



Municipality of Mattice-Val Côté 2026 Asset Management Progress Report

April 13, 2026

2026 Asset Management Progress Report

Introduction



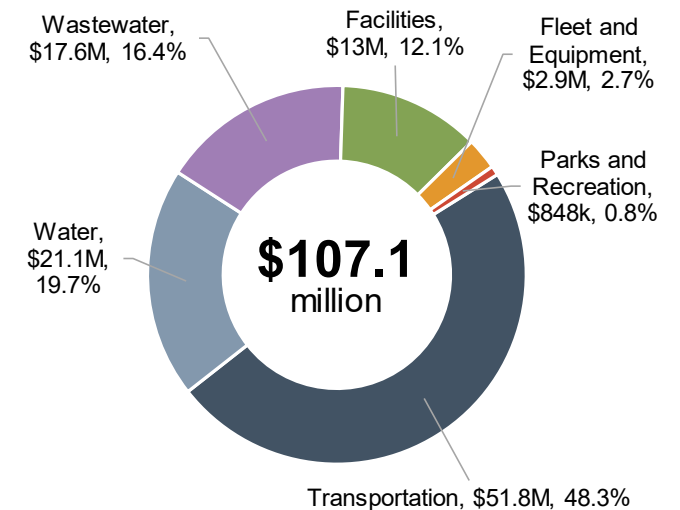
The Municipality of Mattice-Val Côté (Municipality) owns and manages a wide range of infrastructure assets that support services for residents and businesses. These assets include roads, buildings, water and wastewater systems, and other municipal facilities. As of 2025, the total replacement cost of this infrastructure (i.e., what it would cost to rebuild it today) has been estimated at \$107.1 million. A summary of replacement costs by asset category is shown in Figure 1.

To support the long-term, sustainable management of these assets, the Municipality completed a comprehensive Asset Management Plan (AMP) in December 2025. The AMP was developed in accordance with Ontario Regulation 588/17, a provincial regulation that requires municipalities to plan for the care, renewal, and funding of their infrastructure. The 2025 AMP established a clear framework to help Council make informed, evidence-based decisions about infrastructure investment over time.

Specifically, the AMP outlined:

- **Proposed levels of service:** the quality and performance residents can reasonably expect from municipal infrastructure, looking ahead to 2035;
- **Lifecycle activities**, such as maintenance, rehabilitation, and replacement, that are needed to achieve and sustain those service levels, along with their estimated costs;
- **Lifecycle management strategies** that describe how assets will be managed throughout their useful lives; and
- **Financial strategy** that examines how the Municipality can fund the lifecycle activities required to achieve and sustain the proposed levels of service.

Figure 1



2026 Asset Management Progress Report

Introduction (continued)

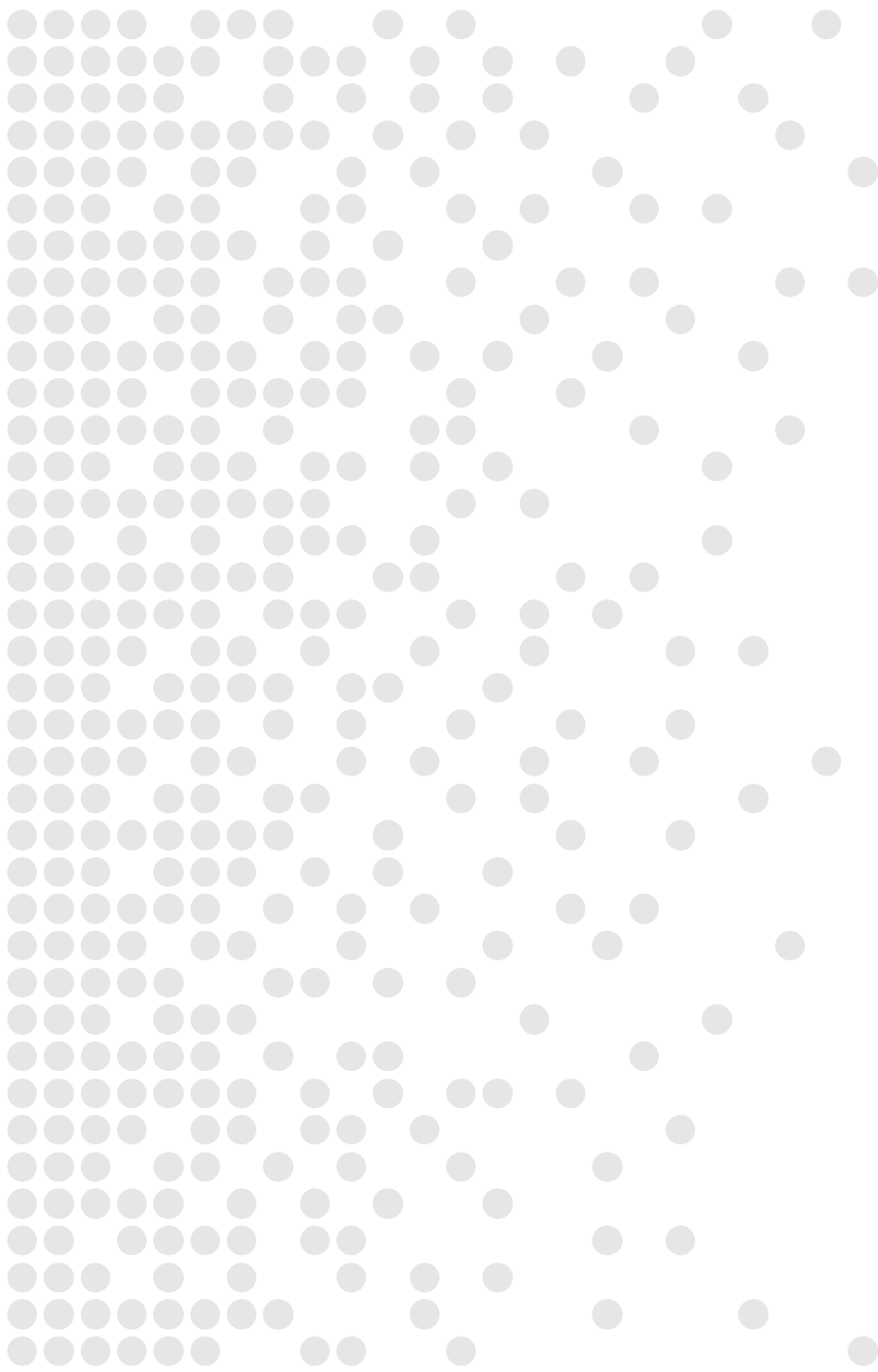


Under Ontario Regulation 588/17, Council is required to conduct annual reviews of asset management progress, beginning in 2026 and to be completed by July 1 of each year. These annual reviews are intended to support sound decision-making by tracking progress and identifying areas where adjustments may be needed. In accordance with the regulation, the annual review must:

- Assess progress in implementing the Asset Management Plan;
- Identify factors that may be limiting or delaying implementation; and
- Outline strategies to address those factors.

