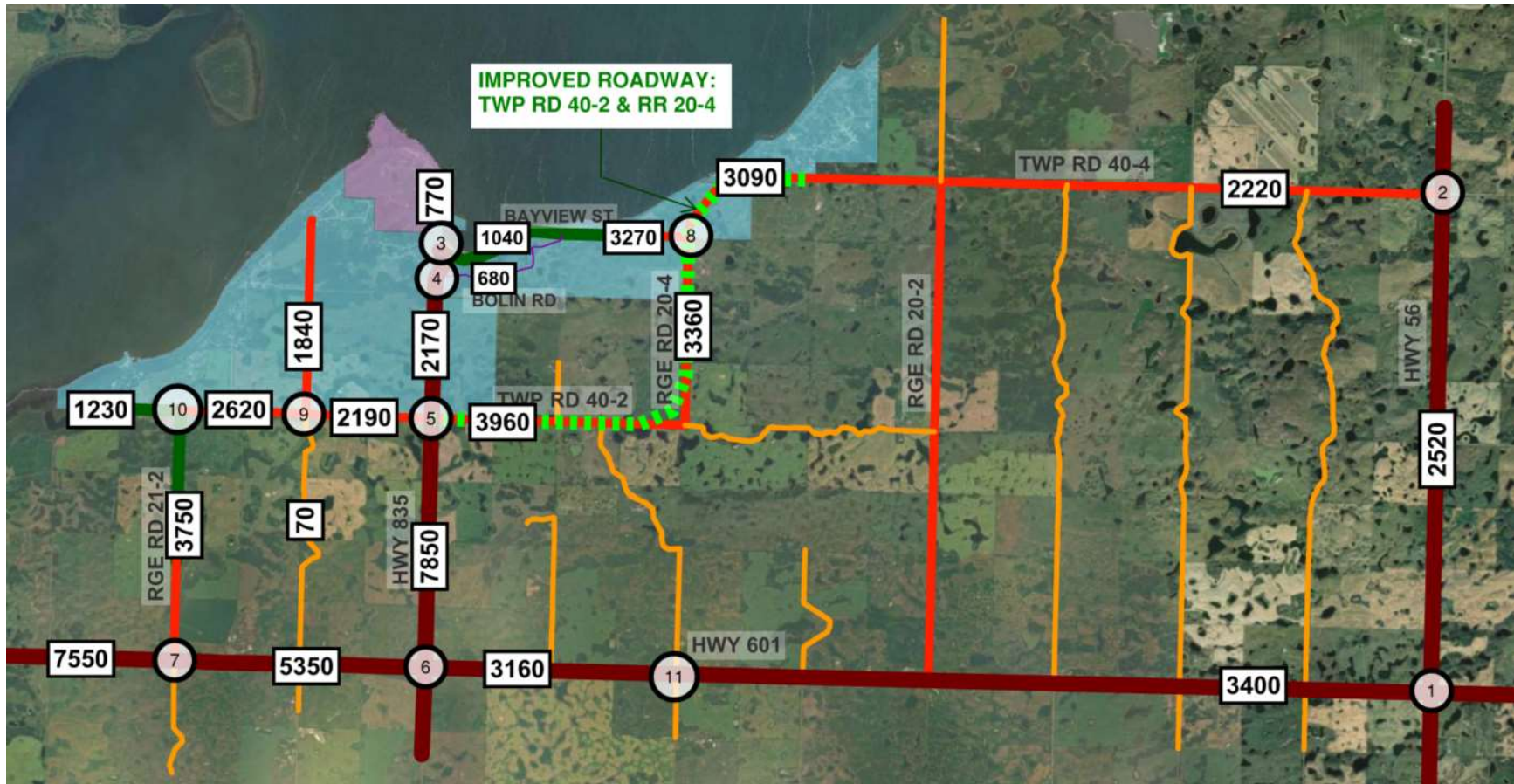


*Note: Schematic does not reflect actual road locations or distances between intersections*



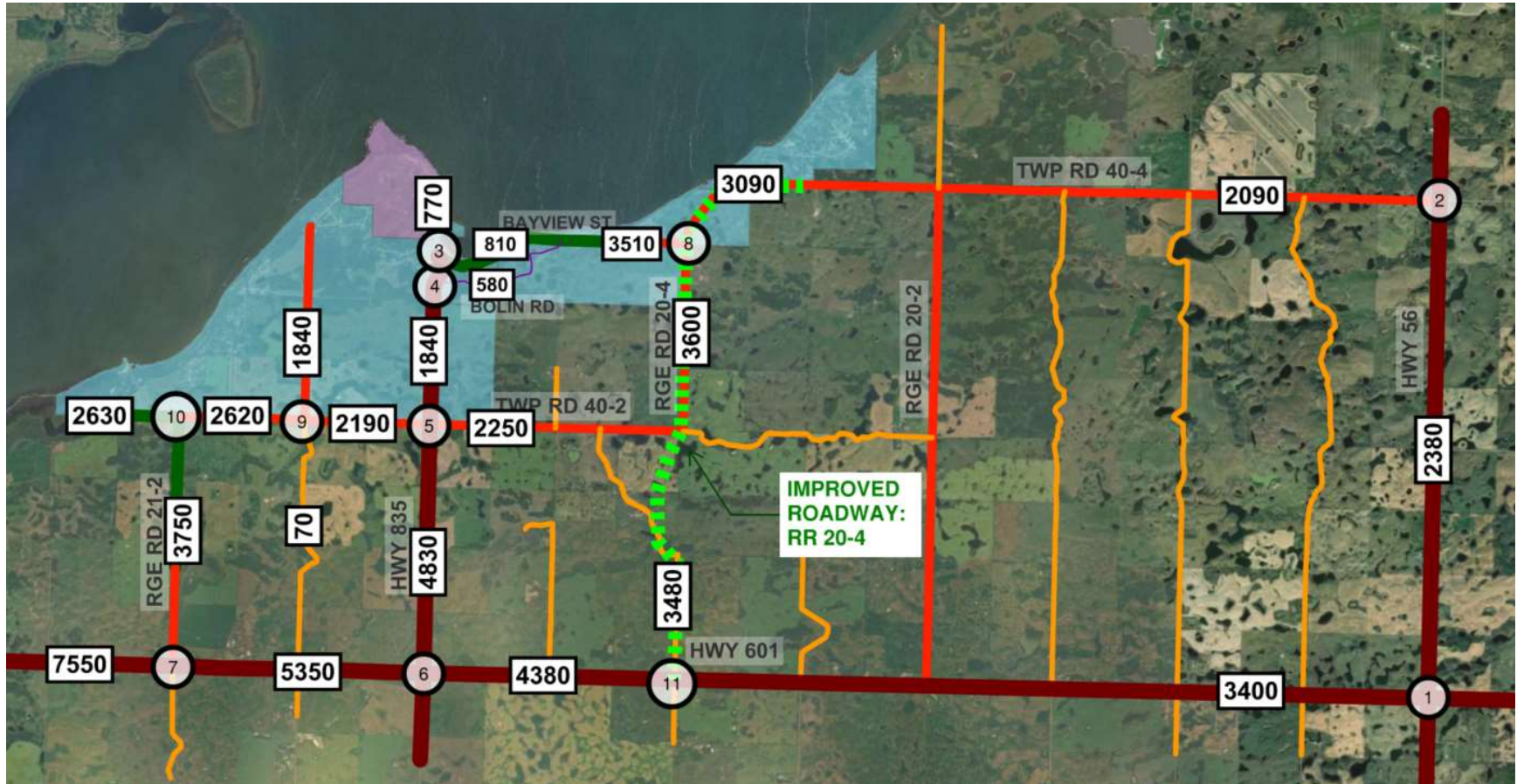
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Figure 5.3 – Total Full Build Out Daily Traffic Volumes – Scenario One



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Figure 5.4 – Total Full Build Out Daily Traffic Volumes – Scenario Two



## 6 Transportation Analysis

### 6.1 Roadway Assessment

The projected daily traffic volumes were reviewed for each roadway within the proposed development to identify any segments which may require improvement. The County does not have a strict warrant for roadway paving; however, the ATEC Highway Geometric Design Guide (HGDD) suggests that a threshold of 200-400 vehicles per day for paving.

Based on the daily traffic projections presented in Figures 5.3 and 5.4, several corridors exceed this warrant. Taking into consideration the conservative nature of the projections, the long development horizon in question, and the uncertainty of specific development locations, three tiers were selected to identify the priority levels for roadway improvements:

- 1st Tier: Paved Roadway Required – Over 3000 vpd
- 2nd Tier: Potential Future Paving – Over 2000 vpd
- 3rd Tier: Monitor for Future Paving – Over 1000 vpd

The selected corridor for each scenario was also assumed to be paved as a baseline, regardless of volume projections. Based on the daily volumes (presented in Figures 5.3 and 5.4), the recommended roadway improvements are summarized in **Table 6.1**.

**Table 6.1 – Roadway Improvements: Paving Priority Level**

Roadway Segment	Scenario 1	Scenario 2
Twp Rd 40-2 east of Hwy 835 (Improved for Scenario 1)	Tier 1	Tier 2
RR 20-4 south of Twp Rd 40-2 (Improved for Scenario 2)	-	Tier 1
RR 20-4 north of Twp Rd 40-2 (Improved for both Scenarios)	Tier 1	Tier 1
Bayview Street (missing segment)	Tier 1	Tier 1
RR 21-2 south of Twp Rd 40-2	Tier 1	Tier 1
Twp Rd 40-2 west of Hwy 835	Tier 2	Tier 2
Twp Rd 40-4 east of White Sands	Tier 2	Tier 2
RR 21-1 north of Twp Rd 40-2	Tier 3	Tier 3

As shown, the only differences are in the selected roadways themselves; the surrounding road network remains at the same priority level for either scenario.

In addition to the roadway improvements described above, it was identified that grade widening will likely be required on Highway 835, particularly if Scenario 1 is selected. This improvement is also likely to require additional right-of-way along the highway corridor. Building setbacks should be considered for any future development to protect for this possibility.



### **6.1.1 BAYVIEW STREET**

There are a number of houses fronting Bayview Street in the Summer Village of Rochon Sands. Residents have expressed concern for the existing and growing traffic volumes along this street. These volumes are projected to increase significantly under either development scenario, from approximately 170 vehicles per day today to anywhere from 800 to 3270 vehicles per day at full build out, depending on the scenario and the location along the corridor. Scenario Two will encourage more vehicles to the east towards Range Road 20-4, increasing the traffic volumes on the east end of Bayview Street and decreasing them on the west end (compared to Option One).

To mitigate the safety impacts of this increase, traffic calming measures could be considered, such as speed reductions with speed feedback signs, median islands, or bulbed pedestrian crossings.

In the short term, limiting access to the roadway would also be effective in mitigating the traffic demand. For example, an access gate could be constructed to allow local traffic only on Bayview Street, particularly in the busy summer months. This restriction would force White Sands residents to use an alternative route to access Highway 835.

In the long term, as the adjacent parcels to the south develop, consideration should be given to appropriate access management along Bayview Street. Access locations should be minimized, with alternative access points provided to the east and/or west.

## **6.2 Signal Warrant Analysis**

Traffic Signal Warrant Analysis (“SWA”) was conducted for each study intersection to evaluate whether they may require the installation of traffic signals in the future. The SWA was completed using the Transportation Association of Canada (TAC)’s Traffic Signal Warrant Analysis Spreadsheet (*v2.0, 2014*). This analysis considers the estimated traffic volumes over six peak hours, which were estimated by applying scaling factors to the AM and PM peak hours.

The analysis returns a score or “W-Value;” a W-value equal to or greater than 100 warrant points suggests that signalization is recommended for that intersection. The details of the SWA are included in **Appendices B and C**, and a summary of the results is presented in **Table 6.2**.

The projected peak hour turning volumes were either identical or very minimally changed between the two scenarios for several intersections. Therefore, the SWA was not repeated for intersections 1, 2, 7, 9, and 10 under Scenario Two.



