

COMMITTEE OF THE WHOLE
September 8th, 2020

Report #FIN-2020-13
Ashley Liznick, Treasurer

10 YEAR CAPITAL PLAN
(2020-2030)

STAFF RECOMMENDATION(S)

It is recommended:

“THAT, the 10 Year Capital Plan (2020-2030) be adopted.”

BACKGROUND

Prudent fiscal management requires planning for future capital purchases and how those expenditures are to be funded. The forecasts are key components of the Township’s fiscal management program and will help aid future Development Charge Studies and the Municipal Tangible Capital Asset Plan. This plan is to be reviewed annually and will be used to assist with budgeting for the next fiscal year.

DISCUSSION

The plan has been organized as follows:

- **Summary**
- **Vehicles & Equipment**
- **Bridges**
- **Roads**
- **Buildings**
- **Other Assets**
- **Reserve Projections**
- **Converting Gravel Roads**
- **Un-Assumed Roads**

It is important to note that the last 2 schedules (Converting Gravel Roads and Un-Assumed Roads) are currently not built into the costs for the 10-year Capital Plan and are included for information purposes (based on previous requests from Council).

Also, at the time of writing this report the bi-annual bridge reporting was not completed and thus has only been updated for the most current (2021) budget year and the remainder is based on previous reporting. Once this information is known a revised 10-year capital bridge schedule will be distributed to Council (likely at 2021 budget time).

The Township is awaiting confirmation of a grant for building condition assessments on all Township owned buildings. This project has not been incorporated into this 10-year capital plan and thus the buildings capital schedule is unknown. Should the Township be unsuccessful with the grant it is the intentions of the Treasurer to include the building condition assessment as a 2021 project and will be included during the 2021 budget deliberations.

Each schedule has an inflation rate of 2% per year built into the estimated costs of acquiring these assets.

The Township has a capitalization threshold of \$20,000 for vehicles and equipment and \$50,000 for linear assets, bridges and buildings so that individual capital assets of lesser value are expensed in the year as an operational expense. These items are not included in the 10 Year Capital Plan.

The capital purchases are funded primarily by reserves and grants. This plan does include the use of development charge revenues, gas tax revenues, and specific capital reserve funds. No new debt is being proposed, beyond the 2020 Bolingbrooke Bridge project.

It is imperative that the Township continue to contribute funds to capital reserves each year and to increase those contributions to reserves by increasing inflation of costs. The Township has to continue investing in capital projects in order to save and monitor operating costs (i.e.: annual vehicle repair costs and annual cold patch costs).

The 2020 budget included \$1,124,755 in contributions to reserve funds for future capital projects. The attached plan points out the need to increase that contribution in 2021 to \$1,148,766. (\$24,011 or a 0.4% levy increase). Also, as the plan has a built-in inflation rate on the cost of capital projects, it also suggests an annual increase of 2% in the contributions to the capital reserve accounts.

OPTIONS TO BE CONSIDERED

Council has requested, in the past, information on the costs associated with converting gravel roads to asphalt or surface treatment and also on assuming roads that are currently private un-assumed in mostly old subdivisions. Page 13 and 14 of the attachments provide some details on these options.

As noted, the costs associated with either of these options are not built into the 10 Year Capital Plan and these costs could drive the annual requirements for reserve funds out of reach and would add to the annual operating costs of the Public Works Department. However, the newly formed Private Un-Assumed Roads Working Group may explore this as a potential option for some roads.

STRATEGIC PLAN LINK

The Strategic Plan and Council priorities could have some effects on future capital projects and staff suggests that this plan be reviewed annually and updated for any changes to capital plans and the estimated cost of each project.

FINANCIAL CONSIDERATIONS

The plan points out the need to increase the contributions to reserves in the annual budget process.

Items in this 10 year capital plan are still subject to budget approval.

CONCLUSIONS

The projects in this 10 Year Capital Plan can be completed with annual increases to the contributions to reserves, usage of federal gas tax money, and utilization of development charges (when applicable).