This Asset Management Progress Report has been prepared to support Council in meeting these requirements and to provide transparency to the public. The report is organized into the following three sections:

State of Local Infrastructure	This section provides an updated snapshot of the Municipality’s infrastructure portfolio, including changes in asset quantities, asset condition, and replacement cost valuations.
Levels of Service	The AMP established a levels of service framework that defines both current performance and long-term targets across multiple measures. Progress toward implementing the AMP can be assessed by examining whether these performance measures are moving toward their target levels. This section presents past, current, and target service levels for each major asset category.
Financial Highlights	The AMP includes a long-term financial strategy to support sustainable infrastructure management. A key component of this strategy is the annual lifecycle funding target, which represents the level of annual investment required to maintain assets at the desired service levels over time. As a “living document,” the AMP and its funding targets are updated as asset information, costs, and management strategies change. This section presents the updated annual lifecycle funding target, along with the Municipality’s anticipated 2026 infrastructure funding gap (the difference between required and currently planned funding).

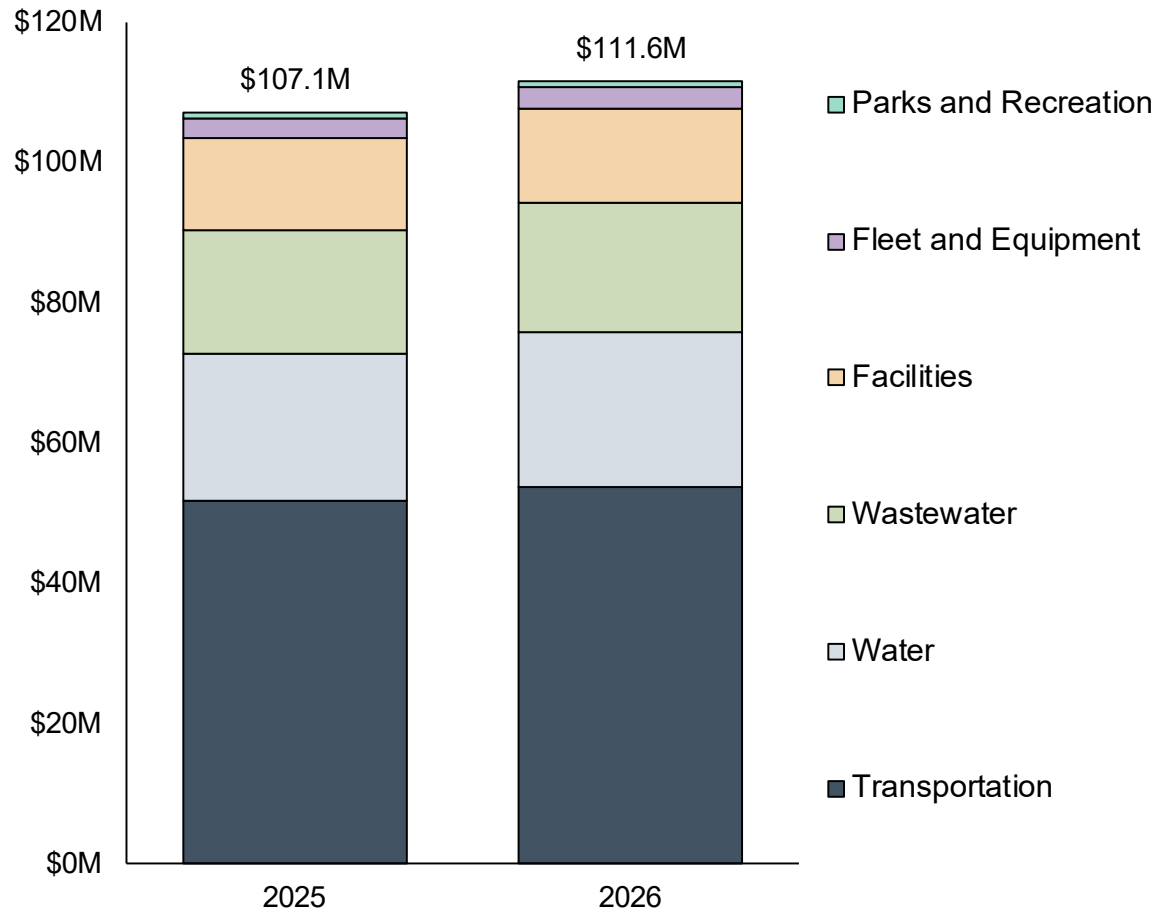


State of Local Infrastructure

State of Local Infrastructure Replacement Cost Valuation



Total Replacement Cost Valuation of Asset Portfolio



The replacement cost of the Municipality’s infrastructure portfolio increased by approximately \$4.41 million (or approximately 4.12%) from 2025 to 2026. Major factors impacting the updated replacement cost include:

- Reduction of approximately \$163,000 (53%) in the replacement cost valuation of one structural culvert, to more accurately reflect its size.
- Reduction of approximately \$141,000 (19%) in the replacement cost valuation of the 1999 Champion Grader, based on new pricing information.
- Increase of approximately \$7,000 (12%) in the replacement cost valuation of the 2019 Chevrolet Silverado 1500, based on new pricing information.
- Inflationary increases to asset valuations, totaling approximately \$4.71 million.

Note: The Municipality’s 2025 AMP assumed annual inflationary increases of 4.50% to the replacement value of the Municipality’s infrastructure. Therefore, the updated replacement cost for 2026, based on asset inventory updates completed in February 2026, is slightly lower than what the 2025 AMP predicted.

State of Local Infrastructure

Asset Condition Profiles – Tax-supported Assets



The Municipality evaluates the condition of tax-supported assets through staff-led assessments. These assessments consider the current state and performance of each asset. Based on this work, each asset is assigned a qualitative condition rating, using the scale shown in the table below.

The Municipality's 2025 AMP reported asset condition as of 2025. In February 2026, staff reviewed and updated the condition ratings for all tax-supported assets except roads. Road conditions were not reassessed at that time and are therefore assumed to remain unchanged from their 2025 reported condition.

Condition Rating	Description
Very Good	Asset is physically sound and performing as intended.
Good	Asset may show minor signs of wear and tear but remains in good working condition.
Fair	Signs of deterioration, some elements exhibit deficiencies. Asset continues to meet minimum functional requirements.
Poor	Condition below standard, a large portion of the system exhibits significant deterioration.
Very Poor	Widespread signs of advanced deterioration, asset may be unusable.

State of Local Infrastructure

Asset Condition Profiles – Tax-supported Assets (continued)



Asset Class	Asset Category	2025 Average Condition Rating	2026 Average Condition Rating
Roads & Related	Asphalt	Good	Good
	Gravel	Good	Good
	Road Signs	Fair	Fair
	Sidewalks	Poor	Poor
	Streetlights	Very Poor	Good
Structures	Bridges	Very Good	Very Good
	Structural Culverts	Good	Good
Facilities	Administrative Facilities	Good	Good
	Fire Facilities	Good	Good
	Parks and Recreation Facilities	Good	Good
	Public Works Facilities	Fair	Fair
Fleet & Equipment	Administrative Equipment	Fair	Fair
	Administrative Fleet	Very Poor	Very Poor
	Fire Fleet	Very Good	Very Good
	Parks and Recreation Fleet	Poor	Poor
	Public Works Equipment	Good	Good
	Public Works Fleet	Good	Good
Parks & Recreation	Park Structures	Good	Good
	Playground and Park Amenities	Good	Good
	Picnic Tables	Good	Fair
	Splash Pad	Very Good	Very Good
	Parks and Recreation Equipment	Very Good	Very Good

The condition of streetlights was reevaluated through a desktop condition assessment conducted by staff. In the 2025 AMP, the condition of streetlights was based on age relative to expected useful life.

