The TOWNSHIP of WAINFLEET

THE CORPORATION OF THE TOWNSHIP OF WAINFLEET
REGULAR MEETING OF COUNCIL AGENDA
MAY 26, 2026 – 6:30 P.M.
COUNCIL CHAMBERS

C08/26

1. **Call to Order**

2. **National Anthem**

3. **Land Acknowledgement Statement**

4. **Disclosures of Interest and the General Nature Thereof**

5. **Mayor's Announcements & Remarks**

6. **Councillor's Announcements & Remarks**

7. **Adoption of Previous Council Minutes**

   a) Minutes of the Regular Meeting of Council held May 5, 2026

8. **Public Meeting**

9. **Delegations**

10. **Consent Agenda**

11. **Staff Reports & Recommendations**

    a) Administrative Staff Reports

       i. ASR-007/2026 Re: 2025 Asset Management Plan – Levels of Service and Financial Strategy

    b) Public Works Staff Reports

       i. PWSR-009/2026 Re: New Community Safety Zone

12. **Review of Correspondence**

    a) Correspondence Item C-110 Re: OUTNiagara request for summary of actions to advance equity and inclusion for 2S&LGBTQQIA+ residents and offer to support a local Pride flag raising or broader recommitment ceremony

    b) Correspondence Item C-123 Re: Request for fee waiver for a community event to be held in February 2027

c) Correspondence Item C-129 Re: Request to Address Ongoing Issues at Daley Ditch Road Allowance

13. By-laws

a) By-law No. 023-2026 being a by-law to amend the assessment schedules and to levy the actual costs incurred for the maintenance and construction of drainage works in the municipality known as the Little Forks, Indian Creek and Consolidated South Wainfleet Drain.

14. Notices of Motion

15. Closed Meeting

16. Rise & Report

17. By-law to Confirm the Proceedings of Council

a) By-law No. 024-2026 being a by-law to adopt, ratify and confirm the proceedings of the Council of the Corporation of the Township of Wainfleet at its Regular Meeting of Council held May 26, 2026.

18. Adjournment

THE CORPORATION OF THE TOWNSHIP OF WAINFLEET
REGULAR MEETING OF COUNCIL MINUTES

C07/26
MAY 5, 2026
6:00 P.M.
COUNCIL CHAMBERS

PRESENT:	B. Grant	Mayor
	J. Anderson	Councillor
	T. Gilmore	Councillor
	J. MacLellan	Councillor
	S. Van Vliet	Councillor
STAFF PRESENT:	M. Luey	Chief Administrative Officer
	M. Alcock	Fire Chief
	A. Chrastina	Clerk
	L. Earl	Manager of Community & Development Services
	C. Hart	Manager of Financial Planning/Deputy Treasurer
	M. Jemison	Drainage Superintendent
	A. Jenkins	Deputy Clerk
	R. Nan	Manager of Operations
	D. Scott	Planning Technician

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1. Call to Order
Mayor Grant called the meeting to order at 6:00 p.m.

2. Closed Meeting

Resolution No. C-2026-057
Moved by Councillor Van Vliet
Seconded by Councillor MacLellan

"**THAT** Council now move into closed session to discuss:

a) Item under Section 239(2)(e) of the Municipal Act, 2001, litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board – 1 item (update on an ongoing litigation matter)"

CARRIED

3. Rise & Report
The Clerk reported that Council met in closed session pursuant to *Municipal Act* exemptions to receive an update on a litigation matter.

4. National Anthem

5. Land Acknowledgement Statement

Mayor Grant acknowledged that the land on which we gather is the traditional territory of the Anishinaabeg and Haudenosaunee Peoples, acknowledging the One Bowl and Spoon Treaty.

6. Disclosures of Interest

Councillor MacLellan disclosed an interest in DSR-007/2026 respecting Award of Tender for CSW# 13 Drain Culvert Feeder Road East.

7. Presentations

None.

8. Mayor's Announcements & Remarks

Mayor Grant provided the following remarks:

- Please note that these meeting proceedings are being broadcast live, recorded and made available through the Township website and youtube.com.
- Our next regular meeting of Council is Tuesday May 26, 2026 at 6:30pm
- I have the honor of being Acting Chair at Regional Council for the month of May
- Public Works Committee meets May 12, 2026 at 9:30am
- Corporate Services Committee meets May 13, 2026 at 9:30am
- Niagara Peninsula Conservation Authority Board meets May 22, 2026 at 10:00am

9. Councillor's Announcements & Remarks

Councillor Gilmore advised he will be away for the May 26, 2026 meeting.

10. Adoption of Previous Council Minutes

Resolution No. C-2026-058
Moved by Councillor MacLellan
Seconded by Councillor Van Vliet

"**THAT** the minutes of the regular meeting of Council held April 14, 2026 be adopted as circulated."

CARRIED

11. Public Meeting

None.

12. Delegations

None.

13. Consent Agenda

None.

14. Staff Reports & Recommendations

a) Administrative Staff Reports

i. Memorandum Re: Development Charges By-law Expiry Date

Resolution No. C-2026-059
Moved by Councillor Van Vliet
Seconded by Councillor MacLellan

"**THAT** the memorandum respecting the Development Charges By-law Expiry Date be received; and

THAT the by-law amendment, as recommended, be approved."

CARRIED

Councillor MacLellan left the dais.

b) Drainage Reports

i. DSR-007/2026 Re: Award of Tender for CSW# 13 Drain Culvert Feeder Road East

Resolution No. C-2026-060
Moved by Councillor Gilmore
Seconded by Councillor Anderson

"**THAT** Drainage Staff Report DSR-007/2026 respecting the Award of Tender for CSW #13 Drain Culvert Feeder Road East be received; and

THAT Council direct Staff to award the tender for the CSW #13 Drain Culvert Feeder Road East to Anthony's Excavating Central Inc for $1,377,500.00 + HST."

CARRIED

Councillor MacLellan returned to the dais.

c) Fire Staff Reports

i. FSR-003/2026 Re: Fire & Emergency Services Automatic Aid Agreement with Haldimand County

Resolution No. C-2026-061
Moved by Councillor Gilmore
Seconded by Councillor MacLellan

"**THAT** report FSR-003/2026 Fire & Emergency Services Automatic Aid Agreement with Haldimand County be received for information."

CARRIED

d) Public Works Staff Reports

ii. PWSR-008/2026 Re: Municipal Speed Reduction
Resolution No. C-2026-062
Moved by Councillor MacLellan
Seconded by Councillor Anderson

"**THAT** Public Works Staff Report PWSR-008/2026 Hewitt Road Speed Reduction be received; and

THAT Council Direct staff to reduce the speed limit on Hewitt Road to 60 km/hr and Council approve the amending By-Law."

CARRIED

15. Correspondence

a) Correspondence Item C-091 Re: Meals on Wheels Port Colborne Sponsorship request

Resolution No. C-2026-063
Moved by Councillor Van Vliet
Seconded by Councillor MacLellan

"**THAT** correspondence item C-091 respecting the Meals on Wheels Port Colborne Sponsorship request be received for information."

CARRIED

b) Correspondence Item C-100 Re: Swim to Survive

Resolution No. C-2026-064
Moved by Councillor Gilmore
Seconded by Councillor MacLellan

"**THAT** correspondence item C-100 respecting Swim to Survive be received and supported."

CARRIED

c) Correspondence Item C-108 Re: Request to extend the annual OCIF envelope

Resolution No. C-2026-065
Moved by Councillor Anderson
Seconded by Councillor Gilmore

"**THAT** correspondence item C-108 respecting a request to extend the annual OCIF envelope be received and supported."

CARRIED

d) Correspondence Item C-109 Re: Request for support - Moose Hide Campaign Day

Resolution No. C-2026-066
Moved by Councillor Gilmore
Seconded by Councillor Van Vliet

"**THAT** correspondence item C-109 respecting a request for support of Moose Hide Campaign Day be received and supported."

CARRIED

16. By-laws

Resolution No. C-2026-067
Moved by Councillor Gilmore
Seconded by Councillor MacLellan

"**THAT** the following by-laws be read and passed this 5th day of May, 2026:

a) By-law No. 020-2026 being a by-law to amend By-law No. 010-2018, being a by-law to Regulate Traffic and Parking in the Township.

b) By-law No. 021-2026 being a by-Law of the Township of Wainfleet to Amend By-Law No. 025-2021, respecting Development Charges."

CARRIED

15. Notices of Motion

None.

15. Closed Meeting

Resolution No. C-2026-068
Moved by Councillor Anderson
Seconded by Councillor Gilmore

"**THAT** Council now move into closed session to discuss:

a) Item under Section 239(2)(c) of the Municipal Act, 2001, a proposed or pending acquisition or disposition of land by the municipality or local board– 1 item (a potential acquisition of land matter)

b) Item under Section 239(2)(b) of the Municipal Act, 2001, personal matters about an identifiable individual, including municipal or local board employees – 1 item (a benefit matter)

c) Minutes of the Closed Meeting of Council held February 10, 2026"

CARRIED

16. Rise & Report

The Clerk reported that Council met in closed session pursuant to *Municipal Act* exemptions to receive an update and provide staff direction on an acquisition of land matter as well as a benefit matter. Council further approved previous closed session minutes.

16. By-law to Confirm the Proceedings of Council

Resolution No. C-2026-069
Moved by Councillor MacLellan
Seconded by Councillor Gilmore

"**THAT** By-law No. 019-2026 being a by-law to adopt, ratify and confirm the proceedings of the Council of the Corporation of the Township of Wainfleet at its Regular Meeting of Council held April 14, 2026 be read and passed this 14th day of April, 2026."

CARRIED

17. Adjournment

There being no further business, the meeting was adjourned at 7:35 p.m.

B. Grant, MAYOR

A. Chrastina, CLERK

ADMINISTRATIVE STAFF REPORT ASR-007/2026

TO: Mayor Grant & Members of Council

FROM: Cameron Hart, Manager of Financial Planning/Deputy Treasurer

DATE OF MEETING: May 26, 2026

SUBJECT: **2025 Asset Management Plan – Levels of Service and Financial Strategy**

RECOMMENDATION(S):

THAT Administrative Staff Report ASR-007-2026 respecting the 2025 Asset Management Plan be received; and

THAT Council adopt the 2025 Asset Management Plan as presented, including the proposed Levels of Service and associated Financial Strategy required under Ontario Regulation 588/17; and

THAT Council endorse the continued application of an infrastructure levy increase of 4% annually, consistent with the Township's current budget practice, the 2024 Asset Management Plan and the preferred proposed Level of Service scenario identified in the 2025 Asset Management Plan.

EXECUTIVE SUMMARY:

The Township's 2025 Asset Management Plan (AMP) represents the next major phase of the Township's asset management program and achieves compliance with the July 1, 2025, requirements under Ontario Regulation 588/17. While the Township's previous AMP focused primarily on the state of infrastructure and long-term capital funding requirements, the 2025 AMP introduces proposed Levels of Service (LOS), lifecycle management considerations, risk analysis, and a formal financial strategy to support sustainable service delivery over the next 10 years.

The AMP identifies that the Township's infrastructure portfolio has a replacement value of approximately $257.57 million, with approximately 77% of assets currently in fair or better condition. The plan identifies that maintaining and renewing municipal infrastructure at optimal levels would require an average annual capital investment of approximately $10.3 million, while sustainable annual capital funding totals approximately $3.6 million, resulting in an estimated annual infrastructure funding gap of approximately $6.7 million.
The AMP further identifies approximately $48 million of municipal infrastructure assets within the highest risk category, reinforcing the need for continued lifecycle investment and proactive rehabilitation strategies.

A significant advancement within the 2025 AMP is the establishment of proposed Community and Technical Levels of Service for all major municipal asset categories, as required under Ontario Regulation 588/17. These service levels were developed through review of strategic planning documents, resident engagement, infrastructure condition assessments, lifecycle forecasting, risk modelling, and long-term financial analysis.

Resident survey results identified roads, bridges, and stormwater infrastructure as the Township's highest infrastructure priorities while also demonstrating a strong desire to maintain affordability and moderate taxation increases. Based on this analysis, the AMP evaluated three proposed LOS scenarios and identified the preferred option as maintaining the Township's current infrastructure levy strategy of approximately 4% annually directed primarily toward priority infrastructure assets.

For the purposes of the preferred LOS scenario, priority assets generally include the road network, bridges and culverts, stormwater infrastructure, fleet, and machinery and equipment. Staff recommend this scenario as it represents the most balanced and financially achievable approach to meeting the Township's long-term infrastructure needs and regulatory requirements.

The AMP also establishes a formal Financial Strategy, another major requirement under Ontario Regulation 588/17, identifying the funding required to support the proposed Levels of Service over a 10-year planning horizon. The preferred LOS scenario was modelled based on continuation of the Township's existing 4% annual infrastructure levy increase strategy. Following the initial scenario modelling, the AMP's financial strategy identified that an adjusted average annual increase of approximately 4.2% would be required to fully support the proposed LOS targets over the 10-year planning period.

Notwithstanding the adjusted 4.2% requirement, staff are recommending that Council continue with the currently approved 4% annual infrastructure levy increase strategy. This approach maintains alignment with the Township's Asset Management Policy, the 2024 AMP, and current budget practice, while continuing to make meaningful progress toward reducing the infrastructure funding gap and stabilizing priority infrastructure assets. Overall, the 2025 AMP establishes a more mature and comprehensive asset management framework for the Township by integrating infrastructure condition, lifecycle planning, risk management, affordability analysis, and long-term financial sustainability into a single coordinated planning document.

BACKGROUND:

Ontario Regulation 588/17 requires municipalities to prepare and regularly update asset management plans that include current and proposed Levels of Service, lifecycle management strategies, risk management considerations, and financial strategies demonstrating how proposed service levels will be funded.

The Township previously completed its 2024 Asset Management Plan to satisfy the July 1, 2024, provincial requirements, primarily related to asset inventory, condition, replacement costs, and lifecycle needs.

The 2025 Asset Management Plan represents the next required phase under the regulation and satisfies the July 1, 2025, requirements respecting proposed Levels of Service and Financial Strategies.

The 2025 AMP builds upon the Township's existing asset management framework and incorporates data from the 2023 Roads Needs Study, 2024 bridge and culvert inspections, 2025 Building Condition Assessments, staff infrastructure condition assessments, resident engagement, risk and criticality modelling, and long-term lifecycle and financial forecasting. A significant component of the 2025 AMP is the establishment of proposed *Community and Technical Levels of Service (CTLS)* for all major municipal asset categories, including roads, bridges and culverts, stormwater infrastructure, buildings, fleet, machinery and equipment, and land improvements.

Community Levels of Service reflect how residents experience municipal services in practical terms, including safe transportation networks, effective drainage systems, reliable equipment, and functional public facilities and spaces.

The following table provides a high-level summary of the proposed LOS framework; detailed technical metrics and forecast values are included within the AMP.

Table 1: Community LOS Summary

Asset Category	Current LOS	Proposed Objective	10-Year Expected Outlook
Roads Network	Residents experience varying road conditions, and roads were identified as the Township's highest infrastructure concern.	Maintain safe and reliable road access through prioritized rehabilitation and maintenance.	Road service levels are expected to stabilize, particularly on priority routes.
Bridges & Culverts	Bridges and culverts generally provide safe and reliable connections across the transportation network.	Maintain safe crossings and reliable access for residents, businesses, and emergency services.	Safe and reliable crossings are expected to be maintained.
Stormwater Infrastructure	Drainage systems are generally functional, though residents identified concerns with drainage and stormwater performance.	Improve drainage reliability and reduce localized flooding risks where feasible.	Drainage performance is expected to gradually improve in priority areas.
Buildings & Facilities	Municipal facilities continue to support public services, community programs, and administrative operations.	Maintain safe, functional, and accessible municipal facilities.	Core facilities are expected to continue supporting reliable municipal services.
Fleet & Equipment	Fleet and equipment assets support daily municipal operations, maintenance activities, and emergency response.	Maintain reliable vehicles and equipment needed to deliver municipal services.	Priority fleet and equipment are expected to remain reliable for core service delivery.

Land Improvements	Parks, recreational amenities, and public spaces remain available and accessible to residents.	Maintain core recreational and public-use amenities.	Core community amenities are expected to remain functional, while lower-priority assets may experience gradual decline.
Overall Portfolio	Most municipal infrastructure continues to provide reliable public services, though funding pressures remain significant.	Balance service reliability, affordability, and long-term infrastructure sustainability.	Priority service levels are expected to stabilize, while overall infrastructure sustainability gradually improves.

Technical Levels of Service provide measurable indicators used to evaluate infrastructure performance, condition, reliability, and long-term sustainability. These measures include asset condition ratings, service life remaining, lifecycle reinvestment needs, and risk and criticality analysis.

The following table provides a high-level summary of the proposed technical LOS framework; detailed technical metrics and forecast values are included within the AMP.

Table 2: Technical LOS Summary

Asset Category	Current LOS	Proposed Objective	10-Year Expected Outlook
Roads Network	Portions of the road network are showing increasing deterioration, with ongoing rehabilitation requirements and below-optimal reinvestment levels.	Increase lifecycle rehabilitation investment to stabilize road conditions and improve long-term sustainability.	Priority road segments are expected to stabilize with improved long-term asset performance.
Bridges & Culverts	Bridges and culverts are generally in fair or better condition with consistent inspection and rehabilitation practices in place.	Maintain current structural condition and continue risk-based rehabilitation planning.	Overall structural condition and service reliability remain stable.
Stormwater Infrastructure	Stormwater assets are generally functional, though portions of the system face increasing drainage and climate-related pressures.	Improve lifecycle planning and targeted reinvestment in critical drainage infrastructure.	Gradual improvement in system reliability and reduction in infrastructure risk exposure.
Buildings	Most facilities remain in fair or better condition, though several buildings are approaching increased lifecycle investment needs.	Maintain functional and safe facilities through ongoing renewal and rehabilitation investment.	Core facilities remain operationally stable with manageable lifecycle deterioration.

Fleet & Equipment	Fleet and equipment assets have varying ages and condition profiles, with some assets approaching replacement timelines.	Continue phased lifecycle replacement planning focused on operational reliability.	Priority fleet and operational equipment remain in stable condition.
Land Improvements	Land improvement assets generally have lower condition ratings and limited lifecycle reinvestment capacity.	Maintain core functionality while prioritizing higher-use and higher-risk assets.	Lower-priority assets may continue to deteriorate gradually over time.
Overall Portfolio	Approximately 77% of assets are currently in fair or better condition, though current reinvestment levels remain below long-term lifecycle requirements.	Gradually improve reinvestment rates and stabilize conditions of priority infrastructure assets.	Overall infrastructure sustainability improves gradually while reducing long-term funding and infrastructure risk pressures.

The proposed LOS framework was developed through review of strategic documents, resident engagement, condition assessments, lifecycle forecasting, risk modelling, and financial analysis. Collectively, the proposed LOS seeks to maintain safe and reliable infrastructure services, prioritize investment into critical and high-risk assets, support proactive lifecycle rehabilitation strategies, and balance long-term infrastructure sustainability with affordability considerations.

The proposed Levels of Service do not necessarily seek to improve all infrastructure conditions to optimal levels immediately. Instead, the preferred LOS scenario prioritizes investment into critical and high-risk infrastructure assets while balancing affordability considerations and long-term financial sustainability. Under this scenario, priority assets are generally expected to stabilize over the long term, while some lower-priority asset categories may continue to experience gradual deterioration due to funding constraints.

A significant new requirement under Ontario Regulation 588/17 is the inclusion of a formal Financial Strategy demonstrating how municipalities intend to fund their proposed Levels of Service over a minimum 10-year planning horizon. The 2025 AMP establishes this financial framework by evaluating the Township’s current infrastructure funding capacity against projected lifecycle rehabilitation and replacement requirements.

The AMP identifies that the Township’s current sustainable infrastructure funding levels remain below long-term lifecycle investment needs, resulting in an estimated annual infrastructure funding gap of approximately $6.7 million. To address this gap, the AMP evaluated multiple financial scenarios that considered varying levels of annual infrastructure levy increases, affordability impacts, infrastructure risk reduction, and long-term asset sustainability.

The preferred financial strategy identified within the AMP reflects continuation of the Township’s current approach of phased annual infrastructure levy increases of 4%, combined with ongoing utilization of external funding opportunities, reallocation of debt servicing capacity as debt obligations are retired, and continued lifecycle and risk-based

capital planning. The AMP notes that when updated financial assumptions are incorporated, including secured debt obligations that were not previously reflected in the initial scenario modelling, an average annual infrastructure-related increase of approximately 4.2% would be required to fully support the proposed LOS targets over the 10-year planning period. Staff are therefore recommending continuation of the existing 4% strategy rather than introducing a new or higher annual levy increase currently.

The recommended financial strategy recognizes that full lifecycle sustainability cannot be achieved immediately without significant taxation impacts. As such, the preferred approach adopts a balanced and phased strategy intended to gradually improve infrastructure reinvestment levels while maintaining affordability and reducing long-term infrastructure risk exposure.

Table 3: Financial Strategies Summary

Scenario	Annual Levy Increase	Investment Focus	Infrastructure Outcome	Affordability Impact	Long-Term Outlook
Scenario 1 - Preferred LOS	4% annually	Priority infrastructure assets	Stabilizes priority asset conditions and reduces long-term risk	Moderate / balanced	Gradual improvement in infrastructure sustainability and funding stability
Scenario 2 - Enhanced Investment	5.6% annually	All assets	Faster improvement in overall asset conditions	Higher taxation impact	Accelerated reduction in infrastructure deficit and long-term risk
Scenario 3 - Current Funding	No additional increase	Maintain current investment levels	Continued deterioration and growing infrastructure risk	Lowest short-term taxation impact	Increasing funding pressures and higher long-term lifecycle costs

The AMP also incorporates the Township's anticipated growth patterns and development framework. Consistent with the Township's rural growth strategy and Official Plan policies, future growth is expected to remain modest and largely directed toward existing hamlets and privately serviced development areas. As a result, the AMP primarily focuses on the rehabilitation, replacement, and long-term sustainability of existing infrastructure assets rather than significant expansion of new municipal infrastructure systems.

The preferred proposed LOS scenario identified in the AMP prioritizes investment in critical infrastructure assets while balancing affordability considerations and limiting long-term infrastructure deterioration.

OPTIONS/DISCUSSION:

1. Preferred LOS Scenario and Financial Strategy (Scenario 1) - 4% Annual Levy Increase (Recommended)

This option continues the Township's current approach of applying annual infrastructure-related levy increases of approximately 4% and aligns with the preferred proposed Level of Service scenario identified within the AMP.

Under this approach, investment continues to be prioritized toward roads, bridges and culverts, stormwater infrastructure, fleet, and machinery and equipment. The strategy balances affordability with infrastructure sustainability and supports a gradual reduction of long-term infrastructure risk and funding deficits.

Staff recommend Scenario 1 as the most balanced approach between infrastructure sustainability, risk reduction, regulatory compliance, and long-term affordability for residents. The scenario provides a financially achievable path toward meeting the proposed LOS requirements under Ontario Regulation 588/17 while maintaining stable long-term conditions for priority infrastructure assets. Although the AMP's adjusted financial analysis identifies that approximately 4.2% would be required to fully fund the proposed LOS targets, staff are recommending continuation of the currently approved 4% strategy at this time.

2. Enhanced LOS Scenario and Financial Strategy (Scenario 2) - 5.6% Annual Levy Increase

This option would accelerate infrastructure rehabilitation and replacement activities and further improve long-term asset conditions and infrastructure sustainability across additional non-priority asset categories.

While this approach would reduce infrastructure risk more aggressively, it would also require materially higher annual taxation increases and would likely exceed the affordability thresholds identified through public engagement and resident survey feedback.

3. Maintain Existing Funding Levels (Scenario 3) - 0% Annual Levy Increase

While minimizing short-term taxation impacts, this approach would result in continued widening of the infrastructure funding gap and increasing long-term infrastructure risk and liability.

Under this scenario, asset conditions would continue to decline over time, deferred rehabilitation and replacement costs would increase, and the Township would be unable to fully achieve the proposed Levels of Service identified within the AMP.

FINANCIAL CONSIDERATIONS:

The AMP introduces a formal Financial Strategy to support the proposed Levels of Service over a 10-year planning horizon, as required under Ontario Regulation 588/17.
The preferred LOS scenario was modelled on the Township's existing 4% annual infrastructure levy strategy, which is already approved through the Asset Management Policy, reflected in the 2024 AMP, and currently implemented through the annual budget process. When updated financial assumptions are incorporated, including secured debt obligations that were not previously reflected in the initial scenario modelling, the AMP identifies that an average annual infrastructure-related increase of approximately 4.2% would be required to fully support the proposed LOS targets over the 10-year planning period.

Staff are recommending the continuation of the existing 4% strategy rather than introducing a new or even nominally higher annual levy increase at this time. This approach maintains consistency with existing Council direction and budget practice while continuing to make meaningful progress toward reducing the infrastructure funding gap, stabilizing priority infrastructure assets, and improving long-term infrastructure sustainability.

The selected strategy recognizes that full lifecycle sustainability cannot be achieved immediately without significant taxation impacts. Instead, the strategy adopts a balanced and phased approach intended to improve infrastructure sustainability while maintaining reasonable affordability for residents.

Failure to implement the proposed Financial Strategy may result in increased infrastructure deterioration, higher long-term lifecycle costs, increased emergency repairs and service disruptions, and reduced ability to achieve the proposed Levels of Service established within the AMP.

NEXT STEPS:

Following adoption of the 2025 Asset Management Plan, staff will continue annual monitoring of asset conditions, lifecycle forecasts, infrastructure funding levels, and proposed Levels of Service in accordance with Ontario Regulation 588/17.

The AMP will continue to be refined through future annual reviews and updates as additional condition data, financial analysis, lifecycle information, and infrastructure planning data becomes available.

OTHERS CONSULTED:

☒ Chief Administrative Officer
☒ Clerks
☒ Community & Development Services
☒ Fire
☒ Finance
☒ Communications
☒ Operations
☐ Other:

ATTACHMENTS:

1) Appendix ‘A’ – Asset Management Plan 2025

Respectfully submitted by,

Cameron Hart
Manager of Financial Planning
Deputy Treasurer

Approved by,

Mallory Luey
Chief Administrative Officer

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Asset Management Plan 2025

Township of Wainfleet

April 2026

psdcitywide

The TOWNSHIP of WAINFLEET

This Asset Management Plan was prepared by:

psdcitywide

Empowering your organization through advanced asset management, budgeting & GIS solutions

Key Statistics

$257.57m	2024 Replacement Cost of Asset Portfolio
$83k	Replacement Cost of Infrastructure Per Household
97%	Percentage of Assets with Assessed Condition Data
$4.6 M	Proposed LOS: Annual Capital Infrastructure Deficit
10 Years	Recommended Timeframe for Closing Proposed LOS Deficit
4.2 %	Recommended Annual Tax Increase to support Proposed LOS Targets
50%	Weighted Average Condition 2035, Proposed LOS

The TOWNSHIP of WAINFLEET

Table of Contents

1. Executive Summary

Municipal infrastructure delivers critical services that are foundational to the economic, social, and environmental health and growth of a community. The goal of asset management is to enable infrastructure to deliver an adequate level of service in the most cost-effective manner. This involves the ongoing review and update of infrastructure information and data alongside the development and implementation of asset management strategies and long-term financial planning.

1.1 Scope

The 2025 Asset Management Plan (AMP) identifies the Township's proposed Level of Service (LOS) over a ten-year period and estimates the associated costs and risks of delivery. This AMP also identifies the Township's projected sustainable funding and funding shortfalls to meet the proposed LOS. Strategies for addressing the funding gap are included. As reported in the 2024 AMP, current practices and strategies that are in place to manage public infrastructure and recommendations for their enhancement are provided. Through the implementation of sound asset management strategies, the Township of Wainfleet can ensure that public infrastructure is managed to support the sustainable delivery of municipal services.

This AMP includes the following core and non-core asset categories:

[1]

Figure 1 Core and Non-Core Asset Categories

[1] O. Reg. 588/17 Asset Management Planning for Municipal Infrastructures defines core and non-core assets as noted above.

1.2 Compliance

With the development of this AMP, the Township of Wainfleet has achieved compliance with the July 1, 2025 requirements under O. Reg. 588/17. This includes requirements for proposed LOS reporting for all asset categories.

1.3 Findings

To determine suitable proposed LOS options, a resident survey was conducted. The survey explored residents' experience with municipal infrastructure, their infrastructure priorities, their desired service changes, and their willingness to pay for changes in service levels. Key findings indicated:

- When asked to identify the importance of each municipal service area, the largest share of "high importance" was assigned to roads and bridges (75%), emergency services (62%), and maintaining public property (43%). On average, respondents were most dissatisfied with the performance of the road network.
- Most respondents wished to maintain service levels across all asset categories except for the road network and stormwater network, where 47% and 42% of respondents, respectively, indicated a desire to improve service levels.
- Respondents identified value in limiting cost increases to residents. This suggests that, when considering other competing priorities, moderate taxation increases may be more palatable.

Resident survey findings were considered alongside key details about the Township's infrastructure assets, including the following:

- The overall replacement cost of the asset categories included in this AMP totals $257.57 million. To replace all assets at the end of their useful life and complete rehabilitations for the road network and bridges and culverts, the average annual capital requirement is $10.28 million. This represents the optimal funding level as outlined in the 2024 AMP. Currently, capital investment from sustainable sources is $3.6 million.
- As of December 2025, about three-quarters (76%) of the Township's infrastructure portfolio was in fair or better condition, with the remaining 24% in poor or worse condition (as further detailed in Section 3: Portfolio Overview).

Considering all the above, the following three proposed LOS options were selected, modelled, and evaluated:

Table 1: Proposed LOS Options

Scenario	Description
1: 4% Total Increase Allocated to Priority Only	Annual increase of 4% from 2025 total tax amount ($9,675,179), with increased investment allocated to priority 1 assets based on AAR portion; baseline investment for other asset categories is maintained.
2: 5.6% Total Increase	Annual increase of 5.6% from 2025 total tax amount ($9,675,179), with increased investment allocated to priority 1 assets, followed by priority 2 assets, based on AAR portion.
3: Current Investment	Model the current investment over the long-term to understand how asset conditions and risk change.

1.3 Findings (Continued)

Considering the risks, achievability, and affordability of each option, the Township selected scenario 1 (4% increase for priority assets[2]) as the proposed LOS. Over the long term, this is projected to result in stable but slightly reduced conditions for priority assets and declining conditions for non-priority assets (buildings, land improvements, non-emergency fleet and non-emergency machinery and equipment).

A financial strategy to meet the required investment indicates capital investment must increase by 4.2% annually. Given the magnitude of the increase required, it is recommended that the change be phased over 10 years. Debt reallocation is a strategy explored and considerations of existing reserve levels are noted. This is particularly important for non-priority assets, which are projected to decline in condition over the long term under the selected Proposed LOS.

1.4 Recommendations

A financial strategy was developed to address the annual capital funding gap based on meeting the proposed LOS. The following graphics show the annual tax change required to achieve the proposed Level of Service and fund the associated infrastructure cost. This recommendation is based on a 10-year plan:

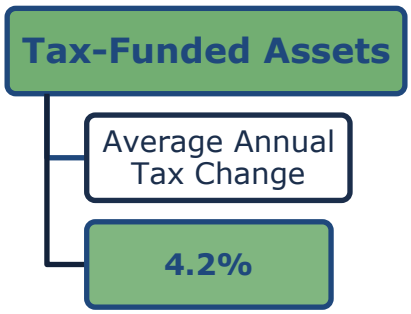

Figure 2 Proposed Annual Tax Increase[3]

Additional recommendations to advance the Township's asset management program are highlighted below and further detailed in Section 7.

- Work toward implementing the recommendations within the 2024 AMP, including: development and implementation of a standardized condition assessment strategy, continued review and enhancement of lifecycle strategy models especially for roads and bridge assets, and regular review and update of replacement costs.
- Each year, measure the current levels of service and compare them to the proposed LOS forecasted metrics. Where the proposed LOS is not being met, explore the causes and, as appropriate, mitigation measures.
- In alignment with the requirements of O.Reg. 588/17, Section 9: *Annual Review of Asset Management Planning Progress*, complete annual reviews of the Township's Asset Management Plan

[2] Priority assets are the road network, stormwater network, bridges and culverts, and emergency fleet and emergency machinery and equipment.
[3] This figure is 4.2% (rather than 4%) to include debt reallocations forecasted over the period and further detail in Section 6.

2. Introduction & Context

2.1 Community Profile

The Township of Wainfleet is a lower-tier municipality located in the Regional Municipality of Niagara, Ontario, Canada. The Township is a predominantly rural municipality characterized by dispersed settlement patterns, a strong agricultural economy, active resource-based industries, and a limited number of established hamlets.

Wainfleet spans an area of 217.53 km² and includes several small communities and hamlets such as Wainfleet Village, Long Beach, Morgan's Point, Winger, and Chambers Corners. With a 2021 population density of 31.7 people per square kilometer, Wainfleet remains a peaceful, low-density area with a close-knit community feel.

Wainfleet offers residents and visitors a blend of rural charm and recreational activities. The Township features four public beaches, nature trails such as the Talbot Trail, and conservation areas like the Wainfleet Bog and Morgan's Point Conservation Area. Annual events, including the Marshville Heritage Festival, Fall Fair, and Christmas Market, celebrate local traditions and foster community spirit. The area is also renowned for its fresh produce from local farms, contributing to a vibrant agritourism sector.

According to the 2021 Census, Wainfleet experienced an 8.1% population growth since 2016, reaching a total population of 6,887. Based on 2021 Census data, the age distribution is as follows:

- 0–14 years: 16%[4]
- 15–64 years: 63%
- 65 years and over: 21%

The median age in Wainfleet is 47.2 years, reflecting a diverse age distribution across the community. Key population statistics for the Township are summarized in Table 2 below.

Table 2 Township of Wainfleet Community Profile

Census Characteristic	Township of Wainfleet	Ontario
Population 2021	6,887	14,223,942
Population Change 2016-2021	8.1%	5.8%
Total Private Dwellings	3,116	5,929,250
Population Density	31.7/km^2	15.9/km^2
Land Area	217.53 km^2	892,411.76 km^2

[4] Statistics Canada - Wainfleet 2021 Census Profile

2.1 Community Profile (Continued)

Agriculture remains the primary economic driver in Wainfleet, with a focus on innovative and sustainable farming practices. The Township supports local agribusinesses while preserving its productive farmland. Tourism also plays a growing role in the local economy, capitalizing on Wainfleet's natural attractions and recreational offerings.

2.2 Climate Change

Climate change can cause severe impacts on human and natural systems around the world. The effects of climate change include increasing temperatures, higher levels of precipitation, droughts, and extreme weather events. In 2019, Canada's Changing Climate Report (CCCR 2019) was released by Environment and Climate Change Canada (ECCC).

The report revealed that between 1948 and 2016, the average temperature increase across Canada was 1.7°C.; this increase is double the global average. Similarly, Canada's observed precipitation levels increased by 20% between 1948 and 2012. By the late 21st century, the projected increase could reach an additional 24%.

The changing climate poses a significant risk to the Canadian economy, society, environment, and infrastructure. The impacts on infrastructure are often a result of climate-related extremes such as droughts, floods, higher frequency of freeze-thaw cycles, extended periods of high temperatures, high winds, and wildfires. Physical infrastructure is vulnerable to damage and accelerated wear when exposed to these extreme events and climate variabilities.

2.2.1 Township of Wainfleet Climate Profile

The Township of Wainfleet, located along the northern shore of Lake Erie in Ontario's Niagara Region, experiences a climate moderated by its proximity to the lake. This location influences its seasonal weather patterns and exposure to lake-effect precipitation. In line with regional trends across southern Ontario, Wainfleet is expected to experience higher average annual temperatures, increased annual precipitation, and more frequent and intense extreme weather events because of climate change.

Climate projections are based on data from ClimateData.ca, a national climate information portal supported by Environment and Climate Change Canada (ECCC), as well as local climatological data reported by the Niagara Peninsula Conservation Authority (NPCA) and Ontario Climate Change Projections (Ministry of Environment, Conservation and Parks, 2020).

Historical and Projected Climate Trends

Higher Average Annual Temperature

- Between 1971 and 2000, Wainfleet's average annual temperature was approximately 8.6°C.

2.2.1 Township of Wainfleet Climate Profile (Continued)

- Under a high emissions scenario, annual average temperatures are projected to reach 11.3°C by 2050 and over 13.4°C by 2080, and 15.1 C for the last 30 years of this century.[5]

Increase in Total Annual Precipitation

- Historical averages place Wainfleet's annual precipitation between 900–1,000 mm.
- Projections show a 10–15% increase in annual precipitation by mid-century under high emissions.[6]

Increase in Frequency of Extreme Weather Events

- Wainfleet has already begun experiencing more frequent extreme weather events such as heavy rainfall, flooding near Lake Erie, and severe storms**.**[7]
- Climate projections suggest that these events will intensify in frequency and severity by mid-century due to warming lake temperatures and atmospheric changes**.**[8]

2.2.2 Integration of Climate Change and Asset Management

Asset management practices aim to deliver sustainable service delivery - the delivery of services to residents today without compromising the services and well-being of future residents. Climate change threatens sustainable service delivery with the potential to accelerate asset degradation and increase the risk of asset failure. Desired levels of service can be more difficult to achieve because of climate change impacts such as flooding, high heat, drought, and more frequent and intense storms.

To achieve the sustainable delivery of services, climate change considerations should be incorporated into asset management practices. The integration of asset management and climate change adaptation observes industry's best practices and enables the development of a holistic approach to risk management.

5 ClimateData.ca. (n.d.). Climate data for Wainfleet, Ontario

6 Climate Projections for Niagara Region.

7 https://oafc.on.ca/about/announcements/fire-news-headlines/storm-batters-wainfleet-and-port-colborne

8 https://www.meteoblue.com/en/weather/historyclimate/climatemodelled/wainfleet_canada_7302448

2.3 Asset Management Overview

Municipalities are responsible for managing and maintaining a broad portfolio of infrastructure assets to deliver services to the community. The goal of asset management is to minimize the lifecycle costs of delivering infrastructure services, manage the associated risks, while maximizing the value ratepayers receive from the asset portfolio.

Typically, the acquisition of capital assets accounts for only about 10-20% of their total cost of ownership. The remaining 80-90% comes from operations and maintenance. This AMP focuses its analysis on the capital costs to maintain, rehabilitate and replace existing municipal infrastructure assets.

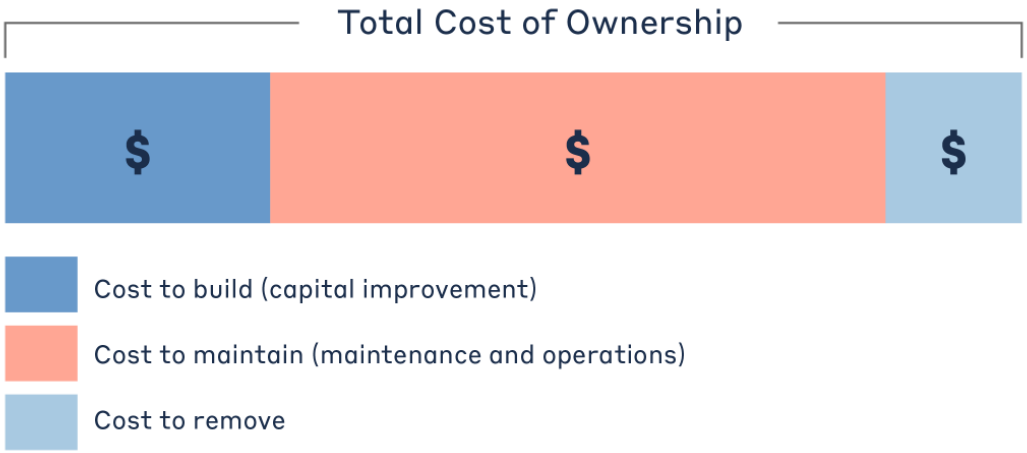

Figure 3 Total Cost of Asset Ownership

These costs can span decades, requiring planning and foresight to ensure financial responsibility is spread equitably across generations. An asset management plan is critical to this planning, and an essential element of broader asset management program.

2.3.1 Foundational Asset Management Documentation

The industry-standard approach and sequence to developing a practical asset management program begins with a Strategic Plan, followed by an Asset Management Policy and an Asset Management Strategy, concluding with an Asset Management Plan.

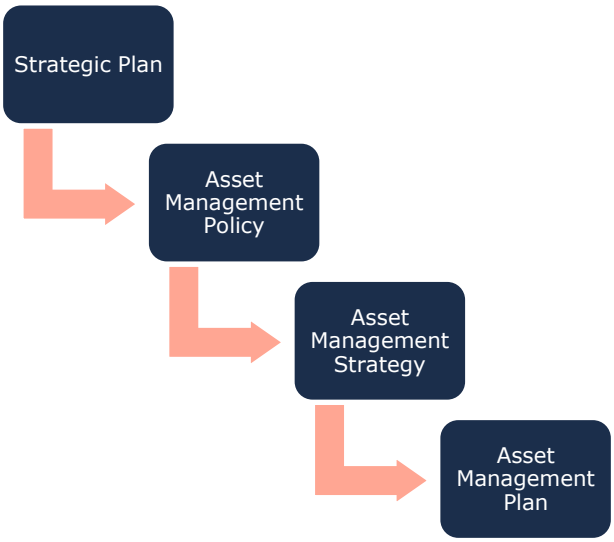

Figure 4 Foundational Asset Management Documents

This industry standard, defined by the Institute of Asset Management (IAM), emphasizes the alignment between the corporate strategic plan and various asset management documents. The strategic plan has a direct, and cascading impact on asset management planning and reporting.

The Township's Strategic Plan outlines their vision and mission for the community. These are:

Vision: The Township of Wainfleet will be a sustainable rural community that offers outstanding quality of life for all.

Mission: Grounded in agriculture, family and rural traditions, with pride in its outstanding waterfront and natural recreational resources, the Township of Wainfleet will strive for fiscal responsibility and balanced, responsible planning to maintain the unique characteristics and charm of the community.

2.3.1 Foundational Asset Management Documentation (Continued)

The Asset Management Plan is a foundational document to the realization of the Strategic Plan's vision and mission for the following reasons:

- Infrastructure assets are conduits for quality-of-life services to residents. For example, roads allow residents to freely travel throughout the Township; buildings provide key administration and fire protection services; and parks provide opportunities for leisure. Ensuring that these assets remain in working order over the long term ensures that the mechanisms central to providing a quality of life are sustainably managed.
- Understanding the financial requirements to fund assets and having reliable information to inform long-term decisions about investment and performance of trade-offs, is foundational to a fiscally responsible and balanced approach to municipal administration. This informs proposed LOS options, their evaluation, and the selection of a preferred option.

Asset Management Policy

An asset management policy represents a statement of the principles guiding the Township's approach to asset management activities. It aligns with the organizational strategic plan and provides clear direction to municipal staff on their roles and responsibilities as part of the asset management program.

