

**MUNICIPAL DISTRICT OF MACKENZIE NO. 23  
COUNCIL MEETING  
Tuesday, January 25, 2005  
6:00 pm**

**Council Chambers  
Fort Vermilion, Alberta**

**AGENDA**

- |  |    |    |  |                                   |
|--|----|----|--|-----------------------------------|
| <b><u>CALL TO ORDER:</u></b>                       | 1. | a) | Call to Order  |                                   |
| <b><u>AGENDA:</u></b>                              | 2. | a) | Adoption of Agenda                                   |                                   |
| <b><u>ADOPTION OF THE PREVIOUS MINUTES:</u></b>    | 3. | a) | Minutes of the January 25, 2005.....                 | 7<br>Regular Council Meeting      |
| <b><u>BUSINESS ARISING OUT OF THE MINUTES:</u></b> | 4. | a) |  |                                   |
| <b><u>DELEGATIONS:</u></b>                         | 5. | a) | La Crete Physician Recruitment and Retention.....    | 21                                |
|  |    | b) | Engineering Services (EXH and GPEC) .....            | 23                                |
|  |    | c) |  |                                   |
| <b><u>PUBLIC HEARINGS:</u></b>                     | 6. | a) | Bylaw 474/04- Imposition of Offsite Levies for ..... | 25<br>Lift Station no. 5 La Crete |
|  |    | b) | Bylaw 475/04- Land Use Bylaw Amendment .....         | 33<br>To Add "Homestead"          |
|  |    | c) |  |                                   |
| <b><u>COUNCIL COMMITTEE AND CAO REPORTS:</u></b>   | 7. | a) | Council Committee Reports                            |                                   |
|  |    | b) | CAO Report   |                                   |

**GENERAL  
REPORTS:**

8. a)

**OPERATIONAL  
SERVICES:**

9. a) Bylaw 482/05- Sidewalk Clearing.....39  
b) 2005 Engineering Services.....49  
c) 2005 Fuel and Lubricants Tender.....53  
d) Road Improvements- 45<sup>th</sup> Street in Fort Vermilion.....59  
e) ATCO Electric Power Pole on Road Allowance.....69  
f)  
g)

**PLANNING, EMERGENCY,  
AND ENFORCEMENT  
SERVICES:**

10. a) Bylaw 481/05- Land Use Bylaw Amendment.....73  
b) Business Licenses.....77  
c) Ambulance Services Task Force-Municipal Capital Assets.....79  
d) Reeve's & CAO'S Meeting .....83  
e) Development Permit Statistics Report.....147  
f) High Level RCMP Statistic Report .....171  
g)  
h)

**CORPORATE SERVICES:**

- 11. a) Expense Claim Approval.....177
- b) Meeting With Town Of High Level.....183
- c) Meeting With Lyle Olberg.....185
- d) Library Services Workshop.....187
- e) High Level Medical Clinic Update.....189
- f)

**IN CAMERA SESSION:**

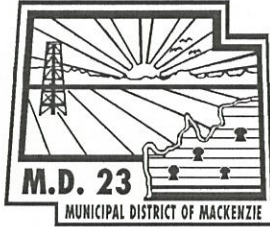
- 12. a)

**NEXT MEETING DATE:**

- 13. a) **Regular Council Meeting**  
Tuesday, February 8, 2005  
10:00 a.m.  
Fort Vermilion Council Chambers

**ADJOURNMENT:**

- 14. a) Adjournment



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	Minutes – Regular Council Meeting January 11, 2005
Agenda Item No:	3. a)

#### BACKGROUND / PROPOSAL:

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

Attached are the minutes of the January 11, 2005 Regular Council Meeting.

#### COSTS / SOURCE OF FUNDING:

#### RECOMMENDED ACTION:

That the minutes of the January 11, 2005 regular council meeting be adopted as presented.

Author:

Reviewed:

C.A.O.:



**MUNICIPAL DISTRICT OF MACKENZIE NO. 23  
REGULAR COUNCIL MEETING**

**Tuesday, January 11, 2005  
10:00 a.m.**

**Council Chambers, Municipal District of Mackenzie Office  
Fort Vermilion, Alberta**

**PRESENT:**

Bill Neufeld	Reeve
Walter Sarapuk	Deputy Reeve
John W. Driedger	Councillor
Greg Newman	Councillor
Ed Froese	Councillor
Jim Thompson	Councillor
Willy Neudorf	Councillor
Peter Braun	Councillor
Lisa Wardley	Councillor
Stuart Watson	Councillor

**ABSENT:**

<b><u>ALSO PRESENT:</u></b>	Bill Landiuk	Interim CAO/Director of Corporate Services
	Barb Spurgeon	Executive Assistant
	Paul Driedger	Director of Planning and Emergency Services

Minutes of the Regular Council meeting for the Municipal District of Mackenzie No. 23 held on Tuesday, January 11, 2005 in the Council Chambers of the Municipal District of Mackenzie office, Fort Vermilion, Alberta.

**CALL TO ORDER: 1. a) Call to Order**

Reeve Neufeld called the meeting to order at 10:02 a.m.

**AGENDA:**            2.    a)    **Adoption of Agenda**

**MOTION 05-001**    **MOVED** by Councillor Braun

That the agenda be adopted as amended.

9. g) Footner Forest Products

9. h) Power Pole

**CARRIED**

**BUSINESS ARISING  
OUT OF THE  
MINUTES:**

4.    a)

There were no items under this heading.

**ADOPTION OF  
THE PREVIOUS  
MINUTES:**

3.    a)    **Minutes of the December 14, 2004  
Regular Council Meeting**

**MOTION 05-002**    **MOVED** by Councillor Wardley

That the minutes of the December 14, 2004 Regular Council Meeting be adopted as presented.

**CARRIED**

**MOTION 05-003**    **MOVED** by Councillor Driedger

That 10. g) Motion 04-909 be added to the agenda.

**CARRIED**

**PUBLIC  
HEARINGS:**

**COUNCIL  
COMMITTEE AND  
CAO REPORTS:**

7.    a)    **Council Report**

Deputy Reeve Sarapuk reported on REDI.

Councillor Driedger reported on Mackenzie Housing, REDI and Rural Water Board.

Councillor Neudorf reported no meetings.

Councillor Wardley reported on Zama Recreational Board, Mackenzie Regional Library Board.

Councillor Watson reported on Regional Landfill Authority.

Councillor Thompson reported on Fort Vermilion Recreational Board.

Councillor Newman reported on Rural Water Co-Op, Caribou Mountains Management Plan Advisory Committee.

Councillor Braun reported on Electronics Recycling Conference, Regional Landfill Authority,

Councillor Froese reported no meetings.

Reeve Neufeld reported no meetings.

**MOTION 05-004      MOVED** by Councillor Newman

That a letter be written to the Mackenzie Housing Board advising that attendance at Board approved functions be paid by the Mackenzie Housing Management Board.

**CARRIED**

**MOTION 05-005      MOVED** by Councillor Neudorf

That the verbal reports of Council be received as information.

**CARRIED**

7.      b)      **CAO Report**

**MOTION 05-006      MOVED** by Councillor Thompson

That the verbal report by the Interim Chief Administrative Officer be received as information.

**CARRIED**

**GENERAL  
REPORTS:**

8.      b)      **Action List**

**MOTION 05-007      MOVED** by Councillor Newman

That the Action List be received for information.

**CARRIED**

Reeve Neufeld recessed the meeting at 10:50 a.m.

Reeve Neufeld reconvened the meeting at 11:00 a.m.

**DELEGATIONS:** 5. a) **MLA Frank Oberle**

Reeve Neufeld welcomed MLA Frank Oberle to the table at 11:00 a.m.

A general discussion was held between the MLA and Council on priority issues.

Reeve Neufeld recessed the meeting at 11:57 a.m.

Reeve Neufeld reconvened the meeting at 12:45 p.m.

Reeve Neufeld thanked Frank Oberle for attending the meeting and he left the table at 12:45 p.m.

**OPERATIONAL  
SERVICES:**

9. a) **2005 Engineering Services**

**MOTION 05-008** **MOVED** by Councillor Driedger

That Policy PW027, Supply of Engineering Services be tabled until the January 25, 2005 meeting.

**CARRIED**

9. b) **Highway 58**

**MOTION 05-009** **MOVED** by Councillor Newman

That a letter be sent to Alberta Transportation in support of the Town of Rainbow Lake's initiative to receive increased maintenance on Highway 58.

**CARRIED**

9. c) Transfer Station Waste Hauling Unit Price Increase

**MOTION 05-010**

MOVED by Councillor Braun  
Requires 2/3  
Majority

**MOVED** by Councillor Braun

That the 2005 Hauling of Transfer Station Waste Contract be amended to provide for the 10% increase in tipping fees by increasing the unit prices by \$.95 per 6 yard bin; and \$7.80 per 40 yard bin.

**CARRIED**

9. d) Rural Water Services Board – Servicing Deposit Agreement

**MOTION 05-011**

MOVED by Councillor Driedger  
Requires 2/3  
Majority

**MOVED** by Councillor Driedger

That the Rural Water Services Board Servicing Deposit Agreement be accepted as presented.

**CARRIED**

9. e) Highway 88 Connector and Highway 697 Intersection

**MOTION 05-012**

MOVED by Councillor Neudorf  
Requires 2/3  
Majority

**MOVED** by Councillor Neudorf

That a letter be written to the Minister of Transportation requesting Council's recommendation, that all south-bound traffic be required to use the jug-handle, be implemented.

**CARRIED**

9. f) Director's Report

**MOTION 05-013**

MOVED by Councillor Wardley  
Requires 2/3  
Majority

**MOVED** by Councillor Wardley

That the written report submitted by the Acting Director of Operational Services be accepted as presented.

**CARRIED**

9. g) Footner Forest Products  
Off Highway Infrastructure Project

**MOTION 05-014**

MOVED by Councillor Newman  
Requires 2/3  
Majority

**MOVED** by Councillor Newman

That a letter be sent to Alberta Transportation in support of Footner Forest Products initiative to construct a 20-meter LOC from Highway 35 at the Chinchaga River to the Town of Rainbow Lake.

**CARRIED**

9. h) Power Pole

A general discussion was held on a power pole in the road right of way just out Fort Vermilion.

**PLANNING, EMERGENCY,  
AND ENFORCEMENT  
SERVICES:**

10. a) Bylaw 471/04 – School Zones and Speed Zones

**MOTION 05-015**

Bylaw 471/04  
Second reading

**MOVED** by Councillor Neudorf

That second reading be given to Bylaw 471/04 being a bylaw to establish school zones, signage for school zones, and speed limits within offsite levies for the areas benefiting from Lift Station No. 5 in La Crete.

**CARRIED**

**MOTION 05-016**

Bylaw 471/04  
Third reading

**MOVED** by Councillor Braun

That third reading be given to Bylaw 471/04 being a bylaw to establish school zones, signage for school zones, and speed limits within offsite levies for the areas benefiting from Lift Station No. 5 in La Crete.

**CARRIED**

10. b) Bylaw 477/05 – Land Use Bylaw Amendment  
Plan 8821687, Block 6, Lot 1, Zama  
From Direct Control District 2 to Hamlet General District 1

**MOTION 05-017**

Bylaw 477/05  
First reading

**MOVED** by Deputy Reeve Sarapuk

That first reading be given to Bylaw 477/05 being a bylaw to rezone Plan 882 1687, Block 6, Lot 1 in Zama from Direct Control District 2 to Hamlet General District 1.

**CARRIED**

10. c) Subdivision 51-SUB-04 (SE 7-105-15-W5M)

**MOTION 05-018**

**MOVED** by Councillor Watson

That subdivision application 51-SUB-04 on SE 7-105-15-W5M be received as information.

**CARRIED**

10. d) Enhanced Policing

**MOTION 05-019** **MOVED** by Councillor Thompson

That the Enhanced Policing Memorandum of Understanding be received as information.

**CARRIED**

10. e) Sale of Handicapped Van to Mackenzie Housing

**MOTION 05-020** **MOVED** by Councillor Braun

That motion 03-555 be rescinded, and the Municipal District of Mackenzie enter into agreement with the Mackenzie Housing Management Board for the use of the handicapped van; with Mackenzie Housing Management Board being responsible for all costs associated with the use of the handicapped van.

**CARRIED**

Reeve Neufeld recessed the meeting at 2:00 p.m.

Reeve Neufeld reconvened the meeting at 2:10 p.m.

10. f) Regional Airport Study - Terms of Reference

**MOTION 05-021** **MOVED** by Councillor Wardley  
Requires 2/3 Majority

That funding in the amount of \$12,500, to be funded from the General Operating Reserve, be approved for an expanded regional airport study.

**CARRIED**

**MOTION 05-022** **MOVED** by Councillor Braun

That a letter be written to REDl advising that the concept of a Regional Airport Authority was to be explored as part of the study.

**CARRIED**

10. g) Motion 04-909

**Motion 05-022**  
Requires unanimous  
Consent

**MOVED by Councillor Wardley**

That motion 04-909 be revoked and a contract be entered into with Husky Energy for enforcement services on their License of Occupation roads and that Husky Energy be charged for all costs associated with the contract including a 20% administration fee on a one year trial basis.

**CARRIED**

**CORPORATE SERVICES:**

11. a) Bylaw 478/05 – Amend Bylaw Numbers

**MOTION 05-023**  
Bylaw 478/05  
First Reading

**MOVED by Councillor Neudorf**

That first reading be given to Bylaw 478/05 being a bylaw to revise the numbering on Bylaw 467/04 to Bylaw 479/05, a bylaw amending Bylaw 179/01, and to revise the number on Bylaw 467/05 to 480/05, a Land Use Bylaw Amendment.

**CARRIED**

**MOTION 05-024**  
Bylaw 478/05  
Second Reading

**MOVED by Deputy Reeve Sarapuk**

That second reading be given to Bylaw 478/05 being a bylaw to revise the numbering on Bylaw 467/04 to Bylaw 479/05, a bylaw amending Bylaw 179/01, and to revise the number on Bylaw 467/05 to 480/05, a Land Use Bylaw Amendment.

**CARRIED**

**MOTION 05-025**  
Requires unanimous  
Consent

**MOVED by Councillor Wardley**

That consideration be given to go to third reading for Bylaw 478/05 being a bylaw to revise the numbering on Bylaw 467/04, a bylaw amending Bylaw 179/01, and to revise the number on Bylaw 467/05, a Land Use Bylaw Amendment.

**CARRIED**

**MOTION 05-026**  
Bylaw 478/05  
Third Reading

**MOVED by Councillor Thompson**

That third reading be given to Bylaw 478/05 being a bylaw to revise the numbering on Bylaw 467/04 to Bylaw 479/05, a bylaw amending Bylaw 179/01, and to revise the number on Bylaw 467/05 to 480/05, a Land Use Bylaw Amendment.

**CARRIED**



11. b) Cost Sharing Agreement – Library Services

**MOTION 05-027** **MOVED** by Councillor Newman

That the Peace Library System and the Mackenzie Regional Library Board and staff be invited to attend a “Library Workshop” to facilitate discussions on the benefits of membership.

**CARRIED**

11. c) Northern Lights Health Region Meeting

**MOTION 05-028** **MOVED** by Councillor Driedger

That Council be authorized to attend a meeting with the Northern Lights Health Region in Fort McMurray February 22, 2005.

**CARRIED**

**MOTION 05-029** **MOVED** by Councillor Braun

That the February 22, 2005 Regular Council meeting be changed to February 23, at 10:00 a.m..

**CARRIED**

11. c) Roles and Responsibilities Workshop

**MOTION 05-030** **MOVED** by Councillor Newman

That the “Roles and Responsibilities Workshop” be received as information.

**CARRIED**

11. c) Electronics Recycling Alberta Workshop

**MOTION 05-031** **MOVED** by Councillor Newman

That Councillor Braun be reimbursed the balance of his expenses and his honorarium for attending the Electronics Recycling Workshop in High Prairie on January 6, 2005.

**CARRIED**

**MOTION 05-032      MOVED** by Councillor Watson

That consideration be given to move in camera to discuss issues under the *Freedom of Information and Protection of Privacy*, Alberta Regulation 200/95 (3:03 p.m.)

**CARRIED**

**IN CAMERA  
SESSION:**

12.    a)    **Legal Matter**  
*Freedom of Information and Protection of Privacy Regulation  
Section 18(1) (e)*

**MOTION 05-033      MOVED** by Councillor Thompson

That Council come out of camera (3:29 p.m.).

**CARRIED**

**MOTION 05-034      MOVED** by Deputy Reeve Sarapuk

That a meeting be arranged with the Town of High Level to discuss IDP issues.

**CARRIED**

**NEXT**

- MEETING DATE:**    13.    a)    **Wednesday, February 23, 2005** (*Date Changed as per motion 05-029*)  
10:00 a.m.  
Fort Vermilion Council Chambers

**ADJOURNMENT:**    14.    a)    **Adjournment**

**MOTION 05-035      MOVED** by Councillor Watson

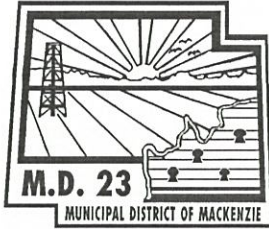
That the Regular Council meeting be adjourned (3:30 p.m.).

**CARRIED**

These minutes were adopted this 23<sup>th</sup> day of January 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon,  
Executive Assistant



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	La Crete Physician Recruitment and Retention Delegation
Agenda Item No:	5a)

#### BACKGROUND / PROPOSAL:

La Crete residents are facing an extreme shortage of physicians in that community. The doctor days have been significantly reduced due to a shortage in the region. Currently residents must seek medical care in either Fort Vermilion or High Level.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

La Crete has formed a physician recruitment and retention committee for the purpose of attracting physicians to that community. If the community is successful, it may have implications for a proposed medical clinic in High Level and the MD's commitment to that project.

The committee will update Council on this initiative and their plans for the future.

#### COSTS / SOURCE OF FUNDING:

#### RECOMMENDED ACTION:

For discussion.

Author:

Reviewed:

C.A.O.:



## M.D. of Mackenzie No. 23 Request for Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Paul Driedger, Acting Director of Operational Services
Title:	Delegation – Engineering Services (EXH and GPEC)
Agenda Item No:	5b)

### BACKGROUND / PROPOSAL:

At the January 11<sup>th</sup> 2005 meeting, Council requested that representatives from EXH Engineering and GPEC Consulting be present at the January 25<sup>th</sup> 2005 Council meeting. The delegation is to provide information regarding the 2004 projects and provide a brief overview of the 2005 construction season.

### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

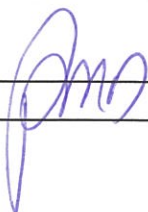

Both engineering firms have been contacted, and both have stated that they will have representatives present to discuss the above noted information.

### FINANCIAL IMPLICATIONS:

N/A

### RECOMMENDED ACTION:

For discussion

Author: J. Gabriel	Reviewed: 	C.A.O.: 
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## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	<b>Regular Council</b>
<b>Meeting Date:</b>	<b>January 25, 2004</b>
<b>Presented By:</b>	<b>Paul Driedger Director of Planning, Enforcement &amp; Emergency Services</b>
<b>Title:</b>	<b>PUBLIC HEARING Bylaw 474/04 – Imposition of Offsite Levies for Lift Station No. 5 in La Crete</b>
<b>Agenda Item No:</b>	<b>62</b>

#### BACKGROUND / PROPOSAL:

First reading was given to Bylaw 474/04 at the December 14, 2004 Council Meeting. It came to our attention that the offsite levies for Lift Station No. 5 in La Crete had never been adopted in a bylaw. Bylaw 474/04 allows for these levies.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

Lift Station No. 5 is located on 100<sup>th</sup> Street where it would intersect with 91<sup>st</sup> Avenue if that avenue was a through road, just south of the MD office. The offsite levies have been calculated to reflect the cost figures received from Siemens Engineering Services at the time the lift station was built in 1996.

The offsite levy charge for this project is calculated at \$616.00 per hectare for the industrial area and \$1,185.00 per hectare for the residential area benefiting from this lift station. The difference in calculations from industrial to residential is due to the fact that the lift station and forcemain costs are prorated on a hectare basis against the industrial and residential benefiting and the gravity sewer lines are assessed against the residential area only.

#### COSTS / SOURCE OF FUNDING:

N/A

Author: *ES*

Reviewed: *PMO*

C.A.O.:

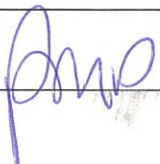

**RECOMMENDED ACTION:**

**MOTION**

That second reading be given to Bylaw 474/04 being a bylaw to establish offsite levies for the areas benefiting from Lift Station No. 5 in La Crete.

**MOTION**

That third reading be given to Bylaw 474/04 being a bylaw to establish offsite levies for the areas benefiting from Lift Station No. 5 in La Crete.

Author:	Reviewed: 	C.A.O.: 
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MD of Mackenzie

PUBLIC HEARING FOR LAND USE BYLAW AMENDMENT

BYLAW \_\_\_\_\_

Order of Presentation

\_\_\_\_\_ This Public Hearing will now come to order at \_\_\_\_\_.

\_\_\_\_\_ Was the Public Hearing properly advertised?

\_\_\_\_\_ Will the Development Authority \_\_\_\_\_, please outline the proposed Land Use Bylaw Amendment and present his submission.

\_\_\_\_\_ Does the Council have any questions of the proposed Land Use Bylaw Amendment?

\_\_\_\_\_ Were any submissions received in regards to the proposed Land Use Bylaw Amendment? *If yes, please read them.*

\_\_\_\_\_ Is there anyone present who would like to speak in regards of the proposed Land Use Bylaw Amendment?

\_\_\_\_\_ If YES: Does the Council have any questions of the person(s) making their presentation?

\_\_\_\_\_ This Hearing is now closed at \_\_\_\_\_.

REMARKS/COMMENTS:



**BYLAW NO. 474/04**

**BEING A BYLAW OF THE  
MUNICIPAL DISTRICT OF MACKENZIE NO. 23  
IN THE PROVINCE OF ALBERTA**

**A BYLAW OF THE MUNICIPAL DISTRICT OF MACKENZIE NO. 23  
FOR THE IMPOSITION OF AN OFFSITE LEVY**

**WHEREAS**, the Municipal Government Act, being Chapter M-26.1 of the Statutes of Alberta enables Council by Bylaw to provide for the imposition and payment of an off-site levy in respect of land to be developed or subdivided;

**AND WHEREAS**, an off-site levy may be used only to pay for all or part of the capital cost for new or expanded facilities for the treatment, movement or disposal of sanitary sewage,

**NOW THEREFORE**, the Council of the Municipal District of Mackenzie No. 23, in the Province of Alberta, duly assembled, hereby enacts as follows:

1. The Municipality, in its discretion may impose an off-site levy at the development stage.
2. The off site levy shall be imposed for the following project:  
  
SEWAGE LIFT STATION NUMBER 5
  - a) Addition of a sewer lift station in La Crete, Alberta, located at 91 Ave. and 100 Street to meet the demands of residential and industrial development requirements.
  - b) 250 mm trunk sewer diverting all of the community sewage flows to the new sewage lift station.
  - c) A sewage lift station with all ammenities.
  - d) 150 mm forcemain connecting the sewage lift station to the existing sewage forcemain
3. Residential Area benefiting with the imposition of this bylaw as outlined on Schedule "A" attached hereto.
4. Industrial Area benefiting with the imposition of this bylaw as outlined on Schedule "B" attached hereto.
5. The Administration of the Municipal District of Mackenzie may enter into an agreement in respect to payment of the off-site levy for larger subdivisions.

6. In the absence of an agreement for the payment of an off-site levy, where an owner of land proposes to construct a development, the payment of such levy shall be made prior to the issuance of a development permit.
7. The lift station and forcemain costs are prorated on a hectare basis against the industrial and residential benefiting areas.
8. The gravity sewer lines are assessed against the residential area only.
9. The off-site levy charge for this project shall be \$616.00 per hectare for the industrial area and \$1,185.00 per hectare for the residential area benefiting from this lift station, as shown on Schedules "A" and "B".

First Reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

Second Reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

Third Reading and Assent given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

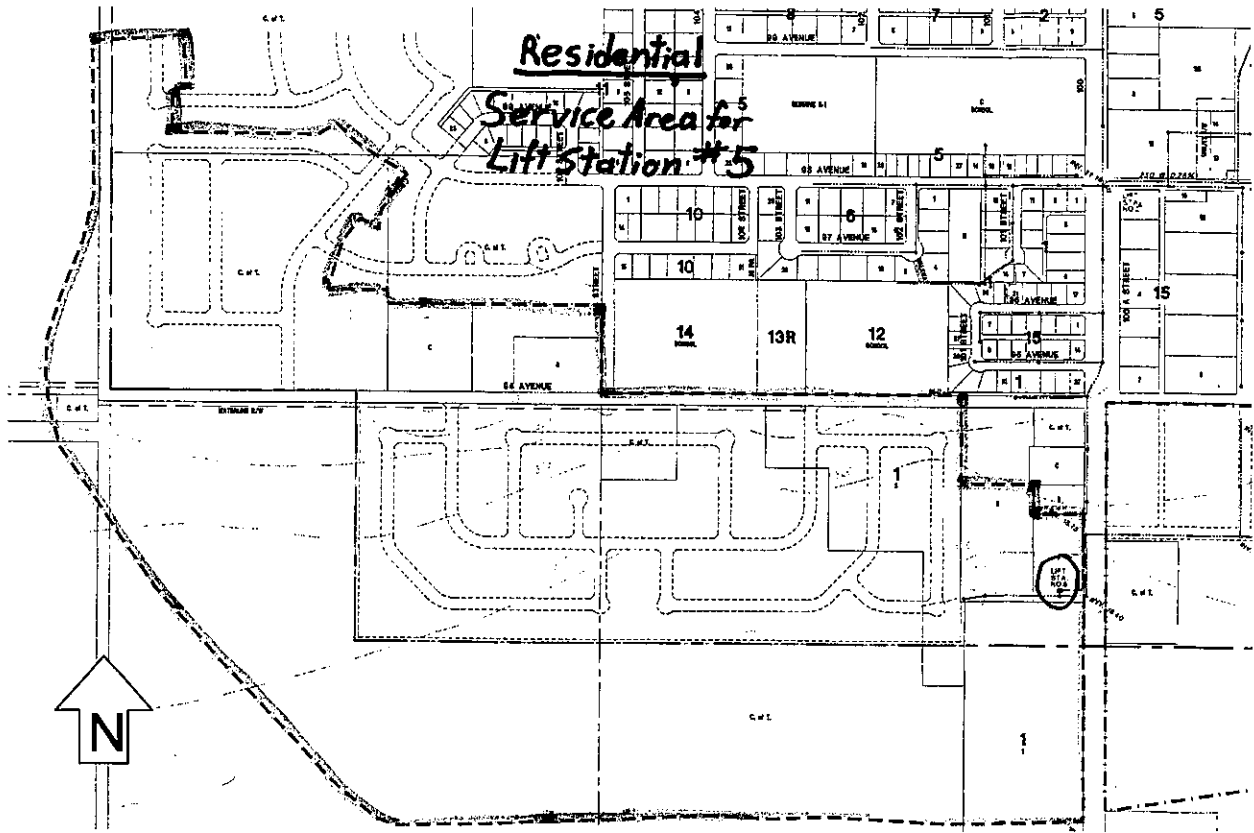
\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

BYLAW No. 474/04

SCHEDULE "B"

That the benefiting residential area be established as follows:



\_\_\_\_\_  
Bill Neufeld, Reeve

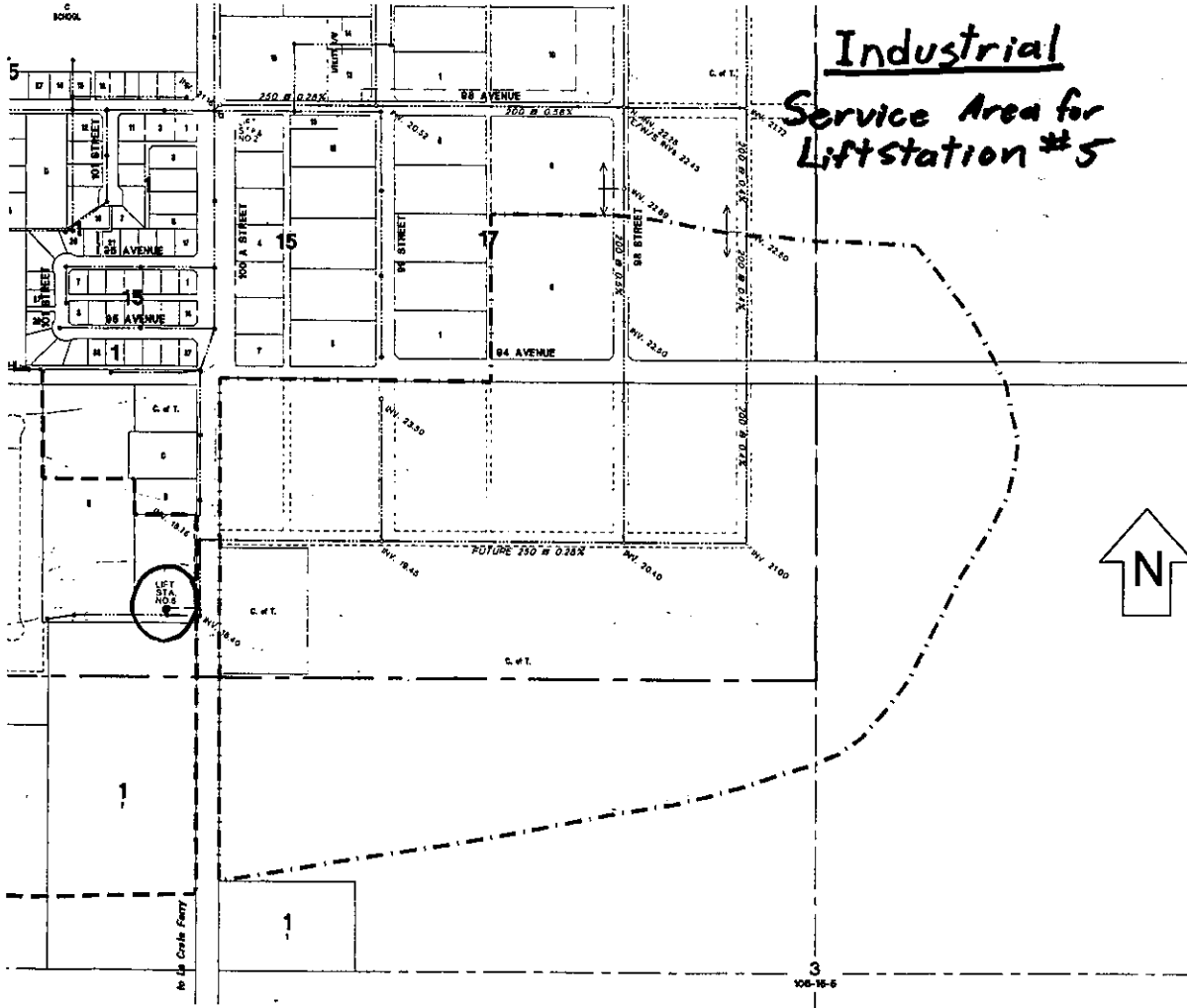
\_\_\_\_\_  
Barb Spurgeon, Executive Assistant

EFFECTIVE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2005.

BYLAW No. 474/04

SCHEDULE "A"

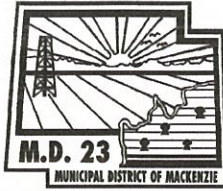
That the benefiting industrial area be established as follows:



Bill Neufeld, Reeve

Barb Spurgeon, Executive Assistant

EFFECTIVE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2005.



## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	<b>Regular Council</b>
<b>Meeting Date:</b>	<b>January 25, 2005</b>
<b>Presented By:</b>	<b>Paul Driedger Director of Planning, Enforcement &amp; Emergency Services</b>
<b>Title:</b>	<b>PUBLIC HEARING Bylaw 475/04 Land Use Bylaw Amendment To Add "Homestead"</b>
<b>Agenda Item No:</b>	<b>6b)</b>

#### BACKGROUND / PROPOSAL:

First reading was given to Bylaw 475/04 at the December 14, 2004 Council Meeting. Since Council adopted bylaw 442/04 at their May 4, 2004 meeting issues have risen as to the definition of a farmstead and a homestead.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

In the High Level and Rocky Lane area there have been numerous requests for subdividing. A fair amount of these requests have been original homes on the quarter section of land. However according to bylaw 442/04 these cannot be subdivided because they are not "existing farmsteads". The current definition is:

- "FARMSTEAD" means a parcel of land containing a developed residence and related improvements, such as barns, granaries, corrals, shops, etc. which are normally associated with a farm operation and has existed for a minimum of ten years.

Particularly in the High Level area the land is of a poorer quality than to the southern agricultural parts. The amount of farmsteads is not as great; however there are a fair amount of older homesteads owned by people who have resided on the land but never actually farmed it, or they may be farming other lands but not the subject property.

The Planning Department requests that Council consider amending the following section 7.3 C (a) 7.3 E (b) and section 1.2 of the Land Use Bylaw to read:

Author: 

Reviewed: 

C.A.O.:

7.3. Agricultural District 1 "A1"

C. Parcel Density

(1) Residential Uses: Three (3) parcels per quarter section, river lot or original titled property with the balance of the quarter section, river lot or original titled property being one of the parcels; with the other parcels being any two of the following:

- Existing farmstead **or homestead**,
- Vacant parcel, or
- Fragmented parcel.

E. Number of Dwelling Units

A maximum of one dwelling unit shall be permitted on each of the following:

- a rural subdivision, and
- a rural subdivision that is a farmstead **or homestead** separation, and
- the balance of the quarter section.

to a maximum of three dwellings on a quarter section, river lot or original titled property.

An additional dwelling unit may be allowed in this land use district if it is a Garden Suite or in accordance with Section 4.9 (Dwelling units Per Parcel).

1.3.1 Definitions

**"HOMESTEAD" means a parcel of land containing a developed residence that has been continuously resided in for a minimum of 10 years.**

**COSTS / SOURCE OF FUNDING:**

N/A

**RECOMMENDED ACTION:**

**MOTION**

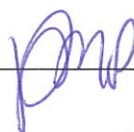
That second reading be given to Bylaw 475/04, being a Land Use Bylaw Amendment to add "Homestead" to Land Use Bylaw 442/04.

**MOTION**

That third reading be given to Bylaw 475/04, being a Land Use Bylaw Amendment to add "Homestead" to Land Use Bylaw 442/04.

Author:

Reviewed:



C.A.O.:



MD of Mackenzie

PUBLIC HEARING FOR LAND USE BYLAW AMENDMENT

BYLAW \_\_\_\_\_

Order of Presentation

\_\_\_\_\_ This Public Hearing will now come to order at \_\_\_\_\_.

\_\_\_\_\_ Was the Public Hearing properly advertised?

\_\_\_\_\_ Will the Development Authority \_\_\_\_\_, please outline the proposed Land Use Bylaw Amendment and present his submission.

\_\_\_\_\_ Does the Council have any questions of the proposed Land Use Bylaw Amendment?

\_\_\_\_\_ Were any submissions received in regards to the proposed Land Use Bylaw Amendment? *If yes, please read them.*

\_\_\_\_\_ Is there anyone present who would like to speak in regards of the proposed Land Use Bylaw Amendment?

\_\_\_\_\_ If YES: Does the Council have any questions of the person(s) making their presentation?

\_\_\_\_\_ This Hearing is now closed at \_\_\_\_\_.

REMARKS/COMMENTS:

**BYLAW NO. 475/04**

**BEING A BYLAW OF THE  
MUNICIPAL DISTRICT OF MACKENZIE NO. 23  
IN THE PROVINCE OF ALBERTA  
TO AMEND THE  
MUNICIPAL DISTRICT OF MACKENZIE NO. 23 LAND USE BYLAW**

**WHEREAS**, the Municipal District of Mackenzie No. 23 has adopted the Municipal District of Mackenzie No. 23 Land Use Bylaw, and

**WHEREAS**, the Council of the Municipal District of Mackenzie No. 23, in the Province of Alberta, has deemed it desirable to amend the Municipal District of Mackenzie No. 23 Land Use Bylaw to add "Homestead" to section 7.3.C (1) E and section 1.3, within the Municipal District of Mackenzie No. 23.

**NOW THEREFORE**, THE COUNCIL OF THE MUNICIPAL DISTRICT OF MACKENZIE NO. 23, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:

1. That the following definition replace Section 5.2.A.C(1) with:

**C. PARCEL DENSITY**

- (1) Residential Uses: Three (3) parcels per quarter section, river lot or original titled property with the balance of the quarter section, river lot or original titled property being one of the parcels; with the subdivided parcels being any two of the following:
- Existing farmstead or homestead
  - Vacant parcel
  - Fragmented parcel

**E. Number of Dwelling Units**

A maximum of one dwelling unit shall be permitted on each of the following:

- a. a rural subdivision, and
- b. a rural subdivision that is a farmstead or homestead separation, and
- c. the balance of the quarter section

to a maximum of three dwellings on a quarter section, river lot or original titled property.



An additional dwelling unit may be allowed in this land use district if it is a Garden Suite or in accordance with Section 4.9 (Dwelling units Per Parcel).

3. That the following definition for Homestead be added to Section 1.3.  
DEFINITIONS:

“HOMESTEAD” means a parcel of land containing a developed residence that has been continuously resided in for a minimum of 10 years.

First reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

Second reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

Third reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant



## M.D. of Mackenzie No. 23 Request for Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Paul Driedger, Acting Director of Operational Services
Title:	Sidewalk Clearing Bylaw 482/05
Agenda Item No:	92

### **BACKGROUND / PROPOSAL:**

Due to the increased amount of sidewalks within the hamlets of Fort Vermilion and La Crete, administration saw an increasing need to have adjacent property owners responsible for the sidewalks abutting the front and sides of their property. This bylaw was drafted to clearly define the responsibilities of the property owners and the municipality.

### **DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:**

With the recent increase of sidewalks, operational services have seen an ever increasing liability and an increased time requirement for snow and ice removal. Without constant clearing and inspection the municipality runs the risk of lawsuits related to injury on the sidewalks. By placing the responsibility on the property owners the municipality reduces its liability and can focus more time on road clearing issues.

Exemptions identified in the bylaw are based on three criteria; walking trails, recreation board property and sidewalks abutting the rear of property. To date, the only areas identified by the area supervisors have been in the Hamlet of La Crete. The schedule of exempted sidewalks will be reviewed yearly to ensure all new construction has been identified.

The intent is for the bylaw to come into effect April 1, 2005, giving adequate time for educating the public for the next winter season.

Author: J. Gabriel

Reviewed: 

C.A.O.:

**FINANCIAL IMPLICATIONS:**

- Reduced staff overtime during periods of high snow fall.
- Reduced insurance liability due to potential insurance claims.

**RECOMMENDED ACTION:**

**Motion 1**

That first reading be given to Bylaw 482/05, being a bylaw to regulate the clearing of sidewalks within the Municipal District of Mackenzie.

**Motion 2**

That second reading be given to Bylaw 482/05, being a bylaw to regulate the clearing of sidewalks within the Municipal District of Mackenzie.

**Motion 3**

That consideration be given to go to third reading of Bylaw 482/05, being a bylaw to regulate the clearing of sidewalks within the Municipal District of Mackenzie.

**Motion 4**

That third reading be given to bylaw 482/05, being a bylaw to regulate the clearing of sidewalks within the Municipal District of Mackenzie.

Author: J. Gabriel	Review: 	Dept. Operations	C.A.O. 
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**BYLAW NO. 482/05**

**BEING A BYLAW OF THE  
MUNICIPAL DISTRICT OF MACKENZIE NO. 23  
IN THE PROVINCE OF ALBERTA  
TO REGULATE THE CLEARING OF  
SIDEWALKS WITHIN THE  
MUNICIPAL DISTRICT OF MACKENZIE NO. 23**

**WHEREAS** the Municipal Government Act, R.S.A. 2000, c.M-26, and amendments thereto authorizes the Council of a Municipality to pass bylaws for municipal purposes respecting the safety, health and welfare of people and the protection of people and property;

**AND WHEREAS** the Council of the Municipal District of Mackenzie No. 23 deems it advisable to pass a bylaw to require the removal of snow, ice, dirt and other obstructions from sidewalks and to provide and charge for the clearing of sidewalks which have been neglected;

**NOW THEREFORE**, the Council of the Municipal District of Mackenzie No. 23, in the province of Alberta, duly assembled enacts as follows:

**PART 1**      **Title and Definitions**

1. This bylaw may be cited as the "Sidewalk Clearing Bylaw".
2. In this bylaw, unless the content otherwise requires, the word, term or expression;
  - a) **“Municipality”** means the Municipal District of Mackenzie No. 23.
  - b) **“Occupant”** means,
    - i) a person who is in physical possession of a property, or
    - ii) a person who has responsibility for, and control over, the condition of a property, the activities conducted on that property and the persons allowed to enter that property.

- c) **“Owner”** means,
- i) in the case of land, any person who is registered under the Land Titles Act as the owner of land, or
  - ii) in the case of property other than land, any person who is in lawful possession thereof.
- d) **“Peace Officer”** means a Bylaw Enforcement Officer, Special Constable, RCMP Officer, and Protective Service Officer.
- e) **“Person”** includes any individual, corporation, society, association, partnership or firm and the successor or the heir, executor, administrators or other legal representative of a person.
- f) **“Sidewalk”** means
- i) that part of a highway especially adapted to the use of or ordinarily used by pedestrians and includes that part of the highway between the curb line, or edge of the roadway, and the adjacent property line, whether or not paved or improved, or
  - ii) a recreational trail or walkway designated by Council as a sidewalk.
- g) **“Specified Penalty”** means a penalty specified by this bylaw for a contravention of a provision of this bylaw which an amount may be paid by a person to whom a summons or violation ticket was issued.
- h) **“Violation Ticket”** means a ticket wherein the person alleged to have committed a breach of a provision of this bylaw is given an opportunity to pay a voluntary penalty for the alleged offence.

## **PART 2**      **Sidewalk Clearing**

3. Every occupant, and in case there is no occupant, then the owner of every house, shop, building, lot, parcel of land or other property and every person having charge or care of any public building abutting on a sidewalk in the Municipality, except as listed in Schedule "A" forming part of this bylaw, shall remove or cause to be removed and cleared away, snow, ice, dirt, debris or other materials from any sidewalk adjoining the property owned or occupied by them, such removal to be completed within forty-eight (48) hours of the time of commencement of the snow, ice, dirt or other obstruction was deposited thereon.
4. No person shall allow water to drain or drip from any portion of a building upon a sidewalk unless the person can prevent the formation ice on the sidewalk.
5. No person shall remove snow or ice from a sidewalk by causing it to be placed upon the roadway adjacent to such sidewalk except to the extent that removal of the snow and ice to private property is impractical.
6. No person shall cause any damage to any sidewalk by striking, picking or cutting the same with any shovel, pick, crowbar or other metal instrument whether such person be engaged in removing snow, ice or dirt from such sidewalk or not.
7. In default of any person complying with Section 3 or Section 5 of this bylaw, the Municipality may provide for the clearing of the sidewalk and any expenses incurred by the Municipality in so doing shall be charged against the owner or occupant of the property adjacent to the sidewalk as a debt due and owing to the Municipality.

## **PART 3**      **Exemptions**

8. Every occupant, and in case there is no occupant, then the owner of every house, shop, building, lot, parcel of land or other property and every person having charge or care of any public building abutting on a sidewalk in the Municipality, shall be exempted from Part 2 Section 3, when the sidewalk is listed in Schedule "A" attached and forming part of this bylaw.

**PART 4**      **Summary Convictions**

9. Every person who contravenes, disobeys, refuses or neglects to obey any section of this bylaw is guilty of an offence and shall forfeit and pay a penalty as set out in Schedule "B" attached and forming part of this bylaw or on summary conviction to a fine not exceeding Two Thousand (\$2,000.00) Dollars and/or imprisonment for not exceeding ninety (90) days.
10. Where any provisions of this Bylaw in Schedule "B" provides for a minimum fine to be made for contravention of this Bylaw, the court entering the conviction of the offence, shall not levy a lesser fine than set out in the provision.
11. A Peace Officer may commence a summons or offence notice in the form of a violation ticket or long information for any contravention of this Bylaw. A Peace Officer may serve upon such a person a violation ticket allowing payment of a specified penalty in the amount prescribed in Schedule "B" in lieu of prosecution for the offence.
12. Nothing in Part 4 shall:
  - a) Prevent any person from defending a charge of committing a breach of this Bylaw; or
  - b) Prevent any Peace Officer from laying an information and a complaint against any other person for a breach of any of the provisions of this Bylaw.
13. Where a Violation Ticket is issued, it shall be issued in accordance with the Provincial Offences Procedure Act.
14. No action shall be taken against any person acting under the authority of this Bylaw for unintentional damages to private property as a result of the clearing of a sidewalk.
15. It is the intention of the Council of the Municipality that each provision of this Bylaw shall be deemed independent of all other provisions and it is further the intention of the Council of the Municipality that if any provision of this Bylaw be declared invalid, all the other provisions shall remain valid and enforceable.

**PART 5**      **Effective Date of Bylaw**

16. This bylaw shall come into effect on April 1<sup>st</sup>, 2005.

First Reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barb Spurgeon, Executive Assistant

Second Reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barb Spurgeon, Executive Assistant

Third Reading and Assent given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barb Spurgeon, Executive Assistant

DRAFT



**BY-LAW 482/05**  
**Schedule "A"**  
**Sidewalk Clearing Bylaw**  
**Schedule of Exempted Sidewalks**

List of sidewalks for which the adjacent property owner is exempt from responsibility:

**La Crete**

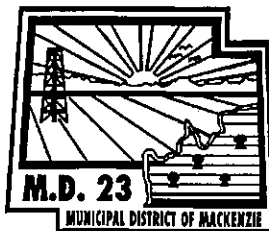
- Sidewalk on north side of 94<sup>th</sup> avenue not abutting the school property.
- Sidewalk on west side of 106<sup>th</sup> street, between 94<sup>th</sup> and 98<sup>th</sup> avenue.
- Sidewalk on south side of 99<sup>th</sup> avenue, between 102<sup>nd</sup> and 104<sup>th</sup> street abutting the recreation centre.
- Sidewalk behind residences along 101<sup>st</sup> and 102<sup>nd</sup> street, between 94<sup>th</sup> and 91<sup>st</sup> avenue.

DRAFT

**BY-LAW 482/05  
Schedule "B"  
Sidewalk Clearing Bylaw  
Schedule of Fines**

**Specified Penalties**

1. Part 2 Section 3
  - a) Failure to remove snow, ice or debris from sidewalk within 48 hours \$ 50.00
  
2. Part 2 Section 4
  - a) Allow water to drip or drain onto sidewalk without preventing the formation of ice \$ 50.00
  
3. Part 2 Section 5
  - a) Placing snow, ice or debris from sidewalk onto roadway \$ 50.00
  
4. Part 2 Section 6
  - a) Damaging sidewalk with instrument \$ 250.00



## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	Regular Council Meeting
<b>Meeting Date:</b>	January 25, 2005
<b>Presented By:</b>	Paul Driedger, Acting Director of Operational Services
<b>Title:</b>	2005 Engineering Services
<b>Agenda Item No:</b>	9 b)

#### **BACKGROUND / PROPOSAL:**

At the January 11, 2005 Council meeting, the 2005 Engineering Services RFD was tabled pending a presentation to Council on their engineering services by GPEC and EXH.

Policy PW027 – Supply of Engineering Services states that GPEC Consulting Ltd. and EXH Engineering Services Ltd. will be the preferred engineers until budget 2005 is approved by Council. At that time the policy was to be reviewed. This was overlooked during budget deliberations.

#### **DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:**

The three options are to:

1. Amend the policy to extend the existing engineering services agreement by one year.
2. Amend the policy to extend the existing engineering services agreement by three years.
3. Request proposals from various firms for new three year contracts.

The advantage to extending the servicing agreements for three years is that GPEC and EXH have worked on projects with the MD under the agreement for four years, from 2001 to 2004 and are familiar with the projects. Changing engineering firms at this point would delay the completion of a number of the capital projects by several months. The proposed extension to the contracts is reflected in the revised policy PW027 attached.



Administration has found the relationship with GPEC and EXH as satisfactory and has no objection with the extension of these engineering services agreements for three years.

**COSTS / SOURCE OF FUNDING:**

Included in 2005-2007 operating and capital budgets.

**RECOMMENDED ACTION:**

That Policy PW027 – Supply of Engineering Services be adopted as amended.

Author: M. Krahn	Reviewed: 	C.A.O.: 
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## Municipal District of Mackenzie No. 23

<b>Title</b>	<b>Supply of Engineering Services</b>	<b>Policy No.</b>	<b>PW027</b>
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<b>Legislation Reference</b>	<b>Municipal Government Act, Section 18</b>
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<p><b>Purpose:</b></p> <p>To provide guidelines for the provision of engineering services for various projects within the Municipal District of Mackenzie No. 23</p>
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### **Policy Statement and Guidelines**

Council for the Municipal District of Mackenzie recognizes that a process should be in place to provide guidelines when acquiring engineering services within the municipality. Council has determined that the supply of these services will be separated into two distinct areas, hamlet and non-hamlet.

In keeping with past decisions and discussions the guidelines will be established as follows:

- a) In hamlet areas GPEC Consulting Ltd. is the preferred firm until Budget 2005 ~~2008~~ is approved by Council.
- b) In non-hamlet areas EXH Engineering Services Ltd. is the preferred firm until Budget 2005 ~~2008~~ is approved by Council.
- c) Projects with an estimated value of more than \$500,000 will be treated individually. The information will be taken to Council for a decision.
- d) The appointment of the two firms listed in sections a) and b) shall be valid until budget 2005 ~~2008~~ is presented and approved. As part of that budget process a selection process will be undertaken to select a firm, or firms, for a further three year period for the hamlet and non-hamlet areas.
- e) The appointment of the two engineering firms will be reviewed annually during the budget process.

	Date	Resolution Number
<b>Approved</b>	<b>March 19, 2002</b>	<b>02-219</b>
<b>Amended</b>	<b>April 6, 2004</b>	<b>04-237</b>
<b>Amended</b>		

**EXH** Engineering  
Services  
Ltd.

JASON,  
for your  
Action,  
Mike

**EDMONTON**  
9335 - 47 Street  
Edmonton, Alberta T6B 2R7  
Telephone: (780) 440-4929  
Fax: (780) 440-4959  
Email: edmonton@exheng.com

December 21, 2004

Municipal District of Mackenzie No. 23  
P.O. Box 1690  
La Crete, AB T0H 2H0

Attention: Mr. Michel Savard, RET, R.P.T. (Eng)  
Director of Operational Services

**RE: Extension to Engineering Services Agreement  
EXH Engineering Services Ltd.**

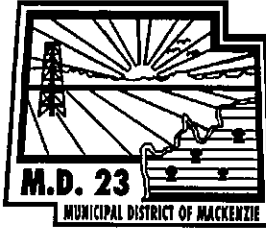
Further to our recent meeting and subsequent discussions, please consider this as a formal request to extend our existing Engineering Services Agreement for an additional two years, to December 31, 2006.

EXH has an extensive presence and commitment to Northwestern Alberta, however to assist us in determining staffing requirements that are appropriate for our continued commitments, we need to identify those responsibilities. This then allows us to offer permanence to prospective staff that we relocate into the area, thereby providing stability to our level of service to our clients.

The MD of Mackenzie is one of our main clients in this area of Alberta and it is for this reason that we have chosen to locate an Area Office in La Crete. During the past year we have assisted the MD with many significant projects that are of important to the ratepayers. A few examples include;

- o 94<sup>th</sup> Avenue from 100street to SH 697
- o Rosenberger drainage improvements,
- o High Level East drainage improvements
- o Reconstruction of Highway 88 north of Fort Vermilion
- o Base paving of 16km of Hwy 88 south towards the La Crete connector

In addition, EXH assisted with ongoing duties such as gravel exploration and inventories, bridge inspections and repairs, and ongoing assistance and professional advice to administration staff on a



## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	<b>Regular Council Meeting</b>
<b>Meeting Date:</b>	<b>January 25, 2005</b>
<b>Presented By:</b>	<b>Paul Driedger, Acting Director of Operational Services</b>
<b>Title:</b>	<b>2005 Fuel and Lubricants Tender</b>
<b>Agenda Item No:</b>	9 c)

#### BACKGROUND / PROPOSAL:

The tender for the 2005 Fuel and Lubricants contract closed on December 17, 2004. Three (3) tenders were received.

Subsection 3-2 of Policy ADM004 – Tendering and Contract Award policy reads as follows:

3. d) “A summary of bids valued over \$250,000 will be brought to Council for information.”

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

Following is a summary of the tenders received:

<b>Contractor</b>	<b>Tender</b>
Neufeld Petroleum	\$361,256.00
La Crete Co-op	\$367,212.00
United Farmers of Alberta	\$377,957.21

Council requested that Administration take into consideration the AAMD&C Fuel Supply Contract Program for the 2005 Fuel and Lubricants contract. Administration researched the program but had at the time of request already tendered out the contract. According to the Law of Tendering, once a tender is sent out to the public, the contract must be awarded to the lowest compliant bid. Employees administering the AAMD&C program also indicated that the award of the contract to Neufeld Petroleum would lead to a higher cost savings than they were able to offer. Subsequently, the contract has been awarded to Neufeld Petroleum. Administration

will, for the 2006 Fuel and Lubricants contract, research all possibilities and cost savings of the program offered by AAMD&C and take into consideration this program for the 2006 fuel and lubricants supply.

**COSTS / SOURCE OF FUNDING:**

The Fuel and Lubricants are already budgeted for in the 2005 Operating Budget under code 521 – Fuel and Oil.

**RECOMMENDED ACTION:**

That the 2005 Fuel and Lubricants contract update be received for information.

Author: M.Krahn

Reviewed:



C.A.O.:





## Municipal District of Mackenzie No. 23

Title	TENDERING AND CONTRACT AWARD POLICY	Policy No.	ADM004
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Legislation Reference	Municipal Government Act, Section 5 (b)
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### Purpose:

To establish a policy for the tendering for the supply of goods and services and the subsequent opening and award of contracts. Council recognizes that it is in the best interest of the region to encourage local supply of required goods and services and is therefore committed to purchasing, where permitted, from residents of the M.D. where costs and quality are competitive and comparable.

### Policy Statement and Guidelines

The Municipal District of Mackenzie recognizes the need to provide a policy on the tendering of contracts, invitation to tender, quotations, and request for proposals (hereinafter collectively referred to as "Tenders" or "Tender").

### Definitions:

For the purpose of this policy the following definition shall apply:

**Resident** shall mean anyone who owns and operates a business within the boundaries of the Municipal District of Mackenzie.

**Heavy Equipment** shall be equipment commonly found and referred to in the Alberta Roadbuilders Heavy Construction Association publication "Equipment Rental Rates Guide and Membership Roster".

### Tendering of Contracts

#### 1. Advertising of Tenders and Submission of Bids

- a) Tenders shall be advertised for a minimum period of two (2) weeks locally, and nationally, if required. If nation wide advertising is required, the MERX national electronic tendering system will be used. This service is available through the Alberta Association of Municipal Districts and Counties. Some exclusions apply, so Directors must refer to the agreement for further details.
- b) Bids shall be accompanied with the appropriate bid security, unless this requirement has been waived by the CAO prior to the advertising of the

Tender. Bids submitted in response to a Tender, must be submitted to the Chief Administrative Officer or designate.

- c) When a Tender is not advertised, the Tender shall be sent to a minimum of two companies to be selected and approved by Administration.

## 2. Opening of Bids

- a) Bids shall be opened in public by the Chief Administrative Officer or designate.
- b) Bids shall not be received past the Closing Time on the Tender Closing Date. Those received after the Closing Time shall be returned unopened accompanied with a letter stating the reason for return.

## 3. Awarding of Contracts

- a) Prior to awarding of the contract, all security, insurance and Worker Compensation Board requirements as required at the Closing Time of the Tender, shall be in place.
- b) Prior to the award of the contract, all unit prices shall be verified and the total dollar amount verified for correctness.
- c) Contracts shall be awarded by the Chief Administrative Officer or designate up to the budgeted amount.
- d) A summary of bids valued over \$250,000 will be brought to Council for information.
- e) The award of the contract shall be approved by Council in the following instances:
  - i. the total dollar value of the lowest compliant bid is in excess of the budgeted amount
  - ii. the total dollar value of the lowest compliant bid is over \$500,000.
- c) When purchasing Heavy Equipment or Vehicles, the contract may not necessarily be awarded to the lowest compliant bidder. In these instances, a matrix will be used to determine the best "option" for the Municipal District of Mackenzie. The matrix will include the following weight factors based on a scale of 100 points:
  - Reliability 15
  - Warranties 10

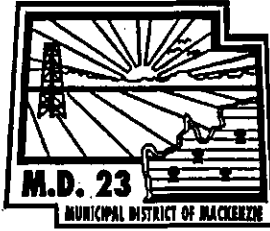
- Service 10
- Purchase price 25
- Standard options 10
- Trade-in values 10
- References 5
- Operator friendly 5
- Safety features 5
- Guaranteed buy-back values 5

Notice of the Decision Matrix and the Point System that the bids will be evaluated by will be set out in the Tender package prior to tendering for the purchase of Heavy Equipment or Vehicles. Council will be advised when a matrix is used to determine the successful bid.

#### **Invitation to Tender, Quotations, and Request for Proposals**

4. a) No information regarding bids or bidders will be released to the public until a tender has been closed. A summary of results of tenders, bids or proposals will be public information. Details of a specific tender, bid or proposal are not routinely disclosed in accordance with the Freedom of Information and Protection of Privacy Act.

	<b>Date</b>	<b>Resolution Number</b>
<b>Approved</b>	<b>Nov 10/98</b>	<b>98-341</b>
<b>Amended</b>	<b>June 6/01</b>	<b>01-318</b>
<b>Amended</b>	<b>June 18/02</b>	<b>02-468</b>
<b>Amended</b>	<b>March 9/04</b>	<b>04-143</b>
<b>Amended</b>	<b>July 13/04</b>	<b>04-547</b>



## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	Regular Council Meeting
<b>Meeting Date:</b>	January 25, 2005
<b>Presented By:</b>	Paul Driedger, Acting Director of Operational Services
<b>Title:</b>	Road Improvements – 45 <sup>th</sup> Street in Fort Vermilion
<b>Agenda Item No:</b>	9 d)

#### **BACKGROUND / PROPOSAL:**

At the December 7, 2004 Special Council Meeting, administration was directed to explore options for road improvements on 45<sup>th</sup> Street Fort Vermilion due to safety concerns. At that meeting the 2005 operating and capital budgets were approved with the following three road improvement projects in Fort Vermilion; 50<sup>th</sup> Street overlay from River Road to the Public School, River Road overlay from 41<sup>st</sup> Street to the east end of the asphalt, and sidewalk on River Road from the Catholic Church to 45<sup>th</sup> Street, and on 45<sup>th</sup> Street from River Road to 50<sup>th</sup> Ave.

#### **DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:**

GPEC has provided the Municipal District with estimated costs for two options that are as follows:

##### **Option 1 – Rural Section with Separate Sidewalk**

The road treatment consists of a rural section (8 meter top) with an overlay from River Road to the intersection at 46<sup>th</sup> Ave. It is proposed that 1.22 meter separate sidewalk could be constructed on 46<sup>th</sup> Ave. from 47<sup>th</sup> Street to 45<sup>th</sup> Street, on 45<sup>th</sup> Street from 46<sup>th</sup> Ave to River Road, and on River Road from 45<sup>th</sup> Street to intersect with the existing sidewalk ending at the Catholic Church. The estimated cost for this work is \$595,000 plus GST (see attached plan and estimate).

## **Option 2 – Urban Section with Mono Gutter/Sidewalk on One Side and Storm Sewer**

This option involves digging up of the existing road and installation of storm sewers at the north end of 45<sup>th</sup> Street from 52<sup>nd</sup> Avenue to River Road, installation of urban section (9 meter top) with mono gutter/sidewalk on 45<sup>th</sup> Street from River Road to 46<sup>th</sup> Ave, and separate sidewalk on River Road from 45<sup>th</sup> Street to intersect with existing sidewalk at the Catholic Church. Sidewalk on 46<sup>th</sup> Ave would not be built in 2005 and would have to be budgeted for in 2006 as per the ten year plan. The estimated cost of this option is \$1,090,000 plus GST (see attached plan and estimate).

### **COSTS / SOURCE OF FUNDING:**

For either of these options to proceed in 2005 the capital budget would have to be amended. The 50<sup>th</sup> Street overlay project is considered by administration and GPEC to be of paramount importance. Administration believes that due to the declining condition of this road the project must proceed in 2005.



The structure of River Road is holding therefore the overlay could be deferred to future years. If either option were accepted than the sidewalk on 45<sup>th</sup> Street and River Road would be constructed in any case. The total budget for these two projects is \$608,000, if these projects were deferred to future years than the funds could be used for the 45<sup>th</sup> Street project in 2005. If council prefers option 2 than it will be necessary to identify additional sources of funding in the amount of \$482,000.

The Frontage Policy FIN018 would be applied to this project with a local improvement charge of \$100,200 (estimated for option 1) and \$116,400 (estimated for option 2) to be paid by the adjacent ratepayers.

### **RECOMMENDED ACTION:**

That for the Fort Vermilion Street Improvement the 2005 capital budget be amended as follows:

Project	Project Cost	Grant	Approved From Roads Reserve		Proposed Amendment	
			2005	2006	2005	2006
FV River Road overlay from 41 <sup>st</sup> Street to the east end	470,000		470,000		Move to 2006	470,000
FV 50 <sup>th</sup> Street overlay from River Road to the Public School	280,000	52,000	227,740		227,740	
FV Sidewalk on River Road from the Catholic Church to 45 <sup>th</sup> Street and on 45 <sup>th</sup> Street from River Road to 50 <sup>th</sup> Ave.	138,000		138,000		To be combined with FV 45 <sup>th</sup> Street/sidewalk Improvements	
FV Sidewalk on 46 <sup>th</sup> Ave. from 47 <sup>th</sup> Street to 45 <sup>th</sup> Street	140,000			140,000	To be combined with FV 45 <sup>th</sup> Street/sidewalk Improvements	
FV 45 <sup>th</sup> Street/sidewalk Improvements	595,000				595,000	
<b>Total</b>	<b>1,568,000</b>	<b>52,000</b>	<b>835,740</b>	<b>140,000</b>	<b>822,740</b>	<b>470,000</b>

Author: S.Rozee    Operational Services    Reviewed:  P. Driedger    C.A.O.: 



# consulting ltd.

Municipal, Transportation & Industrial Engineering,  
Land, Buildings & Golf Course Developments

January 10, 2005  
File No. 5353-047-01-40

Fax # (780) 927-4266  
Municipal District of Mackenzie #23  
P.O. Box 640  
FORT VERMILION, AB  
T0H 1N0

ATTN: Steve Rozee, Project Services

Dear Sir:

**RE: Hamlet of Fort Vermilion  
Road Improvements - 2005**

Further to your request, attached please find the cost estimates for the road improvements on 45 Street and a drawing showing the location. The cost estimates were prepared for both rural and urban sections. We have also enclosed the cost estimates for the sidewalks on 46 Avenue.

If you should require further information or discussion regarding the enclosed, please contact the undersigned @ (780) 624-5631.

Yours truly,  
G.P.E.C. CONSULTING LTD.