The Ambulance Sleigh is the only asset in this category, and it has been rated as Very Poor due to sustained damage.

Average condition is negatively impacted by the condition of the 1992 Dodge Van.

The condition of picnic tables in Missinaibi Park has been downgraded as these assets need replacement.

State of Local Infrastructure

Asset Condition Profiles – Water & Wastewater Assets



The Municipality evaluates the condition of its rate-supported assets (i.e., water and wastewater assets) based on each asset's age relative to its expected useful service life (i.e., based on the percentage of useful service life consumed (ULC%)). A brand-new asset would have a ULC% of 0%, indicating that none of the asset's life expectancy has been utilized. Conversely, an asset that has reached the end of its life expectancy would have a ULC% of 100%. It is possible for assets to have a ULC% greater than 100%, which occurs if the asset has exceeded its typical life expectancy but continues to be in service. This is not necessarily a cause for concern; however, it must be recognized that assets near or beyond their typical useful service life expectancy are likely to require replacement or rehabilitation in the near term, may exhibit reduced reliability, and may have increasing repair and maintenance costs.

To better communicate the condition of water and wastewater assets, ULC% ratings have been segmented into qualitative condition states as summarized in the table below. The scale is set to show that if assets are replaced at the end of their expected useful service life, they would be in a "Fair" condition state. For assets that remain in service beyond their useful service life (i.e., ULC% > 100%), the probability of failure is assumed to have increased to a point where these assets would be characterized as being in a "Poor" or "Very Poor" condition state.

ULC% Range	Condition State
$0\% \leq \text{ULC}\% \leq 45\%$	Very Good
$45\% < \text{ULC}\% \leq 90\%$	Good
$90\% < \text{ULC}\% \leq 100\%$	Fair
$100\% < \text{ULC}\% \leq 125\%$	Poor
$125\% < \text{ULC}\%$	Very Poor

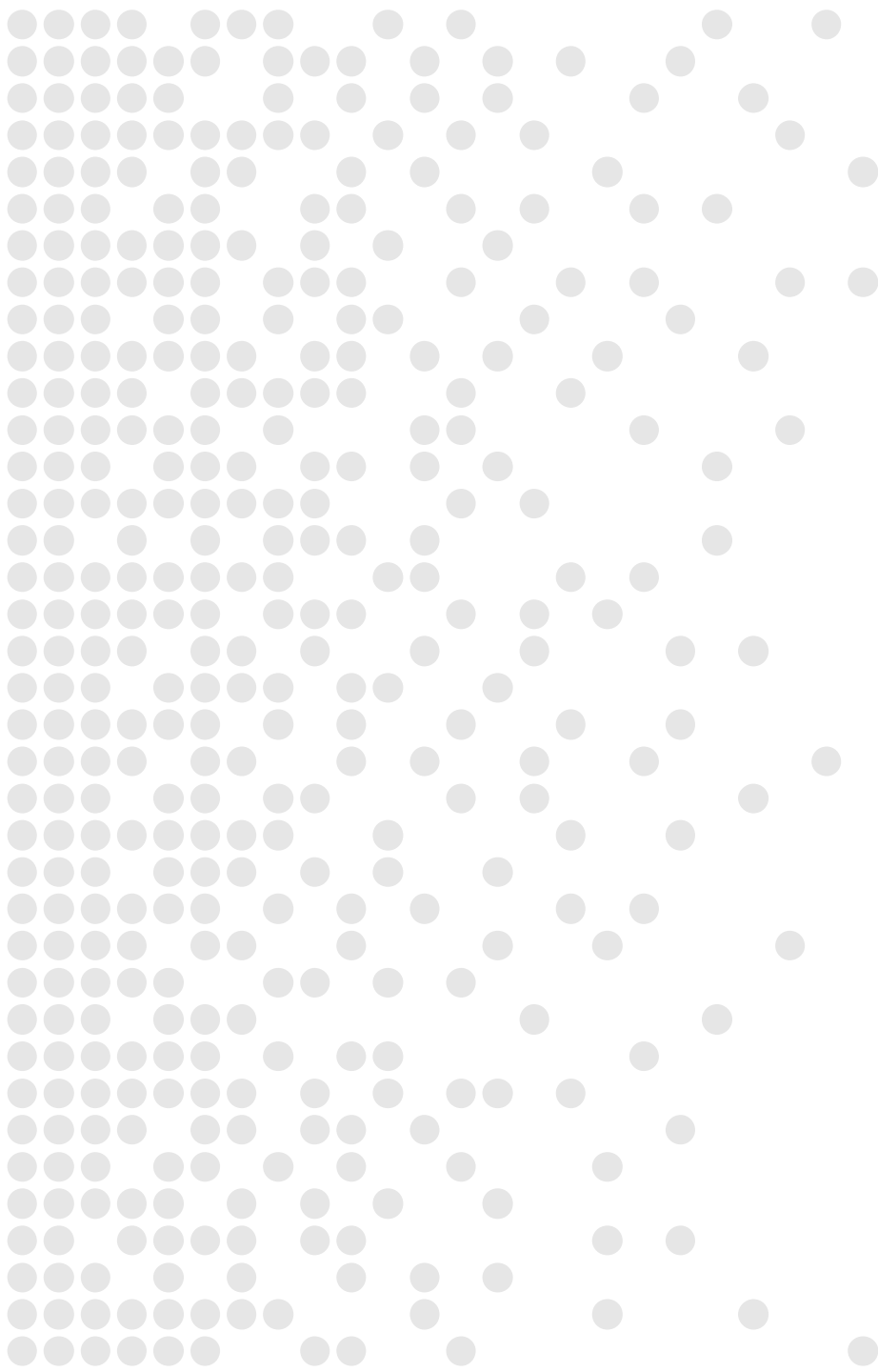
State of Local Infrastructure

Asset Condition Profiles – Water & Wastewater Assets (continued)



Description	2025 ULC%	2025 Condition State	2026 ULC%	2026 Condition State
Water Assets				
Watermains	51.7%	Good	53.0%	Good
Fire Hydrants	52.3%	Good	53.6%	Good
Water Pumping Station	82.5%	Good	85.0%	Good
Water Treatment Plant	43.3%	Very Good	45.5%	Good
Wastewater Assets				
Wastewater Mains	51.3%	Good	52.5%	Good
Manholes	51.0%	Good	52.3%	Good
Chambers	41.3%	Very Good	42.5%	Very Good
Wastewater Pumping Station	149.0%	Very Poor	154.4%	Very Poor
Lagoons	66.0%	Good	68.0%	Good

Average condition is negatively impacted by the age of the older pumps, fuel tank, small tools, and equipment.