**Table 6.2 – Signal Warrant Analysis Results**

Intersection	Scenario 1 W-Score	Scenario 2 W-Score
1. Highway 56 & Highway 601	24	24
2. Highway 56 & Township Road 40-4	11	11
3. Highway 835 & Bayview Street	2	1
4. Highway 835 & Bolin Road	2	2
5. Highway 835 & Township Road 40-2	43	24
<b>6. Highway 835 &amp; Highway 601</b>	<b>61</b>	<b>57</b>
7. Highway 601 & Range Road 21-2	29	29
8. Bayview Street & Range Road 20-4	18	20
9. Township Road 40-2 & Range Road 21-1	2	2
10. Township Road 40-2 & Range Road 21-2	8	8
11. Highway 601 & Range Road 204	-	19

As shown, no study intersections are expected to require traffic signals at full build out of the growth node. The highest scoring intersection is Highway 835 & Highway 601, receiving a W-score of 61 and 57 points under the two scenarios.



### 6.3 Intersection Treatment Analysis

Intersection Treatment Analysis (ITA) considers projected intersection turning volumes, lane geometry, and speeds to identify the appropriate intersection type as defined by ATEC’s HGDG. The ITA for this report was completed utilizing section D7 of the HGDG. Detailed left-turn and right-turn warrant analyses were conducted using the ATEC Intersection Analysis Two-Lane Undivided Highways worksheets. These worksheets are included in **Appendices D and E**.

Intersections 8, 9, and 10 are not located on Provincial Highways, and therefore the ATEC approach may not be entirely applicable; however, it serves as a guideline for suggested improvements. These three local intersections were assumed to currently be Type 1 intersections. As with the SWA, the ITA was not repeated for intersections 1, 2, 7, 9, and 10 under Scenario Two, due to the lack or change in the projected volumes.

A summary of the ITA results is included in **Table 6.3**. Results that differ between the two scenarios are highlighted in bold font.

**Table 6.3 – Intersection Treatment Analysis Results**

Intersection	Current	Scenario 1 Required Intersection Type & Additional Details <sup>1</sup>		Scenario 2 Required Intersection Type & Additional Details	
1. Hwy 56 & Hwy 601	Type 3	Type 4	NB LT, EB RT	Type 4	NB LT, EB RT
2. Hwy 56 & TWP 40-4	Type 1	Type 2	SB RT	Type 2	SB RT
3. Hwy 835 & Bayview St	Type 1	Type 2		Type 2	
4. Hwy 835 & Bollin Rd	Type 1	Type 2		Type 2	
5. Hwy 835 & TWP 40-2	Type 1	Type 4	NB LT & RT	Type 4	NB LT & RT
6. Hwy 601 & Hwy 835	Type 3	<b>Type 4/5</b>	<b>SB LT/RT, EB LT, WB RT</b>	<b>Type 3/4</b>	<b>SB RT, EB LT, WB RT</b>
7. Hwy 601 & RR 21-2	Type 1	Type 4	EB LT, WB RT	Type 4	EB LT, WB RT
8. RR 20-4 & Bayview St	Local/Type 1	<b>Type 2</b>	SB RT, EB RT	<b>Type 3</b>	SB RT, EB RT, <b>NB LT</b>
9. RR 21-1 & TWP 40-2	Local/Type 1	Type 2		Type 2	
10. RR 21-2 & TWP 40-2	Local/Type 1	Type 2	EB RT	Type 2	EB RT
11. Hwy 601 & RR 20-4	Type 1	<b>Type 1</b>		<b>Type 4</b>	<b>EB LT, WB RT</b>
<b>TOTAL</b>					

<sup>1</sup> NB/SB/EB/WB=northbound, southbound, eastbound, westbound; LT=left turn; RT=right turn,

As shown, intersection improvements are expected to be required at all study intersections with full build out of the growth node. Only a few minor changes are identified between the two scenarios. The Highway 601 & Highway 835 intersection may need a slightly smaller scale improvement under Scenario Two (SB LT eliminated) and the Highway 601 & Range Road 20-4 will need a significant upgrade under Scenario Two.

Illumination warrant analysis should be completed as part of any future intersection improvement design to determine whether illumination improvements are required.



## 6.4 Intersection Capacity Analysis

Intersection Capacity Analysis (ICA) was completed to determine whether the study intersections will operate at an acceptable level once they are subjected to the design volumes. The analysis was conducted for the under the full build out conditions during the weekday AM and PM peak hours. The ICA includes the geometric improvements identified previously through the ITA.

The intersection analysis was performed using Synchro 11, which is based on the Highway Capacity Manual. The average delay for each lane group and the overall intersection are calculated, and an operational level of service (LOS) is assigned based on the calculated average delay. The level of service criteria for both signalized and unsignalized intersections is described in **Table 6.4**.

**Table 6.4: Level of Service Criteria**

Level of Service (LOS)	Delay Per Vehicle (s)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

The details of the ICA results are included in **Appendices F and G**, and a summary of the results is presented in **Table 6.5**.

The results showed all intersections are expected to operate acceptably, with the exception of the Highway 601 & Highway 835 intersection which is expected to be approaching capacity for the EB left turn movement under Scenario One. In the long term, further improvements may need to be considered, such as extending the turn bay and/or signalization. Note that this issue is eliminated under Scenario Two, suggesting that it better distributes traffic volumes amongst the study intersections.





Table 6.5: Intersection Capacity Analysis Results

Intersection	AM Peak Hour			PM Peak Hour		
	Intersection LOS	Worst Approach LOS	95th Percentile Queues	Intersection LOS	Worst Approach LOS	95th Percentile Queues
<b>SCENARIO 1</b>						
1. Hwy 56 & Hwy 601	A	B	< 3.0 m	A	B	< 3.7 m
2. Hwy 56 & TWP 40-4	A	B	< 3.8 m	A	B	< 3.8 m
3. Hwy 835 & Bayview St	A	A	< 1.5 m	A	A	< 1.5 m
4. Hwy 835 & Bollin Rd	A	A	< 0.8 m	A	A	< 0.8 m
5. Hwy 835 & TWP 40-2	A	B	< 4.6 m	B	B	< 11.4 m
6. Hwy 601 & Hwy 835	A	C	< 9.9 m	B	E (EBL)	< 42.4 m
7. Hwy 601 & RR 21-2	A	B	< 7.6 m	A	C	< 8.0 m
8. RR 20-4 & Bayview St	A	A	< 2.3 m	A	B	< 3.0 m
9. RR 21-1 & TWP 40-2	A	A	< 1.5 m	A	A	< 1.4 m
10. RR 21-2 & TWP 40-2	A	B	< 1.5 m	A	B	< 3.6 m
<b>SCENARIO 2</b>						
3. Hwy 835 & Bayview St	A	A	< 0.8 m	A	A	< 0.8 m
4. Hwy 835 & Bollin Rd	A	A	< 0.8 m	A	A	< 0.8 m
5. Hwy 835 & TWP 40-2	A	A	< 3.8 m	A	A	< 5.3 m
6. Hwy 601 & Hwy 835	A	B	< 5.3 m	B	C	< 11.4 m
8. RR 20-4 & Bayview St	A	A	< 3.0 m	A	B	< 3.0 m
11. Hwy 601 & RR 20-4	A	B	< 6.1 m	A	B	< 6.8 m

Note that the Synchro output reports present 95<sup>th</sup> percentile queues in number of vehicles. The queue lengths presented above were estimated based on an average vehicle length of 7.6 m



## 7 Recommendations

### 7.1 Summary of Improvements

At full build out of the growth node, several roadway corridors may require paving. These have been categorized into three priority tiers, as presented in Table 6.1. Additionally, all study intersections will require improvements at full build out, as presented in Table 6.2.

### 7.2 Cost Estimates

The objectives for this study included the provision of cost estimates to support decision making and setting of funding and cost recovery mechanisms. The cost estimates previously developed (Section 4.1) were refined to provide more detail and accuracy for the two final scenarios. Revisions included:

- Adjustments to the lengths of improvement to include curves where needed.
- Land acquisition costs along new roadway segments and small remnant parcels along new curves. The estimated land cost was \$40,000/acre.

The revised cost estimates for the two final scenarios are summarized in **Table 7.2**, and detailed estimates are included in **Appendix H**.

**Table 7.2: Cost Estimates: Improvement Scenarios**

Improvement Scenario	Length (km)			OPC	Cost/m
	New	Upgraded	Total		
Scenario 1: TWP 40-2 and RR 20-4	0.60	7.68	8.28	\$ 13,509,000	\$ 1,632
Scenario 2: RR 20-4	2.54	5.98	8.52	\$ 16,809,000	\$ 1,973

Note that both estimates include the missing segment of Bayview Street and the segment of Township Road 40-4 from Range Road 20-4 to the White Sands entrance.

### Intersection Improvements

Intersection improvement costs were estimated at a high level based on recent projects in the area, scaled to reflect the magnitude of improvements. These estimates do not include any site-specific or design considerations.



**Table 7.3: Cost Estimates: Intersection Improvement**

Intersection	Current	Scenario 1		Scenario 2	
		Required	Cost	Required	Cost
1. Hwy 56 & Hwy 601	Type 3	Type 4	\$800,000	Type 4	\$800,000
2. Hwy 56 & TWP 40-4	Type 1	Type 2	\$500,000	Type 2	\$500,000
3. Hwy 835 & Bayview St	Type 1	Type 2	\$500,000	Type 2	\$500,000
4. Hwy 835 & Bolin Rd	Type 1	Type 2	\$500,000	Type 2	\$500,000
5. Hwy 835 & TWP 40-2	Type 1	Type 4	\$800,000	Type 4	\$800,000
<b>6. Hwy 601 &amp; Hwy 835</b>	<b>Type 3</b>	<b>Type 4/5</b>	<b>\$800,000</b>	<b>Type 3/4</b>	<b>\$650,000</b>
7. Hwy 601 & RR 21-2	Type 1	Type 4	\$800,000	Type 4	\$800,000
8. RR 20-4 & Bayview St	Local/Type 1	Type 2	\$500,000	Type 3	\$650,000
9. RR 21-1 & TWP 40-2	Local/Type 1	Type 2	\$500,000	Type 2	\$500,000
10. RR 21-2 & TWP 40-2	Local/Type 1	Type 2	\$500,000	Type 2	\$500,000
<b>11. Hwy 601 &amp; RR 20-4</b>	<b>Type 1</b>	-	-	<b>Type 4</b>	<b>\$800,000</b>
<b>TOTAL</b>			<b>\$6,200,000</b>		<b>\$7,000,000</b>

As shown, there is not a significant difference in the overall cost of required intersection improvements; however, Scenario Two does have a slightly higher total cost.

### Network Improvements

In addition to the selected improvement corridors, several other roadways may require paving at full build out of the growth node. The costs for these are summarized below, at a rate of \$1.5M per km.

**Table 7.4: Cost Estimates: Off-Corridor Roadway Improvements**

Roadway	Paving Priority	Length	Cost
RR 21-2 south of Twp Rd 40-2	Tier 1	3.2 km	\$4,800,000
Twp Rd 40-2 west of Hwy 835	Tier 2	4.2 km	\$6,300,000
Twp Rd 40-4 east of White Sands	Tier 2	9.2 km	\$13,800,000
RR 21-1 north of Twp Rd 40-2	Tier 3	1.6 km	\$2,400,000

### Total Network Costs

The full network planning costs for each scenario are summarized below.



**Table 7.5: Cost Estimates: Full Network**

Component	Scenario 1	Scenario 2
<b>Priority 1</b>		
Selected Corridor: TWP 40-2 and RR 20-4	\$13,509,000	-
Selected Corridor: RR 20-4	-	\$16,809,000
RR 21-2 south of Twp Rd 40-2	\$4,800,000	\$4,800,000
Intersection Improvements	\$6,200,000	\$7,000,000
<b>Subtotal Priority 1 Improvements</b>	<b>\$24,509,000</b>	<b>\$28,609,000</b>
<b>Priority 2/3</b>		
Twp Rd 40-2 east of Hwy 835 (Priority 2)	-	\$4,800,000
Twp Rd 40-2 west of Hwy 835 (Priority 2)	\$6,300,000	\$6,300,000
Twp Rd 40-4 east of White Sands (Priority 2)	\$13,800,000	\$13,800,000
RR 21-1 north of Twp Rd 40-2 (Priority 3)	\$2,400,000	\$2,400,000
<b>Subtotal Priority 2/3 Improvements</b>	<b>\$22,500,000</b>	<b>\$27,300,000</b>
<b>Total Network Costs</b>	<b>\$47,009,000</b>	<b>\$55,909,000</b>

As shown, Scenario 2 is expected to cost approximately \$4M or 17% more than Scenario 1 for the Priority 1 improvements, and approximately \$5M or 21% more for the Priority 2 improvements.

