

STATUTORY DECLARATION

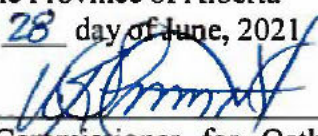
CANADA) In the Matter of an Arbitration before
) Arbitrator Deborah Howes, between the
PROVINCE OF ALBERTA) Town of Whitecourt and Woodlands
) County regarding an Intermunicipal
TO WIT:) Collaboration Framework

I Peter Smyl, of the Town of Whitecourt, DO SOLEMNLY DECLARE THAT:

1. I am the Chief Administrative Officer, employed by the Town of Whitecourt.
2. Attached as **Exhibit A** is my sworn statement of evidence with respect to rail, for use in the arbitration between the Town of Whitecourt and Woodlands County regarding an Intermunicipal Collaboration Framework between those parties. I solemnly declare that, to the best of my knowledge, the information contained in Exhibit A is true and accurate.

I MAKE this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me
at Whitecourt,
in the Province of Alberta
this 28 day of ~~June~~, 2021



A Commissioner for Oaths in and for
Alberta

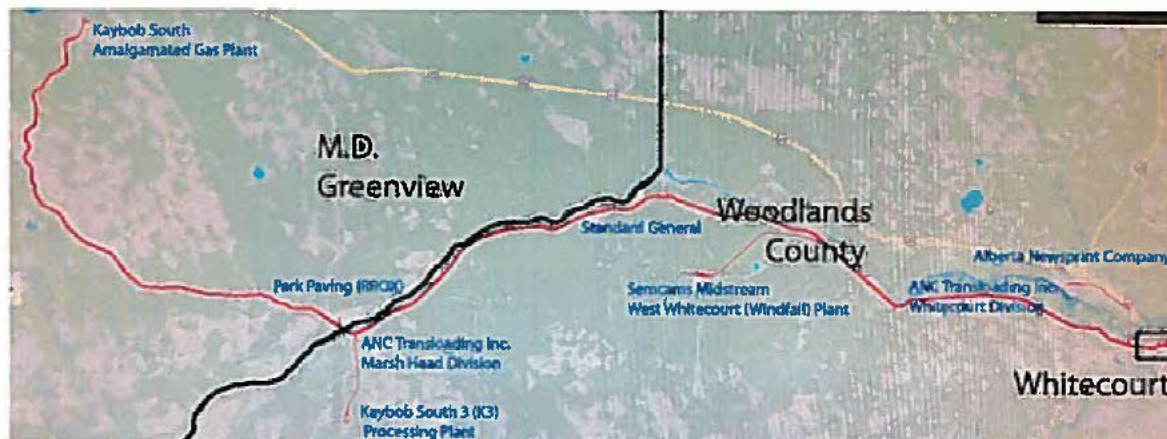


Peter Smyl

W.K. Grimstad-Davidson
Commissioner for Oaths - Alberta
Expiry Date: April 18, 2023

A. History and Background

1. Canadian National Railway (CN) has 7.5 kilometres of rail line through Whitecourt, which includes five roadway crossing (three Municipal, one Provincial and one Private). This portion of the CN rail line runs from Edmonton to six kilometres southwest of Fox Creek. The rail line services four businesses located within Whitecourt, and the remaining businesses served by the line are located in Woodlands County and MD of Greenview.
2. The following are maps of the rail line which runs through the Town and County:

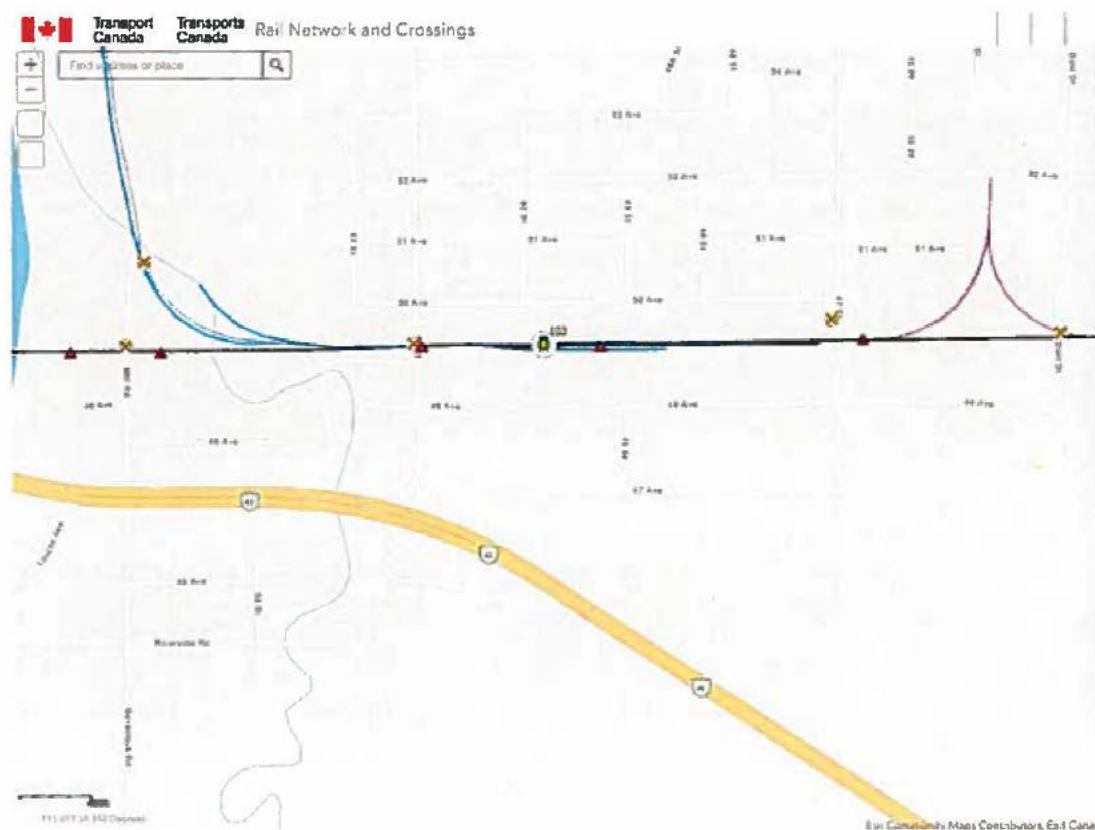


This is Exhibit "A" referred to in the
affidavit of Peter Smyl
sworn before me this 28 day of

June A.D. 2021

W.K. Grimstad-Davidson
A Commissioner for Oaths in and for
the Province of Alberta

W.K. Grimstad-Davidson
Commissioner for Oaths - Alberta
Expiry Date: April 18, 2023



3. The Canadian Transportation Agency specifies that the Town of Whitecourt is responsible for all costs associated for the following rail crossings over local roads (including annual maintenance and capital):
- 47 Street (See **Appendix 1: 47 Street Settlement Agreement**);
 - Dahl Drive: per Board Orders 2010-AGR-71, 2008-AGR-107, 2007-AGR-107 File No. R8050/649-102.47.

The Canadian Transportation Agency is able to mandate that municipalities construct infrastructure to support railway crossings within their borders, and the municipalities are required to pay those expenses.

4. Canadian Transportation Agency board order 105999 (See attached **Appendix 2: CN Order 105999**) specifies that the Town of Whitecourt is responsible for all costs associated with the 51 Street rail crossing over local roads (including annual maintenance).
5. The Town and County provided municipal support to establishing a large-scale gravel pit (established in 2009) developed west of Whitecourt and the County receiving annual gravel royalties. See attached **Appendix 3: January 29, 2009 Joint Liaison Committee Meeting Minutes**. Annual Royalties generated were \$295,200 for 2019, all of which were

paid to the County. Attached at **Appendix 4: Community Aggregate Payment Levy** is a copy of the Community Aggregate Payment Levy amounts paid to various municipalities for gravel pits between 2015 and 2019, and attached at **Appendix 5: May 29, 2018 Woodlands RFD Community Aggregate Levy Bylaw** is a copy of the bylaw passed by the County authorizing the creation of a Community Aggregate Payment Levy.