Levels of Service

Levels of Service

Introduction



Levels of service describe how well municipal assets support the services residents rely on every day. Assets such as roads, bridges, and facilities are not an end in themselves – they exist to provide safe and reliable services to the community. For this reason, it is important that municipal assets perform at a level that meets community expectations.

A clear and well-defined levels of service framework helps the Municipality to:

- Communicate expectations to Council, staff, and the public, including any planned changes to service levels;
- Track performance over time to identify issues or areas where service may need improvement; and
- Support informed budget decisions, allowing trade-offs to be made between cost, risk, and service outcomes.

The levels of service currently provided by the Municipality are influenced, in part, by the condition and performance of its infrastructure, as described in the previous section of this report. To better understand and measure these service levels, the Municipality developed several performance metrics, as reported in its 2025 AMP. These metrics use available data to communicate performance relative to service aspects that matter to users and the broader public, such as reliability, safety, and quality.

The 2025 AMP also established targets for each performance metric that the Municipality is aiming to achieve by 2035. These targets reflect desired future performance and help guide long-term planning and investment decisions.

This section presents the past, current, and target performance of the technical levels of service measures for each asset category. Regularly monitoring performance against the targets set out in the 2025 AMP will provide an important indicator of the Municipality's progress in implementing its asset management plan over time.

Levels of Service

Transportation Assets



Service Attribute	Performance Measure	2025 Performance	2026 Performance	Target Performance
Scope	Number of lane-kilometres of arterial roads as a proportion of square kilometres of land area of the municipality.	N/A	N/A	N/A
	Number of lane-kilometres of collector roads as a proportion of square kilometres of land area of the Municipality.	N/A	N/A	N/A
	Number of lane-kilometres of local roads as a proportion of square kilometres of land area of the Municipality.	0.14 km / km ²	0.14 km / km ²	0.14 km / km ²
	Percentage of bridges in the Municipality with loading or dimensional restrictions.	0%	0%	0%
Quality	For paved roads in the municipality, the average pavement condition index value	Good	Good	Good
	For unpaved roads in the Municipality, the average surface condition.	Good	Good	Good
	For bridges in the Municipality, the average bridge condition index value.	Very Good	Very Good	Very Good
	For structural culverts in the Municipality, the average bridge condition index value.	Good	Good	Good
	Average condition state of road signs.	Fair	Fair	Maximize
	Average condition state of sidewalks.	Poor	Poor	Maximize
	Average condition state of streetlights. ^[1]	Very Poor	Good	Maximize

^[1] As noted in the previous section, the condition of streetlights was reevaluated through a desktop condition assessment conducted by staff, compared with the 2025 AMP, which was based on useful life consumed.

Levels of Service Facilities



Service Attribute	Performance Measure	2025 Performance	2026 Performance	Target Performance
Quality	Percentage (by replacement cost) of administrative facilities in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of fire facilities in a 'Fair' or better condition state.	93%	93%	Maximize
	Percentage (by replacement cost) of parks and recreation facilities in a 'Fair' or better condition state.	97%	97%	Maximize
	Percentage (by replacement cost) of public works facilities in a 'Fair' or better condition state.	74%	74%	Maximize

Levels of Service

Fleet & Equipment



Service Attribute	Performance Measure	2025 Performance	2026 Performance	Target Performance
Reliability	Percentage (by replacement cost) of administrative equipment assets in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of administrative fleet assets in a 'Fair' or better condition state.	0%	0%	Maximize
	Percentage (by replacement cost) of fire fleet assets in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of parks and recreation fleet assets in a 'Fair' or better condition state.	17%	17%	Maximize
	Percentage (by replacement cost) of public works equipment assets in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of public works fleet assets in a 'Fair' or better condition state.	100%	100%	100%

Levels of Service

Parks & Recreation Assets



Service Attribute	Performance Measure	2025 Performance	2026 Performance	Target Performance
Reliability	Percentage (by replacement cost) of park structures in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of playground and park amenities in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of picnic tables in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of splash pad in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of parks and recreation equipment in a 'Fair' or better condition state.	100%	100%	100%

Levels of Service

Water Assets



Service Attribute	Performance Measure	2025 Performance	2026 Performance	Target Performance
Scope	Percentage of properties connected to the municipal water system.	38%	38%	38%
	Percentage of properties where fire flow is available.	38%	38%	38%
Reliability	The number of connection-days per year where a boil water advisory notice is in place compared to the total number of properties connected to the municipal water system. ^[1]	0 connection days / connection	0 connection days / connection	0 connection days / connection
	The number of connection-days per year lost due to water main breaks compared to the total number of properties connected to the municipal water system. ^[1]	0 connection days / connection	0 connection days / connection	0 connection days / connection
	Percentage (by replacement cost) of watermains in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of fire hydrants in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of water pumping station assets in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of water treatment plant assets in a 'Fair' or better condition state.	97%	97%	Maximize

^[1] The performance for boil water advisories and watermain breaks reflects a one-year reporting lag (i.e., the 2026 performance corresponds to 2025 data).

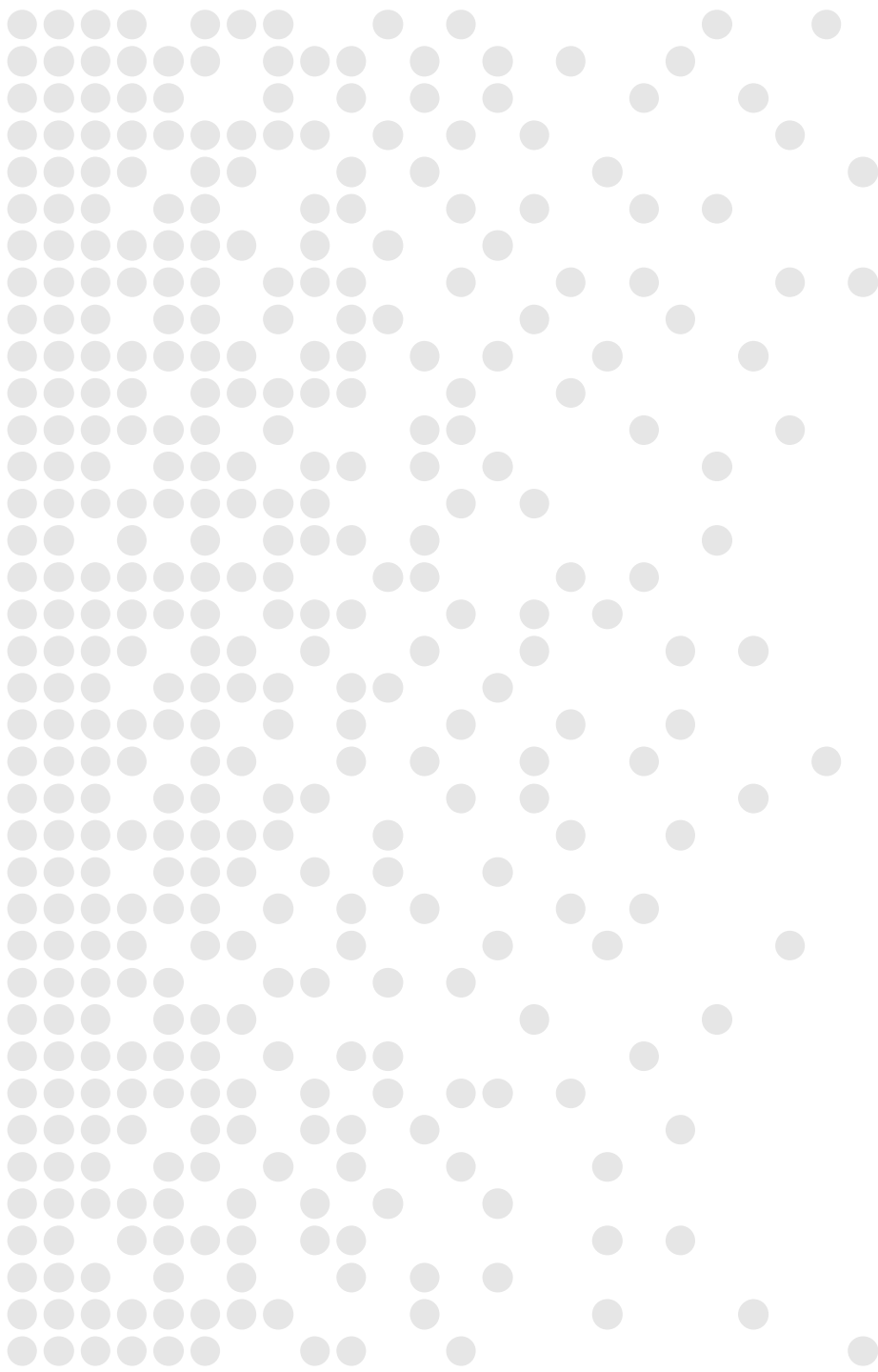
Levels of Service

Wastewater Assets



Service Attribute	Performance Measure	2025 Performance	2026 Performance	Target Performance
Scope	Percentage of properties connected to the municipal wastewater system.	44%	44%	44%
Reliability	The number of events per year where combined sewer flow in the municipal wastewater system exceeds system capacity compared to the total number of properties connected to the municipal wastewater system.	N/A	N/A	N/A
	The number of connection-days per year due to wastewater backups compared to the total number of properties connected to the municipal wastewater system. ^[1]	0 connection days / connection	0 connection days / connection	0 connection days / connection
	The number of effluent violations per year due to wastewater discharge compared to the total number of properties connected to the municipal wastewater system. ^[1]	0 violations / connection	0 violations / connection	0 violations / connection
	Percentage (by replacement cost) of wastewater mains in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of manholes in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of chambers in a 'Fair' or better condition state.	100%	100%	100%
	Percentage (by replacement cost) of wastewater pumping station assets in a 'Fair' or better condition state.	73%	73%	Maximize
	Percentage (by replacement cost) of lagoons in a 'Fair' or better condition state.	100%	100%	100%

^[1] The performance for wastewater backups and effluent discharge reflects a one-year reporting lag (i.e., the 2026 performance corresponds to 2025 data).



Financial Highlights

Financial Highlights

Introduction



The Municipality's 2025 AMP includes a comprehensive financial strategy designed to support long-term financial sustainability and intergenerational equity (i.e., ensuring that infrastructure lifecycle needs are being met without placing an unfair burden on future residents).

A key building block of this strategy is the annual lifecycle funding target. In simple terms, this target represents the amount of funding the Municipality would need to secure each year to properly maintain, rehabilitate, and replace its infrastructure over its full lifecycle, in order to sustain the desired levels of service.

If this funding level could be achieved consistently each year, the Municipality would theoretically be able to fully fund required capital works as they arise. During years when capital needs are relatively low, the Municipality can use the annual funding to build up lifecycle reserve funds. These reserves can then be used to supplement annual funding in years when capital needs are higher, helping to smooth out funding requirements over time and reduce financial risk.

Through the 2025 AMP, the Municipality has set a goal of achieving its annual lifecycle funding target by 2040. Reaching this goal will require a gradual increase in the share of sustainable annual revenues dedicated to infrastructure-related needs through future municipal budgets.

The Municipality's annual capital funding currently comes from three main sources:

- Property taxes;
- Water and wastewater user fees; and
- Provincial and federal funding programs, including Ontario Community Infrastructure Fund (OCIF) and Canada Community-Building Fund (CCBF) revenues, and the Northern Ontario Resource Development Support Fund (NORDS).^[A]

Notes:

[A] When the Municipality's 2025 AMP was developed, the NORDS program was not expected to continue beyond 2025. Since that time, through the 2026 Ontario Budget, the provincial government has committed to extending the Northern Ontario Resource Development Support Fund with a new ongoing investment of \$15 million annually.

Financial Highlights

Introduction (continued)



The difference between the annual lifecycle funding target and the capital funding currently included in the budget is known as the Municipality's infrastructure funding gap. This section of the report presents the updated annual lifecycle funding target, reflecting recent updates to the State of Local Infrastructure and the Municipality's anticipated 2026 infrastructure funding gap.

Successful implementation of the AMP will depend on ongoing attention to financial planning and budget decisions. It is recommended that Council closely monitor annual capital funding levels in upcoming budgets to ensure the Municipality remains on track to achieve its lifecycle funding target by 2040 and to support informed, sustainable decisions about infrastructure investment.

Financial Highlights

Funding Gap for Tax-supported Assets

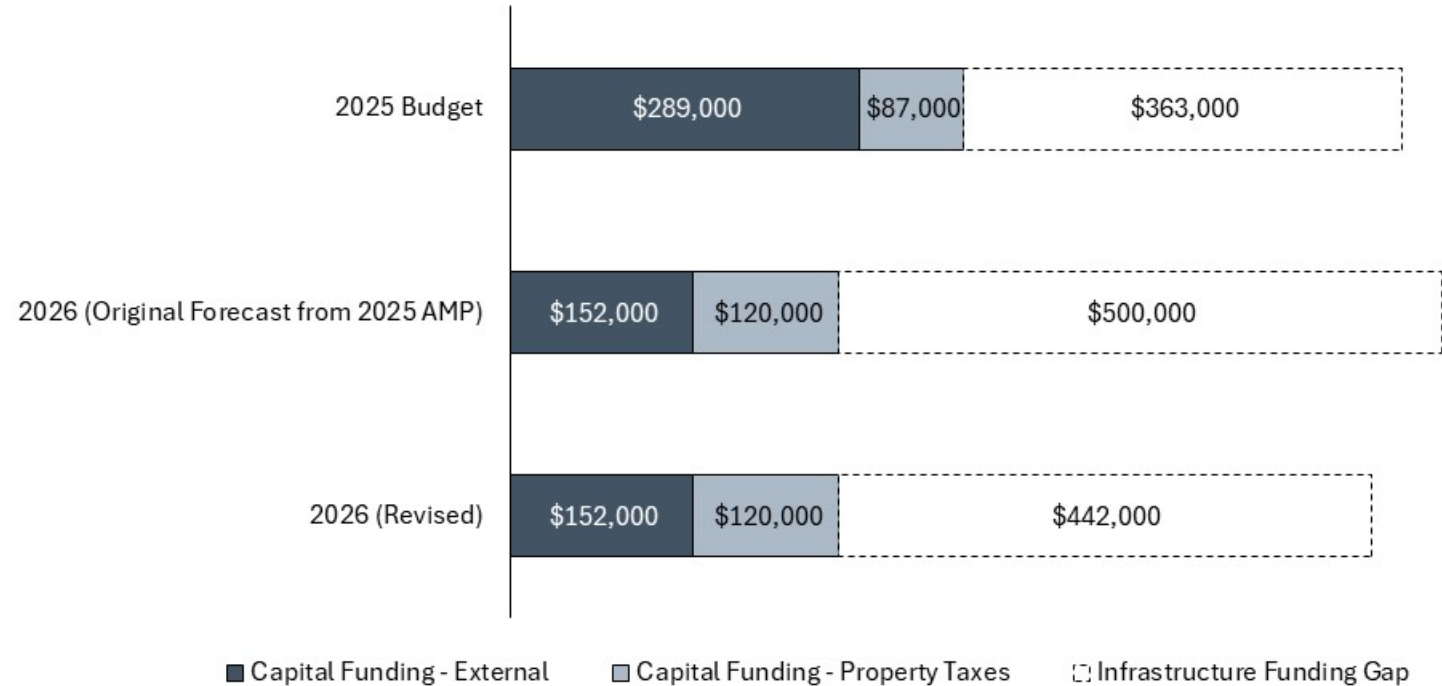


In 2025, the Municipality budgeted to contribute approximately \$376,000 from the tax levy and other current revenue sources towards capital-related needs.

The financial strategy contained in the 2025 AMP proposed \$272,000 in capital-related funding for tax-supported assets in 2026. This amount reflects a reduction in anticipated external funding (due to the uncertainty around NORDS funding, as noted earlier in this section)^[A] and an increase in capital funding from property taxation.

The proposed level of capital-related funding for 2026 is being maintained consistent with the Municipality's 2025 AMP.

It is noted that the lifecycle funding target for tax-supported assets has been adjusted downward to account for assets not planned for replacement and those with lifecycle renewal needs funded from the operating budget.



Notes:

[A] If the NORDS program continues at a level similar to 2025, the Municipality may have an additional \$63,000 in capital funding in 2026.

Financial Highlights

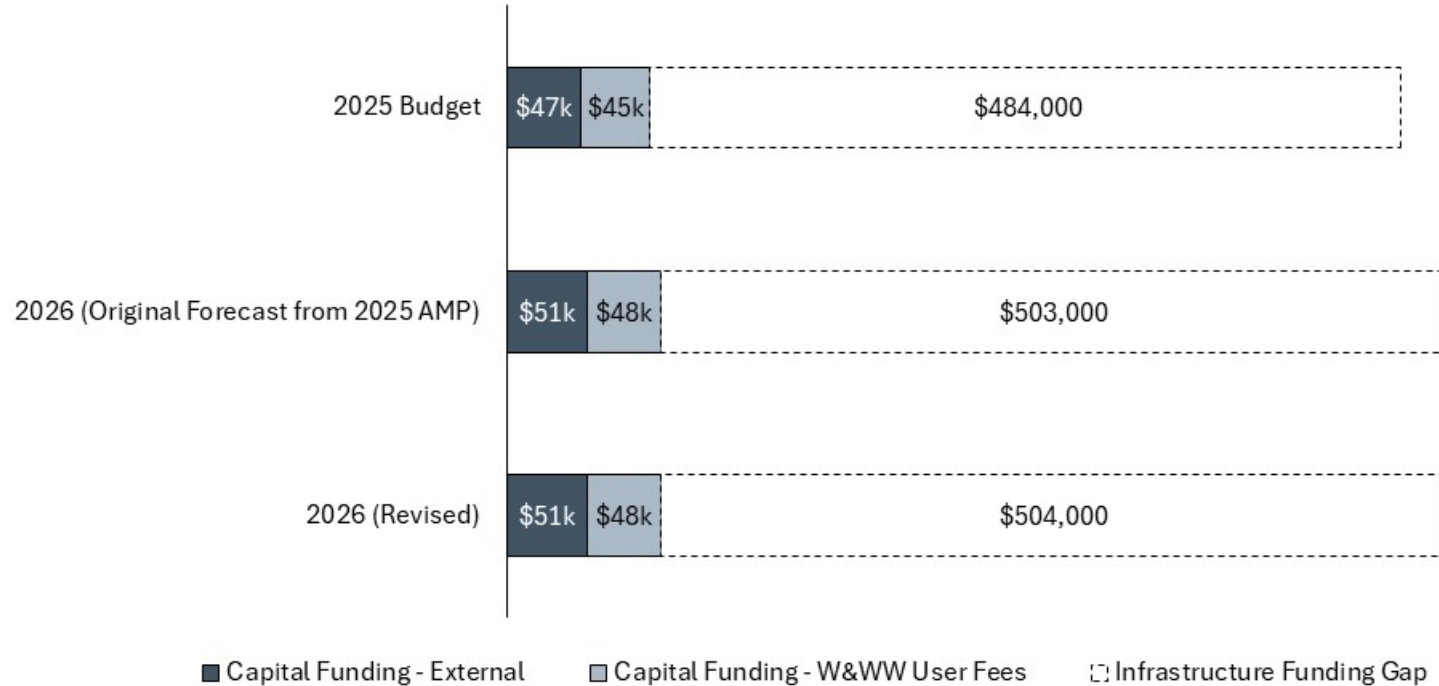
Funding Gap for Rate-supported Assets



In 2025, the Municipality budgeted to contribute approximately \$92,000 from water and wastewater user fee revenues and other current revenue sources towards capital-related needs.

The financial strategy contained in the 2025 AMP proposed \$99,000 in capital-related funding for rate-supported assets in 2026.

The proposed level of capital-related funding for 2026 is being maintained consistent with the Municipality's 2025 AMP.



Financial Highlights

Capital Expenditure Forecast Summary (2026-2035)



The Municipality’s 2025 AMP included a 10-year forecast of lifecycle expenditures associated with providing the proposed levels of service. The forecast was developed based on the following inputs:

- Tax-supported Assets – detailed review of asset inventories and upcoming lifecycle needs through working sessions with the Municipality’s staff.
- Water and Wastewater Linear Assets – analysis of asset age and useful life.
- Water and Wastewater Facility Assets – capital/major maintenance recommendations prepared by OCWA.