### 7.3 Conclusions

Two network improvement scenarios were developed and evaluated to accommodate traffic as the South Shore growth node is fully developed. The long-term intersection and road network improvements needed for each Scenario were found to be relatively similar. Scenario Two is expected to have a greater total cost to the County; however, it would be a greater improvement to the transportation network by introducing new travel route options, and provide a benefit to the Provincial Highway network by decreasing the demand on Highway 835.





ALBERTA  
MUNICIPAL AFFAIRS

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Office of the Minister  
MLA, Calgary-Hays

AR113944

February 29, 2024

Dear Chief Elected Officials:

I am writing to share information with you about *Budget 2024*, which my colleague, the Honourable Nate Horner, President of Treasury Board and Minister of Finance, has tabled in the Alberta Legislature. You will find below some details about *Budget 2024* that are most closely related to Alberta Municipal Affairs.

*Budget 2024* is a responsible plan for a growing province that invests more than \$1 billion to build stronger communities across Alberta. Through these important investments, my ministry will continue to support local governments in providing fiscally responsible, collaborative, and accountable services to Albertans.

I am particularly excited about the Local Government Fiscal Framework (LGFF), which will deliver predictable capital infrastructure funding to municipalities and Metis Settlements across Alberta for many years to come. As we are all aware, the LGFF represents years of collaboration between the province and local governments, and the LGFF replaces the Municipal Sustainability Initiative (MSI) with a more sustainable model. We set the initial capital funding baseline for the LGFF at \$722 million to remain consistent with the average amount municipalities have received annually over the last three years of the MSI Capital program.

We now have a true partnership in place through the Revenue Index Factor, which will see municipal funding rise and fall at a one-to-one ratio that is based on changes in provincial revenue from three years prior. Our new framework will deliver the predictability and partnership that municipalities have long been asking for, and I would like to thank you once again for your input to the development of the LGFF to ensure it effectively supports communities and residents provincially. The MSI Operating program will continue as LGFF Operating funding and will provide \$60 million in 2024/25 to local governments to assist with your operational costs and help to respond to inflationary pressures. More information about the LGFF and the 2024 allocations can be found online.

Additionally, *Budget 2024* includes \$60 million over three years for the Local Growth and Sustainability Grant, a new grant to help relieve some of the pressures facing fast-growing communities. This new grant will help address acute infrastructure priorities and economic development opportunities. More details about the program will be shared with you later this year.

.../2

As with previous years, our budget includes capital support through the federal Canada Community-Building Fund and Investing in Canada Infrastructure Program. We are also pleased to maintain the strong support we have for public libraries with more than \$33 million going towards operating grants for libraries across the province.

*Budget 2024* puts Albertans and Alberta families first by investing in strong health care, a modern education system, and supports to keep life affordable. This budget also invests in safe and supportive communities in Alberta by managing our resources wisely.

I look forward to continuing our work together over this next year as we continue to build strong and vibrant communities that contribute to a stronger province and a brighter future for Albertans and their families.

Sincerely,



Ric McIver  
Minister



ALBERTA  
MUNICIPAL AFFAIRS

*Office of the Minister  
MLA, Calgary-Hays*

AR113898

To All Chief Elected Officials:

I am inviting your municipality to participate in the review of the *Municipal Government Act* requirements related to Intermunicipal Collaboration Frameworks (ICFs). ICFs encourage integrated and strategic planning, delivery, and funding of inter-municipal services.

Municipal Affairs welcomes your insight and feedback to ensure any future legislative changes consider the needs of municipalities. The scope of this engagement covers the following topics:

- required content of ICFs;
- ICF agreement duration;
- cost calculations;
- mediation and arbitration; and
- enforcement.

I encourage you to complete the survey and share your perspectives on these important matters. The survey is available at [extranet.gov.ab.ca/opinio6//s?s=ICFReview](https://extranet.gov.ab.ca/opinio6//s?s=ICFReview) and should take 15 to 20 minutes to complete. The survey is available until **April 12, 2024**.

Ministry staff will also be seeking input from chief administrative officers through discussion sessions to supplement the survey and focus on practical implementation considerations. The collective outcomes of the engagement will inform future legislative changes targeted for 2025.

If you have any questions about this review or the collection and use of this information, please email [ma.engagement@gov.ab.ca](mailto:ma.engagement@gov.ab.ca).

Thank you for your participation.

Sincerely,

Ric McIver  
Minister

cc: All Chief Administrative Officers

# Preliminary Analysis of Alberta's 2024 Budget



 **Alberta  
Municipalities**  
Strength  
In Members

March 1, 2024





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# Introduction

Alberta Municipalities is pleased to provide our members with this preliminary analysis of the 2024-25 Alberta Budget. The budget is focused on the impacts that a growing population will have on Alberta. As the order of government closest to the people, municipalities must be prepared to offer adequate services for their new residents, while also addressing significant infrastructure deficits. Our analysis examines how the provincial government is meeting the needs of communities, and areas that could be improved. It is our hope that this will lead to ongoing conversations between municipal councils and the Alberta Government on the various challenges facing communities.

## What you will find in this document

This document includes ABmunis' preliminary analysis of Alberta's 2024-25 budget as it relates to:

- municipal priorities,
- details of provincial funding for municipal governments,
- potential impacts on provincial education property taxes and municipal property taxes,
- decisions that may impact the financial future of Alberta's municipal governments,
- a summary of the province's fiscal outlook, and
- highlights of individual ministry business plans that most impact Albertans at the local level.

# Priorities for Alberta's Municipal Governments

## Infrastructure Funding

The 2024 fiscal year marks the launch of the new Local Government Fiscal Framework (LGFF) Capital funding program, which replaces the long-standing Municipal Sustainability Initiative (MSI) as the primary funding program for municipal infrastructure. While the starting funding amount of LGFF Capital is higher than last year's MSI Capital funding, the Government of Alberta has ignored [ABmunis call for LGFF Capital to start at \\$1.75 billion](#). Instead, it will start at \$722 million, which continues the trend where provincial investments in community infrastructure is well below historical levels.

Provincial funding for community infrastructure has not kept pace with Alberta's population growth, nor changes in inflation. In 2011, the Government of Alberta was investing \$420 per Albertan into municipal infrastructure programs but that has trended downwards over the years and will only be \$186 per capita in 2024.<sup>1</sup>

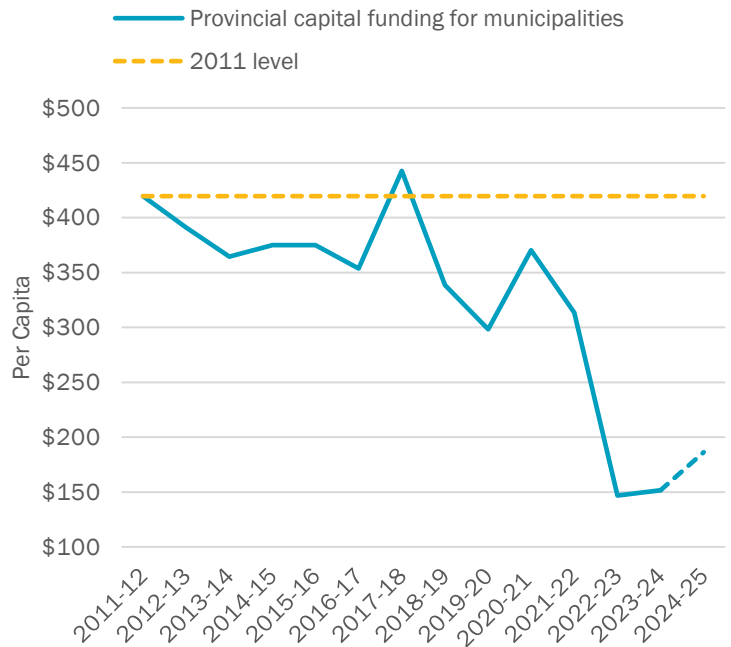
The Government of Alberta consistently promotes how MSI Capital averaged \$722 million per year over the last three years and that LGFF Capital continues at the same amount this year. The problem is inflation cuts into every municipal government's purchasing power for construction costs. If LGFF Capital had been adjusted to account for Alberta's inflation over the last three years, then the starting amount of LGFF Capital should have been almost \$100 million more at \$819 million.<sup>2</sup>

The reality is that Alberta's community infrastructure will continue to deteriorate, and new infrastructure will be needed. With the province's choice to underfund LGFF Capital, the province is passing the tax burden onto property owners through significant property tax increases. The other option is that Albertans will be forced to accept a lower standard for their community roads, sidewalks, pathways, parks, recreation facilities, water systems, fire equipment, and other local services.

## New Local Growth and Sustainability Grant

Alberta Municipal Affairs is launching a new Local Growth and Sustainability Grant intended to support local infrastructure in high growth communities. According to Budget 2024-25, \$20 million per year will be provided over the next three years. Municipal Affairs indicates it worked hard to make the case for this additional grant to be included in the budget and will be releasing further details later this fall on how the funding will be allocated. It appears the grant may partially align with the intent of ABmunis' [2023 resolution that calls for a dedicated funding program to support the capital investment pressures of growth](#), though the amount is dwarfed by the need.

Total Provincial Per Capita Funding for Municipal Infrastructure (excluding federal funding)



<sup>1</sup> Figures are based on ABmunis' calculations using the total of capital funding programs delivered by the Government of Alberta that are available to most municipalities, excluding funding from the Government of Canada that flows through the Government of Alberta. Figures are sourced from the Government of Alberta's annual fiscal plans and consist of the Municipal Sustainability Initiative Capital, Basic Municipal Transportation Grant, Water for Life, Municipal Water and Wastewater Partnership, Strategic Transportation Infrastructure Program, Local Growth and Sustainability Grant, First Nations Water Tie-In Program, GreenTRIP, Alberta Community Resiliency Program, and the Municipal Stimulus Program. Population is based on Statistics Canada Table 17-10-0005-01 and 2024-25 population is estimated at 4.3% growth over 2023 based on Statistic Canada's quarterly estimated changes from Q4 2022 to Q4 2023.

<sup>2</sup> ABmunis calculations based on changes in Alberta's consumer price index from 2021 to 2023. Statistics Canada Table 18-10-0005-01.

### Provincial Property Taxes Increase

The Government of Alberta has opted to maintain the same education property tax rates as in 2023-24. Due to strong growth in property values and increased development over the past year, the result is the Government of Alberta will collect an additional \$229 million, a 9.2 per cent increase, in provincial education property taxes in 2024-25. The province indicates that this revenue will help mitigate the cost pressures of rising enrolment in schools, but the tax increase will far surpass the 4.7 per cent year-over-year change in Alberta Education's budgeted expenditures.

The substantial increase in provincial education property taxes will place political pressure on municipal councils to lower any planned increases in municipal property taxes. ABmunis awaits the outcome of Alberta Municipal Affairs' work to determine the feasibility of amendments to the education property tax system to allow municipalities to retain more funding for local priorities.

### Grants in Place of Taxes

Budget 2024-25 includes an increase of \$2.1 million to the Grants in Place of Property Taxes (GIPOT) funding to reflect rising assessment values and construction of new government infrastructure. Despite increases in Budget 2023 and Budget 2024, GIPOT's 2024 budget of \$38.1 million is still well below past funding levels of \$60 million before the province cut the program budget in 2019-20. The gap in GIPOT funding points to the need for the province to recognize the essential role that day-to-day municipal services play in supporting provincial buildings.

### Community Recreation Centre Infrastructure Program

A new \$10 million per year program will fund small and mid-size recreation infrastructure projects. When more details are known about the program and whether municipalities are eligible, we will share that information with members.

### Natural Disaster Preparation

ABmunis appreciates that Budget 2024-25 provides municipalities with additional support to prepare for natural disasters. The measures include investment in wildfire preparedness, water management, and water infrastructure. The province has increased their contingency fund from \$1.5 billion to \$2 billion to address unanticipated costs related to disasters and emergencies.

#### 2024 Drought Preparations

The Government of Alberta began engaging with major water users, including municipalities, in the fall of 2023 to communicate the possibility of a severe drought in 2024. Minister of Environment and Protected Areas Rebecca Schulz has requested that Alberta Municipalities and our members proactively prepare for water shortages.