The Township of Wainfleet publicly issued its Asset Management Policy on June 11th, 2019. On October 21st, 2025, in accordance with O. Reg. 588/17 section 4 requirements, the Township reviewed and updated its asset management policy. The Policy is posted on the Township's webpage and is organized in the following six (6) primary sections: purpose, policy statement, objectives, definition, scope, and procedures/guidelines. Some key objective and procedures from the policy include:

- Key Objectives including:
  - Optimizing lifecycle costs to maximize value and minimize total expenditures
  - Supporting transparent, evidence-based decision making and reporting
  - Promoting fiscal responsibility and intergenerational equity

- Key Procedures to ensure Asset Management is an integrated, effective, and long-term component of municipal decisions. Notably:
  - Identification of key leadership and accountability roles and associated duties for asset management
  - The Township's commitment to continuous improvement in asset management especially in the areas of data quality, communication, document and asset tracking improvements, process and information synchronization improvements.
  - Commitment to the ongoing use of an asset management system and identification of key functionality requirements and uses

The Township's updated asset management policy provides clear direction in asset management priorities, staff and Council roles in the Township's asset management

2.3.1 Foundational Asset Management Documentation (Continued)

program, and the coordination of associated projects and activities to support, advance, and refine the Township's asset management program.

Asset Management Strategy

An asset management strategy outlines the translation of organizational objectives into asset management objectives and provides a strategic overview of the activities required to meet these objectives. It provides greater detail than the policy on how the Township plans to achieve asset management objectives through planned activities and decision-making criteria.

The Township's Asset Management Policy contains many of the key components of an asset management strategy and may be expanded on in future revisions or as part of a separate strategic document.

Asset Management Plan

The asset management plan (AMP) presents the outcomes of the Township's asset management program and identifies the resource requirements needed to achieve a defined level of service. The AMP typically includes the following content:

- State of Infrastructure
- Asset Management Strategies
- Levels of Service
- Financial Strategies

The AMP is a living document that should be updated regularly as additional asset and financial data becomes available. This will allow the Township to re-evaluate the state of infrastructure and identify how the organization's asset management and financial strategies are progressing.

2.3.2 Key Concepts in Asset Management

Effective asset management integrates several key components, including lifecycle management, risk and criticality, and levels of service. These concepts are applied throughout this asset management plan and are described below in greater detail.

Lifecycle Management Strategies

The condition or performance of most assets will deteriorate over time. This process is affected by a range of factors including asset characteristics, location, utilization, maintenance history and environment. Asset deterioration has a negative effect on the ability of an asset to fulfill its intended function, and may be characterized by increased cost, risk and even service disruption.

To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration.

2.3.2 Key Concepts in Asset Management (Continued)

There are several field intervention activities that are available to extend the life of an asset. These activities can be generally placed into one of three categories: maintenance, rehabilitation, and replacement. The following table provides a description of each type of activity and the general difference in cost.

Depending on initial lifecycle management strategies, asset performance can be sustained through a combination of maintenance and rehabilitation, but at some point, replacement is required. Understanding what effect these activities will have on the lifecycle of an asset, and their cost, will enable staff to make better recommendations.

Table 3 Lifecycle Management: Typical Lifecycle Interventions

Lifecycle Activity	Cost	Typical Associated Risks
Maintenance Activities that prevent defects or deteriorations from occurring	**$**	♦ Balancing limited resources between planned maintenance and reactive, emergency repairs and interventions. ♦ Diminishing returns are associated with excessive maintenance activities, despite added costs. ♦ Intervention selected may not be optimal and may not extend the useful life as expected, leading to lower payoff and potential premature asset failure.
Rehabilitation/ Renewal Activities that rectify defects or deficiencies that are already present and may be affecting asset performance	**$$$**	♦ Useful life may not be extended as expected. ♦ May be costlier in the long run when assessed against full reconstruction or replacement. ♦ Loss or disruption of service, particularly for underground assets.
Replacement/ Reconstruction Asset end-of-life activities that often involve the complete replacement of assets	**$$$$$**	♦ Incorrect or unsafe disposal of existing assets. ♦ Costs associated with asset retirement obligations. ♦ Substantial exposure to high inflation and cost overruns. ♦ Replacements may not meet capacity needs for a larger population. ♦ Loss or disruption of service, particularly for underground assets.

The Township's approach to lifecycle management is described for each asset category in the 2024 Asset Management Plan. Staff will continue to evolve and innovate current practices for developing and implementing proactive lifecycle strategies to determine which activities to perform on an asset and when they should be performed to maximize useful life at the lowest total cost of ownership.

2.3.2 Key Concepts in Asset Management (Continued)

Risk and Criticality

Asset risk and criticality are essential building blocks of asset management, integral in prioritizing projects and distributing funds where they are needed most based on a variety of factors. Assets in disrepair may fail to perform their intended function, pose substantial risk to the community, lead to unplanned expenditures, and create liability for the municipality. In addition, some assets are simply more important to the community than others, based on their financial significance, their role in delivering essential services, the impact of their failure on public health and safety, and the extent to which they support a high quality of life for community stakeholders.

Risk is a product of two variables: the probability that an asset will fail, and the resulting consequences of that failure event. It can be a qualitative measurement, (i.e. low, medium, high) or quantitative measurement (i.e. 1-5), that can be used to rank assets and projects, identify appropriate lifecycle strategies, optimize short- and long-term budgets, minimize service disruptions, and maintain public health and safety.

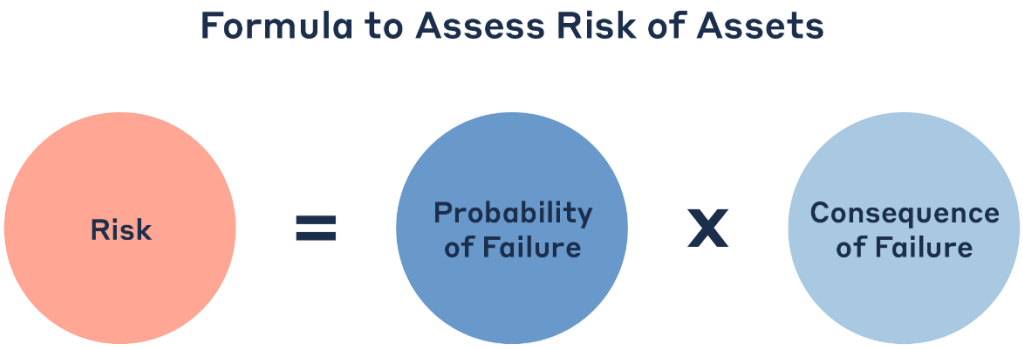

Figure 5 Risk Equations

The approach used in this AMP relies on a quantitative measurement of risk associated with each asset. The probability and consequence of failure are each scored from 1 to 5, producing a minimum risk index of 1 for the lowest risk assets, and a maximum risk index of 25 for the highest risk assets.

Probability of Failure

Several factors can help decision-makers estimate the probability or likelihood of an asset's failure, including its condition, age, previous performance history, and exposure to extreme weather events, such as flooding and ice jams-both a growing concern for municipalities in Canada.

2.3.2 Key Concepts in Asset Management (Continued)

Consequence of Failure

Estimating criticality also requires identifying the types of consequences that the organization and community may face from an asset's failure, and the magnitude of those consequences. Consequences of asset failure will vary across the infrastructure portfolio; the failure of some assets may result primarily in high direct financial cost but may pose limited risk to the community. Other assets may have a relatively minor financial value, but any downtime may pose significant health and safety hazards to residents.

Table 4 illustrates the various types of consequences that can be integrated in developing risk and criticality models for each asset category and segments within. We note that these consequences are common, but not exhaustive.

Table 4 Risk Analysis: Types of Consequences of Failure

Type of Consequence	Description
Direct Financial	Direct financial consequences are typically measured as the replacement costs of the asset(s) affected by the failure event, including interdependent infrastructure.
Economic	Economic impacts of asset failure may include disruption to local economic activity and commerce, business closures, service disruptions, etc. Whereas direct financial impacts can be seen immediately or estimated within hours or days, economic impacts can take weeks, months and years to emerge, and may persist for even longer.
Socio-political	Socio-political impacts are more difficult to quantify and may include inconvenience to the public and key community stakeholders, adverse media coverage, and reputational damage to the community and the Municipality.
Environmental	Environmental consequences can include pollution, erosion, sedimentation, habitat damage, etc.
Public Health and Safety	Adverse health and safety impacts may include injury or death, or impeded access to critical services.
Strategic	These include the effects of an asset's failure on the community's long-term strategic objectives, including economic development, business attraction, etc.

This AMP includes a preliminary evaluation of asset risk and criticality. Each asset has been assigned a probability of failure score and consequence of failure score based on available asset data. These risk scores can be used to prioritize maintenance, rehabilitation, and replacement strategies for critical assets. These models have been built in Citywide, the Township's asset management software tool, and are summarized in Appendix F. The

2.3.2 Key Concepts in Asset Management (Continued)

average risk score over time, by asset category, and proposed LOS option, are presented in Appendix E.

Levels of Service

A level of service (LOS) is a measure of the services that the Township is providing to the community and the nature and quality of those services. Within each asset category in this AMP, technical metrics and qualitative descriptions that measure both technical and community levels of service have been established and measured as data is available. The Township measures the level of service provided at two levels: Community Levels of Service, and Technical Levels of Service.

Community Levels of Service

Community levels of service are a simple, plain language description or measure of the service that the community receives. For core asset categories as applicable (Roads, Bridges & Culverts, Stormwater) the province, through O. Reg. 588/17, has provided qualitative descriptions that are required to be included in this AMP. For non-core asset categories (buildings, vehicles, machinery and equipment, land improvements), the Township has selected qualitative descriptions.

Technical Levels of Service

Technical levels of service are a measure of key technical attributes of the service being provided to the community. These include mostly quantitative measures and tend to reflect the impact of the Township's asset management strategies on the physical condition of assets or the quality/capacity of the services they provide.

For core asset categories as applicable the province, through O. Reg. 588/17, has also provided technical metrics that are required to be included in this AMP. For non-core asset categories (buildings, vehicles, machinery and equipment, land improvements), the Township has selected technical metrics.

Current and Proposed Levels of Service

A current LOS reflects the actual LOS for (most often) a group of assets as of a defined *past* measurement date. It is calculated from retrospective and confirmed data points. In contrast, a proposed LOS reflects the Municipality's goal for asset performance by a defined *future* date.

It is important to note that O. Reg 588/17 does not dictate the proposed LOS values required. Meaning, a proposed LOS may be maintaining or even reducing current performance.

Regardless of what the selected proposed LOS is, O. Reg 588/17 requires Municipalities to demonstrate the feasibility of the proposed LOS. This must consider the associated costs, risks, and impact of population and economic activity over the period (O. Reg. 588/17 6.(2)).

2.4 Scope and Methodology

2.4.1 Data Effective Date

It is important to note that this plan is based on data as of **December 2024,** as reported in the 2024 AMP. Future projections are based on the asset information as of the data effective date (December 2024) forecasted into the future. Forecasts are predicated on key asset information such as the estimated useful life (EUL), condition, and the expected rate of decline of each asset type over time. Strategic asset management planning is an ongoing and dynamic process that requires continuous data updates and dedicated data management resources. Such data updates may change projected data outputs (e.g. projected condition).

2.4.2 Deriving Replacement Costs

There are a range of methods to determine the replacement cost of an asset, and some are more accurate and reliable than others. This AMP relies on two methodologies:

User-Defined Cost and Cost Per Unit

Based on costs provided by municipal staff which could include average costs from recent contracts; data from engineering reports and assessments; staff estimates based on knowledge and experience.

Cost Inflation / CPI Tables

Historical costs of the assets are inflated based on Consumer Price Index or Non-Residential Building Construction Price Index.

User-defined costs based on reliable sources are a reasonably accurate and reliable way to determine asset replacement costs. Cost inflation is typically used in the absence of reliable replacement cost data. It is a reliable method for recently purchased and/or constructed assets where the total cost is reflective of the actual costs that the Township incurred. As assets age, and new products and technologies become available, cost inflation becomes a less reliable method.

2.4.3 Estimated Service Life and Service Life Remaining

The estimated useful life (EUL) of an asset is the period over which the Township expects the asset to be available for use and remain in service before requiring replacement or disposal. The EUL for each asset in this AMP was assigned according to the knowledge and expertise of municipal staff and supplemented by existing industry standards when necessary.

2.4.3 Estimated Service Life and Service Life Remaining (continued)

By using an asset's in-service data and its EUL, the Township can determine the service life remaining (SLR) for each asset. Using condition data and the asset's SLR, the Township can more accurately forecast when it will require replacement. The SLR is calculated as follows:

Figure 6 Service Life Remaining Calculation

2.4.4 Reinvestment Rate

As assets age and deteriorate, they require additional investment to maintain a state of good repair. The reinvestment of capital funds, through asset renewal or replacement, is necessary to sustain an adequate level of service. The reinvestment rate is a measurement of available or required funding relative to the total replacement cost.

By comparing the actual vs. target reinvestment rate the Township can determine the extent of any existing funding gap. The reinvestment rate is calculated as follows:

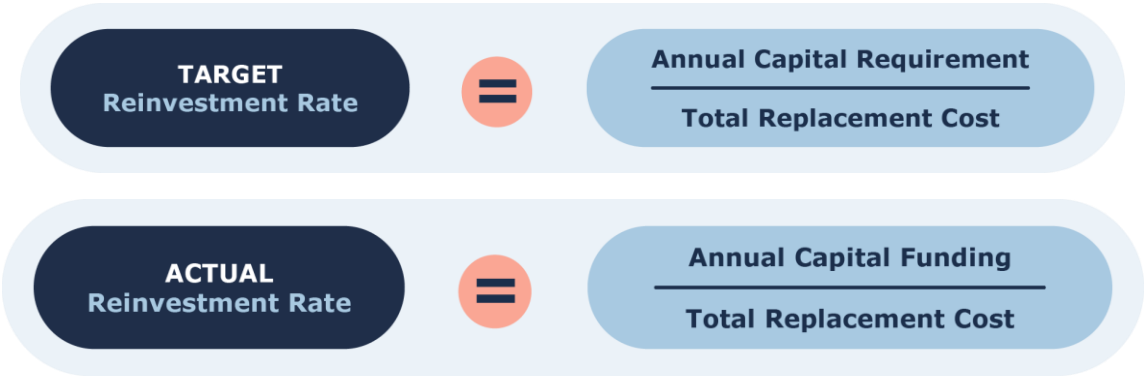

Figure 7 Target and Actual Reinvestment Rate Calculations

2.4.5 Deriving Asset Condition

An incomplete or limited understanding of asset conditions can mislead long-term planning and decision-making. Accurate and reliable condition data helps to prevent premature and costly rehabilitation or replacement and ensures that lifecycle activities occur at the right time to maximize asset value and useful life.

A condition assessment rating system provides a standardized descriptive framework that allows comparative benchmarking across the Township's asset portfolio. Table 5 below outlines the condition rating system used in this AMP (excluding paved and unpaved roads) to determine asset conditions. This rating system is aligned with the Canadian Core Public Infrastructure Survey which is used to develop the Canadian Infrastructure Report Card.

2.4.5 Deriving Asset Condition (continued)

When assessed condition data is not available, service life remaining is used to approximate asset condition.

The paved and unpaved roads used a condition scale from the 2023 Roads Needs Study. Further details on this scale are provided within the road network section of the 2024 Asset Management Plan. Otherwise, assets use the following condition scale:

Table 5 Standard Condition Rating Scale

Condition	Description	Criteria	Service Life Remaining (%)
Very Good	Fit for the future	Well maintained, good condition, new or recently rehabilitated	80-100
Good	Adequate for now	Acceptable, generally approaching mid-stage of expected service life	60-80
Fair	Requires attention	Signs of deterioration, some elements exhibit significant deficiencies	40-60
Poor	Increasing potential of affecting service	Approaching end of service life, conditions below standard, large portion of system exhibits significant deterioration	20-40
Very Poor	Unfit for sustained service	Near or beyond expected service life, widespread signs of advanced deterioration, some assets may be unusable	0-20

The analysis in this AMP is based on assessed condition data, which is available for 97% of assets (weighted by replacement cost). In the absence of assessed condition data, asset age is used as a proxy to determine asset condition.

2.5 Ontario Regulation 588/17

As part of the Infrastructure for Jobs and Prosperity Act, 2015, the Ontario government introduced Regulation 588/17 - Asset Management Planning for Municipal Infrastructure (O. Reg 588/17)[9]. Along with creating better performing organizations, more liveable and sustainable communities, the regulation is a key, mandated driver of asset management planning and reporting. It places substantial emphasis on current and proposed levels of service and the lifecycle costs incurred in delivering them.

Figure 8 below outlines key reporting requirements under O. Reg 588/17 and the associated timelines. This AMP meets the 2025 requirements.

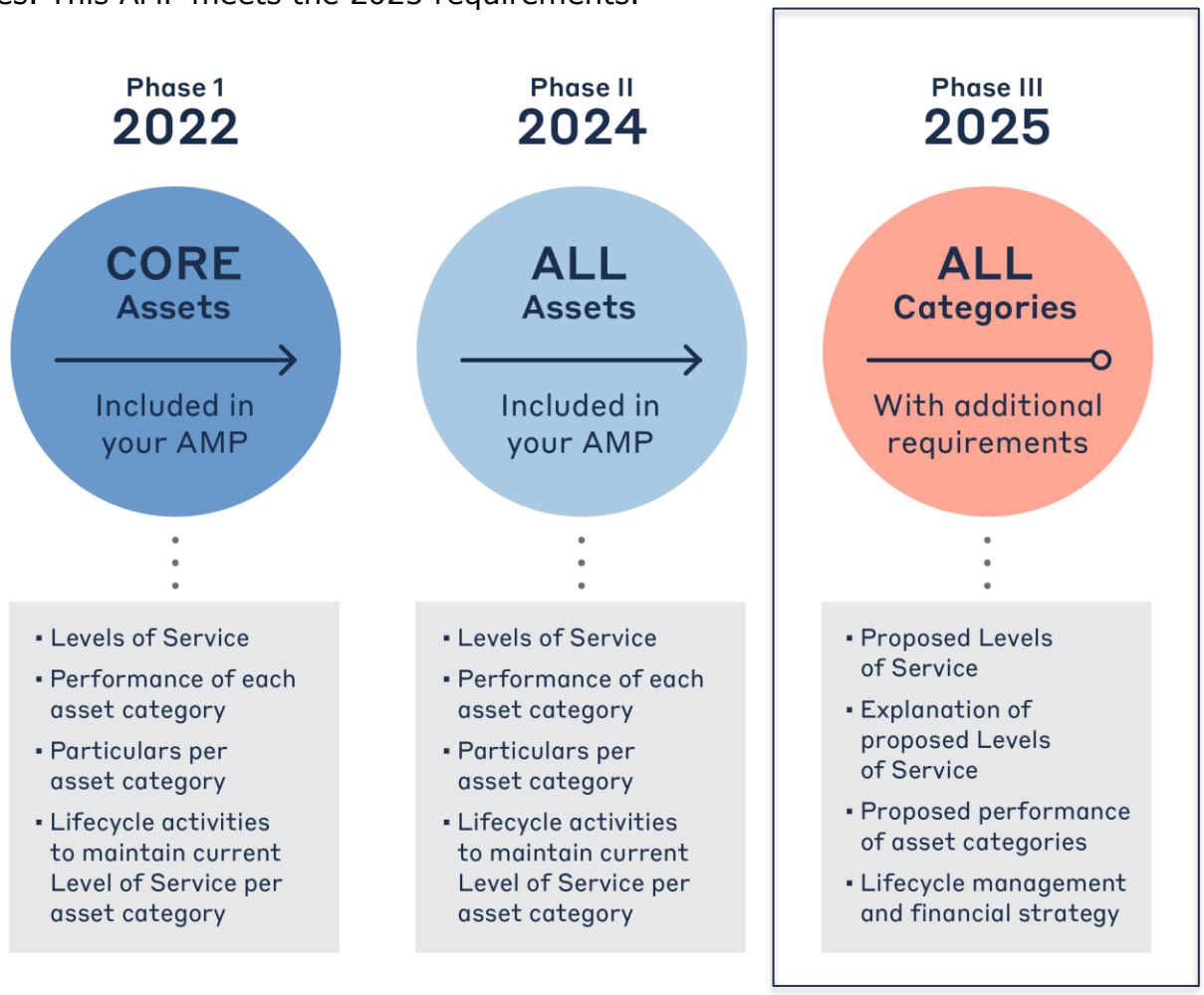

Figure 8 O. Reg. 588/17 Requirements and Reporting Deadlines

[9] O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure https://www.ontario.ca/laws/regulation/170588

2.5.1 O. Reg. 588/17 Compliance Review

The following table identifies the requirements of the 2025 deadline as outlined in Ontario Regulation 588/17. Next to each requirement a page or section reference is included in addition to any necessary commentary.

Table 6: O.Reg. 588/17 2025 Compliancy Requirements

Requirement	O. Reg. 588/17 Section	AMP Section Reference	Status
Growth assumptions Considerations for proposed LOS	S.5(2), 5(i-ii) S.5(2), 6(i-vi)	4.1	Complete
Why proposed LOS are Appropriate	6 (1) 2 (i., ii,iii,iv)	5.2.1-5.3.3	Complete
Proposed LOS Lifecycle Management	6 (1) 4 (i., A,B, C, D)	5.4.1	Complete
Proposed LOS Risk Management	6 (1), (B)	5.3.1	Complete
Proposed LOS over 10 years for each asset category	6 (1) 1	5.5	Complete
Proposed LOS Financial Strategy	6 (1) 4 (i.,D,ii.,iii.,iv.)	6	Complete

3. Portfolio Overview

The following section details the Township's asset portfolio, highlighting the replacement cost, condition and age profiles. This is intended to provide the reader with key baseline information about the assets owned as of December 2024. A categorical breakdown of these details is also available in the Township's 2024 AMP.

3.1 Asset Hierarchy and Data Classification

Asset hierarchy explains the relationship between individual assets and their components, and a wider, more expansive network and system. How assets are grouped in a hierarchy structure can impact how data is interpreted. Assets were structured to support meaningful, efficient reporting and analysis. Key category details are summarized at the asset category below. Figure 9 below summarizes the Township's asset categories and segments nested within.

Figure 9 Asset Hierarchy and Data Classification

3.2 Portfolio Overview

3.2.1 Total Replacement Cost of Asset Portfolio

The seven asset categories analyzed in this Asset Management Plan have a total replacement cost of $257,572,000. This estimate was calculated based on user-defined costing, and inflation of historical costs to the data effective date (December 2024). This estimate reflects replacement of historical assets with similar, not necessarily identical, assets available for procurement today. Figure 10 illustrates the replacement cost of each asset category; at 55% of the total portfolio, roads form the largest share of the Township's asset portfolio, followed by buildings and stormwater network at 18% and 14% respectively. The remaining asset categories represent more modest shares of the total portfolio value.

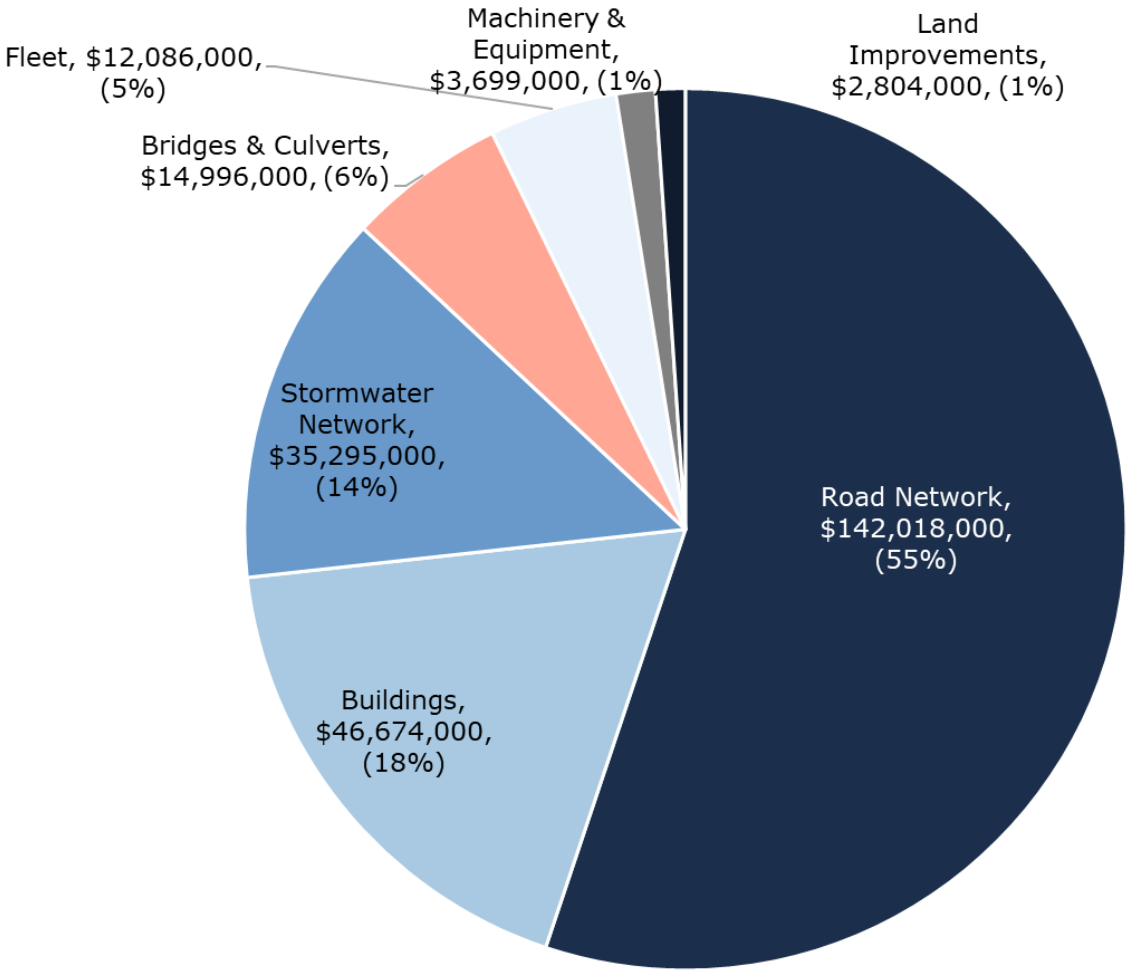

Figure 10 Current Replacement Cost by Asset Category

3.2.2 Condition of Asset Portfolio

Figure 11 and Figure 12 summarize asset conditions at the portfolio and category levels, respectively. Overall, 77% of the Township's infrastructure portfolio is in fair or better condition, with the remaining 23% in poor or worse condition. Typically, assets in poor or worse conditions may require replacement or major rehabilitation in the immediate or short-term.

Similarly, assets in fair condition should be monitored for disrepair over the medium term. Keeping assets in fair or better condition is typically more cost-effective than addressing assets needs when they enter the latter stages of their lifecycle or decline to a lower condition rating, e.g., poor or worse.

Assessed condition data was available for most assets except for land improvements and machinery and equipment. Land improvement and machinery and equipment assets use age-based conditions which are based on the assets age relative to its estimated useful life.

Age-based condition estimates can skew data and lead to potential under or overstatement of asset needs.

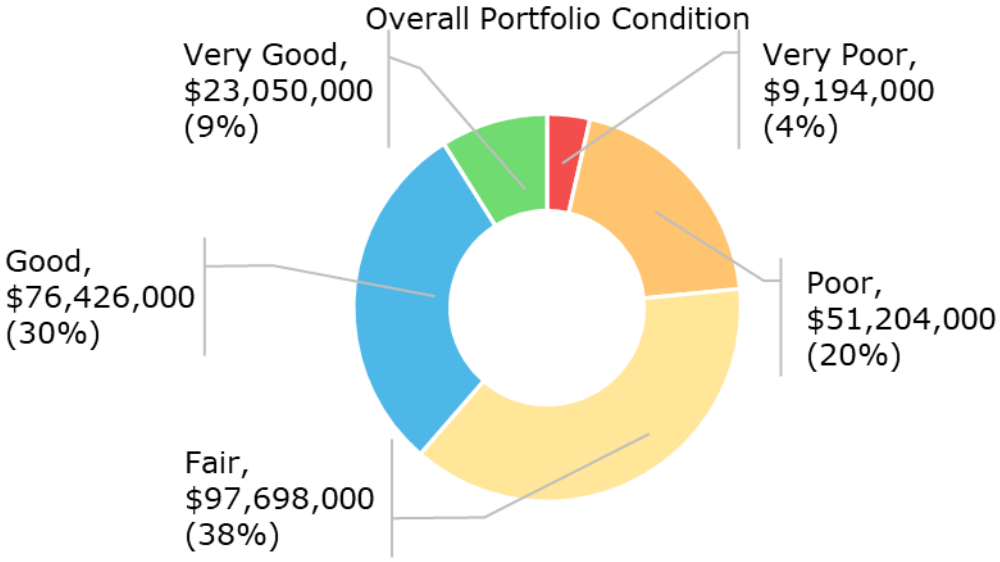

Figure 11 Asset Condition: Portfolio Overview

As further illustrated in Figure 12 at the category level, most core infrastructure assets are in fair or better condition, based on in-field condition assessment data. Buildings are mostly in fair or better conditions with a large proportion in good condition. Land improvement and machinery and equipment assets have the largest proportion of assets in very poor condition. However, it is important to note that these are also the only two asset categories that utilize age-based condition which is generally less accurate than assessed condition. Please refer to Table 7 for details on how condition data was derived for each asset segment.

3.2.2 Condition of Asset Portfolio (Continued)

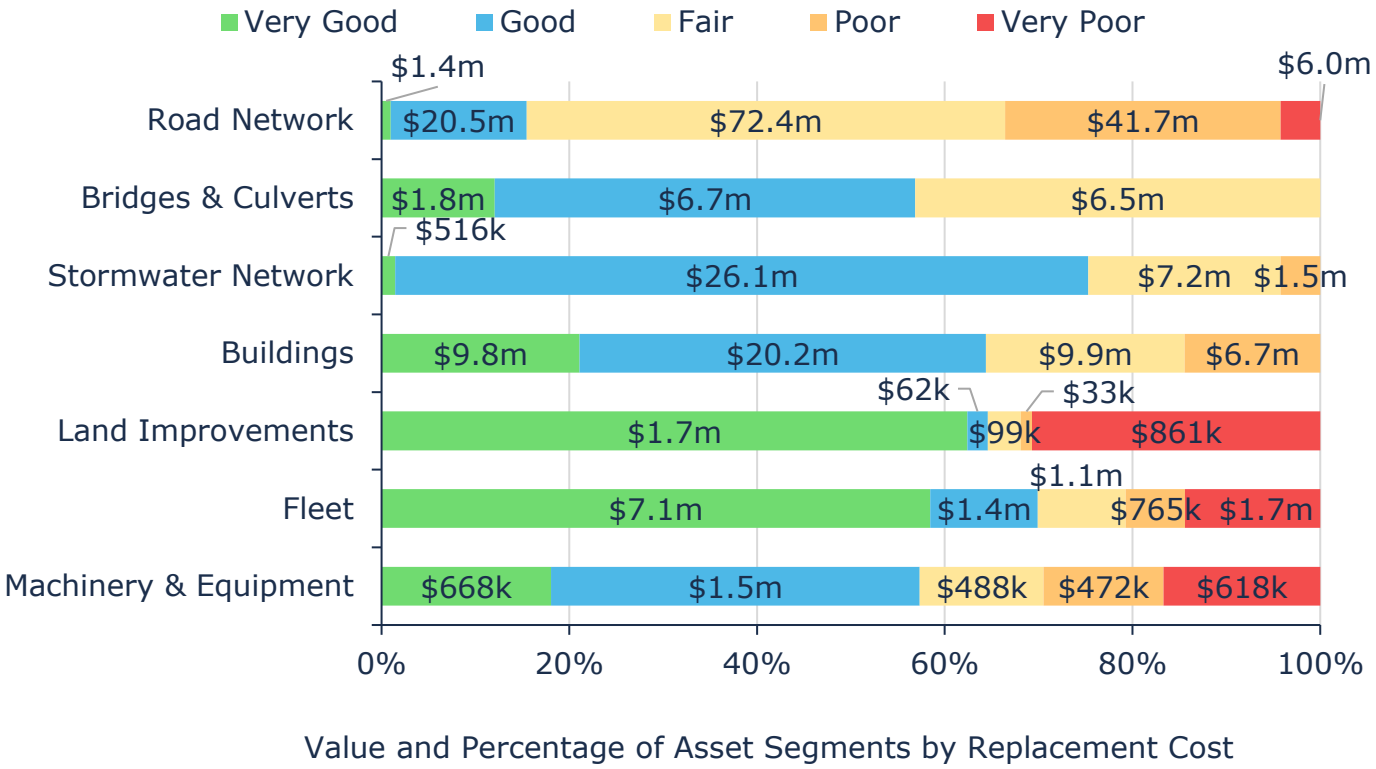

Figure 12 Asset Condition by Asset Category

3.2.2 Condition of Asset Portfolio (Continued)

Source of Condition Data

When weighted by replacement cost, this AMP relies on assessed condition for 97% of assets. For the remaining assets, age is used as an approximation of condition. Assessed condition data is invaluable in asset management planning as it reflects the true condition of the asset and its ability to perform its functions. Table 7 below identifies the source of condition data used throughout this AMP.

Table 7 Source of Condition Data

Asset Category	Asset Segment(s)	% with Assessed Conditions	Source of Condition Data
Road Network	Asphalt Roads (HCB) Surface Treated Roads (LCB)	100%	2023 Roads Needs Study
	Sidewalks, Curbs, Guard Rails	0%	N/A
Bridges & Culverts	Bridges Structural Culverts	100%	2024 OSIM Report
Stormwater Network	All	99%	Staff Assessments
Buildings	All	100%	2025 Building Condition Assessment Reports
Land Improvements	All	0%	N/A
Fleet	All	99.5%	Staff Assessments
Machinery & Equipment	All	0%	N/A

3.2.3 Service Life Remaining

Based on asset age, available assessed condition data and estimated useful life, 9% of the Township's assets will require replacement within the next 10 years. When reviewing this information by asset category, the road network and bridges and culverts have the largest proportion of assets with over 10 years of service life remaining. However, it is important to note that in both cases there are strategically scheduled rehabilitation activities that are expected to preserve the asset condition. Therefore, capital investment activities will still be required within the period, but relatively few replacement activities.

Conversely, land improvements and machinery equipment, which typically have much shorter lifespan than roads and bridges and culverts, have a larger proportion of assets with service life expired or 5 years or less of service life remaining.

3.2.3. Service Life Remaining (Continued)

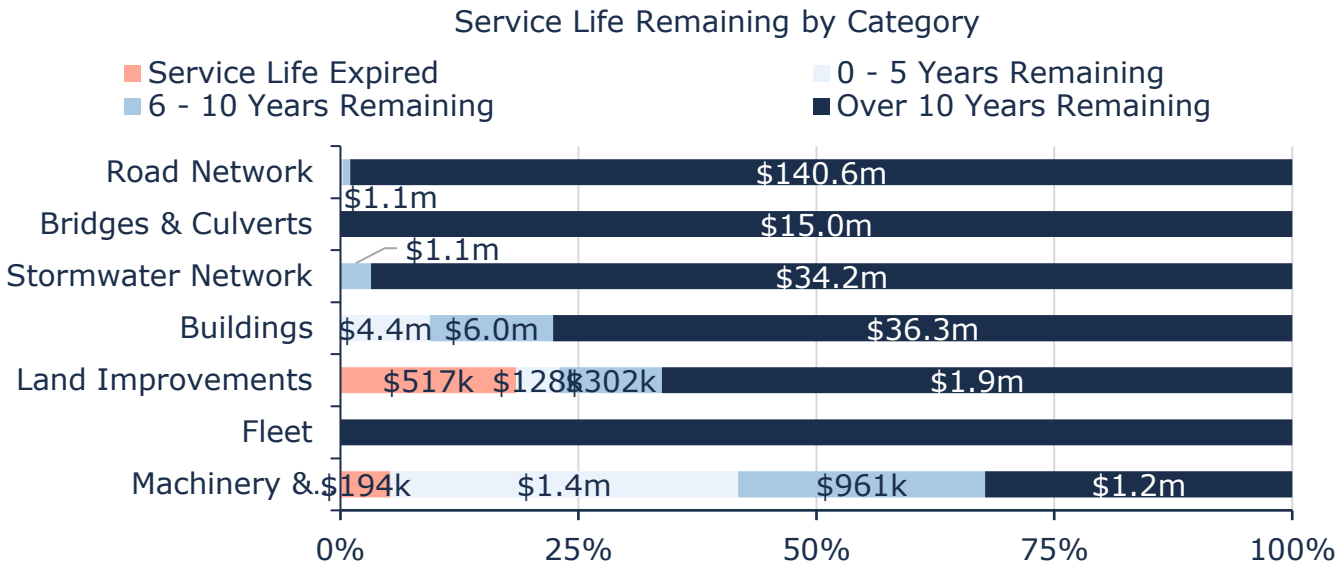

Figure 13 Service Life Remaining by Asset Category[10]

3.2.4 Risk Matrix

Using the risk equation and preliminary risk models outlined in Appendix D, Figure 14 shows how the Township's assets are stratified within a risk matrix.

1 - 4 Very Low	5 - 7 Low	8 - 9 Moderate	10 - 14 High	15 - 25 Very High
$51,536,000 (20%)	$26,108,000 (10%)	$44,877,000 (17%)	$86,914,000 (34%)	$48,138,000 (19%)

Figure 14 Risk Matrix: All Assets

The analysis shows that based on current risk models, approximately 19% of the Township's assets, with a current replacement cost of approximately $48 million, carry a risk rating of 15 or higher (red) out of 25. Assets in this group generally are identified as high risk for the following key reasons: they have poor asset conditions and therefore a high probability of failure, and/or they have high replacement costs and therefore a high consequence of failure, and in some cases combined with delivering an essential service and or impacting a high number of people if they fail (i.e. roads with high traffic).

As new asset attribute information and condition assessment data are integrated with the asset register, asset risk ratings will evolve, resulting in a redistribution of assets within the risk matrix. Staff should also continue to calibrate risk models.

[10] The road network has $231K of service life expired and $104K of 0-5 years remaining. Due to readability constraints these values are not included in Figure 13.

We caution that since risk ratings rely on many factors beyond an asset's physical condition or age, assets in a state of disrepair can sometimes be classified as low risk, despite their poor condition rating. In such cases, although the probability of failure for these assets may

3.2.4 Risk Matrix (continued)

be high, their consequence of failure ratings (and consequently their overall risk) was determined to be low based on the attributes used and the data available.

Similarly, assets with very high condition ratings can receive a moderate to high-risk rating despite a low probability of failure. These assets may be deemed as highly critical to the Township based on their costs, economic importance, social significance, and other factors. Continued calibration of an asset's criticality and regular data updates are needed to ensure these models more accurately reflect an asset's actual risk profile.

Qualitative Risk

In addition to quantified risk as summarized above, the Township has noted key trends, challenges, and risks to service delivery that they are currently facing. The most prominent risks identified are:

Lifecycle Management Strategies

Historically, lifecycle management strategies are considered more reactive than proactive. It is a challenge to find the right balance between maintenance, capital rehabilitation, and reconstruction. In the absence of mid-lifecycle rehabilitative events, most assets are simply maintained with the goal of full replacement once they reach end-of-life. Staff hope to develop better defined strategies that will extend lifecycle and a lower total cost. These strategies will require sustainable annual funding to minimize the deferral of capital works and provide an opportunity for mid-life cycle rehabilitation.

Asset Data and Information

Asset Data and information have improved significantly through this project and in many cases, there is much higher confidence in the asset information used. Historically, staff noted a lack of confidence in the available inventory data for asset management purposes. Through the development of the 2024 AMP, asset reports including the Roads Needs Study (2023), the Bi-Annual bridge and culvert inspections (2024), and the Building Condition Assessments (2025) reports were consolidated and are reflected in the reports data. Further, as part of the project, key staff reviewed asset information and data for accuracy and completeness. Through this project and the Township's continued commitment to the collection and update of asset information this risk has substantially reduced, and it is expected that it will continue to decline in severity.

4. Growth Projections

4.1 Growth Assumptions

Growth within the Township is intentionally modest and managed to protect agricultural lands, natural heritage features, and Wainfleet's rural character, while supporting existing communities and local economic activity.

As of 2026, the Township retains planning authority for its Official Plan and is in the process of preparing a new Official Plan. Until its adoption, growth management is guided by the 2022 Niagara Region Official Plan, in conjunction with the Township's 2016 Official Plan. While population projections contained in the 2016 Official Plan exceed recent census trends, this discrepancy is not anticipated to materially affect the level of service assumptions or lifecycle planning outcomes within this Asset Management Plan. Growth directions identified in both the Township and Regional planning documents remain relevant and reflect Wainfleet's established development patterns and community priorities. These are:

Housing Development: Growth will primarily occur in existing hamlets such as Wainfleet Village and Winger, with an emphasis on low-density residential units. Planned growth within these areas is expected to occur through:

- Low-density residential development utilizing private water and wastewater services;
- Infill and redevelopment on existing lots of record within hamlets and Lake Shore; and
- Limited small-scale rural residential development that is compatible with surrounding agricultural and environmental features.

An emphasis is placed on incremental growth that supports a range of housing types, including affordable housing and senior-friendly units, while maintaining the Township's rural character and minimizing demand for new municipal services.

Employment and Economic Activity: Wainfleet's economy is diverse and rooted in land-based industries. Agriculture remains the Township's primary economic driver, supported by extensive agricultural land holdings and specialty crop areas. The Township also hosts two licenced aggregate extraction operations, which represent significant long-term employment and economic contributors. These uses are land-intensive and rely on the Township's road network and drainage infrastructure but do not generate the same demand for urban style municipal services as conventional industrial or commercial development. Employment growth is therefore anticipated to occur primarily through:

- Ongoing agricultural operations and farm-related businesses;
- Resource extraction activities and associated transportation needs; and
- Small-scale employment and commercial uses within designated employment areas and hamlets.

4.1 Growth Assumptions (Continued)

Tourism Expansion: Wainfleet leverages natural assets such as Lake Erie beaches, seasonal resorts, and heritage attractions like Marshville Heritage Village to support tourism. Small-scale, rural commercial uses are encouraged, provided they are compatible with surrounding uses and environmentally sustainable. Future tourism growth is expected to remain small-scale and rural in nature, with a focus on uses that are compatible with surrounding land uses, environmentally sustainable, and supported by existing infrastructure.

4.1.1 Growth Dynamics

Wainfleet anticipates most growth will be due to continued migration from urban centers, with both families and retirees drawn by the Township's affordability, rural tranquility, and proximity to urban hubs like Welland, Port Colborne, and Niagara Falls. Settlement boundary expansions are strictly regulated and may only occur through comprehensive municipal reviews aligned with the Provincial Policy Statement.

4.2 Impact of Growth on Lifecycle Activities

The Township of Wainfleet has directed residential growth to existing hamlets with private water and sewer services. Typically, this type of growth does not require infrastructure expansion (i.e. additional roads) to support it. Similarly, the Township's employment growth is expected to be primarily agricultural in nature, mostly occurring in the countryside. Based on the expected type and extent of growth it is not anticipated that the Township will require net new infrastructure to support growth. Instead, growth will place incremental demands on existing assets, particularly roads, drainage systems, and supporting infrastructure serving hamlets, employment areas, agricultural operations, and resource-based industries.

As a result, this Asset Management Plan prioritizes lifecycle management, rehabilitation, and renewal of existing assets rather than expansion, and does not incorporate growth-related capital costs for new infrastructure.