6. The establishment of the gravel pit increased the number of cars operating on the rail line. This increased disruption within the Town to vehicle and pedestrian traffic, and has resulted in increased infrastructure expenses associated with the rail line. The increased infrastructure expenses arising from the establishment of a gravel pit serviced by the rail line was discussed by the Joint Liaison Committee in January 2009 (as referenced in **Appendix 3: January 29, 2009 Joint Liaison Committee Meeting Minutes**).
7. For example, in October 2011, CN required a pedestrian footbridge to be constructed at the 47 Street railway crossing, to account for increased rail traffic. The Joint Liaison Committee discussed the impact of gravel extraction on increased rail traffic in Whitecourt, and passed a motion calling on the County to share in the cost of the construction of this pedestrian footbridge. See attached **Appendix 6: October 20, 2011 Joint Liaison Committee Meeting Minutes**. Despite this direction, the County did not share in the cost of this expense.
8. As part of the 2013 amendments to the previous cost sharing agreement, the County agreed to increase its contribution to the Town, in part, to offset costs associated with railroad crossings. Attached at **Appendix 7: March 18, 2013 Whitecourt Star article** is a contemporaneous news article from 2013 reporting on this detail.

B. Statistics

9. The Town has compiled statistics from CN, and the companies in Whitecourt, Woodlands, and Greenview, which use CN to ship materials. The statistics show that businesses located in the County utilize this rail service to ship more tonnes of goods than businesses in the Town or Greenview. Attached at **Appendix 8: Rail Statistics and Supporting Documents** is a spreadsheet showing the number of railcars of goods and material shipped by businesses located in Whitecourt, Woodlands and Greenview, the source of the information gathered, and the percentage breakdown of the number of cars attributed to businesses in each municipality against the total.

C. Scope and Level of Services

10. The Town is responsible for paying costs to maintain railway crossings within its borders, and it is required to respond to new infrastructure requests imposed by Transport Canada from time-to-time. The Town conducts annual municipal inspections and maintenance of road surfaces, vegetation, and drainage, and CN conducts monthly signal and gate maintenance which is billed to the Town at \$1,571.50 per month. The Town also incurs costs associated with Planning and Land Development to work around the impacts of rail traffic on land use planning, and emergency services costs associated with rail car training, dangerous goods training and costs incurred during an event. Attached at **Appendix 9:**

CN Sample Monthly Maintenance Invoice (May 2021) is a sample invoice submitted by CN to the Town.

11. More recently, due to higher volumes and heavier loads being transported, rail crossing life spans have been shortened, creating additional costs to maintain the rail crossings.
12. CN standards for railway crossings continue to change, and include timelines for which communities must comply, which is beyond the Town's control. For example, to meet the new regulations the 51 Street and Dahl Drive crossing requires improvements of just over \$176,000 to meet the new regulations. The 51 Street crossing is the oldest rail crossing in Whitecourt, providing access to the downtown area from Highway #43. The road is a four-lane urban arterial road, with concrete sidewalks on both sides. The crossing is protected with flashing lights, bells, and gates.
13. Dahl Drive is a primary transportation link of the two equally populated areas of Whitecourt (Hilltop and Valley). The crossing includes a four-lane roadway and a paved multi use pathway that cross the CN line and a CN spur to their wye. The concrete crossing pads in the spur crossing have deteriorated, resulting in a hazardous situation.
14. Grant applications for 80% of the funding were submitted for both upgrades, but were not successful and the project will have to be funded by the Town.

D. Life Cycle Plan

14. The Town has developed a life cycle/capital plan with respect to anticipated maintenance at its rail crossings, which is used to guide budget planning for anticipated maintenance over the next twenty years. See attached **Appendix 10: Rail Life Cycle and Capital Plan**.

E. Administrative Overhead

15. The Town's Administration provides overall administrative support and direction to the operation of the rail crossing services. The Town has provided a spreadsheet estimating administrative overhead costs associated with the operation of this service. See **Appendix 11: Rail Administrative Overhead**.

SETTLEMENT AGREEMENT

File Number: L312/08-39

Date: February 19, 2009

Place: Whitecourt, Alberta

Parties:

Lynda MacLoed

Representing Canadian National Railway Company

Peter Yackulic

Representing the Town of Whitecourt

This Settlement Agreement documents the terms of agreement reached during the mediation session held between the parties indicated above, in the matter of a dispute concerning the proposed 47th Street crossing CN Sangudo Subdivision at mileage 102.73, in the town of Whitecourt.

This agreement is confidential, unless the parties agree otherwise. The terms of agreement reached herein are without prejudice to the parties' rights in other cases and are specific only to the matter at hand.

This mediation can be reconvened at the request of the parties if there is a question of interpretation of the terms outlined below, or other such impediment to the final agreement.

Terms of Agreement and Implementation Schedule

(General terms of agreement; any undertakings or commitments agreed to by either party, including remuneration, and time lines specified for these undertakings.)

1. The parties agree to approve the construction of a level crossing at 47th Street with the necessary road crossing warning system in accordance with Transport Canada standards . This approval is conditional upon obtaining an exemption from Transport Canada as detailed in number 2
2. CN will file an application for exemption from Rule 103 of Canadian Railway Operating Rules to allow for a 15 minutes blockage of the crossing. The Town will cooperate in support of such exemption
3. In the event that the exemption is not granted, the parties will reconvene to discuss options.
4. The Town will construct a pedestrian overhead bridge at the crossing and construct fencing to channel pedestrians to the overhead bridge. The Town will modify/improve the existing traffic signage to warn vehicular traffic of potential blockage of railway crossing.
5. The Town will require the installation of fencing along the south side of the railway right of way from 51st Street to Dahl Drive.

- 6. The Town will construct 49th Avenue to Dahl Drive and will not open the crossing at 47th Street until 49th Avenue has been connected to Dahl Drive.
- 7. The Town will proceed with the preliminary design of the overhead bridge at Dahl Drive in 2010.
- 8. The Town and CN will participate in a safety review of the 51st Street crossing.
- 9. CN will relocate at its expenses the existing east siding switch away from the location of the proposed 47th Street crossing.
- 10. The Town agrees to pay all the expenses related to the construction and maintenance of the level crossing including the road crossing warning system, pedestrian overhead bridge and fencing.
- 11. This settlement agreement is conditional upon the approval by CN's senior management.

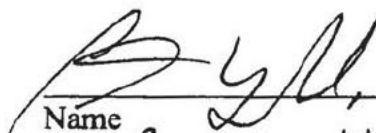
Agreement pertaining to Administrative Items

(These clauses may include the withdrawal of application or parts thereof where there has been agreement and the matter is before the Agency. In situations where partial settlement is reached in matters before the Agency, issues that have been resolved and any outstanding issues should be clearly identified and itemized here, as well as on the Disposition Statement.)

Waiver of Confidentiality

(List any terms of settlement for which the parties have agreed to waive the confidentiality restrictions. If confidentiality has not been waived for any terms indicate that this section is not applicable.)

Signed at Whitecourt on February 19, 2009.


 Name _____
 PETER YACKULIC
 TOWN OF WHITCOURT.


 Name _____

DISPOSITION STATEMENT

000008

IN THE MATTER OF THE MEDIATION

between: the Town of Whitecourt and Canadian National Railway Company

This Disposition Statement, made on the

19 day of February 2009

in Whitecourt, Alberta

This is an agreement between:

Town of Whitecourt

Party 1

- and -

Canadian National Railway Company

Party 2

- and -

Paul Lacoste and Patricia Lavigne

Mediators

Whereas:

The parties chose mediation as the dispute resolution mechanism. The parties and the mediator negotiated in the mediation process in good faith and have (please check one)

FULLY

PARTIALLY¹ (PAGE 2 MUST BE COMPLETED)

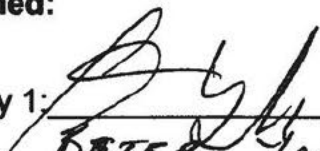
NOT

resolved the aforementioned dispute to the satisfaction of all parties.

The Parties also consent to the closing of the Agency's file mediation file regarding the dispute. File No. L312/08-39

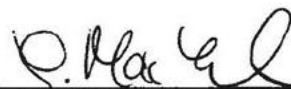
Signed:

Party 1:



PETER JACKULIC
TOWN OF WCT,

Party 2:



¹, Without an itemized list of issues resolved and not resolved, the Agency may presume that the applicant does not wish the Agency to proceed with its investigation into the application, resulting in the closing of the Agency's file.