The Renewed Flood and Drought Mitigation Grant Program has \$125 million over five years to support municipalities prepare for extreme weather. The Strategy to Increase Water Availability is funded by \$19 million over three years. This strategy aims to improve water storage infrastructure, the water license application process, data collection and support water conservation, efficiency and productivity initiatives. These align with ABmunis' goals.

The province's Water Advisory Committee is a new independent committee providing high level feedback to the government. One of the six members is Tanya Thorn, Mayor of Okotoks and ABmunis Board member.

#### Wildfires

\$151 million over three years has been allocated to improve our wildfire readiness and \$55 million in capital investment for new firefighting equipment and facilities.

### Affordable Housing

ABmunis appreciates that the province is investing nearly \$1 billion in seniors' facilities and housing, as there is an urgent need to develop and upgrade all housing stock, particularly if Alberta continues to welcome high numbers of migrants. While the capital plan includes \$254 million in new funding to build approximately 3,300 new affordable housing units and complete 1,800 units already under development, it is important to note that according to Statistics Canada, nearly 162,000 households in Alberta were in core housing need in 2021. The province currently assists 58,600 households with their housing costs, but this represents only 36 per cent of households in core housing need. While Budget 2024 proposes expanding assistance to an additional 5,650 households over the next three years, this would still leave over 60 per cent of households in core housing need without any support.

### Mental Health and Addiction

Budget 2024-25 includes welcome increases for mental health and addiction facilities and programs, with details to come as to exactly how the funding will be rolled out. The budget does reinforce the focus on recovery.

The Ministry's business plan identifies harm reduction services as an area of focus under *Outcome 3: Albertans have access to high-quality, person-centred mental health and addiction programs and services*. However, the budget documents do not specify how much will be spent on harm reduction initiatives this year or in future years. With a record number of opioid poisoning occurring in Alberta in 2023, ABmunis is concerned that a focus on only recovery will result to an even higher number of overdose deaths in 2024.

### Emergency Medical Services

As emergency medical services (EMS) remain a key priority for municipalities, ABmunis was pleased to see that Budget 2024-25 will allocate a total of \$730 million to increase EMS system capacity and implement recommendations from the Alberta EMS Provincial Advisory Committee and Alberta EMS Dispatch Review. We also note \$35 million in capital funding over the next three years to purchase new emergency medical services vehicles and ambulances, upgrade the existing fleet, and acquire additional equipment. Last year, the Minister of Health established a new Alberta EMS standing committee that will provide feedback directly to the Minister on EMS performance, opportunities, and challenges. ABmunis is pleased to have representation on this Board and will continue to monitor provincial investments and initiatives to improve response times.

### Libraries

The 2024 budget for public library operating funding has increased by 0.5 per cent to \$39.9 million.

### Family and Community Support Services

Budget 2024-25 allocates \$105 million through Family and Community Support Services (FCSS) to communities and Metis Settlements to develop and deliver preventative social services programming. The funding is unchanged from last year.

### Electric Vehicle (EV) Tax

The Alberta Government announced it will be adding an annual \$200 tax for all EVs registered in Alberta. The intent of this tax is to offset wear and tear to roads caused by electric vehicles as EV drivers are not paying into the taxes collected from fuel sales. As significant owners and operators of roads throughout the province, this revenue should be shared with municipalities to offset their road maintenance costs.

# **PLANNING FOR YOUR COMMUNITY'S FINANCIAL FUTURE**

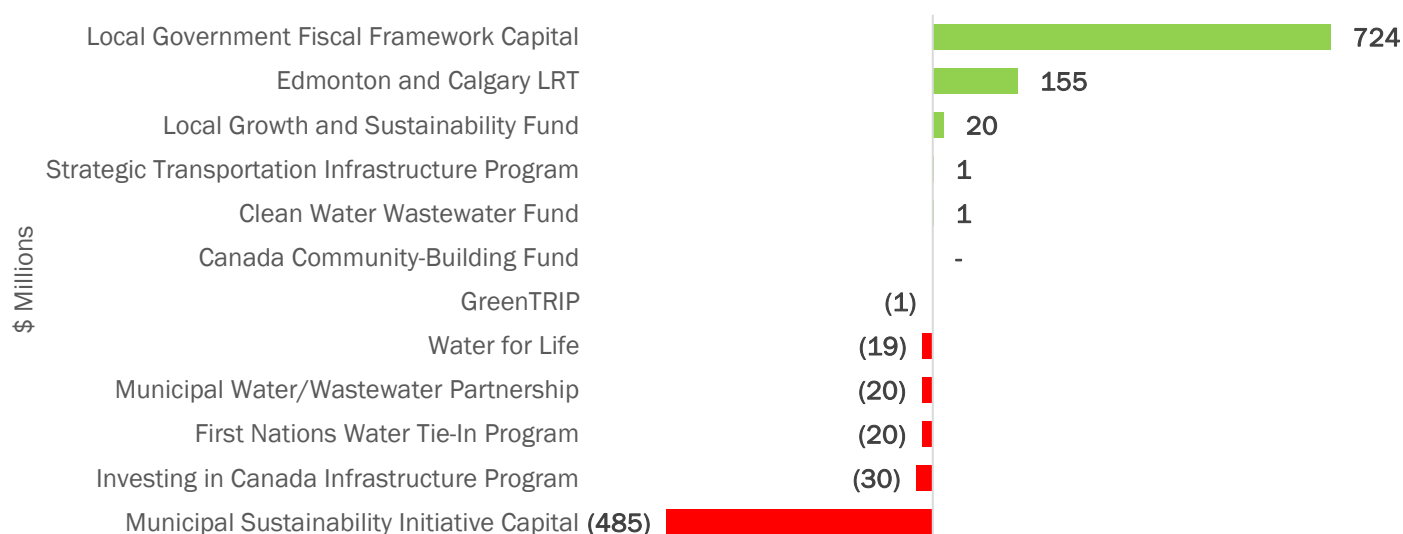
**HOW BUDGET 2024  
SUPPORTS  
MUNICIPAL  
GOVERNMENTS**

# How Budget 2024-25 Supports Municipalities

## Core Capital Funding for Municipal Governments

\$ millions	2023-24 Budget	2024-25 Budget	2025-26 Forecast	2026-27 Forecast	2024 vs. 2023
<b>Provincial Capital Funding</b>					
Municipal Sustainability Initiative – Capital	485	-	-	-	(485)
Local Government Fiscal Framework - Capital	-	<b>724</b>	820	808	724
Alberta Municipal Water/Wastewater Partnership	86	<b>66</b>	85	56	(20)
Water for Life	69	<b>50</b>	81	106	(19)
Strategic Transportation Infrastructure Program	43	<b>44</b>	33	35	1
Local Growth and Sustainability Grant	-	<b>20</b>	20	20	20
Green Transit Incentives Program (GreenTRIP)	1	-	-	-	(1)
First Nations Water Tie-In Program	28	<b>8</b>	15	14	(20)
	<b>712</b>	<b>912</b>	1,054	1,039	200
Year-over-year change (%)		<b>28.1%</b>	15.6%	-1.4%	
<b>Federal Capital Funding Delivered by the Government of Alberta</b>					
Canada Community-Building Fund	266	<b>266</b>	266	266	-
Investing in Canada Infrastructure Program	103	<b>73</b>	25	8	(30)
Clean Water Wastewater Fund	-	<b>1</b>	-	-	1
Edmonton and Calgary LRT (incl. provincial funds)	694	<b>849</b>	878	1,221	155
	<b>1,064</b>	<b>1,189</b>	1,169	1,495	125
Year-over-year change (%)		<b>11.7%</b>	9.9%	2.0%	
Total Provincial & Federal Capital Funding	<b>1,776</b>	<b>2,101</b>	2,223	2,534	325
		<b>18.3%</b>	5.8%	14.0%	

### Year-over-year change in municipal capital funding: Budget 2024 vs. Budget 2023<sup>3</sup>



<sup>3</sup> The Local Government Fiscal Framework Capital program replaces the Municipal Sustainability Initiative Capital program.



## Preliminary Analysis on Alberta's 2024 Budget

While it appears that provincial capital funding has significantly increased in 2024-25, the funding level has been relatively flat as part of a four-year plan leading into the implementation of LGFF Capital. In 2021-22, the Government of Alberta opted to front-load a large proportion of the remaining three years of MSI Capital at an average of \$722 million per year. This resulted in abnormally low funding in 2022-23 and 2023-24 leading into this year where the province has maintained that level of funding with LGFF Capital set at the same annual average of \$722 million. The total of \$912 million includes the \$722 million in LGFF Capital plus funding from five other programs.

The provincial portion of capital funding (excluding federal funding) for municipalities is \$52 million higher than was forecasted in Budget 2023. This is primarily due to the introduction of a new \$20 million Local Growth and Sustainability Grant and the Strategic Transportation Infrastructure Program will be \$19 million higher than the Budget 2023 forecast for 2024-25.

Despite this increase, the province's level of investment is still well below the expectations of Alberta's municipal governments and well below historical funding levels as highlighted in this graph<sup>4</sup>. The lower level of funding is shifting the tax burden for community infrastructure onto property owners through their property taxes. The following provides details about budget changes in each provincial funding program.

### Provincial Capital Funding

Alberta Municipal Water/Wastewater Partnership (AMWWP)

- AMWWP was forecasted to be \$63 million this year but the 2024 budget came in at \$66 million. A portion of the 2024 budget may be a rollover of unspent funding from 2023 as the province planned to spend \$86 million in 2023 but only \$42 million is estimated to be spent in the year.

Water for Life

- Water for Life was forecasted to be \$50 million this year and that promise was met. A portion of the 2024 budget may be a rollover of unspent funding from 2023 as the province planned to spend \$50 million in 2023 but only \$14 million is estimated to be used.

Strategic Transportation Infrastructure Program (STIP)

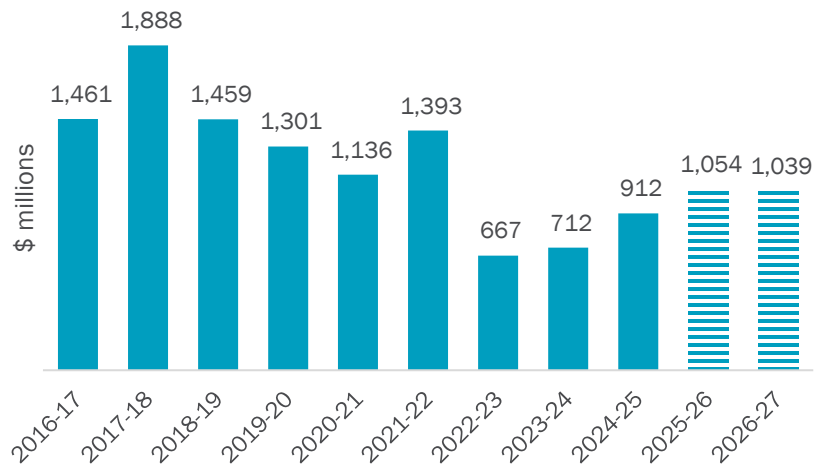
- STIP funding was forecasted to be \$25 million but the 2024 budget is increased to \$44 million. A portion of the 2024 budget may be a rollover of unspent funding from 2023 as the province planned to spend \$43 million in 2023 but only \$32 million is estimated to be spent in the year.

Local Growth and Sustainability Grant

- A new and unexpected program that will fund infrastructure projects that support economic development and unique and emergent needs. Funding will be granted based on a competitive application process. Eligibility and project types will be announced later this year.

### Total Provincial Infrastructure Funding for Municipalities

(budgeted amounts excluding federal funding and single community funding programs)



<sup>4</sup> Figures are based on the Government of Alberta's annual fiscal plan budget amounts for provincial capital funding programs for municipalities excluding programs delivered by the Government of Canada that flow through the Government of Alberta and excluding programs that are specific to only one or two municipalities. The graphed figures represent the budgeted figures for the Municipal Sustainability Initiative, Local Government Fiscal Framework Capital, Local Growth and Sustainability Grant, Water for Life, Municipal Water and Wastewater Partnership, Strategic Transportation Infrastructure Program, Alberta Community Resilience Program, GreenTRIP, and the First Nations Water Tie-In Program.