ATTACHMENTS

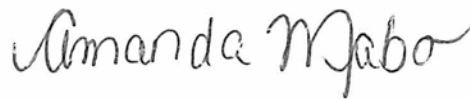
- i) 10 Year Capital Plan (2020 to 2030)

Prepared and Submitted By:

Approved for Submission By:



**Ashley Liznick,
Treasurer**



**Amanda Mabo,
Acting Chief Administrative Officer/Clerk**



Tay Valley Township

10 YEAR CAPITAL PLAN

2020 TO 2030

September 2020

TAY VALLEY TOWNSHIP
10 YEAR CAPITAL PLAN
2020 TO 2030

SUMMARY

		<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Vehicles & Equipment	Expenses	645,000	234,000	386,900	64,800	544,500	128,800	456,000	0	413,000	30,000	237,900
Reserves	Funding	(645,000)	(225,867)	(386,900)	(64,800)	(544,500)	(122,360)	(433,200)	0	(392,350)	(28,500)	(226,005)
Development Charges	Funding	0	(8,133)	0	0	0	(6,440)	(22,800)	0	(20,650)	(1,500)	(11,895)
Current Year Levy	Funding	0	0	0	0	0	0	0	0	0	0	0
Bridges Construction	Expenses	1,093,460	512,584	366,230	112,752	54,120	514,304	193,028	224,244	0	0	0
Bridge Reserve	Funding	(53,460)	(512,584)	(366,230)	(112,752)	(54,120)	(514,304)	(193,028)	(224,244)	0	0	0
Gas Tax Funds	Funding	0	0	0	0	0	0	0	0	0	0	0
Financing	Funding	(1,040,000)	0	0	0	0	0	0	0	0	0	0
Current Year Levy	Funding	0	0	0	0	0	0	0	0	0	0	0
Roads Construction	Expenses	1,146,540	803,670	1,136,560	778,360	848,640	838,500	793,840	594,300	730,640	750,980	1,296,000
Roads Reserve	Funding	(780,935)	(499,004)	(340,434)	(540,882)	(611,162)	(562,555)	(510,648)	(335,449)	(449,188)	(477,943)	(1,043,200)
OCIF	Funding	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Gas Tax Funds (def rev)	Funding	0	0	(472,460)	0	0	0	0	0	0	0	0
Gas Tax Funds	Funding	(171,855)	(179,666)	(179,666)	(187,478)	(187,478)	(187,500)	(195,000)	(195,000)	(202,800)	(202,800)	(202,800)
Development Charges	Funding	(143,750)	(75,000)	(94,000)	0	0	(38,445)	(38,192)	(13,851)	(28,652)	(20,237)	0
Current Year Levy	Funding	0	0	0	0	0	0	0	0	0	0	0
Buildings	Expenses	0	0	0	0	0	0	0	0	0	0	0
Buildings Reserves	Funding	0	0	0	0	0	0	0	0	0	0	0
Development Charges	Funding	0	0	0	0	0	0	0	0	0	0	0
Current Year Levy	Funding	0	0	0	0	0	0	0	0	0	0	0
Other Assets (IT, Equipment, Recreation)		174,619	135,660	62,400	79,500	198,720	55,000	39,200	0	0	88,500	24,000
Reserves	Funding	(103,169)	(128,877)	(59,280)	(75,525)	(163,134)	(52,250)	(37,240)	0	0	(56,050)	(22,800)
Grants	Funding	0	0	0	0	0	0	0	0	0	0	0
Development Charges	Funding	(71,450)	(6,783)	(3,120)	(3,975)	(35,586)	(2,750)	(1,960)	0	0	(32,450)	(1,200)
Current Year Levy	Funding	0	0	0	0	0	0	0	0	0	0	0
TOTALS												
Expenditures	Expenses	3,059,619	1,685,914	1,952,090	1,035,412	1,645,980	1,536,604	1,482,068	818,544	1,143,640	869,480	1,557,900
Reserve Funds Used	Funding	(1,582,564)	(1,366,332)	(1,152,844)	(793,959)	(1,372,916)	(1,251,469)	(1,174,116)	(559,693)	(841,538)	(562,493)	(1,292,005)
Development Charges	Funding	(215,200)	(89,916)	(97,120)	(3,975)	(35,586)	(47,635)	(62,952)	(13,851)	(49,302)	(54,187)	(13,095)
Grants	Funding	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Gas Tax Funds	Funding	(171,855)	(179,666)	(652,126)	(187,478)	(187,478)	(187,500)	(195,000)	(195,000)	(202,800)	(202,800)	(202,800)
Financing	Funding	(1,040,000)	0	0	0	0	0	0	0	0	0	0
Current Year Levy	Funding	0	0	0	0	0	0	0	0	0	0	0