Mediators: ~~Acosta~~ Patricia Lopez

BOARD OF TRANSPORT
COMMISSIONERS FOR CANADA



COMMISSION DES TRANSPORTS
DU CANADA

360-737

ORDER NO. 105999

FRIDAY, THE 20TH DAY OF
OCTOBER, A.D. 1961.

J.E. DUMONTIER,
Deputy Chief Commissioner.
W.R. IRWIN,
Commissioner.

IN THE MATTER OF the application of the Village of Whitecourt, hereinafter called the "Applicant", for an Order declaring the crossing of the Canadian National Railways and 1st Street West, in the Village of Whitecourt, Province of Alberta, mileage 103.15 Sangudo Subdivision, as shown on the Applicant's Plans Nos. 1, 2 and 4, all dated June 7, 1961, on file with the Board under file No. 28117.63, to be a public crossing:

UPON reading the submissions filed -

IT IS HEREBY ORDERED AS FOLLOWS:

WHEREAS for several years there has been a level crossing over the tracks of Canadian National Railways at the said location;

WHEREAS the said crossing being open to and used by the public for several years has become de facto a public crossing;

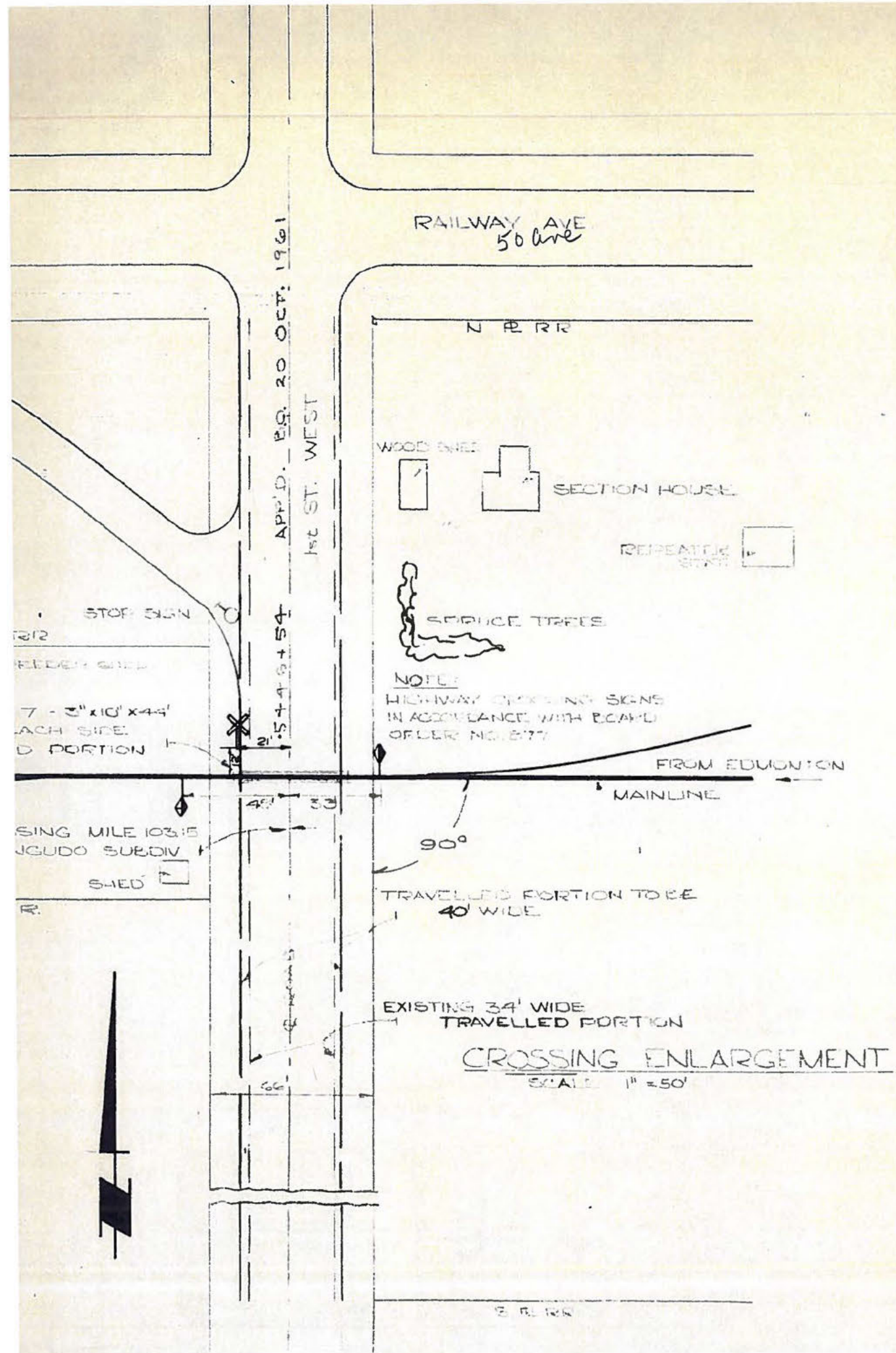
WHEREAS in order to comply with the Standard Regulations of the Board Affecting Highway Crossings certain improvements to the said crossing are required; and

WHEREAS the Applicant has agreed to improve the said crossing in the manner recommended by the Board in its letter dated July 19, 1961, and has consented to bear the cost thereof -

IT IS HEREBY ORDERED AS FOLLOWS:

1. The said crossing of the Canadian National Railways and 1st Street West, in the Village of Whitecourt, Province of Alberta, mileage 103.15 Sangudo Subdivision, as shown on the said plans on file with the Board under file No. 28117.63, is declared to be a public crossing.

105999



THE TOWN OF WHITECOURT AT ITS OWN EXPENSE
TO CONSTRUCT AND MAINTAIN THE SAID CROSSING
ACCORDING TO STANDARD REGULATIONS OF THE
BOARD OF TRANSPORT COMMISSIONERS FOR
CANADA AFFECTING HIGHWAY CROSSING.

M. C. Crawford
SECRETARY TREASURER

APPROVED FOR CANADIAN NATIONAL RAILWAY.

E. J. English
REGIONAL ENGINEER.

W. B. McCherson
GENERAL MANAGER

APPROVED BY THE BOARD OF TRANSPORT COMMISSIONERS
11-67

UNAPPROVED SUBJECT
TO AMENDMENT

**JOINT LIAISON COMMITTEE
MINUTES
January 29, 2009**

The Joint Liaison Committee meeting for Woodlands County and the Town of Whitecourt was held on Thursday, January 29, 2009 at the Woodlands County Municipal Office in Whitecourt commencing at 3:45 p.m.

**MEMBERS
PRESENT:**

J. Rennie
T. Thain
A. Deane (3:30 p.m. – 5:05 p.m.)
L. Caron
N. Hodgson

**IN
ATTENDANCE:**

L. Mercier, Chief Administrative Officer, Woodlands County
P. Smyl, Chief Administrative Officer, Town of Whitecourt
C. Stephen, Executive Assistant, Woodlands County

ABSENT:

D. Guenette

1.0 MEETING CALLED TO ORDER:

The meeting was called to order by Mayor Rennie at 3:45 p.m.

2.0 ADOPTION OF AGENDA:

The following amendments were made to the agenda for this meeting:

New Business:

4.8 Lac Ste. Anne Foundation Update

MOVED by Mayor Thain that the Committee adopt the agenda as amended.

CARRIED.

3.0 MINUTES:

MOVED by Councillor Deane that the Committee adopt the September 18, 2008 Joint Liaison Committee Minutes as presented.

CARRIED.

4.0 NEW BUSINESS:

4.1 THE ALBERTA RURAL PHYSICIAN ACTION PLAN:

The Committee discussed the potential to formulate a Site Visit Committee and the potential benefits to the community. While the Provincial Board is in charge of site visits it is acceptable for Communities to develop their own committee.

Mayor Thain noted that it may be of benefit to have individualized site tours to ensure visiting physicians are shown those areas that are of specific interest to them.

Councillor Deane presented an overview of the recent video conference he'd attended; adding that the two communities that have been most successful with physician recruitment have a Site Visit Committee and that each visit is tailored to address the individuals' specific areas of interest.

The Committee further discussed who should be invited to sit on the Site Tour Committee and the benefits of ensuring local healthcare professionals were invited to participate.