## Preliminary Analysis on Alberta's 2024 Budget

GreenTRIP	<ul style="list-style-type: none"> <li>The GreenTRIP program closed to applications in 2016. The last remaining funding of that program was expended in 2023-24.</li> </ul>
First Nations Water Tie-In Program	<ul style="list-style-type: none"> <li>In 2023, the province budgeted to spend \$28 million with no further spending in 2024 or 2025. After only \$1 million was spent in 2023-24, the province has changed its plan with \$8 million budgeted in 2024-25, \$15 million in 2025-26 and \$14 million in 2026-27.</li> </ul>


## Federal Capital Funding Delivered by the Government of Alberta

Canada Community-Building Fund (CCBF)	<ul style="list-style-type: none"> <li>CCBF only increases when the Government of Canada's two per cent indexation increases the funding pot by at least a \$100 million increment. The funding increased in 2023, so the funding remains at \$266 million this year.</li> <li>The Alberta Government is currently negotiating a new CCBF agreement with the federal government. ABmunis recently sent a letter to the federal government in conjunction with RMA and the municipal associations from Saskatchewan and Manitoba calling on the federal government to double the fund and increase the indexation from 2% to 3.5%.</li> </ul>
Clean Water Wastewater Fund (CWWF)	<ul style="list-style-type: none"> <li>ABmunis assumes that the budget of \$1 million represents the remaining project dollars to be spent to close out the program.</li> </ul>
Investing in Canada Infrastructure Fund (ICIP)	<ul style="list-style-type: none"> <li>Alberta's ICIP funding is fully allocated so the change in budget is driven by the timing of expenditures for the approved projects.</li> </ul>
Edmonton and Calgary Light Rail Transit (LRT)	<ul style="list-style-type: none"> <li>The Edmonton and Calgary LRT was forecasted to be \$1.176 billion this year but the 2024 budget came in at \$849 million.</li> <li>ABmunis assumes the change is due to the project status and timing of expenditures related to this multi-year funding agreement between Canada and Alberta.</li> </ul>

## Local Government Fiscal Framework Capital

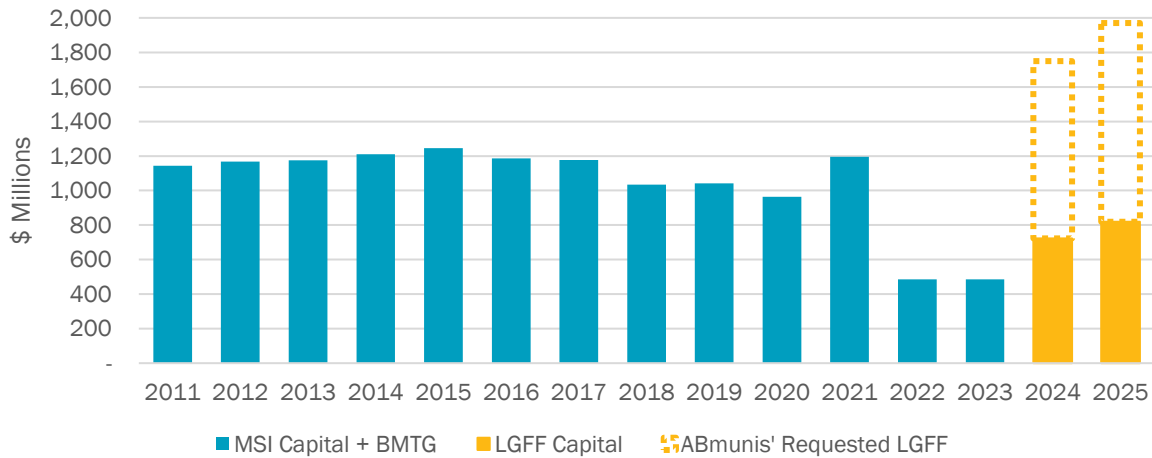
Since the Local Government Fiscal Framework Capital program was announced in 2019, ABmunis' goal was to seek two changes to the program before it was launched this year. ABmunis was successful in getting the Government of Alberta to remove the 50 per cent cap on the revenue index factor calculation so that the funding pot will grow at the same rate as provincial revenues. This change was announced in 2023 and will help ensure that the funding pot keeps pace with inflation and community needs over the long term.

Our second priority was for the starting amount of LGFF Capital to be increased from the planned \$722 million to \$1.75 billion. The justification for that request was presented in a [2023 resolution](#) that was overwhelmingly approved by our members. Unfortunately, the Government of Alberta has ignored this need in favour of other priorities and has proceeded with its plan to start LGFF Capital at only \$722 million, which is well below the historical average of its predecessor program, the Municipal Sustainability Initiative.

Municipalities have called for...	Delivered by the Government of Alberta
1 The starting amount of LGFF Capital in 2024 to be set at \$1.75 billion.	
2 The removal of the 50 per cent cap on the growth of the LGFF funding pot.	

## Preliminary Analysis on Alberta's 2024 Budget

If provincial funding for municipal infrastructure kept pace with Alberta's population growth and inflation, then LGFF Capital should have started at \$1.75 billion, not \$722 million.



To be clear, ABmunis is supportive of the new LGFF Capital program as we played a key role in the design of the program. However, the starting amount of the funding pot has been a major concern for municipalities since the *Local Government Fiscal Framework Act* was first introduced in 2019.

Despite ABmunis' significant disappointment that LGFF Capital was not increased, ABmunis plans to conduct additional research and engage provincial leaders to explore the projected long-term outcomes to Alberta's communities if provincial support for community infrastructure is not increased.

### Annual Changes in the Funding Pot

The forecasted increase in 2025-26 is based on LGFF's design where the funding pot will increase or decrease annually based on changes in the Government of Alberta's actual revenues from three years prior. Therefore, the increase in the 2025 LGFF Capital will be calculated based on the change in the Government of Alberta's revenue from 2021-22 to the 2022-23 fiscal year. The 2026 amount for LGFF Capital will be confirmed by this fall once the province closes its books for the 2023-24 fiscal year.

### Transition Funding

Budget 2024 includes a one-time allocation of \$2.2 million under LGFF Capital that will be split among nine municipalities. This meets a promise made in Budget 2023 where municipalities will receive a one-time top-up if their 2024 LGFF Capital allocation is less than their 2023 MSI Capital allocation due to the change in the allocation formula.

\$ millions	2020-21 Budget	2021-22 Budget	2022-23 Budget	2023-24 Budget	2024-25 Budget	2025-26 Forecast	2026-27 Forecast
<b>Capital Component</b>							
MSI Capital (incl. BMTG)	963	1,196	485	485	-	-	-
LGFF Capital	-	-	-	-	722	820	808
LGFF Capital transition funding <sup>5</sup>	-	-	-	-	2	-	-
<b>Total</b>	<b>963</b>	<b>1,196</b>	<b>485</b>	<b>485</b>	<b>724</b>	<b>820</b>	<b>808</b>
Year-over-year change		233	(711)	-	239	96	(12)

<sup>5</sup> In Budget 2023, the Government of Alberta committed to provide one-time transition funding to municipalities that would receive less funding under their 2024 LGFF Capital allocation compared to their 2023 MSI Capital allocation. The result is nine municipalities will receive a portion of a one-time allocation \$2.2 million in transition funding.

## Core Operating Funding for Municipal Governments

\$ millions	2022-23 Budget	2023-24 Budget	2024-25 Budget	% Change	Note
Alberta Community Partnership	15.4	15.4	<b>15.4</b>	-	
Emergency Management Preparedness Program	0.2	0.2	<b>0.2</b>	-	
Family and Community Support Services	100.0	105.0	<b>105.0</b>	-	1
Fire Services Training Program	-	0.5	<b>0.5</b>	-	
Grants in Place of Taxes	30.0	36.0	<b>38.1</b>	5.8%	2
Local Government Fiscal Framework Operating	-	-	<b>60.0</b>	New	3
Municipal Sustainability Initiative – Operating	30.0	60.0	-	-100.0%	3
Policing Support Grant (formerly MPAG and POG)	89.2	98.8	<b>98.8</b>	-	4
	<b>264.8</b>	<b>300.3</b>	<b>302.4</b>		

### Notes on Core Operating Funding for Municipalities

1. In 2023, the province reported Family and Community Support Services (FCSS) funding at \$115 million, but that included a new \$10 million allocation for Food Banks. The actual amount municipalities received for FCSS programs in 2023 was \$105 million and that amount is unchanged for 2024.
2. The Grants in Place of Taxes (GIPOT) funding increased from \$36 million to \$38.1 million in 2024-25, which is due to rising property values plus new provincial properties. Despite the increase, GIPOT is still well below past funding levels of \$60 million before the budget was cut in 2019-20. ABmunis continues to advocate that the province should cover the full cost of municipal services to provincial properties just like any other property owner.
3. In 2023, the budget for MSI Operating was doubled from \$30 million to \$60 million. In 2024, MSI Operating is replaced by the new Local Government Fiscal Framework (LGFF) Operating program at the same \$60 million budget. Each municipality's 2024 LGFF Operating allocation will match their 2023 MSI Operating allocation and Alberta Municipal Affairs plans to develop a new allocation formula for LGFF Operating for implementation in 2025.
4. This funding is for any municipality with a population over 5,000 that provides their own police service and were eligible for the former Municipal Policing Assistance Grant and Police Officer Grant.

## Notable Funding to Community Entities

\$ millions	2022-23 Budget	2023-24 Budget	2024-25 Budget	% Change
Agricultural Service Boards	8.9	11.9	<b>11.9</b>	-
Agricultural Societies and Exhibition Grants	11.5	11.5	<b>11.5</b>	-
Agricultural Societies Infrastructure Revitalization	-	2.5	<b>2.5</b>	-
Community Facility Enhancement Program	38.5	50.0	<b>50.0</b>	-
Community Recreation Centre Infrastructure Program <sup>6</sup>	-	-	<b>10.0</b>	New
Library Services – Operating	37.0	39.7	<b>39.9</b>	0.5%
Legal Aid	94.3	134.6	<b>110.0</b>	-18.3%
Regional Economic Development Alliances	0.5	1.1	<b>1.1</b>	-
	<b>190.7</b>	<b>251.3</b>	<b>226.9</b>	

<sup>6</sup> ABmunis will seek to find out if this new program will be eligible for municipal governments to apply.

# Provincial Education Property Tax

Over the last decade, the Government of Alberta has frequently changed its approach to how it determines the amount of provincial education property taxes to be collected from Alberta's property owners.

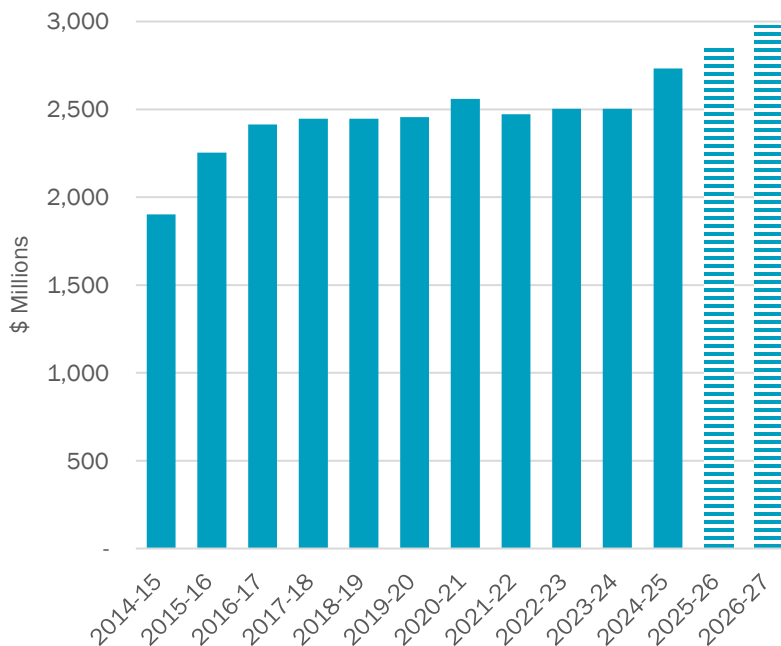
- **2015-16** – Set at 32 per cent of Alberta Education's budgeted operating expense.
- **2016-17** – Set at 32 per cent of Alberta Education's budgeted operating expense.
- **2017-18** – Maintained the 2016-17 mill rates resulting in a 1.3 per cent increase in the tax revenue amount.
- **2018-19** – Frozen at the 2016-17 tax revenue amount.
- **2019-20** – Maintained the 2018-19 mill rates resulting in a 0.5 per cent increase in the tax revenue amount.
- **2020-21** – Planned to link to changes in population plus inflation but abandoned due to the pandemic.
- **2021-22** – Frozen at the 2020-21 tax revenue amount.
- **2022-23** – Linked to percentage change in Alberta Education's budgeted operating expense.
- **2023-24** – Frozen at the 2022-23 tax revenue amount.
- **2024-25** – Maintained the 2023-24 mill rates resulting in a 9.2 per cent increase in the tax revenue amount.