TAY VALLEY TOWNSHIP
10 YEAR CAPITAL PLAN
2020 TO 2030

Inflation = 2%

VEHICLES

Tandem Trucks

	Replacement Cost (at 2020)	Year	2020	1 2021	2 2022	3 2023	4 2024	5 2025	6 2026	7 2027	8 2028	9 2029	10 2030
T1	2016 Western Star Tandem (#1)	300,000	2028								354,000		
T2	2019 International Tandem Dump Truck (#2)	300,000	2032										
20-2	2000 Sterling Tandem Dump Truck (#9)	305,000	2020	305,000									
20-3	2004 International 7600 Tandem Truck (#10)	305,000	2020	305,000									
T12	2012 International Tandem 7600 6X4 (#12)	300,000	2024				330,000						
T17	2014 International Tandem 7600 Truck (#17)	300,000	2026						342,000				
<u>Light Trucks</u>													
20-1	2004 Ford Ranger (#3)	35,000	2020	35,000									42,700
T6	2016 Ford F550 (#6) (to be removed from fleet)	100,000	2026						114,000				
T11	2011 Chev Silverado 4X4 3/4 ton (#11)	40,000	2023			43,200							
T14	2012 Dodge RAM 1500 (#14)	35,000	2025					39,200					
T16	2013 Mitsubishi-CBO (#16) (Planning)	35,000	2022		37,100								

EQUIPMENT

Heavy Equipment

19-1	2018 John Deere Backhoe 310SL (#19-1)	160,000	2019										
E13	2007 Volvo Grader G960 (#13)	330,000	2022		349,800								
E15	2012 CASE Backhoe (#15)	160,000	2024				176,000						
E71	2009 Komatsu Backhoe (#71)	160,000	2030										195,200
E80	2018 John Deere 770M Grader (#80)	330,000	2033										
	Tractor with Flail and Boom Mower (New Add)	170,000	2021	176,800									
	Water Tank No.	35,000	2024				38,500						
	Water Tank No.	35,000	2021	36,400									
<u>Light Equipment - (Yearly Input)</u>													
	1990 Steamers (quantity 2)	20,000	2025					22,400					
E82	1998 Brush Chipper	50,000	2028								59,000		
E83	Air Compressor / Rock Drill	20,000	2023			21,600							
E87	2006 Sweeper Broom (#87)	20,000	2021	20,800									
E88	Diesel Generator 30 kwh (#88)												
E89	Brush Head (#89)-Burgess	30,000	2025					33,600					
E89	Brush Head (#89)-Bathurst	30,000	2025					33,600					
	GPS Indicators for Plows	25,000	2029									30,000	
		3,630,000		645,000	234,000	386,900	64,800	544,500	128,800	456,000	0	413,000	237,900

Funding:

Reserves	645,000	225,867	386,900	64,800	544,500	122,360	433,200	0	392,350	28,500	226,005
Development Charges	0	8,133	0	0	0	6,440	22,800	0	20,650	1,500	11,895
Total	645,000	234,000	386,900	64,800	544,500	128,800	456,000	0	413,000	30,000	237,900