Councillor Hodgson noted that there was still a need for additional physicians in the Community, further noting that there is more than one clinic in town and that the Committee needed to take into consideration the needs of both clinic operators.

MOVED by Councillor Hodgson that the Committee direct administration to develop a draft plan for the development of a Physician Site Visit Committee and return same to a future meeting for the Committee's review.

CARRIED.

4.2 GOLF/CURLING CLUB STUDY

Councillor Hodgson presented an overview to the Committee pertaining to the progress made to date with respect to the Golf/Curling club joint project.

The feasibility study has been completed by RC Strategies and they have reported that in order to accommodate the requirements of the curling club the facility cost will increase dramatically. At this point the project is too costly for the Golf/Curling Clubs to pursue.

Councillor Caron requested clarification on whether the clubs have attempted to access grant funding for this project. Councillor Hodgson advised that he did not believe any applications for grant funding had been pursued at this point.

MOVED by Councillor Deane that the Committee accept the Golf/Curling Club report as information.

CARRIED.

4.3 JOINT EDC GENERAL DISCUSSION

Mayor Rennie presented information to the Committee relative to the progress made to date by the Joint Economic Development Committee, advising that the Committee had discussed the benefits associated with developing a more precise strategy and potentially holding a retreat.

The Committee discussed the role of the Joint EDC and the potential to have the Committee develop a list of projects for consideration by both Councils.

Mayor Thain suggested it would be prudent to ensure all items were brought before the Joint Liaison Committee for review, further stating that those projects deemed useful could then be referred to the Joint EDC for follow-up.

Mayor Thain noted concern with any donation being provided to private organizations as was recently done as this is outside of the Town's mandate.

MOVED by Councillor Hodgson that the Committee accept the Joint EDC report as information.

CARRIED.

4.4 ART CENTRE STEERING COMMITTEE

Mayor Rennie requested clarification on the development of the Arts Centre Steering Committee.

Councillor Hodgson presented an overview of the process advising that Town Council had approved the formation of a steering committee to conduct a study on the need, community support and feasibility of a performing arts centre in Whitecourt.

Councillor Caron noted her interest in participating as a Committee member. Councillor Hodgson advised that he was in support of Councillor Caron participating on the Arts Facility Feasibility Study Committee.

Mayor Rennie requested clarification as to whether the Arts Steering Committee is the same as the Heritage Committee that was set up earlier this year and if that is the case then perhaps the name should be changed back to the Heritage Committee to avoid confusion. Councillor Hodgson noted that the Committee development has already begun and that to change the name at this juncture would prove confusing to the members.

MOVED by Councillor Caron that the Committee accept the Art Centre Steering Committee report as information.

CARRIED.

4.5 SCHOOL USAGE AGREEMENT

Mayor Thain presented information to the Committee pertaining to the progress made with respect to the School Usage Agreement stating that the Joint Use Agreement had been ratified.

Councillor Deane requested clarification on whether the Town would consider allowing Hilltop to use the fieldhouse facility if future construction at Hilltop High School necessitated it. Mayor Thain advised that the additional usage would be considered by Town Council if the need arose.

MOVED by Mayor Thain that the Committee accept the School Usage Agreement, report as information.

CARRIED.

Jan 29/09

4.6 SILVER CREEK GRAVEL PIT

During the November 15, 2008 Committee meeting the Committee had discussed the increased infrastructure expenses incurred by the Town of Whitecourt due to the increased activity at the gravel pit and rail line which travels through Whitecourt. The Committee had discussed the potential to allocate a portion of the newly developed recreation royalty payment (should it be received by Woodlands County) to the Town of Whitecourt to address issues resulting from the increased CN activity.

Mayor Thain indicated that Town Council had provided a letter of support for the project with the understanding from the province that royalties from the Silver Creek Gravel Pit would be jointly allocated between the two municipalities.

Mayor Rennie advised that the Recreation Levy program had fallen through and that Woodlands had not been aware until administration had contacted the Province for an update. The province has changed the direction of the program; discontinuing the recreation levy and implementing a program requiring municipalities to proceed with the implementation of a Gravel Levy Bylaw, which Woodlands has just done.

L. Mercier presented an overview of the program changes, inclusive of the subsequent reaction by local business and landowners.

The Committee discussed the ongoing partnership between Woodlands County and the Town of Whitecourt and the contributions that were currently made by Woodlands County to other areas such as RCMP funding, etc.

Councillor Hodgson asked the Woodlands County members to consider taking into account the increased cost for infrastructure which has occurred as a result of the traffic from the Silver Creek Gravel Pit when discussing royalties with their Council.

MOVED by Councillor Hodgson that the Committee bring forward the Silver Creek Gravel Pit topic for further review and discussion in December 2009.

CARRIED.

4.7 PROPOSED JOINT COUNCIL MEETING

Mayor Rennie suggested it may be prudent to consider holding a Joint Council Meeting to discuss items of mutual interest.

Mayor Thain commented that he felt the more informal gatherings that had been arranged over the past year have been of more benefit than the formal Joint Council meetings and suggested that it may be of benefit to proceed with the arrangements for another informal event of this nature.

MOVED by Councillor Hodgson that the Committee direct administration to proceed with scheduling an informal meeting for both municipalities.

CARRIED.

5. COMMITTEE OF THE WHOLE

MOVED by Councillor Caron that the Committee move to an in-camera session at 5:36 p.m.

CARRIED.

MOVED by Mayor Thain that the Committee come out of camera at 5:50 p.m.

CARRIED.

MOVED by Mayor Thain that the Joint Liaison Committee members recommend to each respective Council to enter into an agreement for a Joint Land purchase on lands located within Woodlands County.

CARRIED.

5.0 ADJOURNMENT:

MOVED by Councillor Caron that the meeting be adjourned at 5:51 p.m.

SECRETARY

CHAIR

Presiding Officer's Initials _____

- 006

M.D. / County	CAP Rate	Effective	2015 amount	2016 Amount	2017 Amount	2018 Amount	2019 Amount
Acadia MD			\$ -	\$ -	\$ -	\$ -	\$ -
Athabasca County	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Barrhead No. 11 County	\$ 0.40	2008	\$ 136,110.00	\$ 131,123.00	\$ 147,668.18	\$ 156,540.79	\$ 148,611.36
Beaver County	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Big Lakes MD	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Bighorn MD	\$ 0.40	2008	\$ 62,917.00	\$ 49,900.00	\$ 28,802.29	\$ 42,893.00	\$ 39,733.00
Birch Hills County	\$ 0.25	2009	\$ 8,291.00	\$ 10,976.00	\$ 10,090.25	\$ 13,659.00	\$ 7,210.52
Bonnyville MD			\$ -	\$ -	\$ -	\$ -	\$ -
Brazeau County	\$ 0.25	2011	\$ 181,304.00	\$ 166,964.71	\$ 840,107.46	\$ 146,046.99	\$ 116,462.19
Calgary, City of	\$ 0.40	2008	\$ 1,031,023.00	\$ 1,083,645.00	\$ 1,184,693.00	\$ 2,020,000.00	\$ 1,950,000.00
Camrose County	\$ 0.25	2006	\$ 374,655.00	\$ 284,400.00	\$ 195,315.63	\$ 192,140.00	\$ 227,929.03
Cardston County			\$ -	\$ -	\$ -	\$ -	\$ -
Clear Hills County			\$ -	\$ -	\$ -	\$ -	\$ -
Clearwater County			\$ -	\$ -	\$ -	\$ -	\$ -
Cypress County	\$ 0.25	2019	\$ -	\$ -	\$ -	\$ -	\$ 233,516.89
Fairview MD			\$ -	\$ -	\$ -	\$ -	\$ -
Flagstaff County	\$ 0.25	2017	\$ -	\$ -	\$ 8,578.00	\$ 21,570.32	\$ 2,382.85
Foothills MD	\$ 0.40	2006	\$ 121,178.00	\$ 218,084.88	\$ 173,915.51	\$ 201,981.69	\$ 216,125.51
Forty Mile County	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Prairie County	\$ 0.40	2006	\$ 427,163.00	\$ 302,791.00	\$ 380,395.16	\$ 361,251.75	\$ 187,641.68
Greenview MD	\$ 0.30	2006	\$ 969,994.72	\$ 615,806.00	\$ 1,184,356.92	\$ 1,387,730.00	\$ 949,306.82
Kneehill County			\$ -	\$ -	\$ -	\$ -	\$ -
Lac La Biche County			\$ -	\$ -	\$ -	\$ -	\$ -
Lac Ste. Anne County	\$ 0.40	2006	\$ 134,272.00	\$ 70,162.00	\$ 117,120.00	\$ 252,768.42	\$ 214,115.00
Lacombe County	\$ 0.40	2006	\$ 946,282.00	\$ 599,018.00	\$ 572,850.00	\$ 729,605.53	\$ 727,357.84
Lamont County	\$ 0.40	2007	\$ 214,826.00	\$ 82,724.00	\$ 131,026.53	\$ 281,853.97	\$ 337,393.77
Leduc County	\$ 0.40	2006	\$ 227,931.00	\$ 123,590.00	\$ 253,105.24	\$ 326,665.65	\$ 236,953.00
Lesser Slave River No. 124,	\$ 0.40	2014	\$ 68,099.00	\$ 59,867.00	\$ 100,921.81	\$ 97,556.00	\$ 201,758.17
Lethbridge County	\$ 0.25	2016	\$ -	\$ 37,089.00	\$ 151,110.00	\$ 182,867.00	\$ 199,350.00
Mackenzie County	\$ 0.25	2006	\$ 87,881.00	\$ 45,800.82	\$ 118,216.10	\$ 100,635.00	\$ 45,181.72
Minburn County	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Mountain View County	\$ 0.40	2012	\$ 131,488.00	\$ 186,904.00	\$ 145,209.57	\$ 105,389.61	\$ 265,158.28
Newewll County			\$ -	\$ -	\$ -	\$ -	\$ -