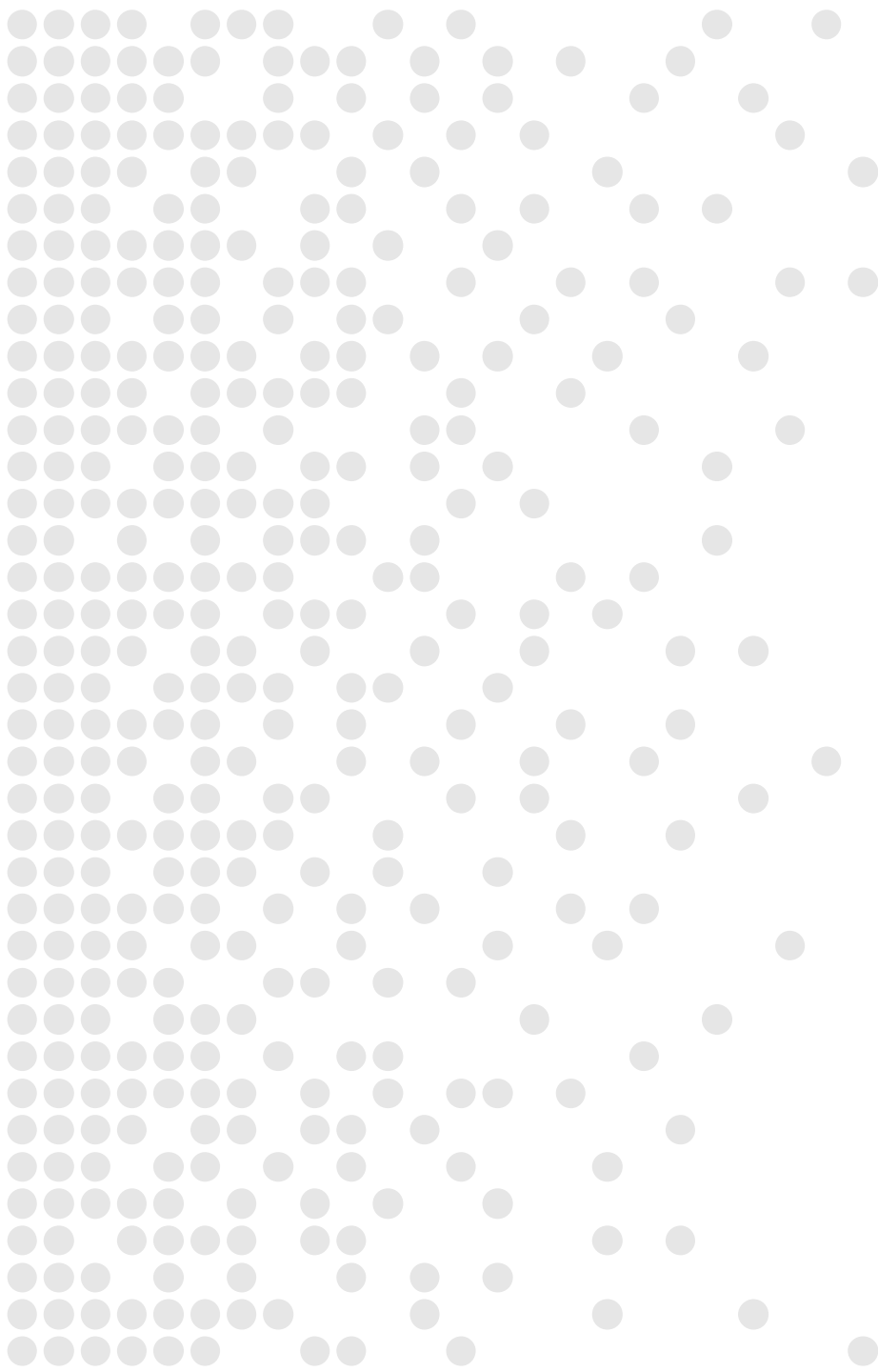
The lifecycle expenditure forecast was updated in early 2026 to reflect emerging priorities and updated recommendations from OCWA.

Major capital investments for 2026 include:

- Replacement of the Landfill Site Attendant’s Cabin and its relocation closer to the gate (\$25,000)
- Various capital and major maintenance projects recommended by OCWA (\$71,250)

A full listing of capital projects included in the forecast for 2027-2035 is included in the Technical Appendix.

Asset Category	2026	2027-2030	2031-2035
Tax-supported Assets			
Roads	-	\$265,000	\$212,000
Structures	-	\$573,000	-
Facilities	\$25,000	\$277,000	\$42,000
Parks and Recreation	-	\$23,000	-
Fleet and Equipment	-	\$614,000	\$926,000
Total: Tax-supported Assets	\$25,000	\$1,752,000	\$1,180,000
Rate-supported Assets			
Water	\$58,500	\$151,000	\$151,000
Wastewater	\$12,750	\$78,000	\$35,000
Total Rate-supported Assets	\$71,250	\$229,000	\$186,000