D.L. Schuler, C.E.T.  
Branch Manager  
Peace River, AB

DLS/wmb  
Enclosure

GRANDE PRAIRIE  
1202, 10712 - 100 Street T8V 3X8  
Phone (780) 532-3450  
Fax (780) 539-0887  
EM:office@gpec-consulting.com

PEACE RIVER  
#3, 8909 - 96 Street T8S 1G8  
Phone (780) 624-5631  
Fax (780) 624-3732  
EM:gpecpr6@telusplanet.net

EDMONTON  
Suite 100, 9808 - 42 Avenue T6E 5V5  
Phone (780) 463-3950  
Fax (780) 463-0177  
EM:gpec@inturbaun.com

CAMROSE  
5018 - 52 Street T4V 1V7  
Phone (780) 672-2468  
Fax (780) 672-9146  
EM:zblock@cable.lynx.net

January 18, 2005  
File No. 5353-047-01-40

MUNICIPAL DISTRICT OF MACKENZIE #23  
HAMLET OF FORT VERMILION  
ROAD IMPROVEMENTS - 2005

45 STREET FROM 46 AVENUE TO RIVER ROAD

Location	Separate Sidewalk (1.22 meter wide)	Rural Section (8 meter width)
On 46 Avenue West of 45 Street	\$75,000.00	N/A
46 to 50 Avenue	\$66,000.00	\$104,000.00
50 to 52 Avenue	\$44,000.00	\$68,000.00
52 Avenue to River Road	\$44,000.00	\$69,000.00
Street Lights & Utilities	\$20,000.00	N/A
On River Road West of 45 Street	\$105,000.00	N/A
<b>TOTAL</b>	<b>\$354,000.00</b>	<b>\$241,000.00</b>
<b>TOTAL ESTIMATED COST</b>	<b>\$595,000.00</b>	

*Note: G.S.T. is not included in the above estimates.*

G.P.E.C. CONSULTING LTD.



January 18, 2005  
File No. 5353-047-01-40

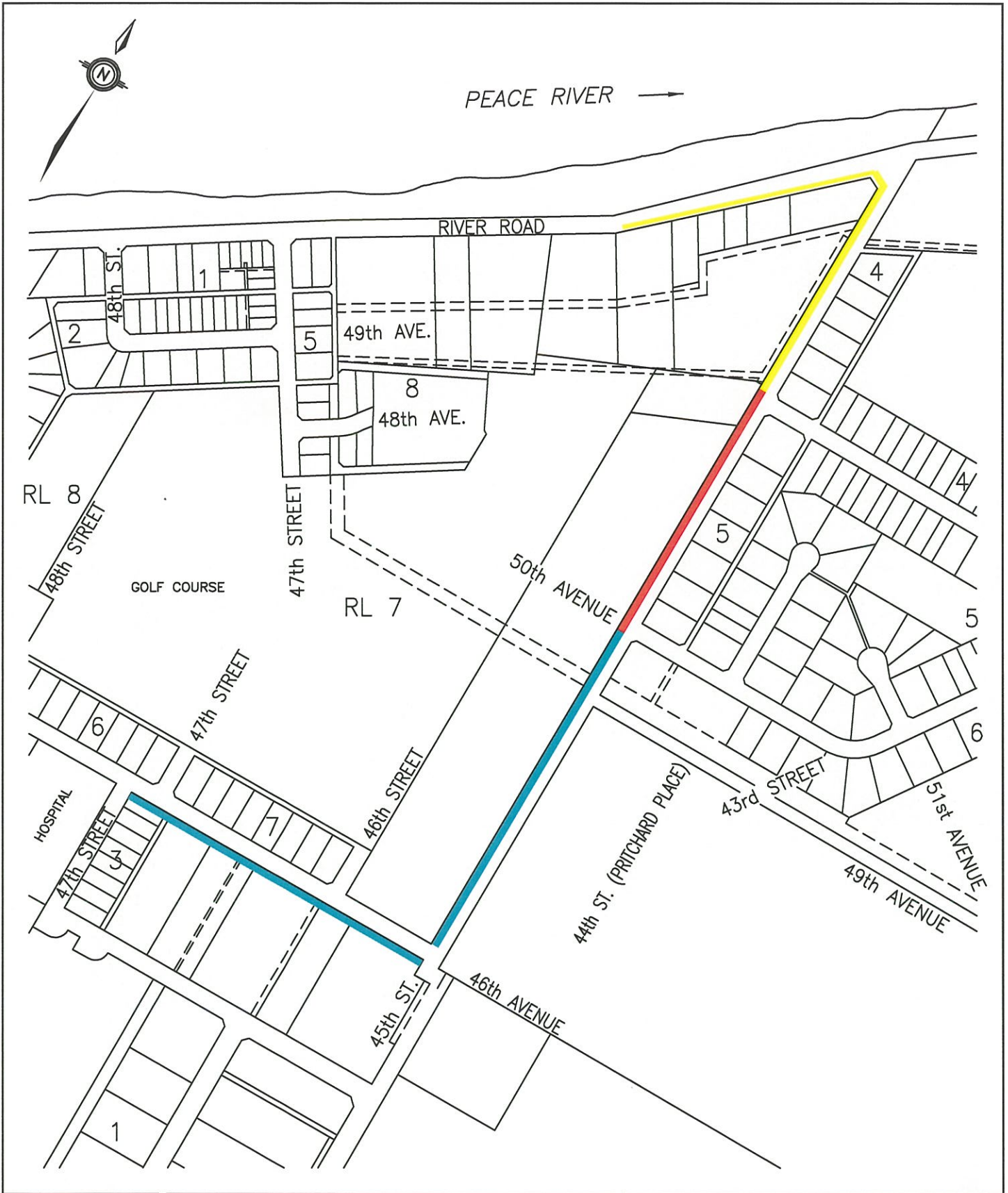
MUNICIPAL DISTRICT OF MACKENZIE #23  
HAMLET OF FORT VERMILION  
ROAD IMPROVEMENTS - 2005

45 STREET FROM 46 AVENUE TO RIVER ROAD

Location	Urban Section (9 meter width, mono sidewalk one side)	Storm Sewer
46 to 50 Avenue	\$355,000.00	N/A
50 to 52 Avenue	\$230,000.00	N/A
52 Avenue to River Road	\$250,000.00	\$130,000.00
On River Road West of 45 Street	\$105,000.00	N/A
Street Lights & Utilities	\$20,000.00	N/A
TOTAL	\$960,000.00	\$130,000.00
<b>TOTAL ESTIMATED COST</b>	<b>\$1,090,000.00</b>	


Note: G.S.T. is not included in the above estimates.

G.P.E.C. CONSULTING LTD.



Drawn By: K.L.S.  
 Design By: D.L.S.  
 Checked By: D.L.S.  
 Date: Jan. 10, 2005  
 Job No: 5353-048  
 Dwg.#: 5353048A  
 Scale- 1:6000

**M.D. OF MACKENZIE #23**  
 HAMLET OF FORT VERMILION  
 45th STREET


**consulting ltd.**  
THIS DRAWING IS THE PROPERTY OF GPEC CONSULTING LTD. AND MAY NOT BE REPRODUCED OR USED WITHOUT THE WRITTEN PERMISSION OF GPEC CONSULTING LTD.

PAGE 1 OF 1

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**From:** Bob Rundle [mailto:gpecbr@telus.net]  
**Sent:** Thursday, January 13, 2005 9:57 AM  
**To:** Steve Rozee (M.D. #23)  
**Subject:** Followup to Jan 10 fax re 45St estimates

As per our conversation yesterday, below is a breakout of the concrete works for 45St included in the 9.0m urban section cost estimates of Jan 10.

45St - 46Ave to 50Ave - \$121,000.00  
45St - 50Ave to 52Ave - \$78,000.00  
45St - 52Ave to River Road - \$84,000.00  
River Road - Church to 45 Ave \$105,000

Total - \$388,000 x 30% = \$116,400

Regards,

Bob Rundle, P.Eng  
Project Engineer  
GPEC Consulting Ltd.  
#3, 8909 - 96th St.  
Peace River, AB T8S 1G8  
Ph: 780-624-5631  
Fax: 780-624-3732  
Cell: 780-618-7580  
Email: [gpecbr@telus.net](mailto:gpecbr@telus.net)

## M.D. of Mackenzie No. 23 Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Paul Driedger, Acting Director of Operational Services
Title:	ATCO Electric Power Pole on road allowance Between SE21-108-13-5 & SW22-108-13-5
Agenda Item No:	9e)

### BACKGROUND / PROPOSAL:

During the January 11, 2005 Council meeting a concern was brought forward in regards to ATCO Electric installing power poles within the road allowance between SE 21-108-13-W5 and SW 22-108-13-W5.

### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

An investigation was conducted and found that approval was given to ATCO Electric for the installation of the power line as requested, being 8 meters on the road allowance, with a condition that "Any installations are moved, or removed, at the expense of ATCO Electric when so requested by Municipal District of Mackenzie".

It is not clear what documentation was referred to when the approval was given (work order # D10080). The map showing the location of the power line extension very clearly states that the line would be installed "0.61m ON ROAD". The cover page identifies the request for the power line to be constructed "...8 meters on this undeveloped road allowance...". The map received for the next section of the project (also work order # D10080) clearly states the line would be installed "10.06m ON ROAD". The cover page identifies the request for the power line to be constructed "...0.6m on road allowance...".

We have written to ATCO Electric requesting clarification regarding their discrepancies. We have also requested that ATCO Electric move the power pole closest to Hwy 88 to the east boundary of the road allowance due to safety concerns.

*Documentation attached.*

### COSTS / SOURCE OF FUNDING:

N/A

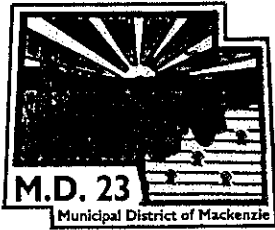
### RECOMMENDED ACTION:

Receive as information.

Author:

Reviewed:

C.A.O.:



Municipal District of Mackenzie No. 23  
P.O. Box 1690, La Crete, AB T0H 2H0  
Phone (780) 928-3983 Fax (780) 928-3636

**ORIGINAL**  
Follow by mail

January 20, 2005

Rod MacIntyre  
ATCO Electric  
7902-104 Avenue  
Peace River, AB T8S 1T9

**RE: Proposed Power Line Extensions  
Location SW 22-108-13-W5M  
Work Order D10080**

In addition to the letter sent January 17, 2005, we have conducted an investigation regarding the power line extensions that are situated approximately 8m within our road right-of-way between SE 21-108-13-W5M and SW 22-108-13-W5M. We have a couple of concerns with the location of the power line. The power pole closest to Highway 88 is a safety concern with traffic travelling northbound on the local road south of Highway 88, and a concern with access to the existing residence on SE 21-108-13-W5M.

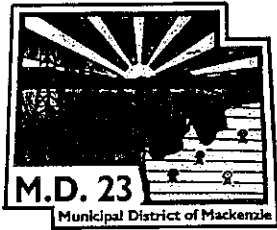
We are requesting that the power pole closest to Highway 88 (north side) be moved immediately to the east boundary of the road right-of-way (0.61m inside road right-of-way).

If you have any questions or concerns please contact the undersigned at (780) 928-3983.

Sincerely,

Paul Driedger  
Acting Director of Operations  
Municipal District of Mackenzie

/cf



Municipal District of Mackenzie No. 23  
P.O. Box 1690, La Crete, AB T0H 2H0  
Phone (780) 928-3983 Fax (780) 928-3636

**ORIGINAL**  
to follow by mail

January 17, 2005

Rod MacIntyre  
ATCO Electric  
7902-104 Avenue  
Peace River, AB T8S 1T9

**RE: Proposed Power Line Extensions  
Location SW 22-108-13-W5M  
Work Order D10080**

The Municipal District of Mackenzie has recently encountered discrepancies between maps and letters regarding proposed power line extensions. As per your letter and map dated December 6, 2004 the map indicates a discrepancy with the previous approved letter received December 5, 2004. The most recent map shows the power line extension to be 10.06m on the road right-of-way. The earlier received map has the power line extension to be situated 0.61m on the road right-of-way.

Also, your approved letter sent December 5, 2004; regarding the line extension on the westerly boundary of SW 22-108-13-W5M contradicts the map. The letter requests for the line to be 8m on the road right-of-way and the map indicates that the line will be situated 0.61m on the road right-of-way.

The Municipal District of Mackenzie requires clarification regarding these discrepancies. If you have any questions or concerns please contact the undersigned at (780) 928-3983.

Sincerely,

Connie Friesen  
Public Works Administrative Assistant  
Municipal District of Mackenzie

cc: Paul Driedger, Acting Director of Operations

# M.D. of Mackenzie No. 23

## Request For Decision

<b>Meeting:</b>	Regular Council Meeting
<b>Meeting Date:</b>	January 25, 2005
<b>Originated By:</b>	Paul Driedger, Director Planning, Emergency and Enforcement Services
<b>Title:</b>	Bylaw 481/05 – Land Use Bylaw Amendment Add “Repair Shop – Vehicle Repair and Maintenance” To Hamlet Commercial 2 “HC2” Add “Repair Shop – Commercial/Industrial Equipment” To Hamlet Industrial 1 “HI1”
<b>Agenda Item No:</b>	102)

### BACKGROUND / PROPOSAL:

When reviewing the Land Use Bylaw we noticed that we have not allowed for any repair shops in Hamlet Commercial District 2 zonings. We also noticed that we have not made any allowances for commercial and industrial equipment repair and maintenance.

### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

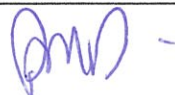
We are proposing that the following amendments be made to the Land Use Bylaw:

1. That Section 1.3 Definitions be amended to add:
  - a. “Repair Shop – Vehicle Repair and Maintenance” be amended by inserting “passenger” between “of” and “cars” so it would read:  
  
“**Repair Shop – Vehicle Repair and Maintenance**” means a shop primarily used for repair and maintenance of passenger cars and trucks.
  - b. “**Repair Shop – Commercial and Industrial Vehicle and Equipment**” means a shop primarily used for repair and maintenance of commercial and industrial vehicles and equipment.
2. That Section 7.11 Hamlet Commercial District 2 “HC2” A. Discretionary Uses be amended to include:
  - a. Repair Shop – Appliances

Author:



Reviewed:



C.A.O.:

- b. Repair Shop – Vehicle Repair and Maintenance
- 3. That Section 7.14 Hamlet Industrial District 1 “HI1” A. Discretionary Uses be amended to include:
  - a. Repair Shop – Commercial and Industrial Vehicle and Equipment

COSTS / SOURCE OF FUNDING:

N/A

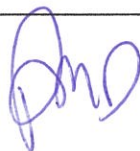
RECOMMENDED ACTION (by originator):

That first reading be given to Bylaw 481/05, being a Land Use Bylaw amendment to amend and add to section 1.3 Definitions and to add more uses to section 7.11 and 7.14.

Review:



Dept.



C.A.O.





**BYLAW NO. 481/05**

**BEING A BYLAW OF THE  
MUNICIPAL DISTRICT OF MACKENZIE NO. 23  
IN THE PROVINCE OF ALBERTA  
TO AMEND THE  
MUNICIPAL DISTRICT OF MACKENZIE NO. 23 LAND USE BYLAW**

**WHEREAS**, the Municipal District of Mackenzie No. 23 has adopted the Municipal District of Mackenzie No. 23 Land Use Bylaw, and

**WHEREAS**, the Council of the Municipal District of Mackenzie No. 23, in the Province of Alberta, has deemed it desirable to amend the Municipal District of Mackenzie No. 23 Land Use Bylaw to amend the definitions of Repair Shop in section 1.3 and add uses to sections 7.11.A and section 7.14.A, within the Municipal District of Mackenzie No. 23.

**NOW THEREFORE**, THE COUNCIL OF THE MUNICIPAL DISTRICT OF MACKENZIE NO. 23, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:

1. That the following definition replace "Repair Shop – Vehicle Repair and Maintenance in Section 1.3 Definitions:

**"REPAIR SHOP – VEHICLE REPAIR AND MAINTENANCE"** means a shop primarily used for repair and maintenance of passenger cars and trucks.

**"REPAIR SHOP – COMMERCIAL AND INDUSTRIAL VEHICLE AND EQUIPMENT"** means a shop primarily used for repair and maintenance of commercial and industrial vehicles and equipment.

2. That Section 7.11 Hamlet Commercial District 2 "HC2" A. Discretionary Uses be amended to include:

Repair Shop – Appliances  
Repair Shop – Vehicle Repair and Maintenance

3. That Section 7.14 Hamlet Industrial District 1 "HI1" A. Discretionary Uses be amended to include:

Repair Shop – Commercial and Industrial Vehicle and Equipment

MD of Mackenzie  
Bylaw 481/05

First reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

Second reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

Third reading given on the \_\_\_\_\_ day of \_\_\_\_\_, 2005.

\_\_\_\_\_  
Bill Neufeld, Reeve

\_\_\_\_\_  
Barbara Spurgeon, Executive Assistant

## M.D. of Mackenzie No. 23 Request For Decision

<b>Meeting:</b>	<b>Regular Council Meeting</b>
<b>Meeting Date:</b>	<b>January 25, 2005</b>
<b>Originated By:</b>	<b>Paul Driedger, Director Planning, Emergency and Enforcement Services</b>
<b>Title:</b>	<b>Business Licenses</b>
<b>Agenda Item No:</b>	10b)

### BACKGROUND / PROPOSAL:

The MD of Mackenzie does not currently issue business licenses. Rather, an approved development permit serves as a business license as well. We have received numerous requests over the years to start issuing business licenses.

### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

The fact that we don't issue business licenses is very confusing for local businesses and provincial departments. We get calls from local businesses, especially when they are in the process of starting up their business, asking for a business license because provincial departments require them to have a municipal business license. They don't understand when we explain to them, and the province, that the approved development permit doubles as a business license. Businesses want to be able to put a license up on their wall indicating that they are legitimate and some have even gone to the extent of putting their development approval on the wall.

We don't want to use the business license as revenue for the MD, rather that a business is automatically issued a business license upon approval of their development permit. This would be beneficial for tracking businesses in our system as well.

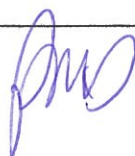
### COSTS / SOURCE OF FUNDING:

N/A

Author:



Reviewed:



C.A.O.:

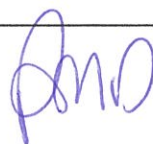
RECOMMENDED ACTION (by originator):

That a business license be issued to each business within the MD of Mackenzie upon approval of a business development permit. Further, that all businesses currently operating within the MD of Mackenzie with an approved development permit, be issued a business license.

Review:

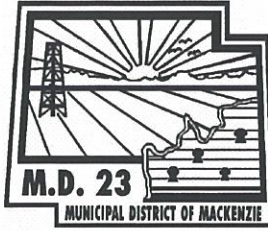


Dept.



C.A.O.





## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	Regular Council
<b>Meeting Date:</b>	January 25, 2005
<b>Presented By:</b>	Paul Driedger Director of Planning, Emergency & Enforcement Services
<b>Title:</b>	Ambulance Services Task Force Municipal Capital Assets
<b>Agenda Item No:</b>	10c)

#### BACKGROUND / PROPOSAL:

The Ambulance Service Task Force RFD was brought to Council at the October 13, 2004 meeting and was tabled by Councilor Newman until April 1, 2005 (motion 04-379). Following the Reeve's and C.A.O.'s meeting in Valleyview on Friday January 14, 2005, Reeve Neufeld requested that the Ambulance Services Task Force RFD pertaining to capital assets be brought back to the table at this Council meeting for discussion.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

##### *Municipal Capital assets*

###### Fort Vermilion

- Ambulance facility on municipal property to house ambulances and staff for private operator.
  - \$1000 monthly lease fee.

###### La Crete

- Ambulance facility on municipal property to house ambulances and ambulance office for not-for-profit society.
- Two ambulances.
  - No fee being charged.

###### Zama

Author:

Reviewed:

C.A.O.:



- Firehall bay for housing ambulance for private operator.
  - No fee being charged.

**Options**

Option 1

Fort Vermilion

Continue leasing the facility to the private operator on a monthly fee.

La Crete

The Task Force is recommending that the capital assets being utilized by the La Crete Ambulance Society be sold to the La Crete Ambulance Society for One Dollar (\$1.00) being the property, facility and ambulances with the Municipal District of Mackenzie having the first right of refusal for the same amount.

This would be similar to Council's approval to transfer the "handi-bus" to Mackenzie Management Housing Board as they were the main user of the vehicle.

Zama

Continue providing the firehall bay until such time as the Health Authority provides a facility for housing the ambulance (no later than September, 2005). We should consider charging a monthly fee for the space.

Would only make sense that a facility be constructed at the Health Centre for housing the ambulance.

Option 2

Fort Vermilion

Sell the facility to the emergency medical service provider or health authority effective April 01, 2005.

La Crete

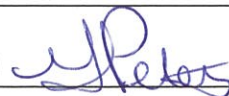

Sell the property, facility and ambulances to the emergency medical services provider effective April 01, 2005.

Zama

Request the emergency medical services provider find an alternate facility for housing their ambulance effective April 01, 2005.

**COSTS / SOURCE OF FUNDING:**

N/A

Author: 	Reviewed: 	C.A.O.:
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**RECOMMENDED ACTION:**

MOTION

Option 1

Fort Vermilion

Continue leasing the facility to the private operator on a monthly fee.

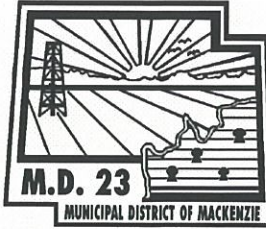
La Crete

The Task Force is recommending that the capital assets being utilized by the La Crete Ambulance Society be sold to the La Crete Ambulance Society for One Dollar (\$1.00) being the property, facility and ambulances with the Municipal District of Mackenzie having the first right of refusal for the same amount.

Zama

Continue providing the firehall bay until such time as the Health Authority provides a facility for housing the ambulance (no later than September, 2005). We should consider charging a monthly fee for the space.

Author: 	Reviewed: 	C.A.O.:
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## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	Regular Council
<b>Meeting Date:</b>	January 25, 2005
<b>Presented By:</b>	Paul Driedger Director of Planning, Emergency & Enforcement Services
<b>Title:</b>	Reeve's & C.A.O.'s Meeting January 14, 2005 in Valleyview
<b>Agenda Item No:</b>	10 d)

#### BACKGROUND / PROPOSAL:

On Friday, January 14, 2005, a Reeve's and C.A.O.'s meeting was held in Valleyview at the Memorial Hall to discuss any issues that Reeve's or C.A.O.'s might have.

Attached also find a communication summary from the Ground Ambulance Transfer Advisory Committee received from AAMD&C.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

The County of Grande Prairie presented the McDermid Report (attached) as well as a letter to AAMD&C regarding the separation distance and cost recovery of the CFO (attached).




The Northern Sunrise County presented the MGB (attached) which included AEUB records.

#### COSTS / SOURCE OF FUNDING:

N/A

#### RECOMMENDED ACTION:

That this be received as information.

Author: 	Reviewed: 	C.A.O.: 
---	---	---



**DRAFT AGENDA**  
**REEVE'S & C.A.O.'S MEETING**  
**Valleyview Memorial Hall**  
**10:00 a.m., Friday, January 14, 2005**

- # 1 CALL TO ORDER / WELCOMING ADDRESS
- # 2 INTRODUCTIONS
- # 3 VICE PRESIDENT'S REPORT:
  - 3.1 Ground Ambulance
  - 3.2 AB TRAFFIC SAFETY
- # 4 DIRECTOR'S UPDATE:
  - 4.1 Executive Structure Review
- # 5 M.D. OF BIG LAKES:
  - 5.1 Update on New Minister / Deputy Minister
  - 5.2 Appointment to Rural Forum of F.C.M.
  - 5.3 Budget for Rural Forum of F.C.M.
- #6 M.D. OF PEACE:
  - 6.1 Canfor mill closure relating to highway traffic concerns
  - 6.2 Regional cooperation/how decisions of individual municipalities affect others
- # 7 M.D. OF FAIRVIEW
  - 7.1 Wildlife feces in grain and possible government programs
- # 8 COUNTY OF GRANDE PRAIRIE:
  - 8.1 Special Constable Handbook
  - 8.2 McDermid Report
  - 8.3 C.F.O. separation distance / cost recovery
  - 8.4 N.R.C.B. Discussion Paper
- # 9 M.D. MACKENZIE:
  - 9.1 Policing formula for R.C.M.P.
- # 10 NORTHERN SUNRISE COUNTY:
  - 10.1 M.G.B.
- # ~~10~~  
13 ZONE 4 MEETING (February 25, 2005):
  - 10.1 Location = Clairmont, German Canadian Club Hall
  - 10.2 Sponsoring Municipality = ??
- # 14 Adjournment
- # 11 SCHOOL SPEED ZONES
- # 12 PREDA - New Pro Punt

**Communication Summary**  
**Ground Ambulance Transfer Advisory Committee**  
**December 06, 2004**

**1. GATAC Meetings – October 04 and December 06, 2004**

The Ground Ambulance Transfer Advisory Committee met for the second time on December 06, 2004. Membership includes representatives from the HBA, AUMA, AAMD&C, AMA and AHW.

**2. Capital Asset Working Group Report - December 01, 2004**

Alberta Health and Wellness (AHW) have not made a decision yet if they will reimburse municipalities for the value of ground ambulance capital assets or not when the governance of ground ambulance services is transferred to the health regions on April 01, 2005.

The value of the ground ambulance capital assets continues to be of interest to municipalities and health regions. As a result, the Ground Ambulance Transfer Advisory Committee (GATAC) formed a Capital Asset Working Group (CAWG) at their last meeting and requested it to prepare an estimate of the fair market book value of owned, leased and contracted capital assets that are used exclusively for the delivery of ground ambulance services in Alberta. The Working Group discussed their report with the Advisory Committee on December 6.

CAWG defined ground ambulance capital assets as including: ground ambulance vehicles, ground ambulance capital equipment with a purchase price exceeding \$5000.00, and municipally-owned land and buildings that are fully dedicated to ground ambulance service.

GATAC members reached the following consensus and agreements on ground ambulance capital assets:

- That the valuation of licensed ground ambulance vehicles should include: a) municipally-owned and leased vehicles and b) privately-owned and leased vehicles. It was agreed that the valuation should not include RHA-owned and leased vehicles.
- That GATAC will support the concept of AHW establishing a provincially-administered Ground Ambulance Capital Asset Reimbursement Fund. Recommendations by GATAC related to the amount of the fund and the Terms of Reference governing it will be considered at a later date.
- That the CAWG will draft a list of lands and buildings that are 100% dedicated to ground ambulance services in Alberta. Market evaluations of lands and buildings will not be completed at this time.

### **3. Human Resources**

It was agreed that it would be appropriate to ask municipalities to communicate and consult with RHAs on all ground ambulance operating decisions that may impact the RHAs when they assume governance and funding responsibilities on April 01, 2005. This communication should include discussions between municipalities and ground ambulance unions. AUMA and AAMD&C will initiate the request to municipalities for their voluntary consultation with the RHAs.

### **4. Financial Plan**

RHAs have submitted their 2005/06 ground ambulance operating budget requests to AHW. AHW is currently reviewing the proposals and will consult with RHAs to assure that standard operating budget assumptions are used in a common manner by all regions. GATAC has offered to assist AHW and the RHAs in the analysis of operating budgets, but this offer has not been accepted to date.

### **5. Level of Service**

AHW confirmed that they expect the RHAs to maintain the current levels and standards of ground ambulance services in all communities when they assume governance and funding responsibilities on April 01, 2005. These standards of service include:

- Current ALS and BLS services that are in place in each municipality today
- Current response times that are in place in each municipality today

### **6. Municipal Top-Up**

There was consensus of GATAC members that municipalities should not be permitted to top-up the RHA ground ambulance operating budgets in return for enhanced ground ambulance standards or services in their communities.

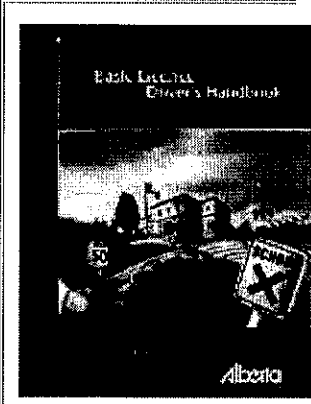
### **7. First Responder Concept and Costs**

GATAC acknowledged the important contribution of First Responder Programs in Alberta; however, there was consensus that RHAs should not be held responsible for funding them. Municipalities are encouraged to continue their First Responder programs at their own cost.

### **8. Date of Transfer of Governance and Funding Responsibilities**

There was consensus of GATAC members that the transfer of governance and funding for ground ambulance from municipalities to RHAs should not be changed from the scheduled date of April 01, 2005.

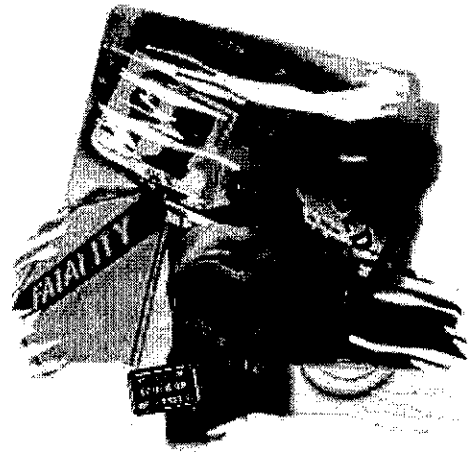
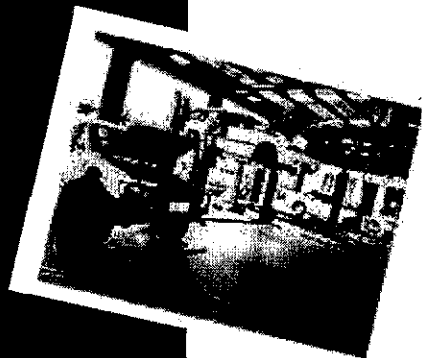
### **9. Next Meeting: Monday, January 17, 2005**



# **Saving Lives on Alberta's Roads**

**Report and Recommendations for a  
Traffic Collision Fatality and Injury  
Reduction Strategy**

**June 2004**



**Alberta**

## Letter of Transmittal

June 30, 2004

Honourable Ed Stelmach  
Minister of Transportation  
#320, 10800 – 97 Avenue  
Edmonton, Alberta  
T5K 2B6

Dear Minister Stelmach;

I am pleased to provide you with the report and recommendations for a Traffic Collision Fatality and Injury Reduction Strategy.

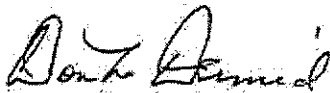
Since you initiated this review and asked me to take the lead, it has been my privilege to meet with many people who are actively involved in road safety issues, including some whose lives have been directly affected. I have been impressed by their concern with road safety issues, by the ideas and suggestions they provided during the course of this review, and by their willingness to participate in local and provincial initiatives designed to improve safety on Alberta's roads and highways.

In spite of the many good programs and activities that have been initiated and a strong sense by many that road safety issues are a serious problem in Alberta, it is my overall conclusion that road safety in general does not receive the priority it deserves, particularly given the tremendous costs to individuals and their families, to our health care system, and to our society.

It is my hope that this report will act as a catalyst for action not only at the provincial government level but in communities across the province. With clear leadership and deliberate plans in place, we have an opportunity to be national leaders in road safety. We have an opportunity to save millions of dollars in costs, particularly in Alberta's health care system. And we have an opportunity to save lives on Alberta's roads.

I appreciate very much the opportunity to undertake this review on your behalf.

Sincerely,



Don McDermid

## Table of Contents

<b>Executive Summary</b>	1
<b>Introduction</b>	3
<b>Road safety issues in Alberta today</b>	5
The impact of collisions	5
Attitudes to road safety	8
Alberta's Traffic Safety Initiative	9
Enforcement	10
Engineering standards for Alberta's roads and highways	11
Resources	12
Road Safety Vision 2010	13
<b>Learning from best practices around the world</b>	14
<b>Stakeholders give their advice on road safety in Alberta</b>	16
Addressing key questions	16
Highlights of responses	16
<b>Conclusions and recommendations for improving road safety in Alberta</b>	18
<b>Appendix 1</b>	
Submissions and consultations	27
<b>Appendix 2</b>	
Alberta's Traffic Safety Initiative	28
<b>Appendix 3</b>	
Highlights of the Global Road Safety Partnership review	31
<b>Appendix 4</b>	
Highlights of specific changes suggested in consultations	32

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## Executive Summary

*At the inquest into the world's first road traffic death in 1896, the coroner was reported to have said, "This must never happen again." More than a century later, 1.2 million people are killed on roads every year and up to 50 million more are injured. These casualties of the road will increase if action is not taken.*

*World Health Organization  
Road Safety: A Public Health Issue  
March 29, 2004*

Road safety is a serious issue in Alberta and around the world. The impact on individuals and their families is devastating. And the overall cost to Alberta society is estimated to be in the range of \$4.7 billion a year.

