

**MUNICIPALITY OF THE COUNTY OF KINGS
SPECIAL MUNICIPAL COUNCIL
October 15, 2019
Following Committee of the Whole
AGENDA**

**Audio Recording Times Noted in Red
(Minutes:Seconds)**

1. Roll Call 00:00
2. Approval of Agenda 01:13 Page 1
3. Disclosure of Conflict of Interest Issues
4. Engineering and Public Works, Lands and Parks Services
 - a. Priority List for Provincial/Village Subdivision Road Resurfacing - Supplemental Report 01:52 Page 2
5. Recommendations from [Committee of the Whole October 15, 2019](#)
 - a. Priority List for Speed Display Devices (FY 2019-20) 28:38
 - b. Community Grants Policy: Amendments (seven days' notice) 29:43
 - c. Community Hall Assistance Program: Repeal (seven days' notice) 34:02
6. Comments from the Public None
7. Adjournment 34:40



Municipality of the County of Kings

Request for Decision

TO Special Municipal Council

PREPARED BY Scott Quinn, P. Eng., Director of Engineering & Public Works, Lands and Parks

MEETING DATE October 15, 2019

SUBJECT Supplemental Report
Priority List for Provincial/Village Subdivision Road Resurfacing

ORIGIN

- September 5, 2017 - Council approved entering into Cost Sharing Agreement 2018-014 - Provincial J-Class Road Resurfacing ("Agreement") with Department of Transportation and Infrastructure Renewal ("DTIR").
- October 2, 2018 - Municipal Council adopted the revised Policy: [EPW-04-012 Village/Subdivision Road Paving Priority List](#).
- October 3, 2019 - Municipal Council tabled the Staff report on the proposed FY2020-21 Priority List.

RECOMMENDATION

That Municipal Council approve the Priority List, as attached to the October 1, 2019 Special Council agenda, to be submitted under Cost Sharing Agreement 2018-014 - Provincial J-Class Road Resurfacing for 2020.

That Municipal Council instruct staff, commencing in 2021, to seek annual input from the Villages on the kilometers of J-Class roads prior to submission to the Nova Scotia Department of Transportation and Infrastructure Renewal.

That Municipal Council instruct staff to provide a detailed presentation of the Municipality's proposed asset management plan for J-Class roads for financing considerations of the Villages.

INTENT

To gain Council approval of the list of roads to be recommended to the Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR) for resurfacing in 2020 as per the Agreement between the Province and Municipality, and provide relevant background materials related to the J-Class capital road program and asset management proposal.

DISCUSSION

Background

J-Class Roads are owned by the Province of Nova Scotia.

In total there are ~1,650 km of Provincial J-Class roads (~903km are located in regional municipalities while ~745 are located within the rural municipalities). Kings is by far the largest of the rural category (135.2 km).

As part of the 1995 *Provincial – Municipal Service Exchange*, rural municipalities began cost-sharing in the maintenance of J-Class roads. For example, in the current fiscal year the Municipality of the County of Kings (Kings) has budgeted to pay the Province \$733,000, towards J-Class Road maintenance. Shortly after the commencement of the mid-1990s service exchange, the Province recognized that the poor



Municipality of the County of Kings

Request for Decision

condition of their roads was leading to higher maintenance costs. As a result of this recognition, they implemented a J-Class Road capital program.

Municipalities contribute 50% of annual capital upgrades that are approved by NSTIR. The Provincial budget for cost-sharing with all municipalities totals \$2M per year (matched with municipal funds produces an annual \$4M program). The J-Class capital program dictates that municipalities submit a priority listing of roads and that in any one year NSTIR will not approve more than 10 roads in any one municipality.

The following details the distribution of the provincial kilometers within the rural municipalities.

Table 1: Breakdown of the Provincial Kilometers located in Rural Jurisdictions

	Rural Municipalities	Kms	% of Rural Sub-Total
1	Municipality of the County of Kings	135.2	18.1%
2	Municipality of the County of Colchester	106.2	14.3%
3	Municipality of the District of Lunenburg	79.1	10.6%
4	Municipality of the District of East Hants	64.3	8.6%
5	Municipality of the County of Cumberland	41.6	5.6%
6	Municipality of the District of Chester	36	4.8%
7	Municipality of the District of West Hants	33.7	4.5%
8	Municipality of the County of Pictou	30.3	4.1%
9	Municipality of the County of Richmond	29.9	4.0%
10	Municipality of the County of Inverness	28.9	3.9%
11	Municipality of the County of Annapolis	28.4	3.8%
12	Municipality of Victoria County	24.6	3.3%
13	Municipality of the District of Argyle	23.8	3.2%
14	Municipality of the District of Barrington	16.8	2.3%
15	Municipality of the District of Guysborough	15.1	2.0%
16	Municipality of the County of Antigonish	15	2.0%
17	Municipality of the District of Yarmouth	14.7	2.0%
18	Municipality of the District of Digby	10.4	1.4%
19	Municipality of the District of Shelburne	6.2	0.8%
20	Municipality of the District of St. Mary's	4.9	0.7%
21	Municipality of the District of Clare	0	0.0%
	Rural Sub-total	745.1	100.0%
	Average Rural	35.5	
	By Km Distance	Number of rurals	% of Rural Sub-Total
	100 km+	2	32.4%
	50-99 km	2	19.2%
	25-49 km	7	30.7%
	15-24 km	5	12.8%
	10-14 km	2	3.4%
	5-9 Km	2	1.5%
	0 km	1	0.0%
		21	100.0%