In Budget 2023, the Government of Alberta communicated its plan to link provincial education property taxes to changes in Alberta's population plus inflation beginning in 2024. Recognizing the public's limited understanding of the difference between provincial education property taxes and municipal property taxes and affordability challenges, ABmunis once again suggested to provincial ministers that the provincial education property tax amount should be maintained at \$2.5 billion.

Instead, the province has opted to maintain the provincial education property tax rates from the 2023-24 year and because of the growth in property assessment in Alberta's communities over the last year, the province will collect an additional \$229 million from Albertans through property tax bills. The total amount will increase from \$2.5 billion in 2023-24 to \$2.73 billion in 2024-25, representing a significant 9.2% increase in provincial education property taxes.

Once again, municipal governments will be responsible to collect this tax on behalf of the Government of Alberta and as a result, will wear much of the political blame for this tax increase despite municipal councils having no control over the decision.

Provincial Education Property Tax  
(budgeted figures)



\$ millions	2022-23 Budget	2023-24 Budget	2024-25 Budget	2025-26 Forecast	2026-27 Forecast
Provincial education property tax	2,504	2,504	<b>2,733</b>	2,856	2,979
Year-over-year change (%)	1.0%	0.0%	<b>9.2%</b>	4.5%	4.3%

ABmunis is disappointed that the Government of Alberta will collect an additional \$229 million in provincial property taxes from municipalities while delivering no increase in LGFF Capital funding in return.

# GOOD TO KNOW

## AN OVERVIEW OF ALBERTA'S 2024 FISCAL PLAN

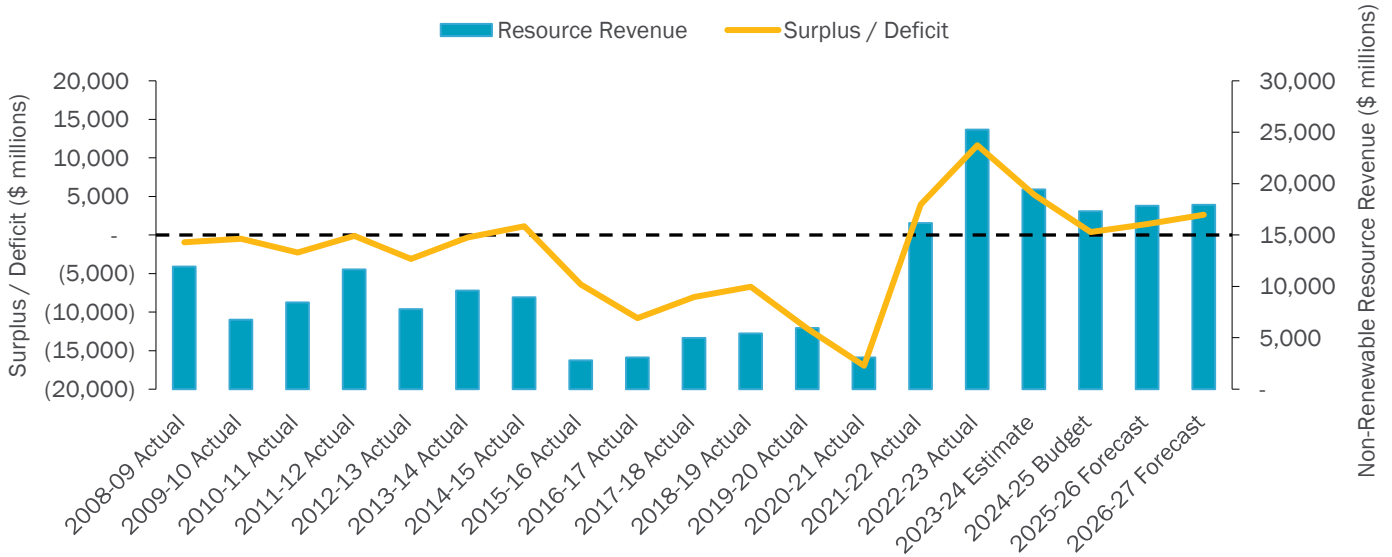
# An Overview of the 2024 Fiscal Plan

The Government of Alberta is projecting a \$367 million surplus in 2024-25. This follows three years of multi-billion surpluses including \$11.6 billion in 2022-23 and a forecasted \$5.2 billion surplus in 2023-24. The sizeable surpluses can be attributed to substantial non-renewable resource revenues, driven by geopolitical tensions and unexpectedly high oil and gas commodity prices.

Unlike many Canadian provinces, Alberta earns substantial revenues from its natural resources. While there are diverse revenue streams that typically provide consistent volumes of income, non-renewable resource revenue can contribute anywhere from 10 per cent to upwards of 30 per cent of the Government of Alberta's annual revenues. As Alberta's population continues to grow, so will the demand for infrastructure and government services (both municipal and provincial). Alberta's dependence on resource revenue raises questions regarding Alberta's long-term financial sustainability. Moreover, Albertans will likely face questions in the future regarding the levels of service they expect versus the amount of provincial and property taxes required to sustain them.

The graph below shows the trend of non-renewable resource revenues in comparison to the Government of Alberta's year-end operational surplus or deficit. The trend indicates a direct correlation between the provincial government's financial position and the volume of non-renewable resource revenue earned year-to-year.

The Government of Alberta's ability to achieve a financial surplus at year-end is highly correlated to the level of non-renewable resource revenue received in the year



Source: Government of Alberta's 2024-27 Fiscal Plan, Schedule 26: Historical Fiscal Summary, page 165.

## The Plan for Alberta Revenues Needs to Include Municipal Governments

ABmunis provides this context as the Government of Alberta has announced a plan to make significant investments in the Heritage Fund to achieve a vision of building intergenerational wealth. Based on the Government of Alberta's plans to maintain its offer as a low tax province, the success of its plan will depend on the rate of non-renewable resource revenues and cautious choices in public spending.

Municipal councils are highly aware of how provincial choices in spending can impact municipal government budgets based on the hundreds of millions of dollars of costs that the provincial government downloaded onto municipal governments between 2017 and 2022. For this reason, ABmunis will be advocating for the Government of Alberta to engage municipalities in frank discussions about the plan for future revenue generation in Alberta and how that will impact municipal budgets and property taxes.

## Statement of Operations

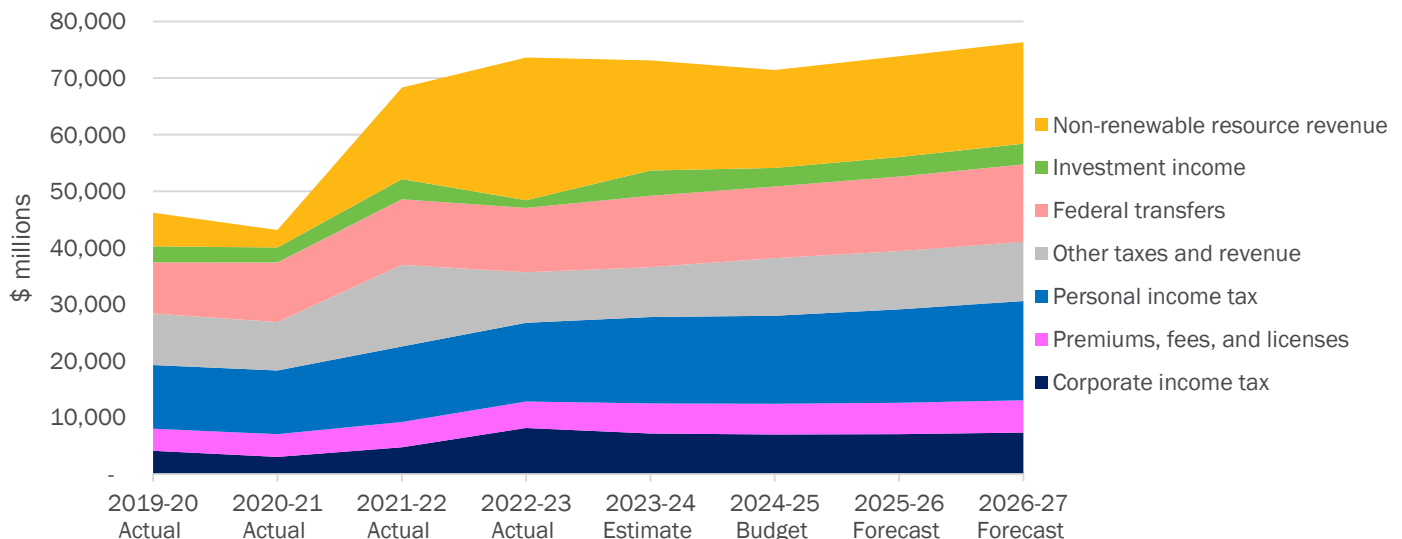
\$ millions	2022-23 Actual	2023-24 Estimate	2024-25 Budget	2025-26 Forecast	2026-27 Forecast
<b>Revenue</b>					
Personal income tax	13,925	15,239	<b>15,604</b>	16,514	17,512
Corporate income tax	8,167	7,204	<b>7,028</b>	7,052	7,320
Other tax revenue	4,432	4,470	<b>6,013</b>	6,329	6,535
Resource revenue	25,242	19,416	<b>17,315</b>	17,839	17,939
Investment income	1,326	4,467	<b>3,267</b>	3,433	3,672
Premiums, fees, and licenses	4,657	5,300	<b>5,384</b>	5,551	5,752
Other own-source revenues	7,008	6,876	<b>6,287</b>	6,172	6,441
Federal transfers	11,363	12,656	<b>12,640</b>	13,161	13,644
Total revenue	76,120	75,628	<b>73,537</b>	76,051	78,816
<b>Expenditures</b>					
Health	25,486	26,676	<b>28,732</b>	29,363	30,250
Basic/Advanced education	15,220	16,005	<b>16,957</b>	17,338	17,538
Social services	7,222	8,236	<b>8,121</b>	8,424	8,591
Other program expenses	13,743	16,699	<b>16,359</b>	16,741	17,001
Total program expense	61,671	67,616	<b>70,169</b>	71,866	73,380
Debt servicing costs	2,829	3,136	<b>3,365</b>	3,121	3,174
Pension provisions	(21)	(358)	<b>(364)</b>	(373)	(378)
Total expense	64,479	70,394	<b>73,170</b>	74,614	76,176
Surplus / (Deficit)	11,641	5,234	<b>367</b>	1,437	2,640

Source: Alberta's 2024-27 Fiscal Plan, Schedule 26: Historical Fiscal Summary, page 165.

## Revenues

Total revenues are estimated to be \$73.5 billion in 2024-25, a 4.1 per cent increase over the 2023 budget. In 2024-25, 24 per cent of total government revenue is forecast to come from non-renewable resource revenues. After 2024-25, revenue sources will remain either stable or increase nominally, apart from personal income tax revenue, which will increase 6 per cent year-over-year.

Government of Alberta revenues by source





## Preliminary Analysis on Alberta's 2024 Budget

The Government of Alberta is projecting a reduction in nearly all its taxable revenue sources in 2024-25, with the exception of personal income tax, which will increase by 2 per cent. Other tax revenue will increase by 20 per cent, and premiums, fees and licenses by 2 per cent. The increase for other tax revenue is primarily driven by the fuel tax, which was paused for the first three quarters of 2023-24 but is budgeted to be in full effect throughout 2024-25 and onward. The Government of Alberta looks to be progressively shifting its revenue generation focus away from non-renewable resource revenue and towards personal income tax to take advantage of continued population growth while limiting volatility in government revenues. In 2024-25, an estimated 54.5 per cent of all tax revenue is from personal income taxes. Alberta is projected to reach a population of 5 million by 2026, an increase of more than half a million Albertans from 2022.