At the request of Alberta Transportation Minister Ed Stelmach, a review of Alberta's Traffic Safety Initiative was launched in February 2004. The objective was to recommend the best way to coordinate strategies, set goals and allocate resources to address road safety issues.

As part of the review, information was collected on traffic collisions and their impact, on current initiatives, and on best practices around the world. Key stakeholders were invited to provide their input on five key questions:

1. What are the major obstacles to improving the safety of Alberta's roads? Where are there gaps in programs or actions to reduce Alberta's collision rates?
2. What is working well in Alberta in terms of reducing collisions, injuries and fatalities? What programs or initiatives have proven to be successful and should be continued or expanded?
3. What specific actions should be taken to improve Alberta's collision rate and reduce the number of collisions, injuries and fatalities? What are the most important priorities?
4. What mechanisms or structures should be put in place to ensure that key stakeholders can work together to improve road safety on an ongoing basis? Who should be involved? What role would your organization be prepared to play?
5. Should Alberta set targets similar to those established in Road Safety Vision 2010 and what should they be?

Based on the information and advice received throughout the review, several things are abundantly clear.

- Alberta needs a decisive and deliberate plan for improving road safety in the province.
- We need proactive, coordinated leadership from the provincial government.
- Communities need to be actively engaged in identifying their own priorities and developing their own programs and initiatives consistent with a province-wide plan.
- There needs to be a comprehensive approach taken with clear links among education and awareness, enforcement, engineering, legislation and standards, and social policy areas.
- Individual Albertans need to take more responsibility for their own driving behaviour and to understand that the vast majority of so-called 'accidents' can be prevented.

In the time available for this review, it simply was not possible to identify which of the many ideas and initiatives should or should not be included in an effective road safety strategy. More work, and the active participation of key stakeholders, are needed to assess each of the ideas and determine how they would fit as part of an overall plan for the province. Consequently, the recommendations in this report focus primarily on “how” rather than “what” should be done to improve road safety in the province.

Specific recommendations are as follows:

**Recommendation 1:** Establish a provincial mechanism to provide leadership, direction, coordination and evaluation of road safety initiatives in Alberta.

**Recommendation 2:** Develop and implement a comprehensive road safety plan for Alberta with clearly defined objectives, strategies and work plans tailored to meet provincial and local needs.

**Recommendation 3:** Establish a sustainable source of ongoing funding for road safety initiatives in the province.

**Recommendation 4:** Expand research and the availability of comprehensive, timely information about road safety in the province.

**Recommendation 5:** Establish specific targets consistent with Road Safety Vision 2010 and report regularly on progress in achieving those targets.

**Recommendation 6:** Engage Aboriginal leaders and elders in the development of targeted strategies to reduce the rates of collisions, injuries and fatalities among Aboriginal people.

**Recommendation 7:** Take advantage of advances in technology provided the objectives are directly related to improving road safety.

**Recommendation 8:** Ensure that adequate resources are available to provide effective enforcement on Alberta’s roads and highways.

**Recommendation 9:** Undertake a thorough review of current driver education and driver examinations in the province.

With an effective process and leadership from the province, the active involvement of stakeholders, adequate resources, a clear plan and measurable targets in place, Alberta has an opportunity to be leaders in road safety. We have an opportunity to save millions of dollars in costs to the health care system every year. We can help reduce escalating insurance costs. And most important, we have an opportunity to save hundreds of lives every year.



## Introduction

*Police are still piecing together the crash that claimed two lives yesterday near Borden Park. Their sports car was speeding on a bend in the road when the driver lost control. Emergency crews tried to calm a 19 year old man trapped in the back seat of this 82 Mustang. His two friends in the front couldn't be saved. The Mustang was rounding the corner on 112 Avenue. Seconds later, it was wrapped around this pole. We may never know what happened in the moments in between. A-Channel News, Edmonton, March 11, 2004*

Unfortunately, stories like this one are far too common. In fact, by the end of an average day in Alberta, about 80 people will be injured, more than 500 vehicles will be damaged, and at least one person will be dead – all because of traffic collisions.

While good progress has been made in reducing the number of deaths on Alberta roads, the collision rate continues to increase. In fact, a look back over the past ten years shows that a number of road safety targets have not been met. Back in 1992, a report written by Alberta Transportation and Utilities indicated that, "If the trends over the next five years continue in the future, the following results can be expected over the next ten years. More than 500,000 people will perish on North American highways, with more than 4000 deaths in Alberta alone."<sup>1</sup> In fact, 3,875 people died on Alberta roads between 1992 and 2002.

To put the current numbers in perspective, traffic crashes take six times more lives than homicides, eight times more lives than AIDS, and 100 times more lives than meningitis.<sup>2</sup> The societal cost of traffic collisions in Alberta is estimated at close to \$4.7 billion in 2002.<sup>3</sup> When health care costs, property losses and other factors are considered, the economic cost of traffic collisions to Canadians is as high as \$25 billion a year.<sup>4</sup>

In spite of those statistics, the reality is that, too often, traffic collisions are seen as inevitable ... as something that just happens. Some have suggested that if one person died every day from homicides, from West Nile Virus, or from the flu, there would be a great hue and cry with demands that something be done. Unfortunately, with traffic collisions, there is deep sadness when a fatality occurs on our roads and highways, but rarely have we heard a concerted call for a comprehensive plan to improve road safety and prevent the needless loss of life and extensive injuries that occur as a result of traffic collisions.

*"... this evidence does not appear to be reaching Albertans in a way that makes injuries matter to them. Injuries appear to be too casually dismissed as accidents that can happen to anyone – that everyone will die sometime and if death occurs by injury, how unfortunate. This attitude needs to be changed." Alberta Injury Control Strategy, p. 26*

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<sup>1</sup> Alberta Transportation and Utilities (1992). Highway User Safety for Albertans – The Decade to Come, 1992-2002.

<sup>2</sup> Anielski Management Inc. *Alberta Traffic Safety Progress Report: Key Indicators and Trends*.

Prepared for the Alberta Motor Association, January 2004. p. 4.

<sup>3</sup> Ibid

<sup>4</sup> Health Canada. *Road Safety in Canada – An Overview*.

In February 2004, Transportation Minister Ed Stelmach initiated a review of Alberta's traffic safety initiatives. The aim was to find the most effective ways to change driver habits and reduce collisions and, in the Minister's words, to "reduce the unacceptable number of fatalities and injuries that occur every year in this province."

This report provides a summary of the current situation in relation to road safety in the province, the key ideas and suggestions made by stakeholders involved in consultations, highlights of some best practices from around the world, and recommendations for action.

Road safety faces the challenge of having many participants, a few reluctant players and no champion. It is included in the mandates of Transportation, Solicitor General, Justice, Health and Wellness, Learning and others, but unfortunately, is it not the first priority.

Overall, this report is a call for deliberate and concerted action, starting with leadership from the provincial government then following through with a province-wide plan to improve road safety and provide a catalyst for community action across the province.

# Road safety issues in Alberta today

## The impact of collisions

Several reports highlight the serious impact of road safety in Alberta. Compared with other provinces, in 2001, Alberta had the second highest fatality rate at 13.3 per 100,000 population and the highest injury rate at 917 per 10,000 population. If we look at the number of fatalities and injuries in comparison to the number of kilometres driven, Alberta ranked 7<sup>th</sup> best among the provinces with a rate of 10 fatalities and 4<sup>th</sup> best for injuries at 682 injuries per billion kilometres.<sup>5</sup>

Since 1998, the number of reportable collisions has steadily increased and, while the number of people killed has gone down, the number of people injured has not. In fact, in 2002, close to 29,000 people were injured on Alberta's roads – the highest number in our province's history. That amounts to three people injured every hour in a motor vehicle collision.<sup>6</sup>

What do we know about where and when these collisions occur and who is most often involved?<sup>7</sup>

- In terms of people killed in traffic collisions:
  - Just over half of the people killed were drivers
  - Almost a quarter of those killed were passengers
  - 39 pedestrians were killed in 2002
  - 7 people were killed while riding a bicycle
  - 24 people were killed while riding on motorcycles
- Of those injured:
  - Almost 61% were drivers
  - Close to 30% were passengers
  - 4.5% were pedestrians
- Male drivers between the ages of 16 and 19 had the highest rate of involvement in casualty collisions.
- Traffic related fatalities represent the number one cause of death from unintentional injuries in First Nations people. In 2001, motor vehicle fatality rates for Aboriginal people were three times higher than rates for the non-Aboriginal population. Impaired driving was involved in 73% of all Aboriginal motor vehicle related fatalities (2001). In 2000, 75% of First Nations people killed in motor vehicle collisions were not wearing seat belts. One survey showed that average seat belt wearing rates among people in First Nations communities was as low as 33.6%.<sup>8</sup>
- Almost 21% of drivers involved in fatal collisions had consumed alcohol prior to the collision. Young men between the ages of 18 and 24 were more likely to have consumed alcohol before a collision than any other age group. 27% of pedestrians killed in collisions had consumed alcohol before the fatal collision.

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<sup>5</sup> Alberta Transportation. *Alberta Traffic Collision Statistics 2002*.

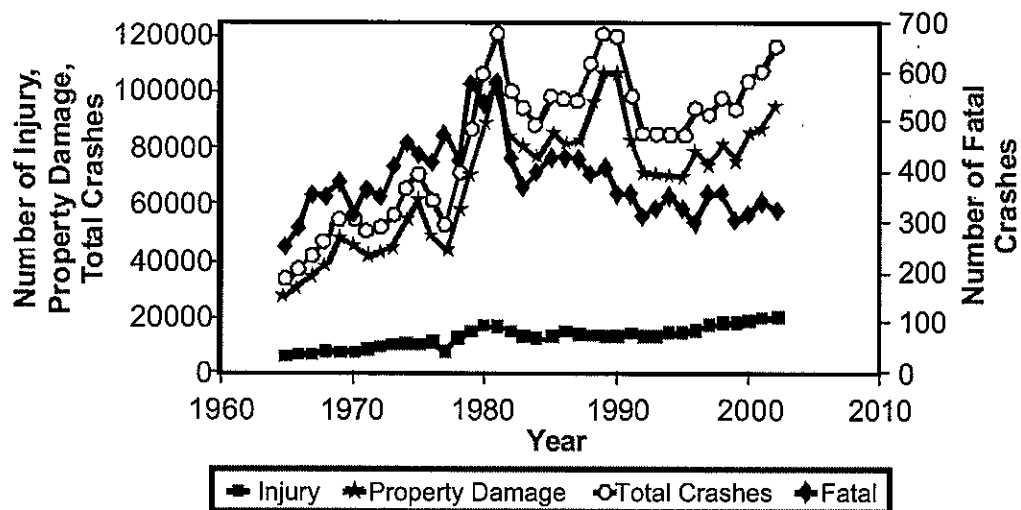
<sup>6</sup> Anielski Management Inc. p. 11.

<sup>7</sup> Unless otherwise noted, information is taken primarily from *Alberta Traffic Collision Statistics 2002*.

<sup>8</sup> Aboriginal Traffic Safety Summit: Guidance for the Journey. Summit Report, March 2003. p. vi.

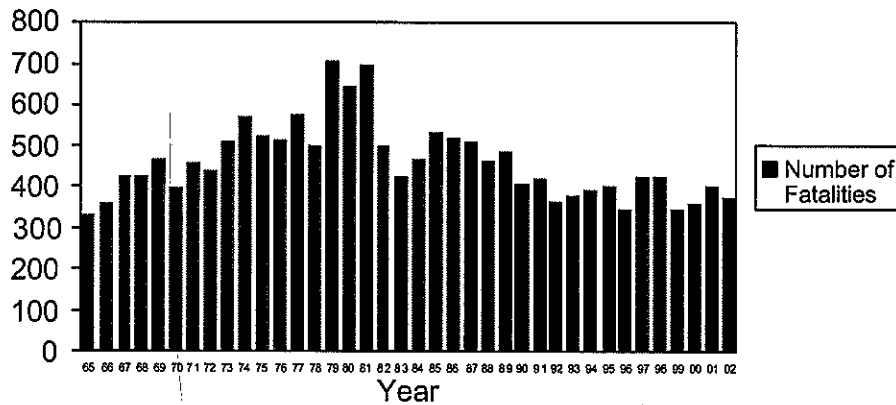
- People who were not using a seatbelt at the time of the collision were two and a half times more likely to be injured than those who had their seatbelt buckled. Surveys suggest that, in 2001, the use of seatbelts declined to just under 85%. That's the second lowest rate of seat belt use in Canada. In rural Alberta, the rates of seatbelt use are considerably lower at 77%. Alberta's rate of proper use of child restraints (66%) was slightly lower than the national average in 1997.<sup>9</sup>
- While over 80% of collisions occurred in urban areas, more people are killed in collisions in rural areas. Collisions in rural areas accounted for 70.5% of all fatal crashes.
- More fatal collisions occur in the months of June, August and December. More collisions take place on Friday than other days of the week, and the afternoon rush-hour is when most crashes occur.
- The most common driver errors leading to casualty collisions were following too closely, running off the road, and making a left turn across the path of oncoming traffic.
- Passenger cars (55.8%) and pickup trucks and vans (20.3%) were most often involved in casualty collisions. In 2002, there were 49 people killed and 744 people injured in collisions involving truck tractors. Six people were killed and 38 people were injured in collisions with a train.
- Contrary to what some people might think, the majority (63%) of all casualty collisions occurred on dry roads. Slush, snow or ice was involved in less than 17% of fatal collisions.

### Number of Traffic Collisions in Alberta 1965 - 2000

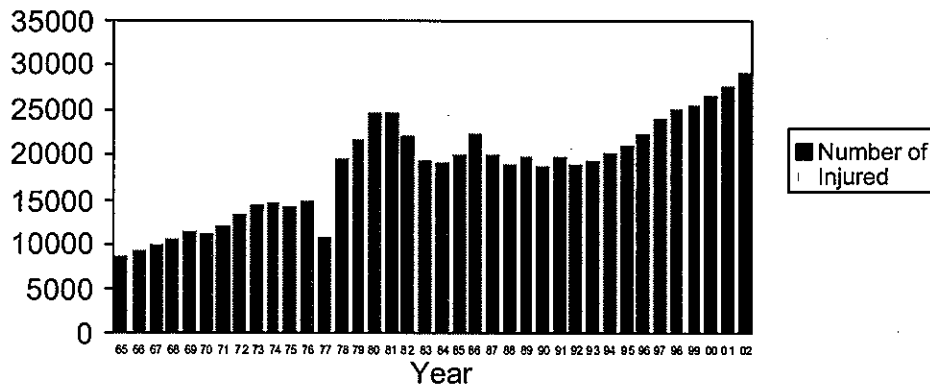


<sup>9</sup> Anielski Management Inc. p. 22-23.

## Number of Fatalities in Alberta Traffic Collisions 1965 - 2000



## Number Injured in Alberta Traffic Collisions 1965 - 2000



There are different ways of looking at the impact of traffic collisions on the individuals, their families, the workplace, the health system, and our society as a whole.

Estimates are that the overall direct and indirect societal cost of traffic collisions in Alberta is close to \$4.7 billion. That includes the direct costs to the health care system, insurance costs and property damage, and indirect costs related to loss of productivity and foregone income. There is no way of attaching a dollar figure to the pain and suffering caused by losing a family member or friend to a traffic collision.

*Rochelle Sobel, mother of a victim, and founder and president of ASIRT (Association for Safe International Road Travel) said, "When you lose a child, you die. The mourning never stops. The pain is constant. While the emotional toll of loss is horrendous and cannot be quantified, the economic toll on families and governments can be calculated and it is devastating."*

*Source: World Health Organization news release, September 2003*

The impact on the health system is severe. One study done for the Alberta Centre for Injury Control and Research estimated that, in 1997, the direct health care costs of motor vehicle crashes was \$115 million.<sup>10</sup> We can assume that those costs are considerably higher today. More recently, Capital Health assessed the hospitalization costs of a vehicle crash at roughly \$10,000 per bed while at Calgary Health, the costs of emergency and direct inpatient hospital costs related to motor vehicle collisions was estimated at \$13,800 per patient.<sup>11</sup>

Put another way, how much could be saved if concerted action was taken to prevent motor vehicle collisions? A 2002 report for the Alberta Centre for Injury Control and Research estimates that \$1 spent on road safety improvements saves \$3.

*By implementing a prevention strategy based on buckling up, driving sober, slowing down and looking first on the roads, there would be almost 789 fewer hospitalizations, about 1,500 fewer injuries treated outside a hospital setting and about 180 fewer injuries leading to permanent disability. The net savings to the people of Alberta would amount to approximately \$127 million annually.*<sup>12</sup>

Traffic collisions also have a direct impact on Canada's overall health outcomes. A recent study from the Conference Board of Canada compared health outcomes in 24 Organization for Economic Cooperation and Development (OECD) countries and concluded that Canada ranked 15<sup>th</sup> on the impact of "non-medical factors" on health outcomes. One of the key reasons for this relatively low ranking was the high rate of road traffic collisions.<sup>13</sup>

## **Attitudes to road safety**

In spite of statistics showing not only the serious devastation caused by traffic collisions but also the opportunity for substantial savings if more collisions could be prevented, Albertans' attitudes to road safety are often complacent at best.

Several reports indicate that Albertans rate road safety as an important social issue. At the same time, only about a third of Albertans believe that injuries are fairly preventable while a similar percentage (29%) think that injuries are not preventable or only somewhat preventable. That is in spite of the fact that 96% of Albertans think that collisions are caused by driver error.<sup>14</sup>

Other studies suggest that Albertans resist being told they must do something such as wear their seatbelts or stop at stop signs.<sup>15</sup> As noted above, Alberta's rates of seat belt use are the second lowest in the country. And that is in spite of the fact that 94% of Albertans say that you should always wear a seat belt.<sup>16</sup>

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<sup>10</sup>*The Economic Burden of Unintentional Injury in Alberta*. Prepared for the Alberta Centre for Injury Control and Research by Smartrisk, 2002. p. 3.

<sup>11</sup> Anielski Management Inc. p. 13.

<sup>12</sup> *The Economic Burden of Unintentional Injury in Alberta*, p. 8.

<sup>13</sup> The Conference Board of Canada (2004). *Understanding Health Care Cost Drivers and Escalators*

<sup>14</sup> Anielski Management Inc. p. 26.

<sup>15</sup> Included in a March 15, 2004 submission from Alberta Health and Wellness.

<sup>16</sup> Anielski Management Inc. p. 22 and 26.

Those who see the direct impact of traffic collisions and who work towards raising awareness and preventing injuries and fatalities know that the large majority of collisions can be prevented. "The problem stems from a universal misunderstanding and misuse of the word 'accident.' Injuries sustained by falls or motor vehicle collisions are not seen as a result of predictable events but rather to be the result of 'accidents' or 'acts of fate'."<sup>17</sup> In fact, research shows that is not the case. The vast majority of so-called accidents can be prevented.

An earlier review of Alberta's Traffic Safety Initiative reinforced concerns about people's attitudes to road safety. "Most stakeholders believe that the public 'doesn't seem to care.' Driving is seen as a 'right' in a free and democratic society, rather than as a privilege. Deaths and injuries due to motor vehicle crashes are viewed as an acceptable risk and the 'cost of doing business.' Photo radar traffic fines are perceived by some drivers to be merely a 'speed tax.' Overall societal attitudes need to change before any progress will be made."<sup>18</sup>

Different studies and reports point to differences in views towards road safety among different groups of Albertans. For example, a study prepared for the Alberta Motor Association indicates that "rural drivers tend to have a higher propensity than urban drivers to engage in the driver actions that contribute most substantially to rural collision fatalities including driving without seat belts and driving under the influence of alcohol." The same report quotes the Alberta RCMP as saying the three main reasons people die in rural collisions are, "they drink and drive, ignore stop signs and don't use their seat belts."<sup>19</sup>

*Have you seen this bumper sticker? It says, "Some people just don't know how to drive. I call these people Everybody But Me."*

## **Alberta's Traffic Safety Initiative**

Alberta's Traffic Safety Initiative was launched in 1996 with four key components: information/awareness, education, standards and enforcement.

A number of important initiatives have been undertaken as part of the Traffic Safety Initiative including:

- Alberta Occupant Restraint Program – including representation from Transportation, Solicitor General, Health and Wellness, and law enforcement agencies and focused on increasing rates of seat belt use
- Alberta Provincial Impaired Driving Committee – responsible for addressing the issue of impaired driving through a combination of education/awareness and enforcement
- Changes to the Traffic Safety Act – consolidated related legislation under a single Act, introduced the new Graduated Driver Licensing program, and introduced significant increases in fines for traffic violations
- Education and awareness strategies – includes a number of campaigns related to child traffic safety, snowmobiles, school buses, bicycles and motorcycles

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<sup>17</sup> The Economic Burden of Unintentional Injury in Alberta. p. 6-7.

<sup>18</sup> Pascoe Management Consulting Inc. Evaluation of the Traffic Safety Initiative – Phase III. p. 11.

<sup>19</sup> Nichols Applied Management. Towards the Development of Evidence-based Rural Collision Reduction Initiatives in Alberta. Prepared for the Alberta Motor Association. May 2003.

- Linkages with other provinces and territories – working with other provinces and territories to examine trends across Canada, share information, and support actions designed to achieve the targets set in Road Safety Vision 2010.

A complete list of all the various initiatives and programs under the Alberta Traffic Safety Initiative is included in Appendix 2.

Three evaluations of the Traffic Safety Initiative have been undertaken in the past four years. Overall, those evaluations expressed concerns about the perceived absence of public profile, pursuit of legislative remedies and the lack of resources for proper enforcement. Those involved in the evaluations indicated that there is considerable fragmentation among various ministries and pointed to the need for greater emphasis on governance structures, processes and accountability. Virtually all the stakeholders involved in the evaluations indicated that the Traffic Safety Initiative was under-resourced relative to the magnitude of this major public health issue. Many indicated that there was no overall plan for addressing road safety in the province.

## **Enforcement**

Enforcement is a critical component of any effective road safety plan. Investing in well-directed and intelligence-led enforcement activities will ensure safer and more secure communities and, if these investments are made in road safety, they will lead to fewer fatalities and injuries.

*Among the factors which determine whether a driver will offend are the chance of being caught, the chance of being penalized, and to what degree; the social stigma or peer approval attached to offending or getting caught; and any enjoyment derived from the offending behaviour.” (PACTS: Road Traffic Law & Enforcement Summary, p. 6)*

In 2002, Alberta had 157 police officers per 100,000 population, the third lowest level of enforcement resources in Canada. This number is down 8.7% from 1992. And it means that fewer officers are available to enforce traffic safety regulations.<sup>20</sup>

As part of an earlier evaluation of Alberta’s Traffic Safety Initiative, the various police departments involved indicated that the resources available were insufficient to provide any real deterrent to complement information and awareness campaigns. “Traffic safety is seen to be the ‘bottom of the agenda’ for many police forces. It is the first program to be reallocated in reorganizations and downsizings, or where other priorities arise.”<sup>21</sup> In the consultations undertaken as part of this review, representatives of various police departments indicated that, although traffic enforcement is considered a core function of the police, enforcement practices vary, resources are insufficient, and many do not have targeted budgets allocated exclusively to traffic enforcement and prevention activities.

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<sup>20</sup> *ibid*, p. 34.

<sup>21</sup> Pascoe Management Consulting Inc. *Evaluation of the Traffic Safety Initiative – Phase III*. June 9, 2002, p. 12.



Albertans' attitudes towards enforcement are also an issue. A 2001 survey of Alberta drivers<sup>22</sup> indicated that:

- Only 52% of drivers believe photo radar is effective in reducing the number of drivers who speed
- 49% of drivers disagreed that fines are an effective deterrent in reducing speeding
- Only 39% agreed that police should do more to prevent traffic collisions, yet 76% said Alberta's traffic laws should be more strictly enforced.

## **Engineering standards for Alberta's roads and highways**

Those involved in road safety consistently say that there is more to preventing collisions than simply improving driver behaviour. There needs to be a combination of actions underway, including the way roads are designed, signage, visibility, and the "forgiveness" of roads.

*"We must stop constantly blaming the driver for his or her mistakes and accept that humans are not infallible, that they make mistakes for a variety of reasons, and therefore we must design our highways to be more forgiving, to accommodate these mistakes."* Brian Fildes, Monash University, quoted in *Highway Safety, Traffic Law Enforcement and Truck Safety*, Transportation Research Record No. 1830, 2003.

Estimates are that the road environment is fully or partially responsible for 30% of collisions in the province. Many of the collisions attributed to driver error could be prevented by improving the environment or making the road environment more forgiving in the case of a crash. This can be done through a variety of measures including improving visibility, adding or adjusting traffic signals, relocating driveways, providing sidewalks, or adding turning lanes.<sup>23</sup>

In Alberta, construction and maintenance of safe roads and highways is a priority, although limited resources have made it difficult to keep pace with growing needs and the increasing volume of traffic. Compared with other jurisdictions, Alberta's system of roads and highways is quite safe. Alberta has taken the lead in promoting advanced safety engineering practice by establishing the requirements for road safety audits and developing national safety review guidelines for rural and urban roads. Work is also underway in several parts of the province to identify existing and potential "black spots" – locations that have a high incidence of collisions.

Alberta Transportation has also recently announced the use of new technologies to improve safety on Highway 2. Intelligent Transportation systems (ITS) technologies include new dynamic, electronic message signs and upgrading of existing signs to provide real-time information to drivers about road conditions, delays and closures, and highway incidents. Road Weather Information System stations will also be established. They will monitor changes in air temperature, atmospheric conditions and pavement temperatures and provide that information to maintenance contractors and travelers. The use of automatic de-icing spraying is also being explored. These are just some examples of how technology combined with engineering standards can be used to improve the safety of Alberta's roads.

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<sup>22</sup> Anielski Management Inc. p. 26.

<sup>23</sup>Anielski Management Inc. p. 30.

## Resources

It is difficult to get an accurate picture of what is currently spent on a variety of road safety related activities across the province.

The Transportation Safety Services Division of Alberta Transportation oversees vehicle and driver safety services, driver licensing standards, road safety information and programs, driver fitness and licence enforcement, impaired driver prevention programs, dangerous goods control, and monitoring of the motor carrier industry and provincial railways. The Division administers over-weight and over-dimension vehicles fees and permits and commercial vehicle inspection stations. Transportation Safety Services also undertakes various educational initiatives aimed at the traveling public, commercial carriers and shippers, pedestrians, schools, and interest groups. The annual budget for these activities is in the range of \$28 million. Of this budget, \$2.4 million is spent directly on the Traffic Safety Initiative.

Other government departments are also involved in safety-related activities as are health authorities, schools, municipalities and a variety of community agencies. It is difficult to estimate the total value of these various initiatives and activities.

As noted earlier, while traffic enforcement is considered a core function of police departments, enforcement practices vary and many do not have targeted budgets allocated exclusively to traffic enforcement and prevention activities.

Revenues are generated through a variety of fines for traffic-related offenses including speeding, seat belt infractions, impaired driving, failing to stop for pedestrians or at stop signs, etc. With changes to the Traffic Safety Act, a number of the fines were increased substantially effective May 1, 2003.

All traffic-related fines imposed as a result of provincial laws are collected by the provincial government. Under Section 162(1) of the *Traffic Safety Act*, subject to subsection (2), any fine or penalty imposed under the Act belongs to the Crown in right of Alberta. Exceptions noted under subsection (2) are as follows:

- (2) Any fine or penalty imposed under this Act in respect of an offence occurring in
  - (a) a municipality that is an urban area, belongs to that municipality
  - (b) a municipal district or Métis settlement, other than on a highway designated as a primary highway pursuant to the Public Highways Development Act, belongs to the municipal district or Métis settlement, and
  - (c) an Indian reserve, other than on a highway designated as a primary highway or a highway designated as a secondary road pursuant to the Public Highways Development Act, belongs to the band.

In the majority of cases, fines collected by the provincial government are returned to municipalities. For example, the city of Calgary received close to \$27.5 million in fine revenues from the provincial government in 2002-03 and the city of Edmonton received \$21.4 million. Smaller municipalities receive correspondingly smaller amounts.

The following table shows the number and amount of fines collected by the provincial government for 2002-03 and 2003-04. While the information does not break out the number of traffic-related offences, it is safe to assume that at least 95% of all fines imposed were directly related to traffic violations.

### Provincial Fine Revenue

	2002-03	2003-04
<b>Number of fines</b>	1,771,522	1,673,583
<b>Total fine revenue</b>	\$107.6 million	\$123.4 million
<b>Disbursement of revenue</b>	\$28.8 million – Province \$78.8 million – Municipalities	\$31.6 million – Province \$91.8 million – Municipalities

In addition to fine revenue, the province also collects a tax on insurance premiums. This tax has been in place since the early 1900's. In 2004/05, the insurance premiums tax (3% of premiums) is expected to raise \$118 million in revenue. All of the money goes to the general revenues of the province. The insurance industry also contributes about \$60 million towards the cost of health care services in the province.

During the consultations, many suggestions were made about the importance of establishing a source of sustainable funding for road safety-related initiatives. Several organizations suggested that a portion of fine revenues should be dedicated towards road safety programs while others suggested that a portion of gasoline taxes, alcohol taxes, insurance premiums taxes, etc. should be used to support initiatives to improve road safety in the province, including enforcement. A review of best practices in other jurisdictions around the world also reinforced the need for a sustainable source of funding.

It's fair to say that, whatever the source of revenues, people consistently said that not enough resources are dedicated to all aspects of road safety from education and awareness to enforcement and road safety design.

### Road Safety Vision 2010

Road Safety Vision 2010 is Canada's national road safety plan. However, it is the responsibility of each of the provinces, territories and local governments to conduct their own comprehensive programs. In Alberta, the responsibility for road authority is outlined under Section 1(mm) of the Traffic Safety Act. Additionally, under Section 3(c) of the Municipal Government Act, it is the responsibility of each municipal authority to develop and maintain safe and viable communities.

Road Safety Vision 2010 was adopted by the Canadian Council of Motor Transport Administrators. It has been endorsed by all levels of government as well as several key public and private sector partners and law enforcement agencies across the country.

Road Safety Vision 2010 has a goal of making Canada's roads the safest in the world. It sets an overall target of a 30% decrease in the average number of road users killed or seriously injured during the 2008-2010 period compared with 1996-2001 averages. In addition, it sets the following specific targets:

- A 95% rate of seat belt wearing and proper use of appropriate child restraints by all motor vehicle occupants

- A 40% decrease in the number of fatally or seriously injured unbelted occupants
- A 40% decrease in the percentage of road users fatally or seriously injured in crashes involving drinking drivers
- A 40% decrease in the number of road users fatally or seriously injured on rural roadways
- A 20% decrease in the number of road users killed or seriously injured in speed- or intersection-related crashes
- A 20% decrease in the number of young drivers/riders (aged 16-19) killed or seriously injured in crashes
- A 30% decrease in the number of fatally or seriously injured vulnerable road users (pedestrians, motorcyclists and cyclists)
- A 20% decrease in the number of road users fatally or seriously injured in crashes involving high-risk drivers.

Alberta has endorsed Road Safety Vision 2010 and its targets, but no specific strategies have been developed to ensure that the targets can be met. In fact, several participants in this review noted that it will be difficult, if not impossible, to reach the targets in Alberta if the status quo is continued. As an example, meeting the targets in Alberta would mean:

- 47 fewer deaths and 226 fewer injuries every year due to people not using their seatbelts
- 42 fewer deaths and 247 fewer injuries due to crashes involving impaired drivers
- 117 fewer deaths and 649 fewer injuries in crashes in rural Alberta.

## **Learning from best practices around the world**

Alberta certainly is not alone in seeking effective ways for improving road safety, and there is much to be learned from other jurisdictions around the world. Several reports highlight approaches taken in countries such as Great Britain, Sweden, the Netherlands, New Zealand, and Australia (particularly the State of Victoria). Great Britain has the best overall record of traffic fatalities per billion kilometres driven, followed by Sweden and the Netherlands.

The following are some highlights of what can be learned from the approaches taken in these selected examples.