Northern Lights County	\$	0.25	2007	\$ 117,353.00	\$ 70,994.00	\$ 70,944.42	\$ 192,710.70	\$ 36,586.00
Northern Sunrise County				\$ -	\$ -	\$ -	\$ -	\$ -
Opportunity MD			2008	\$ -	\$ -	\$ -	\$ -	\$ -
Paintearth County	\$	-	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Parkland County	\$	0.40	2006	\$ 1,028,516.00	\$ 643,877.00	\$ 804,775.04	\$ 1,040,348.63	\$ 870,532.73
Peace No. 135 M.O.	\$	0.40	2011	\$ 77,418.00	\$ 43,659.00	\$ 50,537.40	\$ 116,567.00	\$ 64,048.00
Pincher Creek MD				\$ -	\$ -	\$ -	\$ -	\$ -
Ponoka County	\$	0.25	2009	\$ 227,183.27	\$ 156,238.00	\$ 364,328.57	\$ 246,530.88	\$ 237,570.00
Provost MD				\$ -	\$ -	\$ -	\$ -	\$ -
Ranchland MD				\$ -	\$ -	\$ -	\$ -	\$ -
Red Deer County	\$	0.40	2012	\$ 232,718.00	\$ 160,543.00	\$ 170,030.00	\$ 258,714.00	\$ 306,220.00
Rocky View County	\$	0.40	2006	\$ 682,709.00	\$ 657,387.00	\$ 669,657.00	\$ 669,524.21	\$ 809,497.29
Saddle Hills County				\$ -	\$ -			
Smoky Lake County	\$	0.25	2019	\$ -	\$ -	\$ -	\$ -	\$ -
Smoky River No. 130 MD	\$	0.25	2013	\$ -	\$ 1,638.13	\$ 18,900.44	\$ 11,229.02	\$ 5,472.47
Special Areas Board				\$ -	\$ -	\$ -	\$ -	\$ -
Spirit River MD	\$	-	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
St. Paul County	\$	0.25	2015	\$ 83,563.00	\$ 49,653.00	\$ 56,616.41	\$ -	\$ -
Starland County				\$ -	\$ -	\$ -	\$ -	\$ -
Stettler County				\$ -	\$ -	\$ -	\$ -	\$ -
Strathcona County	\$	0.40	2009	\$ 84,096.00	\$ 106,530.00	\$ 54,601.11	\$ 67,318.00	\$ 47,592.70
Sturgeon County	\$	0.40	2006	\$ 685,440.00	\$ 607,086.00	\$ 666,228.75	\$ 1,029,950.86	\$ 976,488.42
Taber MD				\$ -	\$ -	\$ -	\$ -	\$ -
Thorhild County	\$	0.40	2010	\$ 201,406.00	\$ 177,720.00	\$ 219,000.00	\$ 316,904.19	\$ 348,218.61
Two Hills County	\$	0.40	2019	\$ -	\$ -	\$ -	\$ -	\$ 79,394.55
Vermillion River County				\$ -	\$ -	\$ -	\$ -	\$ -
Vulcan County	\$	0.25	2007	\$ 259,277.00	\$ 149,287.00	\$223,041.27	\$203,956.21	\$193,941.35
Wainwright MD	\$	-	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Warner County	\$	-	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Westlock County	\$	0.40	2010	\$ 154,316.00	\$ 146,402.00	\$ 73,482.40	\$ 85,911.00	\$ 69,618.00
Wetaskiwin County No. 10	\$	0.25	2006	\$ 156,993.00	\$ 104,848.09	\$ 35,943.80	\$ 136,909.50	\$ 125,209.37
Wheatland County	\$	0.30	2010	\$ 24,869.00	\$ 52,999.00	\$ 49,839.00	\$ 46,633.39	\$ 46,686.46
Willow Creek MD				\$ -	\$ -	\$ -	\$ -	\$ -
Wood Buffalo, Regional Municipality of				\$ -	\$ -	\$ -	\$ -	\$ -

Woodlands County	\$	0.25	2009	\$	321,814.00	\$	275,986.00	\$	163,044.27	\$	290,428.50	\$	295,920.00
Yellowhead County	\$	-	N/A	\$	-	\$	-	\$	-	\$	-	\$	-

	2019	2018	2017	2016	2015
CAP RFI Responses	68	68	68	47	46
CAP RFI Response Rate	100%	100%	99%	67%	66%
As Reporting CAP Collection	35	33	34	33	31
TOTAL \$ CAP Collection	\$ 10,819,183.58	\$ 11,334,790.81	\$ 9,434,451.53	\$ 7,473,692.63	\$ 9,461,085.99

Woodlands County

Request for Decision (RFD)

Meeting:	Regular Council Meeting
Meeting Date:	May 29, 2018
Originated By:	Sue Oberg, Director, Corporate Services
Title:	Bylaw – 507/18 Community Aggregate Payment Levy

PROPOSAL & BACKGROUND:

The Province has recently changed the Community Aggregate Payment Levy Regulation. The change will allow municipalities to levy to a maximum rate of \$0.40 from the previous \$0.25 per tonne of sand and gravel.

DISCUSSION on BENEFITS, DISADVANTAGES & OPTIONS:

Section 409.1(1) of the *Municipal Government Act* states "each council may pass a community aggregate payment levy bylaw".

Section 409(2) of the *Municipal Government Act* states "A community aggregate payment levy bylaw authorizes the council to impose a levy in respect of all sand and gravel businesses operating in the municipality to raise revenue to be used toward the payment of infrastructure and other costs in the municipality".

Section 409.3(1)a of the *Municipal Government Act* states " the Minister may make regulations respecting a levy referred to in section 409.1(2) including, without limitation, regulations respecting the maximum levy that may be imposed and the application of the levy.

The Province of Alberta has recently passed an amendment to the Community Aggregate Payment Levy Regulation – Alberta Regulation 263/2005. The regulation allows municipal governments to levy a charge or fee on each tonne of sand or gravel sold by operators of sand/gravel pits in the province.

This increase in levy rate would increase our gravel levy revenue by 60%. Our 2017 aggregate levy revenue was \$163,044. Based on 2017 revenue, the increase in aggregate levy revenue would generate an additional \$97,826.

Attached for Council consideration is Bylaw 507/18.

RECOMMENDED ACTION:

That Council gives first reading to Bylaw 507/18 – Community Aggregate Payment Levy

That Council gives second reading to Bylaw 507/18

That Council proceeds to third and final reading of Bylaw 507/18

That Council gives third reading to Bylaw 507/18

**WOODLANDS COUNTY
BYLAW 507/18
PROVINCE OF ALBERTA**

**A BYLAW BEING ENACTED TO AUTHORIZE THE IMPOSITION OF A COMMUNITY
AGGREGATE PAYMENT LEVY WITHIN WOODLANDS COUNTY**

WHEREAS the Municipal Government Act, R.S.A. 2000, c. M-26 and any amendments made thereto, authorizes municipalities to pass and amend a bylaw.