## Expenditures

Total expenditures are estimated to increase by \$4.9 billion, a 7 per cent increase over the 2023-24 budget. The Government of Alberta is projecting to spend more on:

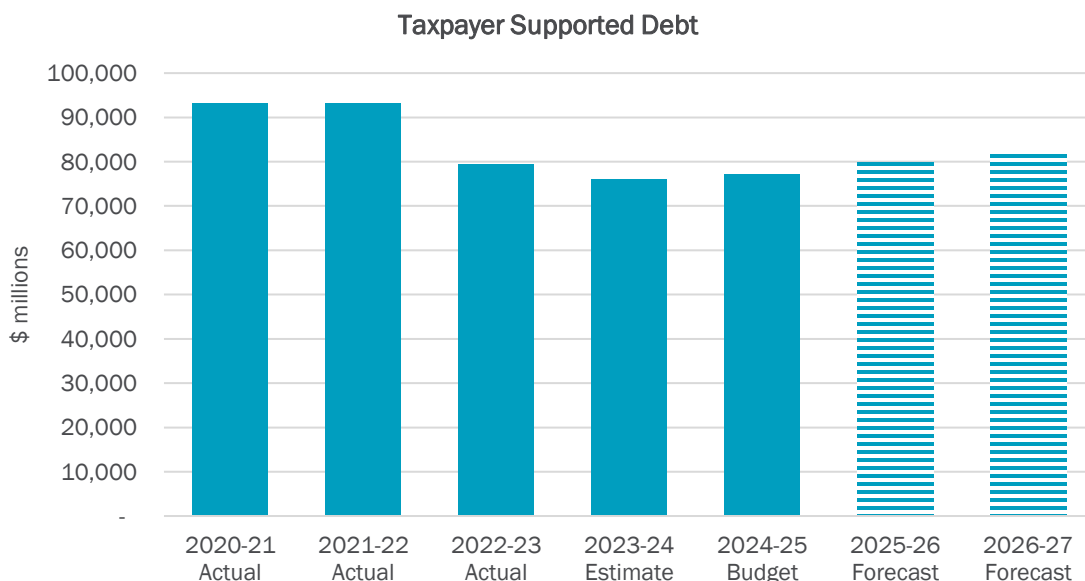
- healthcare (4%),
- K-12 education (4%),
- post-secondary education (3%),
- operating expenses (4%),
- capital grants (46%), and
- debt servicing costs (7%).

Notably, it plans to spend 2 per cent less on social services ministries. The increase in capital grants can be attributed to programs to build affordable housing, the transition to the LGFF Capital program, and reprofiling of capital projects.

## Taxpayer Supported Debt and Debt Servicing Costs

Debt servicing costs increased by \$229 million in 2024-25 to \$3.4 billion, which is the result of the high interest rates maintained by the Bank of Canada and pre-borrowing in 2024-25 to prepare for maturing debt.

Total taxpayer supported debt is estimated to be \$76.1 billion at the end of 2023-24, and \$78.4 billion at the end of 2024-25. Debt servicing costs on taxpayer supported debt is budgeted to increase by \$300 million from 2023-24, to \$2.6 billion in 2024-25. As the provincial government is required to be in a surplus cash position to reduce its taxpayer support debt, it is not expected to reduce this debt over the next three years.



## Contingency for Disasters

It is also worth noting that the budgeted contingency has increased by 33 per cent to \$2 billion. This is due to the \$2.9 billion spent in 2023 on disaster and emergency response for drought, wildfires, and floods and the need to be prepared for the possible disasters this year.

## Key Energy and Economic Assumptions

\$ millions	2023-24 Estimate	2024-25 Forecast	2025-26 Forecast	2026-27 Forecast
<b>Crude Oil Prices</b>				
WTI (US\$/bbl)	76.50	<b>74.00</b>	74.00	74.00
Light-Heavy Differential (US\$/bbl)	17.30	<b>16.00</b>	14.90	13.60
WCS @ Hardisty (Cdn\$/bbl)	80.20	<b>76.80</b>	75.60	75.80
<b>Natural Gas Price</b>				
Alberta Reference Price (Cdn\$/GJ)	2.20	<b>2.90</b>	3.70	3.80
<b>Production</b>				
Conventional Crude Oil (000s barrels/day)	500	<b>507</b>	508	505
Raw Bitumen (000s barrels/day)	3,324	<b>3,429</b>	3,539	3,650
<b>Interest Rates</b>				
10-year Canada Bonds (%)	3.50	<b>3.70</b>	3.60	3.40
<b>Exchange Rate (US¢/Cdn\$)</b>				

Source: Alberta's 2024-27 Fiscal Plan, Energy and Economic Assumptions, page 10.

## Ministry Highlights

### Advanced Education

The Ministry's budget will increase by \$500 million from 2023-24 to \$7 billion in 2024-25. This includes \$2.5 billion in direct operating support to Alberta post-secondary institutions. The provincial government expects post-secondary institutions to finance a reasonable share of their operations from non-government sources, including tuition, fees and private support. In 2022-23, own-source revenue of Alberta's post-secondary institutions averaged 53 per cent of operating expenses. By 2026-27 this share is projected to increase to 58 per cent, reducing the share funded by government to 42 per cent.

The 2024 budget also allocates \$62.4 million over three years to create two Rural Health Professional Training Centres and expand physician education, to address critical shortages of medical professionals, particularly in rural areas. The training centres will support local educational and clinical rotations, with the goal of retaining medical professionals in the rural areas where they train.

### Affordability and Utilities

The Ministry of Affordability and Utilities is charged with making life more affordable for Albertans. The Ministry delivers the Natural Gas Rebate Program to provide natural gas price stability. The Ministry's budget has decreased from \$139 million in 2023 to \$92 million mostly due to significant reductions in utility rebate grants. Affordability

## Preliminary Analysis on Alberta's 2024 Budget

and Utilities is also currently reviewing the regulated rate option and other regulatory issues impacting utilities to increase affordability. This aligns with ABmunis' resolutions on the disparity in transmission and distribution rates.

### Agriculture and Irrigation

The agricultural sector faced challenges in 2023. Crop exports declined due to lower yields from the drought. The drought also led to reduced livestock numbers. Increased funding to the Ministry of Agriculture and Irrigation aims to support growth, diversification, and sustainability.

The Ministry has an operating budget of \$870 million for 2024-25, an increase of \$77 million or 9.7 per cent. Investments in irrigation and agri-processing are priorities in the ministry's business plan. Several municipalities are supplied with water via irrigation canals and infrastructure.

The budget includes \$9 million for water management and \$400 million over three years for water management infrastructure, irrigation projects and rehabilitation.

The Capital Plan invests \$147 million in the Water Management Infrastructure Program to repair and upgrade water infrastructure such as water canals, dams, spillways, and reservoirs. The Capital Plan also includes \$5 million for planning studies to assess the feasibility of developing new water reservoirs in Alberta. \$54 million is budgeted for the Agriculture Sector Strategy – Irrigation Projects, \$19 million for the Irrigation Rehabilitation Program, \$9 million for Southern Alberta Irrigation Projects, \$1 million for a water management feasibility study, and \$47 million for water management infrastructure.

The new Alberta Agri-Processing Investment Tax Credit provides a 12 per cent tax credit (up to \$175 million per project) for projects of at least \$10 million to build or expand agri-processing facilities in Alberta.

### Arts, Culture and Status of Women

The Ministry's overall budget decreased from \$278.6 million in 2023-24 to \$262.5 million for 2024-25. Non-profit organizations have access to \$75.8 million through community grant programs. \$5.4 million has been made available to the Alberta Made Screen Industries Program to eligible Alberta-made film productions. The Ministry will also develop a 10-year strategic plan to end gender-based violence and support survivors and is allocating \$47 million over the next 3 years towards this objective.

### Children and Family Services

The budget for Children and Family Services is expected to decrease from \$1.6 billion in 2023-24 to \$1.5 billion in 2024-25 (6.3 per cent decrease). This decrease results primarily from the transfer of childcare to the Ministry of Jobs, Economy and Trade as well as the expiry of the 2023 Affordability Payments Program, which allocated a one-time payment of \$600 over six months to seniors, families with children, and Albertans on core supports. Funding for the Alberta Child and Family Benefit will increase from \$324 million in 2023-24 to \$355 million in 2024-25 (9.6% increase) and funding for early child and youth intervention services will increase from \$149 million in 2023-24 to \$153 million in 2024-25 (2.7% increase).

Other Children and Family Services budget highlights include:

- In 2024-25, \$981.3 million will support youth with child intervention involvement, transition to adulthood, mentoring supports, and the Advancing Futures Bursary program.
- In 2024-25, \$66.7 million is allocated to support prevention and early intervention services through the Family Resource Networks.
- In 2024-25, \$84.6 million is allocated to support a continuum of programming through funded community-based organizations that provide family violence and sexual violence supports.
- An additional \$22 million over the next three years to support foster caregivers by indexing foster care rates to the Consumer Price Index (CPI).

## Preliminary Analysis on Alberta's 2024 Budget

### Education

The Ministry of Education's budget for 2024-25 is \$9.3 billion, an increase of \$393 million from the 2023 budget. It is projected to grow to \$9.6 billion by 2026-27.

A significant portion of this budget, \$1.9 billion, is dedicated to the design and construction of new schools and the modernization of existing ones. This investment covers 98 projects at various stages of development across the province. Out of this, \$681 million is earmarked for 43 new priority projects, which are expected to create 35,000 additional spaces for students.

\$842 million has been allocated to Alberta's school boards to recruit over 3,000 teachers and educational staff members within the next three years, highlighting the ministry's commitment to enhancing educational infrastructure and workforce to meet the growing needs of students.

### Energy and Minerals

The Ministry of Energy and Minerals is responsible for ensuring Albertans benefit from the province's natural resources. In 2024, expected royalties from crude oil and bitumen are down slightly from \$3.1 billion to \$2.7 billion and \$14.3 billion to \$12.5 billion respectively.

In 2024 the ministry intends to position Alberta as an integral partner in the global energy market, supporting the regulatory environment for products such as hydrogen, lithium, geothermal and small modular reactor technology.

The Alberta Energy Regulator will provide the Orphan Well Association with \$135 million to support the cleanup of sites with no viable owner. This is the same amount in last year's budget.

### Environment and Protected Areas

The Ministry of Environment and Protected Areas' mandate is to conserve our landscape and biodiversity to ensure a sustainable future. The Ministry's budget of \$512 million is an increase over 2023-24's forecasted budget for 2024-25.

ABmunis is actively working to support 2024 drought preparations and the budget reflects this priority. The Renewed Flood and Drought Mitigation Grant Program has \$125 million over five years to support municipalities to prepare for extreme weather. The Ministry has budgeted \$19 million over three years for the Strategy to Increase Water Availability. This strategy aims to improve water storage infrastructure, improve the water license application process, improve data collection and support water conservation, efficiency and productivity initiatives. \$3.5 million is budgeted for Watershed Resiliency and Restoration.

Funding for caribou habitat recovery at \$27 million continues similar to 2023 funding (\$35.9 million) for this priority issue. \$31.7 million over three years for the Designated Industrial Zone Pilot Project to establish a best-in-class regulatory framework. This Industrial Zone, northeast of Edmonton, borders the City of Edmonton and Ft. Saskatchewan, and the Counties of Lamont, Strathcona and Sturgeon.

ABmunis appreciates the ongoing partnership with the Government of Alberta through the Municipal Climate Change Action Centre (MCCAC).

### Executive Council

Executive Council's budget will increase by 4 per cent in 2024-25 to \$56 million. Notable objectives include building and maintaining strong relationships with priority international partners, leading the planning of official visits by foreign dignitaries to develop new markets in Alberta and collaborating with jurisdictions to reduce red tape and barriers to internal trade. This includes reviewing Alberta's exceptions under its trade agreements to reduce red tape and working with other governments to reconcile existing regulatory measures that act as a barrier to trade.

### Forestry and Parks

The Ministry of Forestry and Parks manages public lands in Alberta. The Ministry's budget has increased by \$52 million or 17.4 per cent to \$351 million. Most of the increase is directed towards preparing for wildfires.