- Great Britain, Sweden and the Netherlands have:
  - Adopted quantitative targets for reducing traffic fatalities and injuries within a defined time line
  - Achieved similar levels of safety through continuing to focus on planned improvements
  - Made progress through targeted policies in three areas: vehicle, road, and road users
  - Integrated the road safety plan in the road transport plan
  - Decentralized responsibilities for the national road safety plan to regional and local authorities with some central financial support
  - Viewed road traffic deaths and injuries as mostly avoidable through road safety measures that have affordable costs and are known to be effective.<sup>24</sup>

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<sup>24</sup> Anielski Management Inc. p. 39

- Great Britain has set up a year-round road safety public awareness campaign called THINK. It focuses on child safety, vulnerable road users, drinking and driving, seat belt use, teenage drivers, and speed reductions. One of its primary benefits is that it raises awareness of a number of road safety-related issues under a single umbrella and maximizes the impact of the message.<sup>25</sup>
- Sweden has established a long-term goal that no one will be killed or seriously injured in traffic crashes. Called Vision Zero, their plan focuses on special safety measures for the most dangerous roads and safer traffic movement in built-up areas, safer cycling conditions, and compulsory use of studded winter tires. It also places greater responsibility on road design and the development of alternative forms of financing for new roads.<sup>26</sup>
- The Netherlands' plan is a coordinated one that involves sharing of costs and responsibilities among the national, provincial and municipal governments as well as the private sector. Targets are set at all three levels of government. Activities under the plan include coordinated efforts to modify road user behaviour, improve infrastructure, improve driver training, enhance enforcement, and reinforce a "safety culture."<sup>27</sup>
- Australia also has a national plan for reducing traffic fatalities and injuries. It focuses on proven measures such as reducing the incidence of drinking and driving, improving compliance with speed limits, and increasing seat belt and child restraint use. Steps are also being taken to match speed limits to road conditions, address driver fatigue, and encourage the use of in-vehicle intelligent transportation systems.<sup>28</sup>
- The state of Victoria, Australia has achieved significant reductions in collisions, fatalities and injuries through a combination of aggressive enforcement and a hard-hitting campaign against drinking and driving and speeding. With annual investments of \$12 - \$20 million in the late 1980s, they were able to achieve a 49% reduction in collisions, 54% reduction in fatalities, 40% reduction in hospitalizations, and \$2 billion in savings in societal costs. Despite the initial success of the plan, the fatality rate began to increase again in the 1990s. As a result, a renewed road safety program was launched in 2002 with a target of reducing fatalities and serious injuries by 20% by 2007.

The Global Road Safety Partnership has undertaken a comprehensive review of road safety management in selected countries around the world.<sup>29</sup> The review highlights critical components that should be in place for successful road safety programs including clearly defined leadership, active participation of key stakeholders, a well-resourced road safety central office, a sustainable budget, and targeted plans at the country, state/province, and local levels. Highlights of the findings of this study are included in Appendix 3.

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<sup>25</sup> Road Safety Vision 2010 – Annual Report 2002, p. 6.

<sup>26</sup> Ibid

<sup>27</sup> Ibid

<sup>28</sup> Ibid

<sup>29</sup> *Review of road safety management practice – Final Report*. Available from the Global Road Safety Partnership web site at [www.grsproadsafety.org](http://www.grsproadsafety.org).

# Stakeholders give their advice on road safety in Alberta

## Addressing key questions

One of the key aspects of this review involved listening to the views of stakeholders involved in road safety across the province. Organizations and individuals were invited to provide written submissions and meetings were also held with representatives of several organizations. A list of submissions and meetings with organizations is included in Appendix 1.

To provide a framework for the consultations, people were asked to respond to the following key questions:

1. What are the major obstacles to improving the safety of Alberta's roads? Where are there gaps in programs or actions to reduce Alberta's collision rates?
2. What is working well in Alberta in terms of reducing collisions, injuries and fatalities? What programs or initiatives have proven to be successful and should be continued or expanded?
3. What specific actions should be taken to improve Alberta's collision rate and reduce the number of collisions, injuries and fatalities? What are the most important priorities?
4. What mechanisms or structures should be put in place to ensure that key stakeholders can work together to improve road safety on an ongoing basis? Who should be involved? What role would your organization be prepared to play?
5. Should Alberta set targets similar to those established in Road Safety Vision 2010 and what should they be?

## Highlights of responses

### What are the major obstacles?

Consistently we heard that the major obstacle is the lack of overall leadership and the absence of a consistent and concerted plan for addressing and improving road safety across the province. Initiatives undertaken to date are not well coordinated and often run at cross-purposes. As a result, the overall approach to road safety in the province is fragmented.

Concerns were also expressed about the lack of resources for road safety initiatives in general, the need for timely, comprehensive information and research to guide decisions and evaluate what is working well and what isn't, and inconsistencies and insufficient resources for enforcement.

As noted earlier in this report, the resources available for Alberta Transportation's Traffic Safety Initiative, including the current staffing complement, are perceived by virtually all stakeholders to be significantly under resourced. This concern was expressed in earlier evaluations of the Traffic Safety Initiative and remains a concern among many stakeholders that participated in this review.

Others pointed to concerns with driver attitude and the apparent low priority that is placed on road safety and preventing traffic collisions. At the same time, several respondents pointed to the need for a comprehensive approach focusing not just on driver attitudes but also on the multitude of factors that influence and can improve road safety including enforcement, engineering,

legislation, standards, and social policy. A number of concerns were raised about the quality of driver education and the need for better monitoring of driver examiners.

With increasing fines, concerns were raised about corresponding increases in the number of people willing to plead not guilty and take their case to court. While it is too soon to assess the impact, we frequently heard stories about plea bargains to reduce fines and demerits and the reluctance of the courts to impose the full penalties available under the law.

### **What is working well?**

The majority of respondents identified programs such as Check Stops, seat belt awareness and enforcement initiatives coordinated through the Alberta Occupant Restraint Program, STEP (Selective Traffic Enforcement Program) involving the RCMP, and specific campaigns such as the PARTY program or Think, Think Again. Awareness and education initiatives related to drinking and driving were also noted as examples of success stories. Others pointed to the AMA's Mission Possible campaign. Positive comments were made about the Graduated Licensing Program, although many pointed to areas where the program should be strengthened. At the local community level, a number of very positive initiatives are underway involving community partnerships working together on a cooperative and coordinated approach. Increased fines and the use of technology such as red light cameras and photo radar when it is tied directly to improving road safety, were also identified as positive steps.

At the same time, many respondents indicated that there was insufficient information available to be able to assess what initiatives are working well and which ones are not. Too often, programs are based on common sense or what seems right rather than sound evidence and research. There also was very low awareness of the range of programs provided through Alberta's Traffic Safety Initiative.

### **What should be done?**

Overall, respondents said that the province should take a strong leadership role and work with key stakeholders to establish a road safety plan for Alberta. They said there should be better coordination through some type of cross-ministry initiative involving a number of ministries including Alberta Transportation, Alberta Solicitor General, Alberta Health and Wellness, and Alberta Justice. The approach should be a comprehensive one that addresses not only education and awareness but also enforcement, engineering, legislation and standards, and related policies. Municipalities, health regions, local law enforcement agencies, schools, and community agencies should be involved in developing their own community plans under the umbrella of an overall province-wide plan. They called for more research to identify trends and the leading causes of collisions. This information should be used to identify priorities and guide policy decisions. They also indicated the need for better mechanisms for reporting, sharing and using information.

In addition to those overall directions, a wide range of specific suggestions were made including recommendations to introduce demerit points for seatbelt infractions, implement stricter impaired driving rules and more enforcement, make driver education mandatory and closely monitor driver examinations, expand the requirements of the Graduated Driving Licence program, require farm

vehicles to meet the same safety standards as commercial vehicles when they are on roads and highways, etc. Highlights of these suggestions are included in Appendix 4.

### **What mechanisms should be in place?**

The vast majority of respondents indicated that the province should take the lead in setting up a coordinated mechanism for planning road safety initiatives in the province. Most indicated that Alberta Transportation should take the lead but that there should be a partnership with the Solicitor General, Health and Wellness, Justice and other key ministries.

While there was some support for an arms length mechanism (such as a delegated administrative organization or a road safety commission) most agreed that a government-led organization would be more effective in ensuring both accountability and an ongoing commitment of resources.

Many suggested that their organization would be willing to participate actively in developing plans at either the provincial or the local level. There was a clear message that, while the province should coordinate an umbrella provincial plan, stakeholders should be actively involved in that process and the delivery of programs should occur at the local level as part of community-based plans and initiatives.

### **Should specific targets be set?**

Respondents strongly supported the need for specific targets to be set and most indicated that those targets should be consistent with Road Safety Vision 2010. Caution was expressed, however, that the targets should be specific to Alberta, should address the pressing problems in road safety in Alberta, and should be realistic and achievable. As noted earlier, several said that it is highly unlikely that Alberta could achieve the targets in Road Safety Vision 2010 without a deliberate strategy and concerted actions across the province.

## **Conclusions and recommendations for improving road safety in Alberta**

Alberta is not alone in facing the serious and tragic problem of deaths and injuries on our roads. As noted in the World Health Organization's 2004 World Report on Road Traffic Injury Prevention:

*Road traffic crashes occur on all continents, in every country in the world. Every year they take the lives of more than a million people and incapacitate many millions more. ... Despite the growing burden of road traffic injuries, road safety has received insufficient attention at both the international and national levels. The reasons include lack of general awareness and specific information on the scale of the problem, in the health, the social and economic costs of road traffic crashes, and on the interventions that can prevent crashes or reduce the harm they cause. Another reason is that the problem of road traffic crashes and injuries does not "belong" to any specific agency, either at the national or international levels. Instead the responsibility for dealing with the various aspects of the problem – including the design of vehicles, the design of road networks and roads, urban and rural planning, the introduction and enforcement of road safety legislation, and care and treatment of crash victims – is divided among many different sectors and groups. There has usually been no leader to ensure*



*that they coordinate their efforts and address the problem as a whole. In this environment, it is not surprising that political will has frequently been lacking to develop and implement effective road safety policies and programmes. (p. 37)*

Based on an assessment of the current situation in Alberta, a review of best practices around the world, and the key messages from various stakeholders in road safety in the province, several things are abundantly clear.

- Alberta needs a decisive and deliberate plan for improving road safety in the province.
- We need proactive, coordinated leadership from the provincial government.
- Communities need to be actively engaged in identifying their own priorities and developing their own programs and initiatives consistent with a province-wide plan.
- There needs to be a comprehensive approach taken with clear links among education and awareness, enforcement, engineering, legislation and standards, and social policy areas.
- Individual Albertans need to take more responsibility for their own driving behaviour and to understand that the vast majority of so-called 'accidents' can be prevented.

In the time available for this review, it simply was not possible to assess each of the specific detailed suggestions and decide whether or not they should be included in a road safety plan for the province. For example, many people called for specific changes such as demerit points for seatbelt infractions, new licensing requirements, safety standards for farm vehicles, or re-testing of drivers with bad driving records. Each of these ideas may have merit, but they should not be considered in isolation or without an assessment of the impact they would have as part of an overall plan.

Similarly, although the review called for an assessment of Alberta's Traffic Safety Initiative, specific information is not available to enable a thorough evaluation of each of the various programs against specific objectives, goals and targets. A number of the campaigns were well received by those who participated in this review but there also is very little awareness of many of the programs and little information that would allow the programs to be linked directly to specific outcomes such as reductions in the number of collisions, fatalities or injuries.

Consequently, the following recommendations focus primarily on "how" rather than "what" should be done to improve road safety in the province. With an effective process and leadership from the province, the active involvement of stakeholders, adequate resources, a clear plan and measurable targets in place, Alberta has an opportunity to be a leader in road safety. We have an opportunity to save millions of dollars in costs to the health care system every year. We can help reduce escalating insurance costs. And most important, we have an opportunity to save hundreds of lives every year.

#### **Recommendation 1:**

**Establish a provincial mechanism to provide leadership, direction, coordination and evaluation of road safety programs in Alberta.**

Leadership, commitment and accountability have to come from the top. A review of best practices and lessons learned from other jurisdictions suggests that the most effective approaches involve leadership from governments. This approach was also supported by the majority of stakeholders involved in the consultations as part of this review.

Several options for a provincial mechanism could be considered including:

- Delegating responsibility to a single ministry – This would establish clear lines of responsibility and accountability. Many participants in the review suggested that Alberta Transportation must have a lead role. Partnerships would be required with other ministries involved in related issues. The primary disadvantage is the lack of a clear link with the enforcement side of road safety issues.
- Establishing an arms-length body or commission – As noted earlier, this approach has some advantages in terms of profile but the disadvantages are that there is less accountability and less ability to have a direct influence on policy, legislation, and funding.
- Establishing a type of cross-ministry initiative – The provincial government has a number of cross-ministry initiatives that operate primarily at the Deputy Minister and ministry staff levels. Given the importance of road safety issues, a cross-ministry approach is critical, but it should be in place at the Ministerial level.

The following specific approaches are recommended:

- Establish a Ministerial leadership committee co-chaired by the Minister of Transportation, the Solicitor General and the Minister of Justice and Attorney General and involving the Minister of Health and Wellness, the Minister of Aboriginal Affairs and Northern Development, and other Ministers as necessary.
- Establish a Deputy Ministers' committee responsible for coordinating and implementing provincial responsibilities for road safety.
- Establish a multi-sector advisory group with representatives from all the major stakeholders to provide regular input and advice to deputy ministers and to assist in developing a province-wide road safety plan.
- Establish a single office for road safety with adequate resources and support. This likely is best placed in Alberta Transportation but should draw on resources from other ministries as well.
- Establish a series of working and technical committees to address specific components of a road safety plan for the province. This could include working groups responsible for addressing enforcement issues, the use of technology, education and awareness programs, research and information, commercial trucking, etc. As recommended by the international study done for the Global Road Safety Partnership, people who serve on the various working and technical committees should be those who are actively involved in road safety and who have the best expertise and knowledge to bring to the table.

### **Recommendation 2:**

**Develop and implement a comprehensive road safety plan for Alberta with clearly defined objectives, strategies and work plans tailored to meet provincial and local needs.**

Throughout the review, we consistently heard that the current approaches to road safety in the province are fragmented and while there are many good initiatives in place and effective programs at the community level, there is no consistent overall plan in place. Experience from countries that are leaders in road safety reinforces the need for a comprehensive umbrella plan complemented by specific, local plans and initiatives.

To be effective, key stakeholders should be actively involved in developing an umbrella plan for the province. A number of different approaches could be used to achieve this objective as long as the people and organizations involved are those with direct experience and responsibility for road safety-related initiatives. Consultation with the groups involved in this review process would allow many of the specific issues and suggestions raised by those groups to be addressed as part of a comprehensive plan.

*“The key to successful prevention lies in the commitment of all relevant sectors, public and private – health, transport, education, finance, police, legislators, manufacturers, foundations and the media – to make road safety happen.” United Nations Secretary General Kofi Annan, World Health Day, April 7, 2004*

The province-wide plan should take a comprehensive approach focusing on all of the key components necessary to produce positive results and reduce traffic collisions, injuries and fatalities. That includes education and awareness, enforcement, engineering, legislation and standards. Several reports emphasize the fact that concentrating on any one area alone will not produce the best results. A combination of strategies and actions need to be undertaken and clear linkages need to be established among the various components of a comprehensive plan. The plan should be linked to research and information about the current situation in Alberta. It should set priorities based on what we know today. And results should be carefully monitored and tracked on an ongoing basis.

The plan should also identify responsibilities and accountability. One of the concerns with the current approach is the lack of clear responsibility and accountability and the number of “disconnects” between different areas involved in improving road safety. The plan should also be directly linked to the proposed Injury Control Strategy for Alberta.

The provincial plan should not supersede the need for locally-driven plans and programs. In fact, experience from leading countries and here in Alberta suggests that locally-driven initiatives can be most effective in addressing specific problems in communities. Municipalities, law enforcement agencies, health authorities, schools, community organizations and other key partners should be encouraged to develop their own local road safety plans consistent with the overall direction set by a province-wide umbrella plan.

There are several good examples where stakeholders are actively working together at the local level to focus on road safety. The Edmonton Approach, for example, brought together representatives from more than 65 organizations from across the province. As a result, many ideas were discussed dealing with education, enforcement, legislation, coordination and leadership, engineering, positive and negative reinforcement, funding, research and evaluation. Similarly, the RCMP is working with agencies in a variety of communities and, in other cases, police services and stakeholders are dedicating the same kind of attention to road safety issues and demonstrating a willingness to work together to develop strategic plans for their communities.

## Key Features of Effective Road Safety Planning

### Content

- Coordination of national, provincial, and local plans
- Key components:
  - Time frame
  - Structure
  - Responsibilities
  - Target dates
  - Costs
  - Funding source
  - Performance indicators (e.g. casualty reduction plus other action-related indicators)

### Development

- Who is the lead organization?
- What support is provided?
- Who is involved in consultations?

### Approval

- Who is the lead organization?
- Who are the implementing agencies and what approvals do they provide?

### Implementation

- Who is responsible for what components of the plan?
- How will progress be monitored and by whom?
- Are resources sufficient and, if not, how can investment be increased?

### Accountability

- Who is accountable if targets are not met?
- How will changes be made to the plan on an ongoing basis?

### **Recommendation 3:**

**Establish a sustainable source of ongoing funding for road safety initiatives in the province.**

The lack of sufficient, targeted resources for road safety initiatives is a consistent concern. That applies not only at the provincial government level but also to enforcement, to community partnerships, and to a variety of organizations involved in road safety.

Several suggestions were made about funding road safety plans and initiatives through dedicated taxes. Many of the stakeholders suggested that a portion of traffic fine revenues should be dedicated to road safety initiatives because of the link between enforcement and road safety. Others suggested using a portion of the insurance premiums tax, taxes on alcohol, licensing fees, or motor vehicle registrations. With few exceptions, Alberta does not have dedicated taxes.

In other countries, funding has been provided through a combination of sources including general tax revenues, specific taxes (usually traffic fines) earmarked to support spending on road safety, levies added

to insurance premiums, road funds derived from road user charges, and sponsorship by private businesses. Because road safety is typically viewed as a public sector responsibility, funding from government general revenues is the most common approach although, in most cases, the funding is dispersed among a number of different ministries and governments.

As noted earlier in this report, Alberta Transportation currently spends about \$2.4 million specifically on specific road safety initiatives. Revenue collected from a combination of insurance premiums tax and traffic fines amounts to in excess of \$130 million. While it is difficult to estimate what the cost of an overall province-wide road safety plan would be, experience from the State of Victoria with a slightly higher population than Alberta's showed that an investment of \$20 million produced significant results in reducing collisions, fatalities and hospitalizations.

It is recommended that one of the first steps in developing a province-wide road safety plan is to develop a business case, to identify the priorities and costs, and to establish an ongoing sustainable source of funding for road safety initiatives. Consideration should also be given to involving the private sector in funding road safety plans and initiatives. A portion of the funds allocated for road safety initiatives should go to local municipalities and communities to assist in implementing local programs and activities.

#### **Recommendation 4:**

#### **Expand research and the availability of comprehensive, timely information about road safety in the province.**

While a lot of data is collected about collisions, we consistently heard that there is limited ability to link data from different sources, there are inconsistencies in data, and there are limited resources available to analyze the data and use it effectively. Concerns were expressed about the need to update the collision report form. Specific recommendations included the need for an integrated collision reporting system and a rural Alberta collision information system to track information specific to collisions in rural communities.

Research is also a key concern. With limited resources, the priority is to implement programs rather than to assess their effectiveness. Research is neither available nor consistently used to evaluate programs or to make decisions on priorities. More could be done to build on the expertise and information currently available within Alberta Transportation. Alberta's Centre for Injury Control and Research is in an ideal position to work with Alberta Transportation and with other stakeholders on targeted research on road safety issues in the province. Alberta's universities, including the Road Safety Chair at the University of Calgary, also have an important role to play in expanding research on various road safety issues.

As part of the overall plan for road safety in the province:

- A new collision reporting system should be established and augmented by electronic collection of information. The collision report form should be revised, building on work already underway across Canada on a national collision report form.
- Steps should be taken to coordinate information and ensure that different stakeholders can access and use the information they need
- Dedicated research funding should be provided
- Assistance should be available to community-led partnerships to help with evaluating the outcomes of their programs.

**Recommendation 5:****Establish specific targets consistent with Road Safety Vision 2010 and report regularly on progress in achieving those targets.**

There was widespread support for establishing Alberta-based targets consistent with the targets outlined in Road Safety Vision 2010. The targets should be established as part of the overall province-wide plan. They should reflect specific road safety-related issues in Alberta and encompass targets that have been set by Alberta Health and Wellness as part of their Framework for a Healthy Alberta. The targets should be considered as starting points with the goal being the safest roads in Canada and the world. Annual reports should be made on the progress achieved in meeting each of the targets. Monitoring and reporting progress on specific targets underscores the importance of having a comprehensive collision reporting system and better information in place.

**Recommendation 6:****Engage Aboriginal leaders and elders in the development of targeted strategies to reduce the rates of collisions, injuries and fatalities among Aboriginal people.**

As noted earlier in this report, traffic collisions are a primary cause of injury and death among Aboriginal people. Some initial work has been done through the Aboriginal Traffic Safety Summit held in Edmonton in March 2003. Important priorities were identified during the Summit including increasing use of seat belts, increasing the use of child safety seats, and reducing impaired (alcohol/substance abuse) driving.

In addition, there needs to be a clearer understanding that traffic safety laws apply on reserves as well as off reserves. Increased enforcement is also key as is greater awareness of how injuries and fatalities can be prevented. The critical component is strong leadership from Aboriginal leaders and targeted strategies developed by and for Aboriginal communities.

**Recommendation 7:****Take advantage of advances in technology provided the objectives are directly related to improving road safety.**

Currently, Alberta is not making optimal use of technology to assist in improving road safety and in traffic enforcement. For example, hand held devices have been developed that would allow police officers to automatically record details of collisions and to immediately access driver information. But these are only being used on a pilot basis in Alberta. Red light cameras and photo radar can also be used to detect other traffic offenses.

New developments in technology should be used to supplement, rather than replace, current enforcement practices. The key is that there needs to be a clear link between the use of technology and road safety objectives. Examples of technology that should be considered include:

- Expanded use of breath alcohol ignition interlock devices
- Use of roadside cameras
- In-car video technology (VICS)
- Tachographs (on board devices used to record distance travelled, speed, rpms, stops, etc.; generally used in commercial and emergency vehicles)
- Vehicle data recorders (black boxes)

- Police roadside access to information
- Smart licences, to take full advantage of the capability this new technology provides to track information about drivers.

Photo radar also has an important role to play in places where it is unsafe to try to stop vehicles or where there are high rates of collisions. Unfortunately, there are inconsistencies across the province in why photo radar is used, how it was introduced, the levels of public information and awareness, how it is administered, and how results are monitored and reported. Since 1999, guidelines have been in place for the use of photo radar but there has been no independent analysis of whether the key objectives of reducing traffic collisions and ensuring officer safety have been met. As a November 2002 report on photo radar concluded, "The controversy surrounding photo radar still seems to be the manner in which it is used with regard to the aspect of consistency and fairness, and the optics of it being used to generate revenue rather than manage speed, reduce collisions and enhance public and officer safety."<sup>30</sup>

In terms of the use of photo radar on provincial highways, the MLA Policing Review Committee recommended that: "... in order to enhance highway enforcement, and motorist and officer safety, the provincial police [should] be authorized to use photo enforcement on selected problem highways and school and construction zones. The use must be subject to provincial guidelines, and should be conducted in consultation with other government departments. There must be no reduction in the number of police officers presently assigned to the highway patrols." To date, that recommendation has not been endorsed by the provincial government.

**Recommendation 8:  
Ensure that adequate resources are available to provide effective enforcement on Alberta's roads and highways.**

As outlined earlier in this report, ensuring proper and adequate road safety is the responsibility of either the provincial government or local municipalities, depending on which order of government acts as the road authority. For roads that come under provincial jurisdiction (including all provincial highways), there is a shared responsibility between Alberta Transportation and Alberta Solicitor General. Currently, enforcement responsibilities on provincial roads are provided by the Police Service Traffic Section of the RCMP while a number of branches from Alberta Transportation Safety Services provide safety and inspection services.

Municipalities are responsible for roads within their jurisdiction. A number of urban municipalities, municipal districts and counties employ Special Constables with designated authority to enforce moving vehicle violations within their territorial boundaries under the Alberta's *Traffic Safety Act*.

In discussions with police agencies, it was their view that sufficient resources are not dedicated to traffic enforcement. If additional resources are not provided, in their view, it will be impossible to meet the challenge of Road Safety Vision 2010. The RCMP have recently completed a traffic safety plan and a Resource Study and determined that 84 positions should be added to Traffic Services Units throughout the province.

<sup>30</sup> *Photo Radar in the Province of Alberta*. Report to the Deputy Solicitor General prepared by Don McDermid, November 29, 2002.

To ensure that there are adequate resources to provide effective enforcement, each jurisdiction with responsibility for road safety should review its needs and determine, in consultation with the provincial government, whether those needs will be met with regular sworn police officers, or if there is a requirement to supplement with Special Constables, in which case the role of Special Constables should be reviewed and clearly defined.

**Recommendation 9:**

**Undertake a thorough review of current driver education and driver examinations in the province.**

Several concerns were expressed primarily related to driver examinations. In Alberta, driver examinations are conducted by private driver examiners licensed by the provincial government. A recent Auditor General's report expressed concern about the lack of sufficient monitoring of driver examiners and whether or not they were meeting standards set by Alberta Transportation. Those concerns were echoed by several groups during the consultations.

Concerns were also expressed about driver education in general and several groups suggested that driver education should be mandatory. Others said that there was little consistency in standards among driving schools and that beginning drivers were not necessarily well prepared for treacherous driving conditions or how to respond when something unexpected happens. As one person said, there is a lot of emphasis on being able to parallel park, and yet no one has ever died trying to parallel park! At the same time, there were a number of positive comments about Alberta's new Graduated Driver Licensing program.

A review of current driver education and examinations should be done before any consideration is giving to re-testing or to making driver education mandatory. During the review, there was considerable attention to the idea of mandatory re-testing for all drivers. While some organizations supported re-testing, the majority said we should do a better job of preparing beginning drivers and should only re-test where a good case can be made based on a person's driving record.



## **Appendix 1**

### **Submissions and consultations**

#### **Written submissions received from:**

Alberta Aboriginal Affairs and Northern Development  
Alberta Alcohol and Drug Abuse Commission  
Alberta Association of Chiefs of Police  
Alberta Association of Municipal Districts and Counties  
Alberta Centre for Injury Control and Research  
Alberta Energy and Utilities Board  
Alberta Forest Products Association  
Alberta Government Services  
Alberta Health and Wellness  
Alberta Justice and Attorney General  
Alberta Learning  
Alberta Motor Association  
Alberta Municipal Affairs  
Alberta Special Constables Association  
Alberta Seniors  
Alberta Solicitor General  
Alberta Transportation  
Calgary Health Region  
Calgary Police Service  
Canadian Petroleum Safety Council  
Capital Health  
Chinook Regional Health Authority  
City of Calgary  
CRISP (Capital Region Intersection Safety Program)  
David Thompson Regional Health Authority  
East Central Health  
Hamilton-Finn  
Motor Dealers Association  
Northern Lights Health Region  
Palliser Health Region  
Road Safety Consultants Inc.  
Royal Canadian Mounted Police

In addition, several submissions were received from interested members of the public.

#### **Meetings with representatives from the following stakeholders:**

Alberta Aboriginal Affairs and Northern Development  
Aboriginal Policing  
Alberta Agriculture, Food and Rural Development  
Alberta Association of Chiefs of Police  
Alberta Association of Municipal Districts and Counties

Alberta Centre for Injury Control and Research  
Alberta Energy and Utilities Board  
Alberta Government Services  
Alberta Health and Wellness  
Alberta Learning  
Alberta Justice and Attorney General  
Alberta Motor Association  
Alberta Motor Transport Association  
Alberta School Bus Safety Committee  
Alberta Special Constable Association  
Alberta Solicitor General  
Alberta Transportation  
Calgary Health Region  
Calgary Police Service  
Capital Health  
Centre for Transportation Engineering and Planning  
City of Calgary  
CRISP (Capital Region Intersection Safety Program)  
DriveAble  
ECS Safety Services  
Edmonton Police Service  
Health Canada  
Insurance Bureau of Canada  
Mothers Against Drunk Driving  
Pacific Railway Police Service  
Royal Canadian Mounted Police  
Sim-Drive Canada  
Students Against Drinking and Driving

## **Appendix 2**

### **Alberta's Traffic Safety Initiative**

#### **Commercial Vehicles**

- Professional Driver's Handbook
- Truck speed brochure
- Saferoads.com web site
  - Truck (commercial vehicle) safety
  - Partners in Compliance
  - Air brakes
  - Sharing the road

#### **Vehicle Leasing Program**

- Vans leased by Alberta Transportation to assist police in Edmonton, Calgary and the RCMP in delivery of safety programs

### **Helmet and Bicycle Safety**

- “No helmet. No bike.” brochure
- “Safe Cycling Checklist” brochure
- Bicycle safety committee
- Saferoads.com web site
  - Driving near bicycles
  - Host a bicycle rodeo
  - Safe cycling checklist
  - Ride-right safety videos

### **Motorcycle Safety**

- “Live to Ride” motorcycle awareness brochure
- “Live to Ride” motorcycle safety posters
- Motorcycle safety committee
- Saferoads.com web site
  - Motorcycle checklist
  - Motorcycle helmet information

### **Impaired Driving**

- Provincial Impaired Driving Committee
- “Your number is up” impaired driving campaign posters and billboard campaign (Calgary, Edmonton, Medicine Hat, Lethbridge, and RCMP)
- Post-card consequences (“Dan thought about going to college ...”)
- Joint forces Checkstops
- Radio and TV commercials
- Saferoads.com web site
  - Impaired driving enforcement
  - Alberta Administrative Licence Suspension Statistics
  - The Checkstop program
  - Impaired driving facts
  - Impaired driving statistics
  - Designated drivers
  - Hosting safe parties

### **Child Traffic Safety**

- Walk the Talk
  - Bicyclist
  - In-line skater
  - Skateboarder
  - Pedestrian
  - School bus rider
  - Planning a Walk the Talk event
- Kinetic Kids Workbook
  - Grades K to 1, 2 to 3, and 4 to 6

- Saferoads.com web site
  - Just for kids (Grades K to 3)
  - Kids in Grades 4 to 6
  - Tips for educators

### **Child Safety (car) Seats**

- Part of Albert Occupant Restraint Program (AORP) Steering Committee
- Child Safety Seat brochure
- Instructors for St. John Ambulance “Child Restraint Systems” program
- Instruction to police, fire, emergency, health and retail personnel
- Assist in local/regional child seat inspection clinics
- Assist police in child restraint enforcement programs

### **Occupant restraints**

- AORP manual
- AORP media kit
- AORP posters
- Radio commercials
- Saferoads.com web site
  - Radio spots
  - Child Safety Seat brochure
  - Seat belts

### **School Bus Safety**

- School bus safety committee
- Safety tips bookmark
- School Bus Safety Rules brochure
- School Bus Driver’s Guide (handbook)
- School Bus Driver’s Checklist (booklet)
- School Bus Driver Improvement Program (“S” endorsement program)
- Saferoads.com web site
  - Inspections
  - Facts

### **Off-Highway Vehicles**

- Safety Goes a Long Way – pocket guide to snowmobile safety
- ATV brochure
- Snowmobile safety task group
- Saferoads.com web site
  - Snowmobile fact sheet
  - Code of ethics
  - Snowmobiling hand signals
  - Sledding in emergency situations
  - Snowmobiling and the law
  - Towing your sled
  - Snowmobile safety guide

### **General Traffic Safety**

- Basic Driver's Licence Handbook
- Professional driver's handbook
- Motorcycle rider's handbook
- Geared to Go – A Workbook for Coaching New Drivers
- Collision Prime Time radio spots
- Saferoad reminders brochure
- New Rules for New Drivers brochure
- New Rules for New Riders brochure
- Links with other jurisdictions through CCMTA/Road Safety Vision 2010
- Saferoads.com web site
  - Graduated driver licensing
  - Road construction safety
  - Rules of the road
  - Visitors driving in Canada
  - Enforcement
  - Driving on winter roads
  - Recreational vehicles
  - Written-off or salvaged vehicles

## **Appendix 3 Highlights of Global Road Safety Partnership Report**

### **On road safety organization:**

- Lead responsibility for road safety should be defined and should include a coordinating role.
- A good working relationship is needed between traffic police and roads authorities.
- Multi-sector coordination should be based on successful initiatives undertaken to date.
- Working groups and technical committees should be used to develop road safety policy.
- Those involved in the various committees should be committed and proactive in their approach.
- A road safety central office is needed regardless of the organizational model used and adequate financial and technical resources must be provided.