TAY VALLEY TOWNSHIP
10 YEAR CAPITAL PLAN
2020 TO 2030

BRIDGES

		Inflation = 2%												Note #1	Note #1	Note #1
		Repair/Replacement Cost (at 2019)	Year	2020	1 2021	2 2022	3 2023	4 2024	5 2025	6 2026	7 2027	8 2028	9 2029	10 2030		
BRIDGES																
STRUCTURE NO.	Various Repairs & Guard Rails			30,000	30,000											
15-A04	9th Concession Road															
15-092	Adam's Mill Road	80,000	2025					8,800	80,640							
15-A01	Allan's Mill Road	444,000	2021	23,460	444,000											
15-051	Anderson Road	164,000	2026						18,368	168,264						
C15-A02	Anglican Church Road Culvert															
15-159	Black Lake Road															
15-072	Bolingbroke Bridge (Crow Lake)	1,040,000	2020	1,040,000												
15-093	Bowes Side Road	412,000	2025					45,320	415,296							
C15-A03	Doran Road Culvert															
15-075	Doran Road (Fall River Bridge)	161,000	2027							16,100	144,900					
15-050	Ennis Road															
15-076	Gambles Side Road	142,000	2022		14,768	135,468										
15-094	Glen Tay Road	777,800	2019													
C15-096	Glen Tay Road Open Footing Culvert	116,000	2023			12,296	112,752									
15-139	Haughians Road	76,000	2027							8,664	79,344					
C15-048	Hunter Side Road Culvert (Colton Creek)															
15-088	Menzies Munro Side Road															
15-070	Munro Road (Fall River Bridge)															
15-091	Noonans Side Rd	149,000	2019													
15-087	Second Line Road	229,000	2022		23,816	218,466										
15-089	Upper Scotch Line Road Culvert															
15-095	Upper Scotch Line Road Bridge															
15-090	Upper Scotch Line Newly Identified 2016															
	6th Concession (Bath.) Culvert Replacement	60,000	2019													
Funding:				1,093,460	512,584	366,230	112,752	54,120	514,304	193,028	224,244	0	0	0		
	Bridges Reserve			53,460	512,584	366,230	112,752	54,120	514,304	193,028	224,244	0	0	0		
	Federal Gas Tax															
	Debt			1,040,000												
	Total			1,093,460	512,584	366,230	112,752	54,120	514,304	193,028	224,244	0	0	0		

Note #1 The next OSIM Report will be used to determine capital work for 2030 and 2031

TAY VALLEY TOWNSHIP

10 YEAR CAPITAL PLAN

2020 TO 2030

ROADS

Deficiencies Elimination Prgm

SURFACE TREATMENT (LCB)

L	Allan's Side Road	1.808	2015	80,000	2022	81,800									
L	Anglican Church Road	3.343	2008	141,000	2023		149,480								
L	Armstrong Line	2.571	2018	435,000	2030									522,000	
L	Ashby Road	0.462	-	84,000	2027						95,760				
L	Bathurst 7th Concession	2.374	-	394,000	2025			433,400							
L	Cameron Side Road (2)	3.480	-	511,000	2023		541,860							178,400	
L	Christie Lake North Shore Road (2)	2.592	2019/20	660,000	2019	660,000									
L	Christie Lake North Shore Road (2)	2.592	-	110,000	2028						127,800				
L	Crow Lake Road	2.938	2008	494,000	2028						573,040				
L	Crozier Road	1.095	2009	136,680	2020	136,680									
L	Crozier Road	1.095	2009	47,000	2029								55,480		
L	Ennis Road	1.202	-	7,500	2021		7,850								
L	Ferrier Road	0.575	2010												
L	Hanna Road (2)	4.761	2019	284,000	2019										
L	Iron Mine Road	1.025	-	147,900	2020	147,900									
L	Iron Mine Road	1.025	-	44,000	2029								51,920		
L	McVeigh Road	0.384	-	59,000	2025			64,900							
L	Menzies Munro Side Road	2.568	2018	443,000	2030									531,800	
L	Merkley Road	0.273	-	8,000	2021		8,160								
L	Powers Road	2.190	2018	93,000	2027						106,020				
L	Ritchie Side Road	0.887	2009	125,480	2020	125,480									
L	Ritchie Side Road	0.887	2009	38,000	2029								44,840		
L	Stanley Road	1.888	2018	343,000	2029								404,740		
L	Stanleyville Road	1.870	2013	76,500	2020	76,500									
L	Upper Scotch Line (2)	4.104	2009	487,000	2021		496,740								
L	Walters Lane	0.093	-												
L	Zealand Road (2)	4.196	2008	682,000	2026				763,840						
PAVED (HCB)															
H	Brooke Valley Road	0.363	-	128,000	2025			140,800							
H	Bygrove Lane	0.695	2012	30,000	2029								35,400		
H	Clarchris Road	0.682	2016	30,000	2030									38,000	
H	Crozier Road	2.240	2009	95,000	2029								112,100		
H	Glenn Drive	0.882	-	159,000	2027						181,260				
H	Glen Tay Road (Hwy 7 to CR 6)	0.419	-	176,000	2021	179,520									
	Glen Tay Road (CR6 to CR10)	2.928	2007	152,000	2022		158,080								
	Harper Road (1)	3.757	2015	159,000	2027						181,260				
H	Harper Road (2)	2.612	-	605,000	2022		629,200								
H	Jodi Lane	0.201	2018												
H	Keays Road	1.334	-	307,000	2022		319,280								
H	Kenyon Road	2.158	2018												
H	Lakewood Road	1.916	1987	373,000	2024			402,840							
H	Maberly Main Street	0.301	-												
H	McLaren Road	2.011	1997	385,000	2024			415,800							
H	Muttons Road	0.524	2016												
H	Norris Road	0.154	2016												
H	Old Brooke Road	0.442	-	118,000	2025			129,800							
H	Orchard Crescent	0.846	2001	36,000	2025			39,600							
H	Otty Lake Side Road (shared)	4.222	2018												
H	Park Lane Court	0.172	2018												
H	Posner Lane	0.344	2012	14,000	2029								16,520		
H	Somerville Drive (2)	1.247	2018												