AND WHEREAS Alberta Regulation 263/2005 and any amendments made thereto, made pursuant to the Municipal Government Act, Section 409.3 which applies to all municipalities that have passed a Community Aggregate Payment Levy Bylaw;

AND WHEREAS the Council of Woodlands County deems it necessary and in the best interest of residents to impose a bylaw in respect of all sand and gravel businesses operating in the municipality to raise revenue to be used toward the payment of infrastructure costs and other municipal expenditures,

NOW THEREFORE the Council of Woodlands County, duly assembled, enacts as follows:

1. Definitions

- 1.1 "Aggregate" means any sand or gravel that is excavated from a pit, whether in a processed or unprocessed form.
- 1.2 "County" means Woodlands County in the Province of Alberta.
- 1.3 "Crown" Means the Crown in the Right of Alberta or Canada;
- 1.4 "Levy" means Community Aggregate Payment Levy;
- 1.5 "Pit" means any duly constituted opening, excavation or working of the surface or subsurface made for the purpose of removing sand or gravel, and includes any associated infrastructure, but does not include a mine or quarry;
- 1.6 "Operator" means a person duly engaged in extracting sand and gravel for shipment;
- 1.7 "Shipment" means a quantity of sand and/or gravel duly extracted from the pit from which it was extracted.

2. Uniform Levy Rate

- 2.1 All lands within the County upon which aggregate mining is proceeding shall be subject to:
 - 2.1.1 a \$0.40 per tonne levy for aggregate extracted and removed by means of trucking or shipment from the aggregate mining area.

3. Levy Notices & Payment

- 3.1 Subject to Section 10.4 of this Bylaw, the County shall send Community Aggregate Payment Levy Notices within thirty (30) days of **December 31** in each calendar year setting out the amount of the levy payable by the operator.
- 3.2 The levy amount shown on a levy notice shall be paid to the County by the operator within thirty (30) days of receipt of the levy notice, or by January 31 following the calendar year for which the levy is due, whichever is earlier.

4. Sand & Gravel Tonnage Roll

- 4.1 The County shall record the tonnage of sand and gravel in an operator's shipment on a sand and gravel shipped tonnage roll based on the tonnage of sand and gravel in an operator's shipment as reported by the operator.

5. Uniform Conversion Rate

- 5.1 Where an operator is unable to provide a measurement of weight for the amount of sand and gravel in a shipment, the operator must use the following conversion rates to report shipments in tonnes:

Sand	1 cubic metre = 1.365 tonnes
Gravel	1 cubic metre = 1.632 tonnes, where 1 cubic metre is equal to 1.308 cubic yards

6. Amount of Levy

- 6.1 The amount of levy to be imposed with respect to an operator is calculated by multiplying the number of tonnes of sand and gravel recorded on the sand and gravel shipped tonnage roll for that operator for the reporting period by the levy rate.

7. Levy Exempt

- 7.1 No Levy may be imposed upon the following classes of shipments of sand and gravel:
 - 7.1.1 A shipment from a pit owned or leased by the Crown or a municipality for use or a project that is being undertaken by, or on behalf of, the Crown or a municipality.
 - 7.1.2 A shipment from a pit owned or leased by a municipality for a use, project or purpose that otherwise fulfills a policy of the County that is being undertaken by, or on behalf of, a municipality.
- 7.2 No levy may be imposed on shipments of sand and gravel that are subject to another tax, levy or payment that is established by, and payable to, the municipality.

Press Esc to exit full screen

Bylaw 507/18

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- 7.3 No levy may be imposed upon shipments of sand and gravel that are required pursuant to a road haul agreement or a development agreement for construction, repair or maintenance of roads identified in the agreement, that are necessary to provide access to the pit from which the sand and gravel is extracted.
- 7.4 An Operator claiming an exception pursuant to section 7 above, shall be solely responsible for providing the County's Chief Administrative Officer or his delegate, with any information or documentation in their sole discretion, is determined reasonably necessary to establish that the exception applies to a particular Shipment. The levy shall be deemed payable by the Operator on every Shipment until the County's Chief Administrative Officer or his delegate is satisfied the exception applies and provides written confirmation of the exception to the Operator.
- 8. Payment Responsibility**
- 8.1 Any person who purchases a sand and/or gravel business or in any other manner becomes liable to be shown on the sand and gravel shipped tonnage roll as liable to pay a levy must provide the County with written notice of same inclusive of the mailing address to which notices under the Municipal Government Act may be sent.
- 9. Reporting Requirements**
- 9.1 Subject to Section 10 of this Bylaw, all operators in the County shall report their shipments, in tonnes, from each individual pit within the boundaries of the County on an annual basis and within 14 days after **December 31** of each year on the Community Aggregate Payment Levy Aggregate Shipment Quarterly Report, attached as Schedule A to the Bylaw.
- 10. Application for Variation of Dates**
- 10.1 Where an operator wishes to report its shipments on dates other than those specified in Sections 3 and 9 of this Bylaw, it may apply to the County in writing for a variation of the dates set forth in these Sections.
- 10.2 An application pursuant to this Section 10.1 shall be received by the County no later than **December 31** of any calendar year, and must include the proposed reporting date, the proposed payment date, and the reason for such a request.
- 10.3 All reporting dates proposed under this Section shall fall no later than **December 31**, and not before July 31.
- 10.4 Where an operator is granted a variation in reporting dates in accordance with this Section, the municipality shall provide a Community Aggregate Payment Levy Notice to that operator not more than thirty (30) days after the reporting date.
- 10.5 Despite any changes in reporting dates permitted under this provision, all Levy payments shall remain due in accordance with Section 3.2 of this Bylaw.

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Bylaw 507/18

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- 10.6 The decision to permit the variation of any reporting dates or other deadlines remains at the sole discretion of the County, and the County is under no obligation to approve any request made under this Section.
- 11. General**
- 11.1 That Schedule A may be amended by resolution of Council from time to time.
- 11.2 That should any provision of this bylaw become invalid, that invalid provision shall be severed and the remaining provisions of the bylaw shall be maintained.
- 12. Repeal**
- 12.1 That Bylaw 377/11 is hereby repealed.
- 13. Effective Date**
- 13.1 This Bylaw shall come into force and have effect from and after the date of third and final reading thereof
- 14. Severability**
- 14.1 Should any provisions of this Bylaw become invalid, void, illegal or otherwise not enforceable, it shall be considered separate and severable from the bylaw and the remainder shall remain in force and be binding as though such provision had not been included.

READ a first time this 29th day of May, 2018.READ a second time this 29th day of May, 2018.READ a third time this 29th day of May, 2018._____
Jim Rennie, Mayor_____
Luc Mercier, CAO

-18-

Press Esc to exit full screen

Schedule A

**Community Aggregate Payment Levy
Aggregate Shipment Quarterly Report**

Unless otherwise indicated in writing, this report must be received by the County within fourteen (14) days from **December 31**.

A separate report must be submitted for each pit from which an operator has shipped sand or gravel during the reporting period.

Operator/Pit Information	
Name of Operator:	
Mailing Address of Operator:	
Telephone Number:	
Facsimile:	
E-mail Address:	
Legal Land Location of Sand & Gravel Pit:	
Landowner Information	
Name of landowner where pit is located:	
Mailing address of landowner	
Telephone Number:	
Facsimile:	
E-mail Address:	
Shipping/Tonnage Information	
Total Tonnage shipped during the reporting period:	
Less Tonnage from exempt shipments:	
- Pit owned or leased by the Crown or a municipality for use or projects that are being undertaken by, or on behalf of the, Crown or Municipality	
- Shipments used to gravel County Roads to meet the requirements of a Road Use Agreement with Woodlands County.	
Net Aggregate Shipment	
Subject to Community Aggregate Payment Levy	
Method of Measurement (place checkmark where applicable)	
On-site scale:	
Off-site scale (Location must be noted):	
Estimate (estimates shall be completed as described below):	

Note: The weight of sand & gravel in individual shipments may be estimated if weigh scales are unavailable. The conversion rates to be used in estimating the tonnage are as follows:

- 1 cubic metre = 1,365 tonnes, for sand
- 1 cubic metre = 1,632 tonnes, for gravel
- Where 1 cubic metre = 1,308 cubic yards

Printed Operator Name

Operator Signature

Date

**JOINT LIAISON COMMITTEE
MINUTES
October 20, 2011**

The Joint Liaison Committee meeting for Woodlands County and the Town of Whitecourt was held on Thursday, October 20, 2011 at the Woodlands County Municipal Office in Whitecourt commencing at 3:30 p.m.

MEMBERS J. Rennie
PRESENT: L. Caron
D. Pritchard
D. Schlosser
T. Thain

IN L. Mercier, Chief Administrative Officer, Woodlands County
ATTENDANCE: P. Smyl, Chief Administrative Officer, Town of Whitecourt
S. Wharton, Executive Secretary, Woodlands County
D. Yagos (3:42 p.m. – 3:50 p.m.)

1. MEETING CALLED TO ORDER:

The meeting was called to order by Mayor Thain at 3.42 p.m.

2. ADOPTION OF AGENDA:

The following amendments were made to the agenda for this meeting:

New Business:

Add:
5.7 Airport
5.8 CN

JL-15-052-11

MOVED by Mayor Rennie that the Committee adopt the October 20, 2011 agenda as amended.

CARRIED.

3. **MINUTES:**

SEPTEMBER 15, 2011 - JOINT LIAISON COMMITTEE MINUTES

JL-15-053-11

MOVED by Councillor Schlosser that the Committee approve the September 15, 2011 Joint Liaison Committee meeting minutes as presented.

CARRIED.

4. **DELEGATIONS:**

5. **NEW BUSINESS:**

5.1 **LAC STE ANNE FOUNDATION**

JL-15-054-11

MOVED by Mayor Rennie that the committee move to an in-camera session at 3:42 p.m.

JL-15-055-11

MOVED by Councillor Caron that the committee come out of camera session at 3.50 p.m.

JL-15-056-11

MOVED by Councillor Schlosser that the Joint Liaison Committee accept the Lac Ste. Anne Foundation discussion as information.

CARRIED.

5.2 **PERFORMING ARTS FACILITY**

A concerned was raised that the Performing Arts Facility may be moving in a different direction than originally planned. A discussion ensued regarding the facility, what both municipalities envisioned, as well as where the planning process was at to date.

JL-15-057-11

MOVED by Mayor Rennie that the Joint Liaison Committee accept the Performing Arts Facility discussion as information.

CARRIED

5.3 HAUL ROUTE OPTIONS FOR AGGREGATE EXTRACTION WEST OF THE AIRPORT

Mayor Rennie gave an update to the committee regarding the future aggregate extraction west of the airport. The committee discussed various areas of concern including potential routes, roads required, land acquisition, airport development, infrastructure concerns with additional trucks and potential trains hauling from this area.

JL-15-058-11

MOVED by Mayor Thain to defer any further discussion and decisions to the next Joint Liaison meeting.

CARRIED.

5.4 CHRISTMAS IS FOR KIDS**JL-15-059-11**

MOVED by Councillor Schlosser that the Joint Liaison committee accept the Christmas is for Kids as information.

CARRIED

5.5 HIGHWAY BILLBOARD - UPDATE

A discussion ensued with regard to the number of highway billboard signs that have been installed along various highways within the Whitecourt and Woodland County area.

JL-15-060-11

MOVED by Councillor Schlosser that a joint letter from the Town of Whitecourt and Woodlands County be drafted by the CAO and presented to both Councils for review to be sent to the Minister of Transportation and the MLA.

CARRIED

5.6 SEWER DUMP DISCUSSION

A discussion ensued regarding the existing sewer dumps and the operational issues the Town of Whitecourt has encountered with trucks dumping significant amounts of solid waste into the system. Also discussed were possible solutions to this problem.

JL-15-061-11

MOVED by Mayor Rennie that administration look into other options for sewer disposal and bring the findings back to the Joint Liaison Committee for further discussion.

CARRIED

5.7 CAPITAL COST DISCUSSION - AIRPORT

The committee discussed the airport projects including: airport paving, the lighting failure and costs associated to replace the runway lighting before winter freeze up, as well as the remaining lighting project scheduled for 2012. Further discussion arose regarding the possibility of setting up a regional airport authority and the benefits of doing so.

JL-15-062-11

MOVED by Councillor Schlosser that administration explore the option of proceeding with an Airport Authority, to forward any debt incurred for airport projects to the authority and to further discuss at Council levels the runway lighting expense and the request for cost sharing this expense.

CARRIED

5.8 CAPITAL COST DISCUSSION - CN

The committee discussed the rail costs to the Town of Whitecourt including costs to install a pedestrian crossing and rail signals as required by CN. Other areas discussed included the potential for increased rail due to gravel extraction, CN's ownership of the land and their requirements and gravel levy.

JL-15-063-11

MOVED by Mayor Rennie that administration forward a request to Council for expense sharing for the pedestrian crossing.

CARRIED

5.9 JOINT BYLAW OFFICER

JL-15-064-11

MOVED by Councillor Schlosser that the Joint Liaison Committee accept the letter regarding the Joint Bylaw Officer as information.

CARRIED

6. NEXT MEETING DATE:

The next Joint Liaison Committee meeting will be held on Thursday, November 17, 2011 at 3:30 p.m. at the Woodlands County Whitecourt Municipal Office.

7. ADJOURNMENT:

JL-15-065 -11

MOVED by Mayor Rennie that the meeting be adjourned at 5:05 p.m.

CARRIED.

SECRETARY

CHAIR



News



IDP and water agreement pass after months of delay

Johnna Ruocco
 Mar 18, 2013 · March 18, 2013 · 2 minute read



The Town of Whitecourt and Woodlands County councils have both passed the Intermunicipal Development Plan and the Regional Water/Wastewater Agreement, bringing together five years of planning after months of delays and negotiations.

ADVERTISEMENT

A joint public hearing was held for the IDP on Sept. 25, 2012. Woodlands County Council was concerned with the poor showing at the hearing and with the lack of dialogue, as in that format residents can only speak to council members, but members cannot respond.

County council then held an open house on Dec. 3, 2012, where county residents packed into the council chambers at the Woodlands County Municipal Office to express serious concerns with the IDP, mainly regarding residential development and policies dictating the size of county residential parcels.

For several months the county and the town have worked behind the scenes in negotiations before county council gave final approval at their meeting on March 5 and town council gave approval on March 11.

County council was in attendance for the official signing of the documents by both mayors and for both councils to celebrate with cake.

“Basically it’s a deal that works well for the county and the Town of Whitecourt,” said Whitecourt Mayor Trevor Thain.

“It puts people on a level playing field for the commercial industrial side, and its a good thing for county residents as they’ll be able to have access to the town’s water and sewer.”

Woodlands County Mayor Jim Rennie said there was an increase in the revenue sharing agreement with the town which was at a fixed amount of \$300,000.