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Proposed Levels of Service

5. Proposed Levels of Service

5.1 Overview

5.1.1 O. Reg. 588/17 Proposed Levels of Service Requirements

Current Levels of Service (LOS) reflects the current technical LOS for (most often) a group of assets as of a defined *past* measurement date. In contrast, a proposed LOS reflects the Municipality's *goa*l for asset performance by a defined *future* date. It is important to note that O. Reg 588/17 does not dictate the proposed LOS values required. Meaning, a proposed LOS may be maintaining or even reducing current performance.

O. Reg. 588/17 requires Municipalities to report on proposed LOS, including an overview of the following:

1. Proposed LOS options (i.e. increase, decrease, or maintain current LOS) and the risks associated with these options.
2. How the proposed LOS may differ from current LOS.
3. Whether the proposed LOS is achievable.
4. The municipality's ability to afford proposed LOS.

Additionally, a lifecycle management and financial strategy to support the proposed LOS must be identified for a period of 10 years with specific reporting on:

1. Identification of lifecycle activities needed to provide the proposed LOS.
2. Annual costs over the next 10 years to achieve the proposed LOS.
3. Identification of proposed funding projected to be available.

5.2 Proposed LOS Options and Analysis

5.2.1 Setting Proposed LOS Options: Process and Considerations

To determine the proposed LOS for the Township, three suitable proposed LOS options were selected and analyzed. To identify suitable proposed LOS options to analyze, the following review process was conducted:

1. Strategic Documents Review
2. Resident Survey
3. Discovery Session
4. Analysis Review Session
5. Option Selection

Details from each of these review processes are provided in the proceeding sections.

5.2.1 Setting Proposed LOS Options: Process and Considerations (Continued)

Strategic Document Review

Relevant strategic documents were reviewed to identify infrastructure and asset management priorities and goals which may help guide suitable Proposed LOS options for analysis. These documents, and key details include:

A. Township's Strategic Plan

The Township continues to operate under the Strategic Plan developed by the previous term of Council. The Strategic Plan is a succinct document that outlines the Township's vision and mission alongside four key goals and associated action items. Items of relevance and consideration for setting proposed LOS are:

- Emphasis on fiscal responsibility and balanced, responsible planning.
- Economic development is a focus advanced by actions such as "reasonable" taxation levels.
- There is a stated objective to manage infrastructure assets effectively and to retain them in optimal conditions.
- There is a stated goal to effectively communicate and engage with stakeholders, especially the public, in local issues and the pursuit of making Wainfleet a desirable place to live, work, and play.

Strategic Plan: Proposed LOS Considerations

- Resident input is a crucially important consideration to determining appropriate proposed LOS options and the selected proposed LOS. Results of the resident survey shall be important considerations in the proposed LOS options analyzed and the selected proposed LOS.
- The Township has strong considerations for taxation levels and their potential impact to affordability; therefore, proposed LOS analysis shall particularly note and consider this.
- While potentially constrained by the competing goal of affordability, the Township desires to maintain their assets effectively and in optimal condition. Lifecycle strategies (as discussed in the 2024 AMP) alongside supportive funding levels, are critical to the achievement of this goal. Proposed LOS analysis and selection shall consider this dynamic.

B. Township of Wainfleet's Official Plan

The Official Plan was formally adopted in January 2016. Its purpose is to set a long-term vision for the Township, guide future land use changes and to do so in alignment with the stated vision and in support of desired qualities of the Township. The term of the plan is until 2031 with reviews completed every 5 years. As of spring 2026, development of a new Official Plan was actively underway.

While some aspects of the updated Official Plan are expected to change, key details from the 2016 adopted Official Plan are anticipated to remain relevant in the new Official Plan. This includes the anticipation that growth within the Township shall be serviced privately; therefore, the Township does not expect to have any infrastructure costs associated with water and wastewater services. No future costs are anticipated nor reflected herein.

5.2.1 Setting Proposed LOS Options: Process and Considerations (Continued)

- Anticipated population growth is modest and shall be directed to existing hamlets. It is therefore expected that within the period of this plan, new net infrastructure will not be materially required due to population growth.
- Anticipated employment growth is primarily agricultural in nature and is anticipated to occur in the rural countryside.
- Therefore, the proposed LOS does not account for net new infrastructure due to growth and instead only considers the replacement and renewal of the existing inventory of assets.

Resident Engagement

The Township of Wainfleet issued a resident survey in late summer 2025. Surveys were available at the municipal office and the library. Surveys were also made available online through the Township's website and social media pages. The survey was posted on June 16th, 2025, and closed on September 10th, 2025, therefore it was open for a period of 86 days. In total, 50 survey responses were submitted, representing a 1.6% household response rate. The small sample size provides some limitations to the representative of the information collected. Therefore, the results are considered with an understanding of their limitations.

The survey contained questions regarding satisfaction levels with various municipal infrastructure assets and provided an opportunity for additional feedback. A copy of the survey is provided in Appendix A. Key findings of relevance to selecting proposed LOS options include the following:

Survey Response Demographics

- 86% of respondents are full time residents (property owner).
- 35% of respondents live along the lakeshore and 27% live within the rural areas of Wainfleet.
- Most respondents are between 45 to 65 years of age.

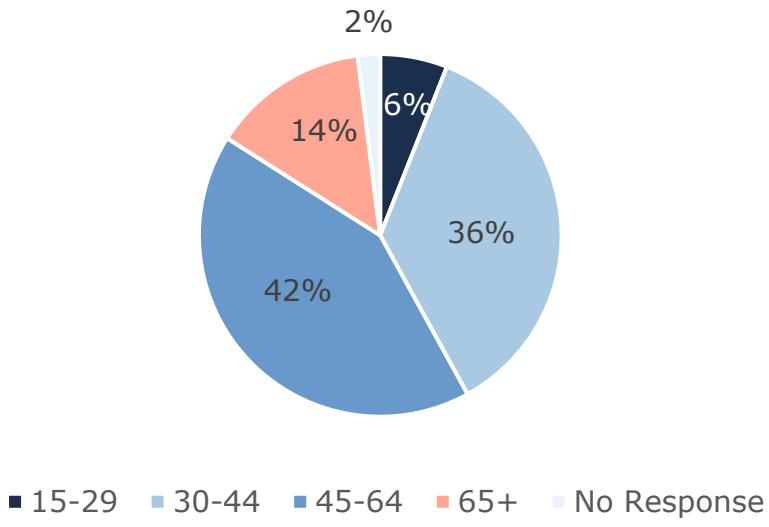

Figure 15: Respondents Demographic Breakdown

5.2.1 Setting Proposed LOS Options: Process and Considerations (Continued)

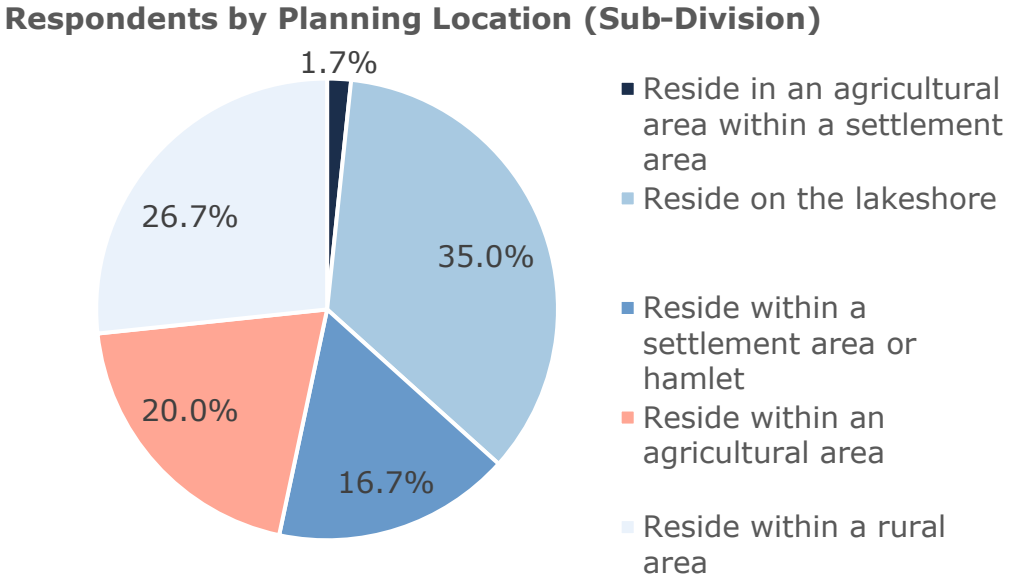

Figure 16: Respondents by Planning Location (Sub-division)

When asked to identify the importance of each municipal service area, the largest share of high importance was applied to roads and bridges (75%), emergency services (62%), and maintaining public property (43%). This is summarized in Figure 17 below.

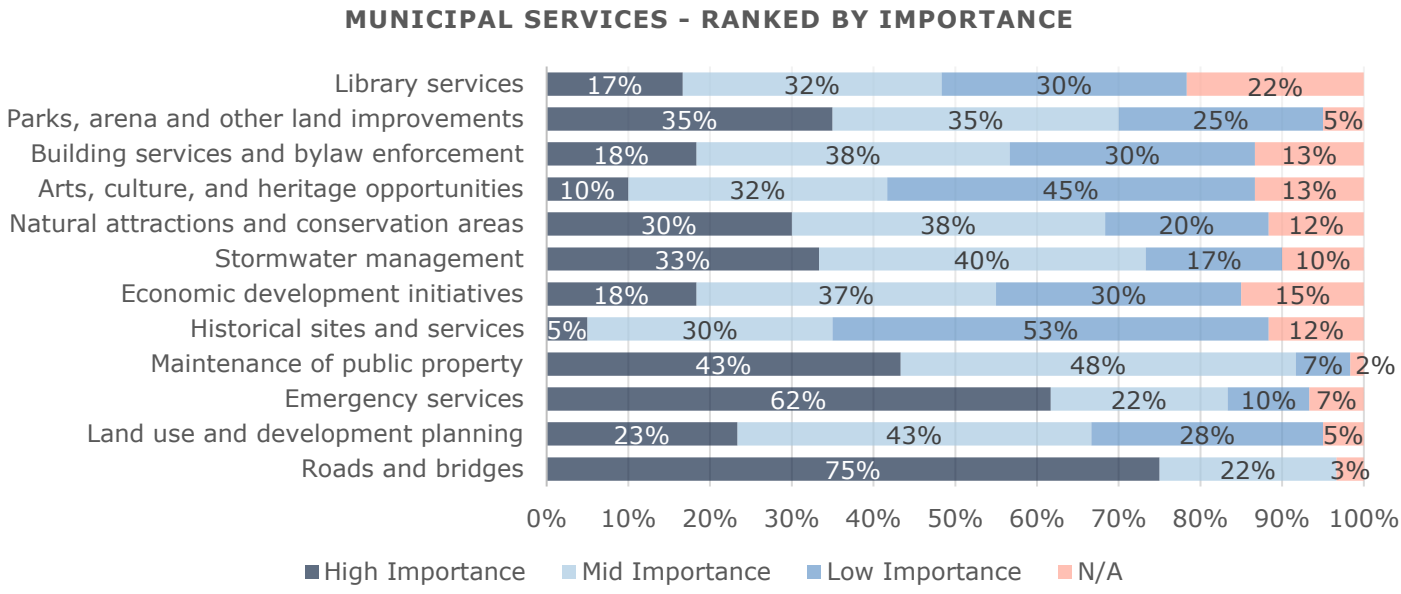

Figure 17: Service Area Importance

Respondents rated their review of infrastructure performance based on availability, reliability and condition, and safety. As indicated in Table 8, the highest rate of dissatisfaction across all measures is within the road network.

5.2.1 Setting Proposed LOS Options: Process and Considerations (Continued)

Table 8: Asset Performance Evaluation

Dissatisfaction Rate by Performance Measure				
Asset Category	**Availability**	**Reliability & Condition**	**Safety**	**Combined Average**
Roads	17%	23%	33%	24%
Bridges	7%	5%	3%	5%
Library services	3%	2%	2%	2%
Parks arena and other land improvements	3%	3%	3%	3%
Public works vehicles and equipment	5%	3%	2%	3%
Fire emergency service vehicles and equipment	3%	0%	2%	2%
Storm culverts (drains)	20%	18%	17%	18%

Respondents were asked for each asset category what changes in service levels they desired. The results indicate that most respondents seek service level improvements for the road network (47%) and stormwater management (42%), otherwise most respondents seek to maintain service levels.

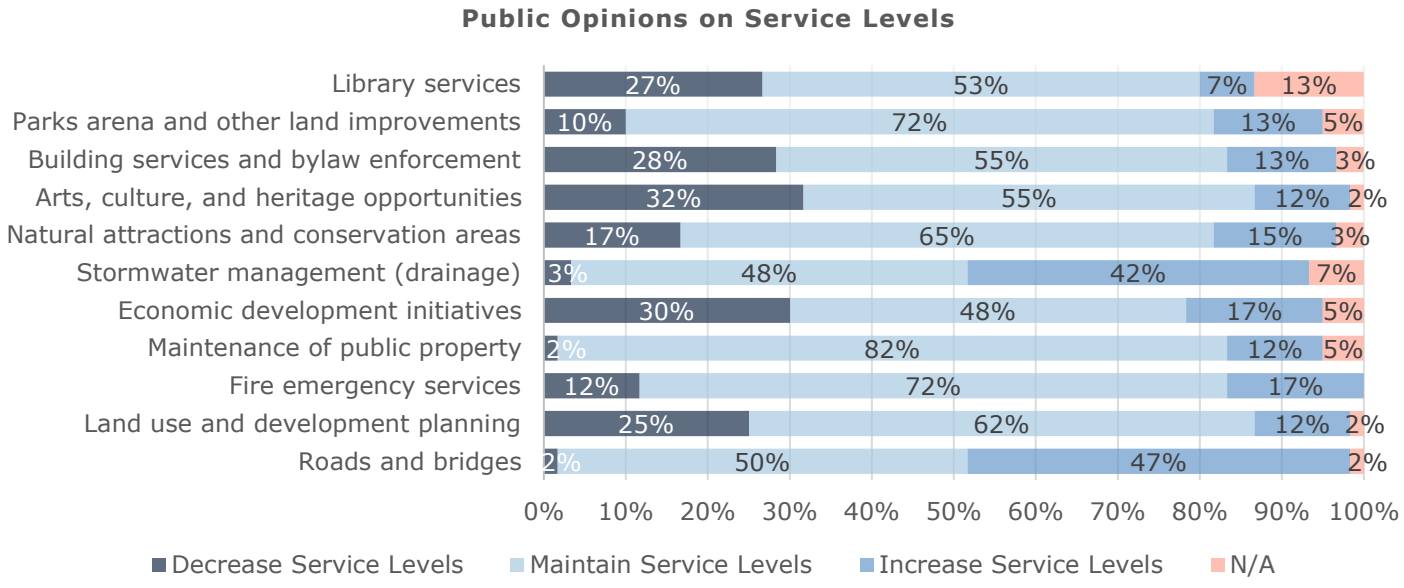

Figure 18: Desired changes in Service Levels

5.2.1 Setting Proposed LOS Options: Process and Considerations (Continued)

It is crucial to recognize that service level changes have associated costs. As discussed in the 2024 AMP, the Township's current level of capital investment is significantly less than the capital investment required. Therefore, maintaining existing service levels (e.g. average condition) will require increased investment levels. Furthermore, increasing service levels would require even more substantial investment. With this dynamic in mind, respondents were asked to describe their willingness to pay for service improvements. Figure 19 indicates that 53% of respondents are willing or somewhat willing to pay for improvements in both their road network and fire emergency services. Respondents were unwilling to pay for improvements for natural attractions and conservation areas (62%) and library services (62%).

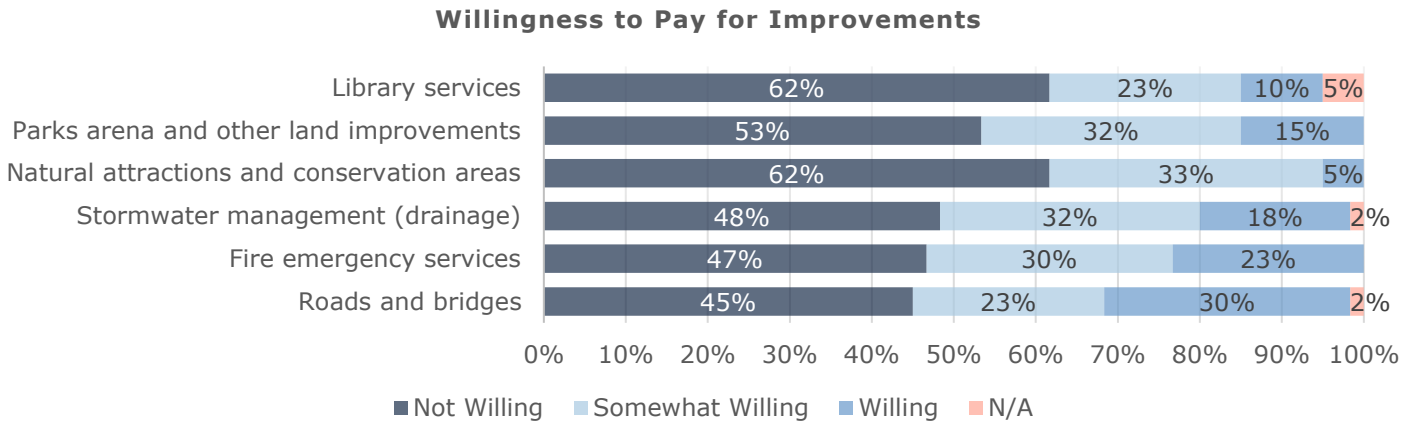

Figure 19: Willingness to Pay for Improvements

Overall, respondents were asked to identify the importance of managing other competing priorities. The theme of limiting cost increases to residents (97%), supporting local economy (92%), and supporting the older population (85%) emerged. This suggests that more moderate, phased-in taxation increases may be more palatable considering other competing priorities.

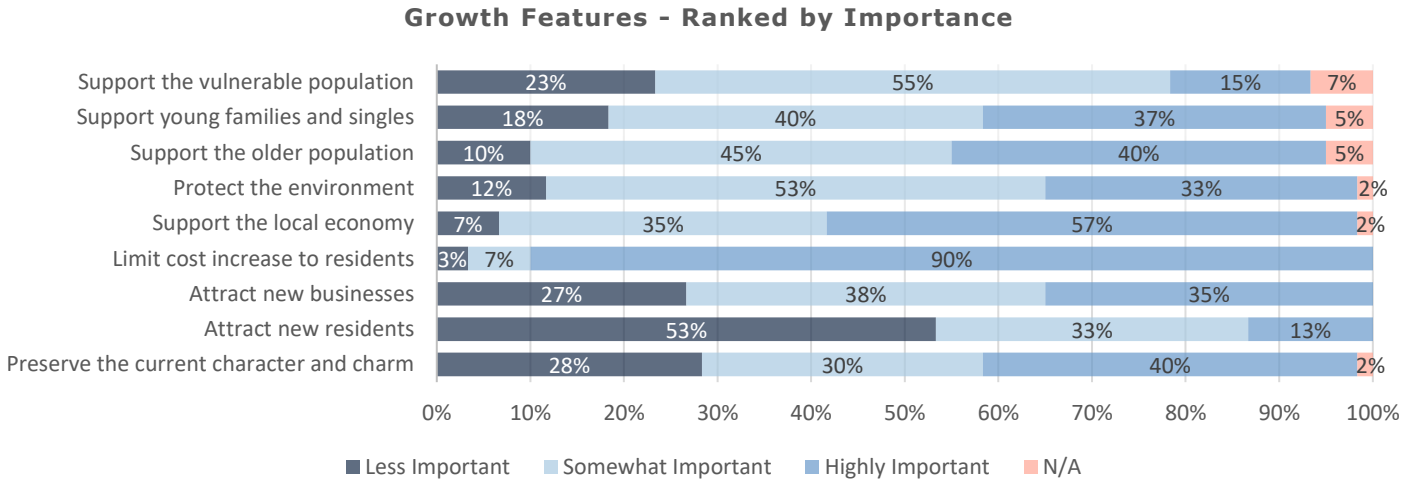

Figure 20: Growth Features

5.2.1 Setting Proposes LOS Options: Process and Considerations (Continued)

1. Discovery Sessions

Findings from the resident surveys, the Strategic Plan, and the 2024 AMP were consolidated, and a meeting was held with key Township staff to review and discuss findings. Considering all the above, the following three scenarios were selected for analysis and consideration as a proposed LOS option:

Table 9: Annual Capital Budgets by PLOS Scenario

Scenario #	Description
1: 4% Total Increase Allocated to Priority Only	Annual increase of 4% from 2025 total tax amount ($9,675,179), with increased investment allocated to priority 1 assets based on AAR portion; baseline investment for other asset categories is maintained.
2: 5.6% Total Increase	Annual increase of 5.6% from 2025 total tax amount ($9,675,179), with increased investment allocated to priority 1 assets, followed by priority 2 assets, based on AAR portion
3: Current Investment	Model the current investment over the long term to understand how asset conditions and risk change.

The above scenarios represent the proposed LOS options. General infrastructure and operational risks associated with each scenario option are summarized in section 5.3.1 on the next page.

5.3 Proposed LOS Options: Analysis

Several key areas of consideration were deployed in the selection of the proposed LOS. These primarily were:

1. Associated Risks
2. Affordability
3. Achievability

The proceeding sections outline the above noted considerations and analysis information.

5.3.1 Risks

Table 10 below identifies, defines, and ranks qualitative risks for each proposed LOS options.

Table 10: Proposed LOS Option Risks

Risks Associated with Proposed LOS Options			
Applicable Scenario	**Relative Severity**	**Risk**	**Risk Defined**
1	Mid	Reliance on Grants	Increased capital funding requirements are not acceptable to taxpayers, and the additional investment can only be funded by conditional grants as they become available. While grants and funding from upper levels of government reduce the burden on taxpayers, they are considered an unsustainable revenue source. The Township will be more vulnerable to changes in funding programs and will have limited ability to make long-term asset investment plans.
2	High		
3	Low		
1	Mid	Increased Infrastructure Backlog	The average annual capital investment is less than the average annual capital requirement. Therefore, assets are insufficiently funded for many years, and lifecycle management is not optimal. Reduced and/or deferred lifecycle activities threaten reliability and increase the potential for costly (and unbudgeted) repairs and replacements to maintain service.
2	Low		
3	High		
1	Mid	Increased Rate of Asset Failure	Underinvestment in assets will result in a lower average condition and an increased rate of asset failure. This will affect the reliability of infrastructure, and the quality of service provided.
2	Low		
3	High		

5.3.1 Risks Associated with Proposed LOS Options (Continued)			
Applicable Scenario	**Relative Severity**	**Risk**	**Risk Defined**
1	Mid	Increased Severity of Asset Failure	Underinvestment in assets is correlated with an increased severity of asset failure. This may mean that assets are beyond the point of repair and require premature replacement. In some instances, this may result in a period where the Township does not have functional assets that are critical to their operations.
2	Low		
3	High		

In addition to the above noted qualitative risks, there are measurable risks held by each asset. Risks are quantified based on the respective probability and consequence of asset failure models, as outlined in Appendix F. Table 11 below illustrates the average portfolio risk under each scenario over time. Scenario 2 (5.6% annual increase) has the lowest average risk; scenario 1 (4% annual increase) has the second highest average risk and scenario 3 (current investment maintained) has the highest average risk. Due to the low level of investment risks under scenario 3 (current investment maintained) are considerably higher than those under scenario 1 (4% annual increase) and 2 (5.6% annual increase). Average risk scores by scenario are summarized below.

Table 11: Average Risk by Scenario

Scenario	Average Risk
1 (4% annual increase)	13.89/25
2 (5.6% annual Increase)	12.49/25
3 (Maintain Current Investment)	16.91/25

5.3 Proposed LOS Options: Analysis (Continued)

Risk and condition are dynamic and change over time. Each scenario has been modelled by asset category; *Figure 21* and *Figure 22* below illustrates how condition and risk scores are forecasted to change over time by scenario for stormwater network assets.

Stormwater Network Projected Condition by Scenario

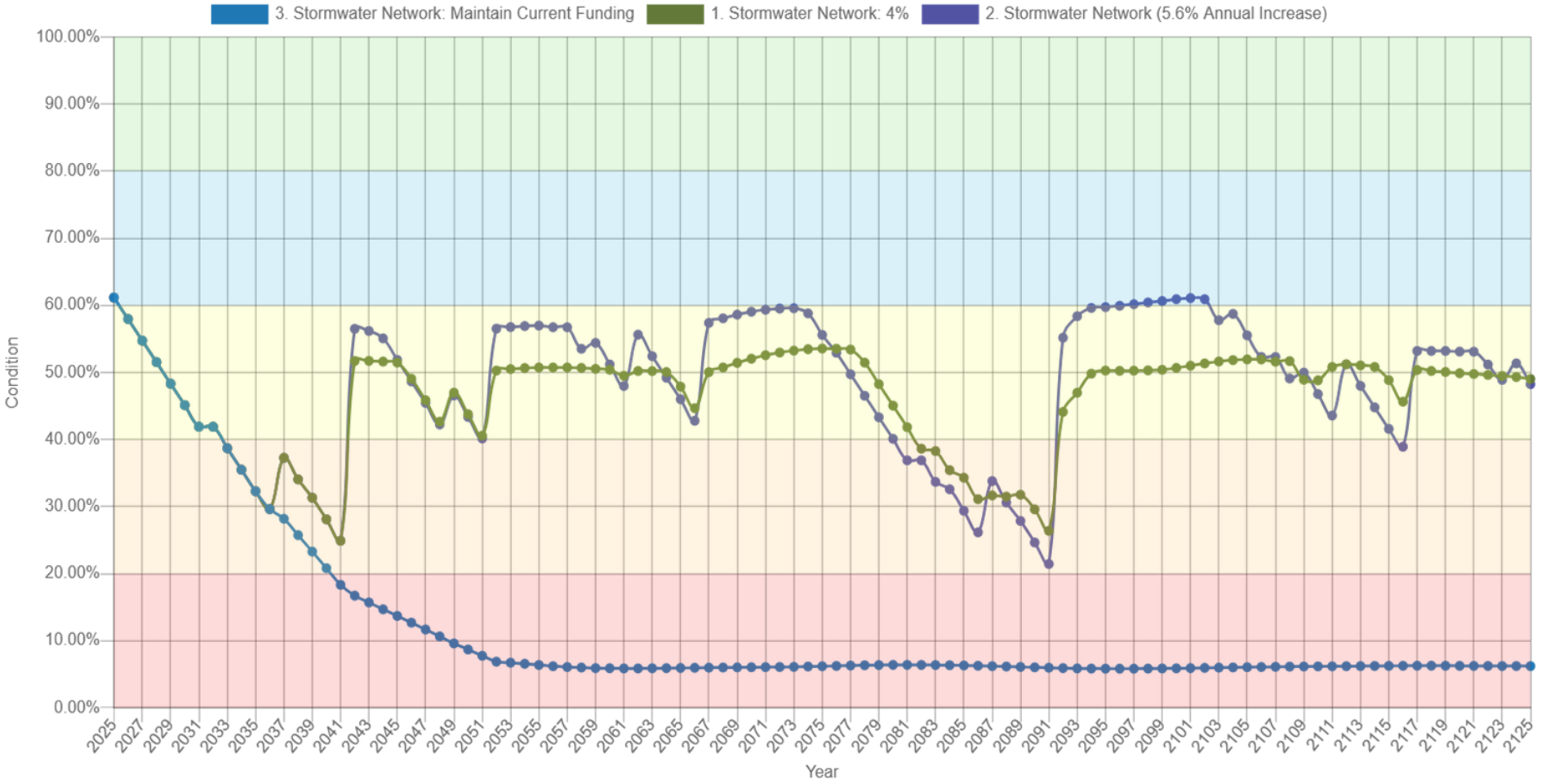

Figure 21: Stormwater Network Projected Condition Changes by Scenario

5.3 Proposed LOS Options: Analysis (Continued)

For the stormwater network (a priority category), investment amounts under scenario 1 (4% annual increase) and 2 (5.6% annual increase) are only slightly different. For this reason, difference in condition and risk are minimal. Typically, risk increases as condition decreases (and vice-versa). Figure 22 indicates that under scenarios 1 (4% annual increase) and 2 (5.6% annual increase) risk varies between about 5 and 8. In contrast, risk levels for scenario 3 (current investment maintained) rise steadily and stabilize at 9 out of 25.

Stormwater Network Projected Risk by Scenario

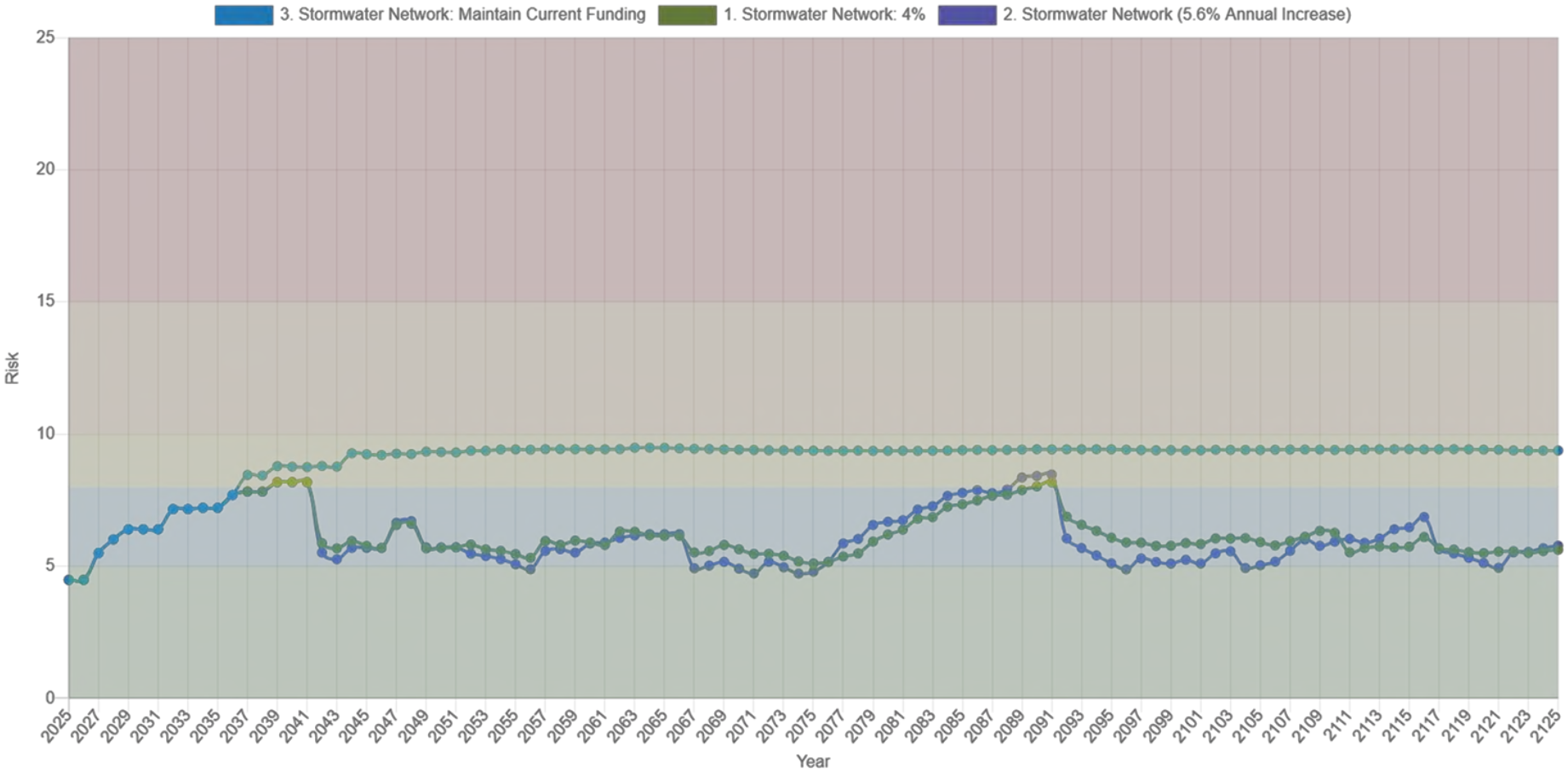

Figure 22: Stormwater PLOS Options: Risk Comparison

5.3 Proposed LOS Options: Analysis (Continued)

Across all priority 1 asset categories (roads, bridges and culverts, stormwater network, emergency fleet and machinery and equipment), the patterns between each of the scenarios are like those presented above. These patterns can be described as follows:

- Conditions decline and risks increase most significantly and rapidly under scenario 3 (current investment maintained)
- Condition and risk outcomes are best under scenario 2 (5.6% annual increase)
- Scenario 1 (4% annual increase) condition and risks outcomes are like scenario 2 (5.6% annual increase) outcomes, but scenario 1(4% annual increase) typically has lower performance outcomes.

For non-priority asset categories (land improvements, non-emergency fleet and machinery and equipment, buildings), the following patterns emerge:

- In years one to eight, conditions and risk outcomes are the same between scenario 1 (4% annual increase) and scenario 2 (5.6% annual increase). This is because non-priority categories receive the same level of investment under both scenarios in the first eight years.
- Under scenario 2 (5.6% annual increase), beginning in year eight, all non-priority categories begin receiving increased investment and as a result the projected conditions and risk outcomes improve. In contrast, under scenario 1 (4% annual increase), there is no additional investment to non-priority categories at any point in time and therefore the projected asset condition and risk worsen over time.

5.3.2 Affordability and Strategic Alignment

The discovery session provided several key insights that guided the selection of proposed LOS options. The options explored reflect considerations for affordability and strategic alignment alongside asset performance, and strategic investment. These options carry different benefits and costs. Under scenarios 1 (4% annual increase) and 2 (5.6% annual increase), investment levels are to be increased each year by 4% and 5.6% respectively. If no additional investment were applied, and current sustainable funding remained, by year 10 there is an annual funding shortfall of $4.6 and $6.6 million.

Table 12 below summarizes the annual funding shortfall by scenario, which assumes that current sustainable funding does not change. It indicates the annual funding shortfalls are highest for scenario 2 (5.6% annual increase), and second highest for scenario 1 (4% annual increase). Scenario 3 maintains current investment levels; thus, no funding shortfall exists. While it is the most affordable option, it carries significant risks to asset conditions and risks. These dynamics are summarized in Appendix E.

Table 12: Scenario Affordability Comparison

Scenario	Annual Funding Shortfall Year 10[11]	Affordability Rank
1: 4% Increase for Priority Only	$4,619,000	2: Mid-level affordability
2: 5.6% Increase	$6,620,000	3: Least Affordable
3: Current Investment	$0	1: Most Affordable

The discovery session provided several key insights that guided priority areas of investment, namely:

Resident Survey:

- Roads and bridges are identified as the most important service area (80%), followed by fire and emergency services (68%) and affordable living (67%).
- Almost half of respondents want to increase service levels for roads and bridges; 42% wish to increase stormwater service levels. Across the remaining asset categories, most respondents prefer to maintain service levels.
- Residents generally support maintaining or modestly increasing investment in priority assets: roads (1), bridges (2), and stormwater (3).

Staff Survey:

- In most asset categories staff are confident in the data used to calculate LOS metrics. In some instances, for buildings, fleet, and machinery and equipment respondents noted they are unsure or that the data has improved suggesting moderate confidence.

[11] This reflects the annual service level at year 10. Under scenarios one (4% annual increase) and two (5.6% annual increase) the service level deficit increases each year under a phased approach.

- Staff identified resource limitations, especially for capital investment to bridges & culverts, buildings, machinery & equipment, and roads. Staff noted an existing capital backlog, which requires investment to reduce.
- Considering the following, the consensus among staff was to maintain or increase current LOS primarily through increased capital investments.

5.3.2 Affordability and Strategic Alignment (Continued)

Considering the above, scenario 1 (4% annual increase) allocates investment strategically to priority asset categories and maintains investment in non-priority categories (buildings, land improvements, and non-emergency fleet and machinery and equipment). This contrasts with scenario 2 (5.6% annual increase), which increases investment first in priority categories and, once they are fully funded, increases investment in non-priority categories. By year 10, this allows for full funding across all asset categories. Scenario 3 maintains current investment levels, which are about a third of the optimal funding level across all asset categories. Table 13 below summarizes the percentage of the Average Annual Requirement (AAR) funded by asset category and overall. The AAR represents the optimal annual investment required to replace every single asset at the end of its useful life. The higher the percentage of AAR funded the closer actual investment is to optimal investment.

Table 13: AAR funded by PLOS Option

Asset Category	Scenario 1: % of AAR Funded[12] (by year 10)	Scenario 2: % AAR Funded (year 5)	Scenario 2: % AAR Funded (by year 10)	Scenario 3: % of AAR Funded (all years)
Road Network	100%	79%	100%	38%
Bridges & Culverts	94%	73%	100%	32%
Stormwater Network	94%	73%	100%	32%
Emergency Services: Fleet	94%	73%	100%	32%
Emergency Services: Machinery & Equipment	94%	73%	100%	32%
Buildings	32.1%	32%	100%	32%
Land Improvements	32.1%	32%	100%	32%
All Other: Fleet	32.1%	32%	100%	32%
All Other: Machinery & Equipment	32.2%	32%	100%	32%
Total	**80%**	**79%**	**100%**	**35%**

[12] Percentage funded is based on the Average Annual Requirement as reported in the 2024 Asset Management Plan.

5.3.3 Achievability

The following table identifies, defines, and ranks achievability constraints for each proposed LOS option.

Table 14: Potential Achievability Constraints

Potential Achievability Constraints			
Scenario	**Severity**	**Constraint**	**Constraint Defined**
1	Mid	Council Approval of Proposed LOS Option	Capital investment and associated budget decisions require Council approval. Council members change overtime, and their propensity to support increased infrastructure investment can also be expected to change. Where increased funding levels are phased in, and consistent annual increases are required, there is a notable chance that the requisite increases are not consistently approved by Council. In an extreme case, Council could advance a tax freeze, thereby removing any additional capital investment available. Considering cost escalations due to inflation, this would impact any scenario due to the need for inflationary cost adjustments. This constraint will most often result in less funding available than needed, posing significant challenge to the ability to meet the proposed LOS.
2	High		
3	Low		
1	Mid	Project Administration	This refers to the additional burden of municipal staff to administer (e.g. issue, review, and action requests for proposal, quotation) and oversee capital projects. It reflects the Township's small administration staff complement and the many diverse duties and responsibilities that staff already hold.
2	High		
3	Low		

Achievability Constraints: Mitigations

The following table identifies the achievability constraints and mitigation measures applicable under any proposed LOS option.

Table 15: Achievability Constraint Mitigations

Achievability Constraint	Mitigations
Council Approval of Proposed LOS Options	Municipal staff continue to work hard to provide Council with evidence to support proposed LOS decisions. The use of strong analysis, including consideration of resident preference to maintain or increase service levels, and visualization tools outlining the risks associated with the options presented, provides strong reason for council to support the recommended proposed LOS option at a minimum.

Achievability Constraint (Continued)	Mitigations (Continued)
Project Administration	The phased-in approach of investments under scenarios 1 and 2 reduces the severity of this constraint. It allows staff time to improve procurement strategies to gain efficiencies in outputs. Further mitigations can be obtained using third-party contract administration resources.

5.4 Selected Proposed LOS

The three above noted scenarios were analyzed and results were reviewed. With consideration for achievability, risks, and affordability, the Township of Wainfleet selected **scenario 1** as their proposed LOS. The financial strategy and 10-year capital forecasts reported in section 6 to follow reflect scenario 1.

Scenario 1: 4% annual increase to priority categories, implemented over 10 years.

Section 5.3.1 identifies, ranks, and defines risks to which each scenario is exposed. For each identified risk, scenario 1 (4% annual increase) has a moderate relative severity compared to low and high severity under scenario 3 (current investment maintained) and scenario 2 (5.6% annual increase), respectively. Across all scenarios, risks are anticipated to be the most severe for non-priority categories due to the low percentage of the Average Annual Requirement (AAR) funded. In contrast, priority asset categories have almost all their AAR funded. This is detailed in Table 13 above. Risk mitigation measures for scenario 1 (4% annual increase) are discussed below.

Table 16: Risk Mitigation Measures

Identified Risk	Risk Mitigation
Reliance on Grants	The Township will continue to apply for grants as they may be available, with a particular focus on non-priority asset categories.
Increased Infrastructure Backlog	Non-Priority assets may still operate past their estimated useful life with regular inspection and maintenance.
Increased Rate of Asset Failure	For vehicles and machinery assets, redundancies exist in some cases that can mitigate the short-term operational impacts of asset failure. The Township also maintains reserve funds that can be used for emergency replacements when circumstances warrant.
Increased Severity of Asset Failure	Staff will continue to complete regular maintenance and inspection activities that are expected to reveal asset issues and provide opportunities for intervention. This will not remove this risk entirely, but it provides opportunity to significantly reduce it.

5.4 Selected Proposed LOS (Continued)

It is important to note that an AMP is a dynamic document which should be reviewed regularly to ensure up-to-date information is incorporated, including accurate replacement costs, changes in inventory, changes in available funding sources, and reflection on progress made on previous recommendations. These factors may impact if the proposed LOS are realized.

5.4.1 Required Lifecycle Strategies

The following tables details the anticipated lifecycle strategy changes that are required to meet the proposed LOS:

Table 17: Lifecycle Strategy Changes

Asset Category	Lifecycle Changes to Reach PLOS[13]	AMP Section
Road Network	No lifecycle changes, annual capital spending increase only	2024 AMP, Section 4.4
Bridges & Culverts	No lifecycle changes, annual capital spending increase only	2024 AMP, Section 5.4
Stormwater Network	No lifecycle changes required, annual capital spending increase only [14]	2024 AMP, Section 6.4
Buildings	No lifecycle changes	2024 AMP, Section 7.4
Land Improvements	No lifecycle changes	2024 AMP, Section 8.4
Fleet	No lifecycle changes, annual capital spending increase for emergency assets only	2024 AMP, Section 9.4
Machinery & Equipment	No lifecycle changes, annual capital spending increase for emergency assets only	2024 AMP, Section 10.4

[13] It is recommended that the Township explore implementing the recommendations of the 2024 AMP to improve LOS outcomes.
[14] It is recommended that the Township develop a documented condition standard reference file for stormwater assets and implement a formal rehabilitation program to shift towards a more proactive lifecycle strategy. These recommendations are noted in section 6.8 of the 2024 Asset Management Plan, and their implementation is anticipated to improve LOS outcomes.

5.5 Proposed LOS Over 10 Years

Changes to Community Levels of Service

The Township anticipates changes to qualitative community LOS to align with changes in technical LOS. For example, where the average condition declines for an asset category, the community LOS description would adjust to communicate a lower average condition. All asset categories will see adjustments to their technical LOS over time, particularly relating to capital reinvestment rate and average condition of assets. Proposed LOS are informed by the above noted levels of investment; these values are summarized in the next section.

Technical LOS:

The Township selected scenario 1 (4% Annual Increase to Priority Categories) as their proposed LOS. The tables below summarize the proposed LOS metrics by asset category, each year, over a 10-year period. The current LOS as reported in the 2024 AMP is included for reference.

Table 18: Proposed LOS, Average Condition Metrics

	Current	Average Condition (%): Proposed LOS										
Category	**'24**	**'26**	**'27**	**'28**	**'29**	**'30**	**'31**	**'32**	**'33**	**'34**	**'35**	**Trend**
Road Network	58	53	51	49	48	49	50	51	59	66	62	Increasing
Bridges & Structural Culverts	65	63	61	59	59	57	57	55	56	54	54	Decreasing
Average Bridges	61	57	55	53	53	51	49	47	45	43	41	Decreasing
Average Structural Culverts	90	86	84	82	80	78	76	74	72	70	68	Decreasing
Storm Sewer System	64	57	54	51	48	45	41	41	38	35	32	Decreasing
Fleet (Emergency Services)	65	75	71	65	59	53	46	40	57	50	44	Decreasing
Machinery & Equipment (Emergency Services)	62	54	50	46	43	41	38	37	36	35	34	Decreasing

	Current	Average Condition (%): Proposed LOS Continued										
Category	**'24**	**'26**	**'27**	**'28**	**'29**	**'30**	**'31**	**'32**	**'33**	**'34**	**'35**	**Trend**
Buildings	67	59	55	51	48	47	44	41	38	35	32	Decreasing
Land Improvements	65	58	55	52	50	47	44	41	39	36	34	Decreasing
Fleet (Non-Emergency)	74	53	45	38	43	35	28	40	43	42	42	Decreasing
Machinery & Equipment (Non-Emergency)	39	40	32	36	34	33	31	29	28	27	26	Decreasing

Table 19: Proposed LOS Metrics, Current vs. Target Capital Reinvestment Rates

	Current	Current vs. Target Capital Reinvestment Rates: Proposed LOS											
Category	**'24**	**'26**	**'27**	**'28**	**'29**	**'30**	**'31**	**'32**	**'33**	**'34**	**'35**	**Target**	**Trend**
Road Network	1.45	1.65	1.85	2.07	2.29	2.52	2.76	3.01	3.27	3.54	3.80	3.80	Increasing
Bridges & Structural Culverts	0.62	0.72	0.82	0.93	1.04	1.16	1.28	1.40	1.54	1.67	1.81	1.92	
Storm Sewer System	1.03	1.20	1.37	1.55	1.74	1.93	2.13	2.35	2.57	2.79	3.03	3.21	
Fleet (Emergency Services)	2.07	2.41	2.76	3.12	3.50	3.89	4.30	4.72	5.16	5.62	6.10	6.46	
Machinery & Equipment (Emergency Services)	2.54	2.94	3.37	3.81	4.27	4.75	5.25	5.77	6.31	6.87	7.45	7.88	
Buildings	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	4.43	Maintain

	Current	Current vs. Target Capital Reinvestment Rate: Proposed LOS (Continued)											
Category	**'24**	**'26**	**'27**	**'28**	**'29**	**'30**	**'31**	**'32**	**'33**	**'34**	**'35**	**Target**	**Trend**
Land Improvements	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	1.41	4.39	Maintain
Fleet (Non-Emergency)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	6.32	
Machinery & Equipment (Non-emergency)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	6.70	

Table 20: Proposed LOS Metrics, Mandated Core Measures

Category	Metric	2024	2026-2035	Trend
Road Network	Lane-km of arterial roads per land area (km/km$_2$)	N/A	2024 levels[15]	Maintain
	Lane-km of collector roads per land area (km/km$_2$)	1.73 km/km2		
	Lane-km of local roads per land area (km/km$_2$)	0.75 km/km2		
Bridges & Culverts	Percentage of bridges with loading or dimensional restrictions	0%	Current +/- 5-10%	Maintain
	Average bridge condition index value	61%	Refer to Table 18 above.	Decreasing
	Average structural culvert condition index value	91%		
Stormwater Network	Percentage of properties resilient to a 100-year storm	~85%[16]	~85%	Maintain
	Percentage of the municipal stormwater management system resilient to a 5-year storm	~75%[17]	~75-80%[18]	

[15] The Township does not anticipate any significant expansion of their road network in future years.
[16] At the time of this reports publication the best available information is provided by the Niagara Peninsula Conservation Authority and their Floodplain Mapping GIS dataset found here. The reported figure is based on very generalized estimates drawn from the referenced map. The data mapped reflects the floodplains based on a 100-year storm event.
[17] The Township estimates that approximately 75% of the Stormwater Infrastructure meets 5-year storm requirements.
[18] The Township anticipates some stormwater network asset replacements over the period which would increase the percentage of the system resilient to a 5-year storm.

6. Financial Strategy Overview

For an asset management plan to be effective and meaningful, it must be integrated with financial planning and long-term budgeting. The development of a comprehensive financial plan will allow the Township of Wainfleet to identify the financial resources required for sustainable asset management based on existing asset inventories, proposed levels of service, and projected growth requirements.

The Township's 2024 AMP identified the financial requirements for:

a. Existing assets.
b. Existing service levels.
c. Requirements of contemplated changes in service levels (none identified in the 2024 plan).
d. Requirements of anticipated growth (none identified).

This plan (2025 AMP) identifies the financial requirements to meet the identified proposed LOS. Like the 2024 AMP it is based on the financial requirements for existing assets, however, the required funding is based on meeting the proposed LOS (as summarized in Section 5.1) with consideration for any additional financial impacts from economic and population growth. The financial plan considers and accounts for traditional and non-traditional sources of municipal funding, which are:

1. Use of traditional sources of municipal funds:
    a. Tax levies
    b. User fees
    c. Debt
    d. Development charges
2. Use of non-traditional sources of municipal funds:
    a. Reallocated budgets
    b. Partnerships
    c. Procurement methods
3. Use of Funding from upper levels of government:
    a. CCBF (Formerly Gas Tax)
    b. OCIF

Note: Periodic grants are normally not included due to Provincial requirements for firm commitments. However, if moving a specific project forward is wholly dependent on receiving a one-time grant, the replacement cost included in the financial strategy is the net of such grant being received.

If the financial plan component results in a funding shortfall, the Province requires the inclusion of a specific plan as to how the impact of the shortfall will be managed. In determining the legitimacy of a funding shortfall, the Province may evaluate a Township's approach to the following:

6. Financial Strategy Overview (Continued)

1. To reduce financial requirements, consideration has been given to revising service levels downward.
2. All asset management and financial strategies have been considered. For example:
    a. If a zero-debt policy is in place, is it warranted? If not the use of debt should be considered.
    b. Do user fees reflect the cost of the applicable service? If not, increased user fees should be considered.

6.1 Annual Requirements and Capital Funding

The annual requirements represent the amount the Township should allocate annually to each asset category to meet the proposed LOS. For the Township of Wainfleet, the proposed LOS provides for an annual capital investment of $8,228,000 by year 10. Generally, this means that under this proposed LOS assets are being replaced slightly later than recommended, especially for non-priority asset categories (buildings, land improvements, non-emergency fleet and machinery). However, the investment levels under the selected proposed LOS are a significant increase from existing levels of capital funding.

For most asset categories the annual requirement has been calculated based on a "replacement only" scenario, in which capital costs are only incurred at the construction and replacement of each asset. However, for bridges and culverts and the road network, lifecycle management strategies have been developed to identify capital costs that are realized through strategic rehabilitation and renewal of the Township's roads.

6.1.1 Annual Funding Available

Based on a historical analysis of sustainable capital funding sources, the Township is committing approximately $3,609,000 towards capital projects per year. Given the annual capital requirement of $8,228,000 under the selected proposed LOS scenario, there is currently a funding gap of $4,619,000 annually.

6.1.2 Funding Objective

We have developed a scenario that would enable Wainfleet to achieve full funding required to meet the proposed LOS within 1 to 20 years for the following assets:

1. **Tax Funded Assets:** Road Network, Stormwater Network, Bridges & Culverts, Buildings, Machinery & Equipment, Land Improvements, Fleet

Note: For the purposes of this AMP, we have excluded gravel roads since they are a perpetual maintenance asset and end of life replacement calculations do not normally apply. If gravel roads are maintained properly, they can theoretically have a limitless service life.

6.2 Financial Profile: Tax Funded Assets

6.2.1 Current Funding Position

The following tables show, by asset category, Wainfleet's average annual asset investment requirements, current funding positions, and funding increases required to achieve the funding required to achieve the selected proposed LOS.

Table 21: Proposed LOS Current Funding Position

Asset Category	PLOS: Annual Requirement (Yr 10)	Annual Funding Available					Annual Deficit
		Capital Levy	Capital Reserve Contribution	CCBF	OCIF	Total Available	PLOS
Road Network	5,398,000	687,000	1,063,000	222,000	103,000	2,075,000	3,323,000
Bridges & Culverts	272,000	37,000	54,000			90,000	182,000
Stormwater Network	1,070,000	144,000	211,000			355,000	715,000
Emergency Fleet	408,000	55,000	80,000			135,000	273,000
Emergency Machinery & Equipment	188,000	25,000	37,000			62,000	125,000
Buildings	663,000	263,000	400,000			663,000	0
Land Improvements	39,000	16,000	24,000			39,000	0
All Other Fleet	136,000	54,000	82,000			136,000	0
All Other Machinery & Equipment	54,000	22,000	32,000			54,000	0
Total	**$8,228,000**	**1,301,000**	**1,982,000**	**222,000**	**103,000**	**3,609,000**	**4,618,000**

6.2.1 Current Funding Position (Continued)

To meet the proposed LOS, the average annual investment requirement for the above categories required by year 10 is $8,227,525. Annual revenue currently allocated to these assets for capital purposes is $3,609,118. Put differently, the current level of investment is 43.9% of the investment needed to achieve the proposed LOS. Therefore, if funding levels do not change there is an annual deficit by year ten of $4,618,407.

6.2.2 Proposed LOS Funding Requirements

In 2025, the Township of Wainfleet had budgeted annual tax revenues of approximately $9,675,000. Using this value, without consideration of any other sources of revenue or cost containment strategies, funding the proposed LOS by year 10 would require the following one-time tax change:

Table 22: Tax Changes Required

Asset Category	Tax Change Required for PLOS Year 10
Road Network	34.5%
Bridges & Culverts	1.9%
Stormwater Network	7.3%
Emergency Fleet	2.8%
Emergency Machinery & Equipment	1.3%
Buildings	No increase required
Land Improvements	No increase required
All Other Fleet	No increase required
All Other Machinery & Equipment	No increase required
Total	47.8%

The following changes in costs and/or revenues over the next number of years should also be considered in the financial strategy:

a) Beginning in 2025, Wainfleet's debt payments (principal and interest) for these categories increased by $438,500 from 2024 levels; thus, less funding available for capital
b) By 2034 annual debt payments are scheduled to fall from 2025 levels, while remaining $270,000 above 2024 levels
c) By 2044 there will be no existing debt payments remaining which means there will be additional funding of $169,000 available from reallocation of annual debt payments

Our recommendations include capturing the above changes and allocating them to the infrastructure deficit outlined above. The table below outlines this concept and presents several options:

6.2.2 Financial Strategy Overview (Continued)

Table 23: Tax Change Required (with debt reallocation)

	With Capturing Changes			
Years	5	10	15	20
Infrastructure Deficit (PLOS)	4,618,000	4,618,000	4,618,000	4,618,000
Change in Debt Costs	439,000	270,000	270,000	-169,000
Resulting Infrastructure Deficit:	5,057,000	4,888,000	4,888,000	4,429,000
Tax Increase Required	52.3%	50.5%	50.5%	46.0%
Annually:	8.8%	4.2%	2.8%	2.0%

Table 24: Tax Change Required (without debt reallocation)

	Without Capturing Changes			
Years	5	10	15	20
Infrastructure Deficit (PLOS)	4,618,000	4,618,000	4,618,000	4,618,000
Change in Debt Costs	N/A			
Resulting Infrastructure Deficit:	4,618,000	4,618,000	4,618,000	4,618,000
Tax Increase Required	47.7%	47.7%	47.7%	47.7%
Annually:	8.2%	4.0%	2.7%	2.0%

6.2.3 Financial Strategy Recommendations

Considering all the above information, we recommend the 10-year option. This involves full funding being achieved over 10 years by:

a) increasing tax revenues by 4.2% each year for the next 10 years solely for the purpose of phasing in full funding to the asset categories covered in this section of the AMP.
b) allocating the current CCBF and OCIF revenue to the road network, as outlined in Table 21 previously.
c) increasing existing and future infrastructure budgets by the applicable inflation index on an annual basis in addition to the deficit phase-in.

Notes:

1. As in the past, periodic funding from upper levels of government will most likely be available during the phase-in period. By Provincial AMP rules, this periodic funding cannot be incorporated into an AMP unless there are firm commitments in place. We have included OCIF and CCBF formula-based funding, if applicable, since this funding is a multi-year commitment[19].
2. We realize that raising tax revenues by the amounts recommended above for infrastructure purposes will be very difficult to do. However, considering a longer phase-in window may have even greater consequences in terms of infrastructure failure risk. Furthermore, inflationary based cost escalations are severe over long-time horizons.

.

[19] The Township should take advantage of all available grant funding programs and transfers from other levels of government. While OCIF has historically been considered a sustainable source of funding, the program is currently undergoing review by the provincial government. Depending on the outcome of this review, there may be changes that impact its availability.

6.3 Use of Debt

Debt can be strategically utilized as a funding source within the long-term financial plan. The benefits of leveraging debt for infrastructure planning include:

a) the ability to stabilize tax and user rates when dealing with variable and sometimes uncontrollable factors
b) equitable distribution of the cost/benefits of infrastructure over its useful life
c) a secure source of funding
d) flexibility in cash flow management

The following tables outline how Wainfleet has historically used debt. The existing debts held are related to the building's asset category and as of year-end 2025, there was $5,061,452 of debt outstanding with corresponding principal and interest payments of $607,000. The debt outstanding increased significantly from 2024 to 2025 due to a new loan agreement.

Asset Category	2025 Debt Outstanding	Closing Debt Balance in the Last Five Years				
		2021	2022	2023	2024	2025
Buildings	5,061,000	1,221,000	1,079,000	934,000	787,000	5,061,000

Table 25 Wainfleet Outstanding Debt 2020-2024

Asset Category	Principal & Interest Payments in the Next Ten Years						
	2024	2025	2026	2027	2028	2029	2030-2034
Buildings	169,000	607,000	607,000	607,000	607,000	607,000	438,000

Table 26 Wainfleet Principal and Interest Payments

6.4 Use of Reserves

6.4.1 Available Reserves

Reserves play a critical role in long-term financial planning. The benefits of having reserves available for infrastructure planning include:

a) the ability to stabilize tax rates when dealing with variable and sometimes uncontrollable factors
b) financing one-time or short-term investments
c) accumulating the funding for significant future infrastructure investments
d) managing the use of debt
e) normalizing infrastructure funding requirement

By asset category, the table below outlines the details of the reserves currently available to Wainfleet.

6.4.1 Available Reserves (Continued)

Asset Category	Balance at December 31, 2024
Road Network	1,997,000
Bridges & Culverts	107,000
Stormwater Network	419,000
Buildings	908,000
Land Improvements	52,000
Fleet[20]	989,000
Machinery & Equipment	386,000
Total Tax Funded:	4,858,000

Table 27: Reserve Balances

There is considerable debate in the municipal sector as to the appropriate level of reserves that a Township should have on hand. There is no clear guideline that has gained wide acceptance. Factors that municipalities should consider when determining their capital reserve requirements include:

a) breadth of services provided
b) age and condition of infrastructure
c) use and level of debt
d) economic conditions and outlook
e) internal reserve and debt policies.

These reserves are available for use by applicable asset categories during the phase-in period to full funding. This coupled with Wainfleet's judicious use of debt in the past, allows the scenarios to assume that, if required, available reserves and debt capacity can be used for high priority and emergency infrastructure investments in the short- to medium-term.

[20] While funding has been prioritized to emergency fleet and machinery and equipment assets under the selected proposed LOS, the reserves for these asset categories are not separated by emergency and non-emergency assets.

7. Recommendations and Key Considerations

7.1 Financial Strategies

1. Considering all the above information, we recommend meeting the investment levels required under the proposed LOS over a 10-year period. This involves full funding being achieved over 10 years by:
    a. increasing tax revenues by 4.2% each year for the next 10 years solely for the purpose of phasing in full funding to the asset categories covered in this section of the AMP.
    b. allocating the current CCBF and OCIF revenue as outlined previously.
    c. increasing existing and future infrastructure budgets by the applicable inflation index on an annual basis in addition to the deficit phase-in.

7.2 Asset Data

1 Work toward implementing the recommendations within the 2024 AMP including:
    a. Development and implementation of a standardized condition assessment Strategy
    b. Annual replacement costs updates
    c. Asset risk models refinement
2 Ensure that updates to replacement cost, noted in 1b above, are incorporated into budget recommendations and associated discussions. The intent is to reflect the inflationary impacts of costs that are not incorporated into the 4.2% annual increase figure noted in 7.1, above.
3 When procuring asset studies (e.g., OSIM, Roads Need Study, Building Condition Assessments) use the existing asset inventory listing as much as possible. This is expected to create efficiencies in data collection and upload. This may also highlight data gaps that could be efficiently closed within a study project. For example, the collection of asset photographs to reflect their assessed condition could be uploaded to the database and overtime asset condition changes could be easily visualized.
4 Align annual financial audits with updates to the asset management registry to efficiently reflect asset disposals and additions and advance an efficient and systematic data update process.

7.3 LOS Measurement and Reporting

1 Each year measure the current levels of service and compare it to the Proposed LOS forecasted metrics. Where the proposed LOS is not being met, explore the causes and, as appropriate, identify potential adjustments to support meeting the proposed LOS.
2 In alignment with the requirements of O.Reg. 588/17 Section 9: Annual Review of Asset Management Planning Progress, complete annual reviews of the Township's Asset Management Plan that addresses:

7.3 LOS Measurement and Reporting (Continued)

a. The municipality’s progress in implementing its asset management plan;
b. Any factors impeding the municipality's ability to implement its asset management plan; and
c. a strategy to address the factors described in clause (b)

Appendices

Appendix A – Resident Survey

Resident Questionnaire

The Township of Wainfleet is committed to providing a high quality of life and exceptional services for our residents. As our community evolves, we must invest your tax dollars wisely to maintain and improve our infrastructure, including roads, bridges, and other municipal services. Your input is crucial for strategic planning and asset management. This brief (10 min) questionnaire provides you with an opportunity to share your thoughts on our strengths and areas for improvement, as well as your feedback on our priorities for the coming years. The information gathered will be used to develop the forward-looking proposed levels of service for the 2025 Township of Wainfleet's Asset Management Plan, in accordance with Ontario Regulation 588/17, which mandates municipalities to establish a strategic asset management policy and maintain an asset management plan for core and non-core municipal infrastructure assets.

We thank you in advance for completing this questionnaire. If you have questions, please contact us in person, over the phone or on the Township's website as indicated in the footer below.

Section 1: Demographic Information

What is your current residency status in the Township of Wainfleet?

- Full-time resident – tenant
- Full-time resident – property owner
- Part-time resident – tenant
- Part-time resident – property owner
- Seasonal resident – property owner
- I own property within the Township but do not reside here

Which best describes where you live within the Township?

- Reside within a settlement area or hamlet
- Reside within rural area
- Reside on the lakeshore
- Reside within an agricultural area

What best describes your household/family structure?

- Single
- Married or common law
- Married or common law with children
- Retired
- Other (please specify): _____

Please select your age range:

- 15 - 29 years
- 30 - 44 years
- 45 - 64 years
- 65 years plus

Section 2: Awareness and Communication Preferences

Have you read the Township's Asset Management Plan?

- Yes
- No (You can learn more on the Township's website)

How would you prefer to learn about municipal issues/events/initiatives (e.g., the Asset Management Plan)? (Select all that apply)

- In-person information sessions with Council and staff
- Township's website
- Township's social media
- Newspaper (print)
- Radio
- Email
- Mail

Section 3: Importance of Community Features

Please rate the importance of the following features in making Wainfleet a great place to live:

Features	**Low Importance** (i.e. I use it monthly or rarely)	**Mid Importance** (i.e. I use weekly)	**High Importance** (i.e. I use it daily)	**N/A** (i.e. I don't use it)
Recreation or sports facilities				
Heritage or historical sites				
Arts, culture, and heritage opportunities				
Affordable living				
Building services and bylaw enforcement				
Programs and support for seniors				
Maintenance of public property				
Safe and well-maintained roads and bridges				
Economic investment and local jobs				
Communication from the Township				
Fire emergency services				
Public safety				

Section 4: Importance of Municipal Services

Please rate the importance of the following municipal services to your household.

Service	**Low Importance** (i.e. I use it monthly or rarely)	**Mid Importance** (i.e. I use weekly)	**High Importance** (i.e. I use it daily)	**N/A** (i.e. I don't use it)
Roads and bridges				
Land use and development planning				
Fire emergency services				
Maintenance of public property				
Economic development initiatives				
Historical sites and services				
Stormwater management				
Natural attractions and conservation areas				
Arts, culture, and heritage opportunities				
Building services and bylaw enforcement				
Parks, arena and other land improvements				
Library services				

Section 5: Infrastructure Availability, Reliability, and Safety

Please evaluate your experience with each of the following infrastructure areas

Dissatisfied: Unacceptable availability or reliability, unacceptable quality of performance/condition (e.g. "the asset is frequently not in service, and when it is it performs poorly")

Somewhat Satisfied: Minimum availability or quality requirements for performance and/or condition are usually met (e.g. most of the time the asset is in service, and the condition is okay for my needs")

Satisfied: Meets user needs majority of the time, functional requirements consistently met, and condition is satisfactory (e.g. "I'm confident the asset will be able to service my needs")

Unsure: Do not use the asset grouping enough to have meaningful understanding of the availability, functionality and/or reliability of performance

Not Applicable: I do not use this asset grouping

Infrastructure	Type	Dissatisfied	Somewhat Satisfied	Satisfied	Unsure	Not Applicable
Roads	Availability					
	Reliability					
	Safety					
Bridges	Availability					
	Reliability					
	Safety					
Library services	Availability					
	Reliability					
	Safety					
Parks, arena and other land improvements	Availability					
	Reliability					
	Safety					
Public works vehicles and equipment	Availability					
	Reliability					
	Safety					
Fire emergency services vehicles and equipment	Availability					
	Reliability					
	Safety					
Stormwater culverts (Drainage)	Availability					
	Reliability					
	Safety					

Section 6: Desired Service Levels

Please indicate whether you believe service levels for the following areas should be decreased, maintained, or increased.

Decrease Service Levels: Reduced availability of assets, reduced condition of asset (i.e., lower ride comfort for roads)

Maintain Service Levels: Existing availability and condition of assets

Increase Service Levels: Increased availability of assets, improved condition of assets (i.e. higher ride comfort for roads)

Not Applicable: I do not interact with this asset grouping

Service	Decrease Service Levels	Maintain Service Levels	Increase Service Levels	Not Applicable
Roads and bridges				
Land use and development planning				
Fire emergency services				
Maintenance of public property				
Economic development initiatives				
Historical sites and services				
Stormwater management (drainage)				
Natural attractions and conservation areas				
Arts, culture, and heritage opportunities				
Building services and bylaw enforcement				
Parks, arena and other land improvements				
Library services				

Section 7: Willingness to Pay for Services

For each of the following services, please indicate your willingness to pay more for improvements.

Not Willing: I do not support increased spending on this service or asset.

Somewhat Willing: I am open to paying more for improvements, but my support depends on factors such as cost, the specific service, or the expected benefit.

Willing: I would support increased spending or higher taxes/fees to improve this service.

Not Applicable: I do not use or interact with this service or asset.

Service	Not Willing	Somewhat Willing	Willing	Not Applicable
Roads and bridges				
Land use and development planning				
Fire emergency services				
Maintenance of public property				
Economic development initiatives				
Historical sites and services				
Stormwater management				
Natural attractions and conservation areas				
Arts, culture, and heritage opportunities				
Building services and bylaw enforcement				
Parks, arena and other land improvements				
Library services				

Section 8: Infrastructure Spending Priorities

How important are the following factors in deciding if the Township's spending on infrastructure is best for the community?

Highly Important: These factors should be the primary drivers for consideration.

Somewhat Important: These factors are helpful considerations, but not primary considerations.

Less Important: These have the least weight on decisions, but they still may be relevant to note.

Not Applicable: These do not apply to making spending decisions, in my opinion.

Factor	Less Important	Somewhat Important	Highly Important	Not Applicable
Preserve the current character and charm				
Attract new residents				
Attract new businesses				
Limit cost increases to residents				
Support the local economy				
Protect the environment				
Support the older population				
Support young families and singles				
Support vulnerable populations				

Section 9: Final Opinions

Please indicate your level of agreement with the following statements:

Statement	Strongly Agree	Agree	Disagree	Strongly Disagree	Unsure
The Township is making the right investments in infrastructure for current residents.					
The Township is making the right investments in infrastructure for future needs.					
The Township is spending adequately in the service areas.					

If you disagree with any of the above, please elaborate:

Section 10: Additional Comments

Please share any other thoughts or comments you have regarding infrastructure and services in the Township of Wainfleet:

Appendix B – Infrastructure Report Card

Asset Category	Replacement Cost	Average Condition	Financial Capacity	
Road Network	**$142 M**	**Fair**	Total Annual Requirement, PLOS[21]:	$ 5,398,000
			Total Funding Available:	$ 2,058,000
			Total Annual Deficit, PLOS:	**$3,340,000**
Bridges & Culverts	**$14.99 M**	**Good**	Total Annual Requirement, PLOS:	$ 272,000
			Total Funding Available:	$ 92,000
			Total Annual Deficit, PLOS:	**$179,666**
Stormwater Network	**$35.29 M**	**Good**	Total Annual Requirement, PLOS:	$1,070,000
			Total Funding Available:	$ 363,000
			Total Annual Deficit, PLOS:	**$707,000**
Buildings	**$46.67 M**	**Good**	Total Annual Requirement, PLOS:	$663,000
			Total Funding Available:	$ 663,000
			Total Annual Deficit, PLOS[22]:	**$0**
Land Improvements	**$2.8 M**	**Good**	Total Annual Requirement, PLOS:	$ 39,000
			Total Funding Available:	$ 39,000
			Total Annual Deficit, PLOS:	**$0**
Fleet	**$12.08 M**	**Good**	Total Annual Requirement, PLOS:	$ 543,000
			Total Funding Available:	$ 274,000
			Total Annual Deficit, PLOS:	**$269,000**
Machinery & Equipment	**$ 3.69 M**	**Fair**	Total Annual Requirement, PLOS:	$ 242,000
			Total Funding Available:	$ 118,000
			Total Annual Deficit, PLOS:	**$124,000**
TOTAL	**$257.57 M**	**Good**	Grand Total Annual Requirement, PLOS:	$8,228,000
			Grand Total Funding Available:	$3,609,000
			Grand Total Annual Deficit, PLOS:	**$4,618,000**

[21] Investment required by year 10.
[22] The selected scenario for all non-priority categories (i.e., buildings, land improvements, non-emergency fleet and machinery and equipment assets) is to not increase investment levels from current investments. This choice considers affordability constraints and prioritization of other asset categories. Under optimal investment levels, the annual requirement is as follows: Buildings: $2,066,000, land improvements: $123,000, non-emergency fleet: $422,000 non-emergency machinery and equipment: $168,000 respectively as identified in the 2024 AMP.

Appendix C – 10-Year Capital Requirements

The financial requirements of the selected scenario reflect the total annual capital investment required. In some years, actual capital investments will be greater than or less than the annual capital investment required. The tables below indicate the annual capital allocation required based on the selected Proposed LOS, and the forecast capital replacements based on each asset category.

Road Network										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$2.3 M	$2.6 M	$2.9 M	$3.2 M	$3.5 M	$3.9 M	$4.2 M	$4.6 M	$5.0 M	$5.4 M
Total Forecasted Investment	$2.3 M	$2.2 M	$2.3 M	$2.1 M	$3.4 M	$3.4 M	$3.2 M	$8.2 M	$5.1 M	$1.2 M

Bridges & Structural Culverts										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$107 K	$122 K	$139 K	$156 K	$173 K	$191 K	$ 210 K	$ 230 K	$250 K	$272 K
Total Forecasted Investment	$0	$0	$0	$658 K	$0	$281 K	$0	$600 K	$0	$460 K

Appendix C – 10-Year Capital Requirements (Continued)

Stormwater Network										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$107 K	$122 K	$139 K	$156 K	$173 K	$191 K	$210 K	$230 K	$250 K	$272 K
Total Forecasted Investment	$0	$0	$0	$0	$0	$0	$1.1m	$0	$0	$0

Buildings										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$263 K	$263 K	$263 K	$263 K	$263 K	$263 K	$263 K	$263 K	$263 K	$263 K
Total Forecasted Investment	$0	$0	$0	$0	$1,500 M	$250 K	$250 K	$250 K	$349 K	$285 K

Land Improvements										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$39 K	$39 K	$39 K	$39 K	$39 K	$39 K	$39 K	$39 K	$39 K	$39 K
Total Forecasted Investment	$16 K	$5 K	$23 K	$11 K	$20 K	$13 K	$0	$36 K	$0	$29 K

Machinery & Equipment (All Others)										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K
Total Forecasted Investment	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K	$63 K

Fleet (Emergency Services Only)										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$161 K	$184 K	$208 K	$233 K	$260 K	$287 K	$315 K	$345 K	$375 K	$407 K
Total Forecasted Investment	$0	$135 K	$0	$0	$0	$0	$0	$1.2 M	$0	$0

Machinery & Equipment (Emergency Services Only)										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$74 K	$84 K	$95 K	$107 K	$119 K	$132 K	$145 K	$158 K	$172 K	$187 K
Total Forecasted Investment	$87 K	$96 K	$108 K	$119 K	$132 K	$145 K	$158 K	$172 K	$187 K	$187 K

Fleet (All Others)										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Required Annual Allocation	$135 K	$135 K	$135 K	$135 K	$135 K	$135 K	$135 K	$135 K	$135 K	$135 K
Total Forecasted Investment	$40 K	$0	$0	$269 K	$0	$462 K	$145 K	$165 K	$138 K	$123 K

Appendix D – Level of Service Maps and Photos

Township of Wainfleet: Road Network

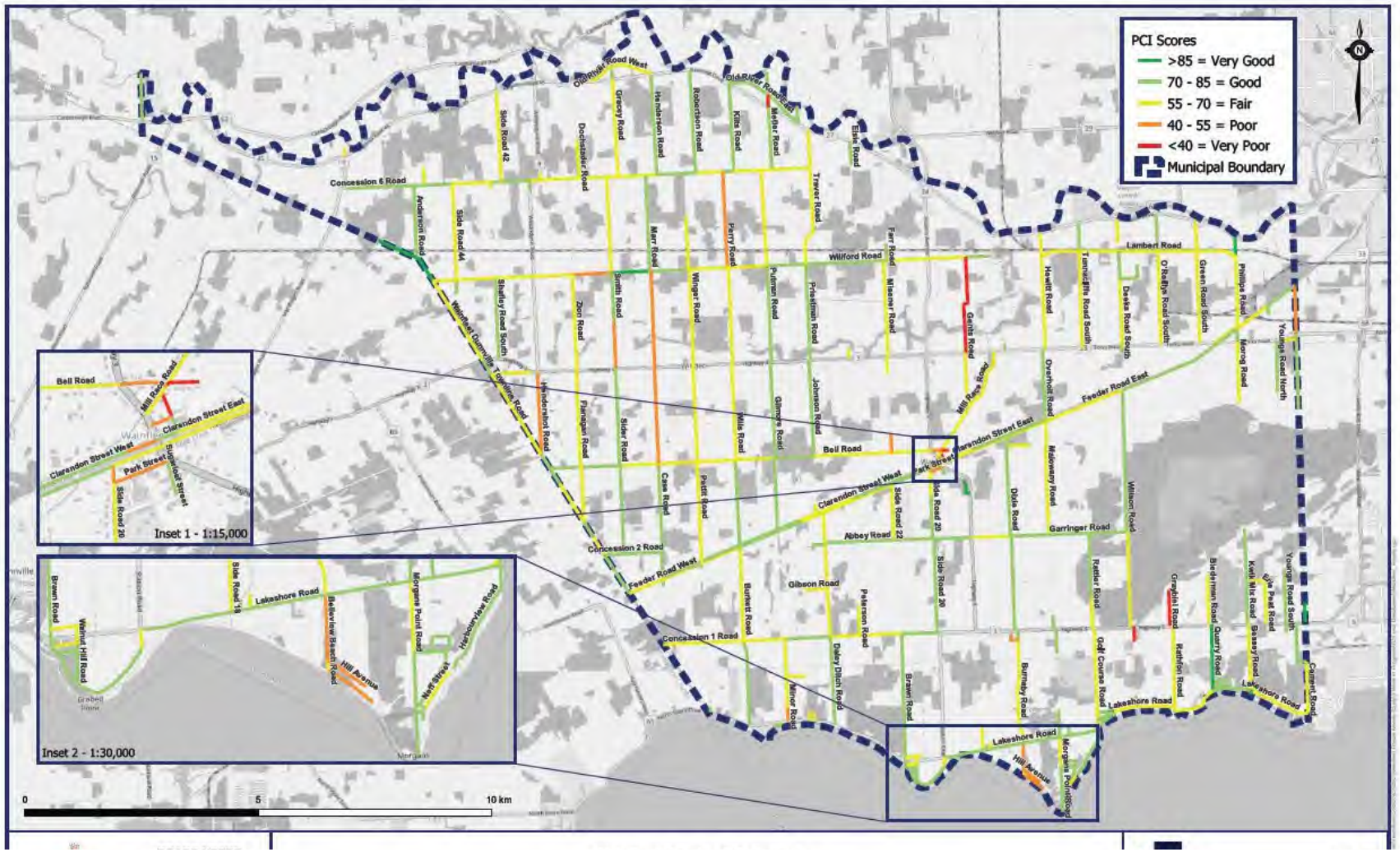

Figure 23: Map of Road Network and 2023 Assessed Conditions

Appendix D – Level of Service Maps and Photos (Continued)

Map of Bridges & Structural Culverts

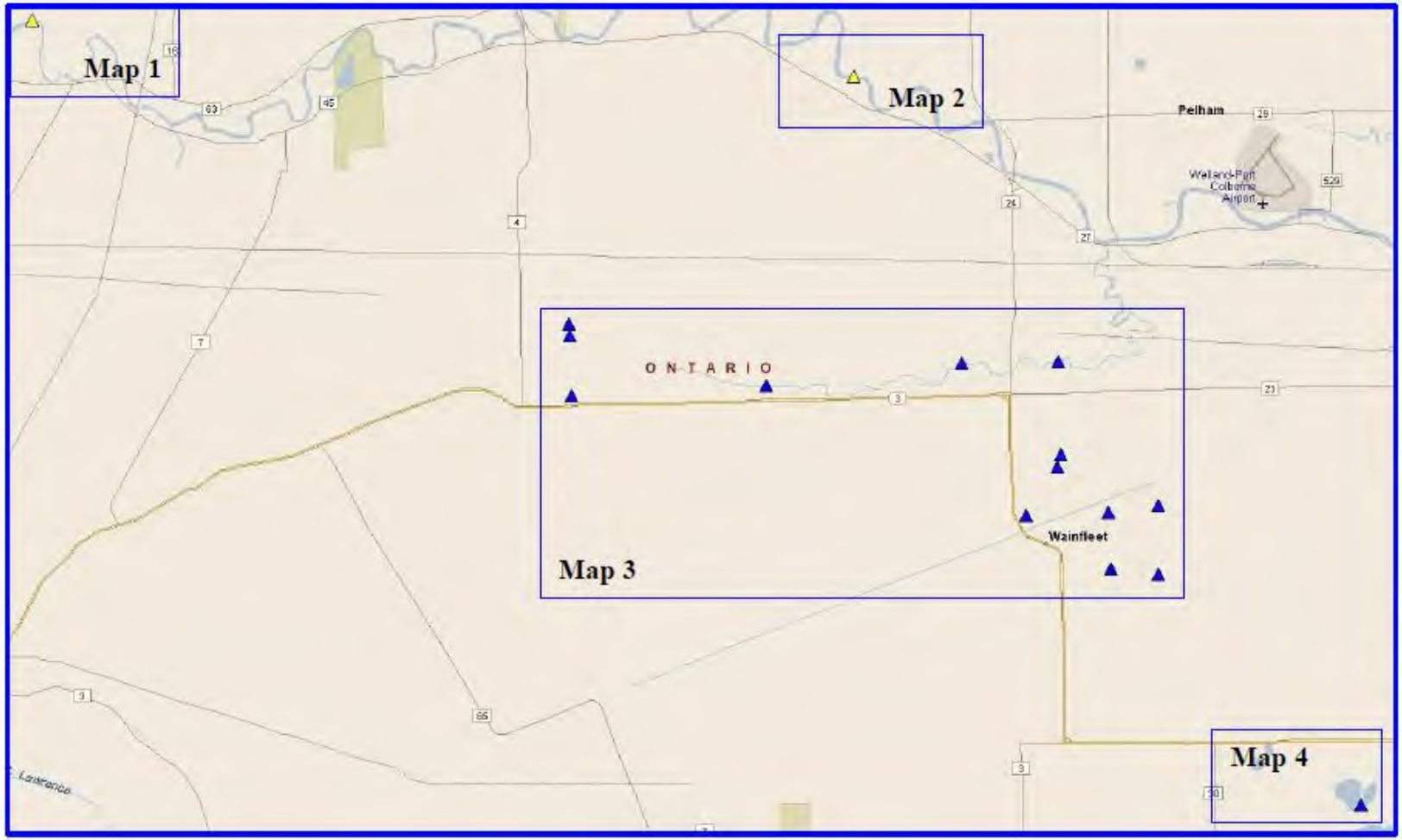

Figure 24: Map of Bridges and Structural Culverts in the Township

Appendix D – Level of Service Maps and Photos (Continued)

Photos of Bridge or Structural Culvert in Very Good Condition

Bridge Name: Gents Road (Side Road 18), Captured June 12, 2024, Condition Score: 97/100

Appendix D – Level of Service Maps and Photos (Continued)

Photos of Bridge or Structural Culvert in Good Condition

Bridge Name: Quarrie Road (Side Road 6), Captured June 12, 2024, Condition Score: 77/100

Appendix D – Level of Service Maps and Photos (Continued)

Photos of Bridge or Structural Culvert in Fair Condition

Bridge Name: Perry Road (Side Road 30), Captured June 12, 2024, Condition Score: 57/100

Appendix D – Level of Service Maps and Photos (Continued)

100-Year Flood Plain Mapping

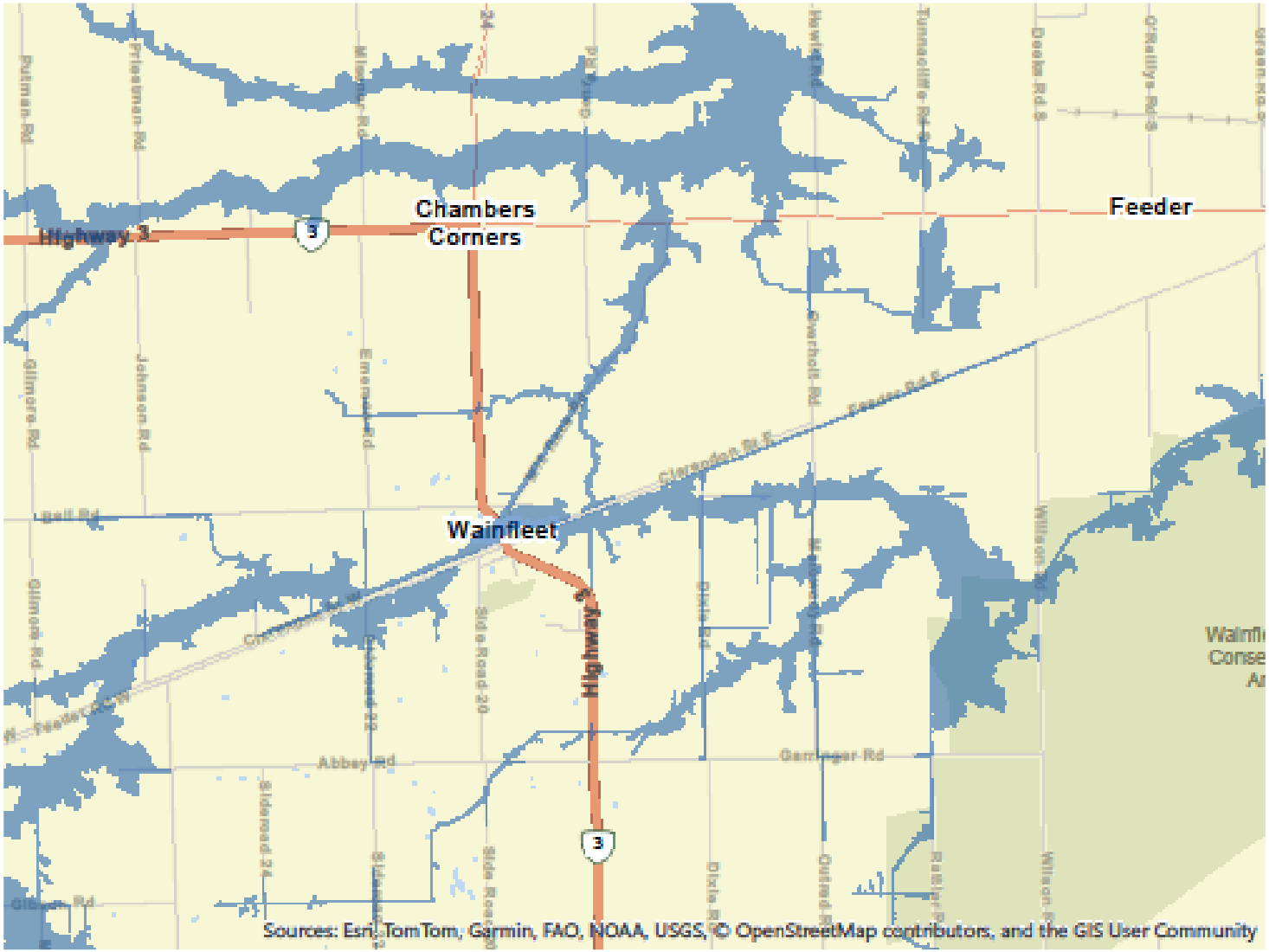

Figure 25: Flood Plain Mapping

Appendix E – Proposed LOS Models: Results

The following graphs illustrate how the average condition scores and average risks ratings are forecasted to change over time by scenario for each asset category.

Road Network: Projected Condition by Scenario

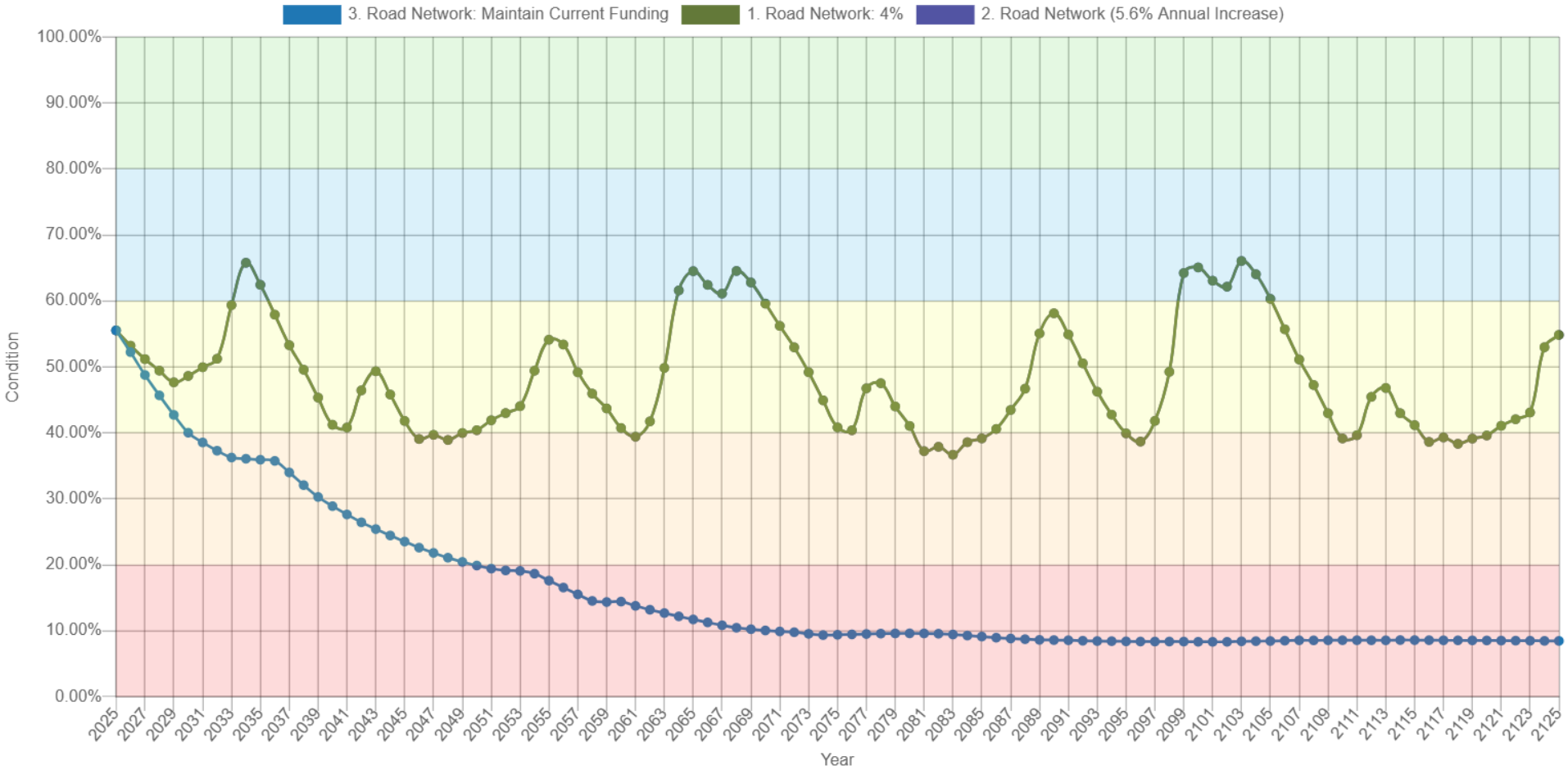

Figure 26: Road Network Projected Conditions by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Road Network: Projected Risk by Scenario

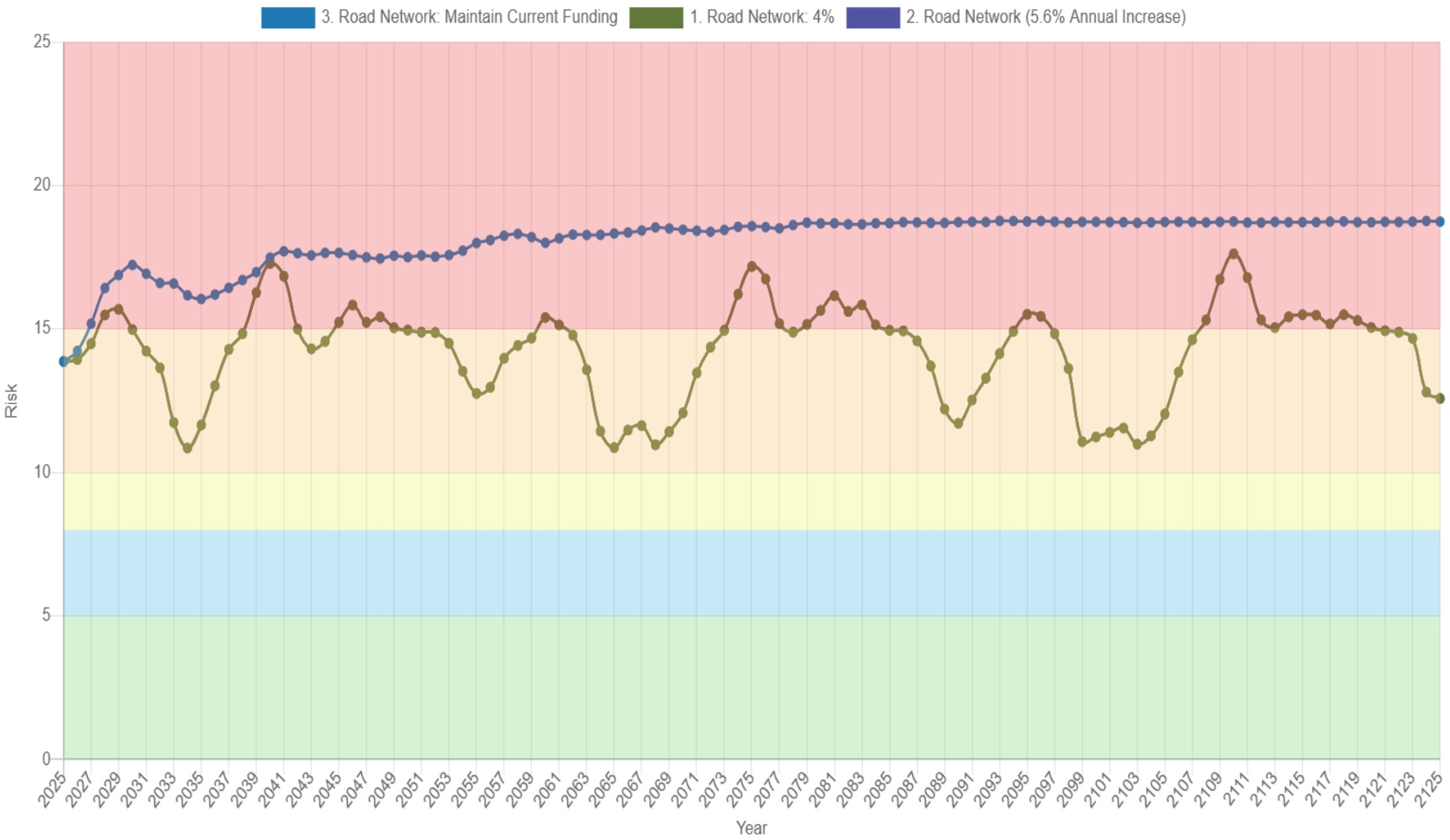

Figure 27: Road Network Projected Risk by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Stormwater Network: Projected Condition by Scenario

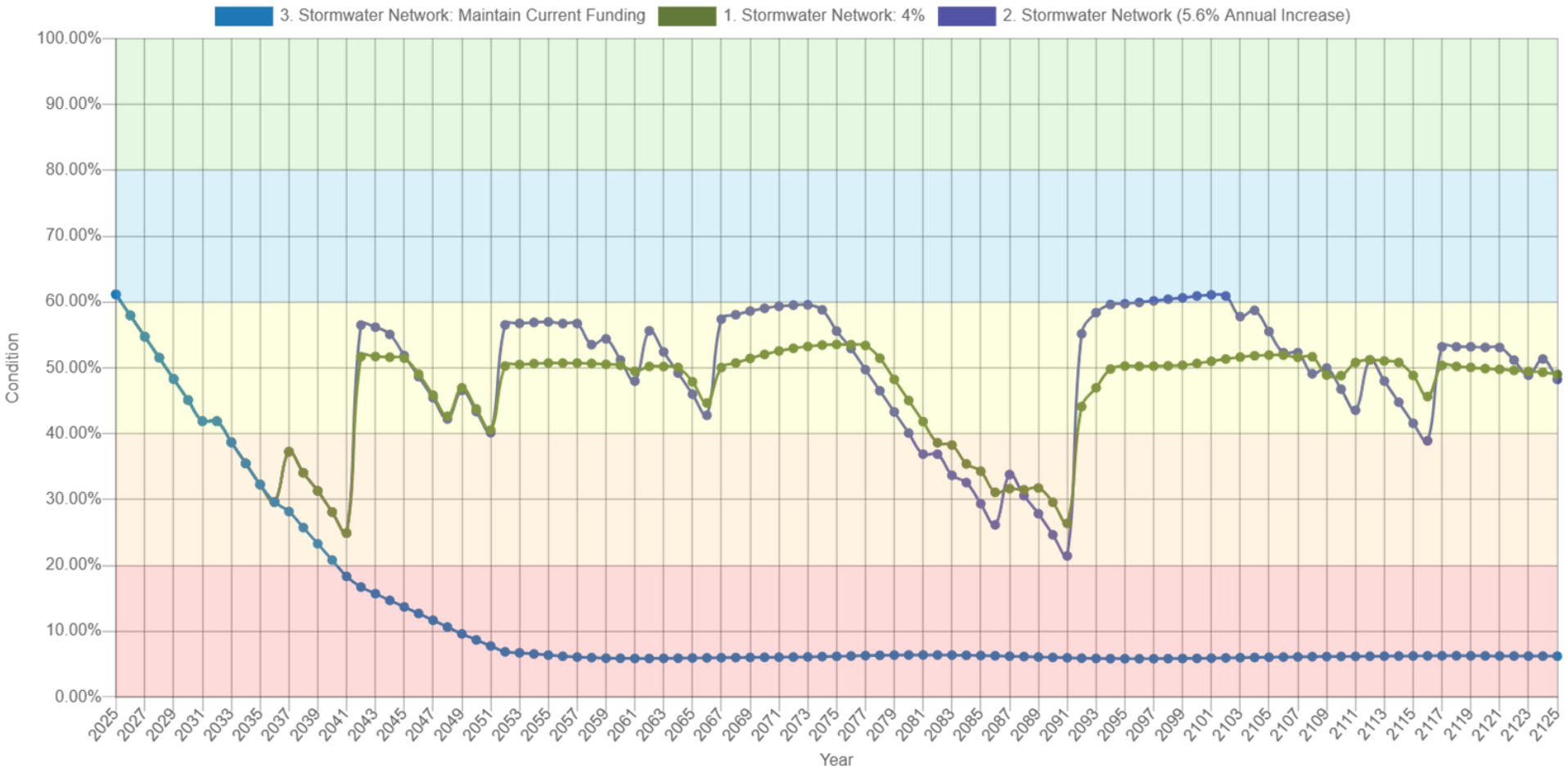

Figure 28: Stormwater Network Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Stormwater Network: Projected Risk by Scenario

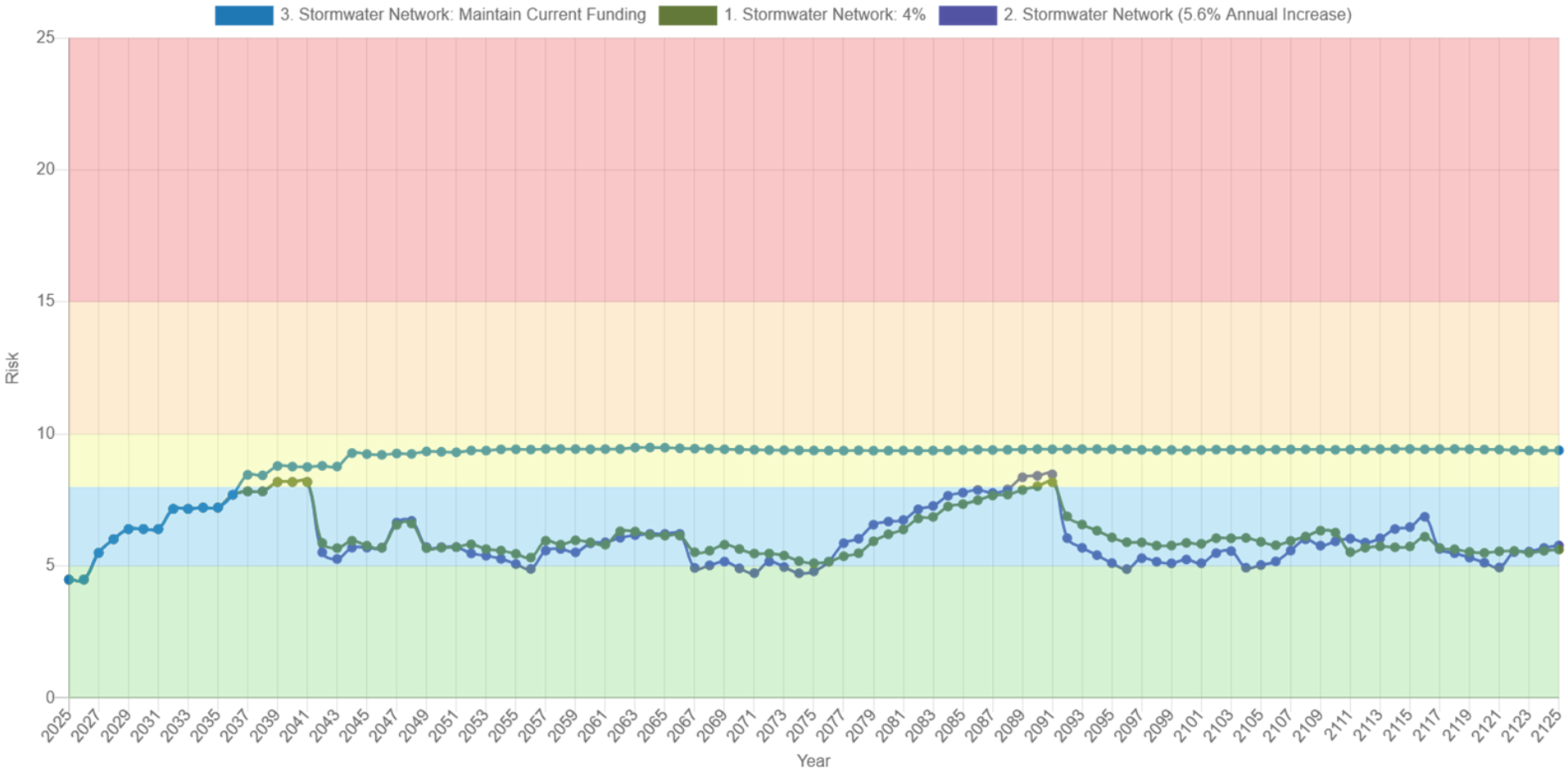

Figure 29: Stormwater Network Risk Projections by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Buildings: Projected Condition by Scenario

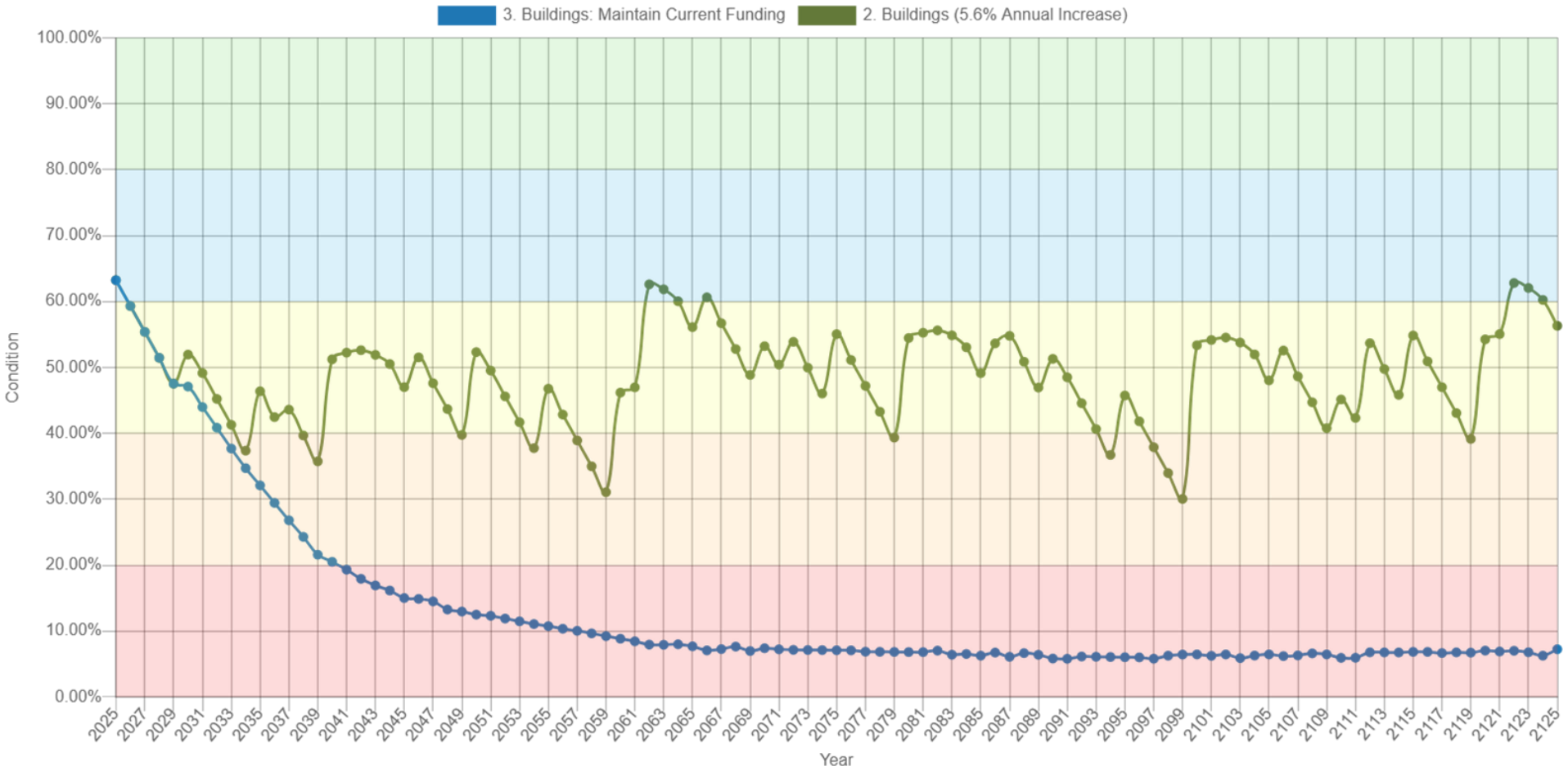

Figure 30: Buildings Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Buildings: Projected Risk by Scenario

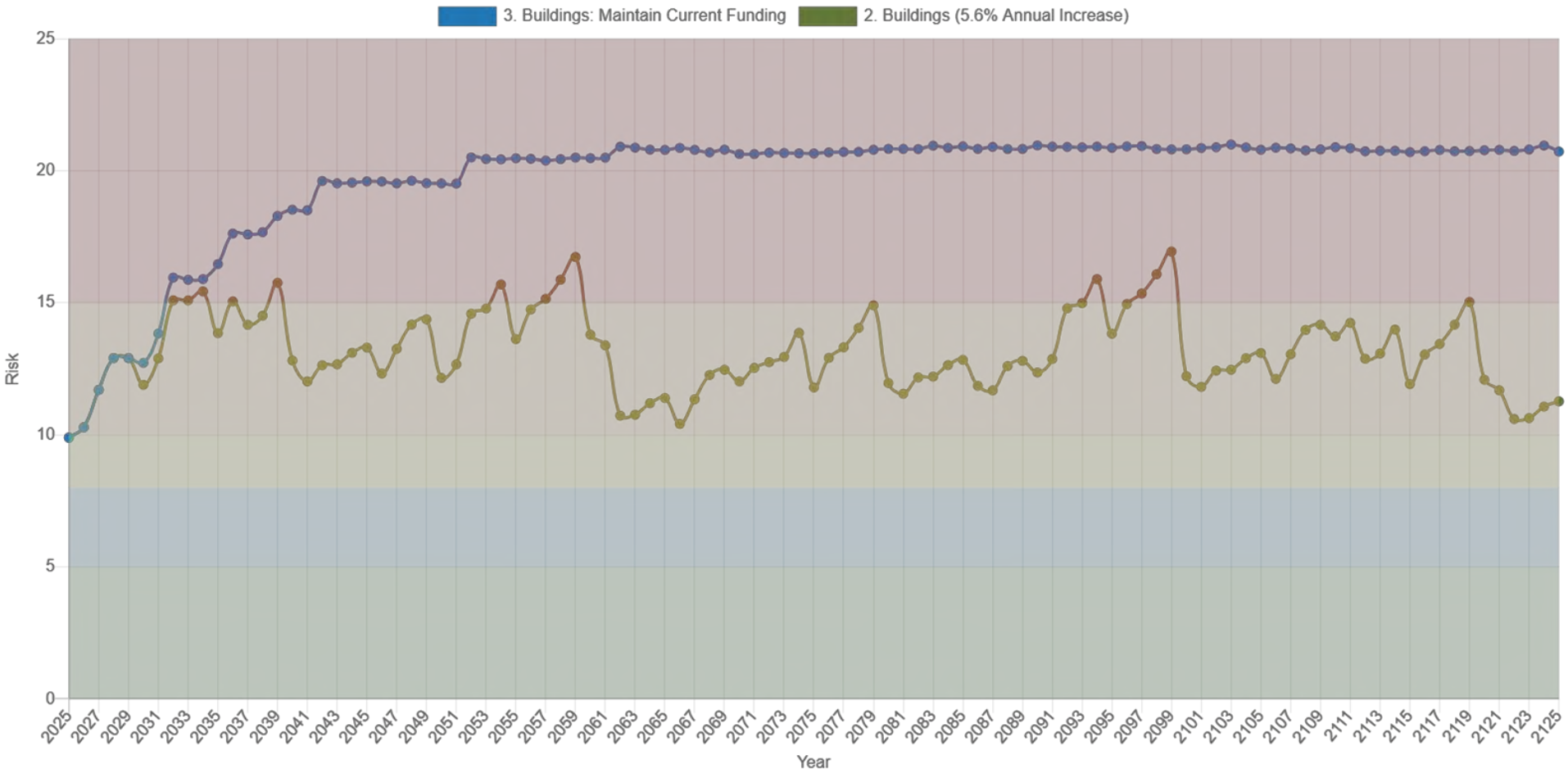

Figure 31: Buildings Risk Projections by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Land Improvements: Projected Condition by Scenario

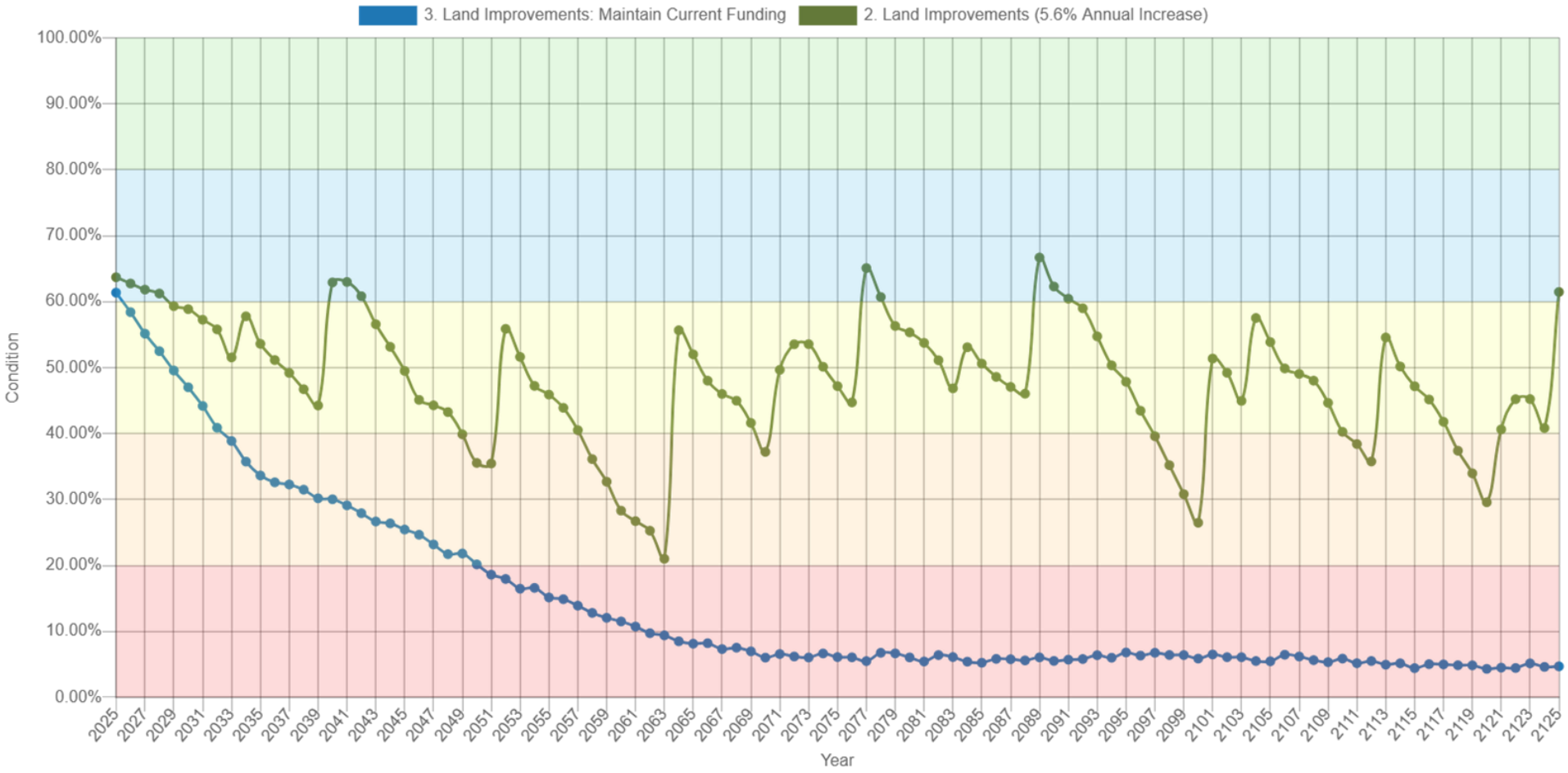

Figure 32:Land Improvements Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Land Improvements: Projected Risk by Scenario

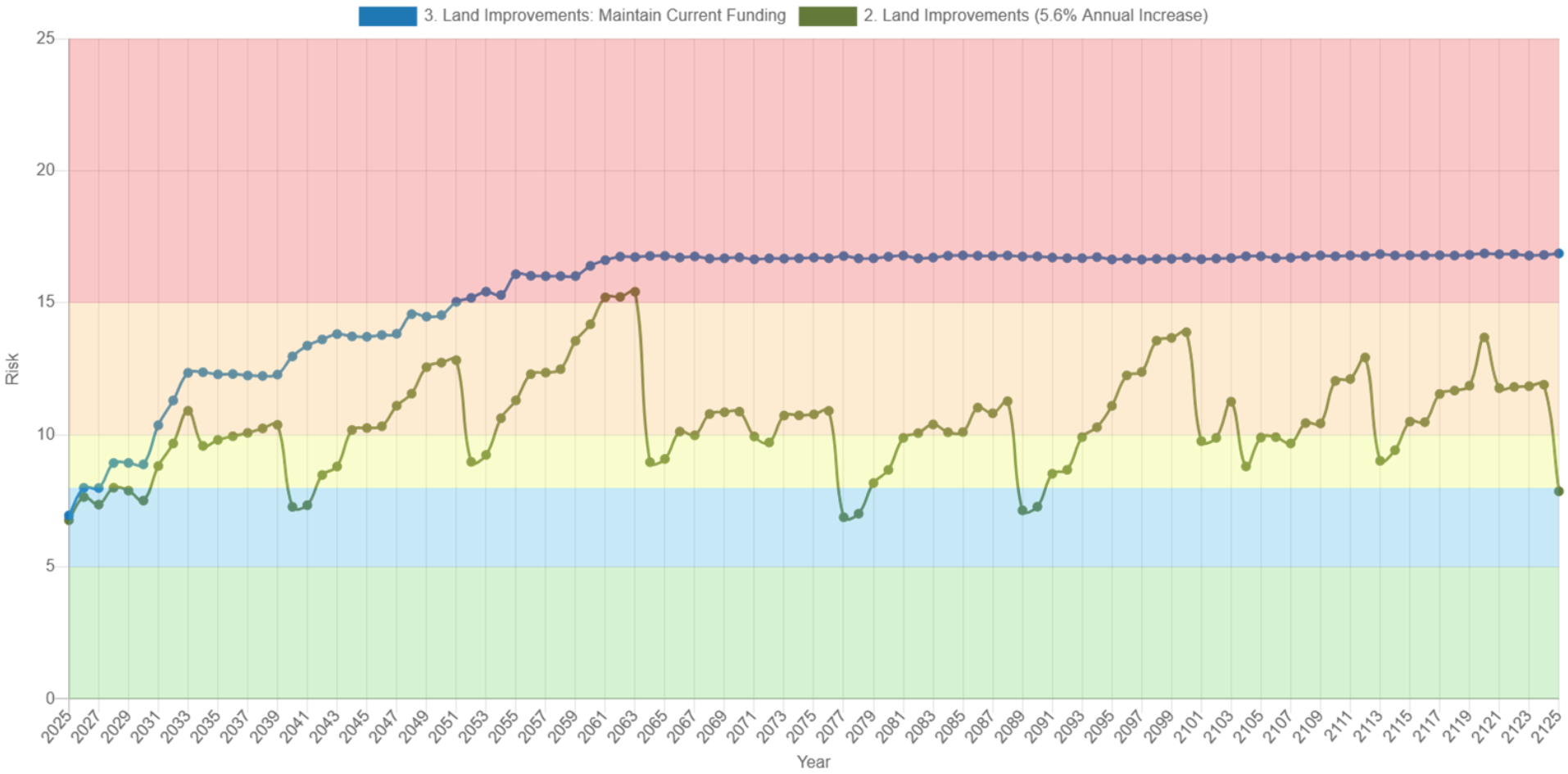

Figure 33: Land Improvements Risk Projections by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Fleet (Emergency Services Only): Projected Condition by Scenario

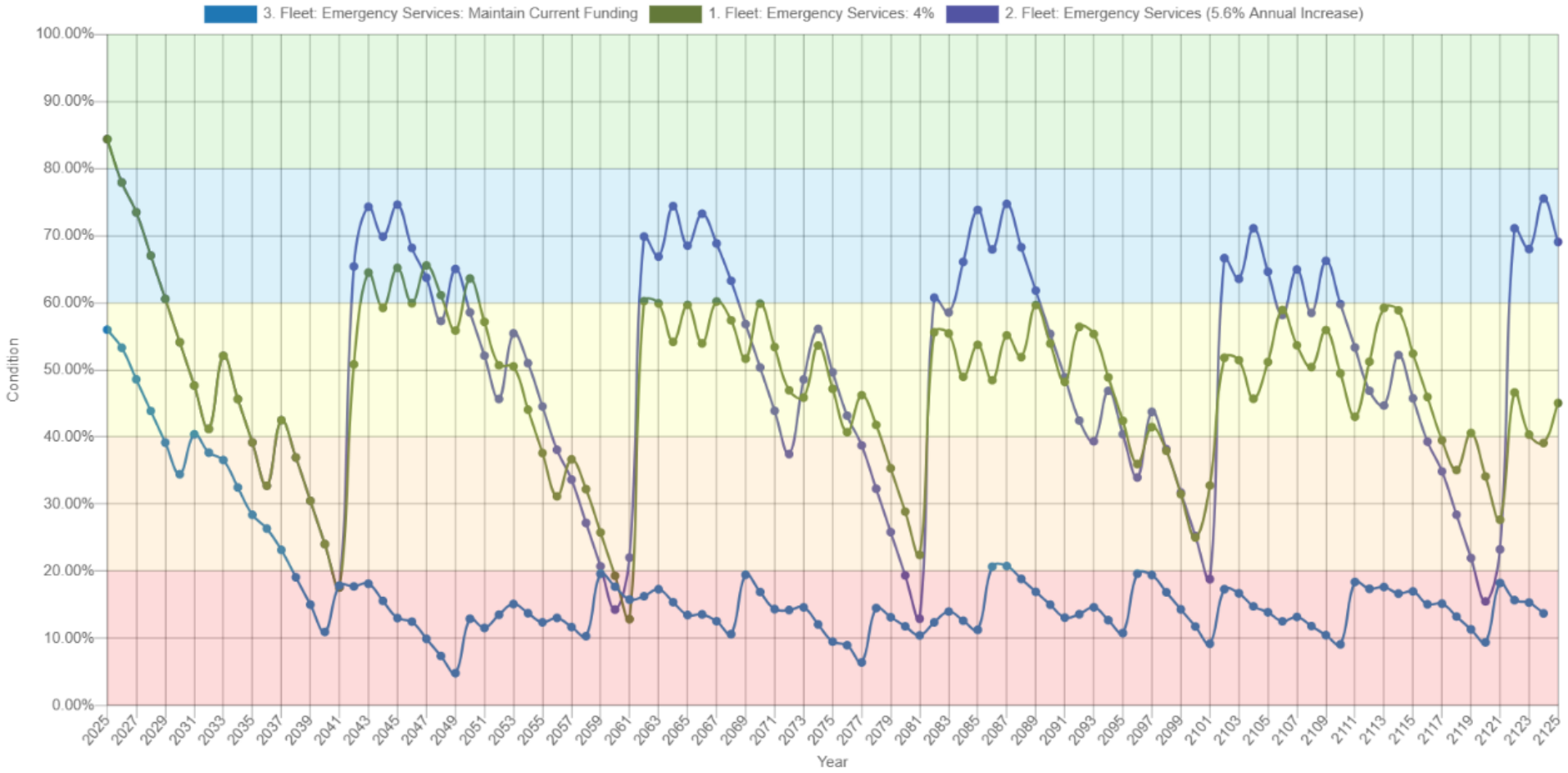

Figure 34:Fleet (Emergency Services only) Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Fleet (Emergency Services Only): Projected Risk by Scenario

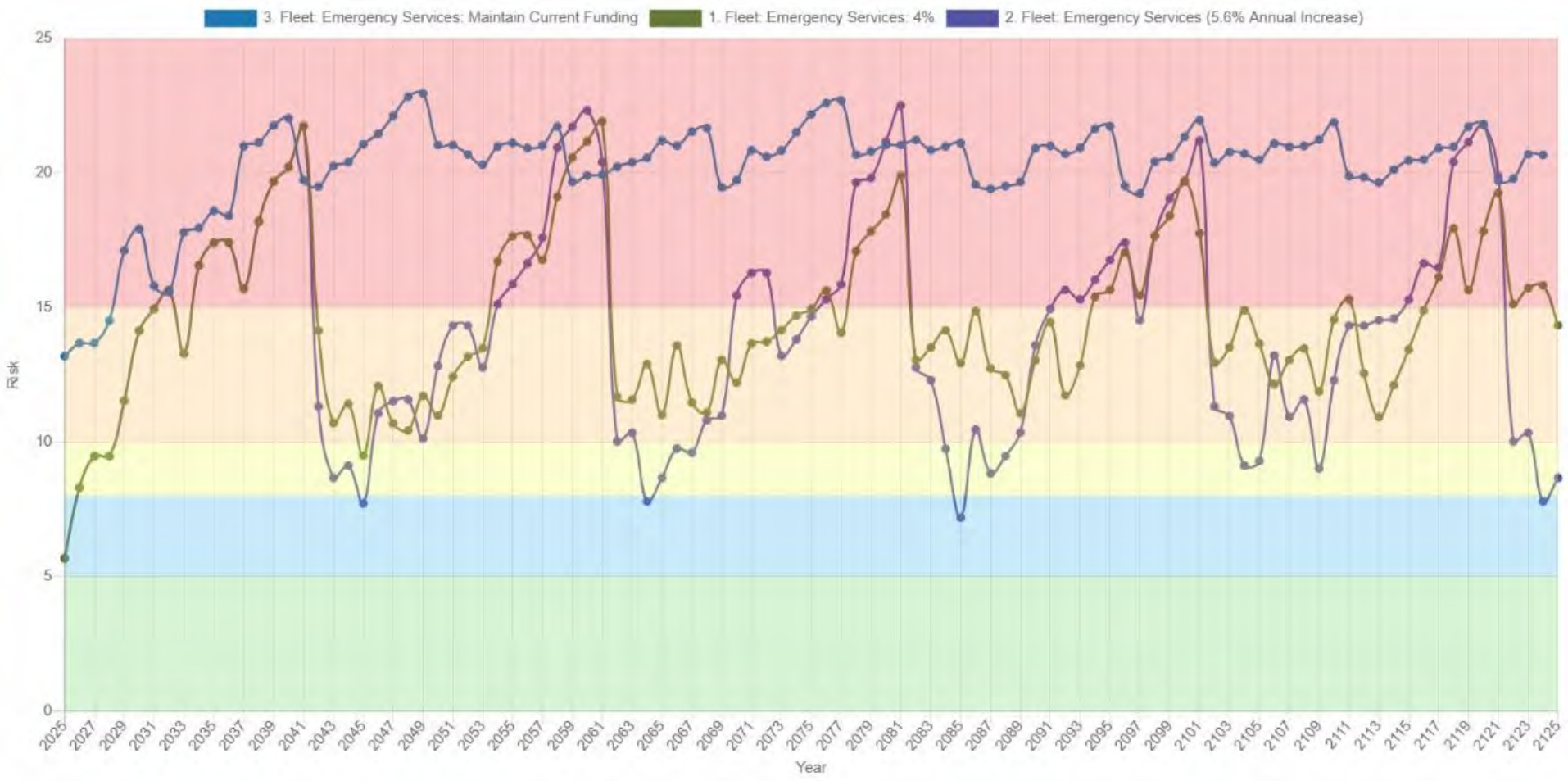

Figure 35: Fleet (Emergency Services only) Risk Projections by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Fleet (All Others): Projected Condition by Scenario

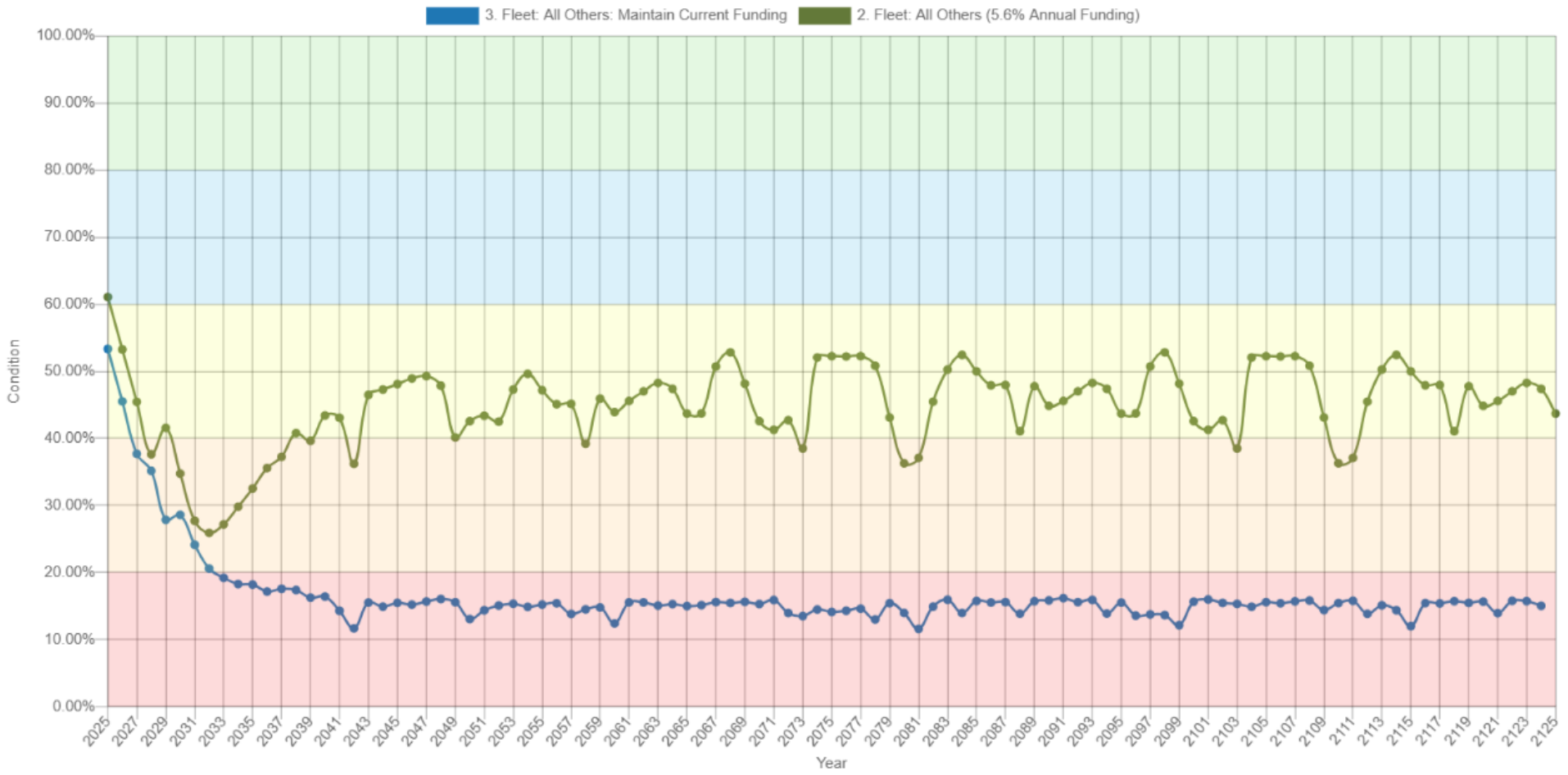

Figure 36:Fleet (All others) Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Fleet (All Others): Projected Risk by Scenario