H	Stanleyville Road (1)	1.263	2009	54,000	2023				57,240											
		83.991																		
Funding:																				
Roads Reserve						780,935	499,004	340,434	540,882	611,162	562,555	510,648	335,449	449,188	477,943	1,043,200				
Grants																				
OCIF - Formula Based Funding						50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000				
Development Charges (5% of Reconstruction)						143,750	75,000	94,000	0	0	38,445	38,192	13,851	28,652	20,237	0				
Federal Gas Tax (def. rev. to be utilized)								472,480												
Federal Gas Tax						171,855	179,666	179,666	187,478	187,478	187,500	195,000	195,000	202,800	202,800	202,800				
Total						1,146,540	803,670	1,136,560	778,360	848,640	838,500	793,840	594,300	730,640	750,980	1,296,000				

Note: This schedule does not include all Township Roads - only those with Capital Improvement plans in the next 10 years.

TAY VALLEY TOWNSHIP
10 YEAR CAPITAL PLAN
2020 TO 2030

Inflation = 2%

Repair/Replacement
Cost Year

	1	2	3	4	5	6	7	8	9	10
2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030

BUILDINGS

Year Aquired

1973/2010 Township office

1995 Bathurst (Glen Tay) salt shed
 1973 Bathurst (Glen Tay) garage
 1973 Burgess garage
 2009 Burgess salt/sand shed
 1973 Maberly garage

1973 Burgess Hall
 1884 Maberly Hall

2010/2011 SS Fire Hall

Glen Tay Waste site shed
 Maberly waste site shed
 Stanleyville waste site shed
 Glen Tay waste site barn
 ReUse Centre (Geln Tay)

0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

Funding:

Reserve Funds
 Development Charges
 Total

TAY VALLEY TOWNSHIP
10 YEAR CAPITAL PLAN
2020 TO 2030

2020 TO 2030			Inflation = 2%												
			Repair/Replacement			1	2	3	4	5	6	7	8	9	10
Other Assets			Cost (at 2020)	Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
IT Assets															
Computer Server 1 (shared)			20,400	2020	20,400										
Computer Server 2 (backup server)			30,000	2025						33,000					
Computer Work Stations			39,000	2024					42,120						
Website Upgrades			18,000	2021		18,360									
Recreation Assets															
Ball Diamonds (unknown yet)															
Maberly - Tennis Court, Outdoor Rinks, Playground Equip			75,000	2023				79,500							
Otty Lake Boat Launch			40,000	2021			41,600								
Solar Farm Trail			45,000	2020	45,000										
Solar Farm Trail - parks plan			25,000	2021		25,500									
Glen Tay Outdoor Rink			44,219	2020	44,219										
Glen Tay Swimming Hole			15,000	2021		15,300									
Unopened Road Allowance - Maberly (Township owned)			10,000	2021		10,200									
Water Access - Noonan			10,000	2024					10,800						
Water Access - Mississippi			10,000	2024					10,800						
Waste Site Assets															
Waste Compactor 1 - STV			50,000	2024					54,000						
Waste Compactor 2 - GT			50,000	2029										59,000	
Waste Compactor 3 - MAB			50,000	2024					54,000						
OTHER															
Service Delivery Review			30,000	2020	30,000										
Community Benefits Study/By-Law			10,000	2020	10,000										
Unopened Road - Younes			25,000	2020	25,000										
Development Charges Study			25,000	2024					27,000					29,500	
Official Plan (every 5 years)			35,000	2021		35,700					39,200				
Zoning By-Law (last done 2018 - every 4 years)			20,000	2025						22,000					24,000
Pay Equity			20,000	2022			20,800								
Composition of Council			30,000	2021		30,600									
					174,619	135,660	62,400	79,500	198,720	55,000	39,200	0	0	88,500	24,000
Funding:															
Reserve Funds					103,169	128,877	59,280	75,525	163,134	52,250	37,240	0	0	56,050	22,800
Grant															
Development Charges					71,450	6,783	3,120	3,975	35,586	2,750	1,960	0	0	32,450	1,200
Total					174,619	135,660	62,400	79,500	198,720	55,000	39,200	0	0	88,500	24,000

Notes: The recreation Master Plan could have significant effects on these capital plans
The Township priorities could also have significant effects on these future capital plans

TAY VALLEY TOWNSHIP
**10 YEAR CAPITAL PLAN
2020 TO 2030**
RESERVES

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Vehicles & Equipment = Roads Equipment + New Infrastructure Reserves											
Opening	453,662	83,662	138,295	37,505	264,537	17,706	198,968	75,463	391,351	321,208	621,358
Annual Contribution	275,000	280,500	286,110	291,832	297,669	303,622	309,695	315,889	322,206	328,650	335,223
Annual Spending	(645,000)	(225,867)	(386,900)	(64,800)	(544,500)	(122,360)	(433,200)	0	(392,350)	(28,500)	(226,005)
Closing	83,662	138,295	37,505	264,537	17,706	198,968	75,463	391,351	321,208	621,358	730,577
Bridge Construction											
Opening	445,215	546,755	192,271	(12,697)	39,038	152,695	(190,476)	(208,949)	(255,147)	(73,540)	111,700
Annual Contribution	155,000	158,100	161,262	164,487	167,777	171,133	174,555	178,046	181,607	185,239	188,944
Annual Spending	(53,460)	(512,584)	(366,230)	(112,752)	(54,120)	(514,304)	(193,028)	(224,244)	0	0	0
Closing	546,755	192,271	(12,697)	39,038	152,695	(190,476)	(208,949)	(255,147)	(73,540)	111,700	300,644
Road Construction											
Opening	723,678	322,743	211,339	266,257	128,634	(71,204)	(214,208)	(296,914)	(195,863)	(199,820)	(223,628)
Annual Contribution	380,000	387,600	395,352	403,259	411,324	419,551	427,942	436,501	445,231	454,135	463,218
Annual Spending	(780,935)	(499,004)	(340,434)	(540,882)	(611,162)	(562,555)	(510,648)	(335,449)	(449,188)	(477,943)	(1,043,200)
Closing	322,743	211,339	266,257	128,634	(71,204)	(214,208)	(296,914)	(195,863)	(199,820)	(223,628)	(803,610)
Federal Gas Tax											
Opening	472,460	472,460	472,460	0	0	0	0	0	0	0	0
Annual Contribution	171,855	179,666	179,666	187,478	187,478	187,500	195,000	195,000	202,800	202,800	202,800
Def. Rev.	0	0	(472,460)	0	0	0	0	0	0	0	0
Annual Spending	(171,855)	(179,666)	(179,666)	(187,478)	(187,478)	(187,500)	(195,000)	(195,000)	(202,800)	(202,800)	(202,800)
Closing	472,460	472,460	0	0	0	0	0	0	0	0	0
Development Charge Reserve											
Opening	251,962	86,762	46,846	(274)	45,751	60,165	62,530	49,578	85,727	86,425	82,238
Annual Contribution	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Annual Spending	(215,200)	(89,916)	(97,120)	(3,975)	(35,586)	(47,635)	(62,952)	(13,851)	(49,302)	(54,187)	(13,095)
Closing	86,762	46,846	(274)	45,751	60,165	62,530	49,578	85,727	86,425	82,238	119,143
Buildings = Township Office/Garage + Burgess Hall/Garage + Sherbrooke Garage + Salt Sheds + Maberley Hall + Improve Mun. Bldg Accessibility Reserves											
Opening	346,158	377,458	408,758	440,058	471,358	502,658	533,958	565,258	596,558	627,858	659,158
Annual Contribution	31,300	31,300	31,300	31,300	31,300	31,300	31,300	31,300	31,300	31,300	31,300
Annual Spending	0	0	0	0	0	0	0	0	0	0	0
Closing	377,458	408,758	440,058	471,358	502,658	533,958	565,258	596,558	627,858	659,158	690,458
Other Assets = Office Equip + Waste Sites + Cemetery + Recreation Equipment + Officia Plan/Zoning Reserves											
Opening	230,727	191,158	123,881	126,201	112,276	10,742	20,092	44,452	106,052	167,652	173,202
Annual Contribution	63,600	61,600	61,600	61,600	61,600	61,600	61,600	61,600	61,600	61,600	61,600
Annual Spending	(103,169)	(128,877)	(59,280)	(75,525)	(163,134)	(52,250)	(37,240)	0	0	(56,050)	(22,800)
Closing	191,158	123,881	126,201	112,276	10,742	20,092	44,452	106,052	167,652	173,202	212,002

TAY VALLEY TOWNSHIP

10 YEAR CAPITAL PLAN

2020 TO 2030

Converting Gravel Roads to Surface Treatment

Road	From	To	Length (km)	Estimated Cost
Long Lake Rd	Narrows Lock Rd	Elm Grove Rd	4.9	\$ 588,000
Miners Point Rd	Narrows Lock Rd	Bass Bay Rd	3.6	\$ 432,000
McVeigh Rd	Dokken	Bathurst 7th Conc.	4.4	\$ 528,000
McVeigh Rd	Doran Rd	Dokken	3.7	\$ 444,000
Doran Rd	Hwy 7	McViegh Rd	1.3	\$ 156,000
Bathurst 5th	Hwy 7	Harper Rd	5.5	\$ 660,000
Bathurst 5th	Harper Rd	Hwy 511	3.9	\$ 468,000
Total				\$ 3,276,000

Cost Estimate			
Item	Unit Price	Quantity	Price
Geotextile Blanket	\$ 0.30	6000	\$ 1,800
Granular B	\$ 14.00	2728	\$ 38,192
Granular A	\$ 14.00	2728	\$ 38,192
Double Surface Treatment	\$ 5.50	6000	\$ 33,000
Fog Seal	\$ 1.25	6000	\$ 7,500
Total Price Per Km			\$ 118,684
Rounded			\$ 120,000

NOTE: Staff have selected 5 of what we would consider our busiest gravel roads in the township as candidates for surface treatment, but if Council chooses to select a road not on the list, it is around \$120,000 per km assuming the road width is sufficient and all of the underground infrastructure is in good condition (culverts).

IMPORTANT - None of the above costs are currently built into the 10 year Capital Plan.

NOTE: Unit cost to be verified

TAY VALLEY TOWNSHIP

**10 YEAR CAPITAL PLAN
2020 TO 2030**

Assuming and Upgrading Unassumed Roads

Road Name	From	To	Length (km)	Cost for Gravel (No Widening Rq)	Cost for Gravel (Widening Rq)	Cost for Surface Treatment (LCB)	Cost for Asphalt (HCB)	Yearly Operation Cost (Gravel)	Yearly Operation Cost (LCB/HCB)
Burke Lane	Old Burke Road	Pine Lane	2.08	\$ 104,000	\$ 395,200	\$ 291,200	\$ 395,200	\$ 11,648	\$ 9,568
Killamey Lane	Christie Lake Road (CR#6)	Dead End	0.2	\$ 10,000	\$ 38,000			\$ 1,120	
Lakeshore Boulevard	Miner's Point Road (private)	Miner's Point Road	0.43	\$ 21,500	\$ 81,700			\$ 2,408	
Little Silver Lake Road	Bolingbroke Road (CR #36)	90 Little Silver Lake Road	1.94	\$ 97,000	\$ 368,600			\$ 10,864	
Maple Lane	Bolingbroke Road (CR #36)	Dean End	0.17	\$ 8,500	\$ 32,300	\$ 23,800	\$ 32,300	\$ 952	\$ 782
Meadow Lane Court	Burke Lane	Dead End	0.53	\$ 26,500	\$ 100,700	\$ 74,200	\$ 100,700	\$ 2,968	\$ 2,438
Miners Point Road	Miner's Point Road	Dead End	2.81	\$ 140,500	\$ 533,900			\$ 15,736	
Oak Court	Pine Lane	Dead End	0.15	\$ 7,500	\$ 28,500	\$ 21,000	\$ 28,500	\$ 840	\$ 690
Oak Road	Red Pine Road	Cul de sac	0.19	\$ 9,500	\$ 36,100	\$ 26,600	\$ 36,100	\$ 1,064	\$ 874
Old Mine Road	McVeigh Road	Dead End	0.3	\$ 15,000	\$ 57,000			\$ 1,680	
Pine Lane	Burke Lane	Scott Court	1.71	\$ 85,500	\$ 324,900	\$ 239,400	\$ 324,900	\$ 9,576	\$ 7,866
Pond Lane	Pond Road	Cul de sac	0.25	\$ 12,500	\$ 47,500	\$ 35,000	\$ 47,500	\$ 1,400	\$ 1,150
Pond Road	Red Pine Road	Cul de sac	0.65	\$ 32,500	\$ 123,500	\$ 91,000	\$ 123,500	\$ 3,640	\$ 2,990
Rainbow Lane	Bolingbroke Road (CR #36)	Cul de sac	1.33	\$ 66,500	\$ 252,700			\$ 7,448	
Rainbow Lane A	Rainbow Lane	Dead End	0.54	\$ 27,000	\$ 102,600			\$ 3,024	
Red Pine Lane	Red Pine Road	Cul de sac	0.94	\$ 47,000	\$ 178,600	\$ 131,600	\$ 178,600	\$ 5,264	\$ 4,324
Red Pine Road	Bolingbroke Road (CR #36)	Dead End	0.32	\$ 16,000	\$ 60,800	\$ 44,800	\$ 60,800	\$ 1,792	\$ 1,472
Scott Court	Burke Lane	Dead End	0.69	\$ 34,500	\$ 131,100	\$ 96,600	\$ 131,100	\$ 3,864	
Sherbrooke Drive	Crow Lake Road	Dead End	1.9	\$ 95,000	\$ 361,000			\$ 10,640	
Silvery Lane	Bolingbroke Road (CR #36)	Dead End	2.1	\$ 105,000	\$ 399,000			\$ 11,760	\$ 9,660
Totals				\$ 961,500	\$ 3,653,700	\$ 1,075,200	\$ 1,459,200	\$ 107,688	\$ 41,814

NOTES:

Where the cells are highlighted green, blue and red, the existing road base is "pretty good" and therefore widening is not required. In this case there are 3 options for consideration.

1)- apply a lift of gravel and assume the road as a gravel road, 2)- upgrade the road to a surface treated road and assume it and 3)- upgrade the road to an asphalt road and assume it.

Where the cell is highlighted orange, the existing road base is insufficient and only one option is recommended. This is to widen the road and assume it as a gravel road.

IMPORTANT - None of the above costs are currently built into the 10 year Capital Plan.