Municipality of the County of Kings

Request for Decision

J-Class Relative to Kings

Kings' priority list has been assembled in accordance with the provincial program criteria. Not surprisingly the limited provincial funding causes an extended (many year) prioritization list extending out as far as 2040. This prioritization process/list proves that the present-day provincial program has significant structural problems and is not acceptable to the Municipality, the Villages, and property owners situate along J-Class Roads.

To address the structural problems of the present-day provincial program, Kings had a third-party subject matter expert evaluate the condition of almost all J-Class Roads in Kings County. The purpose of this review was determine the most cost-effective way to rebuild and maintain J-Class roads. The results of this analysis show that a \$5.6M investment is required today, and an additional \$2.3M in maintenance expenditures over the next 9 years. The \$5.6M investment is the level required compared to the less than \$400k (on average) annual investment that has been made in recent years. Kings' proposal has been presented to NSTIR, the Department of Municipal Affairs and Housing, and most recently, provided to the Minister of Finance and Treasury Board.

J-Class Roads Relative to Villages

Councillors and Staff have received feedback from the Villages concerning the Priority List. Staff has taken a fresh look at the Priority List and confirmed that there were some roads omitted from the Priority List presented on October 3, 2019. Those roads have since been evaluated by staff per Policy, the results of which do not impact the proposed rankings for next five (5) years.

As discussed above, many of the concerns expressed by the Villages are moot without major investments present-day in J-Class roads. Our modeling indicates that if the Provincial J-Class Road Resurfacing program continues as is, over 50% of the roads will meet our "High" Priority criteria by 2026. If this comes to pass, our current rankings past 2025 will be meaningless.

Thus, staff recommends submitting the Priority List as presented in Appendix A to NSTIR for 2020.

Starting in fiscal 2021-22, staff are recommending that Villages be provided the opportunity to prioritize the annual kilometers produced by the Kings' model within their Village prior to NSTIR submission. This annual approach is being suggested in recognition of J-Class roads also being located in unincorporated areas of the County, and that on the ground road conditions and resulting priorities can change from year to year. Villages need to be cognizant that final approval rests with NSTIR as the roads are owned by the Province of Nova Scotia.

In essence, Kings has produced an asset management plan designed to immediately recapitalize the worst J-Class roads while investing in remedial maintenance to extend the lifecycle of the roads presently in an acceptable condition. The plan involves long-term debt and annual contributions. A proposed financing program has been presented to the Province. It is not inconceivable for the Villages to finance part of the program. To this end, staff are recommending that the August 2, 2019 proposal provided the Honourable Karen Casey be presented to the Villages together with other pertinent information to allow the Villages to consider their role in program financing.

FINANCIAL IMPLICATIONS

- None at this time. The proposed Priority List is simply a "wish list" for DTIR's consideration.
- Staff will bring forward a proposal to fund the Municipality's portion under the Agreement during the upcoming budget deliberations.



Municipality of the County of Kings

Request for Decision

STRATEGIC PLAN ALIGNMENT

Check Applicable	Strategic Priority	If Checked, Provide Brief Explanation
	Good Governance	
	Environmental Stewardship	
	Economic Development	
	Strong Communities	
✓	Financial Sustainability	Asset management will lead to fiscal sustainability
✓	Supports a Strategic Project	J-Class Roads is a listed project within the Strategic Plan
	Supports a Core Program Enhancement	
	Not Applicable (explain why project should be considered)	

ALTERNATIVES

No alternatives are being recommended

IMPLEMENTATION

- Upon Council approval, Director of EPW and Municipal Clerk will submit the approved roads for fiscal year 2020-21 and Motion Attestation Form to DTIR per the Agreement.
- DTIR will provide written correspondence regarding which Village/Subdivision Roads they have approved under the Agreement.
- Staff will present DTIR's proposal to Council for final review, which must be completed within 20 business days of receipt.
- Meetings convened with the Villages to review Kings' proposed asset management plan.
- Village input on road submissions, specific to jurisdictions, commences for fiscal year 2021-22 list submission to NSTIR

COMMUNITY ENGAGEMENT

- No community engagement has been undertaken. The Cost Sharing Program has been discussed on several occasions at Council and Committee of the Whole.
- Priority List has been developed consistent with the Village/Subdivision Road Paving Priority List.

APPENDICES

- Appendix A: Proposed 2020 Priority List
- Appendix B: Proposal for: J-Class Road Joint Asset Management Plan

APPROVALS

Scott Conrod, Chief Administrative Officer

Date: October 11, 2019

Road Submission List from the Municipality of :	KINGS
Submitted By:	
Date (M/D/Y) :	DRAFT

Please request this document so it can be filled out electronically.

***If the below columns are not filled in, the list will be rejected by the Province and you will be asked to re-submit with the information that is required.**

*In order of Priority	Authority # (Please contact area manager if not known)	Road Section (Please contact area manager if not known)	Road Class (Please contact area manager if not known)	Road Name	From.....	To.....	Length	Current Surface Type (if a road has multiple sections and different surface types they must be listed seperatly and counted as two priorities - ex. below)	Treatment Type Requested (paving, double chip or repaving)	Comments (Example: district name/subdivision name/ etc)
<i>Examples</i>										
1	0123	1	J	Jane Road	Route 66	Smith Road	1.2	asphalt	repaving	Smith Subdivision
2	0123	2	J	Jane Road	Smith Road	end of listing	1.5	gravel	paving	Smith Subdivision
3	8765	1	I	Smith Road	Jane Road	end of cul de sac	0.35	chip seal on sand seal	paving	Smith Subdivision
4	0765	3	H	High Road	Route 79 easterly	end of listing at turning circle	0.85	gravel	double chip	District A

PLEASE FILL IN THE BELOW ELECTRONICALLY (NO HAND WRITING)

1	K11210	001	J	Chapel St	RTE 221 (0221)	RTE 358(SCOTTS BAY RD)	1.29	Asphalt	Repaving	Canning
2	K11231	001	J	Applecrest Dr	BELCHER (0488)	CHARLES (1232)	0.344	Chip Seal	paving	Stead S/D, North Kentville
3	K11236	001	J	Richard St	MORTON (1235)	CUL-DE-SAC	0.268	Chip Seal	paving	Stead S/D, North Kentville
4	K11234	001	J	Frank St	CHARLES (1232)	END OF LISTING	0.104	Chip Seal	paving	Stead S/D, North Kentville
5	K11233	001	J	Stead St	CHARLES (1210)	CUL-DE-SAC	0.293	Chip Seal	paving	Stead S/D, North Kentville
6	K11235	001	J	Morton St	CHARLES (1232)	END OF PAVEMENT	0.264	Chip Seal	paving	Stead S/D, North Kentville
7	K11204	001	J	Pleasant St	RTE 221 (0221)	Water (1206)	0.5	Chip Seal	paving	Kingsport
8	K11206	001	J	Water St	LONGSPELL (0407)	PIER (1304)	0.322	Chip Seal	paving	Kingsport
9	K11205	001	J	Church St	RTE 221 (0221)	LONGSPELL (0407)	0.361	Chip Seal	paving	Kingsport
10	K10741	001	J	Kaiser Lane	CAMBRIDGE MOUNTAIN (1354)	CUL-DE-SAC	0.897	Gravel	paving	Cambridge

***Please limit priorities to a maximum of ten due to the current funding limitations of the Province.**

Proposal for:

J-Class Road Joint Asset Management Program

August 2, 2019



Provided to:
The Honourable Karen Casey
The Honourable Lloyd Hines
The Honourable Chuck Porter



Provided by:
Peter Muttart, Mayor
Municipality of the County of Kings
902-690-6132
mayor.muttart@countyofkings.ca

Discussion Points:

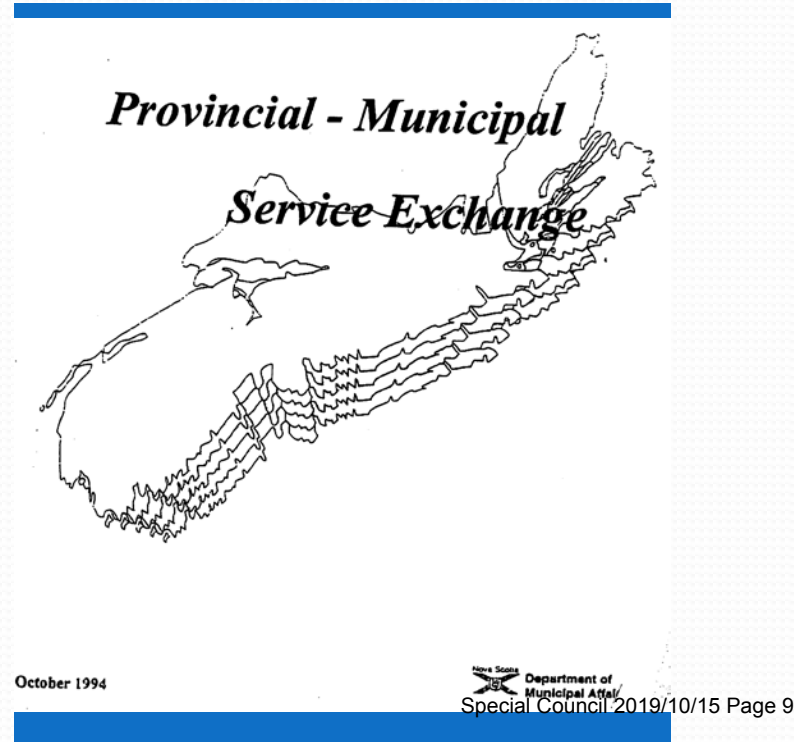
1. Our Present-Day Program
Rapidly moving toward a physical, financial, infrastructure & public-relations precipice.
2. Our Proposed Program
Classic “interrupter” with a sustainable solution into the foreseeable future.
3. Our Value Proposition
4. Modification Requirements – Current Program
5. Kings as a Proof of Concept
6. Recap and Next Steps



1. Present Day Program

Genesis: 1995 Provincial-Municipal Service Exchange

- Intended to be a cost neutral exchange of programs between the two orders of government
- Exchange introduced a per Km maintenance levy on ~1,600 km of local roads (in part to address cost neutrality)



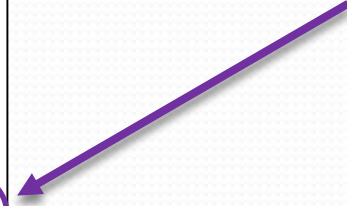
Provincial-Municipal Service Exchange

Revised Proposal Calculated Using 1993-94 Data

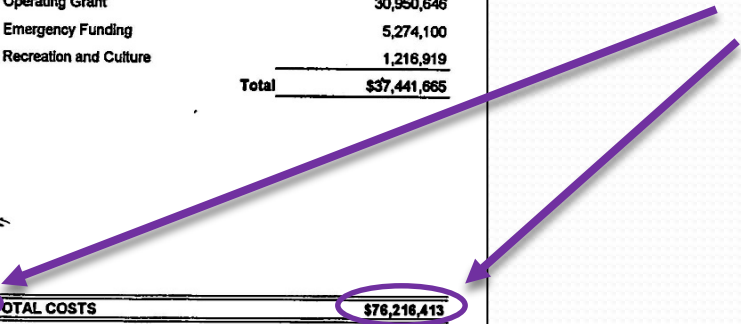
October 27, 1994

Additional Costs to Province		Additional Costs to Municipal Units	
Community Services		Protective Services	
Child Welfare	4,719,212	Police Protection	28,669,100
Gen. Assis. - Comm. Based Options	6,044,933	Building Inspection	236,097
Homes for Special Care	3,955,067	Total	\$28,905,197
Total	\$14,719,212	Environmental Development	
Health		Community Planning and Zoning	
General Assistance - In-Home Support	2,930,243		1,140,591
Homes for Special Care	31,666,300	Total	\$1,140,591
Home Care	2,425,582	Transportation	
Per Capita Hospital Tax	919,800	Class "J"	5,521,416
Total	\$37,941,925	Revised Snow and Ice Grant	68,200
Environment		Revised Road Maintenance Grant	117,880
Boards of Health	714,900	Public Transit	3,021,464
Total	\$714,900	Total	\$8,728,960
Administration of Justice		Grants and Other	
Justice	1,976,100	Operating Grant	30,950,646
Jointex - Law Enforcement	1,426,404	Emergency Funding	5,274,100
Transfer of Fine Revenues	2,364,500	Recreation and Culture	1,216,919
Total	\$5,767,004	Total	\$37,441,665
Other			
Revised Grant in Lieu	1,101,080		
Provincial Operating Grant	15,793,816		
Weed Control Act	178,476		
Total	\$17,073,372		
TOTAL COSTS	\$76,216,413	TOTAL COSTS	\$76,216,413

Addition of a J-class Road Levy



Cost-neutrality of exchange



1. Present Day Program – Con't

From Kings' perspective, it is important to note:

- Municipal costs/savings were not scaled but considered in aggregate within overall balancing between the Province and Municipalities:
 - Kings' would have had relatively lower community service costs compared to exchange for policing.
 - The number of cost-shared kms of local roads in Kings at 135 is the highest of all rurals.

1. Present Day Program – Con't

From Kings' perspective, it is important to note:

- Municipal costs/savings were not scaled but considered in aggregate within overall balancing between the Province and Municipalities:
- Kings' core services are likely to be the highest of all rurals, e.g., the operation of 13 wastewater systems, 7 Villages, and full land use (zoning) controls throughout.
- Kings does not participate in the Provincial equalization program.

1. Present Day Program – Con't

Specific to Local Roads:

- 1995 Provincial-Municipal Service Exchange maintenance levy augmented by an annual \$4M cost-shared capital program (\$2M from NSTIR)
- NSTIR capital program instituted in recognition “...*that many roads have not been maintained to an adequate standard. Another was the significant capital costs of road construction or rebuilding.*” (DMA 1994)

Region	Service Exchange Km's	% of Total
REGIONAL MUNICIPALITIES		
Cape Breton Regional Municipality	209.7	12.7%
Halifax Regional Municipality	640.6	38.9%
Region of Queens Municipality	53.1	3.2%
Sub-total	903.5	54.8%
RURAL MUNICIPALITIES		
Municipality of the County of Kings	135.2	8.2%
Municipality of the County of Colchester	106.2	6.4%
Municipality of the District of Lunenburg	79.1	4.8%
Municipality of the District of Hants East	64.3	3.9%
Municipality of the County of Cumberland	41.6	2.5%
Municipality of the District of Chester	36.0	2.2%
Municipality of the District of Hants West	33.7	2.0%
Municipality of the County of Pictou	30.3	1.8%
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Municipality of the District of Barrington	16.8	1.0%
Municipality of the District of Guysborough	15.1	0.9%
Municipality of the County of Antigonish	15.0	0.9%
Municipality of the District of Yarmouth	14.7	0.9%
Municipality of the District of Digby	10.4	0.6%
Municipality of the District of Shelburne	6.2	0.4%
Municipality of the District of St. Mary's	4.9	0.3%
Municipality of the District of Clare	-	0.0%
Sub-total	745.0	45.2%
TOTALS	1,648.5	100.0%

Service Exchange Kilometers - 1995



Capital Program

TEMPORARY

1995 Launch

- Capital program: “Temporary” measure
- Maintenance
 - Funded on per km rate
 - Covers winter maintenance, patching, etc.
 - Indexed to CPI
- Capital Renewal
 - \$4M annual for ~1,650km of road
 - Not Indexed



Where Program is now

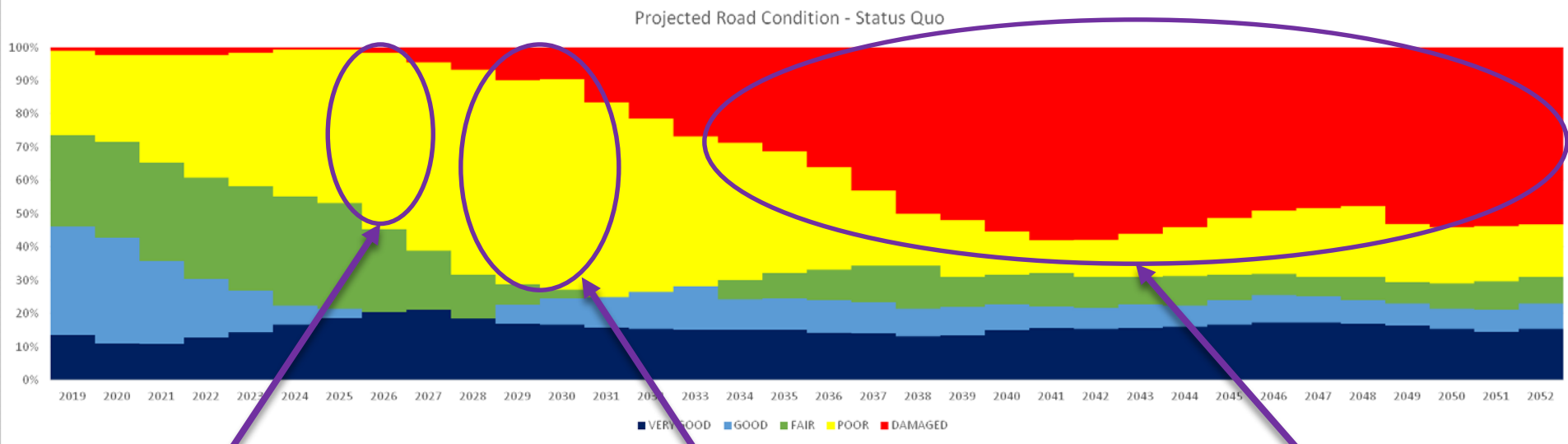
- Capital program: Effectively Permanent
- Maintenance funding not keeping up
 - Construction inflation > CPI
 - Resources being pulled to other areas
 - NSTIR is relying more heavily on contracted services
- Capital Renewal cannot keep up
 - **1,650 km x \$250k per km / 30 years = \$13.7M per year**
 - **\$4M represents 30% of required investment**
 - Exponential degradation of roads

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1. Present Day Program

Kings as Example of Cost-Shared Roads



2026... > 50% of Roads will be Poor or Damaged

2028- 2034... > 70% of Roads will be Poor or Damaged

Long Term... Roads in Kings will be in constant state of disrepair

- Projection based on \$400,000 total annual funding
- Based on a 2018 independent condition survey of 128 of the 135kms of roads

2. Proposed Program

Municipalities agree to:

- Prepare a prioritized list of J-Class roads through the use of industry norms and practises.¹
- Forecast investments intended to extend the lifecycle of roads at an acceptable (rated) condition through resurfacing and remediation investments.
- Borrow money to resurface the roads identified on the prioritized list.
- Establish a *dedicated special reserve* fund through which capital and remediation expenditures are to be made. Monitor and report progress.

1. The list of J-Class Roads is to be based on listings provided to individual municipal units by the Province of Nova Scotia in 1995.

2. Proposed Program – Con't

Municipalities agree to:

- Annually budget funds for transfer to and from the *dedicated special reserve* to retire associated capital debt and fund remediation work.
- Enter into a formal Agreement with NSTIR.
- Not participate in the Provincial \$2M annual program except through the Agreement as described herein.

2. Proposed Program – Con't

NSTIR agrees to:

- Consider the asset management plan provided by a Municipal Unit, including without limitation a prioritized list of capital work, within a structured Agreement as described herein.
- Provide 50% of agreed to costs (net of reserve interest) over the term of the agreement (n.b. to be allocated from the \$2M annual program).
- Undertake annual remediation program covered by program Agreements.
- Review program progress with a Municipality at times listed within the Agreement.

3. Value proposition

- Time value of money: An annually matched provincial/municipal program permits borrowing for upfront capital investment and ongoing remediation funds.
- Increases road lifespan, thereby lowering overall costs.
- Eliminates inflationary pressures (addresses significant increasing costs over time).
- Addresses significant deferred maintenance issues.
- Significantly increases funds available for maintenance through municipal contribution.
- Economies of scale
 - Reduces mobilization costs (directs more \$ in paving)
 - Larger contracts and greater competition = reduced costs per km

4. Modification Requirements – Current Program

- Without limitation, suggested modifications include:
 - Enabling NSTIR to enter into multi-year funding Agreements with Municipalities.
 - Allow aggregation of J-Class tenders to meet or exceed Tangible Capital Asset (TCA) thresholds, or lower TCA thresholds.
 - Permit the use of funds within a remediation component of the program.

5. Kings as a Proof of Concept

Condition Assessment

- In 2018 Kings engaged Englobe Corp. a subject matter expert to evaluate the condition of ~128km of the 135km of J-Class roads through use of the International Roughness Index (IRI) classification system.

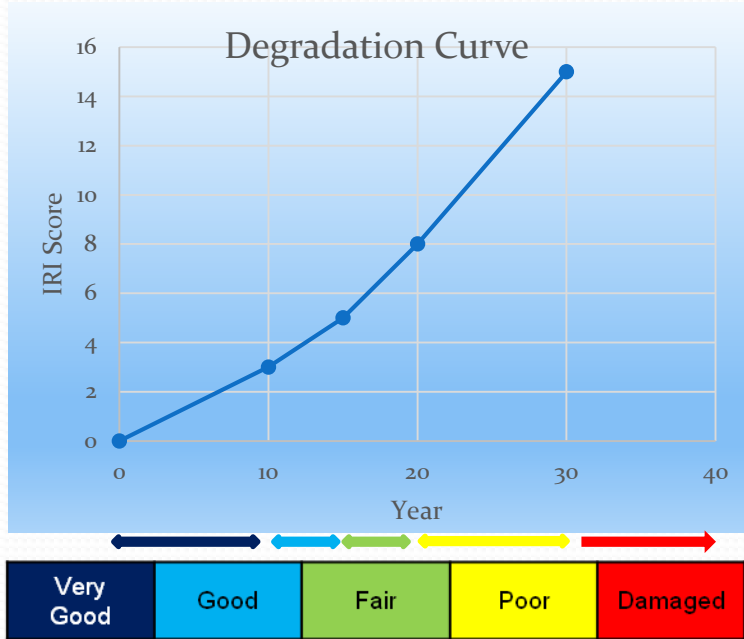
Trend Analysis

- The Englobe data was then compiled in a trend model to project conditions of the roads over three complete lifecycles (resurfacing with and without additional remediation funding).
- The trend data was used to compare outcomes of three scenarios (compared to status quo) – the objective was to determine which scenario maximized the number of roads in “good” condition in the least expensive manner.

Financial Modelling

- A cash flow model has been created to project debt servicing requirements and an ending cash position at year fifteen.

Kings Condition Index (Englobe/Kings)



Very Good	No maintenance required
Good	Minimal maintenance (e.g., crack sealing)
Fair	Micro-surfacing, sealing to maintain and extend life
Poor	Patching, resurfacing, subgrade repairs
Damaged	Full Replacement

* The Municipality's trend model follows this curve

Kings Option Analysis

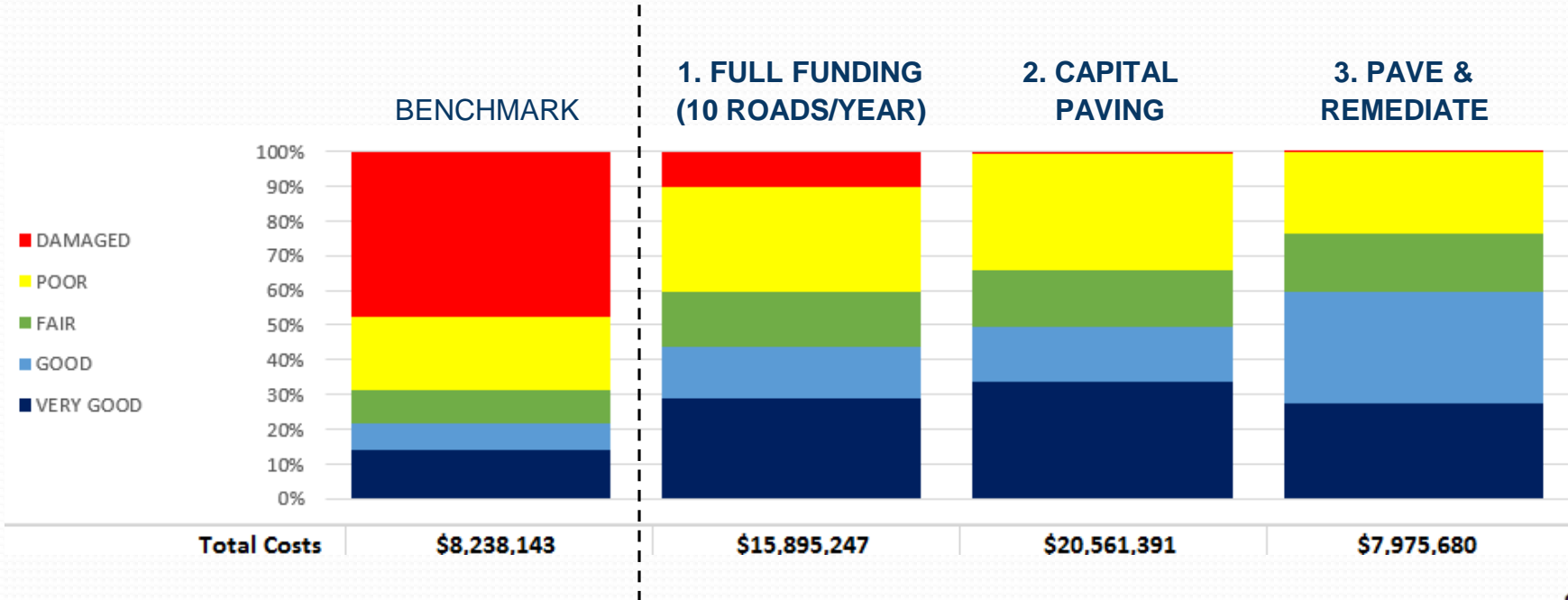
Benchmark:

Assumed combined \$400k annual investment
(part of present day J-Class Road program)

Options:

1. Full Funding: Full annual funding for all 10 submitted roads (part of present day J-Class Road program)
2. Paving: Paving of 135km in a 30 year cycle (proposed program)
3. Pave & Remediate: Capital paving scenario and capital remediation (proposed program)

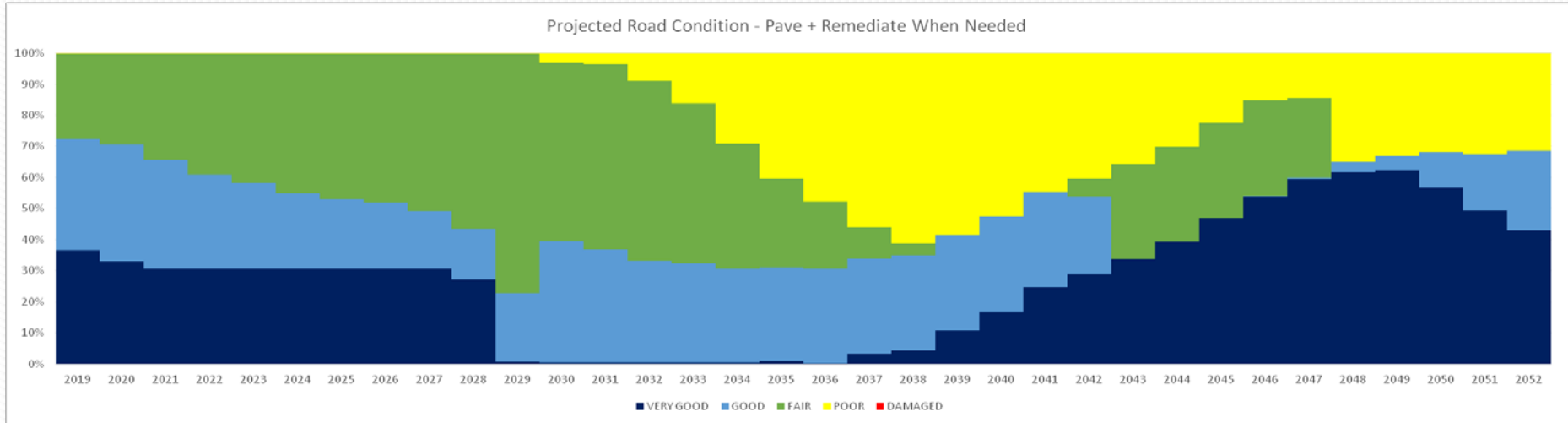
Kings Option Analysis



Kings Conclusion

- Options 1 and 2 are more expensive than option 3
- Option 3 produces a better product at a lesser cost
- Option 3: Capital Paving with Remediation is the recommended option

Kings Conclusion – Capital & Remediation



5. Kings as a Proof of Concept

Costs:

Capital Paving (year 0)	\$	5,631,750
Remediation (years 0 to 8)		2,343,930
		<u>7,975,680</u>
Interest on Long-term debt		1,510,800
Bridge financing (on year 0)		194,295
Reserve balance year 16		3,000,000
	\$	<u>12,680,775</u>

Funding:

Province of Nova Scotia (year 0)	\$	450,176
Province of Nova Scotia (year 1-15) amt. per yr	384,385	5,765,776
		<u>6,215,952</u>
Municipal		6,215,954
Interest earned on reserves		248,869
	\$	<u>12,680,775</u>



5. Kings as a Proof of Concept

Results: Financial Modelling

- Based on a 15 year cash flow model
- A fifteen-year commitment of \$6.2M (~\$450K year 1, ~\$384K years 1-15) for both parties:
 - \$5.6M in year 1 paving;
 - \$2.3M in (new) remediation work between years 1 – 8; and
 - Projects a reserve at the end of year 15 of \$3M (to be used for new capitalization in year 16).

6. Recap and Next Steps

- Institute a Joint Asset Management Program based on:
 - Agreements that include:
 - Prioritized condition assessments (municipality)
 - Capital borrowing and creation/use of a special reserve (municipality)
 - Funding of capital and remediation work (municipality/NSTIR)
 - NSTIR/Municipal funding provided in each year over the term of the Agreement.
- Next step
 - Modify current program
 - Initiate partnership
 - Given scale and road condition use Kings for program development

J-Class Road Program Reserve Fund Cash Flow
Pro forma

	Notes	0 2019	1 2020	2 2021	3 2022	4 2023	5 2024	6 2025	7 2026	8 2027	Total
Opening Fund Balance		-	(117)	99,030	187,007	101,267	107,685	153,822	83,509	143,367	
Inflows:											
Bridge Financing -Paving Costs	2	5,631,750									5,631,750
Annual Provincial Contribution	3	450,176	384,385	384,385	384,385	384,385	384,385	384,385	384,385	384,385	6,215,952
Annual Municipal Contribution	3	450,178	384,385	384,385	384,385	384,385	384,385	384,385	384,385	384,385	6,215,954
Interest on Reserves			(3)	2,278	4,301	2,329	2,477	3,538	1,921	3,297	248,869
Outflows:											
Debt Service		(194,295)	(555,088)	(545,739)	(535,688)	(525,063)	(513,939)	(502,495)	(490,702)	(478,627)	(7,336,845)
Paving Costs	4	(5,631,750)									(5,631,750)
Remediation Costs	4	(706,175)	(114,533)	(137,332)	(323,123)	(239,618)	(211,172)	(340,125)	(220,131)	(51,720)	(2,343,930)
Ending Fund Balance		(117)	99,030	187,007	101,267	107,685	153,822	83,509	143,367	385,087	3,000,000

Available for
Future Paving

- Notes:
1. Years 9 through 15 only include debt servicing (columns are not shown for ease of readability)
 2. Bridge financing for paving will be obtained through the municipalities financial institution and then debentured through the Nova Scotia Municipal Finance Corporation once paving is complete
 3. Additional Contributions of \$130,000 are required in the first year to offset higher remediation costs in year one.
 4. Based on 2018 independent survey of roads by Englobe Corp.