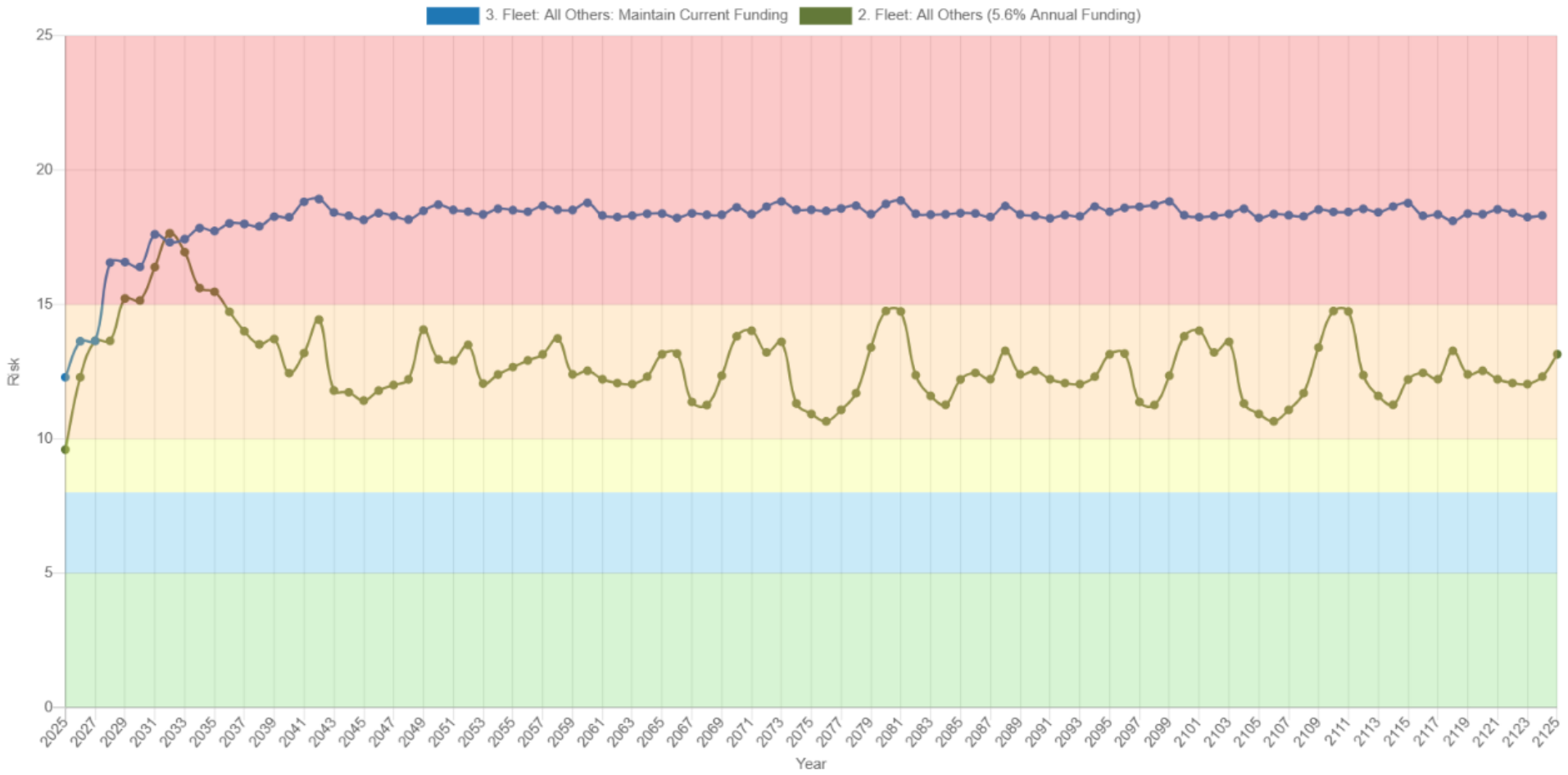

Figure 37: Fleet (All others) Risk Projections by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Machinery and Equipment (Emergency Services Only): Projected Condition by Scenario

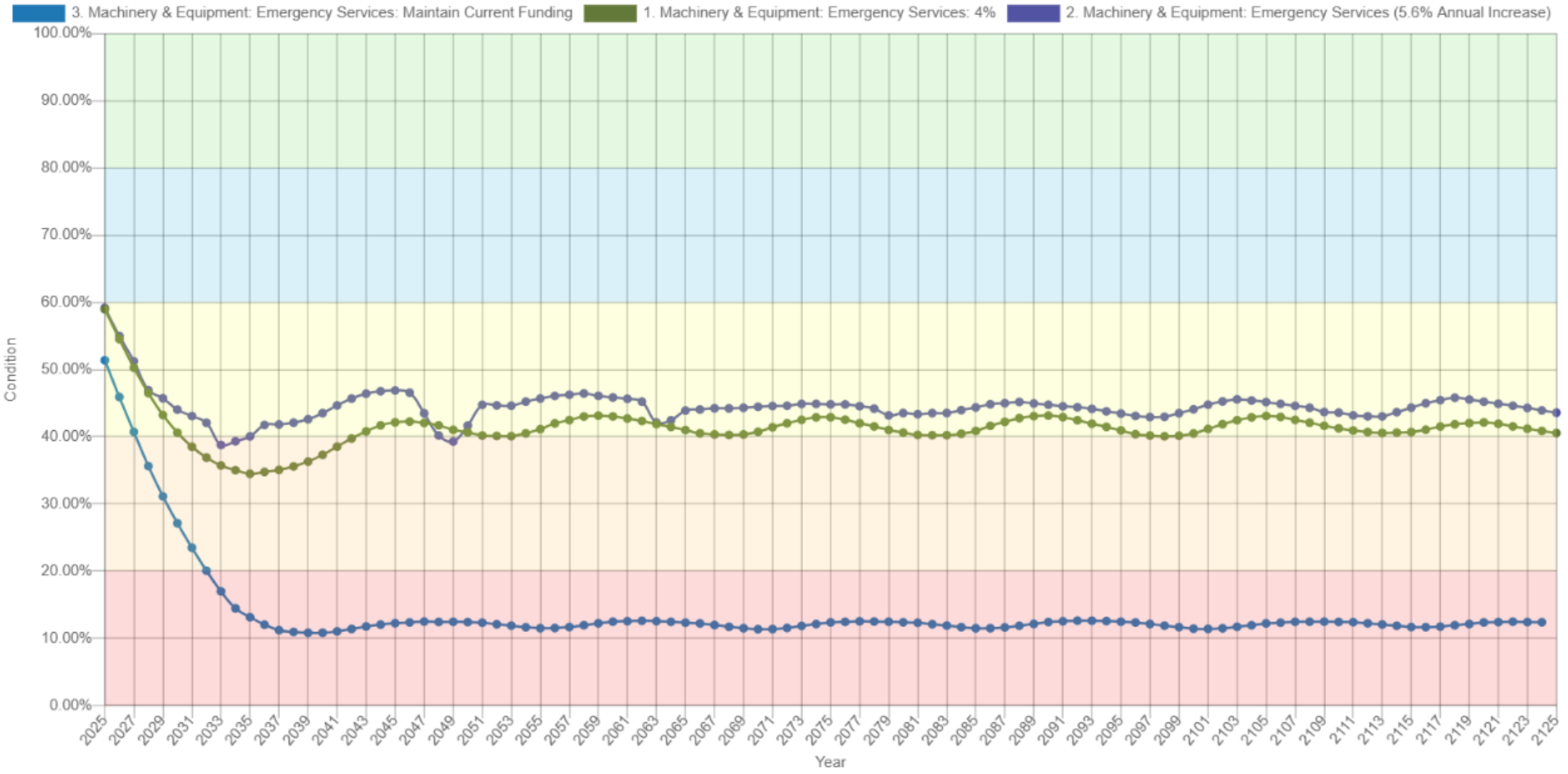

Figure 38: Machinery and Equipment (Emergency Services only) Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Machinery and Equipment (Emergency Services Only): Projected Risk by Scenario

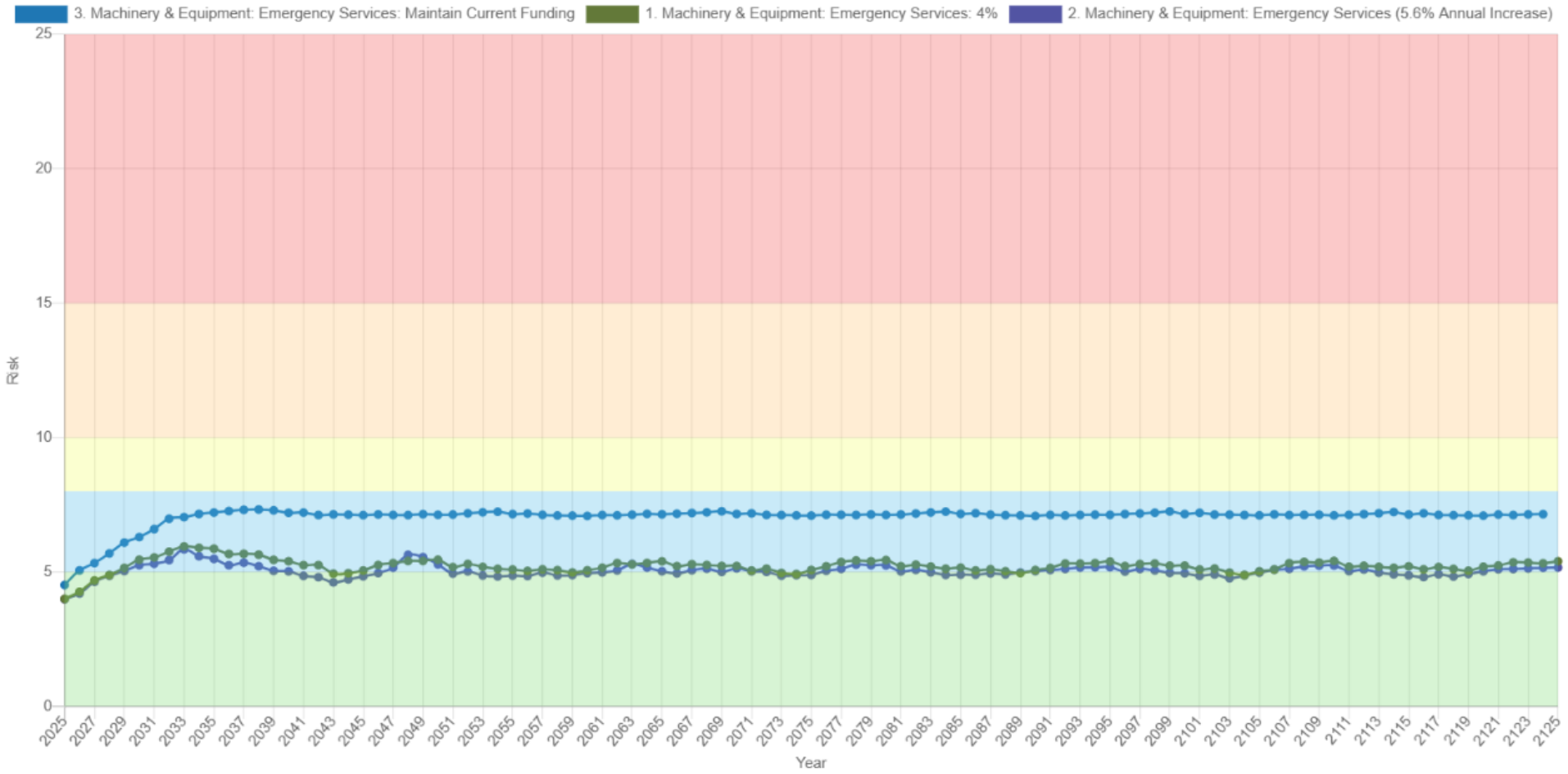

Figure 39: Machinery and Equipment (Emergency Services only) Risk Projections by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Machinery and Equipment (All Others): Projected Condition by Scenario

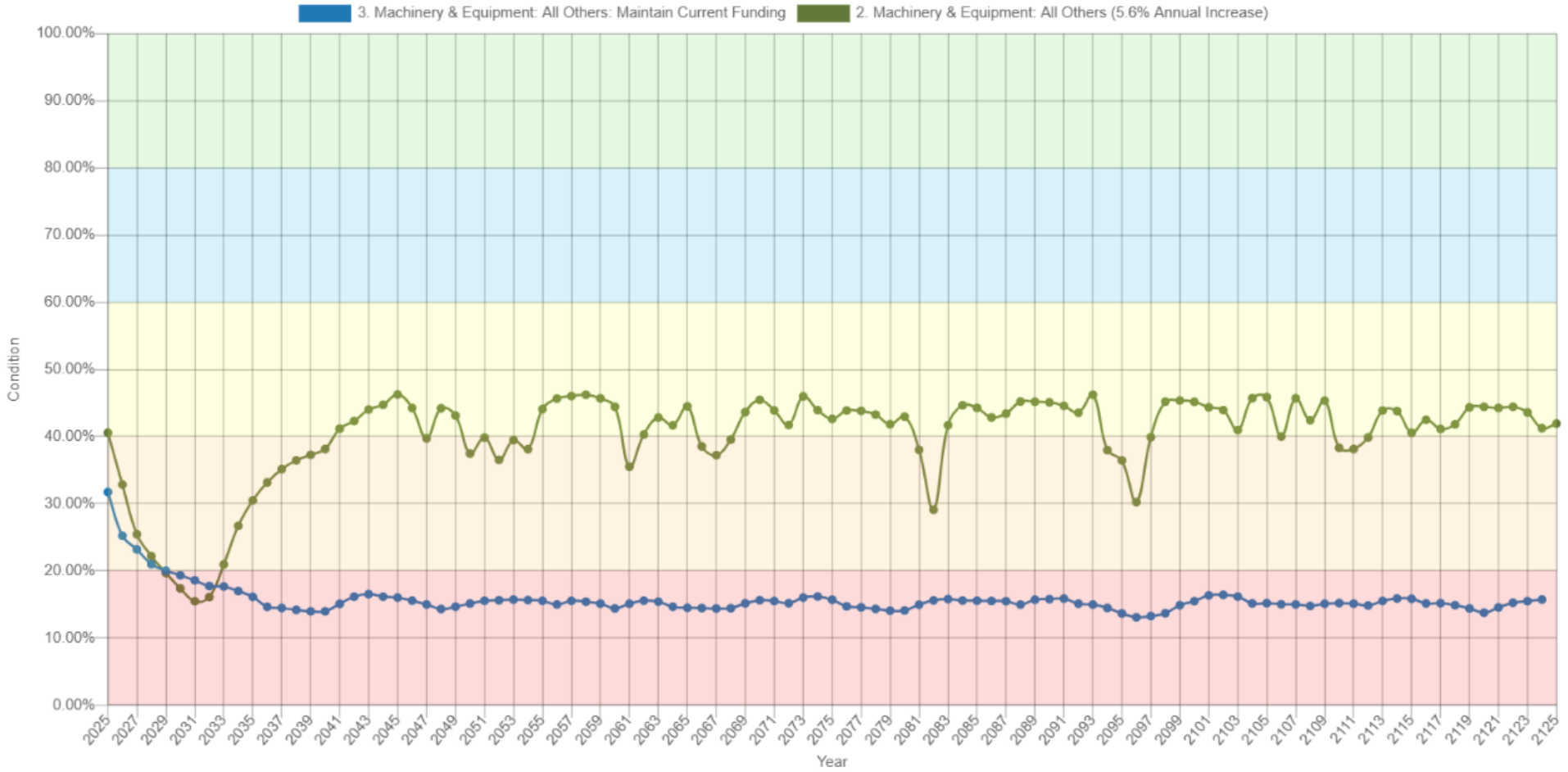

Figure 40: Machinery and Equipment (All others) Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Machinery and Equipment (All Others): Projected Risk by Scenario

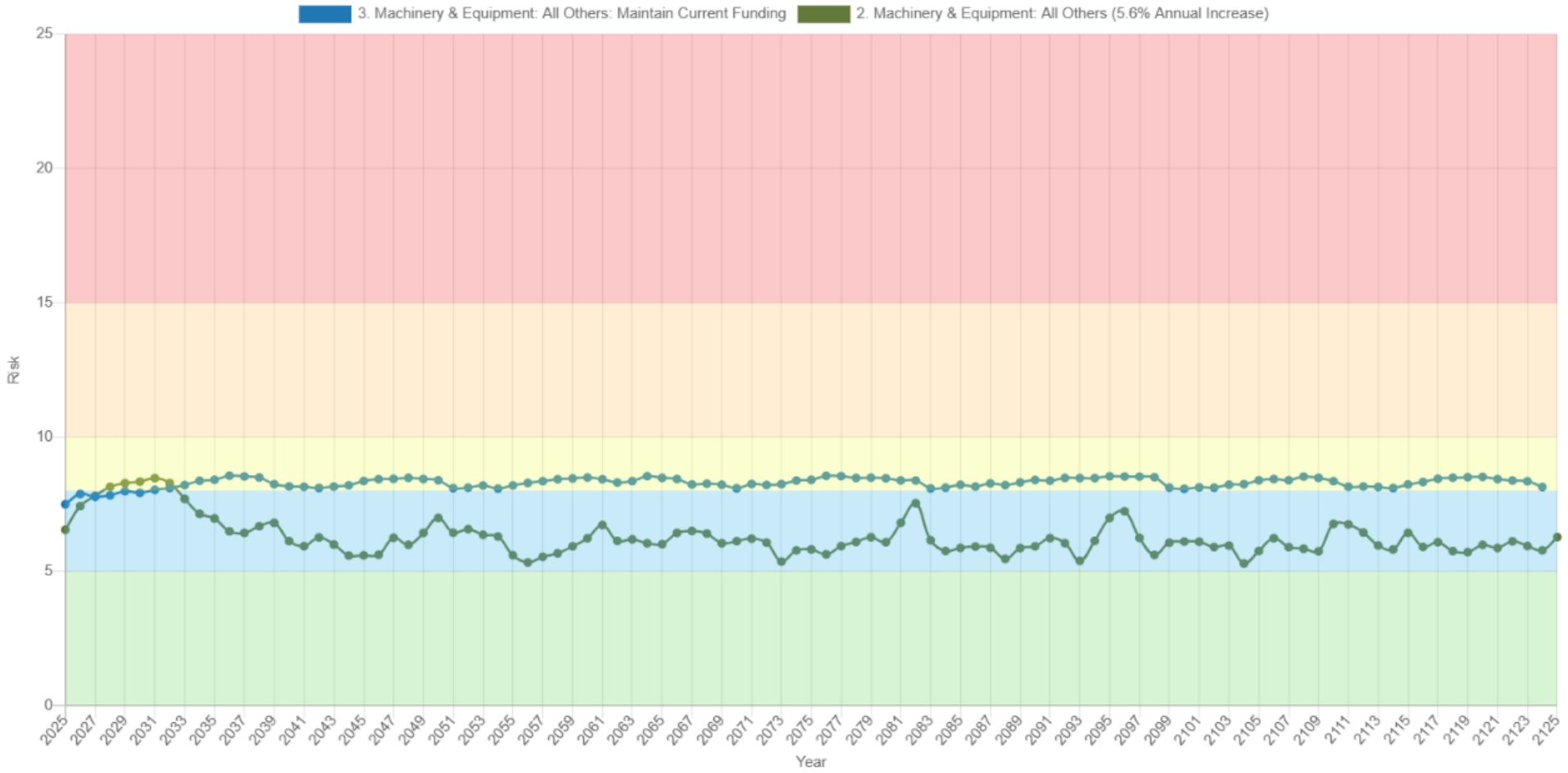

Figure 41: Machinery and Equipment (All others) Risk Projections by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Bridges and Culverts: Projected Condition by Scenario

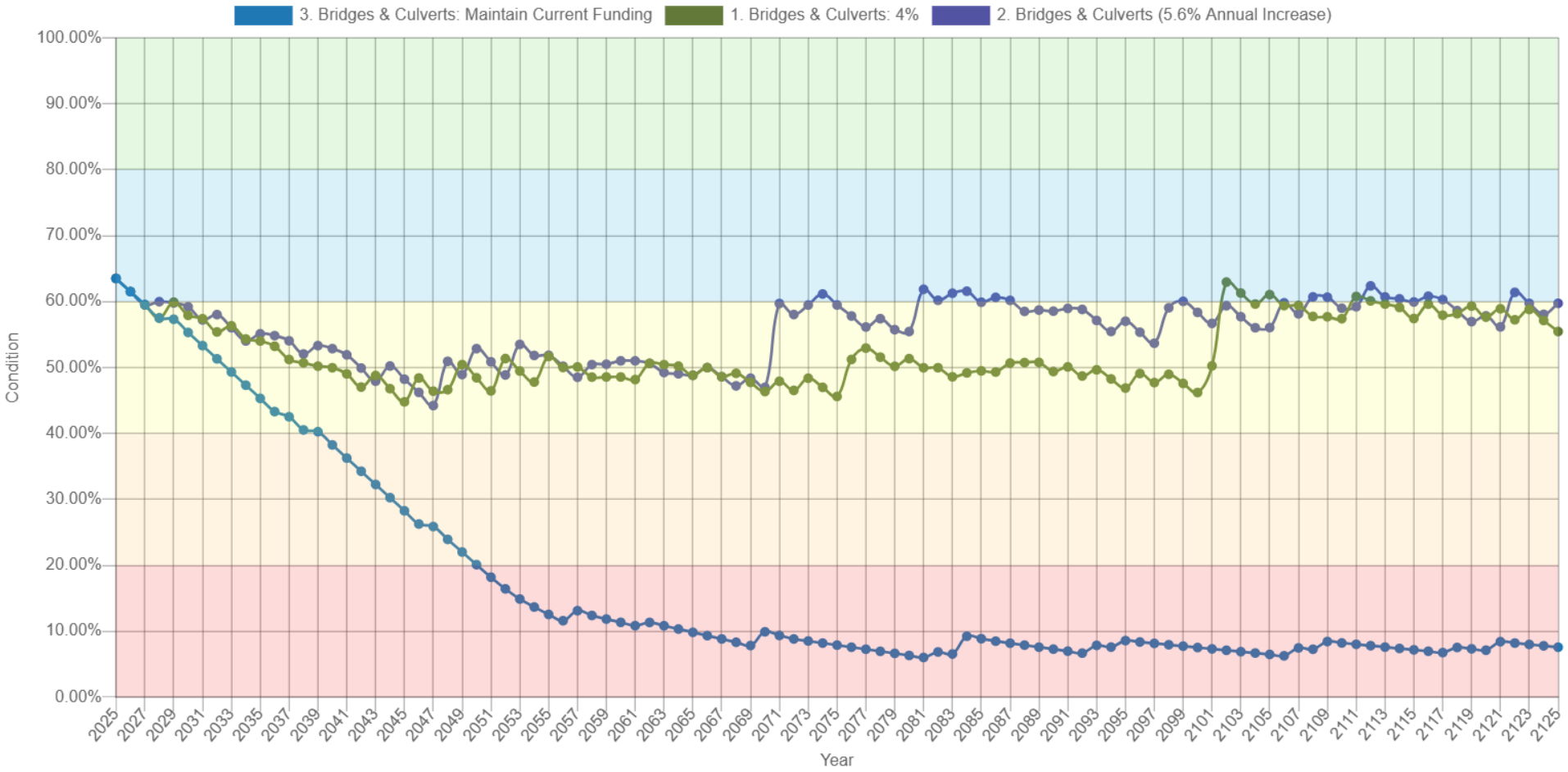

Figure 42: Bridges and Culverts Projected Condition Changes by Scenario

Appendix E – Proposed LOS Model Results (Continued)

Bridges & Culverts: Projected Risk by Scenario

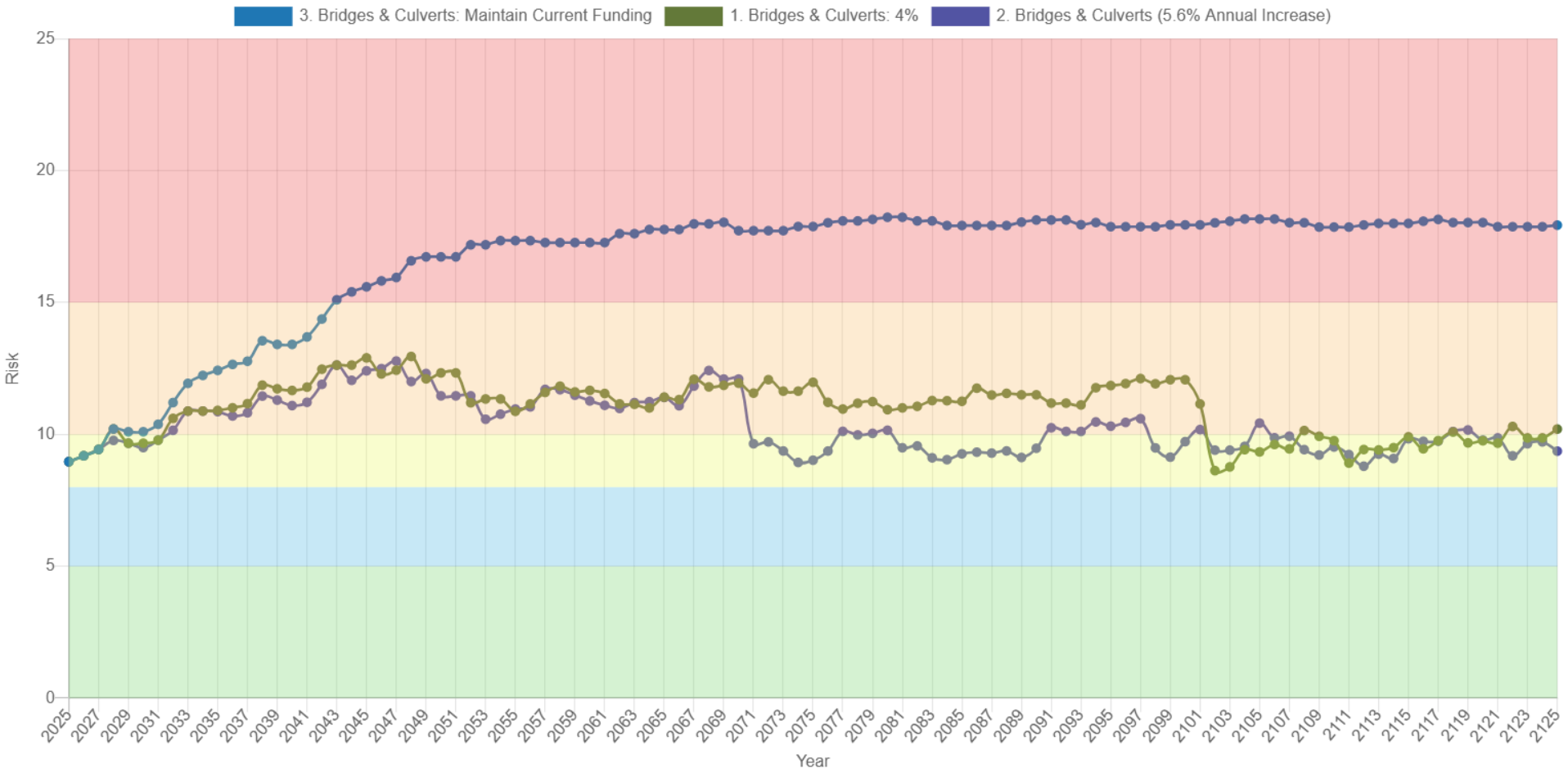

Figure 43: Bridges and Culverts Risk Projections by Scenario

Appendix F – Risk Rating Criteria

Probability of Failure

Table 28: Probability of Failure Models

Asset Category	Risk Criteria	Criteria Weighting	Value/Range	Probability of Failure Score
Asphalt Roads, Surface Treated Roads & Gravel Roads	Condition	100%	85-100	1-Rare
			70-84	2- Unlikely
			55-69	3- Possible
			40-54	4- Likely
			0-39	5- Almost Certain
Bridges & Structural Culverts, Stormwater Network, Fleet, Machinery & Equipment, Land Improvements	Condition	100%	80-100	1-Rare
			60-79	2- Unlikely
			40-59	3- Possible
			20-39	4- Likely
			0-19	5- Almost Certain

Consequence of Failure

Table 29: Consequence of Failure Models

Asset Category	Risk Classification	Risk Criteria	Value/Range	Consequence of Failure Score
Asphalt Roads, Surface Treated Roads, Gravel Roads	Economic (70%)	Replacement Cost (100%)	<$20,000	1- Insignificant
			$20,001 - $150,000	2- Minor
			$150,001 - $500,000	3- Moderate
			$500,001 - $750,000	4- Major
			$750,001+	5- Severe
	Social (30%)	AADT Range (100%)	0-49	1- Insignificant
			50-199	2- Minor
			200-499	3- Moderate
			500-999	4- Major
			1000-1999	5- Severe
Bridges & Structural Culverts	Economic (70%)	Replacement Cost (100%)	<$20,000	1- Insignificant
			$20,001-$100,000	2- Minor
			$100,001-$500,000	3- Moderate
			$500,001-$1,000,000	4- Major
			$1,000,001+	5- Severe
	Social (30%)	AADT Range (100%)	0-49	1- Insignificant
			50-199	2- Minor
			200-499	3- Moderate
			500-999	4- Major
			1000-1999	5- Severe

Consequence of Failure (Continued)				
Asset Category	**Risk Classification**	**Risk Criteria**	**Value/Range**	**Consequence of Failure Score**
Stormwater Network	Economic (80%)	Replacement Cost (100%)	$20,000	1- Insignificant
			$20,001-$100,000	2- Minor
			$100,001-$400,000	3- Moderate
			$400,001-$750,000	4- Major
			$750,000+	5- Severe
	Operational (20%)	Type	Driveway, Entrance, Farm Entrance, Infill	1- Insignificant
			Rail Road, Storm Sewer	3- Moderate
			Cross, Road Crossing	4- Major

PUBLIC WORKS STAFF REPORT PWSR-009/2026

TO: Mayor Grant & Members of Council

FROM: Richard Nan, Manager of Operations

DATE OF MEETING: May 26, 2026

SUBJECT: New Community Safety Zone

RECOMMENDATION(S):

THAT Public Works Staff Report PWSR-009/2026, the New Community Safety Zone, be received; and

THAT Council direct the Manager of Operations to begin the process for implementing the New Community Safety Zone, which will include an application to the Minister of Community Safety and Correctional Services and bring forth an amended Traffic By-Law at the next regular Council meeting.

EXECUTIVE SUMMARY:

Council may recall on September 19, 2023, staff presented PWSR 016-2023, representing a community Safety Zone Policy and Warrant process, which was established. At a follow-up meeting on November 11, 2023, Council approved a report to create a community Safety Zone including Park Street and Side Road 20.

Following that process, the new school located at the end of Sugarloaf Street was constructed, and the resulting increased traffic to the school was evaluated. After reviewing the warrant process for Township Roads within 1 km of the new school facility, Staff suggest that the Community Safety Zone should be amended to include other nearby facilities where safety to the public should also be considered.

Community Safety Zone means a section of roadway designated pursuant to Ontario Regulation 510/99 under the *Highway Traffic Act, R.S.O. 1990, c.H.8,* as amended, where public safety is of special concern, particularly for vulnerable road users like children and older adults, and where traffic (moving) offences are subject to double the fines. Community Safety Zones (CSZ) are usually established on roads near schools, daycare centres, retirement facilities and those with high collision rates.

The Township of Wainfleet is unique, and additionally, with the establishment of the Post Office, Emergency Medical Service base, and the surrounding Township facilities, there are multiple areas and facilities where public safety is of special concern.

BACKGROUND:

Community Safety Zone means a section of roadway designated pursuant to Ontario Regulation 510/99 under the *Highway Traffic Act, R.S.O. 1990, c.H.8,* as amended, where

public safety is of special concern, particularly for vulnerable road users like children and older adults, and where traffic (moving) offences are subject to double the fines. Community Safety Zones (CSZ) are usually established on roads near schools, daycare centres, retirement facilities and those with high collision rates. The goal of the CSZ program is to modify driver behaviour and improve safety on certain sections of road, particularly for vulnerable road users like children and seniors.

Staff prepared a policy and warrant process for the establishment of a Community Safety Zone (CSZ). A CSZ was approved to include Sideroad 20 and Park Street. Following the opening of the new amalgamated school and daycare centre at the end of Sugarloaf Street, staff reviewed the daily traffic of vehicles and pedestrian traffic.

This study, centred on the potential for higher traffic volumes with the increase of students, bussing, and teacher and parental vehicles. The data from an internal traffic count taken between May 11, 2026, through May 17th, 2026, showed the Annual Average Daily Traffic (AADT) of 462 vehicles.

Staff also considered the area surrounding the school and identified various other factors that would enhance safety by expanding the current CSZ. Within 1 kilometre of the school, facilities include the Post Office, EMS base, Public Library, Community Hall, the Wainfleet/Meridian Arena and recreation sports complex, as well as the new subdivisions on Jacob's Lane, Bell Road, and potential subdivisions off Church Street and Side Road 20.

Staff have been working with the Ministry of Transportation to have Hwy 3 and Sugarloaf Street which are currently owned by the Ministry of Transportation included in the CSZ. Staff require the endorsement of Council to assist in completing the application process.

If the enhancement of the Community Safety Zone is endorsed by Council, it would require the installation of 14 'Community Safety Zone' signs on all roads leading into the CSZ, in addition to 12 '40km/hr' signs, and 7 '40km/hr Ahead' signs to indicate the reduced speed limit. If the MTO approves the inclusion of Hwy 3 within the CSZ, additional signage and permits would also be required. The cost of the signage installation on Township right of ways is estimated at $8,250.00, with an additional cost of $1,540 for permits and signage on Highway 3.

As requested by Council, staff have received confirmation that Wainfleet will receive $11,814.00 from the Niagara Region's *Vision Zero* initiative. Council has already approved the utilization of $1,500 for the reduction of Speed on Hewit Road, which would still leave enough funds to cover this project if required.

OPTIONS/DISCUSSION:

1. Council Direct the Manager of Operations to begin the process for implementing the New Community Safety Zone, which will include an application to the *Minister of Community Safety and Correctional Services* and bring forth an amending Traffic By-Law at the next regular Council meeting.

2. Council may choose to reduce the number of streets included in the Community Safety Zone

FINANCIAL CONSIDERATIONS:

The cost of installation of ‘Community Safety Zone’ signs, ‘40 km/hr’ signs and ‘40 km/h km/hr Ahead’ signs will total $9,790.

As noted above, the Township received $11,814 From the Niagara Region’s *Vison Zero* initiative, and there is currently enough remaining to cover this initiative.

OTHERS CONSULTED:

☒ Chief Administrative Officer
☒ Clerks
☒ Community & Dev. Services
☒ Fire
☒ Finance
☒ Communications
☒ Operations
☐ Other:

ATTACHMENTS:

1) None

Respectfully submitted by,

Richard Nan
Manager of Operations

Approved by,

Mallory Luey
Chief Administrative Officer

Received April 29, 2026
C-2026-110

To: The Municipalities of Niagara.

April 29th, 2026

Dear Mayors and Members of Council,

On behalf of OUTNiagara, we are writing to offer a constructive path forward for municipalities wishing to move ahead with a Pride flag raising ceremony this Pride Season.

We recognize that recent public conversations have created uncertainty for municipalities across Niagara. Pride flag raisings are important civic moments. They provide visibility, affirmation, and a clear public message that 2S&LGBTQQIA+ residents, families, workers, youth, seniors, and visitors are seen, valued, and supported in living openly, safely, and fully in their communities.

OUTNiagara is not writing to comment on another organization's decisions, relationships, or approach. Our focus is on the people this work is meant to support. As an advocacy organization, OUTNiagara works to connect, support, and strengthen Niagara's 2S&LGBTQQIA+ communities through information, resources, education, advocacy, and community collaboration. In that spirit, we would like to offer support to any municipality that wishes to host a Pride flag raising ceremony in a respectful, inclusive, and community-centred way.

Our position is simple: the Pride flag matters. It is a symbol of visibility, safety, belonging, and dignity. For many 2S&LGBTQQIA+ people, seeing that flag raised in a public space is not a small gesture. It says that their municipality sees them, values them, and recognizes their place in civic life.

At the same time, we recognize the concern being raised that flag raisings, statements, and ceremonies can become performative if they are not connected to meaningful action. As an organization rooted in care, connection, advocacy, and community accountability, OUTNiagara believes symbolism and substance must work together. The flag should point not only to what a municipality believes, but to what it has done and what it is prepared to do.

To help ground this moment in transparency and shared progress, **OUTNiagara asks that as a municipality you provide a brief summary of the actions taken over the past year to advance equity and inclusion for 2S&LGBTQQIA+ residents.** This summary could include work related to inclusive policies, staff training, public education, safer and more accessible civic spaces, support for community connection, outreach to rural and underrepresented communities, and meaningful collaboration with local 2S&LGBTQQIA+ organizations and residents.

We encourage all municipalities to use OUTNiagara's *Community Strengths and Needs Assessment* as a reference point when preparing this summary. The assessment identifies several priorities raised by community members, including the need for more inclusive spaces and events, public education on 2S&LGBTQQIA+ inclusion, stronger outreach beyond urban centres, improved access to affirming services, and deeper collaboration across community, health, social service, and civic systems.

This request is not about proving perfection. It is about demonstrating care, accountability, and continued movement. Municipalities do not need to have solved every issue to show meaningful leadership. What matters is a willingness to name the work, acknowledge the gaps, and continue building communities where 2S&LGBTQQIA+ people are seen, respected, protected, and included year-round.

OUTNiagara's role is not to rescue, replace, or speak over community. Our role is to advocate, support, connect, and help create the conditions where meaningful inclusion can take root. We respect the many organizations, volunteers, advocates, and community members who contribute to Pride, advocacy, and care across Niagara. Our goal is to help ensure that residents continue to see their municipalities standing visibly and respectfully with 2S&LGBTQQIA+ communities.

If your municipality is interested in moving forward, OUTNiagara would welcome the opportunity to discuss how we can support a local Pride flag raising or broader recommitment ceremony this Pride Season. **OUTNiagara is offering this support at no charge, in the spirit of community care, advocacy, and shared responsibility for advancing 2S&LGBTQQIA+ inclusion across Niagara.** This could include suggested remarks, community-informed messaging, connection to local resources, or support in framing the ceremony around both visibility and year-round action.

Thank you for your continued commitment to building communities where all residents are seen, respected, and supported.

Pridefully yours,

Sheldon King

Chair
OUTniagara
sking@outniagara.org

Mike Eybel

Vice Chair
OUTniagara
meybel@outniagara.org

Kristen Levac
Event Coordinator
Community Connect Ontario
events@communityconnectontario.com
289-823-0653

Received May 12, 2026
C-2026-123

May 12, 2026

Town of Wainfleet Council

Re: Request for Facility Fee Waiver – Community Dance Event February 13, 2027

Dear Members of Council,

On behalf of Community Connect Ontario, I am respectfully requesting consideration for a fee waiver for our upcoming community dance event scheduled for February 13, 2027, in Wainfleet. Community Connect is a registered charity dedicated to providing inclusive, barrier-free programs and social opportunities for individuals throughout the Niagara Region. Our events are designed to foster social connection, community participation, and accessible recreation in a safe and welcoming environment. The February dance event at Firemen's Memorial Hall is part of our community interactive dance tour initiative, which encourages individuals of all abilities to engage socially and build meaningful community relationships. We anticipate welcoming about 150 attendees. This includes participants, caregivers, and support workers. We aim to keep admission costs affordable and accessible for families and individuals while relying on community support, sponsorships, and volunteers to operate our events successfully. A waiver of the facility rental fees would significantly assist us in directing more resources toward programs, accessibility, events, and participants. We believe this event aligns with the Town of Wainfleet's values and we would be extremely grateful for the Council's consideration and support.

Thank you for taking the time to hear our request. We would be happy to provide any additional information and look forward to the opportunity to collaborate with the Town of Wainfleet in making this a successful and enjoyable community event.

Sincerely,

Kristen Levac
Event Coordinator
Community Connect

From: Kristen Levac <events@communityconnectontario.com>
Sent: May 22, 2026 9:42 AM
To: Amber Chrastina
Subject: Re: Hall rental

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Amber, yes. Due to the bathroom accessibility, I found the Moore room to suit our needs instead of the Firemens Memorial Hall. Am I to rewrite the letter? Thank you.

On Wed, May 20, 2026 at 2:33 PM Amber Chrastina <AChrastina@wainfleet.ca> wrote:

> Hi Kristen,
>
> If you can just please confirm by way of return email that your request is now to waive rental fees for the Moore Room, I will ensure Council is aware when they consider this at their May 26th regular meeting. Thank you.

The TOWNSHIP of WAINFLEET

Amber Chrastina

Municipal Clerk

905-899-3463 Ext. 224

31940 Highway 3, P.O. Box 40 Wainfleet, ON L0S 1V0

www.wainfleet.ca

From: Lindsay Cochrane <LCochrane@wainfleet.ca>
Sent: May 20, 2026 2:27 PM
To: Kristen Levac <events@communityconnectontario.com>
Cc: Amber Chrastina <AChrastina@wainfleet.ca>; Brian Wyatt <BWyatt@wainfleet.ca>
Subject: RE: Hall rental

Hi Kristen,

It was a pleasure meeting you!

Please see attached agreement.

I've looped in Amber so you can request to adjust the council request.

Let me know if you have any questions or concerns.

Best,

Lindsay Cochrane
Administrative Assistant to Operations
The Township of Wainfleet
31940 Highway #3, P.O. Box 40
Wainfleet, Ontario
L0S 1V0

Ph: 905-899-3463 Ext. 235
Fax: 905-899-2340

Received May 18, 2026
C-2026-129

Subject: RE: Request to Address Ongoing Issues at Daly Ditch Road Allowance

From: Fletcher Swift <fletcherswift@yahoo.com>
Date: May 18, 2026 at 2:25:29 PM EDT
To: Joan Anderson <JAnderson@wainfleet.ca>, Terry Gilmore <TGilmore@wainfleet.ca>, John Maclellan <JMaclellan@wainfleet.ca>, Sherri Van Vliet <SVanVliet@wainfleet.ca>, Brian Grant <BGrant@wainfleet.ca>
Subject: Re: Request to Address Ongoing Issues at Daly Ditch Road Allowance

The attached picture is from earlier today. I hope you will agree it's getting out of hand.

Fletcher Swift

On Monday, May 18, 2026 at 10:46:12 AM PDT, Fletcher Swift <fletcherswift@yahoo.com> wrote:

Dear Members of Council,

I am following up on my message below. As of this past weekend, people are still parking on the beach as you can see in the attached picture. There's a small sign in the roadway (picture attached) but it doesn't indicate parking is not allowed on the beach. I would greatly appreciate it if someone would let me know what steps are being taken to address this ongoing situation.

Fletcher Swift
503.310.8947

On Monday, January 19, 2026 at 02:41:22 PM PST, Fletcher Swift <fletcherswift@yahoo.com> wrote:

January 19, 2026

Wainfleet Township Council
31940 Highway 3
PO Box 40
Wainfleet, ON L0S 1V0

Subject: Request to Address Ongoing Issues at Daly Ditch Road Allowance

Dear Members of Council,

I am writing as a taxpayer of Wainfleet to express my concern regarding ongoing and escalating issues at the Daly Ditch road allowance these past summers.

Despite regulations prohibiting vehicles on the beach, it has become common for individuals to park directly on the shoreline in this area (please see a small sampling in the attached pictures). While I understand that the Township bylaw enforcement team is notified during regular office hours, the majority of these violations occur after 6:00 p.m.—a time when enforcement coverage appears to be lacking and police rarely respond when called.

These gatherings are not just a matter of improper parking. The individuals often engage in loud and disruptive behavior late into the evening, leave behind considerable amounts of garbage, and are frequently observed drinking alcohol. This not only disturbs local residents but also poses public safety risks.

As someone who contributes to this community through property taxes, adheres to the STR bylaws and cares deeply about the protection and enjoyment of our shared spaces, I respectfully urge the Township to take meaningful action before the summer season of 2026 begins (i.e., Victoria Day weekend). Potential solutions could include:

- Extending bylaw enforcement hours during peak seasons
- Enforcing the bylaws via fines vs. a warning that does nothing to change the behavior
- Installing clear signage prohibiting parking on the beach and alcohol use and the fines (i.e., $'s) associated for violations
- Coordinating with Niagara Regional Police for patrols during evenings

I appreciate the work the Township does to keep Wainfleet a safe and welcoming community, and I hope to see proactive steps taken to resolve this issue promptly.

Thank you for your attention and consideration.

Sincerely,

Fletcher Swift
12579 Lakeshore Road
Wainfleet, Ontario L0S 1V0
fletcherswift@yahoo.com
503.310.8947

THE CORPORATION OF THE TOWNSHIP OF WAINFLEET

BYLAW NO. 023-2026

Being a by-law to amend the assessment schedules and to levy the actual costs incurred for the maintenance and construction of drainage works in the municipality known as the Little Forks, Indian Creek and Consolidated South Wainfleet Drain.

