

**CLEARWATER COUNTY
COUNCIL AGENDA
April 08, 2014
9:00 A.M.
Council Chambers
4340 – 47 Avenue, Rocky Mountain House AB**

10:00 A.M. Delegation: HR Outlook Inc – Ed Grose

A. CALL TO ORDER

B. AGENDA ADOPTION

C. CONFIRMATION OF MINUTES

1. March 25, 2014 Regular Meeting Minutes
2. March 25, 2014 Public Hearing Minutes

D. PUBLIC WORKS

1. Nordegg Phase 1 Water System Capacity Upgrades Tender Award
2. Road Weights Exemption
3. Dust Control Transitional Program
4. 2014 Culvert Tender Award
5. BF77944 & BF77945 Bridge Culvert Rehabilitation Tender Award
6. BF01963 (James River Bridge) Bridge Rehabilitation Assessment– *Tabled Item*

E. CORPORATE SERVICES

1. 10:00 A.M. Delegation: HR Outlook – Ed Grose
2. Reserve Analysis
3. Municipal Tax Rate Comparison
4. 2014 Property Tax Bylaw

F. MUNICIPAL

1. North Saskatchewan Regional Plan Regional Advisory Council (RAC)

G. PLANNING

1. Nordegg Road Tour & Nordegg Chamber Of Commerce Meeting

H. INFORMATION

1. CAO's Report
2. Public Works Director's Report
3. Accounts Payable Listing
4. Councillor's Remuneration

I. IN CAMERA

1. Draft – Administrative Report: Withrow Wastewater Engineering Study

J. ADJOURNMENT

TABLED ITEMS

<u>Date</u>	<u>Item, Reason and Status</u>
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04/10/12

Arbutus Hall Funding Request

- To allow applicant to provide a complete capital projects plan.

STATUS: Pending Information, Community and Protective Services

09/10/13

Repair of Bridge BF01963

- Reallocation of funds from bridge rehabilitation for the James River Bridge repair

STATUS: Pending Information, Alberta Transportation/Public Works



Agenda Item

Project: Nordegg Phase 1 Water System Capacity Upgrades Tender Award	
Presentation Date: April 8th, 2014	
Department: Public Works	Author: Kurt Magnus/Marshall Morton
Budget Implication: <input type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input checked="" type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: Ensure that County operates effective and efficient water and wastewater systems that meet or exceed Provincial requirements.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: 1) That Council reviews the information and approves awarding the Nordegg Phase 1 Water System Capacity Upgrades Tender to Urban Dirtworks Ltd. , 2) That Council approve the short fall to be taken out of municipal contingency and placed in the required budget section(s)	
Attachments List: N/A	

Background:

Administration has tendered the proposed Nordegg Phase 1 Water System Capacity Upgrades. This program includes a new well completion, installation of a raw water line, an additional water storage reservoir, and, piping to connect to the existing water treatment plant.

A tender opening was held on Tuesday, March 25th, 2014 at 2:01 p.m. for the work outlined above. We received three bids. The lowest received tender was from **Urban Dirtworks Ltd.** of Sylvan Lake, Alberta, in the amount of **\$2,092,144.58**.

Table 1 provides a summary of the bids.

Table 1 – Tender Summary

Contractor	Tendered Amount (not including GST)	Difference from Low Bidder (not including GST)
Urban Dirtworks Ltd.	\$2,092,144.58	-
Jacobs Bros. Construction	\$2,664,789.75	\$572,645.17
M. Pidherney's Trucking Ltd.	\$2,690,045.40	\$597,900.82

Overall Project Cost Analysis

The overall budget for the tendering and construction of this project (construction, third party and engineering) is presented in Table 2. This coincides with the Public Works and Planning budget estimates provided by MPE Engineering Ltd. to the County for 2014 (GST not included).

Table 2 – 2014 Budget

Contractor	Public Works	Planning Dept.	Total
Construction	\$ 1,156,000	\$ 706,000	\$ 1,862,000
Third Party	\$ 24,000	\$ 4,000	\$ 28,000
Engineering	\$ 100,000	\$ 57,000	\$ 157,000
Total Costs	\$ 1,280,000	\$ 767,000	\$ 2,047,000

Table 3 provides an updated estimate of projected costs, based on the Urban Dirtworks Ltd. tender, as well as some additional third party and engineering costs identified during detailed design and tendering. Following is a budget update including the tender results. Costs do not include GST.

Table 3 – Updated Cost Projection

Contractor	Public Works	Planning	Total
Construction	\$ 1,222,383	\$ 725,136	\$ 1,947,519
Third Party	\$ 36,000	\$ 4,000	\$ 40,000
Engineering	\$ 110,000	\$ 57,000	\$ 167,000
Total Costs	\$ 1,368,383	\$ 786,136	\$ 2,154,519

Based on the Table 3 totals, the overall project costs are estimated to be \$107,519 above the Engineers estimate. This includes an allowance of \$100,000 in the contract for unforeseen work. The variance breakdown is provided in Table 4:

Table 4 - Variance from Budget

Contractor	Public Works	Planning Dept.	Total
Construction	< \$ 66,383 >	< \$ 19,136 >	< \$ 85,519 >
Third Party	< \$ 12,000 >	< \$ 0 >	< \$ 12,000 >
Engineering	< \$ 10,000 >	< \$ 0 >	< \$ 10,000 >
Total Costs	< \$ 88,383 >	< \$ 19,136 >	< \$107,519 >

Due to Urban Dirtworks Ltd.'s cost estimate for the work, along with some additional third party and engineering costs identified during detailed design, coming in higher than originally anticipated, Administration requests an additional \$89,000 (Public Works) and \$20,000 (Planning and Development) be reallocated from municipal contingency so as to complete, in its entirety, the Nordegg Phase 1 Water Capacity Upgrades.



Agenda Item

Project: Road Weights Exemption	
Presentation Date: April 08, 2014	
Department: Public Works	Author: Erik Hansen/ Marshall Morton
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input checked="" type="checkbox"/> County Bylaw or Policy (cite) <u>Road Weights Control Policy</u>	
Recommendation: That Council supports adopting in principle the Province's temporary road ban exemption in relation to the movement of grain from storage to elevators.	
Attachments List: Road Weights Control Policy, Alberta Government Press Release	

Background:

Clearwater County weights are established to ensure the protection of our surfaced road infrastructure relative to the standard to which they were constructed. During the spring thaw certain roads are required to have a weight restriction or "road ban" in order to protect the structures. The road ban list is attached to each Director's Report and provided to Council at every regular Council Meeting.

A recent press release from the Alberta Government announced that grain trucks will be temporarily allowed to haul at 100% axle weight on provincially banned roads provided these roads are not damaged in the process. The applicant requires an exemption permit from the province which includes the typical information such as the trip's origin, destination, route, number of loads required, etc. This special permit will be in effect from April 1 to June 30, 2014

See Attached

The Administration is recommending that Clearwater County follow suit with Province and other municipalities in adopting in principle this temporary exemption under the provisions of our existing policy.

The Clearwater County Road Weights Control Policy states:

2. Exemption permits to travel over banned roads will not be issued unless authorized by the Director, Public Works.

3. If authorization is obtained from the Director, Public Works the following procedures will be adhered to in instances when overweight vehicles are required to travel banned roads:

a) **During office hours, staff will take the required information concerning requests for permits on the Exemption Permit. No approval will be given at that time. The information will be passed on to the Director, Public Works who will ensure that the request is reasonable and will not damage the county roads. Director, Public Works or his designate may wish to inspect the road prior to the issuance of an agreement.**

b) **The Director, Public Works or his designate will then contact the permittee who will be given any weight restrictions, an approved route, permit number and any other specific instructions deemed necessary.”**

Clearwater County

ROAD WEIGHTS CONTROL

EFFECTIVE DATE: February 24, 2009

Last Revised: January 13, 2014

SECTION: Public Works

POLICY STATEMENT:

To protect roads under the control and jurisdiction of Clearwater County from damage due to heavy vehicular traffic.

DEFINITIONS:

“Non Standard Configurations” is any unit that requires an Alberta Transportation Permit (jeeps, wheelers, boosters added to a tractor unit).

“Non Divisible Load” a load that cannot be split (Does not apply to log haul)

“Dry Track” can be described as a lack of any type of moisture on the roadway. When roads are dry, a vehicle will not leave any type of indentation on the roadway, nor will it leave mud or debris on the road. If you are uncertain if the road condition would be considered Dry Track, you should contact the Municipality to verify if movement is allowed. Carriers must use discretion when traveling on roads and are responsible for any damage that may be cause.

PROCEDURE:

1. When possible, 48 hours prior to the placement of the Road Bans by the Road Weights Committee as per Bylaw 307/92 “Implementation of Road Bans”, the Director, Public Works will place an ad in the local newspapers and on the local radio station advising the public that road bans are about to come into effect in the County.
2. Exemption permits to travel over banned roads will not be issued unless authorized by the Director, Public Works.
3. If authorization is obtained from the Director, Public Works the following procedures will be adhered to in instances when overweight vehicles are required to travel banned roads:
 - a) During office hours, staff will take the required information concerning requests for permits on the Exemption Permit. No approval will be given at that time. The information will be passed on to the Director, Public Works who will ensure that the request is reasonable and will not damage the county roads. Director, Public Works or his designate may wish to inspect the road prior to the issuance of an agreement.