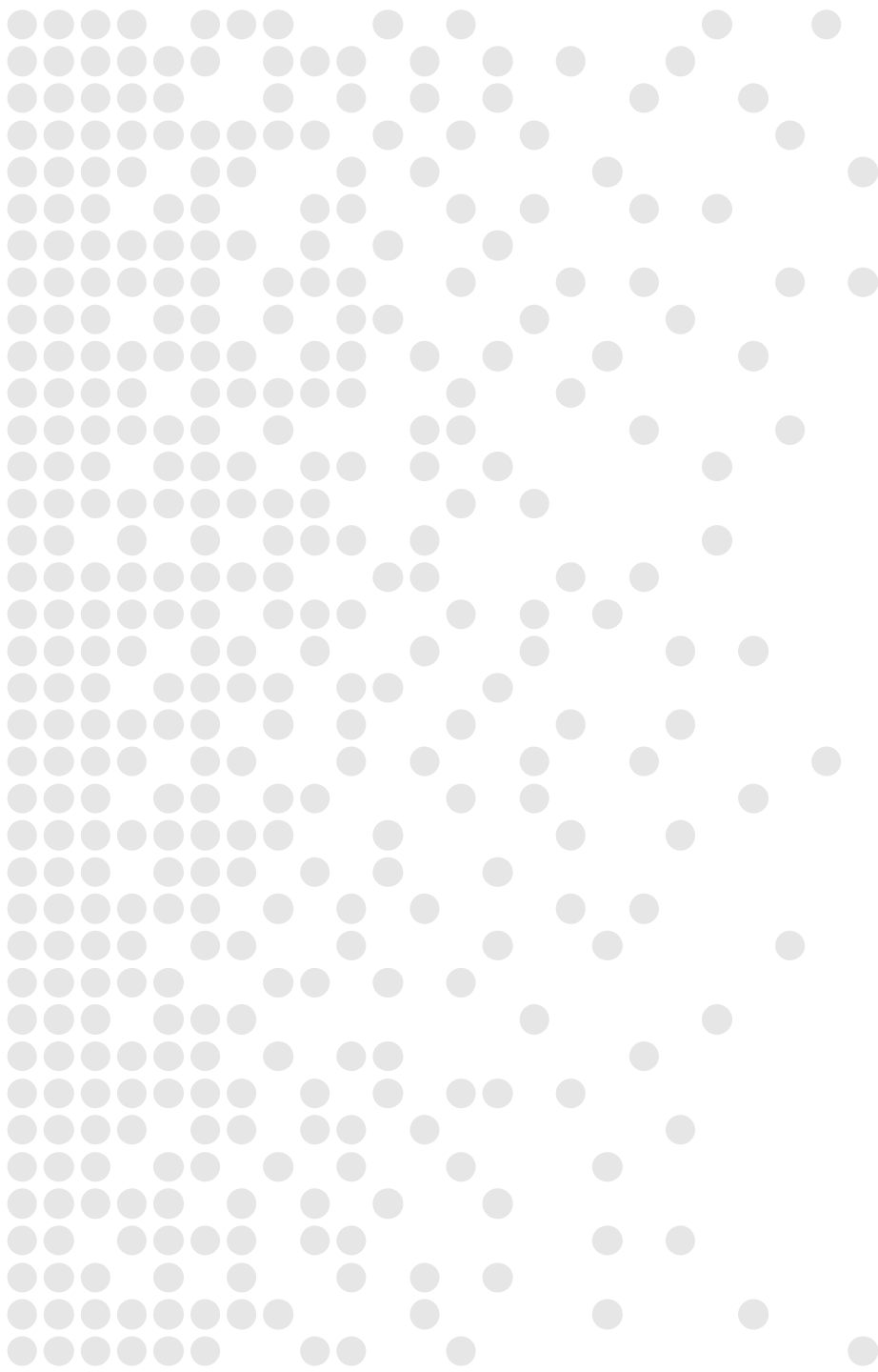
Recommendations

Recommendations



The following recommendations are provided for Council's consideration:

- Approve the Municipality's 2026 Asset Management Progress Report
- Ensure the capital expenditures identified for 2026 are incorporated into the Municipality's budget
- Ensure sufficient lifecycle funding is built into the 2026 budget to gradually implement the Asset Management Plan
 - \$120,000 of capital funding from property taxes (in addition to 75% of OCIF and CCBF)
 - \$35,000 increase to gravel roads maintenance budget (relative to 2025)
 - \$48,000 of capital funding from water and sewer user fee revenues (in addition to 25% of OCIF and CCBF)
- Consider conducting a formal condition assessment of the Municipality's rate-supported assets (i.e., water and wastewater)



Technical Appendix

10-year Capital Expenditure Forecast

Tax-supported Assets



Asset Type	Asset Name	Notes	2026	2027-2030	2031-2035
Asphalt Roads	3rd Street North, from the Highway to Melrose Street	Remove asphalt, dig to replace or lower culverts and repave	-	\$233,000	-
	West end of Gagnon Avenue	Break asphalt, dig to lower the culvert and patch the asphalt	-	\$16,000	-
	River Street south	Break asphalt, dig to lower the culvert and patch the asphalt	-	\$16,000	-
	Queen Street, between 2nd and 3rd Street	Break asphalt, dig to lower the culvert and patch the asphalt	-	-	\$104,000
	Balmoral Street, between 2nd and 3rd Street	Break asphalt, dig to lower the culvert and patch the asphalt	-	-	\$104,000
	3rd Street, between Balmoral and Parkview Avenues	Break asphalt, dig to lower the culvert and patch the asphalt	-	-	\$4,000
Roads - Total Capital Expenditures			-	\$265,000	\$212,000
Structural Culverts	Drouin Road	Replace the wood box culvert with a CSP (Corrugated Steel Pipe) culvert. Currently in a 'Fair' condition state	-	\$156,000	-
	Gagnon Road	Replace the CSP culvert. Currently in a 'Good' condition state	-	\$77,000	-
	Ressor Road North	Replace the wood box culvert with a CSP (Corrugated Steel Pipe) culvert. Currently in a 'Fair' condition state	-	\$262,000	-
	Ressor Road North-West	Replace the CSP culvert. Currently in a 'Good' condition state	-	\$77,000	-
Structures - Total Capital Expenditures			-	\$573,000	-

10-year Capital Expenditure Forecast

Tax-supported Assets



Asset Type	Asset Name	Notes	2026	2027-2030	2031-2035
Public Works	Landfill Site Attendant's Cabin	Replace with a new cabin to be placed at a new location within the landfill (i.e., closer to the gate)	\$25,000	-	-
Administrative	Municipal Office	Roof repair/replacement on the Fire Hall and Public Works Garage	-	\$261,000	-
Parks and Recreation	Storage garage, behind Sports Complex (blue)	Door replacement (potentially including frame widening)	-	\$16,000	-
	Missinaibi Park - Comfort Station	Washroom upgrade/renovation	-	-	\$42,000
Facilities - Total Capital Expenditures			\$25,000	\$277,000	\$42,000
Parks and Recreation Equipment	Zero-Turn Mower	Replacement	-	\$11,000	-
Playground and Park Amenities	Playground equipment – Community Park	Replace swingset	-	\$12,000	-
Parks and Recreation - Total Capital Expenditures			-	\$23,000	-

10-year Capital Expenditure Forecast

Tax-supported Assets



Asset Type	Asset Name	Notes	2026	2027-2030	2031-2035
Public Works Fleet	International Snow Plow - 2002	Asset has experienced some performance/reliability issues recently, and replacement should be planned in the near term	-	\$423,000	-
Administrative Fleet	Alpha 2 Ambulance Sleigh - 1997	Repair to be considered to the extent possible, but replacement may be required. Currently in 'Very Poor' condition. Municipality will seek grant funding and/or a fundraiser to cover the costs.	-	\$14,000	-
Public Works Fleet	2019 Chevrolet Silverado 1500	Replacement	-	\$65,000	-
Public Works Fleet	JD 955 4x4 Tractor	Replacement	-	\$52,000	-
Parks and Recreation Fleet	Dodge Van - 1992	Replacement. Note: to be replaced by 2019 Chevrolet Silverado 1500.	-	\$60,000	-
Public Works Fleet	Sterling Garbage Truck - 2008	Repairs completed in 2025. Replacement should be planned for the 2031-2035 timeframe.	-	-	\$295,000
Public Works Equipment	Arctic Cat Snowmobile - 1998	Municipality will seek grant funding and/or a fundraiser to cover the cost of replacement.	-	-	\$31,000
Administrative Equipment	Champion Grader - 1999	Replacement	-	-	\$600,000
Fleet and Equipment - Total Capital Expenditures			-	\$614,000	\$926,000
Tax-supported Assets - Total Capital Expenditures			\$25,000	\$1,752,000	\$1,180,000

Notes:

Highlighted \$ - these expenditures may not require funding from the Municipality. See 'Notes' column for additional details.

10-year Capital Expenditure Forecast

Rate-supported Assets



Asset Type	Asset Name	Notes	2026	2027-2030	2031-2035
Water Linear Assets	Water Distribution (WD) System (Linear Assets)	Based on OCWA's 2026 Major Maintenance Forecast for 2026 to 2035	\$1,000	\$9,000	\$13,000
Water Facilities	Water Treatment Plant and Pumping Station		\$57,500	\$142,000	\$138,000
Water - Total Capital Expenditures			\$58,500	\$151,000	\$151,000
Wastewater Linear Assets	Wastewater Mains	Based on OCWA's 2026 Major Maintenance Forecast for 2026 to 2035	-	-	-
Wastewater Facilities	Wastewater Lagoons and Pumping Station		\$12,750	\$78,000	\$35,000
Wastewater - Total Capital Expenditures			\$12,750	\$78,000	\$35,000
Rate-supported Assets - Total Capital Expenditures			\$71,250	\$229,000	\$186,000