WHEREAS the following By-laws, Being the By-laws to Provide for Drainage Works in the Township of Wainfleet in the Regional Municipality of Niagara, were enacted on the corresponding dates, and provide for the update of assessment schedules, as submitted by the corresponding Engineering firms; and

By-Law	Municipal Drain	Engineer Firm	Date Enacted
48-1A	Little Forks	C.J. Clarke and Associates Engineering Ltd.	February 3, 1971
002-2021	Indian Creek	Dietrich Engineering Ltd.	January 26, 2021
024-2023	C.S.W	G.M. Blue Plan Engineering Ltd.	June 27, 2023

WHEREAS Section 74, Chapter D.17 of the Drainage Act, R.S.O. 1990 (the Act) compels each municipality to maintain that portion of a drainage works within its limits; and

WHEREAS Section 60 and 61(1) of the Act authorizes a municipality, upon the completion of the construction and maintenance of the drainage works, to levy the final cost thereof to the lands and roads liable, as stated in the Engineer's Report, so as to recover the cost of said construction and maintenance costs; and

WHEREAS in compliance with such duty, the municipality has carried out maintenance and construction of said drainage works as per the design of the Engineer's Report, and the total actual cost incurred were $493,046.04.

NOW THEREFORE the Council of the Corporation of the Township of Wainfleet **HEREBY ENACTS AS FOLLOWS:**

1. That the cost of the Drainage works as provided for in their corresponding By-laws, be levied against the lands and roads as set out in the assessment schedule in the Engineer's Reports, as amended, pro rata and as listed in the actual assessment column, more particularly shown on Schedules ‘A’ through ‘H’ attached hereto, to be levied and collected in the same manner as taxes.

2. The assessed amounts will be automatically added to the billable tax accounts. Properties which are assessed under $5.00 in net costs will not be billed or added to the tax account.

3. The properties within the watershed will receive notice of the billable amount.

4. That the payments that have not been received on the due date of the notice, will accrue interest of 1.25% monthly.

5. That should the amount of the Ontario Ministry of Agriculture, Food and Agribusiness (OMAFA) grant applied for the farm tax class parcels not be received in full, or was incorrectly applied to the assessment, the revised assessed amounts shall be added to the affected parcels.

6. That the By-laws identified above are hereby amended by replacing Schedules ‘A’ through ‘H’ attached hereto and forming part of this By-law.

7. That this By-law shall come into force and take effect on the day of its final passing.

BY-LAW READ AND PASSED THIS 26TH DAY OF MAY 26, 2025

B. Grant, MAYOR

A. Chrastina, CLERK

Township of Wainfleet
CSW #1 - Municipal Drain
Schedule 'A' - Assessment for Main Drain Maintenance

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00430600		0.025487%	$ 6.96	$ -	$ 6.96
00430602	F	0.754191%	$ 206.06	$ 68.69	$ 137.37
00430804		0.009700%	$ 2.65	$ -	$ 2.65
00430803		0.009843%	$ 2.69	$ -	$ 2.69
00430803		0.000979%	$ 0.27	$ -	$ 0.27
00430801		0.001609%	$ 0.44	$ -	$ 0.44
00430801		0.002821%	$ 0.77	$ -	$ 0.77
00430801		0.017967%	$ 4.91	$ -	$ 4.91
00622700	F	0.340993%	$ 93.17	$ 31.06	$ 62.11
00623502		0.024516%	$ 6.70	$ -	$ 6.70
00623500	F	0.362928%	$ 99.16	$ 33.05	$ 66.11
00700200		0.862493%	$ 235.65	$ -	$ 235.65
00702200		0.049970%	$ 13.65	$ -	$ 13.65
00702300	F	0.545021%	$ 148.91	$ 49.64	$ 99.27
00702600	F	0.591057%	$ 161.49	$ 53.83	$ 107.66
00705200	F	0.045070%	$ 12.31	$ 4.10	$ 8.21
00800300		0.021036%	$ 5.75	$ -	$ 5.75
00805600		0.002040%	$ 0.56	$ -	$ 0.56
00809150	F	0.233402%	$ 63.77	$ 21.26	$ 42.51
00811600	F	0.150064%	$ 41.00	$ 13.67	$ 27.33
00903100		0.001371%	$ 0.37	$ -	$ 0.37
00216303	F	0.391897%	$ 107.07	$ 35.69	$ 71.38
00305300		2.072957%	$ 566.37	$ -	$ 566.37
00325900		0.098941%	$ 27.03	$ -	$ 27.03
00325902		0.018120%	$ 4.95	$ -	$ 4.95
00325903		0.018134%	$ 4.95	$ -	$ 4.95
00412800		0.014428%	$ 3.94	$ -	$ 3.94
00413001	F	0.098476%	$ 26.91	$ 8.97	$ 17.94
00413005		0.009754%	$ 2.67	$ -	$ 2.67
00413300		0.027355%	$ 7.47	$ -	$ 7.47
00505800	F	0.167548%	$ 45.78	$ 15.26	$ 30.52
00530000		0.020938%	$ 5.72	$ -	$ 5.72
00530300	F	0.118726%	$ 32.44	$ 10.81	$ 21.63
00538905	F	0.001098%	$ 0.30	$ 0.10	$ 0.20
00539200	F	0.296799%	$ 81.09	$ 27.03	$ 54.06
00609900	F	0.005443%	$ 1.49	$ 0.50	$ 0.99
00610000	F	0.264532%	$ 72.27	$ 24.09	$ 48.18
00610110		0.133149%	$ 36.38	$ -	$ 36.38
00610200	F	0.445789%	$ 121.80	$ 40.60	$ 81.20
00615000		0.202421%	$ 55.30	$ -	$ 55.30

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00617050		0.014513%	$ 3.97	$ -	$ 3.97
00620700	F	0.599050%	$ 163.67	$ 54.56	$ 109.11
01399300		0.120882%	$ 33.03	$ -	$ 33.03
01399900		0.215112%	$ 58.77	$ -	$ 58.77
00203900	F	0.105283%	$ 28.77	$ 9.59	$ 19.18
00204000		0.003216%	$ 0.88	$ -	$ 0.88
00204600		0.001360%	$ 0.37	$ -	$ 0.37
00208500		0.076460%	$ 20.89	$ -	$ 20.89
00208501		0.020436%	$ 5.58	$ -	$ 5.58
00208502		0.019239%	$ 5.26	$ -	$ 5.26
00208600		0.006660%	$ 1.82	$ -	$ 1.82
00208700		0.214388%	$ 58.57	$ -	$ 58.57
00213500		0.090038%	$ 24.60	$ -	$ 24.60
00213600		0.053722%	$ 14.68	$ -	$ 14.68
00213700		0.033672%	$ 9.20	$ -	$ 9.20
00214000	x	0.210824%	$ 57.60	$ -	$ 57.60
00216300		0.130424%	$ 35.63	$ -	$ 35.63
00216302		0.019545%	$ 5.34	$ -	$ 5.34
00224800	F	0.063907%	$ 17.46	$ 5.82	$ 11.64
00224801	F	0.156208%	$ 42.68	$ 14.23	$ 28.45
00224803		0.035330%	$ 9.65	$ -	$ 9.65
00304700	F	0.156690%	$ 42.81	$ 14.27	$ 28.54
00304701		0.017783%	$ 4.86	$ -	$ 4.86
00304702		0.017770%	$ 4.86	$ -	$ 4.86
00304704		0.026276%	$ 7.18	$ -	$ 7.18
00304800		0.108849%	$ 29.74	$ -	$ 29.74
00304900		0.034283%	$ 9.37	$ -	$ 9.37
00304901		0.013879%	$ 3.79	$ -	$ 3.79
00305000		0.011104%	$ 3.03	$ -	$ 3.03
00305001		0.011104%	$ 3.03	$ -	$ 3.03
00305100		0.022207%	$ 6.07	$ -	$ 6.07
00305200		0.016657%	$ 4.55	$ -	$ 4.55
00305201		0.013886%	$ 3.79	$ -	$ 3.79
00305202		0.013601%	$ 3.72	$ -	$ 3.72
00305400		0.005722%	$ 1.56	$ -	$ 1.56
00305500		0.001666%	$ 0.46	$ -	$ 0.46
00320101		0.001926%	$ 0.53	$ -	$ 0.53
00320300	F	0.310317%	$ 84.78	$ 28.26	$ 56.52
00320400		0.006721%	$ 1.84	$ -	$ 1.84
00320500	F	0.017933%	$ 4.90	$ 1.63	$ 3.27
00320600		0.002327%	$ 0.64	$ -	$ 0.64
00320700		0.026570%	$ 7.26	$ -	$ 7.26
00320900		0.003014%	$ 0.82	$ -	$ 0.82
00325800		0.055260%	$ 15.10	$ -	$ 15.10
00326000		0.037411%	$ 10.22	$ -	$ 10.22

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00412905		0.055250%	$ 15.10	$ -	$ 15.10
00413800		0.009078%	$ 2.48	$ -	$ 2.48
00413802		0.028238%	$ 7.72	$ -	$ 7.72
00413804		0.004157%	$ 1.14	$ -	$ 1.14
00413805		0.028217%	$ 7.71	$ -	$ 7.71
00413808		0.009694%	$ 2.65	$ -	$ 2.65
00413815		0.034602%	$ 9.45	$ -	$ 9.45
00419300		0.000775%	$ 0.21	$ -	$ 0.21
00427900	F	0.177002%	$ 48.36	$ 16.12	$ 32.24
00427910		0.012591%	$ 3.44	$ -	$ 3.44
00428701		0.026378%	$ 7.21	$ -	$ 7.21
00428800		0.002403%	$ 0.66	$ -	$ 0.66
00428801	F	0.242730%	$ 66.32	$ 22.11	$ 44.21
00505700		0.191924%	$ 52.44	$ -	$ 52.44
00505900		0.010223%	$ 2.79	$ -	$ 2.79
00506000		0.016931%	$ 4.63	$ -	$ 4.63
00524102	F	0.180140%	$ 49.22	$ 16.41	$ 32.81
00524103	x	0.198491%	$ 54.23	$ -	$ 54.23
00529800		0.028408%	$ 7.76	$ -	$ 7.76
00529900		0.036360%	$ 9.93	$ -	$ 9.93
00530001		0.100891%	$ 27.57	$ -	$ 27.57
00530002		0.019689%	$ 5.38	$ -	$ 5.38
00530100		0.062183%	$ 16.99	$ -	$ 16.99
00530200		0.064746%	$ 17.69	$ -	$ 17.69
00530400		0.014965%	$ 4.09	$ -	$ 4.09
00534800		0.069801%	$ 19.07	$ -	$ 19.07
00536500	F	0.313337%	$ 85.61	$ 28.54	$ 57.07
00539210		0.009699%	$ 2.65	$ -	$ 2.65
00539300	F	0.008439%	$ 2.31	$ 0.77	$ 1.54
00539330	F	0.323230%	$ 88.31	$ 29.44	$ 58.87
00610005	F	0.058579%	$ 16.00	$ 5.33	$ 10.67
00610101	F	0.182154%	$ 49.77	$ 16.59	$ 33.18
00610100	F	0.384687%	$ 105.10	$ 35.03	$ 70.07
00610103	F	0.115808%	$ 31.64	$ 10.55	$ 21.09
00614600	F	0.199837%	$ 54.60	$ 18.20	$ 36.40
00614900		0.044700%	$ 12.21	$ -	$ 12.21
00615200	F	0.399694%	$ 109.20	$ 36.40	$ 72.80
00616902		0.575301%	$ 157.18	$ -	$ 157.18
00617000	x	0.332968%	$ 90.97	$ -	$ 90.97
00617001		0.015113%	$ 4.13	$ -	$ 4.13
00617100	F	0.234169%	$ 63.98	$ 21.33	$ 42.65
00617150		0.000590%	$ 0.16	$ -	$ 0.16
00620600	F	0.684383%	$ 186.99	$ 62.33	$ 124.66
00226100		0.049980%	$ 13.66	$ -	$ 13.66
00226200		0.128737%	$ 35.17	$ -	$ 35.17

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00227200		0.075175%	$ 20.54	$ -	$ 20.54
00227300		0.032413%	$ 8.86	$ -	$ 8.86
00227301		0.040370%	$ 11.03	$ -	$ 11.03
00227400	F	0.299240%	$ 81.76	$ 27.25	$ 54.51
00227500	F	0.337726%	$ 92.27	$ 30.76	$ 61.52
00227700		0.045413%	$ 12.41	$ -	$ 12.41
00227701		0.030294%	$ 8.28	$ -	$ 8.28
00227900		0.038050%	$ 10.40	$ -	$ 10.40
00228000		0.033292%	$ 9.10	$ -	$ 9.10
00228100		0.034730%	$ 9.49	$ -	$ 9.49
00228200	F	0.194698%	$ 53.20	$ 17.73	$ 35.46
00228300		0.034964%	$ 9.55	$ -	$ 9.55
00228400		0.021934%	$ 5.99	$ -	$ 5.99
00228500	F	0.027076%	$ 7.40	$ 2.47	$ 4.93
00326950	F	0.369085%	$ 100.84	$ 33.61	$ 67.23
00429900	F	0.095707%	$ 26.15	$ 8.72	$ 17.43
00430000	F	0.412948%	$ 112.82	$ 37.61	$ 75.22
00430500		0.011339%	$ 3.10	$ -	$ 3.10
00431300		0.006217%	$ 1.70	$ -	$ 1.70
00431800		0.333655%	$ 91.16	$ -	$ 91.16
00432020		0.009929%	$ 2.71	$ -	$ 2.71
00540100	F	0.322727%	$ 88.17	$ 29.39	$ 58.78
00540101	F	0.316997%	$ 86.61	$ 28.87	$ 57.74
00541201		0.101829%	$ 27.82	$ -	$ 27.82
00541600		0.036859%	$ 10.07	$ -	$ 10.07
00541700	F	0.286076%	$ 78.16	$ 26.05	$ 52.11
00541800		0.021370%	$ 5.84	$ -	$ 5.84
00622700	F	0.406727%	$ 111.12	$ 37.04	$ 74.08
00622710		0.009988%	$ 2.73	$ -	$ 2.73
00623500	F	0.135156%	$ 36.93	$ 12.31	$ 24.62
00623600	F	0.415991%	$ 113.66	$ 37.89	$ 75.77
00623701	F	0.358551%	$ 97.96	$ 32.65	$ 65.31
00623800	F	0.653300%	$ 178.49	$ 59.50	$ 119.00
00901502	F	0.430782%	$ 117.70	$ 39.23	$ 78.46
00901503		0.186301%	$ 50.90	$ -	$ 50.90
00623305		0.014208%	$ 3.88	$ -	$ 3.88
00226300		0.012299%	$ 3.36	$ -	$ 3.36
00226301		0.009396%	$ 2.57	$ -	$ 2.57
00226350		0.012825%	$ 3.50	$ -	$ 3.50
00226400		0.191315%	$ 52.27	$ -	$ 52.27
00226500		0.023639%	$ 6.46	$ -	$ 6.46
00226600		0.017610%	$ 4.81	$ -	$ 4.81
00226700		0.007486%	$ 2.05	$ -	$ 2.05
00226800		0.024959%	$ 6.82	$ -	$ 6.82
00226900		0.025667%	$ 7.01	$ -	$ 7.01

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00227000		0.011481%	$ 3.14	$ -	$ 3.14
00227100	F	0.090556%	$ 24.74	$ 8.25	$ 16.49
00216301		0.019711%	$ 5.39	$ -	$ 5.39
00227600		0.076649%	$ 20.94	$ -	$ 20.94
00227801		0.007685%	$ 2.10	$ -	$ 2.10
00227800		0.117304%	$ 32.05	$ -	$ 32.05
00326100	F	0.440293%	$ 120.30	$ 40.10	$ 80.20
00326120		0.020195%	$ 5.52	$ -	$ 5.52
00326200	F	0.381717%	$ 104.29	$ 34.76	$ 69.53
00326300		0.019027%	$ 5.20	$ -	$ 5.20
00326400		0.039634%	$ 10.83	$ -	$ 10.83
00326500		0.026379%	$ 7.21	$ -	$ 7.21
00326600	F	0.319179%	$ 87.21	$ 29.07	$ 58.14
00326605		0.015654%	$ 4.28	$ -	$ 4.28
00326635	F	0.935458%	$ 255.58	$ 85.19	$ 170.39
00326700		0.014521%	$ 3.97	$ -	$ 3.97
00326800	F	0.654896%	$ 178.93	$ 59.64	$ 119.29
00326900		0.017148%	$ 4.69	$ -	$ 4.69
00327000		0.005542%	$ 1.51	$ -	$ 1.51
00327100		0.006480%	$ 1.77	$ -	$ 1.77
00327200		0.007751%	$ 2.12	$ -	$ 2.12
00327400		0.012973%	$ 3.54	$ -	$ 3.54
00428900		0.008949%	$ 2.45	$ -	$ 2.45
00429000		0.009275%	$ 2.53	$ -	$ 2.53
00429100		0.006821%	$ 1.86	$ -	$ 1.86
00429101		0.011578%	$ 3.16	$ -	$ 3.16
00429200		0.011722%	$ 3.20	$ -	$ 3.20
00429205	F	0.272879%	$ 74.56	$ 24.85	$ 49.70
00429300		0.006569%	$ 1.79	$ -	$ 1.79
00429400		0.006558%	$ 1.79	$ -	$ 1.79
00429500		0.010904%	$ 2.98	$ -	$ 2.98
00429600		0.004361%	$ 1.19	$ -	$ 1.19
00429700		0.006527%	$ 1.78	$ -	$ 1.78
00429800		0.006513%	$ 1.78	$ -	$ 1.78
00429910		0.019280%	$ 5.27	$ -	$ 5.27
00430002		0.050774%	$ 13.87	$ -	$ 13.87
00430100	F	0.326790%	$ 89.28	$ 29.76	$ 59.52
00430200	F	0.319781%	$ 87.37	$ 29.12	$ 58.25
00430300	F	0.571105%	$ 156.04	$ 52.01	$ 104.02
00430326		0.099328%	$ 27.14	$ -	$ 27.14
00430330		0.014055%	$ 3.84	$ -	$ 3.84
00430400	F	0.324646%	$ 88.70	$ 29.57	$ 59.13
00430501		0.006117%	$ 1.67	$ -	$ 1.67
00430502		0.006661%	$ 1.82	$ -	$ 1.82
00430503		0.013068%	$ 3.57	$ -	$ 3.57

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00430504	F	0.142920%	$ 39.05	$ 13.02	$ 26.03
00430520	F	0.153973%	$ 42.07	$ 14.02	$ 28.05
00430700		0.054751%	$ 14.96	$ -	$ 14.96
00430800		0.017885%	$ 4.89	$ -	$ 4.89
00430900		0.025078%	$ 6.85	$ -	$ 6.85
00431001		0.009679%	$ 2.64	$ -	$ 2.64
00431100		0.048595%	$ 13.28	$ -	$ 13.28
00431200	F	0.396738%	$ 108.40	$ 36.13	$ 72.26
00431201	F	0.226677%	$ 61.93	$ 20.64	$ 41.29
00431400	F	0.174287%	$ 47.62	$ 15.87	$ 31.75
00431500		0.003334%	$ 0.91	$ -	$ 0.91
00431600	F	0.137732%	$ 37.63	$ 12.54	$ 25.09
00431700		0.113926%	$ 31.13	$ -	$ 31.13
00431701		0.012903%	$ 3.53	$ -	$ 3.53
00431801	F	0.201726%	$ 55.11	$ 18.37	$ 36.74
00431900		0.032958%	$ 9.00	$ -	$ 9.00
00432000	F	0.089170%	$ 24.36	$ 8.12	$ 16.24
00432100	F	0.262832%	$ 71.81	$ 23.94	$ 47.87
00432101		0.006465%	$ 1.77	$ -	$ 1.77
00432200		0.003363%	$ 0.92	$ -	$ 0.92
00432300		0.007377%	$ 2.02	$ -	$ 2.02
00432400		0.023686%	$ 6.47	$ -	$ 6.47
00432500		0.002922%	$ 0.80	$ -	$ 0.80
00432600	F	0.419878%	$ 114.72	$ 38.24	$ 76.48
00432601		0.019336%	$ 5.28	$ -	$ 5.28
00432605		0.033297%	$ 9.10	$ -	$ 9.10
00432700	F	0.161737%	$ 44.19	$ 14.73	$ 29.46
00539600	F	0.090619%	$ 24.76	$ 8.25	$ 16.51
00539601	F	0.006485%	$ 1.77	$ 0.59	$ 1.18
00539625	F	0.526855%	$ 143.95	$ 47.98	$ 95.96
00539700	F	0.206041%	$ 56.29	$ 18.76	$ 37.53
00539800	F	0.145071%	$ 39.64	$ 13.21	$ 26.42
00539900		0.014236%	$ 3.89	$ -	$ 3.89
00539902		0.040584%	$ 11.09	$ -	$ 11.09
00540000	F	0.429760%	$ 117.42	$ 39.14	$ 78.28
00540001	F	0.214542%	$ 58.62	$ 19.54	$ 39.08
00540200		0.009674%	$ 2.64	$ -	$ 2.64
00540300	F	0.937992%	$ 256.28	$ 85.43	$ 170.85
00540400	F	0.643168%	$ 175.72	$ 58.57	$ 117.15
00540500		0.022933%	$ 6.27	$ -	$ 6.27
00540600	F	0.321962%	$ 87.97	$ 29.32	$ 58.64
00540700	F	0.331338%	$ 90.53	$ 30.18	$ 60.35
00540800	F	0.277497%	$ 75.82	$ 25.27	$ 50.54
00540900		0.061520%	$ 16.81	$ -	$ 16.81
00541000		0.037924%	$ 10.36	$ -	$ 10.36

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00541001		0.008513%	$ 2.33	$ -	$ 2.33
00541100		0.150033%	$ 40.99	$ -	$ 40.99
00541200	F	0.231530%	$ 63.26	$ 21.09	$ 42.17
00541300	F	0.399222%	$ 109.07	$ 36.36	$ 72.72
00541400		0.033701%	$ 9.21	$ -	$ 9.21
00541401		0.293721%	$ 80.25	$ -	$ 80.25
00541500		0.022260%	$ 6.08	$ -	$ 6.08
00541701	F	0.207241%	$ 56.62	$ 18.87	$ 37.75
00541703		0.016934%	$ 4.63	$ -	$ 4.63
00621001		0.097300%	$ 26.58	$ -	$ 26.58
00620710		0.007447%	$ 2.03	$ -	$ 2.03
00620712		0.066185%	$ 18.08	$ -	$ 18.08
00620800	F	0.100082%	$ 27.34	$ 9.11	$ 18.23
00620801		0.014206%	$ 3.88	$ -	$ 3.88
00620802	F	0.106754%	$ 29.17	$ 9.72	$ 19.44
00620900	F	0.312997%	$ 85.52	$ 28.51	$ 57.01
00621000	F	0.316872%	$ 86.57	$ 28.86	$ 57.72
00621010		0.170077%	$ 46.47	$ -	$ 46.47
00621100	F	0.264368%	$ 72.23	$ 24.08	$ 48.15
00621200	F	0.296306%	$ 80.96	$ 26.99	$ 53.97
00621300		0.064834%	$ 17.71	$ -	$ 17.71
00901400	F	0.433630%	$ 118.48	$ 39.49	$ 78.98
00621400	F	0.306537%	$ 83.75	$ 27.92	$ 55.83
00621500	F	0.112863%	$ 30.84	$ 10.28	$ 20.56
00621600	F	0.162920%	$ 44.51	$ 14.84	$ 29.68
00901504	F	0.328905%	$ 89.86	$ 29.95	$ 59.91
00622000	F	0.657378%	$ 179.61	$ 59.87	$ 119.74
00622601	F	0.157886%	$ 43.14	$ 14.38	$ 28.76
00901501	F	0.144365%	$ 39.44	$ 13.15	$ 26.30
00621700	F	0.190778%	$ 52.12	$ 17.37	$ 34.75
00621800		0.111403%	$ 30.44	$ -	$ 30.44
00621900		0.047247%	$ 12.91	$ -	$ 12.91
00622500	F	0.254890%	$ 69.64	$ 23.21	$ 46.43
00622600		0.011439%	$ 3.13	$ -	$ 3.13
00622900	F	0.356291%	$ 97.34	$ 32.45	$ 64.90
00622901		0.018373%	$ 5.02	$ -	$ 5.02
00623000	F	0.211525%	$ 57.79	$ 19.26	$ 38.53
00902300	F	0.673530%	$ 184.02	$ 61.34	$ 122.68
00623001	F	0.118009%	$ 32.24	$ 10.75	$ 21.49
00623100	F	0.575928%	$ 157.35	$ 52.45	$ 104.90
00623101		0.009679%	$ 2.64	$ -	$ 2.64
00623200	F	0.140108%	$ 38.28	$ 12.76	$ 25.52
00623300	F	0.571816%	$ 156.23	$ 52.08	$ 104.15
00623400	F	0.230166%	$ 62.89	$ 20.96	$ 41.92
00623700		0.036969%	$ 10.10	$ -	$ 10.10

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00700400	F	0.603293%	$ 164.83	$ 54.94	$ 109.89
00700500		0.077954%	$ 21.30	$ -	$ 21.30
00700700		0.067522%	$ 18.45	$ -	$ 18.45
00701500	F	1.746639%	$ 477.21	$ 159.07	$ 318.14
00800300	F	0.284466%	$ 77.72	$ 25.91	$ 51.81
00800700	F	0.472979%	$ 129.23	$ 43.08	$ 86.15
00800800	F	0.139803%	$ 38.20	$ 12.73	$ 25.46
00800900	F	0.392285%	$ 107.18	$ 35.73	$ 71.45
00801000	F	0.329858%	$ 90.12	$ 30.04	$ 60.08
00801100		0.228286%	$ 62.37	$ -	$ 62.37
00801400		0.005128%	$ 1.40	$ -	$ 1.40
00801609		0.014879%	$ 4.07	$ -	$ 4.07
00801700		0.032868%	$ 8.98	$ -	$ 8.98
00802400		0.000613%	$ 0.17	$ -	$ 0.17
00802500		0.015354%	$ 4.20	$ -	$ 4.20
00802600		0.002769%	$ 0.76	$ -	$ 0.76
00802901		0.002475%	$ 0.68	$ -	$ 0.68
00803000		0.012302%	$ 3.36	$ -	$ 3.36
00803100		0.022122%	$ 6.04	$ -	$ 6.04
00803101		0.009683%	$ 2.65	$ -	$ 2.65
00803200		0.002544%	$ 0.70	$ -	$ 0.70
00803300		0.001467%	$ 0.40	$ -	$ 0.40
00803400		0.001028%	$ 0.28	$ -	$ 0.28
00803500		0.008670%	$ 2.37	$ -	$ 2.37
00803600		0.004841%	$ 1.32	$ -	$ 1.32
00803900		0.008740%	$ 2.39	$ -	$ 2.39
00804000		0.003488%	$ 0.95	$ -	$ 0.95
00804100		0.003438%	$ 0.94	$ -	$ 0.94
00804500		0.002981%	$ 0.81	$ -	$ 0.81
00804600		0.003253%	$ 0.89	$ -	$ 0.89
00804700		0.005891%	$ 1.61	$ -	$ 1.61
00804800		0.008227%	$ 2.25	$ -	$ 2.25
00805000		0.119886%	$ 32.76	$ -	$ 32.76
00805400		0.005213%	$ 1.42	$ -	$ 1.42
00805500		0.002458%	$ 0.67	$ -	$ 0.67
00805800		0.004382%	$ 1.20	$ -	$ 1.20
00805900		0.001023%	$ 0.28	$ -	$ 0.28
00806000		0.004833%	$ 1.32	$ -	$ 1.32
00806300		0.004294%	$ 1.17	$ -	$ 1.17
00806400		0.003980%	$ 1.09	$ -	$ 1.09
00806600		0.003233%	$ 0.88	$ -	$ 0.88
00806900		0.003872%	$ 1.06	$ -	$ 1.06
00806901		0.004050%	$ 1.11	$ -	$ 1.11
00807701		0.076813%	$ 20.99	$ -	$ 20.99
00808400		0.013305%	$ 3.64	$ -	$ 3.64

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00808500		0.006356%	$ 1.74	$ -	$ 1.74
00808700		0.037348%	$ 10.20	$ -	$ 10.20
00809200		0.009673%	$ 2.64	$ -	$ 2.64
00809235	F	0.423041%	$ 115.58	$ 38.53	$ 77.05
00900220		0.028817%	$ 7.87	$ -	$ 7.87
00900750	F	0.484547%	$ 132.39	$ 44.13	$ 88.26
00901200		0.015672%	$ 4.28	$ -	$ 4.28
00901250	F	0.327675%	$ 89.53	$ 29.84	$ 59.68
00903015		0.257061%	$ 70.23	$ -	$ 70.23
00904500		0.015706%	$ 4.29	$ -	$ 4.29
00802000		0.012542%	$ 3.43	$ -	$ 3.43
00805700		0.003258%	$ 0.89	$ -	$ 0.89
00802700		0.001364%	$ 0.37	$ -	$ 0.37
00802800		0.001272%	$ 0.35	$ -	$ 0.35
00802900		0.000917%	$ 0.25	$ -	$ 0.25
00700300		0.094388%	$ 25.79	$ -	$ 25.79
00700600		0.006175%	$ 1.69	$ -	$ 1.69
00700900		0.028715%	$ 7.85	$ -	$ 7.85
00701000		0.028528%	$ 7.79	$ -	$ 7.79
00804300		0.002831%	$ 0.77	$ -	$ 0.77
00701100	F	0.373163%	$ 101.95	$ 33.98	$ 67.97
00701200		0.020277%	$ 5.54	$ -	$ 5.54
00701300		0.056172%	$ 15.35	$ -	$ 15.35
00701400		0.075142%	$ 20.53	$ -	$ 20.53
00805200		0.002423%	$ 0.66	$ -	$ 0.66
00701700	F	0.314825%	$ 86.02	$ 28.67	$ 57.34
00701600		0.013182%	$ 3.60	$ -	$ 3.60
00701601	F	0.064480%	$ 17.62	$ 5.87	$ 11.74
00701603		0.013322%	$ 3.64	$ -	$ 3.64
00701800	F	0.008870%	$ 2.42	$ 0.81	$ 1.62
00701810	F	0.298602%	$ 81.58	$ 27.19	$ 54.39
00701900		0.022224%	$ 6.07	$ -	$ 6.07
00701925	F	0.304205%	$ 83.11	$ 27.70	$ 55.41
00702100		0.018872%	$ 5.16	$ -	$ 5.16
00702201		0.007297%	$ 1.99	$ -	$ 1.99
00702210		0.022608%	$ 6.18	$ -	$ 6.18
00702301		0.008684%	$ 2.37	$ -	$ 2.37
00702750	F	0.686113%	$ 187.46	$ 62.49	$ 124.97
00702400		0.033483%	$ 9.15	$ -	$ 9.15
00702700		0.015831%	$ 4.33	$ -	$ 4.33
00702701		0.009715%	$ 2.65	$ -	$ 2.65
00702702		0.019070%	$ 5.21	$ -	$ 5.21
00702800	F	0.195138%	$ 53.32	$ 17.77	$ 35.54
00800100	F	1.293165%	$ 353.32	$ 117.77	$ 235.54
00800400		0.019968%	$ 5.46	$ -	$ 5.46

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00800500		0.022875%	$ 6.25	$ -	$ 6.25
00800600		0.044438%	$ 12.14	$ -	$ 12.14
00800805		0.014656%	$ 4.00	$ -	$ 4.00
00800810		0.018932%	$ 5.17	$ -	$ 5.17
00801001		0.022204%	$ 6.07	$ -	$ 6.07
00801003		0.011904%	$ 3.25	$ -	$ 3.25
00801200		0.010340%	$ 2.83	$ -	$ 2.83
00801201		0.002768%	$ 0.76	$ -	$ 0.76
00801300		0.007298%	$ 1.99	$ -	$ 1.99
00801305		0.034336%	$ 9.38	$ -	$ 9.38
00801315		0.025801%	$ 7.05	$ -	$ 7.05
00801500		0.008780%	$ 2.40	$ -	$ 2.40
00801515		0.011884%	$ 3.25	$ -	$ 3.25
00801600		0.003341%	$ 0.91	$ -	$ 0.91
00801601		0.011270%	$ 3.08	$ -	$ 3.08
00801603		0.010682%	$ 2.92	$ -	$ 2.92
00801605		0.062342%	$ 17.03	$ -	$ 17.03
00801606		0.014037%	$ 3.84	$ -	$ 3.84
00801608		0.007017%	$ 1.92	$ -	$ 1.92
00803001		0.013995%	$ 3.82	$ -	$ 3.82
00803002		0.036628%	$ 10.01	$ -	$ 10.01
00803801		0.009846%	$ 2.69	$ -	$ 2.69
00803802		0.010034%	$ 2.74	$ -	$ 2.74
00803804		0.020340%	$ 5.56	$ -	$ 5.56
00804810		0.017197%	$ 4.70	$ -	$ 4.70
00804900		0.017183%	$ 4.69	$ -	$ 4.69
00804901		0.012159%	$ 3.32	$ -	$ 3.32
00804902		0.013058%	$ 3.57	$ -	$ 3.57
00801800		0.004457%	$ 1.22	$ -	$ 1.22
00801900		0.006126%	$ 1.67	$ -	$ 1.67
00802100		0.155249%	$ 42.42	$ -	$ 42.42
00802200		0.477379%	$ 130.43	$ -	$ 130.43
00802201		0.001972%	$ 0.54	$ -	$ 0.54
00802401		0.001801%	$ 0.49	$ -	$ 0.49
00803700		0.006771%	$ 1.85	$ -	$ 1.85
00803800		0.005808%	$ 1.59	$ -	$ 1.59
00805100		0.001398%	$ 0.38	$ -	$ 0.38
00806700		0.003247%	$ 0.89	$ -	$ 0.89
00806800		0.003333%	$ 0.91	$ -	$ 0.91
00807000		0.006036%	$ 1.65	$ -	$ 1.65
00807100		0.002478%	$ 0.68	$ -	$ 0.68
00807200		0.002055%	$ 0.56	$ -	$ 0.56
00808600		0.004068%	$ 1.11	$ -	$ 1.11
00807710		0.026723%	$ 7.30	$ -	$ 7.30
00807720		0.012605%	$ 3.44	$ -	$ 3.44

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00807800		0.003651%	$ 1.00	$ -	$ 1.00
00807900		0.005508%	$ 1.50	$ -	$ 1.50
00808000		0.007327%	$ 2.00	$ -	$ 2.00
00808100		0.010979%	$ 3.00	$ -	$ 3.00
00808800		0.009540%	$ 2.61	$ -	$ 2.61
00808801		0.018166%	$ 4.96	$ -	$ 4.96
00808802		0.072657%	$ 19.85	$ -	$ 19.85
00808803		0.010937%	$ 2.99	$ -	$ 2.99
00808810		0.011237%	$ 3.07	$ -	$ 3.07
00808820		0.011237%	$ 3.07	$ -	$ 3.07
00808830		0.011236%	$ 3.07	$ -	$ 3.07
00808836		0.011237%	$ 3.07	$ -	$ 3.07
00808838		0.011236%	$ 3.07	$ -	$ 3.07
00808840		0.011238%	$ 3.07	$ -	$ 3.07
00808850		0.011238%	$ 3.07	$ -	$ 3.07
00808900		0.002117%	$ 0.58	$ -	$ 0.58
00808901		0.009673%	$ 2.64	$ -	$ 2.64
00808910		0.014652%	$ 4.00	$ -	$ 4.00
00809100	F	0.418763%	$ 114.41	$ 38.14	$ 76.28
00809300	F	0.793799%	$ 216.88	$ 72.29	$ 144.59
00809310		0.011687%	$ 3.19	$ -	$ 3.19
00809400	F	0.246785%	$ 67.43	$ 22.48	$ 44.95
00809500	F	0.327746%	$ 89.55	$ 29.85	$ 59.70
00809600		0.013625%	$ 3.72	$ -	$ 3.72
00809610	F	0.411446%	$ 112.41	$ 37.47	$ 74.94
00900100	F	0.519307%	$ 141.88	$ 47.29	$ 94.59
00900200		0.071205%	$ 19.45	$ -	$ 19.45
00900300	F	0.515595%	$ 140.87	$ 46.96	$ 93.91
00900400	F	0.466310%	$ 127.40	$ 42.47	$ 84.94
00900404		0.024189%	$ 6.61	$ -	$ 6.61
00900410		0.009713%	$ 2.65	$ -	$ 2.65
00900500	F	0.262880%	$ 71.82	$ 23.94	$ 47.88
00900510	F	0.016926%	$ 4.62	$ 1.54	$ 3.08
00900520		0.006451%	$ 1.76	$ -	$ 1.76
00900600		0.005475%	$ 1.50	$ -	$ 1.50
00900700		0.009684%	$ 2.65	$ -	$ 2.65
00900701		0.015153%	$ 4.14	$ -	$ 4.14
00900800	F	0.239738%	$ 65.50	$ 21.83	$ 43.67
00900801	F	0.063681%	$ 17.40	$ 5.80	$ 11.60
00900802		0.107561%	$ 29.39	$ -	$ 29.39
00900900	F	0.256122%	$ 69.98	$ 23.33	$ 46.65
00901000	F	0.420170%	$ 114.80	$ 38.27	$ 76.53
00901100	F	0.274702%	$ 75.05	$ 25.02	$ 50.04
00901201		0.008579%	$ 2.34	$ -	$ 2.34
00901300	F	0.646217%	$ 176.56	$ 58.85	$ 117.71

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00901315		0.006454%	$ 1.76	$ -	$ 1.76
00901401		0.010137%	$ 2.77	$ -	$ 2.77
00901500		0.080398%	$ 21.97	$ -	$ 21.97
00901510		0.006433%	$ 1.76	$ -	$ 1.76
00901600	F	0.827436%	$ 226.07	$ 75.36	$ 150.71
00901700	F	0.230243%	$ 62.91	$ 20.97	$ 41.94
00901800		0.017681%	$ 4.83	$ -	$ 4.83
00901801		0.036749%	$ 10.04	$ -	$ 10.04
00901900		0.032596%	$ 8.91	$ -	$ 8.91
00902000	F	0.504753%	$ 137.91	$ 45.97	$ 91.94
00806100		0.001614%	$ 0.44	$ -	$ 0.44
00902001	F	0.520532%	$ 142.22	$ 47.41	$ 94.81
00902010		0.017334%	$ 4.74	$ -	$ 4.74
00902100	F	0.263925%	$ 72.11	$ 24.04	$ 48.07
00902101		0.009679%	$ 2.64	$ -	$ 2.64
00902102		0.022013%	$ 6.01	$ -	$ 6.01
00902200	F	0.124839%	$ 34.11	$ 11.37	$ 22.74
00806200		0.002421%	$ 0.66	$ -	$ 0.66
00902400		0.009618%	$ 2.63	$ -	$ 2.63
00902500		0.019231%	$ 5.25	$ -	$ 5.25
00902600	F	0.214822%	$ 58.69	$ 19.56	$ 39.13
00902700	F	0.000021%	$ 0.01	$ 0.00	$ 0.00
00903005	F	0.106345%	$ 29.06	$ 9.69	$ 19.37
00903009		0.011102%	$ 3.03	$ -	$ 3.03
00903010		0.064489%	$ 17.62	$ -	$ 17.62
00900402		0.007111%	$ 1.94	$ -	$ 1.94
00903100		0.112350%	$ 30.70	$ -	$ 30.70
00903200		0.010188%	$ 2.78	$ -	$ 2.78
00903300		0.033703%	$ 9.21	$ -	$ 9.21
00903400	F	0.496528%	$ 135.66	$ 45.22	$ 90.44
00903500	F	0.117562%	$ 32.12	$ 10.71	$ 21.41
00903600	F	0.186852%	$ 51.05	$ 17.02	$ 34.03
00903650		0.002241%	$ 0.61	$ -	$ 0.61
00903700		0.015369%	$ 4.20	$ -	$ 4.20
00903701	F	0.778317%	$ 212.65	$ 70.88	$ 141.77
00903800	F	0.103926%	$ 28.39	$ 9.46	$ 18.93
00903900	F	0.198855%	$ 54.33	$ 18.11	$ 36.22
00904000	F	0.043192%	$ 11.80	$ 3.93	$ 7.87
00904400	F	0.602279%	$ 164.55	$ 54.85	$ 109.70
00904401		0.012671%	$ 3.46	$ -	$ 3.46
00904402	F	0.025089%	$ 6.85	$ 2.28	$ 4.57
00904700		0.167999%	$ 45.90	$ -	$ 45.90
00904705		0.034739%	$ 9.49	$ -	$ 9.49
00904706		0.016702%	$ 4.56	$ -	$ 4.56
00904707		0.009719%	$ 2.66	$ -	$ 2.66

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00905000		0.007223%	$ 1.97	$ -	$ 1.97
00806500		0.004234%	$ 1.16	$ -	$ 1.16
00707300		0.260937%	$ 71.29	$ -	$ 71.29
00707810		0.005805%	$ 1.59	$ -	$ 1.59
00809800	F	0.090914%	$ 24.84	$ 8.28	$ 16.56
00809900		0.022398%	$ 6.12	$ -	$ 6.12
00809902		0.001614%	$ 0.44	$ -	$ 0.44
00809905		0.016604%	$ 4.54	$ -	$ 4.54
00810001		0.032262%	$ 8.81	$ -	$ 8.81
00810102		0.010059%	$ 2.75	$ -	$ 2.75
00810115	F	0.333502%	$ 91.12	$ 30.37	$ 60.75
00810300	F	0.059125%	$ 16.15	$ 5.38	$ 10.77
00810400		0.071980%	$ 19.67	$ -	$ 19.67
00810500	F	0.379868%	$ 103.79	$ 34.60	$ 69.19
00811550	F	0.059023%	$ 16.13	$ 5.38	$ 10.75
00811600		0.018169%	$ 4.96	$ -	$ 4.96
00811602		0.009672%	$ 2.64	$ -	$ 2.64
00813400	F	0.024005%	$ 6.56	$ 2.19	$ 4.37
00814100	F	0.502520%	$ 137.30	$ 45.77	$ 91.53
00814500	F	0.549562%	$ 150.15	$ 50.05	$ 100.10
00814900	F	0.056544%	$ 15.45	$ 5.15	$ 10.30
00905500	F	0.344313%	$ 94.07	$ 31.36	$ 62.71
00906000	F	0.107407%	$ 29.35	$ 9.78	$ 19.56
00700205		0.107212%	$ 29.29	$ -	$ 29.29
00704600	F	0.382050%	$ 104.38	$ 34.79	$ 69.59
00704605	F	0.401189%	$ 109.61	$ 36.54	$ 73.07
00704700	F	0.289387%	$ 79.07	$ 26.36	$ 52.71
00704710		0.016998%	$ 4.64	$ -	$ 4.64
00704800	F	0.392708%	$ 107.29	$ 35.76	$ 71.53
00704880	F	0.394202%	$ 107.70	$ 35.90	$ 71.80
00704900		0.059216%	$ 16.18	$ -	$ 16.18
00705000		0.009706%	$ 2.65	$ -	$ 2.65
00705100		0.027380%	$ 7.48	$ -	$ 7.48
00705101	F	0.779899%	$ 213.08	$ 71.03	$ 142.05
00705200		0.270730%	$ 73.97	$ -	$ 73.97
00705215		0.151545%	$ 41.40	$ -	$ 41.40
00705300		0.009674%	$ 2.64	$ -	$ 2.64
00705400	F	0.341727%	$ 93.37	$ 31.12	$ 62.24
00705500	F	0.328329%	$ 89.71	$ 29.90	$ 59.80
00705600	F	0.560999%	$ 153.27	$ 51.09	$ 102.18
00706600	F	0.469072%	$ 128.16	$ 42.72	$ 85.44
00707000	F	0.329330%	$ 89.98	$ 29.99	$ 59.99
00707001		0.054276%	$ 14.83	$ -	$ 14.83
00707015		0.010477%	$ 2.86	$ -	$ 2.86
00707200		0.001193%	$ 0.33	$ -	$ 0.33

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00707201		0.019420%	$ 5.31	$ -	$ 5.31
00809700	F	0.687834%	$ 187.93	$ 62.64	$ 125.29
00707900		0.030925%	$ 8.45	$ -	$ 8.45
00809901		0.003333%	$ 0.91	$ -	$ 0.91
00809903		0.014418%	$ 3.94	$ -	$ 3.94
00809910		0.012559%	$ 3.43	$ -	$ 3.43
00809925		0.008358%	$ 2.28	$ -	$ 2.28
00810000		0.014548%	$ 3.97	$ -	$ 3.97
00810200		0.019348%	$ 5.29	$ -	$ 5.29
00810100		0.010059%	$ 2.75	$ -	$ 2.75
00810125		0.009621%	$ 2.63	$ -	$ 2.63
00810207		0.000872%	$ 0.24	$ -	$ 0.24
00810501		0.006534%	$ 1.79	$ -	$ 1.79
00810600		0.014362%	$ 3.92	$ -	$ 3.92
00810700		0.005895%	$ 1.61	$ -	$ 1.61
00810800	F	0.204096%	$ 55.76	$ 18.59	$ 37.17
00810900		0.011845%	$ 3.24	$ -	$ 3.24
00811001		0.019055%	$ 5.21	$ -	$ 5.21
00811000	F	0.191268%	$ 52.26	$ 17.42	$ 34.84
00811100		0.007947%	$ 2.17	$ -	$ 2.17
00811200		0.004091%	$ 1.12	$ -	$ 1.12
00811300		0.005994%	$ 1.64	$ -	$ 1.64
00811400	F	0.511373%	$ 139.72	$ 46.57	$ 93.14
00811500		0.021356%	$ 5.83	$ -	$ 5.83
00811501		0.022306%	$ 6.09	$ -	$ 6.09
00811503		0.034596%	$ 9.45	$ -	$ 9.45
00811505		0.022472%	$ 6.14	$ -	$ 6.14
00811510	F	0.044079%	$ 12.04	$ 4.01	$ 8.03
00811601		0.009672%	$ 2.64	$ -	$ 2.64
00811700		0.022742%	$ 6.21	$ -	$ 6.21
00811800	F	0.329125%	$ 89.92	$ 29.97	$ 59.95
00811901	F	0.129515%	$ 35.39	$ 11.80	$ 23.59
00807300		0.006431%	$ 1.76	$ -	$ 1.76
00807400		0.003981%	$ 1.09	$ -	$ 1.09
00807500		0.003593%	$ 0.98	$ -	$ 0.98
00807600		0.003349%	$ 0.92	$ -	$ 0.92
00807700		0.017449%	$ 4.77	$ -	$ 4.77
00812000	F	0.262343%	$ 71.68	$ 23.89	$ 47.78
00812500		0.008621%	$ 2.36	$ -	$ 2.36
00812600		0.008881%	$ 2.43	$ -	$ 2.43
00812700		0.013322%	$ 3.64	$ -	$ 3.64
00812800		0.003851%	$ 1.05	$ -	$ 1.05
00812900		0.000096%	$ 0.03	$ -	$ 0.03
00813000		0.002199%	$ 0.60	$ -	$ 0.60
00813100		0.001539%	$ 0.42	$ -	$ 0.42

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00813200		0.000602%	$ 0.16	$ -	$ 0.16
00814200		0.006528%	$ 1.78	$ -	$ 1.78
00814300		0.017171%	$ 4.69	$ -	$ 4.69
00814301		0.047740%	$ 13.04	$ -	$ 13.04
00814400		0.016969%	$ 4.64	$ -	$ 4.64
00814401		0.010658%	$ 2.91	$ -	$ 2.91
00814402		0.010658%	$ 2.91	$ -	$ 2.91
00814403		0.011181%	$ 3.05	$ -	$ 3.05
00814600		0.040565%	$ 11.08	$ -	$ 11.08
00814601		0.009753%	$ 2.66	$ -	$ 2.66
00814604		0.009753%	$ 2.66	$ -	$ 2.66
00814700		0.014099%	$ 3.85	$ -	$ 3.85
00814800		0.005765%	$ 1.58	$ -	$ 1.58
00814501		0.013744%	$ 3.76	$ -	$ 3.76
00815100	F	0.540822%	$ 147.76	$ 49.25	$ 98.51
00815200	F	0.065018%	$ 17.76	$ 5.92	$ 11.84
00815300		0.051661%	$ 14.11	$ -	$ 14.11
00815301		0.019051%	$ 5.21	$ -	$ 5.21
00905200	F	0.206868%	$ 56.52	$ 18.84	$ 37.68
00905201		0.009334%	$ 2.55	$ -	$ 2.55
00905700	F	0.132592%	$ 36.23	$ 12.08	$ 24.15
00905800	F	0.120746%	$ 32.99	$ 11.00	$ 21.99
00905900		0.013315%	$ 3.64	$ -	$ 3.64
00905905		0.019348%	$ 5.29	$ -	$ 5.29
00905925		0.022936%	$ 6.27	$ -	$ 6.27
00905935	F	0.446045%	$ 121.87	$ 40.62	$ 81.24
01005800		0.104231%	$ 28.48	$ -	$ 28.48
01005900	F	0.027579%	$ 7.54	$ 2.51	$ 5.02
Abbey Road		0.400437%	$ 109.41	$ -	$ 109.41
Akins Road		0.015779%	$ 4.31	$ -	$ 4.31
Bell Road		0.361286%	$ 98.71	$ -	$ 98.71
Brawn Road		0.078291%	$ 21.39	$ -	$ 21.39
Buliung Road		0.111842%	$ 30.56	$ -	$ 30.56
Burkett Road		0.421264%	$ 115.10	$ -	$ 115.10
Burnaby Road		0.001072%	$ 0.29	$ -	$ 0.29
Case Road		0.264052%	$ 72.14	$ -	$ 72.14
Church Street		0.030923%	$ 8.45	$ -	$ 8.45
Clarendon Street East		0.302193%	$ 82.56	$ -	$ 82.56
Clarendon Street West		0.630578%	$ 172.29	$ -	$ 172.29
Concession 1 Road		0.758926%	$ 207.35	$ -	$ 207.35
Concession 2 Road		0.139128%	$ 38.01	$ -	$ 38.01
Concession 3 Road		0.048174%	$ 13.16	$ -	$ 13.16
Conlon Road		0.017067%	$ 4.66	$ -	$ 4.66
Daley Ditch Road		0.381405%	$ 104.21	$ -	$ 104.21
Dixie Road		0.482914%	$ 131.94	$ -	$ 131.94

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
Ellsworth Road North		0.040390%	$ 11.04	$ -	$ 11.04
Emerson Road		0.049687%	$ 13.58	$ -	$ 13.58
Feeder Road East		0.877817%	$ 239.83	$ -	$ 239.83
Feeder Road West		0.793532%	$ 216.81	$ -	$ 216.81
Flanagan Road		0.015669%	$ 4.28	$ -	$ 4.28
Forks Road		0.087250%	$ 23.84	$ -	$ 23.84
Garringer Road		0.338321%	$ 92.44	$ -	$ 92.44
Gibson Road		0.020417%	$ 5.58	$ -	$ 5.58
Gilmore Road		0.168202%	$ 45.96	$ -	$ 45.96
Golf Course Road		0.121401%	$ 33.17	$ -	$ 33.17
Graybiel Road		0.036776%	$ 10.05	$ -	$ 10.05
Highway 3		1.368438%	$ 373.88	$ -	$ 373.88
Johnson Road		0.029207%	$ 7.98	$ -	$ 7.98
Lattimore Road		0.025673%	$ 7.01	$ -	$ 7.01
Lee Street		0.017748%	$ 4.85	$ -	$ 4.85
Malowany Road		0.272402%	$ 74.42	$ -	$ 74.42
Marshville Drive		0.001092%	$ 0.30	$ -	$ 0.30
Mill Race Road		0.274397%	$ 74.97	$ -	$ 74.97
Minor Road		0.192605%	$ 52.62	$ -	$ 52.62
Mittlestaedt Road		0.046965%	$ 12.83	$ -	$ 12.83
Moore Road North		0.050782%	$ 13.87	$ -	$ 13.87
Napoleon Street		0.020458%	$ 5.59	$ -	$ 5.59
Outred Road		0.035982%	$ 9.83	$ -	$ 9.83
Overholt Road		0.000216%	$ 0.06	$ -	$ 0.06
Park Street		0.027643%	$ 7.55	$ -	$ 7.55
Peterson Road		0.067653%	$ 18.48	$ -	$ 18.48
Pettit Road		0.144182%	$ 39.39	$ -	$ 39.39
Rathfon Road		0.045202%	$ 12.35	$ -	$ 12.35
Rattler Road		0.170484%	$ 46.58	$ -	$ 46.58
Side Road 20		0.398266%	$ 108.81	$ -	$ 108.81
Side Road 22		0.134193%	$ 36.66	$ -	$ 36.66
Sider Road		0.137817%	$ 37.65	$ -	$ 37.65
Station Road		0.068116%	$ 18.61	$ -	$ 18.61
Stevenett Road		0.006513%	$ 1.78	$ -	$ 1.78
Sugarloaf Street		0.006283%	$ 1.72	$ -	$ 1.72
Town Owned Parcel 1		0.019422%	$ 5.31	$ -	$ 5.31
Town Owned Parcel 2		0.026893%	$ 7.35	$ -	$ 7.35
Unknown ARN		0.041750%	$ 11.41	$ -	$ 11.41
Unopened Road Allowance 1		0.034321%	$ 9.38	$ -	$ 9.38
Unopened Road Allowance 2		0.036940%	$ 10.09	$ -	$ 10.09
Vacant Land/ROW		6.273282%	$ 1,713.97	$ -	$ 1,713.97
Wainfleet Dunnville Townline Road		0.010461%	$ 2.86	$ -	$ 2.86
Wills Road		0.198638%	$ 54.27	$ -	$ 54.27
Willson Road		0.224746%	$ 61.40	$ -	$ 61.40
		100.00%	**$ 27,321.76**	**$ 5,904.45**	**$ 21,417.31**

Township of Wainfleet
CSW #1 - Municipal Drain
Schedule 'B' - Assessment for Upstream Maintenance

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00903100		0.030084%	$ 11.11	$ -	$ 11.11
00902300	F	8.192897%	$ 3,024.85	$ 1,008.28	$ 2,016.57
00903015		4.300200%	$ 1,587.65	$ -	$ 1,587.65
00904500		0.344704%	$ 127.27	$ -	$ 127.27
00902001	F	4.692011%	$ 1,732.31	$ 577.44	$ 1,154.87
00902400		0.106208%	$ 39.21	$ -	$ 39.21
00903005	F	2.333949%	$ 861.70	$ 287.23	$ 574.47
00903009		0.243647%	$ 89.96	$ -	$ 89.96
00903010		1.415323%	$ 522.54	$ -	$ 522.54
00900402		0.156075%	$ 57.62	$ -	$ 57.62
00903100		2.134377%	$ 788.02	$ -	$ 788.02
00903200		0.223589%	$ 82.55	$ -	$ 82.55
00903300		0.739665%	$ 273.09	$ -	$ 273.09
00903400	F	10.897246%	$ 4,023.31	$ 1,341.10	$ 2,682.20
00903500	F	2.580128%	$ 952.59	$ 317.53	$ 635.06
00903600	F	4.100821%	$ 1,514.04	$ 504.68	$ 1,009.36
00903650		0.049182%	$ 18.16	$ -	$ 18.16
00903700		0.337311%	$ 124.54	$ -	$ 124.54
00903701	F	17.081633%	$ 6,306.61	$ 2,102.20	$ 4,204.40
00903800	F	2.280845%	$ 842.10	$ 280.70	$ 561.40
00903900	F	4.364239%	$ 1,611.29	$ 537.10	$ 1,074.20
00904000	F	0.947920%	$ 349.98	$ 116.66	$ 233.32
00904400	F	13.218162%	$ 4,880.20	$ 1,626.73	$ 3,253.47
00904401	F	0.278092%	$ 102.67	$ 34.22	$ 68.45
00904402	F	0.550621%	$ 203.29	$ 67.76	$ 135.53
00904700		3.687051%	$ 1,361.27	$ -	$ 1,361.27
00904705		0.762412%	$ 281.49	$ -	$ 281.49
00904706		0.366547%	$ 135.33	$ -	$ 135.33
00904707		0.213293%	$ 78.75	$ -	$ 78.75
00905000		0.158512%	$ 58.52	$ -	$ 58.52
Case Road		4.397399%	$ 1,623.54	$ -	$ 1,623.54
Concession 2 Road		2.510988%	$ 927.07	$ -	$ 927.07
Flanagan Road		0.343886%	$ 126.96	$ -	$ 126.96
Pettit Road		1.967102%	$ 726.26	$ -	$ 726.26
Sider Road		3.024649%	$ 1,116.71	$ -	$ 1,116.71
Wainfleet Dunnville Townline Road		0.201213%	$ 74.29	$ -	$ 74.29
		99.23%	**$ 36,636.84**	**$ 8,801.65**	**$ 27,835.20**

Township of Wainfleet
CSW #10 - Municipal Drain
Schedule 'C' - Assessment for Drain Maintenance

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00430600	F	0.226890%	$ 74.57	$ 24.86	$ 49.71
00430600		4.970231%	$ 1,633.51	$ -	$ 1,633.51
00430800		0.088939%	$ 29.23	$ -	$ 29.23
00430800		0.090254%	$ 29.66	$ -	$ 29.66
00430800		0.008973%	$ 2.95	$ -	$ 2.95
00430800		0.014751%	$ 4.85	$ -	$ 4.85
00430800		0.025864%	$ 8.50	$ -	$ 8.50
00430800		0.164750%	$ 54.15	$ -	$ 54.15
00809150	F	0.389564%	$ 128.03	$ 42.68	$ 85.36
00505800	F	1.536306%	$ 504.92	$ 168.31	$ 336.61
00530000		0.191985%	$ 63.10	$ -	$ 63.10
00530300	F	1.088639%	$ 357.79	$ 119.26	$ 238.53
00538900	F	0.003526%	$ 1.16	$ 0.39	$ 0.77
00539200	F	1.176698%	$ 386.73	$ 128.91	$ 257.82
01399300		0.388952%	$ 127.83	$ -	$ 127.83
00427900	F	1.622995%	$ 533.41	$ 177.80	$ 355.61
00427910		0.115454%	$ 37.94	$ -	$ 37.94
00428700		0.241867%	$ 79.49	$ -	$ 79.49
00042880		0.022037%	$ 7.24	$ -	$ 7.24
00042880	F	2.225679%	$ 731.49	$ 243.83	$ 487.66
00050570		1.759818%	$ 578.38	$ -	$ 578.38
00505900		0.093738%	$ 30.81	$ -	$ 30.81
00506000		0.155246%	$ 51.02	$ -	$ 51.02
00524100	F	1.651769%	$ 542.87	$ 180.96	$ 361.91
00524100	F	1.820029%	$ 598.17	$ 199.39	$ 398.78
00529800		0.260482%	$ 85.61	$ -	$ 85.61
00529900		0.333395%	$ 109.57	$ -	$ 109.57
00530000		0.925101%	$ 304.04	$ -	$ 304.04
00530000		0.180538%	$ 59.34	$ -	$ 59.34
00530100		0.570175%	$ 187.39	$ -	$ 187.39
00530200		0.593677%	$ 195.12	$ -	$ 195.12
00530400		0.137223%	$ 45.10	$ -	$ 45.10
00534800		0.640034%	$ 210.35	$ -	$ 210.35
00536500	F	2.873053%	$ 944.25	$ 314.75	$ 629.50
00430500		0.065868%	$ 21.65	$ -	$ 21.65
00431800		3.039912%	$ 999.09	$ -	$ 999.09
00432020		0.091045%	$ 29.92	$ -	$ 29.92
00540100	F	1.171163%	$ 384.91	$ 128.30	$ 256.61
00540100	F	2.881528%	$ 947.04	$ 315.68	$ 631.36
00541200		0.685121%	$ 225.17	$ -	$ 225.17
00541600		0.290377%	$ 95.43	$ -	$ 95.43
00430400	F	0.000196%	$ 0.06	$ 0.02	$ 0.04
00430500		0.056087%	$ 18.43	$ -	$ 18.43
00430500		0.061078%	$ 20.07	$ -	$ 20.07
00430500		0.034678%	$ 11.40	$ -	$ 11.40
00430520	F	0.169758%	$ 55.79	$ 18.60	$ 37.19

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00430700		0.502028%	$ 165.00	$ -	$ 165.00
00430800		0.163993%	$ 53.90	$ -	$ 53.90
00430900		0.229953%	$ 75.58	$ -	$ 75.58
00431000		0.088747%	$ 29.17	$ -	$ 29.17
00431100		0.038915%	$ 12.79	$ -	$ 12.79
00431700	F	0.183125%	$ 60.19	$ 20.06	$ 40.12
00431700		0.045847%	$ 15.07	$ -	$ 15.07
00431800	F	1.849692%	$ 607.92	$ 202.64	$ 405.28
00431900		0.302201%	$ 99.32	$ -	$ 99.32
00432000	F	0.817632%	$ 268.72	$ 89.57	$ 179.15
00432100		2.410001%	$ 792.07	$ -	$ 792.07
00432100		0.059280%	$ 19.48	$ -	$ 19.48
00432200		0.030836%	$ 10.13	$ -	$ 10.13
00432300		0.067642%	$ 22.23	$ -	$ 22.23
00432400		0.217189%	$ 71.38	$ -	$ 71.38
00432500		0.026796%	$ 8.81	$ -	$ 8.81
00432600	F	3.651090%	$ 1,199.96	$ 399.99	$ 799.97
00432600		0.177303%	$ 58.27	$ -	$ 58.27
00432600		0.305311%	$ 100.34	$ -	$ 100.34
00432700	F	0.107954%	$ 35.48	$ 11.83	$ 23.65
00539600	F	0.830914%	$ 273.09	$ 91.03	$ 182.06
00539600		0.059459%	$ 19.54	$ -	$ 19.54
00539620	F	4.830918%	$ 1,587.72	$ 529.24	$ 1,058.48
00539700	F	1.889259%	$ 620.92	$ 206.97	$ 413.95
00539800	F	1.330209%	$ 437.18	$ 145.73	$ 291.46
00539900		0.130534%	$ 42.90	$ -	$ 42.90
00539900		0.372127%	$ 122.30	$ -	$ 122.30
00540000	F	3.940621%	$ 1,295.12	$ 431.71	$ 863.41
00540000		1.967214%	$ 646.54	$ -	$ 646.54
00540200		0.088703%	$ 29.15	$ -	$ 29.15
00540300	F	8.600777%	$ 2,826.71	$ 942.24	$ 1,884.48
00540400	F	0.726368%	$ 238.73	$ 79.58	$ 159.15
00540500		0.210284%	$ 69.11	$ -	$ 69.11
00540600		2.952182%	$ 970.26	$ -	$ 970.26
00540700	F	1.104561%	$ 363.02	$ 121.01	$ 242.02
00540800	F	1.325125%	$ 435.51	$ 145.17	$ 290.34
00541000		0.347740%	$ 114.29	$ -	$ 114.29
00541000		0.078062%	$ 25.66	$ -	$ 25.66
00541100		1.025057%	$ 336.89	$ -	$ 336.89
00541200	F	1.992027%	$ 654.70	$ 218.23	$ 436.46
00541300	F	3.655944%	$ 1,201.56	$ 400.52	$ 801.04
00541400		0.055338%	$ 18.19	$ -	$ 18.19
00541400	F	0.794409%	$ 261.09	$ 87.03	$ 174.06
00809100	F	0.817618%	$ 268.72	$ 89.57	$ 179.14
Abbey Road		0.940691%	$ 309.17	$ -	$ 309.17
Brawn Road		0.717876%	$ 235.94	$ -	$ 235.94
Concession 1 Road		2.983144%	$ 980.43	$ -	$ 980.43
Highway 3		1.745422%	$ 573.65	$ -	$ 573.65
Peterson Road		0.620338%	$ 203.88	$ -	$ 203.88
Side Road 20		2.158711%	$ 709.48	$ -	$ 709.48

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
Station Road		0.624579%	$ 205.27	$ -	$ 205.27
Vacant Land/ROW		4.672807%	$ 1,535.76	$ -	$ 1,535.76
		100.00%	**$ 32,865.81**	**$ 6,275.84**	**$ 26,589.97**

Township of Wainfleet
CSW #14 - Municipal Drain
Schedule 'D' - Assessment for Drain Maintenance

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00700200		1.159508%	$ 335.02	$ -	$ 335.02
00700200		4.618597%	$ 1,334.46	$ -	$ 1,334.46
00705200 Severance	F	0.096975%	$ 28.02	$ 9.34	$ 18.68
00700101		0.680306%	$ 196.56	$ -	$ 196.56
00700300	F	1.549902%	$ 447.82	$ 149.27	$ 298.54
00703300	F	10.630683%	$ 3,071.54	$ 1,023.85	$ 2,047.69
00702900	F	0.815767%	$ 235.70	$ 78.57	$ 157.13
00703700	F	0.473867%	$ 136.92	$ 45.64	$ 91.28
00703801	F	6.151370%	$ 1,777.33	$ 592.44	$ 1,184.88
00700205		1.760487%	$ 508.66	$ -	$ 508.66
00700205		5.771980%	$ 1,667.71	$ -	$ 1,667.71
00703800	F	4.653070%	$ 1,344.42	$ 448.14	$ 896.28
00703900		3.933322%	$ 1,136.46	$ -	$ 1,136.46
00704000		0.765398%	$ 221.15	$ -	$ 221.15
00704010	F	1.497407%	$ 432.65	$ 144.22	$ 288.43
00704500		0.547787%	$ 158.27	$ -	$ 158.27
00704505	f	8.714799%	$ 2,517.98	$ 839.33	$ 1,678.65
00704600	F	0.732722%	$ 211.71	$ 70.57	$ 141.14
00704605	F	6.580700%	$ 1,901.37	$ 633.79	$ 1,267.58
00704700	F	2.223982%	$ 642.58	$ 214.19	$ 428.39
00704800	F	6.448477%	$ 1,863.17	$ 621.06	$ 1,242.11
00704880	F	6.039064%	$ 1,744.88	$ 581.63	$ 1,163.25
00704900		0.125936%	$ 36.39	$ -	$ 36.39
00705101	F	11.342989%	$ 3,277.35	$ 1,092.45	$ 2,184.90
00705200	F	1.872247%	$ 540.95	$ 180.32	$ 360.63
00705215		2.488443%	$ 718.99	$ -	$ 718.99
Morog Road		1.288119%	$ 372.18	$ -	$ 372.18
Vacant Land/ROW		2.276454%	$ 657.74	$ -	$ 657.74
Vacant Land/ROW		2.916619%	$ 842.70	$ -	$ 842.70
Willson Road		1.843025%	$ 532.51	$ -	$ 532.51
		100.00%	**$ 28,893.17**	**$ 6,724.79**	**$ 22,168.38**

Township of Wainfleet
CSW #40 - Municipal Drain
Schedule 'E' - Assessment for Drain Maintenance

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
Concession 1 Road	F	10.098330%	$ 240.06	$ 80.02	$ 160.04
Minor Road		5.517054%	$ 131.16	$ -	$ 131.16
Vacant Land/ROW		1.137625%	$ 27.04	$ -	$ 27.04
00539330	F	26.266266%	$ 624.42	$ 208.14	$ 416.28
00610101	f	14.819997%	$ 352.31	$ 117.44	$ 234.87
00610100	F	31.298138%	$ 744.04	$ 248.01	$ 496.03
00614600	F	8.092942%	$ 192.39	$ 64.13	$ 128.26
00541700	F	0.124617%	$ 2.96	$ 0.99	$ 1.97
00620801		0.200921%	$ 4.78	$ -	$ 4.78
00620802	F	1.011080%	$ 24.04	$ 8.01	$ 16.02
00621200	F	1.433031%	$ 34.07	$ 11.36	$ 22.71
		100.00%	**$ 2,377.27**	**$ 738.10**	**$ 1,639.17**

Township of Wainfleet
CSW #45 - Municipal Drain
Schedule 'F' - Assessment for Drain Maintenance

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
00080923		4.003126%	$ 228.65	$ -	$ 228.65
00080960		1.292370%	$ 73.82	$ -	$ 73.82
00080961	F	6.036668%	$ 344.81	$ 114.94	$ 229.87
00090050	F	0.000339%	$ 0.02	$ 0.01	$ 0.01
00090070		0.379332%	$ 21.67	$ -	$ 21.67
00090090	F	0.000299%	$ 0.02	$ 0.01	$ 0.01
00090550	F	0.806370%	$ 46.06	$ 15.35	$ 30.71
00090600	F	0.668075%	$ 38.16	$ 12.72	$ 25.44
00081510	F	13.399555%	$ 765.36	$ 255.12	$ 510.24
00081530		4.900139%	$ 279.89	$ -	$ 279.89
00081530		1.807018%	$ 103.21	$ -	$ 103.21
00090520	F	19.551672%	$ 1,116.76	$ 372.25	$ 744.51
00090520		0.885315%	$ 50.57	$ -	$ 50.57
00090570	F	0.249456%	$ 14.25	$ 4.75	$ 9.50
00090580	F	0.026772%	$ 1.53	$ 0.51	$ 1.02
00090590		1.262949%	$ 72.14	$ -	$ 72.14
00090590		1.835223%	$ 104.83	$ -	$ 104.83
00090592		2.175563%	$ 124.27	$ -	$ 124.27
00090593	F	17.903551%	$ 1,022.63	$ 340.88	$ 681.75
Bell Road		14.770512%	$ 843.67	$ -	$ 843.67
Emerson Road		0.673094%	$ 38.45	$ -	$ 38.45
Unopened Road Allowance 1		1.370784%	$ 78.30	$ -	$ 78.30
Vacant Land/ROW		6.001817%	$ 342.82	$ -	$ 342.82
		100.00%	**$ 5,711.86**	**$ 1,116.53**	**$ 4,595.33**

Township of Wainfleet
Little Forks - Municipal Drain
Schedule 'G' - Assessment for Drain Maintenance

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
01108800	F	0.046000%	$ 75.94	$ 25.31	$ 50.63
01111100	F	0.165000%	$ 272.41	$ 90.80	$ 181.60
01111200	F	0.661000%	$ 1,091.28	$ 363.76	$ 727.52
01111801	F	0.156000%	$ 257.55	$ 85.85	$ 171.70
01112100		0.092000%	$ 151.89	$ -	$ 151.89
01112201	F	0.184000%	$ 303.77	$ 101.26	$ 202.52
01112202		0.046000%	$ 75.94	$ -	$ 75.94
01112500		0.096000%	$ 158.49	$ -	$ 158.49
01112620		0.147000%	$ 242.69	$ -	$ 242.69
01112702	F	0.340000%	$ 561.32	$ 187.11	$ 374.22
01112900		0.467900%	$ 772.48	$ -	$ 772.48
01112905	F	0.841000%	$ 1,388.45	$ 462.82	$ 925.63
01113000		0.626000%	$ 1,033.50	$ -	$ 1,033.50
01113600	F	0.755000%	$ 1,246.47	$ 415.49	$ 830.98
01113900	F	0.873000%	$ 1,441.28	$ 480.43	$ 960.85
01114200	F	0.450000%	$ 742.93	$ 247.64	$ 495.29
01114201		0.550000%	$ 908.02	$ -	$ 908.02
01114601		0.987000%	$ 1,629.49	$ -	$ 1,629.49
01114700	F	0.147000%	$ 242.69	$ 80.90	$ 161.79
01114900		0.018000%	$ 29.72	$ -	$ 29.72
01115000		0.113300%	$ 187.05	$ -	$ 187.05
01115100		0.018000%	$ 29.72	$ -	$ 29.72
01115200	F	2.877000%	$ 4,749.78	$ 1,583.26	$ 3,166.52
01115402	F	0.029000%	$ 47.88	$ 15.96	$ 31.92
01116100	F	0.330000%	$ 544.81	$ 181.60	$ 363.21
01116201	F	0.231000%	$ 381.37	$ 127.12	$ 254.25
01116300	F	2.599900%	$ 4,292.31	$ 1,430.77	$ 2,861.54
01116315		0.039100%	$ 64.55	$ -	$ 64.55
01116400		0.018000%	$ 29.72	$ -	$ 29.72
01213800		0.092000%	$ 151.89	$ -	$ 151.89
01213901	F	0.367000%	$ 605.90	$ 201.97	$ 403.93
01215100		0.239000%	$ 394.58	$ -	$ 394.58
01215200	F	0.511000%	$ 843.64	$ 281.21	$ 562.42
01215201		0.039000%	$ 64.39	$ -	$ 64.39
01215300		0.276000%	$ 455.66	$ -	$ 455.66
01216900		0.734000%	$ 1,211.80	$ -	$ 1,211.80
01217000	F	0.165000%	$ 272.41	$ 90.80	$ 181.60
01218100	F	0.826000%	$ 1,363.69	$ 454.56	$ 909.12
01218200		1.147000%	$ 1,893.64	$ -	$ 1,893.64
01219900		0.018000%	$ 29.72	$ -	$ 29.72
01220000	F	1.825000%	$ 3,012.98	$ 1,004.33	$ 2,008.66

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
01220100	F	1.825000%	$ 3,012.98	$ 1,004.33	$ 2,008.66
01220200		0.186000%	$ 307.08	$ -	$ 307.08
01220300	F	0.311000%	$ 513.45	$ 171.15	$ 342.30
01220301	F	0.325000%	$ 536.56	$ 178.85	$ 357.71
01220400		0.066000%	$ 108.96	$ -	$ 108.96
01220500	F	2.717000%	$ 4,485.63	$ 1,495.21	$ 2,990.42
01220600	F	4.222000%	$ 6,970.31	$ 2,323.44	$ 4,646.88
01220700	F	0.835000%	$ 1,378.54	$ 459.51	$ 919.03
01221401		0.092000%	$ 151.89	$ -	$ 151.89
01221500		0.275000%	$ 454.01	$ -	$ 454.01
01221600	F	0.826000%	$ 1,363.69	$ 454.56	$ 909.12
01221700	F	1.606000%	$ 2,651.43	$ 883.81	$ 1,767.62
01221800	F	4.942000%	$ 8,159.00	$ 2,719.67	$ 5,439.33
01221900	F	1.780000%	$ 2,938.69	$ 979.56	$ 1,959.13
01222000		2.606000%	$ 4,302.38	$ -	$ 4,302.38
01222100	F	1.835000%	$ 3,029.49	$ 1,009.83	$ 2,019.66
01222700	F	1.936000%	$ 3,196.24	$ 1,065.41	$ 2,130.83
01222705		0.083000%	$ 137.03	$ -	$ 137.03
01222800	F	1.487000%	$ 2,454.96	$ 818.32	$ 1,636.64
01222900	F	0.578000%	$ 954.25	$ 318.08	$ 636.17
01223000		0.064500%	$ 106.49	$ -	$ 106.49
01223100	F	0.521100%	$ 860.31	$ 286.77	$ 573.54
01222915	F	2.976500%	$ 4,914.05	$ 1,638.02	$ 3,276.04
01223500	F	0.941000%	$ 1,553.54	$ 517.85	$ 1,035.70
01223890	F	1.698000%	$ 2,803.31	$ 934.44	$ 1,868.88
01224000	F	1.863000%	$ 3,075.72	$ 1,025.24	$ 2,050.48
01224200		0.276000%	$ 455.66	$ -	$ 455.66
01224300		0.178000%	$ 293.87	$ -	$ 293.87
01224500		0.037000%	$ 61.09	$ -	$ 61.09
01224600		0.018000%	$ 29.72	$ -	$ 29.72
01224700		0.028000%	$ 46.23	$ -	$ 46.23
01224900		0.037000%	$ 61.09	$ -	$ 61.09
01225200		0.037000%	$ 61.09	$ -	$ 61.09
01225100	F	0.037000%	$ 61.09	$ 20.36	$ 40.72
01225200		0.037000%	$ 61.09	$ -	$ 61.09
01225300	F	1.583000%	$ 2,613.45	$ 871.15	$ 1,742.30
01225400	F	0.551000%	$ 909.67	$ 303.22	$ 606.45
01225500		0.826000%	$ 1,363.69	$ -	$ 1,363.69
01225700		2.891000%	$ 4,772.90	$ -	$ 4,772.90
01225700	F	1.850000%	$ 3,054.26	$ 1,018.09	$ 2,036.17
01225800	F	0.275000%	$ 454.01	$ 151.34	$ 302.67
01226500	F	0.941000%	$ 1,553.54	$ 517.85	$ 1,035.70
01226600	F	0.818000%	$ 1,350.48	$ 450.16	$ 900.32
01226700	F	0.349000%	$ 576.18	$ 192.06	$ 384.12
01303500	F	0.115000%	$ 189.86	$ 63.29	$ 126.57

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
01303600		0.028000%	$ 46.23	$ -	$ 46.23
01303700		0.028000%	$ 46.23	$ -	$ 46.23
01303800		0.028000%	$ 46.23	$ -	$ 46.23
01303900	F	0.092000%	$ 151.89	$ 50.63	$ 101.26
01306800	F	1.225000%	$ 2,022.41	$ 674.14	$ 1,348.28
01306801		2.538000%	$ 4,190.11	$ -	$ 4,190.11
01306900	F	0.311700%	$ 514.60	$ 171.53	$ 343.07
01306903		0.023620%	$ 39.00	$ -	$ 39.00
01306902		0.022020%	$ 36.35	$ -	$ 36.35
01306901		0.009600%	$ 15.85	$ -	$ 15.85
01307800	F	0.551000%	$ 909.67	$ 303.22	$ 606.45
01308000	F	0.689000%	$ 1,137.50	$ 379.17	$ 758.34
01308100		0.803000%	$ 1,325.71	$ -	$ 1,325.71
01308201	F	3.517500%	$ 5,807.22	$ 1,935.74	$ 3,871.48
01308200		0.126500%	$ 208.85	$ -	$ 208.85
01308300		0.493000%	$ 813.92	$ -	$ 813.92
01308301		0.493000%	$ 813.92	$ -	$ 813.92
01308302		0.493000%	$ 813.92	$ -	$ 813.92
01308303		0.493000%	$ 813.92	$ -	$ 813.92
01308305	F	0.905000%	$ 1,494.11	$ 498.04	$ 996.07
01308315		0.082000%	$ 135.38	$ -	$ 135.38
01308306		0.387000%	$ 638.92	$ -	$ 638.92
01308400		0.046000%	$ 75.94	$ -	$ 75.94
01308500		0.046000%	$ 75.94	$ -	$ 75.94
01308600	F	0.622250%	$ 1,027.30	$ 342.43	$ 684.87
01308610		0.069500%	$ 114.74	$ -	$ 114.74
01308805		1.370000%	$ 2,261.80	$ -	$ 2,261.80
01308900		0.757000%	$ 1,249.77	$ -	$ 1,249.77
01309000		0.918000%	$ 1,515.57	$ -	$ 1,515.57
01309100	F	1.303000%	$ 2,151.19	$ 717.06	$ 1,434.13
01309200		0.799000%	$ 1,319.11	$ -	$ 1,319.11
01309300		0.133000%	$ 219.58	$ -	$ 219.58
01309400		0.253000%	$ 417.69	$ -	$ 417.69
01309500		0.133000%	$ 219.58	$ -	$ 219.58
01309600		0.266000%	$ 439.15	$ -	$ 439.15
01309700		0.133000%	$ 219.58	$ -	$ 219.58
01309800		0.133000%	$ 219.58	$ -	$ 219.58
01309900		0.266000%	$ 439.15	$ -	$ 439.15
01310000		0.266000%	$ 439.15	$ -	$ 439.15
01310100		0.426000%	$ 703.30	$ -	$ 703.30
01310200		0.107000%	$ 176.65	$ -	$ 176.65
Niagara Region		1.285000%	$ 2,121.47	$ -	$ 2,121.47
Niagara Region		1.124000%	$ 1,855.67	$ -	$ 1,855.67
Township of Wainfleet		0.018000%	$ 29.72	$ -	$ 29.72
Township of Wainfleet		0.037000%	$ 61.09	$ -	$ 61.09

Roll Number	Land Use	Allocation	Current Cost	Grant	Net Cost
Township of Wainfleet		0.055000%	$ 90.80	$ -	$ 90.80
Township of Wainfleet		0.441000%	$ 728.07	$ -	$ 728.07
Township of Wainfleet		0.121000%	$ 199.77	$ -	$ 199.77
Township of Wainfleet		0.161000%	$ 265.80	$ -	$ 265.80
Township of Wainfleet		0.340000%	$ 561.32	$ -	$ 561.32
Township of Wainfleet		0.886000%	$ 1,462.74	$ -	$ 1,462.74
Township of Wainfleet		1.065000%	$ 1,758.26	$ -	$ 1,758.26
Township of Wainfleet		1.101000%	$ 1,817.70	$ -	$ 1,817.70
Township of Wainfleet		1.123000%	$ 1,854.02	$ -	$ 1,854.02
Township of Wainfleet		1.101000%	$ 1,817.70	$ -	$ 1,817.70
Township of Wainfleet		1.078000%	$ 1,779.72	$ -	$ 1,779.72
Township of Wainfleet		1.055000%	$ 1,741.75	$ -	$ 1,741.75
		100.00%	**$ 165,095.04**	**$ 34,856.49**	**$ 130,238.55**

Township of Wainfleet

Indian Creek - Municipal Drain

Schedule 'H' - Assessment for Construction

Roll Number	Land Use	Allocation	Current Cost	Allowance	Grant	Net Cost
01215200	F	0.012002%	$ 23.27		$ 7.76	$ 15.51
01215201		0.009884%	$ 19.16		$ -	$ 19.16
01215300	F	0.074131%	$ 143.71		$ 47.90	$ 95.81
01215305		0.010943%	$ 21.21		$ -	$ 21.21
01216900	F	0.119669%	$ 231.99		$ 77.33	$ 154.66
01217000	F	0.154969%	$ 300.42		$ 100.14	$ 200.28
01217100	F	0.004942%	$ 9.58		$ 3.19	$ 6.39
01218100	F	3.139627%	$ 6,086.50	$ 500.00	$ 2,028.83	$ 3,557.67
01218200	F	4.690732%	$ 9,093.49		$ 3,031.16	$ 6,062.32
01218210		0.254517%	$ 493.41		$ -	$ 493.41
01221800	F	4.400562%	$ 8,530.96	$ 6,120.00	$ 2,843.65	-$ 432.69
01221900	F	8.171009%	$ 15,840.38	$ 8,730.00	$ 5,280.13	$ 1,830.25
01222200	F	0.018709%	$ 36.27		$ 12.09	$ 24.18
01221910	F	0.008472%	$ 16.42		$ 5.47	$ 10.95
01222700	F	0.197330%	$ 382.55		$ 127.52	$ 255.03
01222800	F	10.139365%	$ 19,656.25	$ 10,650.00	$ 6,552.08	$ 2,454.17
01222900	F	8.641212%	$ 16,751.92	$ 6,260.00	$ 5,583.97	$ 4,907.94
01222915	F	4.776159%	$ 9,259.10	$ 2,510.00	$ 3,086.37	$ 3,662.73
01225300	F	6.000028%	$ 11,631.70	$ 4,910.00	$ 3,877.23	$ 2,844.46
01224200		0.259812%	$ 503.67		$ -	$ 503.67
01224300		0.329001%	$ 637.80		$ -	$ 637.80
01224400		0.115786%	$ 224.46		$ -	$ 224.46
01224500		0.115786%	$ 224.46		$ -	$ 224.46
01224600		0.035654%	$ 69.12		$ -	$ 69.12
01224700		0.092487%	$ 179.30		$ -	$ 179.30
01224900		0.141908%	$ 275.10		$ -	$ 275.10
01225000		0.141908%	$ 275.10		$ -	$ 275.10
01225100		0.134848%	$ 261.42		$ -	$ 261.42
01225200		0.141908%	$ 275.10		$ -	$ 275.10
01225500		0.803087%	$ 1,556.87		$ -	$ 1,556.87
Marr Road		0.183916%	$ 356.54		$ -	$ 356.54
Concession Road 6		15.655428%	$ 30,349.73		$ -	$ 30,349.73
Henderson Road		16.191315%	$ 31,388.60		$ -	$ 31,388.60
Gracey Road		14.170658%	$ 27,471.34		$ -	$ 27,471.34
Robertson Road		0.010943%	$ 21.21		$ -	$ 21.21
Dochstader Road		0.651294%	$ 1,262.60		$ -	$ 1,262.60
					$ -	$ -
		100.00%	**$ 193,860.73**	**$ 39,680.00**	**$ 32,664.83**	**$ 121,515.90**

THE CORPORATION OF THE TOWNSHIP OF WAINFLEET

BY-LAW NO. 024-2026

Being a by-law to adopt, ratify and confirm the proceedings of the Council of the Corporation of the Township of Wainfleet at its Regular Meeting of Council held May 26, 2026

WHEREAS Subsection 5 (1) of the *Municipal Act*, *2001*, S.O. 2001, Chapter M.25, as amended, provides that the powers of a municipal corporation are to be exercised by its Council;

AND WHEREAS section 5 (3) of the *Municipal Act 2001,* S.O. 2001, Chapter M.25, as amended, provides that, except if otherwise authorized, the powers of Council shall be exercised by by-law;

AND WHEREAS it is deemed desirable and expedient that the actions of the Council as herein set forth be adopted, ratified and confirmed by by-law;

NOW THEREFORE the Council of the Corporation of the Township of Wainfleet **HEREBY ENACTS AS FOLLOWS:**

1. (a) The actions of the Council at its Regular Meeting of Council held May 26, 2026, including all resolutions or motions approved, are hereby adopted, ratified and confirmed as if they were expressly embodied in this by-law.

   (b) The above-mentioned actions shall not include:

   (i) any actions required by law to be taken by resolution, or

   (ii) any actions for which prior Ontario Municipal Board approval is required, until such approval is obtained.

2. The Mayor and proper officials of the Corporation of the Township of Wainfleet are hereby authorized and directed to do all things necessary to give effect to the above-mentioned actions and to obtain approvals where required.

3. Unless otherwise provided, the Mayor and Clerk are hereby authorized and directed to execute and the Clerk to affix the seal of the corporation of the Township of Wainfleet to all documents necessary to give effect to the above-mentioned actions.

4. This by-law shall come into force on the day upon which it is passed.

BY-LAW READ AND PASSED THIS 26TH DAY OF MAY, 2026

B. Grant, MAYOR

A. Chrastina, CLERK