### Health

The province announced a refocusing of Alberta's health care system to improve health outcomes for Albertans and empower health care workers to deliver quality care across the province. The costs associated with this reorganization are not clear from the budget documents; however, the total operating budget for Health will increase from \$27.0 billion in 2023-24 to \$28.4 billion in 2024-25 (5.2% increase). This increase will be partially offset by an additional \$997 million from the federal government in the recently augmented Canada Health Transfer.

The 2024-25 budget allocates \$475 million for primary care, including \$200 million for access to family physicians and \$15 million to support the new compensation model for nurse practitioners. A further \$300 million is allocated for primary care networks. A total of \$730 million will be allocated to emergency medical services (EMS) to increase system capacity and implement the Alberta EMS Provincial Advisory Committee and Alberta EMS Dispatch Review recommendations.

Other Health budget highlights include:

- \$140 million per year over three years under the yet-to-be-signed Aging with Dignity federal-provincial agreement. These funds will be allocated to support caregivers and health workers, as well as expand access to palliative and end of life care at home or in hospice.
- \$1 billion over three years to transform the continuing care system in response to the Facility-Based Continuing Care Review.
- \$126 million over three years for the Rural Physician Expansion Program.
- \$6.6 billion in 2024-25, increasing to \$6.9 billion by 2026-27, for physician compensation and development. This includes \$129 million annually for recruitment and retention of physicians who practice full-time in underserved areas, a \$12 million increase for the existing Rural Remote Northern Program, and \$12 million annually for physician support programs.
- \$129 million annually for recruitment and retention of physicians who practice full-time in underserved areas.
- \$35 million in capital funding over the next three years to purchase new emergency medical services vehicles and ambulances, upgrade the existing fleet and acquire additional equipment.

### Immigration and Multiculturalism

\$25.3 million in funding over three fiscal years is devoted to the Alberta Advantage Immigration Program to attract newcomers to support economic growth and the province's labour market needs. \$13.5 million in funding over three fiscal years is provided for grants to ethnocultural communities and organizations to provide supports and services to help address racism and build diverse and inclusive multicultural communities throughout the province.

Overall, funding for newcomer supports and multiculturalism increases to an estimated \$41.8 million in 2024-25 from a forecast of \$32.5 million in 2023-24.

### Indigenous Relations

The Alberta Indigenous Opportunities Corporation (AIOC) is a provincial corporation that enables access to capital funding for Alberta-based Indigenous groups investing in medium to large-scale natural resource, agriculture, transportation, and other related infrastructure. AIOC had an increase in funding from \$8.5 million to \$9.1 million. The total budget for Indigenous Relations in 2024-25 is \$220 million, a decrease of almost \$10 million from 2023-24's fiscal plan.

### Infrastructure

Responsible for provincial infrastructure projects, the Ministry of Infrastructure anticipates delivering nearly \$1.5 billion in capital projects in 2024-25. In addition to constructing government infrastructure, the Ministry is also aiming to optimize the value of infrastructure through efficient operations and disposal of assets no longer required by the province. ABmunis has been advocating for our members to have better coordination with Alberta Infrastructure to realize efficiencies and better coordination on municipal capital projects.

### Jobs, Economy and Trade

The newly constituted ministry takes on expanded responsibility in Budget 2024-25 with the addition of the childcare file. Budget 2024-25 provides \$1.1 billion for childcare affordability and access and \$304 million for childcare quality and worker supports. The Government of Alberta has committed to supporting the creation of up to 68,700 additional spaces in childcare programs by 2026.

In Budget 2024-25, \$105 million is allocated for the Film and Television Tax Credit program.

Budget 2024-25 contains \$125,000 in funding for each of the nine Regional Economic Development Associations (REDAs), however the Minister has indicated that the province will transition away from providing operational funding to REDAs by 2027.

The Ministry maintains responsibility for targeted labour attraction and retention strategies, including the 'Alberta is Calling' campaign and a new \$5,000 refundable tax credit attraction bonus to recruit skilled labour to the province.

### Justice

Justice's operating expense for 2024-25 is budgeted at \$681 million, an increase of \$15 million or 2.3 per cent from the 2023-24 forecast. Operating expenses for Court and Justice Services is \$282 million, an increase of \$16 million from 2023-24 to help address growth in the volume of court cases and backlogs in the justice system. Similarly, funding for the Alberta Crown Prosecution Services has increased from \$129 million in 2023-24 to \$139 million in 2024-25 (7.8% increase). Other Justice budget highlights include:

- \$12 million in 2024-25 for enhanced online services, digital platforms and video conferencing that will better meet the needs of citizens, court users and the judiciary.
- \$3.3 million in 2024-25 to fund the direct delivery of restorative justice programs and youth justice committees.
- \$4 million in 2024-25 for Alberta's seven drug treatment courts.

### Mental Health and Addiction

As part of the health care refocusing, over the next two years, Mental Health and Addiction will establish a service delivery organization that will manage over 500 contracts for providing mental health and addiction programs and services previously managed by Alberta Health Services. A total of \$1.13 billion is allocated to support this service delivery through the new organization.

Mental Health and Addiction's operating expense will increase from \$230 million in 2023-24 to \$306 million in 2024-25 (33% increase). The increase includes \$27 million for expanded mental health and addiction programs, partially funded by revenue from the new federal-provincial agreement that allocates \$287 million over four years for new mental health and addiction facilities, and targeted supports for children and youth, adults, and Indigenous communities.

Other Mental Health and Addiction budget highlights include:

- \$5 million in 2024-25 to establish a centre of recovery excellence to evaluate and research recovery-oriented care and inform the future delivery of mental health and addiction services.
- \$183.3 million in 2024-25 to deliver community-based mental health and addiction programs and services focused

### **Municipal Affairs**

The Ministry of Municipal Affairs 2024-25 budget has been set at \$1.04 billion, marking a \$30 million increase from 2023-24. \$724.2 million has been allocated to LGFF Capital with an additional \$266.2 million earmarked for the federal Canada Community-Building Fund. The budget includes \$20 million for a new Local Growth and Sustainability Grant, aimed at assisting municipalities in handling growth pressures, strengthening local economies, and addressing urgent infrastructure and community resilience needs. \$60 million has been designated for the LGFF Operating program to aid in the delivery of municipal services.

In addition to these allocations, the 2024-25 budget has maintained Alberta Community Partnership grant funding at \$15.4 million, which seeks to foster intermunicipal collaboration and capacity building. Another \$39.9 million has been budgeted for public library operating grants, reinforcing the commitment to community learning and access to information.

The Ministry is also focused on enhancing regulatory frameworks and protections for Alberta residents, including working with the Safety Codes Council. In response to a review of new home buyer protections, there is a push to improve homeowners' ability to navigate the home warranty system. This includes clarifying program terms, streamlining claims resolution, reducing bureaucratic hurdles, and elevating the construction quality of new homes.

### **Public Safety and Emergency Services**

Public Safety and Emergency Services' operating expense has increased from \$1.23 billion in 2023-24 to \$1.25 billion in 2024-25 (1.8% increase).

Funding through the Police Support Grant, which replaced the former Municipal Policing Assistance and Police Officer Grants in 2023, remains the same as in 2024-25. Any municipality with a population over 5,000 that provides their own police service and was eligible for the previous two grants remains eligible for the Police Support Grant. Municipalities do not need to apply for this funding but do need to report on how the grant funds were spent.

In 2024-25, \$12 million is allocated to the Victims of Crime Assistance Program to facilitate direct and timely supports and services to victims, including emergency expenses and recovery. An additional \$22 million is allocated to external partner organizations to provide supports and services to victims of crime and tragedy, including implementing the new regional model for police-based victim services.

Other Public Safety and Emergency Services budget highlights include:

- \$10 million in 2024-25 to support 100 police officers deployed to high-crime areas in Calgary and Edmonton through the Safe Streets Action Plan.
- \$8.2 million in 2024-25 to combat human trafficking, including the establishment of the Alberta Office to Combat Trafficking in Persons.
- \$3 million in 2024-25 for municipalities and Indigenous communities seeking to explore alternative policing models.
- \$85 million in 2024-25 for the Prevention of Family and Sexual Violence program, an increase of \$5 million from the 2023-24 budget, to support victims and women at risk of assault.
- The Alberta Emergency Management Agency (AEMA) base budget will increase by \$3 million in 2024-25.

### **Seniors, Community and Social Services**

The Ministry's operating expense will increase by 3 per cent to \$151 million in 2024-25. \$2.7 billion, which includes indexing for inflation, is allocated to Assured Income for the Severely Handicapped, Income Support, and seniors' benefits in 2023-24.

Alberta currently provides housing support services to over 58,600 households through affordable housing, rental supplements, and other programs. Operating support for the Seniors Lodge, Social Housing, and Specialized

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Housing and Rental Assistance programs is being increased by \$38 million in 2024-25, and \$61 million over 2024-25 to 2026-27. These increases will support housing providers to address cost pressures and enable the expansion of affordable housing programs to support an additional 550 Alberta households in need.

The capital plan for Seniors, Community and Social Services allocates \$717 million in capital grants over the next three years. This includes \$254 million in new funding to build approximately 3,300 new affordable housing units, as well as to complete 1,800 units already under development.

Other Seniors, Community and Social Services budget highlights include:

- \$5 million in 2024-25 for community organizations that support food security for Albertans in need.
- \$105 million in 2024-25 for Family and Community Support Services to municipalities and Metis Settlements to develop and deliver preventative social services programming.
- \$108.1 million in 2024-25 for homeless shelters to provide safe temporary accommodations and basic needs services, and \$101.5 million to provide safe housing and supports to those experiencing homelessness.
- \$198.4 million in 2024-25 to build, renew and maintain affordable housing in Alberta, including \$62.1 million for the Affordable Housing Partnership Program and \$70.0 million for seniors housing development and renewal.

## Service Alberta and Red Tape Reduction

In Budget 2024-25 \$60.7 million is allocated to maintain and modernize Land Titles services, Motor Vehicles and other registry systems and \$16.6 million is allocated to Senior's Discount for personal registry services and driver's medical exams to support Alberta seniors with affordability.

There is no reference in the ministry business plan to potential changes to the charitable gaming model or distribution of lottery funds.

## Technology and Innovation

The Ministry of Technology and Innovation is responsible for implementing the Alberta Broadband Strategy and investing in broadband internet. Announced in 2021, Alberta has committed to invest \$390 million by the end of fiscal year 2026-27. With matching federal funds, the amount invested will total \$780 million for broadband projects in Alberta. The ministry has forecasted that \$98.3 million of this funding will be allocated in 2024-25. ABmunis is hopeful that this funding will see more broadband projects completed in 2024.

## Tourism and Sport

Budget 2024-25 provides the department of Tourism and Sport with \$135.7 million in operating funding, including an increase of \$7.6 million to Travel Alberta to support a new Tourism Strategy. The Tourism Strategy will focus on:

- increased air access for visitors;
- recovery of air routes lost in previous years;
- developing new routes;
- developing year-round experiences in areas outside legacy destinations such as Banff/Lake Louise, Canmore, Jasper, Edmonton, Calgary, and;
- establishing niche tourism destinations in rural areas of the province.

The Government of Alberta has created a new \$10 million Community Recreation Centre Infrastructure Program. ABmunis awaits to learn if municipalities will be eligible applicants.



### **Transportation and Economic Corridors**

The Ministry of Transportation and Economic Corridors delivers significant grant funding and transportation projects that impact municipalities. In 2024 the ministry will allocate \$708 million for provincial highway projects, new construction and ring roads. Page 115 of the fiscal plan has a breakdown of projects to be funded in 2024. The Municipal Water Wastewater Program will be \$66 million in 2024. A portion of the 2024 budget may be unspent funds from 2023 as the province planned to spend \$86 million in 2023 but only \$42 million is estimated to be spent by the 2023-24 fiscal year end.

### **Treasury Board and Finance**

Treasury Board and Finance is responsible for budget planning, financial management, administering tax and revenue programs and economic analysis for the Government of Alberta. Of particular interest for municipalities is the ministry's role in providing loans to municipalities for capital projects. ABmunis has been advocating for a return to the model where municipalities could access capital loans at the same low rates the Government of Alberta could access in the market. Budget 2024-25 offers no response to our [resolution on loan rates](#) but ABmunis will continue to raise this issue and the opportunity to lower costs for community infrastructure.



# Alberta Municipalities Strength In Members

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