### **On road safety plans:**

- The first step should be to determine the budget and how much will be allocated to various sectors and organizations.
- A key priority should be to develop sustainable funding sources.
- Road safety plans should include the work programs of key implementing organizations and should not be sector based or have diffused responsibility.
- Local staff should take the lead role in developing plans based on what has worked effectively.
- Technical assistance should be focused on helping with local development not producing the plan.
- Sector working groups should be developed to ensure that the perspectives of vested interest groups are considered.
- The first plans should be targeted to a limited number of actions and organizations and should include short-term, low or no cost actions.
- Post-crash interventions such as trauma management should be included in the overall road safety plans.

- Greater priority needs to be placed on monitoring performance indicators.
- Local plans should be developed independently.
- Annual work plans should be developed and include quarterly monitoring.
- Donors should provide seed money for implementing the plan and technical assistance.

**On funding:**

- Funding should be considered as important as other technical aspects including enforcement and engineering.
- Governments should assume responsibility for road safety funding and ensure that ministry budgets include road safety financing.
- Road maintenance budgets and road funds should include a budget for hazardous location treatment.
- Road user charges should be used to provide a regular and dedicated funding source.
- A proportion of traffic fines should be allocated to traffic law enforcement for road casualty reduction activities only.
- Road Safety Funds should be established for those activities that are not the direct responsibility of a ministry.

## **Appendix 4**

### **Highlights of Specific Changes Suggested in Consultations**

**On seat belts:**

- Introduce demerit points for seat belt infractions
- Levy a special charge at hospital for people who were injured and weren't wearing a seat belt
- Suspend drivers licences for parents who do not restrain their children in proper occupant restraints
- Undertake research on the effectiveness of booster seats for children under the age of 8 and/or 80 pounds

**On graduated licensing:**

- Limit the number of passengers who can be in a vehicle
- Restrict driving times to exclude driving between midnight and 5:00 am
- Put signs on vehicles driven by someone with a graduated licence
- Require additional driver education before a full licence is provided
- Raise the age for stage one of the graduated licensing program (currently, the age is 14)
- Put stricter limits on the age of accompanying drivers

**On funding road safety programs:**

- Provide increased and sustainable resources to support road safety initiatives
- Use a portion of the insurance premiums tax
- Use a portion of fine revenue
- Use a portion of alcohol taxes to fund drinking and driving programs
- Develop an effective and transparent way of allocating resources for road safety initiatives

**On impaired driving:**

- Increase enforcement and the frequency of Checkstop programs
- Make bars and other establishments that sell alcohol more responsible for preventing impaired driving
- Introduce zero tolerance for drinking and driving
- Introduce mechanisms so that 24 hour suspensions for drinking and driving show up on a person's driving record and abstract
- Track 24 hour suspensions to identify problem drivers early and direct them to appropriate programs
- Give police the explicit statutory authority to demand blood alcohol tests when people are stopped at Checkstops
- Streamline the judicial process for impaired driving cases
- Evaluate the impact of current impaired driving programs
- Increase penalties (including jail time) for people who drive while their licence is suspended
- Reduce the legal blood alcohol limit from 80 to 50 milligrams of alcohol in 100 millilitres of blood.

**On enforcement:**

- Increase resources for traffic enforcement
- Have police officers attend the scene of more collisions and issue summonses
- Reduce the discretion exercised by the courts and encourage them to levy the maximum fines
- Review the role of special constables and commercial vehicle inspectors in traffic enforcement
- Involve community members in enforcement through programs similar to Neighbourhood Watch or complaint lines
- Ban cell phones while driving

**On driver education and testing:**

- Make driver education mandatory
- Provide driver education in schools
- Review current driver education programs
- Review the role and effectiveness of private driver examiners and increase monitoring of driver examiners
- Consider re-testing drivers that have poor driving records
- Make Alberta's standards for driving testing and issuance of drivers' licences as high as or higher than any jurisdiction in North America and ensure that those standards are consistently applied
- Establish opportunities for people to use technology to voluntarily assess and improve their driving knowledge and skills (e.g. web-based hazard perception tests have been introduced in Great Britain)
- Establish targeted driver education, examinations and graduated licences for larger vehicles including motor homes and recreational vehicles
- Expand access to defensive driving programs

**On high-risk drivers and driving:**

- Target enforcement and other strategies to address problems with chronic, repeat offenders
- Use technology to coordinate information on driving record, collision record, impaired driving convictions, and 24 hour suspensions and use that information to identify and target high-risk drivers
- Introduce a province-wide strategy on dangerous driving practices including tailgating and improper lane changes
- Seize vehicles from people with serious driving records
- Increase insurance rates for high risk drivers

**On education and awareness programs:**

- Introduce more graphic, hard-hitting media campaigns
- Reinforce the message that collisions are preventable and the current situation is not acceptable
- Coordinate messages and priorities so people are not bombarded by several campaigns at the same time
- Start when children are young and increase
- Introduce programs to address driver fatigue and inattentiveness

**On the use of technology:**

- Tie photo radar more directly to road safety, particularly to high risk areas (A few respondent suggested that photo radar should be abolished and all enforcement should be done by police officers. Others said photo radar should be introduced on provincial highways)
- Introduce demerits for photo radar
- Ban radar detectors
- Expand the use of technology including speed on green cameras

**On data and information:**

- Improve data collection and compile more comprehensive information on driver histories, collision sites, causes of collisions, etc.
- Revise the current collision report form

**On engineering:**

- Introduce more road side rest stops on highways
- Take a more proactive approach rather than reacting only after "black spots" have been identified
- Identify roadway "black spots" and correct them quickly
- Increase the size of stops signs, introduce flashing lights at T intersections, and review the line of vision at intersections and railway tracks.

**On vehicles and standards:**

- Require farm vehicles to meet the same standards as other commercial vehicles if they are driven on regular roads and highways
- Require regular inspections of vehicles above a certain age or all vehicles
- Review vehicle safety standards
- Require expanded safety programs for all commercial carriers
- Develop commercial driver profiles



**On aging drivers:**

- Consider graduated de-licensing programs that allow seniors to maintain their licences as long as certain conditions are met
- Introduce opportunities for older drivers to learn adaptive driving skills and coping skills once they are no longer able to drive
- Require physicians to report any medical conditions that could affect a person's ability to drive
- Require mandatory re-testing for people above a certain age

**On commercial vehicles and school buses:**

- Review speed limits for school buses and commercial vehicles on provincial highways
- Introduce an apprenticeship-type model for truckers
- Establish mandatory standards for school bus drivers (voluntary standards currently are in place)
- Re-introduce the Partners in Compliance Program
- Strengthen and enforce laws on driving times for truck and bus drivers

**On alternatives to driving:**

- Increase access to public transportation
- Make it safer and easier for people to walk or take a bike
- Require helmets for all off-road vehicles including snowmobiles and all terrain vehicles (ATVs)
- Make bicycle helmets mandatory for all ages
- Introduce age restrictions for driving snowmobiles and ATVs

2255-14

8.3



# COUNTY OF GRANDE PRAIRIE No. 1

December 20, 2004

~~AAMD&C  
2510 Sparrow Drive  
NISKU, ALBERTA T9E 8N5~~

ATTENTION: Patrick Martin, Policy Analyst

Dear Mr. Martin;

RE: MDS for Confined Feeding Operations

M.D. 16 - VALLEYVIEW			
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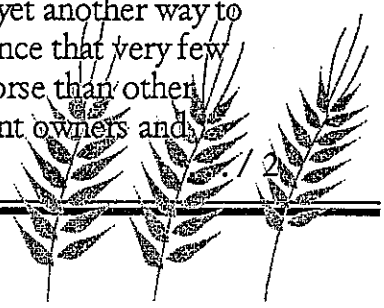
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u

Thank you for the opportunity to comment on this important issue.

The County of Grande Prairie has had the opportunity to intervene in a recent NRCB confined feeding operations decision during this past year. In that decision, the NRCB sided with the County in its application of Municipal Development Plan policy as it related to the location of a CFO. During this lengthy application, approval and review process, a number of important issues became apparent to the County.

The NRCB consistently states that it makes decisions on the basis of science. This paper is another attempt by the NRCB to use science to justify their decision making process and support the development of CFO's. In the County's dealings with the NRCB on the CFO's, we found that the science plays little role in the decision making process. Specifically, on issues related to soils and water, the NRCB ignored the overwhelming scientific evidence against the proposal presented by both the County expert witnesses and their own soils specialist. It was very clear during the review that the NRCB sided with the CFO applicant even with the absence of valid scientific information. While the NRCB ultimately made a decision that supported the County's position, the fact remained that science was essentially ignored. This should be a huge concern to all rural municipalities.

In the context of this discussion paper, the NRCB is looking for yet another way to approve CFO's on the basis of science. MDS is, at best, bad science that very few people can understand. Manure smells. Some manure smells worse than other manure. Even if properly handled, the impact of smell on adjacent owners and



To: R. A. (Bob) Miles, CAO

From: M. Gagnon, Assessor

Date: Jan. 13, 2004/5

## Linear Assessments Based on AEUB Records

### **BACKGROUND:**

In the last 3 to 4 years AMA (Alberta Municipal Affairs) have strived to rely only on the AEUB records to arrive at an assessment. Prior to this they would rely on the Oil and Gas Companies to do annual reports (this is referred to by AMA as self reporting). As I found discrepancies in the linear assessment I would notify the department and changes were made under section 305 of the ACT. After adopting a new policy (Minister Guidelines) the department stopped acknowledging my requests for these changes relying only on the AEUB record registry as of Oct 31 (linear cutoff date).

### **ISSUES:**

#### **1-Timelines:**

Companies are in operation prior to Oct 31 but due to backlogs of registering at the AEUB some Companies get their first year tax free.

#### **2-Permitted use for pipelines:**

Companies are to apply for a license prior to laying a pipe. This license gets registered at the Board. AMA classes this license as "permitted" for 12 months (use to be 6 months). Permitted lines - AMA does not assess these lines unless they are in use. In Nov -Dec they survey the Companies to see if they were in use. Few Companies respond to this survey. Again they may get a free ride for the first year, or for some reason the pipeline does not get built and the license stays registered and the Company gets taxed on inventory they do not have. We have a gas well that has been producing for six years and the pipeline to it is still not assessed.

#### **3-Oil wells:**

The Companies have to report volumes of production to the AEUB but not if it is a pumping or flowing well. Some wells are registered as pumping and some as flowing the difference is the pump. Deeper wells need bigger pumps thus the assessment varies. Based on 19 wells it worked out to \$34,000.00 dollars per well Our County has 938 pumping wells. Using an average of \$34,000.00 per well could result in over 31 million dollars lost in assessment if the oil wells were all assessed as flowing. The linear assessor refused to acknowledge my evidence that all of our producing wells are all pumping. This causes inequality in the assessment within the industry.

#### **4- Errors in the AEUB records:**

There are a few errors in the registry at the Board and only the Oil and Gas Companies can make the necessary changes. AMA or the Municipality can not request changes to the

**IN THE MATTER OF THE *Municipal Government Act*** being Chapter M-26 of the Revised Statutes of Alberta 2000 (Act).

**AND IN THE MATTER OF COMPLAINTS** respecting Linear Property Assessments for the 2004 tax year filed by Northern Sunrise County.

**BETWEEN:**

Northern Sunrise County - Complainant

- a n d -

Designated Linear Assessor for the Province of Alberta as represented by Bishop & McKenzie LLP – Respondent

**BEFORE:**

Members:

C. Bethune, Presiding Officer  
L. Atkey, Member  
B. Ardiel, Member

Secretariat:

M. d'Alquen

Linear Complaint Administrator:

A. Sjouwerman

Upon notice being given to the affected parties, a hearing was held in the City of Edmonton, in the Province of Alberta on October 5, 2004.

The matters before the MGB are 2004 (tax year) linear property assessment complaints as detailed in Appendix "C" of this Board Order. Appendix "D" lists complaints withdrawn at the beginning of this hearing and not considered by the MGB. Appendices "A" and "B" list the witnesses and counsel appearing before the MGB in this matter and the documents received and considered.

from operators confirming pumping status on October 31, 2003. The DLA accepted that the wells were truly pumping, but refused to alter the assessments on the grounds that the Guidelines now require well assessments to reflect only the AEUB records as of October 31. In taking this position, the DLA departed from the practice of prior years – based on earlier versions of the Guidelines - of changing assessments when notified of mistakes.

### **Accuracy of AEUB Records**

Linear property operators provide the AEUB with data during the licensing process, and report changes as they occur. The AEUB can conduct audits and impose penalties where licensees have not reported properly. This system encourages compliance and generally helps keep AEUB records accurate. However, the system does not guarantee that companies will provide updates. Such a failure occurred in the present case, possibly because the AEUB requires and enforces accurate reporting of production records rather than reporting of changes in pumping/flowing status.

### **ISSUE**

Under the Act, Regulations and Guidelines, must the DLA use AEUB records to calculate assessments for wells, even though those records are known to be inaccurate? Since it is agreed that the Guidelines require the DLA to use only AEUB data, the above issue can be restated as follows.

Are the Guidelines consistent with the Act, or do they restrict the DLA from using his statutory powers to fulfill his statutory duty to prepare a fair and equitable assessment? In particular, by restricting his ability to modify admittedly incorrect well assessments to reflect correct information not contained in the AEUB records, do the Guidelines improperly curtail the DLA's powers?

### **LEGISLATION**

In order to decide this matter, the MGB examined the following key legislative directions.

#### ***Municipal Government Act***

Section 292 of the Act gives a broad outline of the standards, procedure and practice for the assessment of linear property and is the starting point for this process.

*292(1) Assessments for linear property must be prepared by the assessor designated by the Minister.*

*(2) Each assessment must reflect*

*312 If it is discovered that there is an error, omission or misdescription in any of the information shown on an assessment notice, an amended assessment notice may be prepared and sent to the assessed person.*

Section 488 speaks to the jurisdiction of the MGB and the requirement of the MGB to conduct a hearing on matters under dispute.

*488(1) The Board has jurisdiction  
(a) to hear complaints about assessments for linear property,*

The Complainants have status to bring the complaint by virtue of section 492(1.1)(b).

*492(1.1) Any of the following may make a complaint about an assessment for linear property:  
(b) a municipality, if the complaint relates to property that is within the boundaries of that municipality.*

#### ***Matters Relating to Assessment and Taxation Regulation (AR 289/99)***

Section 6 of AR 289/99 specifies the valuation standard used for linear property assessment to be that set out in the Guidelines.

*6(1) The valuation standard for linear property is that calculated in accordance with the procedures referred to in subsection (2).  
(2) In preparing an assessment for linear property, the assessor must follow the procedures set out in the Alberta Linear Property Assessment Minister's Guidelines established and maintained by the Department of Municipal Affairs, as amended from time to time.*

#### **2003 Alberta Linear Property Minister's Guidelines**

The 2003 Alberta Linear Property Minister's Guidelines set out the valuation standard and procedures for assessing linear property. Section 4.002 pertains to the characteristics and specifications of pipelines and wells for the purposes of assessment.

Of particular note is section 4.002(c), which says that for property including the subject wells, (defined under section 284(1)(k)(iii)(C),(D),(E) and (E.1) of the Act) assessments must reflect the characteristics and specifications reflected in the records of the AEUB as of October 31 in the year prior to the taxation year. If assessments must reflect the information in the AEUB records, then they cannot also reflect conflicting information from another source. Thus, if given full effect, section 4.002(c) would prevent the DLA from correcting assessments based on information and evidence different from that contained in the AEUB records.

(b) on correcting the roll, an amended assessment notice must be prepared and sent to the assessed person.”

Similarly, section 312 of the Act states the following.

“If it is discovered that there is an error, omission, or misdescription in any of the information shown on an assessment notice, an amended assessment notice may be prepared and sent to the assessed person.”

Despite clear legislative authority to use alternative data to correct assessments, the DLA insists on using admittedly incorrect AEUB data to produce assessments. The MGB should, therefore, substitute assessments that reflect the true physical status of the wells as of October 31, 2003, as accepted by the operators of the wells.

#### **SUMMARY OF THE RESPONDENT’S POSITION**

The Act and Guidelines do not conflict in either of the ways suggested by the Complainant. First, the Complainant’s argument that the legislation requires fair and equitable assessments is flawed. In fact, fairness and equity in a regulated rate environment merely require correct and consistent application of the legislated standard, as held by the MGB in Town of Canmore v. Municipal Affairs and Town of Okotoks et al v. Designated Linear Assessor (Board Orders MGB 287/98 and MGB 089/02). Whether the legislated standard is itself “fair” is a policy consideration beyond the DLA’s (and MGB’s) power to decide.

Second, the Act requires the DLA to follow the valuation standards and procedures set out in the Guidelines. Thus, section 292(2) of the Act says that each linear assessment “must” reflect the valuation standards set out in the regulations for linear property. Section 6 of Regulation AR 289/99 confirms that the appropriate valuation standards are those set out in the Guidelines. Thus, the DLA “must” follow the procedures in the Guidelines.

Section 292(2)(b)(ii) of the Act does empower the DLA to request operators’ reports in some circumstances. However, this provision does not mean the DLA may request reports for all types of linear property. Rather, the Guidelines interpret the Act by explaining when the DLA must use the records of the AEUB and when it must request a report.

The explanation hinges on a distinction between different types of linear property included under the definition of “pipelines” in section 284(1)(k)(iii) of the Act. Section 4.002 (a) and (b) of the Guidelines explain that for linear property defined in section 284(1)(k)(iii) (A) and (B), the DLA may request a report if certain circumstances apply. On the other hand, for property defined under section 284(1)(k)(iii)(C),(D),(E) and (E.1) - such as oil and gas wells - the assessment must reflect the characteristics and specifications contained in the records of the AEUB as of October 31 of the assessment year.

and the power to make corrections (section 305). If the Act and Guidelines are found to conflict, the intentions expressed in the Act must prevail.

### **The Intent of the Act**

The Act empowers the DLA to rely on AEUB records under section 292(2)(b)(i), and clearly intends that the DLA should do so. Reliance on AEUB records has the obvious advantage of streamlining the assessment process and eliminating the cost of inspecting linear properties individually. On the other hand, a system based entirely on AEUB records has an obvious disadvantage as well. The disadvantage is that if there are flaws in the records, mistakes will occur. Such mistakes can have severe financial consequences and it is reasonable to expect the legislated scheme to provide a mechanism to mitigate these consequences.

The MGB recognizes that owners and operators can eliminate most mistakes by fulfilling their duty to report status changes to the AEUB. Further, where mistakes result from failure to report, the DLA may be justified in refusing the non-reporting party's request to correct an assessment. However, the same mechanism is not available to municipalities. The evidence suggests that the AEUB does not respond easily to requests from municipalities. Thus, Mr. Gagnon, the Municipal Assessor for Northern Sunrise County, testified as follows.

"... in years past I would come across [inaccurately assessed wells] and notify Municipal Affairs and the assessment would then change to reflect the pumps in the situation.

The first year I [did] that was something like \$10 million worth of assessment increase because of those changes and the following year about \$3 million. Only in the recent years I am no longer able to do that. The [Department of] Municipal Affairs [doesn't] accept that recommendation and the County cannot get the Board to change the records either. They say that the company [has] to do it and the company [is] not obliged to do it because it is not a requirement to register to the Board. So [that] creates a lull or unequitable, unfair assessment within the oil well."

If the AEUB is unwilling or unable to respond to municipalities' requests to correct AEUB records, then municipalities need an alternate mechanism to fix resulting mistakes in assessments. The need for such a mechanism is recognized by Sections 312 and 292(2)(b)(ii), which allow the DLA to request further information from operators and to correct errors, if warranted, for assessment purposes. These powers are important tools that allow the DLA to apply the regulated standard properly, fairly and equitably, as required under the Act. Accordingly, the MGB finds that the Guidelines conflict with the Act insofar as they attempt to limit the DLA's discretion to use these powers when he needs to do so to prepare a fair and equitable assessment. The MGB does not accept that the DLA is making a fair and equitable



**APPENDIX "A"**

APPEARANCES

<u>NAME</u>	<u>CAPACITY</u>
M. Gagnon	Witness for the Complainant
R. Kozack	Consultant for the Complainant
C. Plante	Counsel for the Respondent
J. Fortin	Witness for the Respondent

**APPENDIX "B"**

DOCUMENTS RECEIVED AT THE HEARING AND CONSIDERED BY THE MGB

<u>NO.</u>	<u>ITEM</u>
1C	Summary of Argument and supporting materials from Northern Sunrise County
2R	Written Submission of the Respondent, Designated Linear Assessor and supporting materials
3R	Will Say Statement for Janet Fortin
4C	Faxed letter from Carmen Plante dated October 4, 2004 Re: 2004 (tax year) Linear Property Assessment Complaints (Northern Sunrise County)

APPENDIX "D"

COMPLAINTS WITHDRAWN AT THIS HEARING

Mun -ID	Municipality	MA-ID	Assessee/Owner/Operator	LPAU-ID	Licence No. or Lease
00496	Northern Sunrise County	Unknown	Unknown	Unknown	MSL831287 (lease)
00496	Northern Sunrise County	Unknown	Unknown	Unknown	MSL982933 (lease)
00496	Northern Sunrise County	22169	Husky Oil Operations Limited	2125047	-
00496	Northern Sunrise County	22169	Husky Oil Operations Limited	2125048	-
00496	Northern Sunrise County	21362	Denison Energy Inc.	2146804	-
00496	Northern Sunrise County	24133	Storm Energy Ltd.	2139901	-
00496	Northern Sunrise County	24133	Storm Energy Ltd.	2139902	-
00496	Northern Sunrise County	24133	Storm Energy Ltd.	2139900	-
00496	Northern Sunrise County	24133	Storm Energy Ltd.	2139903	-
00496	Northern Sunrise County	24133	Storm Energy Ltd.	2148500	-
00496	Northern Sunrise County	22930	Petrofund Corp.	2143463	-
00496	Northern Sunrise County	22930	Petrofund Corp.	2143462	-
00496	Northern Sunrise County	20969	Celtic Exploration Ltd	2147386	-
00496	Northern Sunrise County	20969	Celtic Exploration Ltd	2147387	-
00496	Northern Sunrise County	24815	Whitehall Energy Ltd.	2158675	-
00496	Northern Sunrise County	Unknown	Unknown	Unknown	20116-18 (Licence)
00496	Northern Sunrise County	Unknown	Unknown	Unknown	20116-21 (Licence)
00496	Northern Sunrise County	Unknown	Unknown	Unknown	20116-21 (Licence)
00496	Northern Sunrise County	23305	Penn West Petroleum Ltd.	2141674	-
00496	Northern Sunrise County	22930	Petrofund Corp.	2140021	-
00496	Northern Sunrise County	22169	Husky Oil Operations Limited	2141574	-
00496	Northern Sunrise County	22169	Husky Oil Operations Limited	2135918	-
00496	Northern Sunrise County	24666	Virtus Energy Ltd.	2146785	-
00496	Northern Sunrise County	24666	Virtus Energy Ltd.	2147249	-
00496	Northern Sunrise County	Unknown	Unknown	Unknown	20850-6 (Licence)
00496	Northern Sunrise County	20325	Anadarko Canada Energy Co.	2144425	-
00496	Northern Sunrise County	20515	Baytex Energy Ltd.	2157799	-
00496	Northern Sunrise County	22661	Marathon Canada Limited	1919125	-
00496	Northern Sunrise County	22661	Marathon Canada Limited	1919125	-
00496	Northern Sunrise County	23465	Primewest Energy Inc.	2039492	-
00496	Northern Sunrise County	23465	Primewest Energy Inc.	2039492	-



## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	<b>Committee of the Whole Meeting</b>
<b>Meeting Date:</b>	<b>January 25, 2005</b>
<b>Presented By:</b>	Paul Driedger, Director Planning, Emergency and Enforcement Services
<b>Title:</b>	<b>Development Permit Statistics Report Year End Comparisons (2001 -2004) Residential Building Activity Comparisons (2001 – 2004)</b>
<b>Agenda Item No:</b>	10e)

#### BACKGROUND / PROPOSAL:

Following is the statistical comparisons from 2001-2003 (Year End).

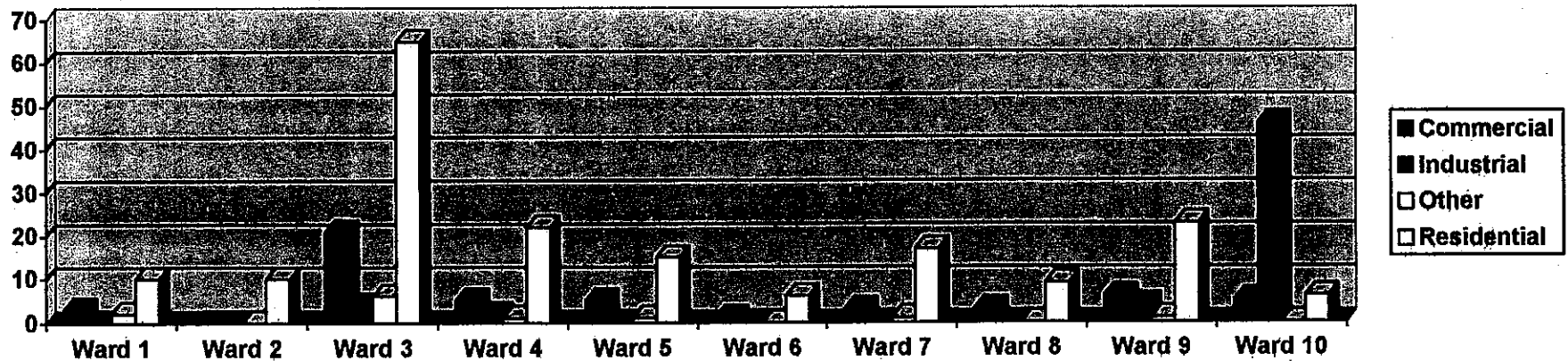
- 2001 Development Permits 303 permits (construction value \$132,761,086.00)
- 2002 Development Permits 332 permits (construction value \$38,681,176.00)
- 2003 Development Permits 309 permits (construction value \$29,155,390.00)
- 2004 Development Permits 336 permits (construction value \$44,768,903.68)

Residential Building Activity Report January to September 2003 to 2004

- 2001 Building Activity 134 permits (Value \$8,387,828.91)
- 2002 Building Activity 153 permits (Value \$9,849,021.00)
- 2003 Building Activity 130 permits (Value \$12,029,825.00)
- 2004 Building Activity 160 permits (Value \$44,768,903.68)

Author:	Reviewed: 	C.A.O.:
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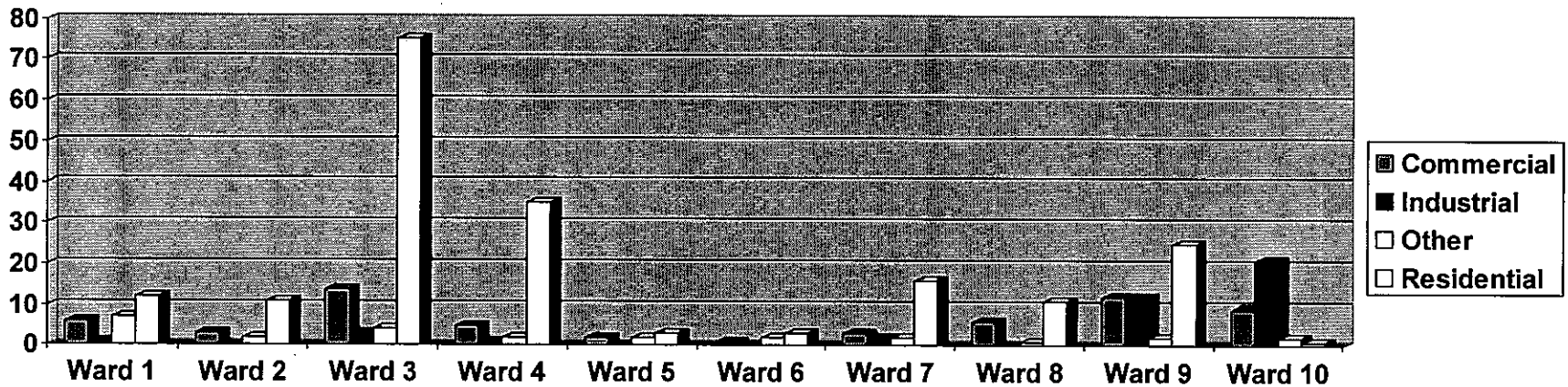


Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Commercial	3		21	5	5	1	3	3	6	5	52
Industrial			4	2					4	46	56
Other	2		6	1	1		1		1		12
Residential	10	10	65	22	15	6	17	9	23	6	168
<b>TOTALS</b>	<b>15</b>	<b>10</b>	<b>96</b>	<b>30</b>	<b>21</b>	<b>7</b>	<b>21</b>	<b>12</b>	<b>34</b>	<b>57</b>	<b>303</b>

Development	2000	Construction Cost
Commercial	52	\$2,194,450.00
Industrial	56	\$113,520,213.0
Other	12	\$8,438,500.00
Residential	168	\$8,607,923.91
<b>TOTALS</b>	<b>303</b>	<b>\$132,761,086.91</b>

Wards	Total Construction Cost
Ward 1	\$439,000.00
Ward 2	\$459,000.00
Ward 3	\$14,971,695.00
Ward 4	\$1,334,000.00
Ward 5	\$505,050.00
Ward 6	\$240,000.00
Ward 7	\$914,000.00
Ward 8	\$429,000.00
Ward 9	\$3,549,128.91
Ward 10	\$109,920,213.00
<b>TOTAL</b>	<b>\$132,761,086.91</b>

**Municipal District of Mackenzie No. 23  
Year to Date Development Summary  
January 01 to December 31, 2001**

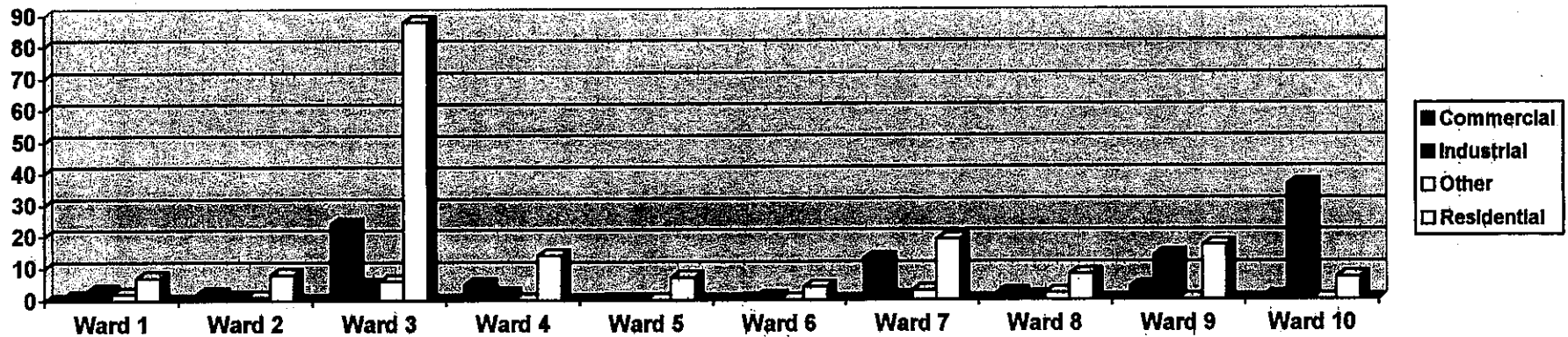


Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Commercial	6	3	14	5	2	1	3	6	12	9	61
Industrial	1	0	3	1	0	0	2	0	12	21	40
Other	7	2	4	2	2	2	2	1	2	2	26
Residential	12	11	75	35	16	3	16	11	25	1	205
<b>Total</b>	<b>26</b>	<b>16</b>	<b>96</b>	<b>43</b>	<b>20</b>	<b>6</b>	<b>23</b>	<b>18</b>	<b>51</b>	<b>33</b>	<b>332</b>