- b) The Director, Public Works or his designate will then contact the permittee who will be given any weight restrictions, an approved route, permit number and any other specific instructions deemed necessary.
4. The following procedures will be followed when a trucker has in his possession an overweight permit issued by Alberta Transportation and wishes to travel on County roads. (No road bans in effect)
 - a) All heavy haul single trip permit requests to travel on County roads will be taken by TRAVIS MJ. Once the hauler has obtained a permit they may proceed with the haul.
 - b) During wet periods, permits will be suspended for a period in time to allow for roads to dry as determined by the Director of Public Works or his designate.
5. When applying for a permit with TRAVIS MJ the following pertinent information may be requested.
 1. Origin and destination of load (legal land location)
 2. Haulers name and phone number
 3. Route being taken
 4. Description of load
 5. Transportation permit number
 6. Date of move
6. A condition of all permits issued is that a dry track must exist.
7. All permits and other pertinent information will be available for the County's Community Peace Officers (CPO)
8. Any damage to roads beyond that resulting from normal public use will be charged to the permit holder, the permit holder will be responsible for all costs associated with the repairs to damaged roads. A letter of explanation outlining the circumstances shall be sent with the original demand for payment.
9. Public Works staff and contractors are expected to comply with road ban restrictions and to apply for permits and preferred routes. This is to ensure that private operators used by the County receive constant and consistent information regarding Council's desire to avoid damage to the county road network.
10. Heavy Haul Permit allowed weights will be issued in accordance to attached Schedules "B1" and "B2" and "B3"; this will include all non-standard including service rigs.
11. Provincial seasonal weights will only apply to specifically identified surfaced roadways (see schedule "B3") whereas all other County surfaced roads will be restricted to maximum allowable weights by County permit (see Schedule "B2").
12. As additional surfaced roadways are upgraded over time, the Director of Public Works or his designate is authorized to add these roadways to the approved list, allowing provincial season weights (see Schedule "B3").

13. Tridem trailers will be recognized as a standard configuration by the county if the hauler has obtained an Alberta Transportation TAC (Tridem Axle Configuration Permit) Weights as per TAC permit will be considered legal. Without the TAC permit the maximum allowed weight on County roads will be limited 17,000 Kgs. (non Divisible loads only) Haulers will be required to obtain a county heavy haul permit for any weights over 24,000 Kgs.

14. Failure to comply with this policy may result in the suspension of hauling privileges for the trucking company within Clearwater County.

ROAD USE AGREEMENT

PLEASE REVIEW,
SIGN & EMAIL BACK

Schedule A

D2



PERMIT NUMBER

CC-14-

Permit Holder Information

Company Name _____
Contact Name _____ Phone Number _____
Email Address _____ Fax Number _____

Trucking Company Information

Company Name _____
Contact Name _____ Phone Number _____
Email Address _____ Fax Number _____

Load Information

Number of Loads	Load Description
ROUTE	

% Axle Allowance 100% Provincial Permit No. _____
Surface Moving From _____ Surface Moving To _____
Start Date of Move _____ End Date of the Move _____

Required Conditions:

- It is understood that all loads will be in compliance with Clearwater County Road Weights Control Policy dated February 24, 2009 (revised January 13, 2014). See attached road weights.**
- Dust / Ice control will be supplied by permit holder. Dust control must be in place at least one hour prior to rig move or haul commencement.
- During a snow event, the permit holder is entirely responsible for the blading of Clearwater County roads which are part of the approved haul route.
- Grader maintenance on Clearwater County road to be undertaken by the permit holder while haul is in progress. This grader maintenance shall keep the road surface in the same or better condition as it was prior to the haul commencing.
- Road damages will be at the sole expense of the permit holder.
- Road repairs will be undertaken to the Municipalities satisfaction and will be at the sole cost of the permit holder. The Haul route shall be evaluated by the permit holder upon completion of the haul to determine all areas which require repair. If re-gravelling is required the rate at which these areas will be graveled will be determined by a Clearwater County representative. 20 mm gravel shall be used for regravelling.
- In case of rain and or wet conditions, the trucks are to be stopped immediately in order to protect the road from damage.
- Dry or frozen track
- All Service Rigs must be hauled on a wheeler.
- FULL PERMIT MUST BE CARRIED IN VEHICLE. TRUCKING COMPANY IS AN AGENT OF THE PERMIT HOLDER. PERMIT MUST BE PRESENTED UPON REQUEST BY PEACE OFFICERS. CLEARWATER COUNTY WILL MONITOR THE ROADS AND STOP THE PROJECT IF NECESSARY.**

Terms and conditions of this agreement acknowledged and agreed to:

Signed Date _____ Time Issued _____
Name (please print) _____ Witness _____
Permit Holder _____ Clearwater _____
Signature _____ Rep. _____



**CLEARWATER COUNTY
HEAVY HAUL PERMITTED WEIGHTS
MAXIMUM ALLOWABLE WEIGHTS BY COUNTY /PROVINCIAL PERMIT
ALL SURFACED ROADS**

STEERING AXLE GROUPS

SINGLE STEER AXLE WEIGHTS			TANDEM STEER AXLE WEIGHTS			TRIDEM STEER AXLE WEIGHTS		
DESCRIPTION	LEGAL	*MAX. WEIGHTS	DESCRIPTION	LEGAL	*MAX. WEIGHTS	DESCRIPTION	SEASON	*MAX. WEIGHT
Single steer 10" wide tires	5,100		Twin steer 11" wide tires	11,200		Tridem Steer	LEGAL	*19000
Single steer 11" wide tires	5,600		Twin steer 12" wide tires	12,200			SPRING	*21000
Single steer 12" wide tires	6,100		Twin steer 13" wide tires	13,200			POST SPRING	*22800
Single steer 13" wide tires	6,600		Twin steer 14" wide tires	13,600			SUMMER	*23500
Single steer 14" wide tires	7,100		Twin steer 15" wide tires	13,600	*15000		FALL	*24000
Single steer 15" wide tires	7,300	*7700	Twin steer 16" wide tires	13,600	*15200		WINTER	*24000
Single steer 16" wide tires	7,300	*8500	Twin steer 16.5" wide tires	13,600	*15200	Load per tire can't exceed 10kg/mm width		
Single steer 18" wide tires	7,300	*9100	Twin steer 18" wide tires	13,600	*15200	Permit required to operate		
Single steer 315mm wide tires	6,300		Twin steer 315mm wide tires	12,600		Fixed Equipment ONLY, not for tractor unit		
Single steer 335mm wide tires	6,700		Twin steer 335mm wide tires	13,400		Must have 5.0m minimum interaxle		
Single steer 365mm wide tires	7,300		Twin steer 365mm wide tires	13,600		Not valid for travel on Barn Roads		
Single steer 385mm wide tires	7,300	*7700	Twin steer 385mm wide tires	13,600	*15200	Vehicle may not tow a trailer		
Single steer 425mm wide tires	7,300	*8500	Twin steer 425mm wide tires	13,600	*15200	Weight on steer axle must equalize		
Single steer 445mm wide tires	7,300	*9100	Twin steer 445mm wide tires	13,600	*15200			

***PERMITTED WEIGHTS FOR PERMANENTLY MOUNTED EQUIPMENT ONLY (PICKER, BED TRUCK, PUMP TRUCK, WINCH TRACTOR, COIL TUBING UNIT, SNUBBING UNIT, CRANE, SERVICE RIGS)**



CLEARWATER COUNTY
HEAVY HAUL PERMITTED WEIGHTS
MAXIMUM ALLOWABLE WEIGHTS BY COUNTY PERMIT
BANNED SURFACED ROADS

DRIVE AXLE GROUPS

CODE	DESCRIPTION	LEGAL WEIGHTS	75%	90%	*ACCEPTED WINTER WEIGHTS BY COUNTY PERMIT
12DR	TRIDEM DRIVE	23,000	17,250	20,700	27,000
4	4 WHEEL SINGLE AXLE	9,100	6,825	8,190	12,500
8T	8 WHEEL TANDEM	17,000	12,750	15,300	21,000

TRAILER AXLE GROUPS

CODE	DESCRIPTION	ACCEPTED WEIGHTS BY COUNTY PERMIT	75%	90%	*ACCEPTED WINTER WEIGHTS BY COUNTY PERMIT
12L	Tridem Axle Long Sp 3.6-3.7m	24,000	18,000	21,600	27,000
12M	Tridem Axle Med Sp 3.0-3.59m	24,000	18,000	21,600	27,000
12S	Tridem Axle Short Sp 2.4-2.99m	21,000	15,750	18,900	27,000
16	16 Wheel Tandem Axle Group	28,000	21,000	25,200	37,000
16M	16 Whl Tand Mechanical Booster	28,000	21,000	25,200	37,000
16W	16 Whl Tand w/355 mm tires	32,000	24,000	28,800	49,000
20	20 Wheel Group	32,000	24,000	28,800	49,000
24	24 Wheel Tandem Axle	39,000	29,250	35,100	61,000
24TRI	24 Wheel Tridem Axle	38,000	28,500	34,200	40,000
4	4 Wheel Single Axle Group	9,100	6,825	8,190	12,500
4A	4 Wheel Air Booster Single Axle	7,500	5,625	6,750	9,000
4C	4 Wheel Common Air Booster	8,000	6,000	7,200	9,000
4M	4 Wheel Mech Booster	9,100	6,825	8,190	12,500
8	8 Wheel Tandem Axle Group	17,000	12,750	15,300	25,000
8A	8 Wheel Air Booster	12,000	9,000	10,800	15,000
8C	8 Wheel Common Air Booster	17,000	12,750	15,300	20,000
8F	8 Wheel Fat Tire Tandem Grp	20,500	15,375	18,450	27,000
8M	8 Wheel Mech Booster	17,000	12,750	15,300	25,000
8S	8 Wheel Single Axle Grp	14,000	10,500	12,600	20,000

* WINTER WEIGHT PERIOD AS DEFINED BY ALBERTA TRANSPORTATION



**CLEARWATER COUNTY
HEAVY HAUL PERMITTED WEIGHTS
MAXIMUM ALLOWABLE WEIGHTS BY COUNTY PERMIT
*BAN-FREE SURFACED ROADS & ALL GRAVEL ROADS**

SCHEDULE B3

DRIVE AXLE GROUPS

LOADING PERIOD (PERMIT LOADS) HEAVY HAUL						
CODE	DESCRIPTION	SPRING	PAST SPRING	SUMMER	FALL	WINTER
12DR	TRIDEM DRIVE	23,000	25,000	27,000	27,000	27,000
4	4 WHEEL SINGLE AXLE	9,100	10,000	11,000	12,000	12,500
8T	8 WHEEL TANDEM	17,000	19,000	21,000	23,000	25,000

TRAILER AXLE GROUPS

LOADING PERIOD (PERMIT LOADS) HEAVY HAUL						
CODE	DESCRIPTION	SPRING	PAST SPRING	SUMMER	FALL	WINTER
12L	Tridem Axle Long Sp 3.6-3.7m	24,000	26,000	27,000	27,000	27,000
12M	Tridem Axle Med Sp 3.0-3.59m	24,000	26,000	27,000	27,000	27,000
12S	Tridem Axle Short Sp 2.4-2.99m	21,000	24,000	25,000	27,000	27,000
16	16 Wheel Tandem Axle Group	28,000	30,000	32,000	34,000	37,000
16M	16 Whl Tand Mechanical Booster	28,000	30,000	32,000	34,000	37,000
16W	16 Whl Tand w/355 mm tires	32,000	36,000	40,000	44,000	49,000
20	20 Wheel Group	32,000	36,000	40,000	44,000	49,000
24	24 Wheel Tandem Axle	39,000	44,000	49,000	55,000	61,000
24TRI	24 Wheel Tridem Axle	38,000	40,000	40,000	40,000	40,000
4	4 Wheel Single Axle Group	9,100	10,000	11,000	12,000	12,500
4A	4 Wheel Air Booster Single Axle	7,500	8,000	8,500	9,000	9,000
4C	4 Wheel Common Air Booster	9,100	9,800	10,200	10,200	10,200
4M	4 Wheel Mech Booster	9,100	10,000	11,000	12,000	12,500
8	8 Wheel Tandem Axle Group	17,000	19,000	21,000	23,000	25,000
8A	8 Wheel Air Booster	12,000	13,000	14,000	15,000	15,000
8C	8 Wheel Common Air Booster	17,000	19,000	20,000	20,000	20,000
8F	8 Wheel Fat Tire Tandem Grp	20,500	23,000	25,000	27,000	27,000
8M	8 Wheel Mech Booster	17,000	19,000	21,000	23,000	25,000
8S	8 Wheel Single Axle Grp	14,000	16,000	18,000	20,000	20,000

***Ban-Free Surfaced Roads Include:**

- 587 Extension
- 752 Access
- Angle Road
- Airport Rd (TWP 40-0)
- Condor Rd (RR 4-5)
- North Fork Road
- Prairie Creek Road
- Rainy Creek Road
- (RR 7-0 North of Hwy 11- Gateway Industrial Park)
- RR 8-0 south of Hwy 11A
- Sunchild Road
- Taimi Road



🕒 Mar 28, 2014

Alberta eases road ban rules to help move grain

This spring, farmers across Alberta will be able to obtain free permits to haul grain on provincial highways when road bans are in effect.

Starting April 1, farmers transporting grain from storage to elevators will be exempt from vehicle weight restrictions on provincial highways. Permits will be available at no cost for grain trucks to travel at 100 per cent axle weight on banned roads, as long as these roads are not damaged in the process.

"We're doing all we can to support Alberta farmers and keep grain moving, even on banned roads when possible. Relaxing road ban limits at a time when our farmers need some flexibility is the right thing to do."

- *Wayne Drysdale, Minister of Transportation*


"Agriculture is Alberta's largest renewable industry and part of the foundation of our rural economy. I am very pleased producers, municipalities and our government are working together with other links in the supply chain to ensure that grain will keep moving to market this spring."

- *Verlyn Olson, Minister of Agriculture and Rural Development*

The special permits will be in effect from April 1 to June 30, 2014. Alberta Transportation staff will monitor road conditions during this time and suggest alternate travel routes if necessary to keep motorists safe and protect highway infrastructure. Check online for a

complete list of current road bans and axle-weight restrictions in effect.

How to apply for a road ban exemption

- Get a permit request form by contacting Alberta Transportation's Central Permit Office toll free at 1-800-662-7138 from 6 a.m. to midnight on weekdays, and 7 a.m. to 10 p.m. on weekends and statutory holidays.
- Complete the form by providing information on the trip's origin, destination, route, trucks covered, weights requested, number of loads required  contact information.
- Get the road ban exemption if the route can withstand your proposed traffic without significant damage according to engineers and regional maintenance staff.
- Contact the local municipality directly for a permit to haul grain on municipal roads.

Spring thawing is tough on Alberta's provincial highway network, especially on oiled roads and those before final paving is completed. As a result, road bans are sometimes necessary when roadway structures are at their weakest and can only handle certain weights.

Road bans generally start in Alberta's south and move north as the temperature increases. Bans are lifted as soon as Alberta Transportation staff determine roads are stable enough to handle regular vehicle weights.

Alberta's exports of agricultural products are valued at more \$9 billion annually. The 2013 western Canadian harvest has produced an estimated 75.9 million metric tonnes of major grain crops, nearly 40 per cent more than the five-year average.

Under the Building Alberta Plan, our government is investing in families and communities, living within our means, and opening new markets for Alberta's resources to ensure we're able to fund the services Albertans told us matter most to them. We will continue to deliver the responsible change Albertans voted for.

Related information

[Road Bans](#)

[Oversize and over weight permits](#)

[Current road ban list \(effective March 31\)](#)

Media inquiries

✉ **Christine Way**

☎ 780-720-1996

Press Secretary, Minister of Transportation

✉ **Julie Crilly**

☎ 780-427-2137

Press Secretary, Minister of Agriculture and Rural Development

✉ **Donna Babchishin**

☎ 780-292-2431

Communications, Transportation



Agenda Item

Project: Dust Control Transitional Program	
Presentation Date: April 8th, 2014	
Department: Public Works	Author: Kurt Magnus/Marshall Morton
Budget Implication: <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council reviews the information presented and approves the additional subsidization of magnesium chloride to encourage a quicker transition away from SB90 product use.	
Attachments List: N/A	

Background:

The existing dust control program currently uses a manufactured crude oil, namely SB-90. In the past several years', oil prices have been unstable and have increased significantly. As a result, it becomes difficult to manage a cost effective dust control program.

Our current SB-90 dust control program is a 50/50 cost share between Clearwater County and the contract holder. It is a three year contract. The cost of applying 150 meters of SB-90, for the year 2014, is \$3,969, with a 50/50 cost share of \$1,984.50 each.

Transitioning over to only a Magnesium Dust Control Program, beginning in the year 2014, whereby Clearwater County would subsidize 2/3 of a one year contract, would allow more rate payers the benefit of an affordable dust suppression. The cost of applying 150 meters of Magnesium, for a one year contract, is \$1,000 with a cost share of \$666.50, provided by the County, and the remaining \$333.50 paid for by the contract holder.

A transition over to a Magnesium Dust Control Program would allow a consistent purchase price, which in turn, would give Administration a stable foundation in which to manage a cost effective dust control program.

The administration is proposing that this transition from oil based product to magnesium be undertaken over a three year term and be reviewed after that time.

If this funding arrangement is supported by Council, the Dust Control Policy will be brought back to Council reflecting the approved changes.

Additional Information:

SB-90; \$ 3,969 for a three year contract. Contract holder's portion is \$1,984.50

Magnesium; \$ 3,000 for a three year contract. Contract holder's portion is \$1,000.50



Agenda Item

Project: 2014 Culvert Tender	
Presentation Date: April 8th, 2014	
Department: Public Works	Author: Kurt Magnus/Marshall Morton
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council reviews the information and approves awarding the Culvert Tender to Canada Culvert .	
Attachments List: N/A	

Background:

Administration tenders, for the year 2014, the anticipated culvert requirements in order to secure the best possible pricing and materials for the Clearwater County construction and maintenance programs.

A tender opening was held on Thursday, March 27th, 2014, at 1:00 p.m.. Of the tender invitations sent out, three were received back with **Canada Culvert** being the low valid bidder. The following is a summary of the tenders received.

<u>Contractor</u>	<u>Tendered Amounts</u>
Frontier Construction	\$138,565.12
Armtec Limited	\$115,779.24
Canada Culvert	\$ 93,000.70



Agenda Item

Project: BF77944 & BF77945 Bridge Culvert Rehabilitation Tender Award	
Presentation Date: April 8th, 2014	
Department: Public Works	Author: Kurt Magnus/Marshall Morton
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council reviews the information and approves awarding the BF77944 & BF77945 Bridge Culvert Rehabilitation Tender to Netook Construction Ltd.	
Attachments List:	

Background:

Administration has tendered the proposed BF77944 & BF77945 Bridge Culvert Rehabilitation. This program includes the rehabilitation of two bridge sized culverts on Range Road 8-2 (Prentice Creek Road) crossing Prentice Creek at NW 2-40-8W5M and crossing a tributary to Prentice Creek at NW 2-40-8W5M.

A tender opening was held on Thursday, March 6th, 2014 at 2:01 p.m. for the work outlined above. We received 6 bids. Unsurpassable Construction Ltd. was the low valid bidder. However, upon further review by the owner of Unsurpassable Construction Ltd., his viewpoint was that he would financially suffer if he proceeded with the project. Consequently, they withdrew their bid from contention. As a result, **Netook Construction Ltd.** was the next lowest valid bidder.

The cost for this project came in **\$2,076.70** under the engineers estimated amount of **\$906,452.00**.

The following is a summary of the bid prices received:

<u>Contractor</u>	<u>BF77944</u>	<u>BF77945</u>	<u>Project Total</u>
Unsurpassable Construction Ltd.	\$354,699.81	\$240,313.21	\$595,613.02
Netook Construction Ltd.	\$466,791.58	\$311,911.42	\$778,783.00
Prairie Erectors International Inc.	\$466,446.13	\$329,002.57	\$795,448.70
M. Pidherney's Trucking Ltd.	\$494,923.00	\$341,023.99	\$835,947.00
CWP Constructors Ltd.	\$507,417.80	\$361,680.20	\$869,098.00
In-Line Contracting	\$591,280.00	\$457,850.00	\$1,049,130.00

Netook Construction Ltd.	<u>Tender Pricing.</u>	<u>Estimated Amount</u>
Total Contract Cost	\$ 778,783.00	\$ 732,540.00
Modified Amount (less site occupancy)	\$ 748,783.00	\$ 708,040.00
Contingency 10%	\$ 74,878.30	\$ 70,804.00
Engineering	<u>\$ 80,714.00</u>	<u>\$ 127,608.00</u>
Total	\$ 904,375.30	\$ 906,452.00



Agenda Item

Project: Bridge Rehabilitation Assessment BF01963 (James River Bridge)	
Presentation Date: April 8th, 2014	
Department: Public Works	Author: Kurt Magnus/Marshall Morton
Budget Implication: <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Infrastructure & Asset Management	Goal: To effectively manage the financial and physical assets of the County in order to support the growth and development of the County while obtaining maximum value from County owned infrastructure and structures.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council accepts the agenda report for information purposes.	
Attachments List: N/A	

Background:

As per Council's direction, an assessment report was completed, by CH2M Hill, on the James River Bridge (BF01963).

The James River Bridge, located at NW 15-034-05-W5M, was constructed in 1950. It is located on local range road 5-3, 16 km north of Sundre crossing James River. As per the Bridge Inspection Maintenance (BIM) dated June 30, 2004 and December 21, 2011, the bridge was posted for 36 tonnes for Semi Truck (CS2) and 48 tonnes for Truck Train (CS3). At the time of CH2M Hill's Level 1 Bridge Inspection on January 14, 2014, the bridge was posted to 10 tonnes for all types of vehicles due to the severe deterioration and section loss on bridge pier bearing supports.

Summary of Bridge Condition

The bridge is in poor condition with a structural rating of 38.9%. Major problems include abutment and pier cap concrete deterioration at the bearing locations. As per the January 2014 inspection, the bridge superstructure has a general rating of “4”, below minimum acceptable condition, determined by the corrosion on stringers and floor beams.

The bridge substructure has a general rating of “3”, poor condition, as determined by the extensive concrete deterioration, which mainly affects the truss bearing support at the pier locations.

Due to the extensive concrete deterioration and section loss at the abutment and piers supporting the bearing areas, the bridge bearing capacities have been greatly reduced. This tendency will develop quickly and, without immediate and timely repairs, will lead to bridge failure. Based on the available information and recent inspection reports, the remaining service life is estimated at 1 to 3 years if no repairs are undertaken within this period.

Hence, given the bridge’s current condition and the projected deterioration of the substructure concrete, it is expected that the bridge (and the road) will have to be closed within 3 years, and the bridge will have to remain as posted for a maximum of 10 tonnes (or less, as conditions dictate).

Proposed Alternatives

Most of the critical structural problems on the bridge can be attributed to severe pier and abutment concrete deterioration and section loss at the supporting bridge bearing areas. Therefore, the following strategies were deemed reasonably appropriate, based on the current condition of the structure (includes bridge work only, engineering 15%, contingency 25%):

<u>Options</u>	<u>Description</u>	<u>Cost (\$)</u>
Option 1	Replace the bridge	\$ 6,720,000
Option 2	Repair bridge abutments & piers and other miscellaneous; (replace the bridge in 2024)	\$ 286,045
Option 3	Major rehabilitation of the bridge; (replace the bridge in 2034)	\$ 1,039,230
Option 4	Do nothing and replace the bridge in 2016 (assuming the bridge life could extend 2 years)	



Agenda Item

Item: Delegation: HR Outlook - Ed Grose	
Presentation Date: April 8, 2014	
Department: CAO	Author: Ron Leaf
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Human Resources	Goal:
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council accepts the information as presented.	

Background:

Ed Grose is a Human Resource consultant that the County has used in previous years to assist with wage and salary reviews.

Ed will be attending Tuesday's meeting to provide Council with an overview of the review methodology that will be used in conducting the review as well as discuss some of the communities/organizations used for comparison.



Agenda Item

Project: Reserve Analysis	
Presentation Date: April 8, 2014	
Department: Corporate Services	Author: Rhonda Serhan
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area:	Goal:
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input checked="" type="checkbox"/> County Bylaw or Policy (cite) <u>Admin Policy–Surplus & Reserves</u>	
Recommendation: That council provide direction on reserve transfers for financial statements for December 31, 2013	
Attachments List: Administration Policy – Surplus & Reserves and 2013 Year-end Surplus Amounts	

Background:

As projected we have a surplus at the end of 2013. Administration has recommended the transfer of the attached items to and from the reserve accounts for 2013, for a variety of reasons, most of which have been in front of council either at budget time, or since. The two main variances that have added to our surplus in 2013 is the Well Drill Equipment Tax collecting more revenue than expected and the paving projects coming under budget.

Administration is recommending not pulling as much out of the paving reserve, to keep with the practice of capitalizing on great oil pricing if the opportunity arises, and moving some additional funds to the bridge deficit reserve and the sewer reserve, for projects being considered into 2015 and beyond.

Clearwater County

SURPLUS AND RESERVES

EFFECTIVE DATE: May 1992

SECTION: Administration

POLICY STATEMENT:

Clearwater County will ensure that surplus and reserve funds are established and managed effectively.

PROCEDURES:

1. County reserves and surplus will be established and maintained in accordance with the following criteria:
 - a) County Surplus – The County will operate in such a manner that the County Accumulated Surplus will remain at or near \$ 100,000.00
 - b) County Operating Reserves – The County Operating Reserves (Gravel Reserves, Paving Reserves, Contingency Reserves and General Operating Reserves) are used to maintain the county operation until such a time as the current tax levy is received. These reserves are to be maintained to provide sufficient funds for the county operation until the current year's taxes are collected. The Finance / Administration Director will provide Council with a cash flow estimate to ensure that there are sufficient funds available;
 - c) County Gravel Reserve – The County Gravel Reserve (an Operating Reserve) will be available for the restoration of gravel pits, the purchase of new pits, crushing and hauling to stockpiles;
 - d) Paving Reserves – The Paving Reserves (an Operating Reserve) will be available to maintain and expand the paved and chipped roads;
 - e) Contingency Reserves – unexpended funds from previous years may be used as a Contingency Reserve (Operating Reserve) for the current year;
 - f) Other County Reserves – The Council may establish other reserves as deemed necessary for any special project or purpose; and
 - g) County Capital Reserve – The County Capital Reserve is to be available for the purchase of Capital Equipment and stabilize the County Tax Levy by avoiding sharp changes to the county levy for major capital purchases.
2. The Finance / Administration Director will report to the Council the surplus and reserves at hand at the end of the year. This report will include the additions and deletions to the surplus and reserve accounts, and any variances with the above criteria.
3. All transfers to and from reserves require approval of the Council.
4. The Finance / Administration Director will provide recommendations to Council for maintaining the Surplus and Reserves in accordance with this policy.

5. Complete reserve reports will be provided to Council by the Finance / Administration Director semiannually.



Surplus Projections

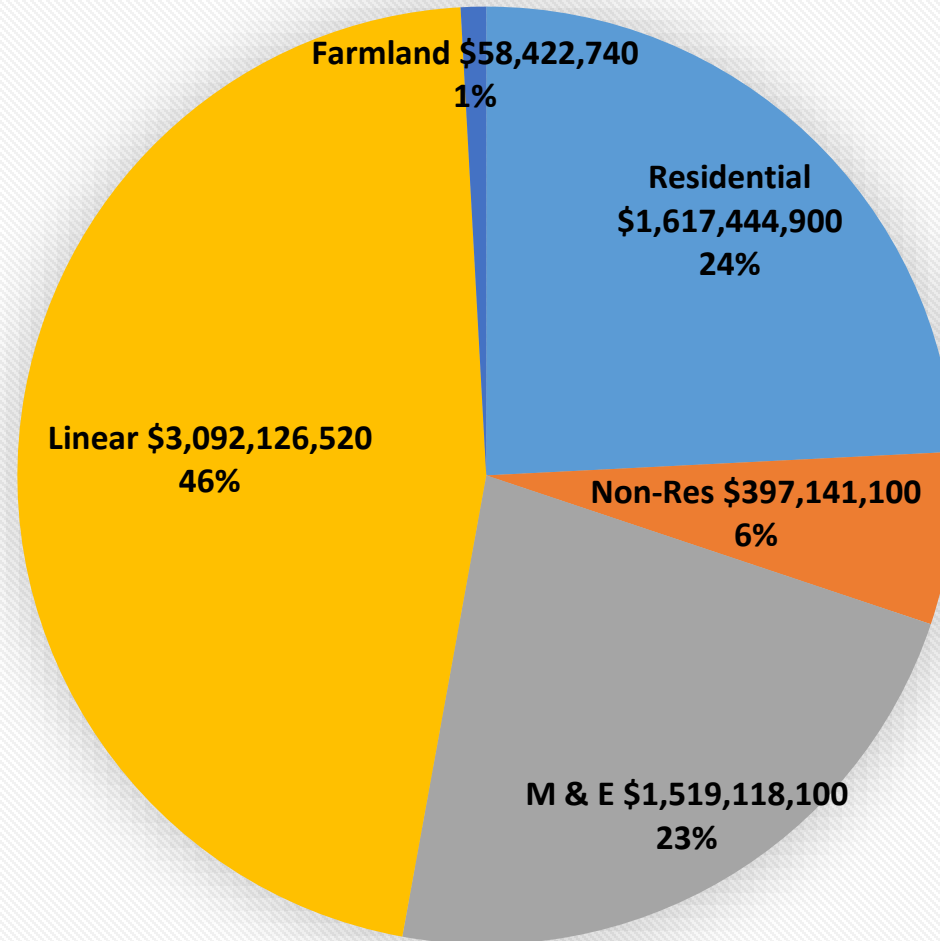
	Unrestricted Surplus	Restricted Surplus (Reserves)																			Total			
		Operating	Capital	Tax Rate Stabilization	Nordegg	Planning & Recreation	NSRP	High Speed Internet Towers	JEPP	Airport	Fire - Capital	Disaster	Regional Fire	PW - Capital	PW - Paving	PW - Gravel	PW - Gravel Reclamation	Resource Roads	Sewer	Bridge Deficit		GIS	West Country Roads	ASB
Balances December 31, 2012	84,617.34	190,187.12	1,529,954.11	5,640,930.73	(524,614.42)	1,781,142.41	500,000.00	250,000.00	10,000.00	64,500.00	428,206.22	662,273.89	35,625.00	2,275,000.00	11,350,609.50	4,407,953.29	2,680,000.00	3,000,000.00	8,211,780.59	1,975,000.00	60,000.00	-	680,000.00	45,293,165.78
Excess of Revenues over Expenses	5,938,858.00																							
Disposal of TCA (from Schedule 2)	3,228,930.00																							
Addition of Amortization	17,834,917.00																							
Subtotal	27,002,705.00																							
Current year funds used for TCA	(17,991,154.00)																							
Funds available for Transfer	9,011,551.00																							9,011,551.00
Unrestricted funds designated for future use	(9,081,823.50)	1,334,823.50	-	-	89,000.00	540,000.00	-	-	-	-	315,000.00	100,000.00	19,000.00	350,000.00	-	624,000.00	350,000.00	-	1,500,000.00	3,500,000.00	60,000.00	300,000.00	-	-
In to Reserve																								
PW GIS - air photos	(60,000.00)																				60,000.00			
Debt repaid	(280,288.00)	280,288.00																						
Use 2013 Surplus to balance 2014 & 2015	(1,054,535.50)	1,054,535.50																						
Shop expansion, 815 packer	(350,000.00)													350,000.00										
Developers levies	(40,000.00)				40,000.00																			
Nordegg land sales revenue	(89,000.00)			89,000.00																				
Fire - apparatus	(165,000.00)									165,000.00														
Regional Fire - vehicles	(19,000.00)										19,000.00													
Fire - facilities	(150,000.00)									150,000.00														
Fund gravel reclamation	(350,000.00)															350,000.00								
Disaster & SAR	(100,000.00)										100,000.00													
West Country Road	(300,000.00)																					300,000.00		
Arena expansion	(500,000.00)				500,000.00																			
Gravel Purchase	(624,000.00)														624,000.00									
Sewer projects	(1,500,000.00)																		1,500,000.00					
Bridge Funding	(3,500,000.00)																			3,500,000.00				
Restricted funds used for operations	25,000.00	-	-	-	(25,000.00)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Out of Reserve																								
Nordegg General Development	-				-																			
Nordegg Historical Society	25,000.00				(25,000.00)																			
Arena expansion	-				-																			
Restricted funds used for TCA	-	(58,420.00)	-	-	(820,683.14)	(100,000.00)	-	-	-	-	(84,888.00)	-	(30,809.00)	-	(4,050,609.50)	(624,000.00)	-	-	(1,330,000.00)	-	-	-	-	(7,099,409.64)
Out of Reserve																								
Supplementary paving project															(4,050,609.50)									
Leslieville bldg/generator																								(70,000.00)
Fire - Unit #901																								
HP Drafting pump (Unit #910)											(19,000.00)													
Dry hydrant - Nordegg											(65,888.00)													
Website development		(43,420.00)																						
Rocky Nordegg Trail		(15,000.00)																						
SE Recreation Grounds						(100,000.00)																		
Nordegg General Development					(820,683.14)																			
Rocky Lagoon Upgrade																								(1,260,000.00)
Land purchase - Gravel pit																(624,000.00)								
Projected balances December 31, 2013	39,344.84	1,466,590.62	1,529,954.11	5,640,930.73	(1,281,297.56)	2,221,142.41	500,000.00	250,000.00	10,000.00	64,500.00	658,318.22	762,273.89	23,816.00	2,625,000.00	7,300,000.00	4,407,953.29	3,030,000.00	3,000,000.00	8,381,780.59	5,475,000.00	120,000.00	300,000.00	680,000.00	47,205,307.14



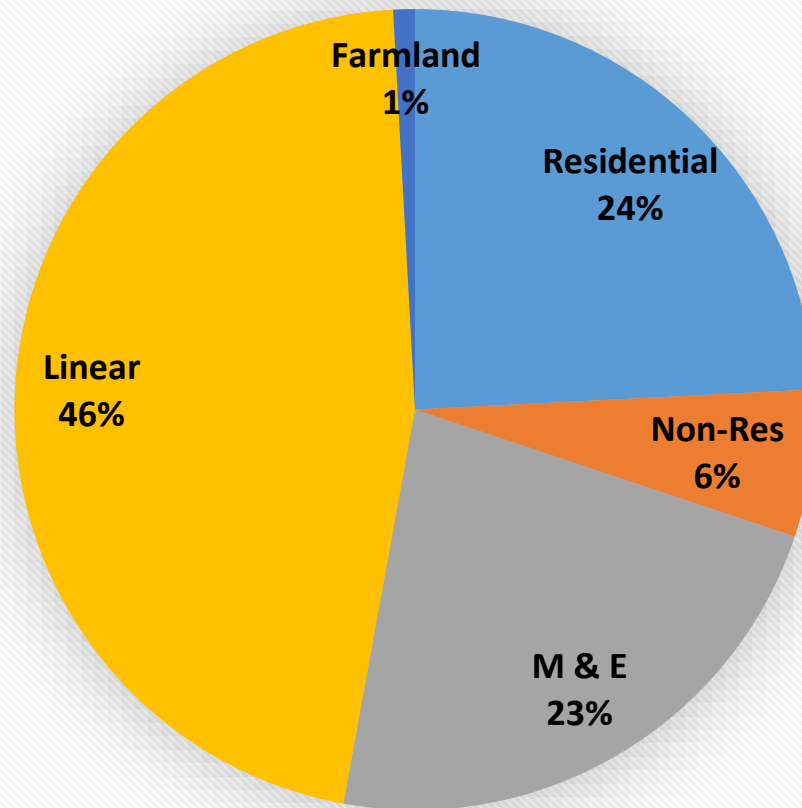
Agenda Item

Project: Municipal Tax Rate Comparison	
Presentation Date: April 8, 2014	
Department: Assessment and Revenue	Author: Denniece Crout
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area:	Goal:
Legislative Direction: <input type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council accepts the information as presented.	
Attachments: 1. 2014 Assessment & Percentage, 2. 2014 Municipal Percentage of Revenue, 3. Municipal Tax Rate Comparisons	
<hr/>	
Background:	
<p>Clearwater County Council wishes to maintain competitive municipal taxes for this area as this provides an economic advantage for the area. This strategy is affected by infrastructure demands and increases in community services.</p>	
<p>Each year, staff survey the tax rate of neighbouring municipalities to Clearwater, and apply the researched data to monitor our tax rates and gauge our competitiveness. One of the goals for Clearwater is to be near the median in all tax categories.</p>	
<p>The following charts are provided to show Clearwater County's position in relation to those surveyed.</p>	

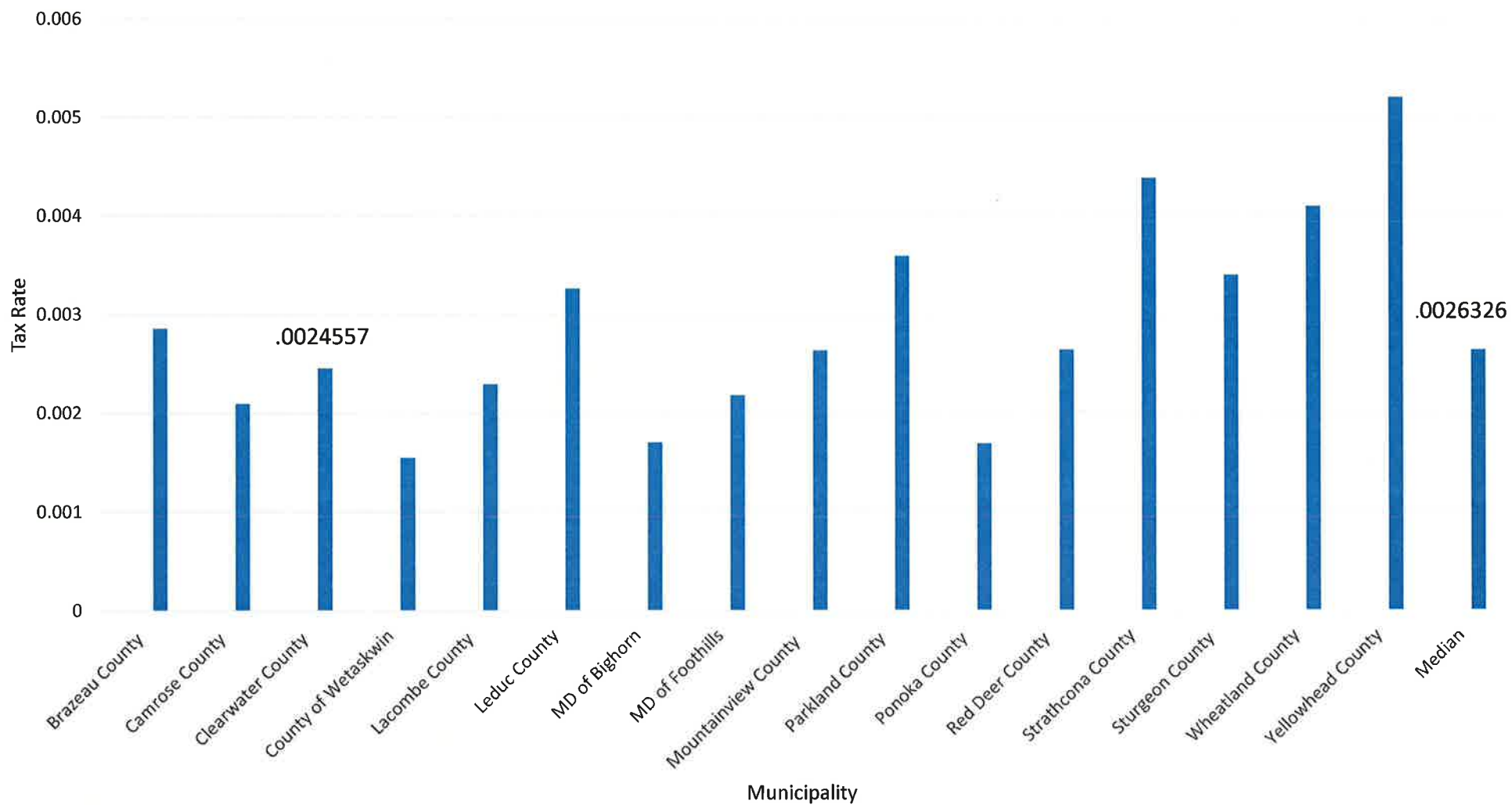
2014 Assessment and Percentage



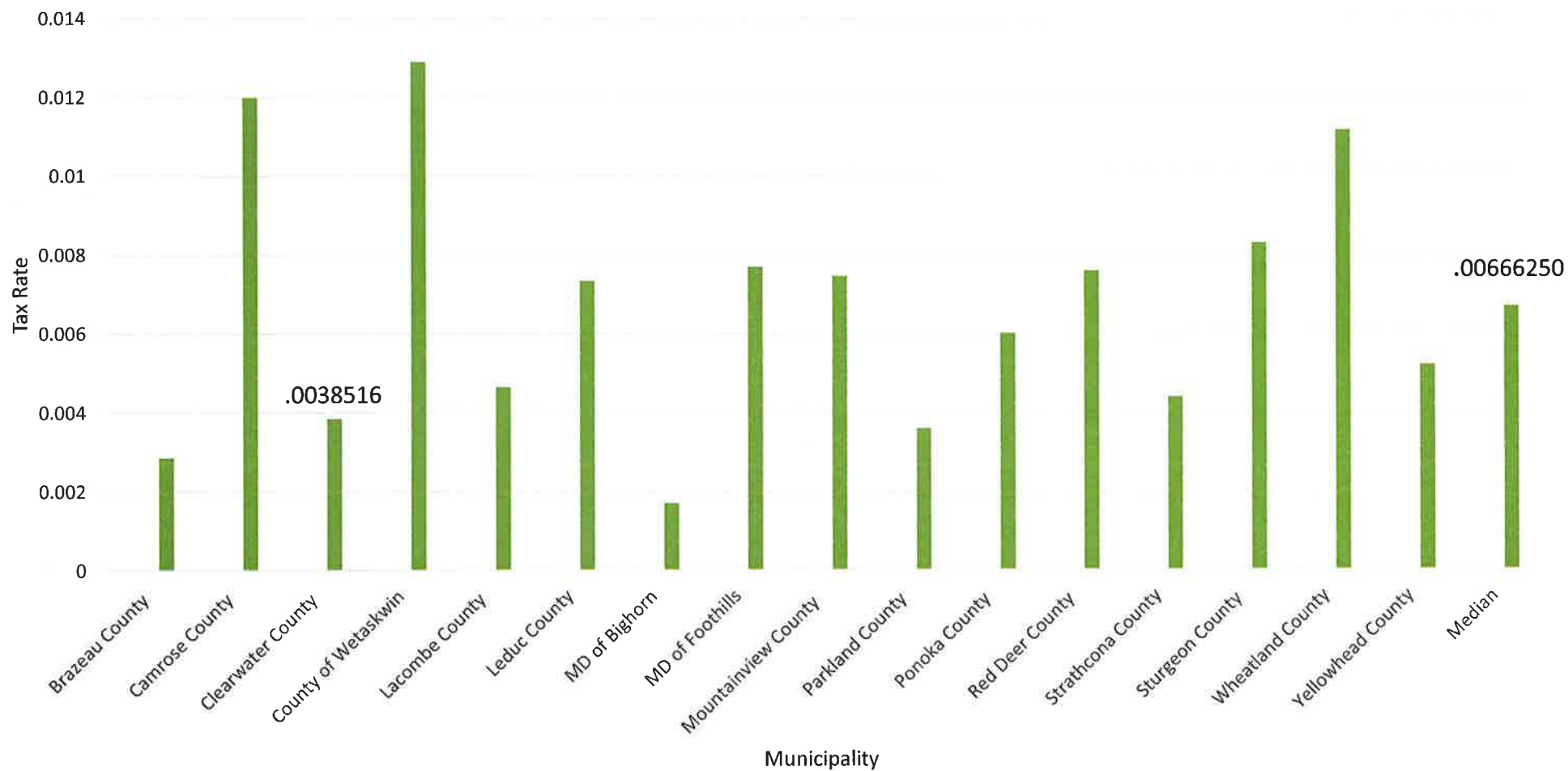
2014 Municipal Percentage of Revenue



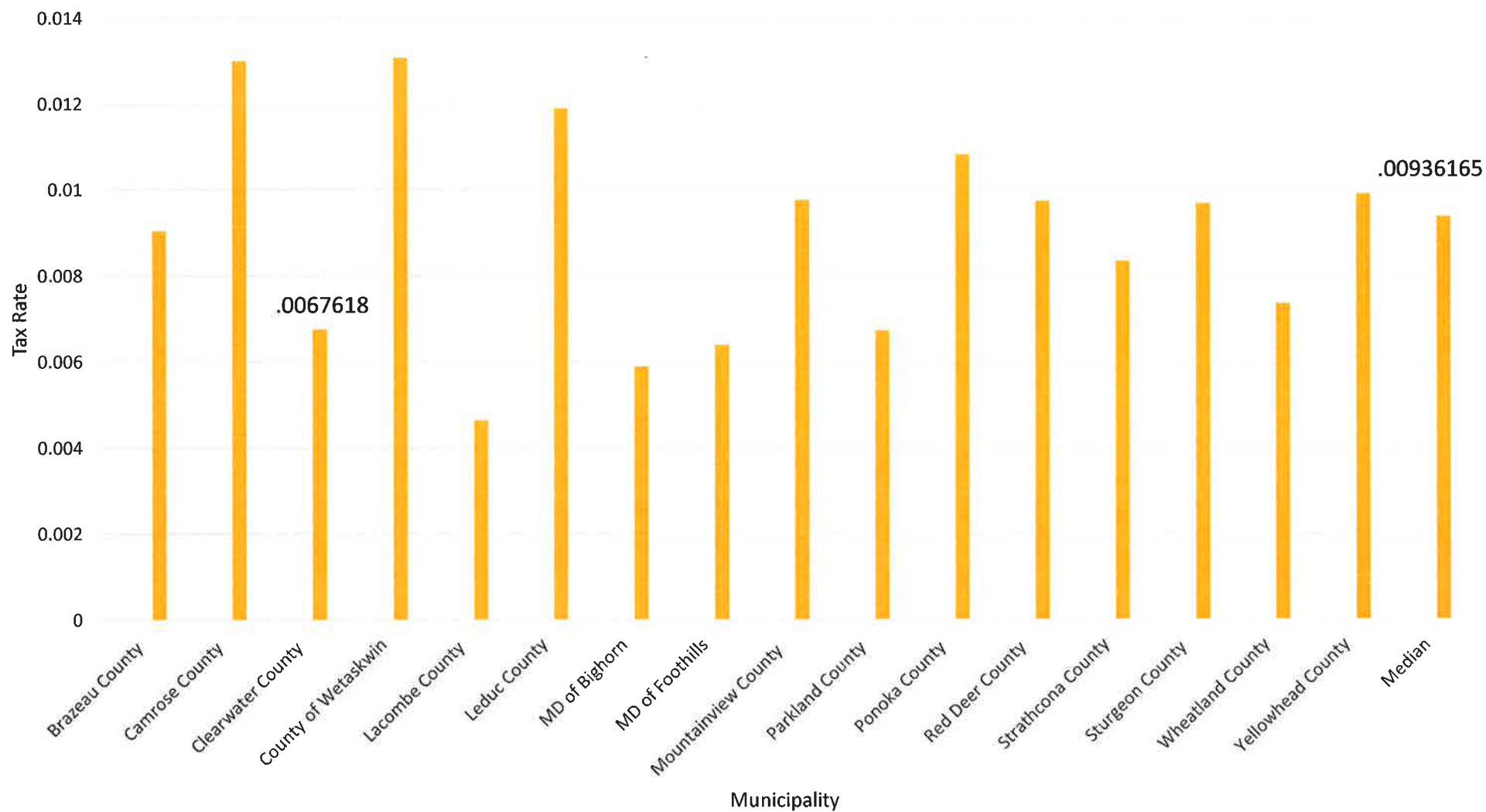
Municipal Residential Tax Rate Comparison 2013



Municipal Farmland Tax Rate Comparison 2013



Municipal Non-Res Tax Rate Comparison 2013





Agenda Item

Project: 2014 Property Tax Bylaw	
Presentation Date: April 08, 2014	
Department: Assessment and Revenue	Author: Denniece Crout
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area:	Goal:
Legislative Direction: <input type="checkbox"/> None <input checked="" type="checkbox"/> Provincial Legislation (cite) _____ <u>MGA Section 353</u> <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: Accept the information as presented and approve the attached Tax Rate Bylaw 985/14.	
Attachments List: Tax Rate Bylaw 985/14	

Background:

Attached is the 2014 Tax Rate and Minimum Tax By-Law for your consideration. As usual, changes in the Assessment figures between last year and this year have an impact on the tax rate. Overall, County assessments saw a net increase; this is primarily due to the oil and gas sector which saw growth above the provincial average. The Provincial education requisition for 2014 has increased by \$117,729 to \$16,365,272 from \$16,247,543 and this has had an effect on the net tax rate. The non-residential and the M&E rates in the attached by-law include the highway levy.

The by-law will require three (3) readings. If approved, the taxes will be levied beginning April 23, 2014. Printing will follow with distribution of the notices by mail, this will conclude roughly by May 16, 2014. The public will then have sixty (60) days after mailing to submit appeals pertaining to the assessed value, ending the appeal period approximately on July 16, 2014.

When Council approved the 2014 Government of Alberta budget staff were directed to report back on changes in the budget that may impact County programs or taxes. Based on a review of the Budget staff provide the following comments and recommendations:

- The County has a projected \$90M bridge deficit and the 2014 bridge was initially proposed at \$2.5M. Council approved \$1.37 in bridge upgrades with the remaining program to be reviewed following the Alberta Government releasing their budget. AB Transportation's 2014/15 local bridge program remains zero funded for the second year.
- There are varying wastewater needs in the four eastern hamlets and the Federal Government's Building Canada Fund program may be a funding option to address these needs. However, a BCF project needs to be "shovel ready" (engineered and tender ready) prior to April 2015 to be submitted for competition.
- Should Council choose to amend its 2014 workplan regarding the above, or other needs (e.g. Fieldhouse) staff recommends that the 2014 operational and capital budgets be increased by approximately \$810,000.
-

To achieve an amended 2014 work plan tax rates are proposed as follows:

All Assessment classes have seen the same amount of increase. The increase is 2.25%.

- Residential – .0024557 Tax Rate (2013); .0025110 Tax Rate (2014)
- Farmland - .0038516 Tax Rate(2013); .0039383 Tax Rate (2014)
- Non-Residential , M&E and Linear - .0067618 Tax Rate 2013; .0069139 Tax Rate (2014)
- The Provincial Education live tax rates:
 - Residential and Farmland – .0027297 Tax Rate (2013); .0024288 Tax Rate (2014)
 - Non-residential and Linear – .0036303 Tax Rate (2013); .0035405 Tax Rate (2014)
 - Uncollectible School Tax Rate - .0000019 Tax Rate (2013); However this year the amount of change is minimal and requires no additional tax rate. *Note: this rate is calculated based upon prior years' uncollected amounts.
- Westview Lodge Tax Rate - .0000687 Tax Rate (2013); 0.000717 Tax Rate (2014)

Please review the attached by-law. Should you have questions, I would be happy to address them during the Council meeting.

**Clearwater County
Bylaw No. 985/14**

A bylaw to authorize the rates of taxation to be levied against assessable property within Clearwater County, in the Province of Alberta, for the 2013 taxation year.

WHEREAS, Clearwater County has prepared and adopted detailed estimates of the municipal revenues and expenditures as required, at the council meeting held on January 14 2014; and

WHEREAS, the estimated municipal expenditures and transfers set out in the budget for Clearwater County for 2014 total \$53,166,947; and

WHEREAS, the estimated municipal revenues and transfers from all sources other than taxation is estimated at 15,054,980, and the balance of \$38,111,967 is to be raised by general municipal taxation; and

WHEREAS, the requisitions are:

Alberta School Foundation Fund (ASFF)	
Residential and Farmland	\$4,025,348
Non-Residential	<u>\$12,153,360</u>
	\$16,178,708
Opted Out School Boards	
Residential and Farmland	\$46,418
Non-Residential	<u>\$140,146</u>
	\$186,564
Total School Requisitions	\$16,365,272
Uncollectable School (Recovery)	(902.)
Seniors Foundation	\$482,113

WHEREAS, the Council of Clearwater County is required each year to levy on the assessed value of all property, tax rates sufficient to meet the estimated expenditures are the requisitions; and

WHEREAS, the Council is authorized to classify assessed property, and to establish different rates of taxation in respect to each class of property, subject to the Municipal Government Act (MGA), Chapter M-26, Revised Statutes of Alberta, 2000; and

WHEREAS, the assessed value of all property in Clearwater County as shown on the assessment roll is:

	<u>Assessment</u>
Residential	\$1,658,465,640
Non-residential	3,489,267,620
Farmland	58,422,740
Machinery & Equipment	1,519,118,100
Exempt	<u>127,431,520</u>
	\$6,852,705,620

NOW THEREFORE, under the authority of the Municipal Government Act (MGA), the Council of Clearwater County, in the Province of Alberta, enacts as follows:

1. That the Chief Administrative Officer is hereby authorized to levy the following rates of taxation on the assessed value of all property as shown on the assessment roll of Clearwater County:

	Tax Levy	Assessment	Tax Rate
Municipal			
Residential	\$4,164,330.	\$1,658,465,640	.0025110
Non-residential	\$24,124,588.	\$3,489,267,620	.0069139
Farmland	\$230,084.	\$58,422,740	.0039383
M&E	\$10,503,092.	\$1,519,118,100	.0069139
ASFF			
Residential/Farmland	\$4,023,996.	\$1,697,315,852	.0023708
Non-residential	\$12,152,380.	\$3,432,390,817	.0035405
Opted-Out School Boards			
Residential/Farmland	\$46,402.	\$19,572,528	.0023708
Non-residential	\$140,134.	\$39,580,473	.0035405
School Uncollectable Taxes	(\$902.)	\$5,147,838,930	.0000000
Westview Lodge	\$482,202	\$6,725,274,100	.0000717

2. The minimum amount payable as property tax for general municipal purposes shall be \$25.00.
3. That this bylaw shall take effect on the day of the third and final reading.

Read a first time on this ____ day of _____, 2014.

Read a second time on this ____ day of _____, 2014.

Read on third time and passed on this ____ day of _____, 2014.

Clearwater County

Reeve

Chief Administrative Officer



Agenda Item

Item: North Saskatchewan Regional Plan Regional Advisory Council	
Presentation Date: April 8, 2014	
Department: CAO	Author: Ron Leaf
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area: Inter-governmental Affairs	Goal:
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: That Council indicates whether they wish to support Pat Alexander's application for membership on the NSRP Regional Advisory Council	
Attachments List: North Saskatchewan Regional Plan Regional Advisory Council:	

Background:

This past week the Government of Alberta announced it is now accepting applications from *individuals* interested in being members on the Regional Advisory Council for the North Saskatchewan Regional Plan. The Regional Advisory Council provides advice to the Government of Alberta based on a terms of reference for developing each regional plan. The Terms of Reference for the North Saskatchewan Regional Plan is released once approved by Cabinet. The Regional Advisory Council also considers advice based on input received through public, stakeholder and Aboriginal consultation, and background information provided by the Government of Alberta.

“Interested individuals are encouraged to declare their interest by completing the Regional Advisory Council application from the Land-use Framework and submit it with a resume and biography of no more than 200 words to LUF@gov.ab.ca before **April 23, 2014**.

In 2009, the AAMD&C forwarded Pat Alexander's name as the Association's recommendation for participating on the North Saskatchewan Regional Advisory Council. The AAMDC has now been advised that that nomination is no longer valid and that the Land Use Secretariat now plans on appointing individuals.

From my discussions with the AAMD&C and with Reeve Alexander I recommend that Pat submit an application as a private Albertan and that the County be a reference or supporting organization. If the County, as an organization, were to put forward Pat's name for consideration I do not believe it would meet the nomination criteria and would be rejected.

North Saskatchewan Region

Status: Regional Advisory Council nominations now underway

NSRP Regional Planning

Status: Started

Developing the North Saskatchewan Regional Plan (NSRP) is a phased approach that begins with gathering and assessing information, input and advice, followed by receiving feedback and drafting the regional plan, and ends with finalizing and approving the plan. Making and Amending Regional Plans offers more information about the planning process.

NSRP Regional Advisory Council

Status: Nominations underway

A Regional Advisory Council (RAC) comprised of members with a cross-section of expertise and experience in the region will provide advice to government, insight and perspective on current and future land-use activities and challenges in the region. Administration presents more information about the role of Regional Advisory Councils.

NSRP Consultation


Status: Not Started

Contributions from the Regional Advisory Council, First Nations and Métis groups, stakeholders, municipalities and the public inform the development of the regional plan. Visit Public Consultations to discover how to contribute to regional planning.

NSRP Regional Plan

Status: Not Started

The regional plan sets out a new approach for managing our lands and natural resources to achieve our province's long-term environmental, economic and social goals. When a regional plan is approved by Cabinet, it becomes law. Learn more about the binding effect of regional plans at [Nature and Effect of Regional Plans](#).

The Government of Alberta is establishing a Regional Advisory Council (RAC) for the North Saskatchewan region to provide strategic advice in the development of the North Saskatchewan Regional Plan (NSRP). Members of the RAC are appointed by Cabinet through a public and transparent nomination process, which includes a  public advertising campaign.

RAC will be composed of a cross-section of individuals who live, work, recreate and/or have an interest in the region, and are able to strategically consider what is best for the entire region at a holistic level.

Responsibilities

RAC members are expected to prepare for and attend all council meetings. Alternates will not be allowed. Members are expected to provide their expertise and perspectives of the region and not represent their respective company or organization's position.

RAC is scheduled to meet eight times over the course of completing its work at varying locations within the North Saskatchewan region. Tentative schedules of dates for the RAC meetings are:

- June 10 – 12
- June 24 – 26
- July 8 – 10
- July 29 – 31
- August 12 – 14
- August 26 – 28
- September 9 – 11
- September 23 – 25

Terms of Reference

The RAC provides advice to the Government of Alberta based on a terms of reference for each regional plan. The Terms of Reference for Developing the North Saskatchewan Regional Plan, which will be released in May, provides guidance on the scope of the regional plan and outlines key areas where the RAC's advice is sought. These areas include:

- The vision, outcomes and strategic directions proposed for the North Saskatchewan region;
- Continued growth of Alberta Industrial Heartland and Capital Region as a value-add energy sector and supporting growth of the Lower Athabasca region;
- Enhancing transportation, transmission, pipelines and access to markets;
- Maintaining agricultural lands and meeting demand for agriculture and agri-food products;
- Enhancing recreation opportunities to meet growing demands for off-highway vehicle use and random camping;
- Enhancing information sharing and building stronger relationships with Aboriginal peoples;
- Promoting inter-municipal planning;
- Increasing cumulative footprint of communities and the need to use land efficiently;
- Achieving an appropriate balance for lakes in the region between a healthy environment with the current and future pressures and uses, including recreation, municipal, industrial and agricultural activities;
- Identification of potential new conservation areas to support biodiversity, specifically the identification of new potential conservation areas that are managed to protect sensitive habitats and maintain ecological systems and processes;
- Improving the way working landscapes are managed to maintain ecosystem function and biodiversity; and
- Recognizing private landowners for their stewardship and conservation and opportunities to increase private landowner awareness and use of voluntary

tools.

Criteria

Regional Advisory Council members will be appointed based on the following criteria:

- An understanding of the complexity of land and natural resource use in central Alberta;
- A regional and provincial perspective;
- Demonstrated expertise (e.g. education, volunteer or work experience) in land use, stewardship and conservation, or resource management;
- Experience in a sector or community of interest affected by land use issues and experience in strategies to address these issues;
- Creative and innovative thinking;
- Have the interest and the time to commit to an intensive, but highly rewarding process; and
- Demonstrated ability to work collaboratively, in an advisory capacity and under tight timelines.

Successful candidates for the North Saskatchewan RAC will be notified directly. Expenses and honorariums, in accordance with approved [government rates](#), will be provided to council members that require them for meeting dates as well as one day for preparation prior to each meeting. All council members will be required to sign a *Freedom of Information and Protection Policy Act* consent form for the public release of their names and biographies as part of any Government of Alberta communication associated with the council.

For additional information, refer to the [Frequently Asked Questions regarding the Regional Advisory Council](#).

Application

Those interested in becoming members of the RAC for the North Saskatchewan Regional Plan must complete the [application form](#) and submit it with their resume and a biography of no more than 200 words to the Land Use Secretariat by email, mail or fax before **April 23, 2014**.

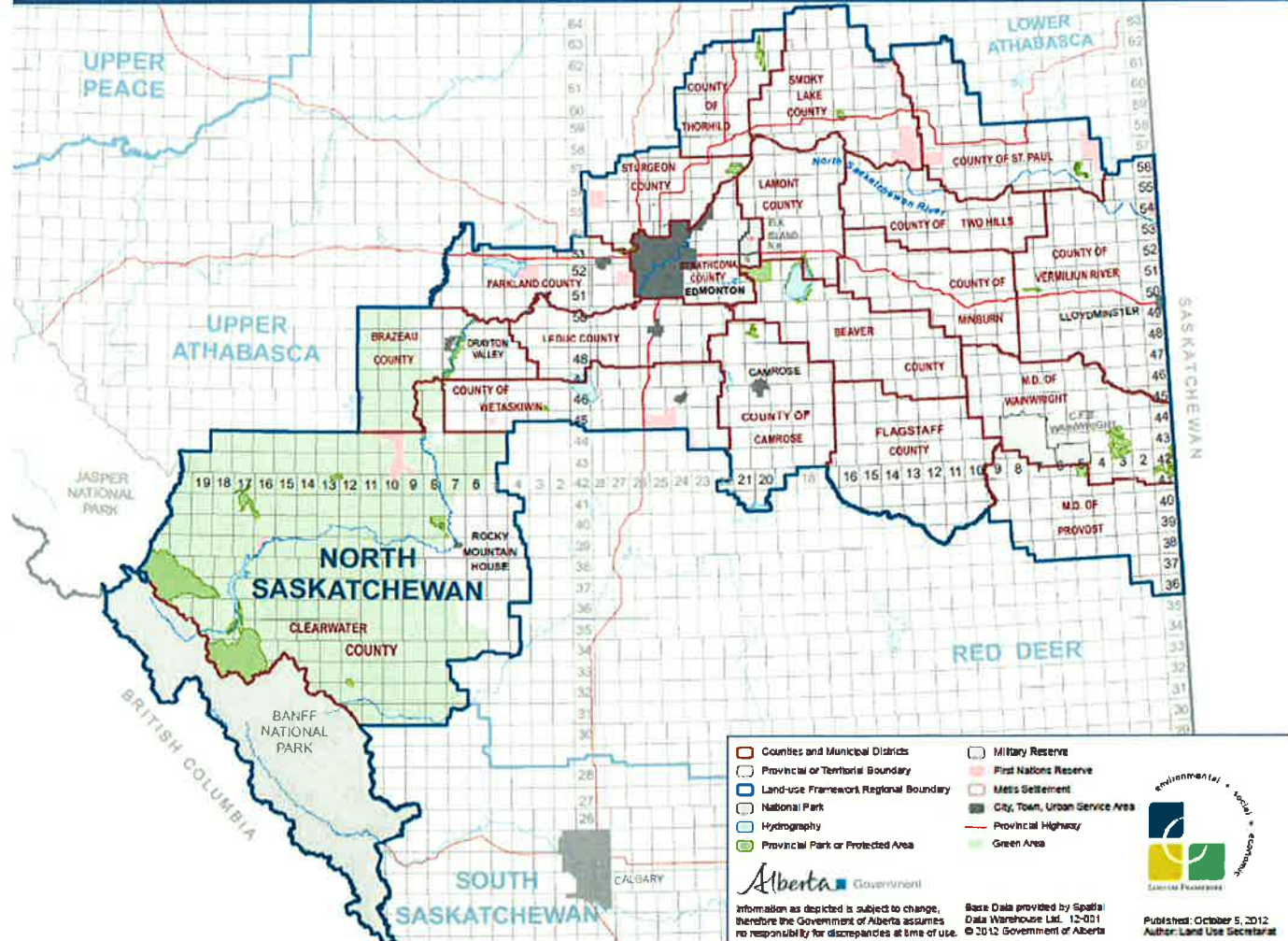
Land Use Secretariat
9th floor, Centre West Building
10035 - 108 Street
Edmonton, AB T5J 3E1

Phone: (780) 644-7972
Fax: (780) 644-1034
Email: LUF@gov.ab.ca

North Saskatchewan Planning Region

To view spatial details about this planning region, go to the LUF [Interactive Regional Map](#). To download the regional map, go to LUF [Maps and Shapefiles](#) and select North Saskatchewan Region.

North Saskatchewan Region: Counties and Municipal Districts



This site is prepared as an overview of land-use regional planning in Alberta. It is not a legal interpretation. Interested parties are encouraged to review the appropriate sections of the *Alberta Land Stewardship Act*, regional plans, related legislation and regulations. Refer to the Copyright and Disclaimer for terms of use.

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Agenda Item

Project: Nordegg Road Tour & Nordegg Chamber Of Commerce Meeting	
Presentation Date: April 8 th , 2014	
Department: Planning & Development	Author: Rick Emmons
Budget Implication: <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Funded by Dept. <input type="checkbox"/> Reallocation	
Strategic Area #1: Council will develop and market the community of Nordegg, as financial resources permit and in accordance with the Nordegg Development Plan and Design Guidelines.	Goal #2: Council will encourage development in and around Hamlets that is complementary to the function and character of the community with a view to encouraging economic and residential development.
Legislative Direction: <input checked="" type="checkbox"/> None <input type="checkbox"/> Provincial Legislation (cite) _____ <input type="checkbox"/> County Bylaw or Policy (cite) _____	
Recommendation: 1) For Council to direct Administration to coordinate the Nordegg Chamber of Commerce meeting in conjunction with the Nordegg road tour on May 15/14 or an alternative date that would suit Council. 2) For Council to select a date prior to May 15 th for an educational session on the history of Nordegg (i.e. – what has been done and where we were going as an organization).	
Attachments List:	

Background:

Clearwater County Council is currently in the process of making decisions pertaining to the buildings in Nordegg (both the historical and non-historical structures). In order to better prepare Council for these future considerations, Administration is recommending both an educational session, then a road tour. As the buildings in Nordegg also have the potential to impact the Nordegg Development Plan and may impact Council's current discussion in regards to the lease rates; Administration suggests the following format to allow Council the opportunity to consider how these decisions will impact all areas pertaining to the future growth of the hamlet. The recommended order is as follows:

- Educational session May 8th, 9th, or 12th
- Road tour May 15th
- Lease discussion May 27th regular Council meeting

Clearwater County

Councilor and Board Member Remuneration Statement

For the Year of ...2014.....

Name of Councilor / Board Member Theresa Leung

Payment Periods

January	<u>February</u>	May	June
March	April	July	August
September	October	November	December

Supervision Rate – \$550.00 Monthly
Reeve Supervision Rate - \$850.00 Monthly

Date	Type of Meeting Attended	First 4 Hours \$152.00	Next 4 Hours \$121.00	Next 4 Hours \$121.00	Regular Council Meeting \$276.00	Lunch \$16.00	Mileage @ \$0.54 / km
Feb 1/14	WRSO meeting Nordegg	✓					194.80
Feb 3/14	meeting with Stell-Council	✓					14.0
Feb 7/14	2am meeting LAAMD C.	✓	✓				14.0
Feb 11/14	Council Reg Meeting				✓		14.0
Feb 13/14	Brownlee Legal Conference	✓	✓	✓			414.0
Feb 19/14	Senior Housing	✓					14.0
Feb 20/14	MPC	✓					14.0
Feb 25	Council				✓		14.0
Feb 26	Transporation Strategy	✓					—
Feb 26	Library Board	✓					14.0
Feb 27	Parkland Regional	✓					—

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Remuneration Calculation

<u>9</u>	Meetings @ \$152.00=	<u>1368.00</u>	<u>706.80</u>	Kms @ \$0.54=	<u>381.67</u>
<u>3</u>	Meetings @ \$121.00=	<u>363.00</u>	—	Lunch @ \$16.00=	<u>0</u>
<u>2</u>	Meetings @ \$276.00=	<u>552.00</u>			
	Supervision=	<u>550.00</u>			
	TOTAL=	<u>2833.00</u>		TOTAL=	<u>381.67</u>
	Hotel: # 156.34		Christmas Ad: # 112.86		

Signature {Councilor / Board Member}



1316 33rd Street Northeast
 Calgary, AB T2A 6B6
 Tel: (403) 248 8888 Fax: (403) 248 0749

Mrs Theresa Laing
 RR 3 - Site 7 - Box 12
 Rocky Mountain House AB T4T 2A3
 CANADA

Invoice

Invoice date 2/13/2014
 Invoice number 166884
 Our reference CPC-FC379037 /
 GST Number 139081681 RT0001

Guest **Mrs Theresa Laing** Arrival **2/12/2014** Departure **2/13/2014** Room **0323**

Date	Description	Quantity	Unit Price	Total (Cdn)
2/12/2014	Room Charge	1	139.00	139.00
2/12/2014	GST Taxes	1	7.44	7.44
2/12/2014	Tourism Levy	1	5.73	5.73
2/12/2014	Destination Market Fee	1	4.17	4.17
Total invoice				156.34
2/13/2014	VS ****4609 Auth: 049244			-156.34
Total Paid				-156.34
Total Due				0.00

Total GST 7.44

I agree that my liability for any charges incurred by me is not waived and agree to be held personally liable in the event that the indicated person, company or association fails to pay for any part of the full amount of these charges. Interest will be charged on any overdue balance.

Signature X _____