NewsSportsEntertainmentLifeMoney
OpinionCOVID Changemakers

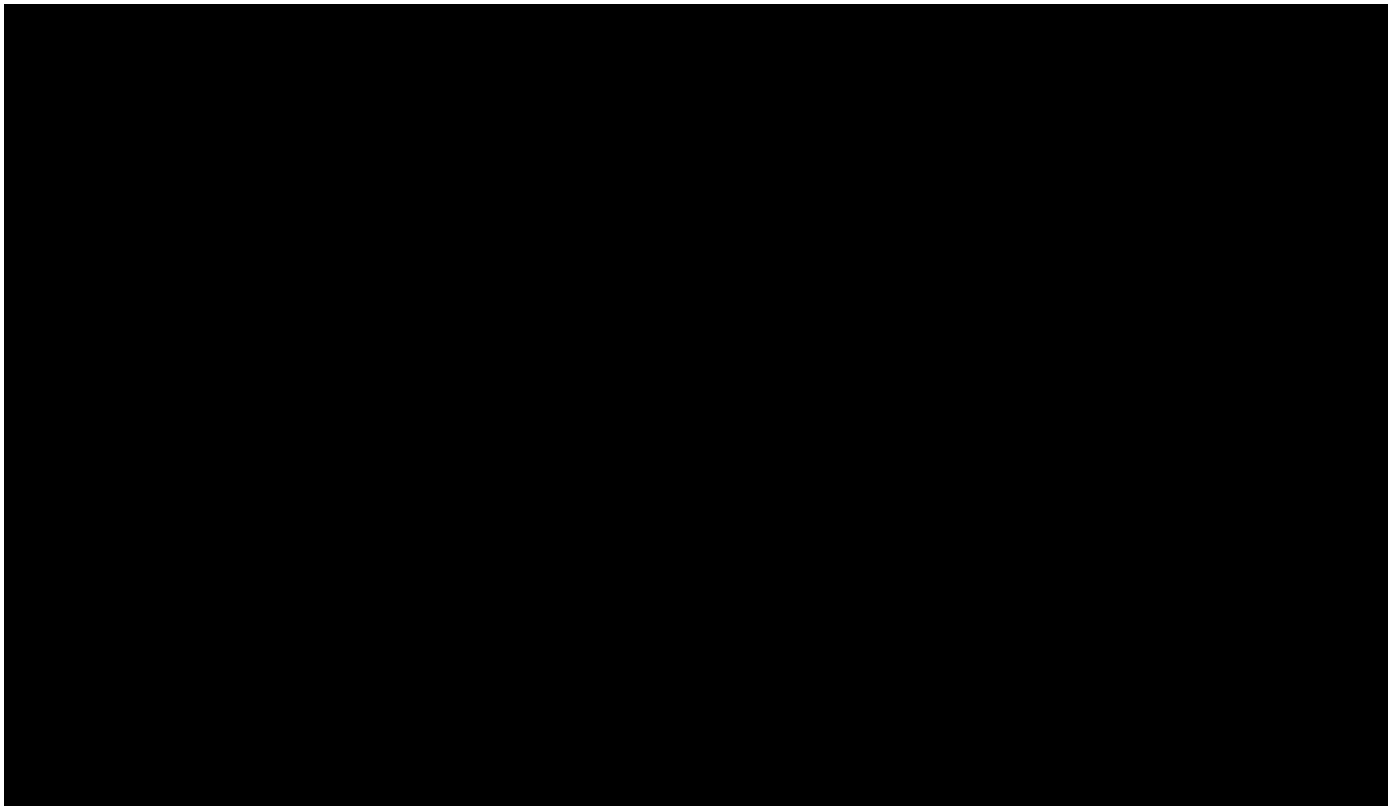
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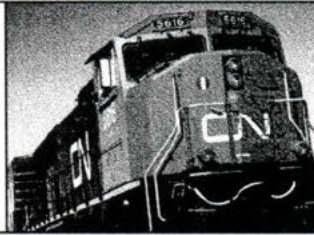
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CANADIAN NATIONAL
 NON-FREIGHT MANAGEMENT
 PO BOX 6089 STN CENTRE-VILLE
 MONTREAL QC H3C 3H1
 CANADA



INVOICE

000034

Invoice Number **91573479**
 Page 1 of 1
 Invoice Date (Y/M/D) 2021/05/03
 Charges incurred up to 2021/04
 Customer Number 12434
 CN Reference Number 40089412
 Billing Type Maintenance

ATTN SHIRLEY FLUET
TOWN OF WHITECOURT
PO Box 509
WHITECOURT AB T7S 1N6
CANADA

Public Crossing

CN Contract	Detail	Your portion	Amount (CAD)
40089412/30	CTA SIGNAL WITHOUT GATES MAINTENANCE Period: 2021/04/01 - 2021/04/30 36-59-12 W5M R-27884 102.47 SANGUDO	100.00%	592.00
40093150/30	CTA SIGNAL WITH GATES MAINTENANCE Period: 2021/04/01 - 2021/04/30 51 Street AGR-15-60708 103.15 SANGUDO	50.00%	326.50
40106808/30	CTA SIGNAL WITH GATES MAINTENANCE Period: 2021/04/01 - 2021/04/30 47 TH STREET EFFECTIVE APRIL 4TH, 2012 102.73 SANGUDO	100.00%	653.00

Inquiries

NFM Collection
 Tel: 1-800-267-9348
 Email: NFMcollection@cn.ca

Total \$ 1,571.50
Amount Due \$ 1,571.50
Payable in CAD Funds

GST/HST Registration Number

10076 8779 RT0001

QST Registration Number

10000 43156 TQ0514



CANADIAN NATIONAL
 NON-FREIGHT MANAGEMENT
 PO BOX 6089 STN CENTRE-VILLE
 MONTREAL QC H3C 3H1
 CANADA

Invoice Number **91573479**
 Customer Number **12434**
 Invoice Amount (CAD) \$ 1,571.50
 Payment Amount \$ _____

Please make your checks payable to
CANADIAN NATIONAL
 and return this detachable stub with your payment

Net 30 days, payment due **2021/06/02**
 Interest will be assessed on overdue amounts

Whitecourt Railway Services
Life Cycle Plan
Budget 2020

000035

Ref. No.	Comments	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Rail Infrastructure Life Cycle																					
1	47 St Rehabilitation (10yr)								170,000										170,000		
2	33 St Rehabilitation (10yr)																	170,000			
3	Dahl Drive Rehabilitation (8yr)		144,268								144,000									144,000	
4	51 St Rehabilitation (10yr)		32,000			200,000									200,000						
Total Rail Infrastructure Cycle		0	176,268	0	0	200,000	0	0	170,000	0	144,000	0	0	0	200,000	0	170,000	0	314,000	0	0

Whitecourt Railway Services
Capital Plan
Budget 2020

Ref. No.	Comments	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Rail Infrastructure Capital																					
1	33 St Railway Crossing						400,000														
2	33 St Signals						225,000														
Total Rail Infrastructure Capital		0	0	0	0	0	625,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Railway Administrative Overhead			
	Salaries and Benefits	Operating Overhead %	Total
Corporate Services	\$ 1,498,195	0.50%	\$ 7,491
Community Safety	\$ 190,624	0.50%	953
Planning and Development	\$ 271,170	0.50%	1,356
Infrastructure	\$ 388,408	0.0%	-
Administrative Expenditures	\$ 2,548		\$ 2,548
Total Administrative Overhead			\$ 12,348

Railway Administration Overhead Fee

	2021 Salary and Benefits	%		
Position		Allocated		
Controller		0.50%		
Senior Finance Clerk		0.50%		
Tax Clerk		0.0%		
Utility Clerk		0.0%		
Reception		0.50%		
Payroll coordinator		0.50%		
Payroll Administration		0.50%		
A/P Clerk		0.50%		
Payroll Finance Clerk		0.50%		
A/R Clerk		0.50%		
Finance Clerk AJMC(2.5) & Town(2.5)		0.0%		
Director of Infrastructure		0.0%		
Engineering Tech		0.0%		
Engineering Intern		0.0%		
Director of Planning and Development		0.50%		
Planning Assitant		0.50%		
Director of Community Safety		0.50%		
CAO		0.50%		
Dir. Corp Services		0.50%		
Records Retention		0.50%		
Legislative Clerk 4		0.50%		
Admin Assist		0.50%		
Legislative Manager		0.50%		
Total Administration	\$ 2,581,899		\$ 9,800	0.38%

Overhead - 2021 Budget

Revenue	12-01	(25,850)		
Administration	12-02	61,889		
Other General Government	12-03	35,000		
Finance	12-05	(25,765)		
Assessment	12-06	-		
Misc General Gov't	12-10	21,000		
Professional Services	19-01	199,804		
Fiscal Services	19-03	-		
Election	19-06	-		
Safety	24-05	29,301		
Employee Benefits	19-96	118,201		
		<u>413,580</u>	\$ 1,570	
Common Services	12-08	\$ 396,509		
Town Office	12-09	99,885		
Town Office Reserve	12-99	-		
		<u>496,394</u>		
Town Office approximately 10000 square feet		10000		
Each office is approximately 190 square feet				
Total Offices 21*190 3990 square feet		0.519		
Common Areas 1200 square feet				
Total average percentage for staff		0.2%		
			\$ 978	
Total Railway allocation			<u>\$ 12,348</u>	

Railway- 2021 Operating Budget amount to use for Overhead (\$195,120) based on a the Railway crossing repairs and the annual CN maintenance charges

0.005046