Development	Permits	Construction Cost
Commercial	61	\$325,300.00
Industrial	40	\$22,680,530.00
Other	26	\$1,307,000.00
Residential	205	\$11,390,346.00
<b>TOTALS</b>	<b>332</b>	<b>\$38,681,176.00</b>

**Municipal District of Mackenzie  
Development Summary  
January 1, 2002 to December 31, 2002**

Wards	Construction Cost
Ward 1	\$1,606,525.00
Ward 2	\$1,110,000.00
Ward 3	\$6,016,196.00
Ward 4	\$3,339,050.00
Ward 5	\$867,500.00
Ward 6	\$334,000.00
Ward 7	\$1,931,700.00
Ward 8	\$363,475.00
Ward 9	\$10,811,000.00
Ward 10	\$12,250,730.00
<b>TOTAL</b>	<b>\$38,681,176.00</b>

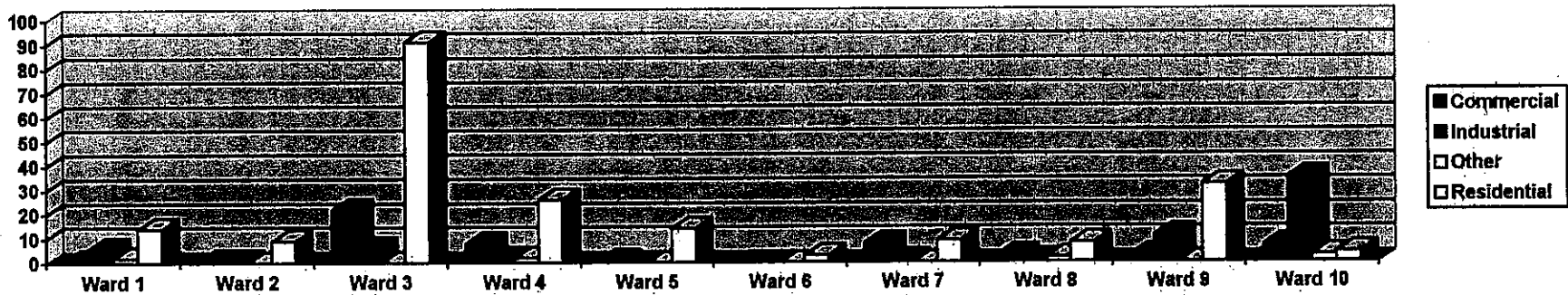


Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Commercial	1	2	24	5			13	2	4	1	52
Industrial	3	1	5	2		1	1	1	14	36	64
Other	2	1	6				3	2			14
Residential	7	8	88	14	7	4	19	8	17	7	179
<b>Total</b>	<b>13</b>	<b>12</b>	<b>123</b>	<b>21</b>	<b>7</b>	<b>5</b>	<b>36</b>	<b>13</b>	<b>35</b>	<b>44</b>	<b>309</b>

Development	Permits	Construction Cost
Commercial	52	\$4,024,650.00
Industrial	64	\$11,624,220.00
Other	14	\$527,525.00
Residential	179	\$12,978,995.00
<b>TOTALS</b>	<b>309</b>	<b>\$29,155,390.00</b>

Wards	Construction Cost
Ward 1	\$671,025.00
Ward 2	\$1,436,500.00
Ward 3	\$10,404,525.00
Ward 4	\$1,331,100.00
Ward 5	\$399,000.00
Ward 6	\$204,000.00
Ward 7	\$2,492,500.00
Ward 8	\$4,159,570.00
Ward 9	\$1,931,170.00
Ward 10	\$6,126,000.00
<b>TOTAL</b>	<b>\$29,155,390.00</b>

**Municipal District of Mackenzie No. 23**  
**Development Summary**  
**January 1, 2003 to December 31, 2003**



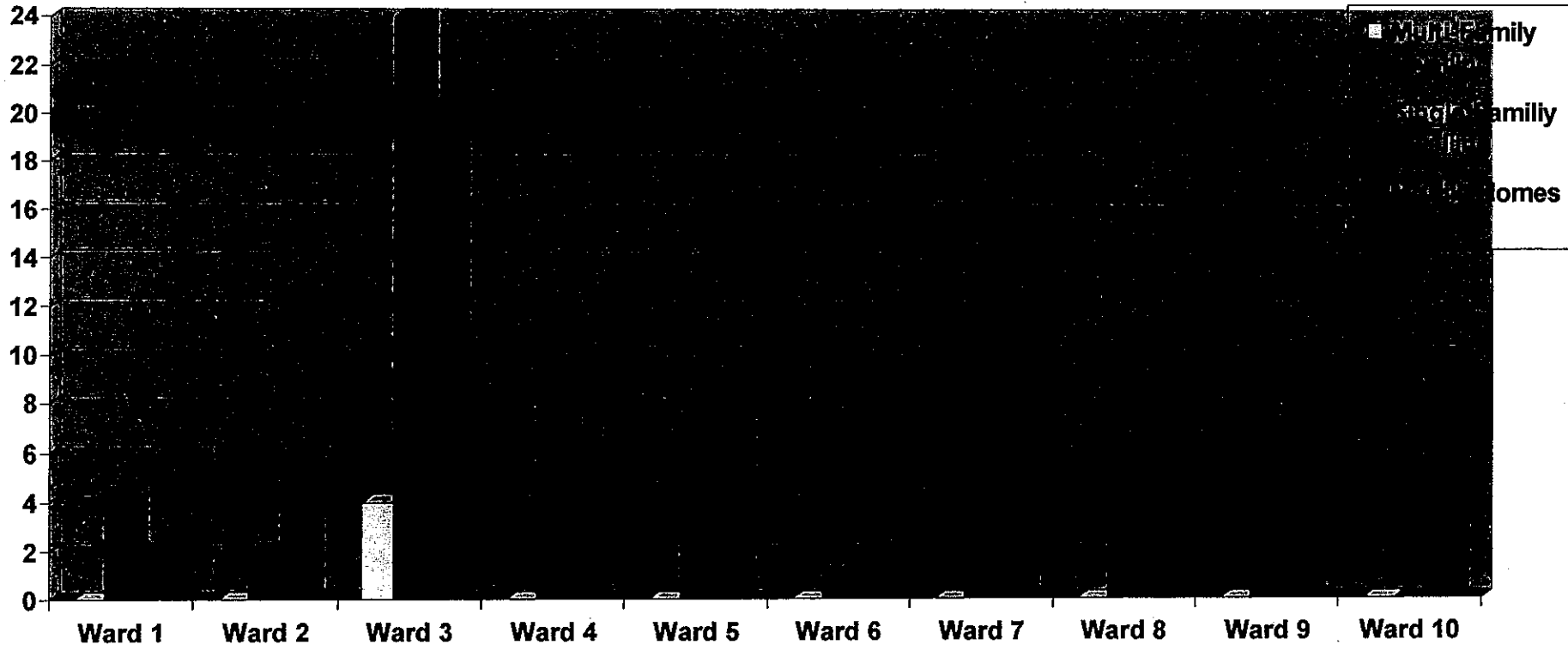
Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Commercial	1	1	22	8	1		8	3	3	7	54
Industrial	6	1	6	2	0		1	1	11	35	63
Other	2	0	0	2	0		0	2	0	3	9
Residential	14	9	91	26	14	3	9	8	32	4	210
<b>Total</b>	<b>23</b>	<b>11</b>	<b>119</b>	<b>38</b>	<b>15</b>	<b>3</b>	<b>18</b>	<b>14</b>	<b>46</b>	<b>49</b>	<b>336</b>

Development	Permits	Construction Cost
Commercial	54	\$2,748,442.00
Industrial	63	\$21,087,149.00
Other	9	\$7,069,200.00
Residential	210	\$13,864,112.68
<b>TOTALS</b>	<b>336</b>	<b>\$44,768,903.68</b>

**Municipal District of Mackenzie No. 23  
Development Summary  
January 1, 2004 to December 31, 2004**

Wards	Construction Cost
Ward 1	\$6,257,700.00
Ward 2	\$236,400.00
Ward 3	\$14,122,292.00
Ward 4	\$3,753,300.00
Ward 5	\$946,000.00
Ward 6	\$210,000.00
Ward 7	\$739,832.00
Ward 8	\$657,000.00
Ward 9	\$4,700,730.00
Ward 10	\$13,145,649.68
<b>TOTAL</b>	<b>\$44,768,903.68</b>





**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December,**

**2001**

**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December, 2001**

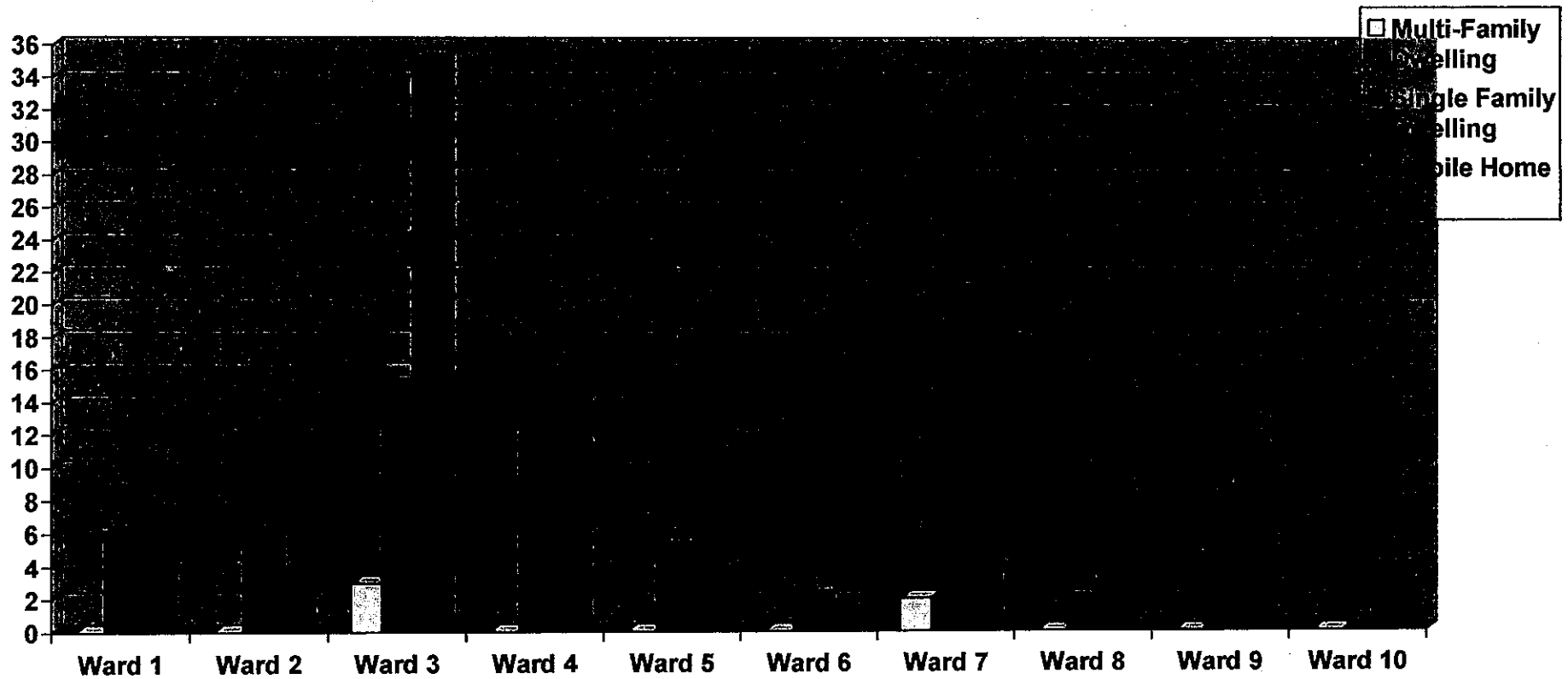
Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Multi-Family Dwelling			4								4
Single Family Dwelling	4	2	24	8	3	1	3	3	6		54
Mobile homes	2	6	20	6	9	2	8	3	10	10	76
<b>Total</b>	<b>6</b>	<b>8</b>	<b>48</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>11</b>	<b>6</b>	<b>16</b>	<b>10</b>	<b>134</b>

Wards	Permits	Multi-Family Dwelling Construction Cost
Ward 1		
Ward 2		
Ward 3	4	\$700,000.00
Ward 4		
Ward 5		
Ward 6		
Ward 7		
Ward 8		
Ward 9		
Ward 10		
<b>TOTAL</b>	<b>4</b>	<b>\$700,000.00</b>

Wards	Permits	Single Family Dwelling Construction Cost
Ward 1	4	\$260,000.00
Ward 2	2	\$260,000.00
Ward 3	24	\$2,259,000.00
Ward 4	8	\$627,000.00
Ward 5	3	\$200,000.00
Ward 6	1	\$75,000.00
Ward 7	3	\$255,000.00
Ward 8	3	\$248,000.00
Ward 9	6	\$534,000.00
Ward 10		\$0.00
<b>TOTAL</b>	<b>54</b>	<b>\$4,718,000.00</b>

Wards	Permits	Mobile Home Construction Cost
Ward 1	2	\$90,000.00
Ward 2	6	\$181,000.00
Ward 3	20	\$843,200.00
Ward 4	6	\$274,000.00
Ward 5	9	\$293,000.00
Ward 6	2	\$0.00
Ward 7	8	\$506,000.00
Ward 8	3	\$160,000.00
Ward 9	10	\$499,628.91
Ward 10	10	\$123,000.00
<b>TOTAL</b>	<b>76</b>	<b>\$2,969,828.91</b>

Wards	Permits	TOTAL Residential Building Activity
Ward 1	6	\$350,000.00
Ward 2	8	\$441,000.00
Ward 3	48	\$3,102,200.00
Ward 4	14	\$1,601,000.00
Ward 5	12	\$493,000.00
Ward 6	3	\$75,000.00
Ward 7	12	\$761,000.00
Ward 8	6	\$408,000.00
Ward 9	16	\$1,033,628.91
Ward 10	8	\$123,000.00
<b>TOTAL</b>	<b>152</b>	<b>\$8,387,828.91</b>



**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December,**

**2002**

**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December, 2002**

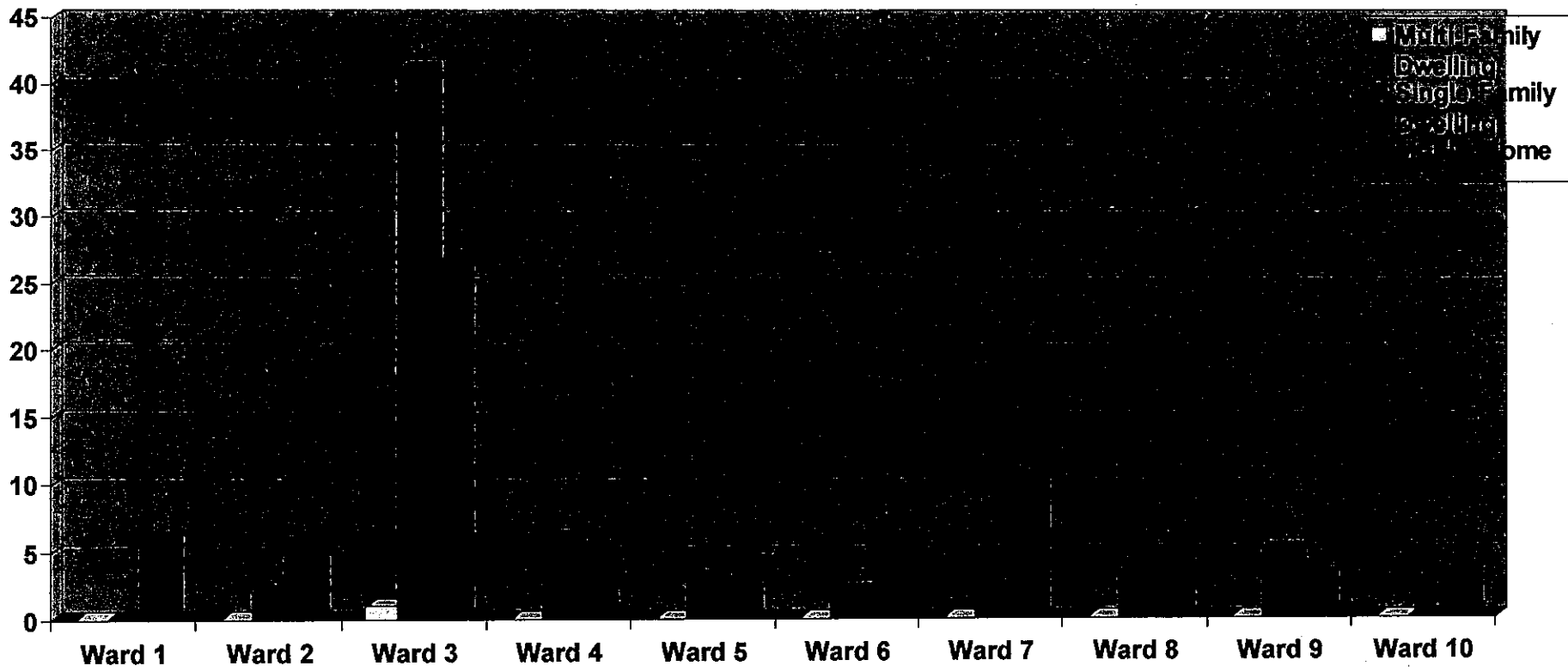
Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Multi-Family Dwelling			3				2				5
Single Family Dwelling	6	6	15	13	5	2		1	8		56
Mobile homes	7	3	35	15	5	1	4	8	11	3	92
<b>Total</b>	<b>13</b>	<b>9</b>	<b>53</b>	<b>28</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>153</b>

Wards	Permits	Multi-Family Dwelling Construction Cost
Ward 1		
Ward 2		
Ward 3	3	\$620,000.00
Ward 4		
Ward 5		
Ward 6		
Ward 7	2	\$520,000.00
Ward 8		
Ward 9		
Ward 10		
<b>TOTAL</b>	<b>5</b>	<b>\$1,140,000.00</b>

Wards	Permits	Single Family Dwelling Construction Cost
Ward 1	6	\$435,025.00
Ward 2	6	\$768,000.00
Ward 3	15	\$1,587,271.00
Ward 4	13	\$1,265,000.00
Ward 5	5	\$620,000.00
Ward 6	2	\$145,000.00
Ward 7		\$0.00
Ward 8	1	\$85,000.00
Ward 9	8	\$1,224,000.00
Ward 10		\$0.00
<b>TOTAL</b>	<b>56</b>	<b>\$6,129,296.00</b>

Wards	Permits	Mobile Home Construction Cost
Ward 1	7	\$124,000.00
Ward 2	3	\$227,000.00
Ward 3	35	\$918,050.00
Ward 4	15	\$433,000.00
Ward 5	5	\$74,000.00
Ward 6	1	\$74,000.00
Ward 7	4	\$125,200.00
Ward 8	8	\$160,475.00
Ward 9	11	\$318,000.00
Ward 10	3	\$126,000.00
<b>TOTAL</b>	<b>92</b>	<b>\$2,579,725.00</b>

Wards	Permits	TOTAL Residential Building Activity
Ward 1	13	\$559,025.00
Ward 2	9	\$995,000.00
Ward 3	53	\$3,125,321.00
Ward 4	28	\$1,698,000.00
Ward 5	10	\$694,000.00
Ward 6	3	\$219,000.00
Ward 7	6	\$645,200.00
Ward 8	9	\$245,475.00
Ward 9	19	\$1,542,000.00
Ward 10	3	\$126,000.00
<b>TOTAL</b>	<b>153</b>	<b>\$9,849,021.00</b>



**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December,**

**2003**

**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December, 2003**

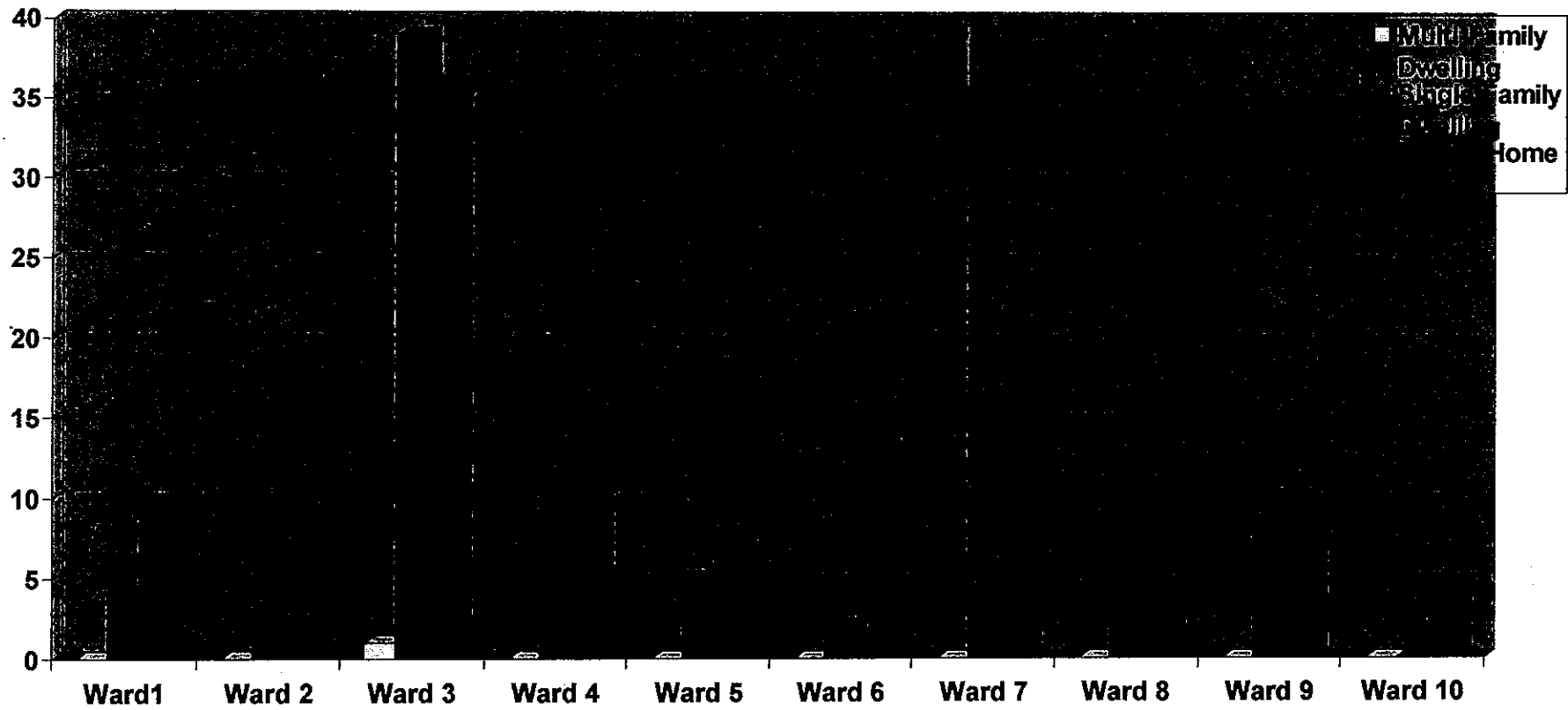
Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Multi-Family Dwelling			1								1
Single Family Dwelling	0	2	41	6	3	2	2	3	5	0	64
Mobile homes	6	5	26	5	2	1	10	4	3	3	65
<b>Total</b>	<b>6</b>	<b>7</b>	<b>68</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>130</b>

Wards	Permits	Multi-Family Dwelling Construction Cost
Ward 1		
Ward 2		
Ward 3	1	\$50,000.00
Ward 4		
Ward 5		
Ward 6		
Ward 7		
Ward 8		
Ward 9		
Ward 10		
<b>TOTAL</b>	<b>1</b>	<b>\$50,000.00</b>

Wards	Permits	Single Family Dwelling Construction Cost
Ward 1	0	\$0.00
Ward 2	2	\$1,155,000.00
Ward 3	41	\$5,164,000.00
Ward 4	6	\$715,000.00
Ward 5	3	\$265,000.00
Ward 6	2	\$80,000.00
Ward 7	2	\$288,000.00
Ward 8	3	\$300,000.00
Ward 9	5	\$209,000.00
Ward 10		\$0.00
<b>TOTAL</b>	<b>56</b>	<b>\$8,176,000.00</b>

Wards	Permits	Mobile Home Construction Cost
Ward 1	6	\$300,000.00
Ward 2	5	\$201,500.00
Ward 3	26	\$1,031,825.00
Ward 4	5	\$219,000.00
Ward 5	2	\$95,000.00
Ward 6	1	\$82,000.00
Ward 7	10	\$1,532,000.00
Ward 8	4	\$207,500.00
Ward 9	3	\$100,000.00
Ward 10	3	\$35,000.00
<b>TOTAL</b>	<b>92</b>	<b>\$3,803,825.00</b>

Wards	Permits	TOTAL Residential Building Activity
Ward 1	6	\$300,000.00
Ward 2	7	\$1,356,500.00
Ward 3	68	\$6,245,825.00
Ward 4	11	\$934,000.00
Ward 5	5	\$360,000.00
Ward 6	3	\$162,000.00
Ward 7	12	\$1,820,000.00
Ward 8	7	\$507,500.00
Ward 9	8	\$309,000.00
Ward 10	3	\$35,000.00
<b>TOTAL</b>	<b>130</b>	<b>\$12,029,825.00</b>



**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December, 2004**

**2004**

**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December, 2004**

Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Multi-Family Dwelling			1								1
Single Family Dwelling	4	2	39	11	5	2	1	2	8	0	74
Mobile homes	9	2	36	10	7	1	4	3	9	4	85
<b>Total</b>	<b>13</b>	<b>4</b>	<b>76</b>	<b>21</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>17</b>	<b>4</b>	<b>160</b>

Wards	Permits	Multi-Family Dwelling Construction Cost
Ward 1		
Ward 2		
Ward 3	1	\$40,000.00
Ward 4		
Ward 5		
Ward 6		
Ward 7		
Ward 8		
Ward 9		
Ward 10		
<b>TOTAL</b>	<b>1</b>	<b>\$40,000.00</b>

Wards	Permits	Single Family Dwelling Construction Cost
Ward 1	4	\$310,000.00
Ward 2	2	\$140,000.00
Ward 3	39	\$4,998,550.00
Ward 4	11	\$1,531,300.00
Ward 5	5	\$770,000.00
Ward 6	2	\$190,000.00
Ward 7	1	\$160,000.00
Ward 8	2	\$185,000.00
Ward 9	8	\$11,791,030.68
Ward 10	0	\$0.00
<b>TOTAL</b>	<b>74</b>	<b>\$20,075,880.68.00</b>

Wards	Permits	Mobile Home Construction Cost
Ward 1	9	\$10,259,242.00
Ward 2	2	\$14,000.00
Ward 3	36	\$1,734,300.00
Ward 4	10	\$323,000.00
Ward 5	7	\$158,000.00
Ward 6	1	\$20,000.00
Ward 7	4	\$271,832.00
Ward 8	3	\$240,000.00
Ward 9	9	\$468,000.00
Ward 10	4	\$11,164,649.00
<b>TOTAL</b>	<b>85</b>	<b>\$24,653,023.00</b>

Wards	Permits	TOTAL Residential Building Activity
Ward 1	13	\$10,569,242.00
Ward 2	4	\$154,000.00
Ward 3	76	\$17,453,449.00
Ward 4	21	\$2,096,350.00
Ward 5	12	\$928,000.00
Ward 6	3	\$210,000.00
Ward 7	5	\$431,832.00
Ward 8	5	\$425,000.00
Ward 9	17	\$1,413,230.68
Ward 10	34	\$11,087,800.00
<b>TOTAL</b>	<b>160</b>	<b>\$44,768,903.68</b>



**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January to December, 2002**

<b>Subdivision</b>	<b>Ward 1</b>	<b>Ward 2</b>	<b>Ward 3</b>	<b>Ward 4</b>	<b>Ward 5</b>	<b>Ward 6</b>	<b>Ward 7</b>	<b>Ward 8</b>	<b>Ward 9</b>	<b>Ward 10</b>	<b>Total</b>
Urban	0	0	7	0	0	0	1	0	0	0	8
Rural	4	5	0	8	3	0	0	3	5	0	28
Rural Multi	0	0	0	2	0	0	0	0	0	0	2
<b>Total</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>38</b>

<b>Wards</b>	<b>Rural in Acres</b>	<b>Multi Rural in Acres</b>	<b>Urban in Acres</b>
Ward 1	54.41	0	0
Ward 2	50.33	0	0
Ward 3	0	0	25.45
Ward 4	58.98	170.5	0
Ward 5	31.03	0	0
Ward 6	0	0	0
Ward 7	0	0	0
Ward 8	37.9	0	0
Ward 9	56.08	0	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>288.73</b>	<b>170.5</b>	<b>25.45</b>

**Total amount of area subdivided January till December, 2002 – 484.68 acres**

**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January to December, 2003**

<b>Subdivision</b>	<b>Ward 1</b>	<b>Ward 2</b>	<b>Ward 3</b>	<b>Ward 4</b>	<b>Ward 5</b>	<b>Ward 6</b>	<b>Ward 7</b>	<b>Ward 8</b>	<b>Ward 9</b>	<b>Ward 10</b>	<b>Total</b>
Urban	0	0	4	1	0	0	1	0	0	0	6
Rural	3	7		4	4	1	0	2	4	0	25
Rural Multi	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>31</b>

<b>Wards</b>	<b>Rural in Acres</b>	<b>Multi Rural in Acres</b>	<b>Urban in Acres</b>
Ward 1	25	0	0
Ward 2	50.33	0	0
Ward 3	0	0	37.65
Ward 4	32.02	0	11.94
Ward 5	39.03	0	0
Ward 6	10.34	0	0
Ward 7	0	0	BA
Ward 8	20.03	0	0
Ward 9	34.13	0	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>210.88</b>	<b>0</b>	<b>49.59</b>

**Total amount of area subdivided January to September 1, 2003 – 260.47 acres**

**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January to December, 2004**

Subdivision	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Urban	0	0	7	0	0	0	1	0	0	0	8
Rural	9	12		11	10	0	0	2	11	0	55
Rural Multi	0	0	0	7	0	0	0	1	2	0	10
<b>Total</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>73</b>

Wards	Rural in Acres	Multi Rural in Acres	Urban in Acres
Ward 1	70.97	0	0
Ward 2	252.20	0	0
Ward 3	0	0	67.1
Ward 4	107.93	272.21	0
Ward 5	105.21	0	0
Ward 6	0	0	0
Ward 7		0	5.5
Ward 8	20	22.66	0
Ward 9	178.40	93.23	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>734.71</b>	<b>388.10</b>	<b>72.6</b>

**Total amount of area subdivided January to December, 2004 – 1,195.41 acres**

**Municipal District of Mackenzie No. 23  
Residential Building Activity Report  
January – December, 2004**

Development	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Multi-Family Dwelling			1								1
Single Family Dwelling	4	2	39	11	5	2	1	2	8	0	74
Mobile homes	9	2	36	10	7	1	4	3	9	4	85
<b>Total</b>	<b>13</b>	<b>4</b>	<b>76</b>	<b>21</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>17</b>	<b>4</b>	<b>160</b>

Wards	Permits	Multi-Family Dwelling Construction Cost
Ward 1		
Ward 2		
Ward 3	1	\$40,000.00
Ward 4		
Ward 5		
Ward 6		
Ward 7		
Ward 8		
Ward 9		
Ward 10		
<b>TOTAL</b>	<b>1</b>	<b>\$40,000.00</b>

Wards	Permits	Single Family Dwelling Construction Cost
Ward 1	4	\$310,000.00
Ward 2	2	\$140,000.00
Ward 3	39	\$4,998,550.00
Ward 4	11	\$1,531,300.00
Ward 5	5	\$770,000.00
Ward 6	2	\$190,000.00
Ward 7	1	\$160,000.00
Ward 8	2	\$185,000.00
Ward 9	8	\$11,791,030.68
Ward 10	0	\$0.00
<b>TOTAL</b>	<b>74</b>	<b>\$20,075,880.68.00</b>

Wards	Permits	Mobile Home Construction Cost
Ward 1	9	\$10,259,242.00
Ward 2	2	\$14,000.00
Ward 3	36	\$1,734,300.00
Ward 4	10	\$323,000.00
Ward 5	7	\$158,000.00
Ward 6	1	\$20,000.00
Ward 7	4	\$271,832.00
Ward 8	3	\$240,000.00
Ward 9	9	\$468,000.00
Ward 10	4	\$11,164,649.00
<b>TOTAL</b>	<b>85</b>	<b>\$24,653,023.00</b>

Wards	Permits	TOTAL Residential Building Activity
Ward 1	13	\$10,569,242.00
Ward 2	4	\$154,000.00
Ward 3	76	\$17,453,449.00
Ward 4	21	\$2,096,350.00
Ward 5	12	\$928,000.00
Ward 6	3	\$210,000.00
Ward 7	5	\$431,832.00
Ward 8	5	\$425,000.00
Ward 9	17	\$1,413,230.68
Ward 10	34	\$11,087,800.00
<b>TOTAL</b>	<b>160</b>	<b>\$44,768,903.68</b>

**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January to December, 2002**

<b>Subdivision</b>	<b>Ward 1</b>	<b>Ward 2</b>	<b>Ward 3</b>	<b>Ward 4</b>	<b>Ward 5</b>	<b>Ward 6</b>	<b>Ward 7</b>	<b>Ward 8</b>	<b>Ward 9</b>	<b>Ward 10</b>	<b>Total</b>
Urban	0	0	7	0	0	0	1	0	0	0	8
Rural	4	5	0	8	3	0	0	3	5	0	28
Rural Multi	0	0	0	2	0	0	0	0	0	0	2
<b>Total</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>38</b>

<b>Wards</b>	<b>Rural in Acres</b>	<b>Multi Rural in Acres</b>	<b>Urban in Acres</b>
Ward 1	54.41	0	0
Ward 2	50.33	0	0
Ward 3	0	0	25.45
Ward 4	58.98	170.5	0
Ward 5	31.03	0	0
Ward 6	0	0	0
Ward 7	0	0	0
Ward 8	37.9	0	0
Ward 9	56.08	0	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>288.73</b>	<b>170.5</b>	<b>25.45</b>

**Total amount of area subdivided January till December, 2002 – 484.68 acres**

**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January to December, 2003**

<b>Subdivision</b>	<b>Ward 1</b>	<b>Ward 2</b>	<b>Ward 3</b>	<b>Ward 4</b>	<b>Ward 5</b>	<b>Ward 6</b>	<b>Ward 7</b>	<b>Ward 8</b>	<b>Ward 9</b>	<b>Ward 10</b>	<b>Total</b>
Urban	0	0	4	1	0	0	1	0	0	0	6
Rural	3	7		4	4	1	0	2	4	0	25
Rural Multi	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>31</b>

<b>Wards</b>	<b>Rural in Acres</b>	<b>Multi Rural in Acres</b>	<b>Urban in Acres</b>
Ward 1	25	0	0
Ward 2	50.33	0	0
Ward 3	0	0	37.65
Ward 4	32.02	0	11.94
Ward 5	39.03	0	0
Ward 6	10.34	0	0
Ward 7	0	0	BA
Ward 8	20.03	0	0
Ward 9	34.13	0	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>210.88</b>	<b>0</b>	<b>49.59</b>

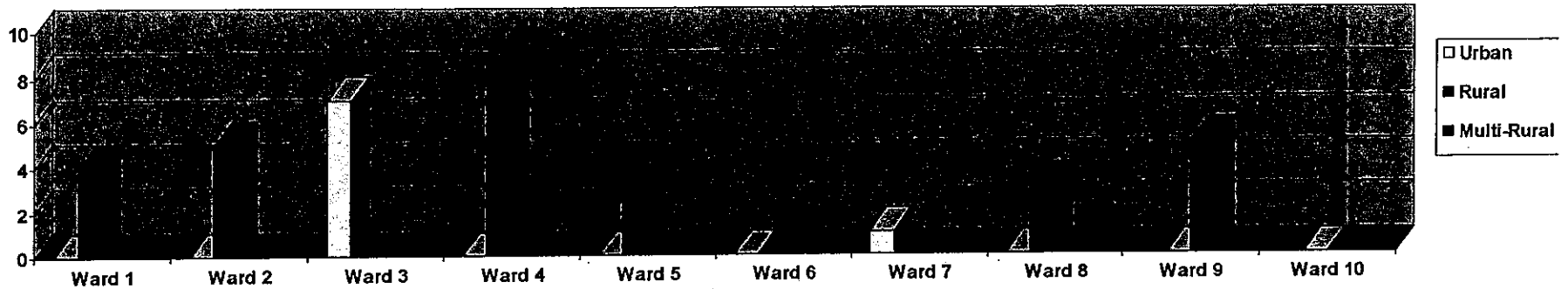
**Total amount of area subdivided January to September 1, 2003 – 260.47 acres**

**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January to December, 2004**

<b>Subdivision</b>	<b>Ward 1</b>	<b>Ward 2</b>	<b>Ward 3</b>	<b>Ward 4</b>	<b>Ward 5</b>	<b>Ward 6</b>	<b>Ward 7</b>	<b>Ward 8</b>	<b>Ward 9</b>	<b>Ward 10</b>	<b>Total</b>
Urban	0	0	7	0	0	0	1	0	0	0	8
Rural	9	12		11	10	0	0	2	11	0	55
Rural Multi	0	0	0	7	0	0	0	1	2	0	10
<b>Total</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>73</b>

<b>Wards</b>	<b>Rural in Acres</b>	<b>Multi Rural in Acres</b>	<b>Urban in Acres</b>
Ward 1	70.97	0	0
Ward 2	252.20	0	0
Ward 3	0	0	67.1
Ward 4	107.93	272.21	0
Ward 5	105.21	0	0
Ward 6	0	0	0
Ward 7		0	5.5
Ward 8	20	22.66	0
Ward 9	178.40	93.23	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>734.71</b>	<b>388.10</b>	<b>72.6</b>

**Total amount of area subdivided January to December, 2004 – 1,195.41 acres**



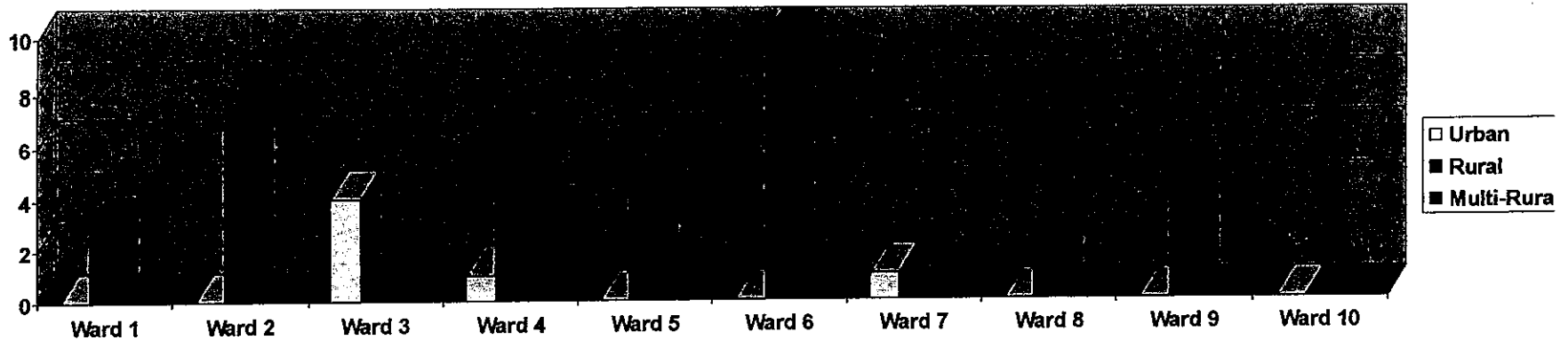
Subdivision	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Urban	0	0	7	0	0	0	1	0	0	0	8
Rural	4	5	0	8	3	0	0	3	5	0	28
Rural Multi	0	0	0	2	0	0	0	0	0	0	2
<b>Total</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>38</b>

Wards	Rural in Acres	Multi Rural in Acres	Urban in Acres
Ward 1	54.41	0	0
Ward 2	50.33	0	0
Ward 3	0	0	25.45
Ward 4	58.98	170.5	0
Ward 5	31.03	0	0
Ward 6	0	0	0
Ward 7	0	0	0
Ward 8	37.9	0	0
Ward 9	56.08	0	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>288.73</b>	<b>170.5</b>	<b>25.45</b>

**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January 1 to December 31,  
2002**

**Total amount of area subdivided January till December, 2002 – 484.68 acres**



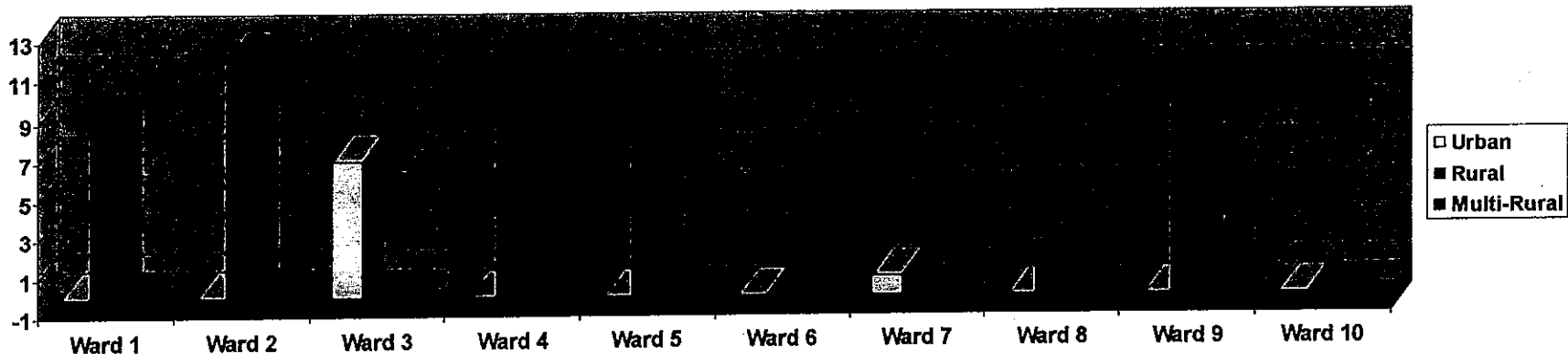


Subdivision	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Urban	0	0	4	1	0	0	1	0	0	0	6
Rural	3	7	0	4	4	1	0	2	4	0	25
Rural Multi	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>31</b>

Wards	Rural in Acres	Multi Rural in Acres	Urban in Acres
Ward 1	25	0	0
Ward 2	50.33	0	0
Ward 3	0	0	37.65
Ward 4	32.02	0	11.94
Ward 5	39.03	0	0
Ward 6	10.34	0	0
Ward 7	0	0	BA
Ward 8	20.03	0	0
Ward 9	34.13	0	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>210.88</b>	<b>0</b>	<b>49.59</b>

**Municipal District of Mackenzie No. 23  
Subdivision Application Summary  
January 1 to December 31,  
2003**

Total amount of area subdivided January to September 1, 2003 – 260.47 acres

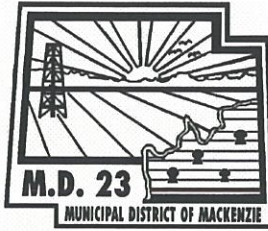


Subdivision	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Ward 9	Ward 10	Total
Urban	0	0	7	0	0	0	1	0	0	0	8
Rural	9	12	0	11	10	0	0	2	11	0	55
Rural Multi	0	0	0	7	0	0	0	1	2	0	10
<b>Total</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>73</b>

Wards	Rural in Acres	Multi Rural in Acres	Urban in Acres
Ward 1	70.97	0	0
Ward 2	252.20	0	0
Ward 3	0	0	67.1
Ward 4	107.93	272.21	0
Ward 5	105.21	0	0
Ward 6	0	0	0
Ward 7		0	5.5
Ward 8	20	22.66	0
Ward 9	178.40	93.23	0
Ward 10	0	0	0
<b>TOTAL</b>	<b>734.71</b>	<b>388.10</b>	<b>72.6</b>

**Municipal District of Mackenzie No. 23**  
**Subdivision Application Summary**  
**January 1 to December 31,**  
**2004**

**Total amount of area subdivided January to December, 2004 – 1,195.41 acres**



## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	Regular Council
<b>Meeting Date:</b>	January 25, 2005
<b>Presented By:</b>	Paul Driedger Director of Planning, Emergency & Enforcement Services
<b>Title:</b>	High Level RCMP Statistical Report January – December 2004
<b>Agenda Item No:</b>	10 f)

#### **BACKGROUND / PROPOSAL:**

The High Level RCMP has provided statistics report on collisions, break & enters and other criminal offenses for their jurisdiction.

#### **DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:**

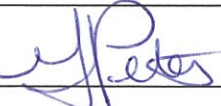
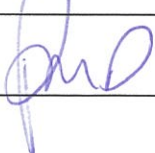

The statistical report on criminal offenses is broken down to Highway 35, Highway 58 and Municipal District of Mackenzie.

#### **COSTS / SOURCE OF FUNDING:**

N/A

#### **RECOMMENDED ACTION:**

That the Statistical Comparison report for the High Level RCMP be accepted as information.

Author: 	Reviewed: 	C.A.O.: 
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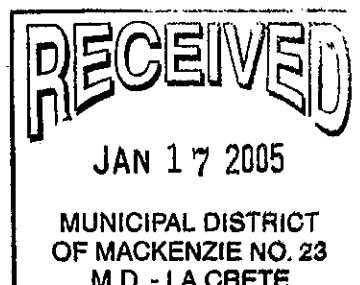
# HIGH LEVEL DETACHMENT

Statistical Comparisons

## Municipal District of Mackenzie

For the Period January 1<sup>st</sup>, 2004 to December 31<sup>st</sup>, 2004

Item	No. of Complaints 2003	No. of Complaints 2004	Youths Charged	Youths Diverted	Total Work Load High Level Det 2004
Persons Crime (murder, robbery, physical & sexual assaults)	5	8	0	0	386
Break & Enters	14	7	1	0	166
Motor Vehicle Thefts	10	8	0	0	72
Thefts (over and under \$5000)	7	7	0	0	361
Possession of Stolen Property	2	1	0	0	35
Frauds	0	1	0	0	45
Weapons Offences	4	5	0	0	44
Other Criminal Code (property damage, disturbances, threats, fail to appear in court, breach of probation)	17	21	1	2	2053
Non-chargeable Criminal Code (breach of peace/peace bonds)	4	0	0	0	132
Drugs	3	3	0	0	69
Provincial Statutes (excluding traffic and liquor)	6	10	0	0	165
Liquor Offences	5	5	1	0	1224
Provincial Traffic Offences	7	3	0	0	1157
Municipal Bylaws	0	0			82
Collisions - Fatalities	1	1			3
Collisions - Injury	1	1			34
Collisions - Property Damage	21	30			196
Criminal Code Traffic Offences (impaired driving, dangerous driving)	3	3	1	0	191
Prisoners - total for the year	3139	3160			3160
Victims Service Referrals	127	147			147
Number of Youth Victimized	15	28			28





# HIGH LEVEL DETACHMENT

Statistical Comparisons

## Highway 35

For the Period January 1<sup>st</sup>, 2004 to December 31<sup>st</sup>, 2004

Item	No. of Complaints 2003	No. of Complaints 2004	Youths Charged	Youths Diverted	Total Work Load High Level Det 2004
Persons Crime (murder, robbery, physical & sexual assaults)	1	2	0	0	386
Break & Enters	3	0	0	0	166
Motor Vehicle Thefts	4	2	0	0	72
Thefts (over and under \$5000)	2	3	0	0	361
Possession of Stolen Property	1	1	0	0	35
Frauds	0	0	0	0	45
Weapons Offences	1	1	0	0	44
Other Criminal Code (property damage, disturbances, threats, fail to appear in court, breach of probation)	15	9	0	0	2053
Non-chargeable Criminal Code (breach of peace/peace bonds)	0	0	0	0	132
Drugs	2	0	0	0	69
Provincial Statutes (excluding traffic and liquor)	0	6	0	0	165
Liquor Offences	18	10	0	0	1224
Provincial Traffic Offences	225	249	0	0	1157
Municipal Bylaws	0	0			82
Collisions - Fatalities	1	0			3
Collisions - Injury	16	21			34
Collisions - Property Damage	56	73			196
Criminal Code Traffic Offences (impaired driving, dangerous driving)	20	20	1	0	191
Prisoners - total for the year	3139	3160			3160
Victims Service Referrals	127	147			147
Number of Youth Victimized	15	28			28



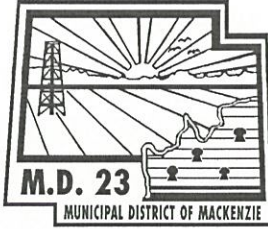
# HIGH LEVEL DETACHMENT

Statistical Comparisons

## Highway 58

For the Period January 1<sup>st</sup>, 2004 to December 31<sup>st</sup>, 2004

Item	No. of Complaints 2003	No. of Complaints 2004	Youths Charged	Youths Diverted	Total Work Load High Level Det 2004
Persons Crime (murder, robbery, physical & sexual assaults)	1	2	0	0	386
Break & Enters	3	0	0	0	166
Motor Vehicle Thefts	4	0	0	0	72
Thefts (over and under \$5000)	0	0	0	0	361
Possession of Stolen Property	0	1	0	0	35
Frauds	0	0	0	0	45
Weapons Offences	0	2	0	0	44
Other Criminal Code (property damage, disturbances, threats, fail to appear in court, breach of probation)	30	33	0	0	2053
Non-chargeable Criminal Code (breach of peace/peace bonds)	0	2	0	0	132
Drugs	1	0	0	0	69
Provincial Statutes (excluding traffic and liquor)	4	3	0	0	165
Liquor Offences	34	22	0	0	1224
Provincial Traffic Offences	103	79	0	0	1157
Municipal Bylaws	0	0			82
Collisions - Fatalities	1	2			3
Collisions - Injury	10	7			34
Collisions - Property Damage	27	51			196
Criminal Code Traffic Offences (impaired driving, dangerous driving)	55	78	0	0	191
Prisoners - total for the year	3139	3160			3160
Victims Service Referrals	127	147			147
Number of Youth Victimized	15	28			28



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	Expense Claim Approval -
Agenda Item No:	11a)

#### BACKGROUND / PROPOSAL:

Policy ADM026 - Signing Authority for Reeve and Councillor's Expense Claims and Honorariums states that Councillors will provide their expense and honorarium claims within 60 days of the expense. Anything after that time frame administration doesn't have to honor it without Council approval.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

This expense claim was submitted after January 1, 2005 and therefore affects this year's budget, otherwise administration would have paid it.

#### COSTS / SOURCE OF FUNDING:

Council budget.

#### RECOMMENDED ACTION:

That the expense claim for previous Councillor Odell Flett be paid in the amount of \$455.00.

Author:

Reviewed:

C.A.O.:



**Municipal District of Mackenzie No. 23**  
P. O. Box 640, Fort Vermilion, AB T0H 1N0  
Phone (780) 927-3718 Fax (780) 927-4266

January 13, 2005

Odell Flett  
Box 309  
Fort Vermilion, Alberta  
T0H 1N0

Dear Odell:

Re: Expense Claim

January 12, 2005 I received your expense claim for the month of October 2004. You have claimed for one meeting, your monthly honorarium and a \$30.00 expense for an internet connection for a total of \$455.00.

In accordance with Policy ADM026 Signing Authority for Reeve's and Councillor's Expense Claims and Honorariums (see attachment) Administration does not have the authority to approve or process the claim unless it is made within 60 days of the last incurrence of the expenditure. As the last regular meeting of the old Council was October 13, your expense claim is clearly outside of the specified time frame.

I will forward your request for payment to the next Council meeting scheduled for January 25 for their consideration.

If you need further clarification, please give me a call.

Sincerely

Barbara L. Spurgeon  
Executive Assistant

Cc; Bill Neufeld, Reeve



## Municipal District of Mackenzie No. 23

Title	Signing Authority for Reeve and Councillor's Expense Claims and Honorariums	Policy No:	ADM026
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### Purpose

To establish signing authority for the Reeve and Councillor's expense claims and honorariums.

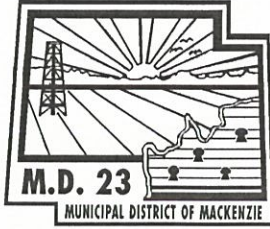
### Policy Statement and Guidelines

Council recognizes the need for verification of the Reeve and Councillor expense claims and honorariums.

1. Administration shall have the authority to verify and sign the Reeve and Councillor expense claims and honourariums.
2. In the event that a discrepancy is noted on an expense or honorarium claim Administration shall forward the claim to the Reeve **for final decision** .
3. Council members will supply their expense claims and honorariums within 60 days after the incurrence of the expenditure. After this time, administration will not be obligated to pay these claims unless Council approves the Councilor's request for payment.
4. Council members will endeavor to supply their December expense claim and honorarium by January 31 of the following year in order to expedite the closing of the year-end accounts.

	Date	Resolution Number
Approved	Feb 15/00	00-074
Amended	March 20/01	01-161
Amended	August 26, 2003	03-488





## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	Meeting with Town of High Level
Agenda Item No:	11 b)

#### BACKGROUND / PROPOSAL:

Council requested the Town of High Level be invited to attend a Council meeting to discuss mutual issues of concern.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

The Town of High Level has indicated that they would prefer a Special Council Meeting in the evening so that all issues could be discussed rather than just one or two.

They would not be available for a meeting February 2, 3, 4, 14, 22, 28.

Our Council have booked February 7, 22, 23 for other commitments.

The Town of High Level has requested we provide two or three possibilities for an evening meeting.

#### COSTS / SOURCE OF FUNDING:

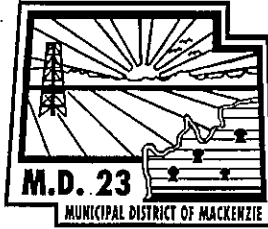
#### RECOMMENDED ACTION:

That the Town of High Level be invited to attend a Special Council meeting on one of the following evenings: February \_\_\_\_, \_\_\_\_, or \_\_\_\_.

Author:

Reviewed:

C.A.O.:



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	Meeting with Lyle Olberg
Agenda Item No:	11 c)

#### BACKGROUND / PROPOSAL:

Council wrote to Frank Oberle, MLA requesting he set up a meeting with the Transportation Minister.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

Lyle Olberg will be in Peace River February 28 and will be meeting with various individual municipalities between 10 – 12 and 1 – 3 p.m.  
The Municipal District of Mackenzie has been invited to meet with the Minister to discuss their issues. We will probably have about 20-30 minutes with the Minister. Council may chose to send a small delegation or the full Council.

As a very short timeframe is allotted each municipality, probably only one or two top priority issues should chosen for discussion.

#### COSTS / SOURCE OF FUNDING:

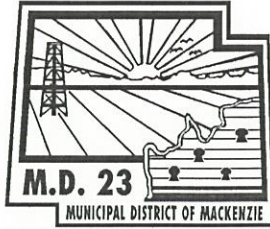
#### RECOMMENDED ACTION:

That Be authorized to attend a meeting with Lyle Olberg, Minister of transportation in Peace River February 28, 2005

Author:

Reviewed:

C.A.O.:



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	Library Services Workshop
Agenda Item No:	11 d)

#### BACKGROUND / PROPOSAL:

At the last regular Council meeting, a decision was made to invite the Peace Library Board, the Mackenzie Library Board and staff to meet with the MD Council to discuss the benefits and constraints to being members of the Peace Library Systems.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

The meeting date is set for February 7<sup>th</sup> at 4:30 p.m. in the Fort Vermilion Council Chambers.

#### COSTS / SOURCE OF FUNDING:

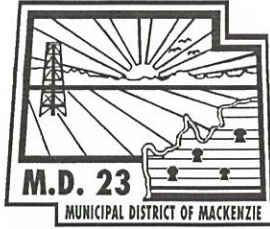
#### RECOMMENDED ACTION:

That the update on the Library Services Workshop be received for information.

Author:

Reviewed:

C.A.O.:



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	High Level Medical Clinic - Update
Agenda Item No:	11 e)

#### BACKGROUND / PROPOSAL:

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

On January 19, 2005, Deputy Reeve Sarapuk and Administration met with Jim Keefe, agent for the High Level physicians to discuss options available. As the meeting has not yet taken place at date of writing this RFD a verbal update will be given at the Council meeting..

#### COSTS / SOURCE OF FUNDING:

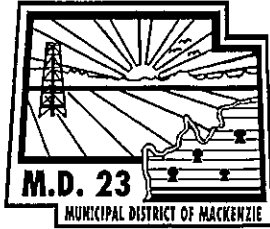
#### RECOMMENDED ACTION:

That the High Level Medical Clinic update be received for information.

Author:

Reviewed:

C.A.O.:



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	Ski Hill Facility Development
Agenda Item No:	11f)

#### **BACKGROUND / PROPOSAL:**

A regional recreation review study was completed in 2004. One of the more popular requests identified was a ski hill. A feasibility study to determine the best location for a ski hill qualifies under the Alberta Municipal Affairs Implementation grant.

#### **DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:**

REDI is requesting that each municipality approve the application of this grant for the ski hill feasibility study and agree to fund the municipal portion in the amount of \$4,166.00

#### **COSTS / SOURCE OF FUNDING:**

General Capital Reserves

#### **RECOMMENDED ACTION:**

That \$4166.00 be approved for the feasibility study for a ski hill in the Mackenzie region.

Author:

Reviewed:

C.A.O.:



incredible!

**Regional Economic  
Development Initiative  
for Northwest Alberta**

January 14, 2005

Reeve, Mayors and Council members of;  
Municipal District of Mackenzie 23  
Town of Rainbow Lake  
Town of High Level

Delivered via email and fax

Re: Latest Information for Proposed Alberta Municipal Affairs Implementation Grant Application.

Dear Mayors, Reeve and Councils,

As you are aware, REDI is composing the Implementation Grant application to Alberta Municipal Affairs due by January 30, 2005.

We learned this past Wednesday, January 12<sup>th</sup>, 2005 that we may apply for a maximum of \$200,000 in projects, of which AMA will cover to a maximum of \$150,000 - the remaining \$50,000 must be contributed by the municipal partners.

REDI is proposing to apply for funding for the next steps as follows:

- |    |                                  |           |
|----|----------------------------------|-----------|
| A. | Regional Airports Plan           | \$100,000 |
| B. | The Value Added Agriculture Plan | \$ 50,000 |
| C. | Recreation                       | \$ 50,000 |

The Regional Recreation Review study completed with AMA Exploration Grant funds identified a Ski Facility Development by a large portion of respondents. REDI is proposing to apply for \$50,000 in funding as part of the Implementation Grant to explore the technical information and create a feasibility report to determine the best location for a regional ski hill, if any. REDI would then make this information available to the public and any organization that may be interested in acting upon the information. The benefits to the Region would be the establishment of a significant, winter recreation tourism attraction for the Mackenzie Region.

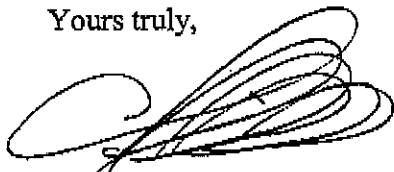


If approved by all three councils, REDI suggests splitting the required \$12,500 3 ways - between The Town of Rainbow Lake, The Municipal District of Mackenzie, The Town of High Level, an amount of \$4,166. each.

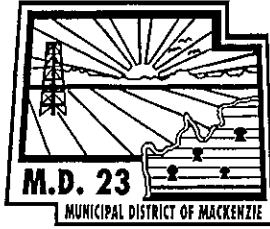
We apologize for yet another request for the Implementation Grant, but the updated information we received is very recent as this program is undergoing a policy review by the Ministry of Municipal Affairs at this time. The good news is that with the latest changes, the municipalities' portion of the Airport Study is decreased significantly.

We require a decision from each council as soon as possible to meet the January 30th, 2005 deadline. If you have any questions or would additional information, please do not hesitate to contact the REDI Co Manager Sara Chamberlain at 780-624-6114 or Mike Mihaly, Management Committee Chair at 926-0209.

Yours truly,



Clark McAskile  
REDI Chair



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	Meeting with Dene Tha
Agenda Item No:	11g.)

#### BACKGROUND / PROPOSAL:

Council has been requesting a meeting with First Nation groups.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

The Dene Tha have advised they are available for a Council to Council meeting on the following dates:

March 8, 2005 at 10:00 AM at Fort Vermilion or High Level

March 21, 2005 at 11:00 AM or 1:00 PM at High Level

March 22, 2005 at 6:00 PM at Fort Vermilion

April 18, 2005 at 11:00 AM at Chateh

#### COSTS / SOURCE OF FUNDING:

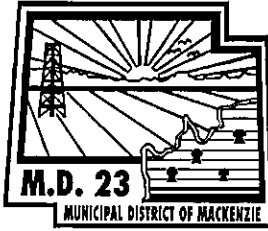
#### RECOMMENDED ACTION:

That a meeting be scheduled with the Dene Tha Council for March , 2005 in High Level/Fort Vermilion.

Author:

Reviewed:

C.A.O.:



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Barb Spurgeon, Executive Assistant
Title:	High Level Medical Clinic – In Camera
Agenda Item No:	

#### **BACKGROUND / PROPOSAL:**

A proposal was reviewed by Council on June 14 and was tabled until Council had met with the other stakeholders.

#### **DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:**

A meeting of the stakeholders is scheduled for June 23, 2005. an update from that meeting will be provided at the June 30<sup>th</sup> regular Council meeting.

#### **COSTS / SOURCE OF FUNDING:**

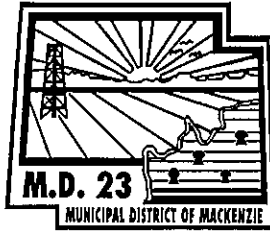
#### **RECOMMENDED ACTION:**

For discussion.

Author:

Reviewed:

C.A.O.:



## M.D. of Mackenzie No. 23

### Request For Decision

<b>Meeting:</b>	Regular Council Meeting
<b>Meeting Date:</b>	January 25, 2005
<b>Presented By:</b>	Paul Driedger, Director of Planning and Emergency Services
<b>Title:</b>	Ambulance Services – In camera
<b>Agenda Item No:</b>	

#### **BACKGROUND / PROPOSAL:**

A confidential proposal was given to Councillors at the June 14<sup>th</sup> regular Council Meeting. Council was asked to bring it with them to the next meeting for discussion.

#### **DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:**

For discussion.

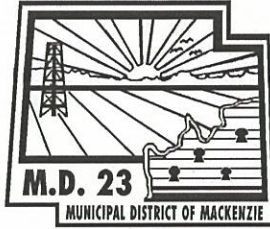
#### **COSTS / SOURCE OF FUNDING:**

#### **RECOMMENDED ACTION:**

Author:

Reviewed:

C.A.O. 



## M.D. of Mackenzie No. 23

### Request For Decision

Meeting:	Regular Council Meeting
Meeting Date:	January 25, 2005
Presented By:	Joulia Whittleton, Director – Corporate Services
Title:	Cost Sharing Negotiations - <i>In Camera</i>
Agenda Item No:	

#### BACKGROUND / PROPOSAL:

Council was given some background information and asked to bring it back to the June 30<sup>th</sup> meeting for discussion.

#### DISCUSSION / OPTIONS / BENEFITS / DISADVANTAGES:

For discussion.

#### COSTS / SOURCE OF FUNDING:

#### RECOMMENDED ACTION:

That a letter be sent to the Town of High Level requesting they forward a position paper to bring the negotiation process.

Author:

Reviewed:

C.A.O.: