




MACKENZIE COUNTY

REGULAR COUNCIL MEETING

**AUGUST 14, 2024
10:00 AM**

FORT VERMILION COUNCIL
CHAMBERS

 780.927.3718

 www.mackenziecounty.com

 4511-46 Avenue, Fort Vermilion

 office@mackenziecounty.com



Mackenzie County

**MACKENZIE COUNTY
REGULAR COUNCIL MEETING**

**Wednesday, August 14, 2024
10:00 a.m.**

Fort Vermilion Council Chambers

Fort Vermilion, Alberta

AGENDA

			Page
CALL TO ORDER:	1.	a) Call to Order	
AGENDA:	2.	a) Adoption of Agenda	
ADOPTION OF PREVIOUS MINUTES:	3.	a) Minutes of the July 17, 2024 Regular Council Meeting	7
		b) Business Arising out of the Minutes	
CLOSED MEETING:		<i>Freedom of Information and Protection of Privacy Act Division 2, Part 1 Exceptions to Disclosure</i>	
	4.	a) Advertising and Sale of Mackenzie County Land – Plan 052 0560, Block 05, Lot 04 (Hamlet of La Crete) (FOIP Sections 17, 19 and 23)	
		b) CAO Report (FOIP Sections 16, 17, 23 and 24)	
		c)	
		d)	
TENDERS:		Tender openings are scheduled for 11:00 a.m.	
	5.	a) Agricultural Land Lease – Plan 2122750; Block 13; Lot 1 in Fort Vermilion (Eek Land)	29
PUBLIC HEARINGS:	6.	a) None	
DELEGATIONS:	7.	a) None	
GENERAL REPORTS:	8.	a) None	
		b)	

AGRICULTURE SERVICES:	9.	a)	None	
		b)		
COMMUNITY SERVICES:	10.	a)	None	
		b)		
FINANCE:	11.	a)	Borrowing Bylaw 1346-24 – La Crete North Sanitary Trunk Sewer Project	31
		b)	Disaster Recovery Program – 2023 Wildfire Events	37
		c)	Councillor Expense Claims	43
		d)	Member at Large Expense Claims	45
		e)		
		f)		
OPERATIONS:	12.	a)	Amend Policy PW009 Dust Control	47
		b)	Amend Policy PW044 Road Maintenance, Repair and Snow Clearing and Removal	55
		c)	Budget Amendment - Additional Re-gravelling Zama Access Road	61
		d)		
		e)		
UTILITIES:	13.	a)	None	
		b)		
PLANNING & DEVELOPMENT:	14.	a)	None	
		b)		
ADMINISTRATION:	15.	a)	Ratepayer Request For Reimbursement For Vehicle Damage	63
		b)	Mackenzie County Municipal Ward Boundary	65
		c)		

COMMITTEE OF THE WHOLE ITEMS: 16. a) Business Arising out of Committee of the Whole

b)

COUNCIL COMMITTEE REPORTS: 17. a) Council Committee Reports (verbal)

b)

INFORMATION / CORRESPONDENCE: 18. a) Information/Correspondence

71

NOTICE OF MOTION: 19. a)

NEXT MEETING DATES: 20. a) Regular Council Meeting
September 10, 2024
10:00 a.m.
Fort Vermilion Council Chambers

b) Regular Council Meeting
September 23, 2024
10:00 a.m.
Fort Vermilion Council Chambers

ADJOURNMENT: 21. a) Adjournment



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Darrell Derksen, Chief Administrative Officer
Title:	Minutes of the July 17, 2024 Regular Council Meeting

BACKGROUND / PROPOSAL:

Minutes of the July 17, 2024 Regular Council Meeting are attached.

OPTIONS & BENEFITS:

N/A

COSTS & SOURCE OF FUNDING:

N/A

COMMUNICATION / PUBLIC PARTICIPATION:

Approved Council Meeting minutes are posted on the County website.

POLICY REFERENCES:

Author: T. Thompson **Reviewed by:** L. Flooren **CAO:** D, Derksen

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the minutes of the July 17, 2024 Regular Council Meeting be adopted as presented.

Author: T. Thompson **Reviewed by:** L. Flooren **CAO:** D, Derksen

**MACKENZIE COUNTY
REGULAR COUNCIL MEETING**

**Wednesday, July 17, 2024
10:00 a.m.**

**Fort Vermilion Council Chambers
Fort Vermilion, AB**

PRESENT: Joshua Knelsen Reeve
Walter Sarapuk Deputy Reeve
Peter F. Braun Councillor
Cameron Cardinal Councillor (left the meeting at 1:22 p.m.)
David Driedger Councillor
Ernest Peters Councillor
Garrell Smith Councillor
Lisa Wardley Councillor
Dale Wiebe Councillor

REGRETS: Eileen Morris Councillor

ADMINISTRATION: Darrell Derksen Chief Administrative Officer
Don Roberts Director of Community Services
Jennifer Batt Director of Finance
Andy Banman Director of Operations
Caitlin Smith Director of Planning and Development
Willie Schmidt Fleet Maintenance Manager
Louise Flooren Manager of Legislative & Support Services/
Recording Secretary
Landon Driedger Agricultural Fieldman

ALSO PRESENT: Members of the Public
Telus – Tabitha Olson, Ward Scott and Tom Hovland

Minutes of the Regular Council Meeting for Mackenzie County held on July 17, 2024 in the Council Chambers at the Fort Vermilion County Office.

CALL TO ORDER: 1. a) Call to Order

Reeve Knelsen called the meeting to order at 10:00 a.m.

AGENDA: 2. a) Adoption of Agenda

MOTION 24-07-523 MOVED by Councillor Braun

That the agenda be adopted with the following addition:

- 15. c) Seed Nursery

CARRIED

**ADOPTION OF
PREVIOUS MINUTES:**

3. a) Minutes of the June 26, 2024 Regular Council Meeting

MOTION 24-07-524

MOVED by Councillor Wiebe

That the minutes of the June 26, 2024 Regular Council Meeting be adopted as presented.

CARRIED

**ADOPTION OF
PREVIOUS MINUTES:**

3. b) Business Arising out of the Minutes

None.

CLOSED MEETING:

4. Closed Meeting

MOTION 24-07-525

MOVED by Deputy Reeve Sarapuk

That Council move into a closed meeting at 10:02 a.m. to discuss the following:

- 4.a) 2024 Bursary Application (*FOIP Section 25*)
- 4.b) Land Sale Mitigation – Boreal Housing Foundation (*FOIP Sections 23, 24, 25 and 27*)
- 4.e) Dispositions Update (*FOIP Sections 23, 24, 25 and 27*) (*from Committee of the Whole Meeting*)

CARRIED

The following individuals were present during the closed meeting discussion. (*MGA Section 197*)

- All Councillors Present excluding Councillor Morris
- Darrell Derksen, Chief Administrative Officer
- Don Roberts, Director of Community Services
- Jennifer Batt, Director of Finance
- Andy Banman, Director of Operations
- Caitlin Smith, Director of Planning and Development

- Louise Flooren, Manager of Legislative & Support Services/ Recording Secretary
- Landon Driedger, Agricultural Fieldman

Councillor Wardley declared pecuniary interest and left the meeting at 10:02 a.m.

Councillor Wardley returned to the meeting at 10:04 a.m.

c

Don Roberts, Director of Community Services, Andy Banman, Director of Operations, Landon Driedger and Agricultural Fieldman left the meeting at 10:31 a.m.

MOTION 24-07-526

MOVED by Councillor Wardley

That Council move out of a closed meeting at 11:08 a.m.

CARRIED

Reeve Knelsen recessed the meeting at 11:08 a.m. and reconvened the meeting at 11:21 a.m.

CLOSED MEETING:

4. Closed Meeting

MOTION 24-07-527

MOVED by Councillor Wardley

That Council move into a closed meeting at 11:21 a.m. to discuss the following:

- 4.b) Land Sale Mitigation – Boreal Housing Foundation (FOIP Sections 23, 24, 25 and 27)
- 4.d) CAO Report (FOIP Sections 16, 17, 23 and 24)

CARRIED

The following individuals were present during the closed meeting discussion. (MGA Section 197)

- All Councillors Present excluding Councillor Morris
- Darrell Derksen, Chief Administrative Officer
- Jennifer Batt, Director of Finance
- Louise Flooren, Manager of Legislative & Support Services/Recording Secretary

Jennifer Batt, Director of Finance and Louise Flooren, Manager of Legislative & Support Services left the meeting at 11:37 a.m.

MOTION 24-07-528 **MOVED** by Councillor Driedger

That Council move out of a closed meeting at 12:08 p.m.

CARRIED

Reeve Knelsen recessed the meeting at 12:08 p.m. and reconvened the meeting at 12:41 p.m.

CLOSED MEETING: **4. a) 2024 Bursary Application**

MOTION 24-07-529 **MOVED** by Councillor Peters

That Council awards 3 bursary recipients as presented for the total amount of \$2,000, and allocate the balance remaining of \$4,000 to the Bursary Reserve for future allocations.

Councillor Wardley abstained from voting.

CARRIED

CLOSED MEETING: **4. b) Land Sale Mitigation – Boreal Housing Foundation**

MOTION 24-07-530 **MOVED** by Councillor Wardley

That Mackenzie County recognizes the hardships that the flood affected residents have faced since the 2020 Fort Vermilion flood and in order to ensure the safe and efficient move of Boreal Housing Foundation flood affected residents, Mackenzie County will request from the ministry the remainder of the \$10.1 Million that was granted to them for the relocation of the 54 housing units and Mackenzie County will endeavor to assist Boreal clients in their timely relocation from the flood plain.

CARRIED

MOTION 24-07-531 **MOVED** by Councillor Smith

That Mackenzie County requests a meeting with the Minister of Seniors, Community & Social Services, Minister of Municipal Affairs, Minister of Public Safety & Emergency Services, Minister

of Mental Health & Addiction and Boreal Housing Foundation regarding Flood Mitigation in Fort Vermilion.

CARRIED

CLOSED MEETING: 4. d) CAO Report

MOTION 24-07-532 MOVED by Councillor Smith

That the CAO Report be received for information.

CARRIED

CLOSED MEETING: 4. e) Dispositions Update

Motion 24-07-533 MOVED by Deputy Reeve Sarapuk

That the Dispositions Update be received for information.

CARRIED

TENDERS: 5. a) None

DELEGATIONS: 7. a) None

GENERAL REPORTS: 8. a) None

AGRICULTURE SERVICES: 9. a) None

COMMUNITY SERVICES: 10. a) Request for Fire Invoice Reduction

MOTION 24-07-534 MOVED by Councillor Cardinal

That the request to reduce Fire invoice #IVC...39377 and Fire Investigation Invoice # IVC...39130 be denied.

CARRIED

ADMINISTRATION: 15. a) Municipal Ward Boundary and Council Structure Review

MOTION 24-07-535 MOVED by Councillor Wardley

That in order to provide the best possible Rural based governance structure within and for the largest rural municipality in the province, which has diverse cultures and communities, a substantial industrial tax base that supports the way of life for our communities, has a mix of urban and rural areas and a large developing land base. Mackenzie County's governance structure, ward boundaries and specialized municipality status stay as it is, and that the minister of municipal affairs be notified of this council motion.

Councillor Cardinal requested a recorded vote.

In Favor	Opposed
Deputy Reeve Sarapuk	Reeve Knelsen
Councillor Cardinal	Councillor Braun
Councillor Smith	Councillor Driedger
Councillor Wardley	Councillor Peters
	Councillor Wiebe

DEFEATED

PUBLIC HEARINGS: 6. a) Bylaw 1341-24 to Repeal Bylaw 1024-16 Road Closure West Side of NW 11-106-12-W5M for an Access Request

Reeve Knelsen called the public hearing for Bylaw 1341-24 to order at 1:19 p.m.

Reeve Knelsen asked if the public hearing for proposed Bylaw 1341-24 was properly advertised. Caitlin Smith, Director of Planning & Development answered that the Bylaw was advertised in accordance with the Municipal Government Act.

Reeve Knelsen asked the Development Authority to outline the proposed 1341-24 to Repeal Bylaw 1024-16 Road Closure West Side of NW 11-106-12-W5M For an Access Request.

Caitlin Smith, Director of Planning & Development presented the following:

An agreement had been made and the process started. Part of the process was to close the existing road allowance on the west side of NW 11-106-12-W5M and consolidate it into the quarter section.

On June 14, 2016 a public hearing was held for Bylaw 1024-16 being a Road Closure Bylaw to close a portion of government road allowance adjoining the west boundary of NW 11-106-12-W5M for the purpose of consolidation.

Prior to the 2nd and 3rd reading of a road closure bylaw, a public hearing was held in accordance to the Municipal Government Act. Once the public hearing had been held, the bylaw was sent to the Minister of Transportation for an approval before it could proceed.

Administration received approval and the bylaw passed 2nd and 3rd reading.

The bylaw was not submitted to land titles.

On April 30, 2024, Administration received a letter from Alberta Transportation and Economic Corridors stating Bylaw 1024-16 Road Closure for the West Side of NW-11-106-12-W5M, approved by Alberta Transportation and Economic Corridors has yet to be registered with the Land Titles Office.

Administration reviewed correspondence from the original applicant dated December 17, 2016. The applicant stated their objection to proceeding forward with Bylaw 1024-16 and proposed the County leave the road allowance where it was and grant the applicants drive-way be personal property.

Administration called the applicant and the applicant confirmed that he still wanted Bylaw 1024-16 cancelled.

This Bylaw is intended to repeal Bylaw 1024-16, so that Alberta Transportation and Economic Corridors can be notified and close the file.

The rezoning application was presented to the Mackenzie County Council on June 11, 2024 where the following motion was made:

Reeve Knelsen asked if Council has any questions of the proposed Bylaw 1341-24 to Repeal Bylaw 1024-16 Road Closure West Side of NW 11-106-12-W5M for an Access Request . There were no questions.

Reeve Knelsen asked if any submissions were received in regards to proposed Bylaw 1341-24. There were no submissions.

Reeve Knelsen asked if there was anyone present who would like to speak in regards to the proposed Bylaw 1341-24. There was no one present to speak to the proposed bylaw.

Reeve Knelsen closed the public hearing for Bylaw 1341-24 at 1:20 p.m.

MOTION 24-07-536

MOVED by Councillor Wiebe

That second reading be given to Bylaw 1341-24 to repeal Bylaw 1024-16 being a Road Closure Bylaw for road allowance located on the West Side of NW 11-106-12-W5M for Access Request.

CARRIED

MOTION 24-07-537

MOVED by Councillor Braun

That third reading be given to Bylaw 1341-24 to repeal Bylaw 1024-16 being a Road Closure Bylaw for road allowance located on the West Side of NW 11-106-12-W5M for Access Request.

CARRIED

Councillor Cardinal left the meeting at 1:22 p.m.

PUBLIC HEARINGS:

6. b) Bylaw 1342-24 Land Use Bylaw Amendment to Rezone Part of NW 12-105-15-W5M from Agriculture "A" to Rural Country Residential 3 "RCR3"

Reeve Knelsen called the public hearing for Bylaw 1342-24 to order at 1:22 p.m.

Reeve Knelsen asked if the public hearing for proposed Bylaw 1342-24 was properly advertised. Caitlin Smith, Director of Planning & Development answered that the Bylaw was advertised in accordance with the Municipal Government Act.

Reeve Knelsen asked the Development Authority to outline the proposed Bylaw 1342-24 Land Use Bylaw Amendment to

Rezone Part of NW 12-105-15-W5M from Agriculture “A” to Rural Country Residential 3 “RCR3”

Caitlin Smith, Director of Planning & Development presented the following:

On October 19, 2022, Administration received a request to rezone part of NW 12-105-15-W5M from Agriculture “A” to Rural Country Residential “RCR3”.

The reason for the rezoning was that the landowner wanted to develop eleven (11) estate-like residential lots, which was not a use in the current zoning district. The proposed individual lots are approximately 3 acres in size.

Proposed Bylaw 1266-22 was presented for public hearing on November 15, 2022. After the Public Hearing was closed, the following motion was made:

MOTION 22-11-793

MOVED by Councillor Wardley

That Bylaw 1266-22 Land Use Bylaw Amendment to Rezone Part of NW 12-105-15-W5M from Agriculture “A” to Rural Country Residential 3 “RCR3” be TABLED to a future Regular Council meeting.

CARRIED

Administration was directed to send a letter to Alberta Transportation requesting formal comments regarding the proposed rezoning and multi-lot subdivision. The response from Alberta Transportation is attached.

The response included the requirement of a Traffic Impact Assessment, dedication of a 30-meter wide service road right of way required along the highway frontage on the north-west corner of the section and that existing direct highway accesses may remain on a temporary basis.

Proposed Bylaw 1266-22 was presented to Council on January 10, 2023 where the following motion was made:

MOTION 23-01-029 MOVED by Councillor Bateman

That second reading be given to Bylaw 1266-22 being a Land Use

Bylaw Amendment to Rezone Part of NW 12-105-15-W5M from Agriculture "A" to Rural Country Residential 3 "RCR3" to accommodate eleven (11) estate-like residential lots.

DEFEATED

On June 03, 2024, administration received an application from the developer requesting to rezone part of NW 12-105-15-W5M from Agriculture "A" to Rural Country Residential "RCR3" for a second time.

The area to be rezoned is 40.0 acres.

It is the developer's responsibility to adhere to Alberta Transportation's requirements and negotiate with Alberta Transportation.

The proposed bylaw is not located within a rural growth node found within the Municipal Development Plan. (Please see map attached).

According to Bylaw 1066-17, Mackenzie County's Land Use Bylaw, Section 3, under Administration and Procedures, sub-section 3.1.6 states:

A minimum of 10 parcels per rezoning application, or where the total area to be rezoned is less than 20.2 hectares (50 acres), the total developable area must be subdivided. The current area of lots within the proposed sub-division is 16.2 hectares (40.0 acres).

Administration sent the utilities department the proposed rezoning to see if there was any concerns with servicing. Utilities has stated if the developer wishes to service the subdivision with water, they would have more difficulties due to the distance of the Rural Waterline (Please see attached). A lateral waterline would need to be installed (at their cost) in the north Road ROW and either run along Highway 697 to the subdivision (Alberta Transportation is unlikely to approve this as they prefer

that waterlines do not run along the highways) or run through NW-12-105-15-W5M to the subdivision. This would require a Utility ROW to ensure the Utilities Department would have access to the waterline.

Utilities has also stated that there is a water model being created which also looked into the Rural Waterline. The water model does not see any issues with servicing more rural properties such as the proposed lands however, the subdivision would be on a trickle fill system and the area would not meet fire flows.

These items will need to be determined at the time of subdivision.

The rezoning application was presented to the Mackenzie County Council on June 11, 2024 where the following motion was made:

MOTION 24-06-480

MOVED by Councillor Peters

That first reading be given to Bylaw 1342-24 being a Land Use Bylaw Amendment to Rezone Part of NW 12-105-15-W5M from Agriculture "A" to Rural Country Residential 3 "RCR3", subject to public hearing input.

CARRIED

Reeve Knelsen asked if Council has any questions of the proposed Bylaw 1343-24 Land Use Bylaw Amendment.

Reeve Knelsen - How would they do their sewer?

Director of Planning & Development – They would have to do private sewer systems for each lot or a lagoon if they so choose.

Reeve Knelsen asked if any submissions were received in regards to proposed Bylaw 1342-24. There were three (3) submissions received.

Reeve Knelsen asked if there was anyone present who would like to speak in regards to the proposed Bylaw 1342-24. There was no one present to speak to the proposed bylaw.

Reeve Knelsen closed the public hearing for Bylaw 1342-24 at 1:31 p.m.

MOTION 24-07-538 MOVED by Councillor Wardley

That second reading be given to Bylaw 1342-24 being a Land Use Bylaw Amendment to Rezone Part of NW 12-105-15-W5M from Agriculture “A” to Rural Country Residential 3 “RCR3”.

DEFEATED

PUBLIC HEARINGS: 6. c) Bylaw 1343-24
Land Use Bylaw Amendment to Rezone part of NW-04-106-15-W5M from Hamlet Residential 1A “H-R1A” to Hamlet Residential 2 “H-R2”

Reeve Knelsen called the public hearing for Bylaw 1343-24 to order at 1:34 p.m.

Reeve Knelsen asked if the public hearing for proposed Bylaw 1343-24 was properly advertised. Caitlin Smith, Director of Planning & Development answered that the Bylaw was advertised in accordance with the Municipal Government Act.

Reeve Knelsen asked the Development Authority to outline the proposed Bylaw 1343-24 Land Use Bylaw Amendment to Rezone part of NW-04-106-15-W5M from Hamlet Residential 1A “H-R1A” to Hamlet Residential 2 “H-R2”

Caitlin Smith, Director of Planning & Development presented the following:

Administration has received a request to rezone part of NW-04-106-15-W5M from Hamlet Residential 1A “H-R1A” to Hamlet Residential 2 “H-R2”.

The landowner would like to rezone these properties to provide for row housing and duplexes. The landowner has also submitted an application for subdivision for these future lots.

The purpose of the Hamlet Residential 2 (H-R2) district is to provide for a mix of medium and high-density residential forms within HAMLETS.

Reeve Knelsen asked if Council has any questions of the proposed Bylaw 1343-24 Land Use Bylaw Amendment. There were no questions.

Reeve Knelsen asked if any submissions were received in regards to proposed Bylaw 1343-24. There was (1) one submission received.

Reeve Knelsen asked if there was anyone present who would like to speak in regards to the proposed Bylaw 1343-24. There was no one present to speak to the proposed bylaw.

Reeve Knelsen closed the public hearing for Bylaw 1343-24 at 1:36 p.m.

MOTION 24-07-539

MOVED by Councillor Braun

That second reading be given to Bylaw 1343-24 being a Land Use Bylaw Amendment to rezone part of NW-04-106-15-W5M from Hamlet Residential 1A "H-R1A" to Hamlet Residential 2 "H-R2" to accommodate the construction of row housing and duplexes.

CARRIED

MOTION 24-07-540

MOVED by Councillor Smith

That third reading be given to Bylaw 1343-24 being a Land Use Bylaw Amendment to rezone part of NW-04-106-15-W5M from Hamlet Residential 1A "H-R1A" to Hamlet Residential 2 "H-R2" to accommodate the construction of row housing and duplexes.

CARRIED

CLOSED MEETING:

4. Closed Meeting

MOTION 24-07-541

MOVED by Councillor Smith

That Council move into a closed meeting at 1:37 p.m. to discuss the following:

- 4.c) *Telus Fibre Rollout Update (FOIP Sections 23, 24, 25 and 27)*

CARRIED

The following individuals were present during the closed meeting discussion. (*MGA Section 197*)

- All Councillors Present excluding Councillor Cardinal and Councillor Morris
- Darrell Derksen, Chief Administrative Officer
- Don Roberts, Director of Community Services
- Andy Banman, Director of Operations
- Louise Flooren, Manager of Legislative & Support Services/Recording Secretary

Landon Driedger, Agricultural Fieldman joined the meeting at 1:56 p.m.

MOTION 24-07-542 **MOVED** by Councillor Braun

That Council move out of a closed meeting at 2:01 p.m.

CARRIED

Reeve Knelsen recessed the meeting at 2:01 p.m. and reconvened the meeting at 2:14 p.m.

CLOSED MEETING: **4. c) Telus Fibre Rollout Update**

MOTION 24-07-543 **MOVED** by Councillor Driedger

That the Telus Fibre Rollout Update be received for information.

CARRIED

FINANCE: **11. a) Borrowing Bylaw 1346-24 – La Crete North Sanitary Trunk Sewer Project**

MOTION 24-07-544 **MOVED** by Councillor Wardley
Requires 2/3

That first reading be given to Bylaw 1346-24 being the borrowing bylaw for La Crete North Sanitary Trunk Sewer Project.

CARRIED

FINANCE: **11. b) 2024 Mackenzie Agricultural Fair & Tradeshow**

MOTION 24-07-545 **MOVED** by Councillor Wardley

Requires 2/3

That the 2024 One Time project budget for the 2024 Mackenzie Agricultural Fair & Tradeshow be amended in the amount of \$30,260 with funding coming from donations.

CARRIED

FINANCE:

11. c) Financial Reports – January – June 2024

MOTION 24-07-546

MOVED by Councillor Braun

That the financial reports for January to June 2024 be received for information

CARRIED

FINANCE:

11. d) Councillor Expense Claims

MOTION 24-07-547

MOVED by Councillor Peters

That the Councillor Expense Claims for June 2024 be received for information.

CARRIED

FINANCE:

11. e) Members at Large Expense Claims

MOTION 24-07-548

MOVED by Deputy Reeve Sarapuk

That the Member at Large Expense Claims for June 2024 be received for information.

CARRIED

OPERATIONS:

12. a) None

UTILITIES:

13. a) None

**PLANNING &
DEVELOPMENT:**

14. a) Bylaw 1345-24 Partial Plan Cancellation and Lot Consolidation of Plan 962 4275, Block 04, Lots 13-17.

MOTION 24-07-549

MOVED by Councillor Wardley

That first reading be given to Bylaw 1345-24 being a Partial Plan Cancellation and Lot Consolidation of Plan 962 4275, Block 04, Lots 13-17, subject to public hearing input.

CARRIED

**PLANNING &
DEVELOPMENT:**

**14. b) Development Statistics Report – January to June
2024**

MOTION 24-07-550

MOVED by Councillor Driedger

That the development statistics report for January to June 2024 be received for information.

CARRIED

ADMINISTRATION:

**15. b) Rural Health Professions Action Plan (RhPAP) 2024
Community Attraction and Retention Conference**

MOTION 24-07-551

MOVED by Councillor Wardley

That the following Councillors be authorized to attend the RhPAP 2024 Community Attraction and Retention Conference from October 8-10, 2024 in Wainwright, Alberta:

1. Councillor Cardinal
2. Councillor Smith
3. Councillor Peters

CARRIED

ADMINISTRATION:

15. c) Seed Nursery (ADDITION)

MOTION 24-07-552
Requires Unanimous

MOVED by Councillor Wardley

That a proposal be developed for the seed orchard.

CARRIED UNANIMOUSLY

**COMMITTEE OF THE
WHOLE ITEMS:**

16. a) FoodCyler Municipal Solutions

MOTION 24-07-553

MOVED by Councillor Wardley

That the FoodCycler Municipal Solutions Pilot Project be implemented for 100 units to start.

CARRIED

COMMITTEE OF THE WHOLE ITEMS: 16. b) Peace River Boat Guide

MOTION 24-07-554 **MOVED** by Councillor Smith

That Mackenzie County collaborate with Mackenzie Frontier Tourism Association and other organizations through the Community Services Committee to provide input for the Peace River Boat Guide.

CARRIED

COMMITTEE OF THE WHOLE ITEMS: 16. c) Field of Dreams Stampede Donation

MOTION 24-07-555 **MOVED** by Councillor Braun

That a donation be made to the 2024 Field of Dreams Stampede in the amount of \$1,000.

CARRIED

COMMITTEE OF THE WHOLE ITEMS: 16. d) Emergency Advisory Committee Meeting Date

MOTION 24-07-556 **MOVED** by Councillor Smith

That the Emergency Advisory Committee Meeting be scheduled for August 13, 2024.

CARRIED

COUNCIL COMMITTEE REPORTS: 17. a) Council Committee Reports (verbal)

MOTION 24-07-557 **MOVED** by Deputy Reeve Sarapuk

That the Council Committee Reports (verbal) be received for information.

CARRIED

**COUNCIL
COMMITTEE
REPORTS:**

17. b) Municipal Planning Commission Meeting Minutes

MOTION 24-07-558

MOVED by Councillor Braun

That the approved Municipal Planning Commission meeting minutes of June 13, 2024 and the unapproved minutes of June 27, 2024 be received for information.

CARRIED

**INFORMATION/
CORRESPONDENCE:**

18. a) Information/Correspondence

MOTION 24-07-559

MOVED by Councillor Wardley

That the information/correspondence items be accepted for information purposes.

CARRIED

NOTICE OF MOTION:

19. a) None

**NEXT MEETING
DATES:**

20. a) Next Meeting Dates

Committee of the Whole Meeting
August 13, 2024
10:00 a.m.
Fort Vermilion Council Chambers

Regular Council Meeting
August 14, 2024
10:00 a.m.
Fort Vermilion Council Chambers

ADJOURNMENT:

21. a) Adjournment

MOTION 24-07-560

MOVED by Councillor Smith

That the Council meeting be adjourned at 3:11 p.m.

CARRIED

These minutes will be presented for approval at the August 14, 2024 Regular Council Meeting.

Joshua Knelsen
Reeve

Darrell Derksen
Chief Administrative Officer

UNAPPROVED



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Landon Driedger, Agricultural Fieldman
Title:	TENDER Agricultural Land Lease – Plan 2122750; Block 13; Lot 1 in Fort Vermilion (Eek Land)

BACKGROUND / PROPOSAL:

Request for Proposals were advertised for an Agricultural Land Lease on Plan 2122750; Block 13; Lot 1 in Fort Vermilion (Eek Land). This property is approximately 18 acres of Alfalfa Hay Land.

This land was acquired through mitigation (Phase 4). As Phase 4 is still under development, this land lease will be a year-by-year lease rather than the typical 3-year lease. Acres will also be subject to change as development occurs. This will be stated in the contract.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

Funds received will be allocated to the mitigation program to assist is cost to relocate residents.

COMMUNICATION / PUBLIC PARTICIPATION:

The Agricultural Land Leases Request for Proposal was advertised in the local newspaper and social medial.

POLICY REFERENCES:

Author: C. Sarapuk **Reviewed by:** _____ **CAO:** D. Derksen

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the Agricultural Land Lease for Plan 2122750; Block 13; Lot 1 in Fort Vermilion (Eek Land) Request for Proposal be opened.

Simple Majority Requires 2/3 Requires Unanimous

That the Agricultural Land Lease for Plan 2122750; Block 13; Lot 1 in Fort Vermilion (Eek Land) be awarded to the highest bidder.

Author: C. Sarapuk Reviewed by: _____ CAO: D. Derksen



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Jennifer Batt, Director of Finance
Title:	Borrowing Bylaw 1346-24 – La Crete North Sanitary Trunk Sewer Project

BACKGROUND / PROPOSAL:

Council passed the budget for the La Crete North Sanitary Trunk Sewer Project for \$11,900,000, with \$9,720,000 in funding coming from debenture borrowing.

At the July 17, 2024 Council meeting, the following motion was passed:

MOTION 24-07-544
Requires 2/3

MOVED by Councillor Wardley

That first reading be given to Bylaw 1346-24 being the borrowing bylaw for La Crete North Sanitary Trunk Sewer Project.

CARRIED

As required under Section 231, and 251 of the Municipal Government Act, the borrowing bylaw was advertised from July 18th – August 13th, and no petitions have been received at the time of this report.

Administration is seeking the second and third reading of the required borrowing bylaw, as administration will be applying for the borrowing in the near future. Administration will ensure the County receives the best interest rates available.

OPTIONS & BENEFITS:

In accordance with the *Municipal Government Act* (MGA) and the requirements of the Alberta Capital Finance Authority, specific processes must be undertaken to ensure that the municipality has obtained all approvals required for the project and has complied with all applicable legislation, statutes and regulations. This report summarizes the general requirements that must be met.

Author: J.Batt **Reviewed by:** _____ **CAO:** D. Derksen

The municipality must comply with Section 258 of the MGA since the proposed borrowing exceeds five (5) years. The proposed bylaw is attached to this report. At this time administration is only seeking first reading of the bylaw since public notification must be undertaken prior to second reading. Administration would report back to Council once the public notification has been completed.

The attached bylaw details all requirements under the MGA. Generally, the rate details in the bylaw are presented at higher than expected borrowing rates to account for potential rate up turns prior to actual borrowing dates. At first reading the Alberta Capital Finance Authority's 15-year rate was 5.21%, which has recently been reduced to 4.75%. Administration will continue to seek out the best market rate available at the time the funds are needed.

COSTS & SOURCE OF FUNDING:

The 2024 and future years Operating Budgets will provide for the interest and repayment of the borrowed amount.

Although this will require new borrowing, overall, the total financing costs of the municipality has declined due to other borrowings being fully repaid in previous years. The municipality will also continue to be below the borrowing limits established by Alberta Municipal Affairs.

COMMUNICATION / PUBLIC PARTICIPATION:

The proposed borrowing was advertised in accordance Section 258 of the MGA, as the borrowing exceeds 5 years.

POLICY REFERENCES:

N/A

RECOMMENDED ACTION:

Motion #1

Simple Majority Requires 2/3 Requires Unanimous

That second reading be given to Bylaw 1346-24 being the borrowing bylaw for La Crete North Sanitary Trunk Sewer Project.

Author: J. Batt Reviewed by: _____ CAO: D. Derksen

Motion #2

Simple Majority Requires 2/3 Requires Unanimous

That third reading be given to Bylaw 1346-24 being the borrowing bylaw for La Crete North Sanitary Trunk Sewer Project.

Author: J. Batt Reviewed by: _____ CAO: D. Derksen

BYLAW NO. 1346-24
BEING A BYLAW OF THE
MACKENZIE COUNTY
(hereinafter referred to as “the County”)
IN THE PROVINCE OF ALBERTA

This bylaw authorizes the Council of the County to incur indebtedness by the issuance of debenture(s) up to a maximum of \$9,720,000, for the purpose of financing the “La Crete North Sanitary Trunk Sewer Project”.

WHEREAS, the Council of the County has decided to issue a bylaw pursuant to the Municipal Government Act, R.S.A. 2000 c.M-26, Section 258 to authorize the financing of the La Crete North Sanitary Trunk Sewer Project as approved by Council in capital expenditures; and

WHEREAS, plans and specifications have been prepared and the total cost of the project is estimated to be \$11,900,000; and

WHEREAS, in order to complete the project, it will be necessary for the County to borrow the sum of \$9,720,000 for a period not to exceed FIFTEEN (15) years, from the Alberta Capital Finance Authority or another authorized financial institution, by the issuance of debentures and on the terms and conditions referred to in this bylaw; and

WHEREAS, the estimated lifetime of the project financed under this bylaw is equal to, or in excess of FIFTEEN (15) years; and

WHEREAS, the principal amount of the outstanding debt of the County at December 31, 2023 is \$11,494,409 and no part of the principal or interest is in arrears; and

WHEREAS, all required approvals for the project have been obtained and the project is in compliance with all *Acts* and *Regulations* of the Province of Alberta.

NOW, THEREFORE, THE COUNCIL OF THE COUNTY DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. That for the purpose of the La Crete North Sanitary Trunk Sewer Project for the sum of **Nine Million and Seven Hundred and Twenty Thousand Dollars (\$9,720,000)** be borrowed from the Alberta Capital Finance Authority or another authorized financial institution by way of debenture on the credit and security of the County at large.

2. The proper officers of the County are hereby authorized to issue debenture(s) on behalf of the County for the amount and purpose as authorized by this bylaw, namely the La Crete North Sanitary Trunk Sewer Project.
3. The County shall repay the indebtedness according to the repayment structure in effect, namely annual or semi-annual equal payments of combined principal and interest instalments not to exceed FIFTEEN (15) years calculated at a rate not exceeding the interest rate fixed by the Alberta Capital Finance Authority or another authorized financial institution on the date of the borrowing, and not to exceed SEVEN (7%) percent.
4. The County shall levy and raise in each year municipal taxes sufficient to pay the indebtedness.
5. The indebtedness shall be contracted on the credit and security of the County.
6. The net amount borrowed under the bylaw shall be applied only to the project specified by this bylaw.
7. This bylaw comes into force on the date it is passed.

READ a first time this ____ day of _____, 2024.

PUBLICLY ADVERTISED on the ____ day of _____, 2024

READ a second time this ____ day of _____, 2024.

READ a third time and finally passed this ____ day of _____, 2024.

Joshua Knelsen
Reeve

Darrell Derksen
Chief Administrative Officer



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Jennifer Batt, Director of Finance
Title:	Disaster Recovery Program – 2023 Wildfire Events

BACKGROUND / PROPOSAL:

Administration submitted 2 projects from the 2023 Wildfire events under the Disaster Recovery Program.

Administration has received funding approval letters for both projects (attached).

Project #	Project Name	Municipal Claim	Eligible Expense	Municipal Share 10%	Difference +/-	Note
1	<i>Emergency Operations</i>	\$23,316.96	\$23,306.46	-\$2,330.65	-\$10.50	<i>Cal. Error</i>
1.2	<i>Road Maintenance (Chateh) Longlake Fire</i>	\$10,800	\$10,800	-\$1,080	\$0.00	<i>N/A</i>
	TOTAL	\$34,116.96	\$34,106.46	-\$3,410.65	-\$10.50	

As per the Disaster Assistance Guideline update in 2021, municipalities are to fund 10% of all approved expenses. The County’s 10% portion for this event was \$3,410.65, and will be funded through the general operating budget.

The Disaster Recovery Program for the 2023 Wildfire events have now been closed.

OPTIONS & BENEFITS:

N/A

COSTS & SOURCE OF FUNDING:

Disaster Recovery Program

Author: J. Batt **Reviewed by:** _____ **CAO:** D. Derksen

COMMUNICATION / PUBLIC PARTICIPATION:

N/A

POLICY REFERENCES:

N/A

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the 2023 Wildfire events Disaster Recovery Program report be received for information.

Author: J. Batt Reviewed by: _____ CAO: D. Derksen

May 21, 2024

Jennifer Batt, Director of Finance
 Mackenzie County
 4511 – 46 Avenue
 Fort Vermillion, Alberta T0H 1N0

RE: 2023 Spring Alberta Wildfire DRP – Mackenzie County Final Payment Summary

Dear Jennifer Batt:

The Alberta Emergency Management Agency has received your request for reimbursement of costs for the project in the table below. The total eligible cost of this project is \$9,720.00.

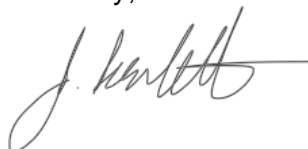
You will receive \$9,720.00 which will be provided via electronic funds transfer. You will find a payment summary, including the amount submitted, eligible costs, and payable amount per project below. A final detailed listing of eligible costs is attached for your reference.

Project Number	Project Description	Amount Submitted	Eligible Costs (not including GST)	Payable Amount (90% of eligible costs)
02	Road Maintenance (Chateh) Longlake Fire	\$10,800.00	\$10,800.00	\$9,720.00
Total		\$10,800.00	\$10,800.00	\$9,720.00

This project is now closed and no additional claims will be accepted for this project.

If you have any questions or concerns, contact your Case Manager for this program, Joyette Howard at 780-217-5492 or joyette.howard@gov.ab.ca. Thank you for your cooperation.

Sincerely,



Jody-Ann Scarlett
 Acting Manager, Community Recovery Services

Attachment



May 27, 2024

Jennifer Batt, Director of Finance
Mackenzie County
4511 – 46 Avenue
Fort Vermillion, Alberta T0H 1N0

RE: 2023 Spring Alberta Wildfire DRP – Mackenzie County Final Payment Summary

Dear Jennifer Batt:

The Alberta Emergency Management Agency has received your request for reimbursement of costs for the project in the table below. The total eligible cost of this project is \$20,975.81.

You will receive \$20,975.81 which will be provided via electronic funds transfer. You will find a payment summary, including the amount submitted, eligible costs, and payable amount per project below. A final detailed listing of eligible costs is attached for your reference.

Project Number	Project Description	Amount Submitted	Eligible Costs (not including GST)	Payable Amount (90% of eligible costs)
01	Emergency Operations	\$23,316.96	\$26,316.96	\$20,975.81
Total		\$23,316.96	\$26,316.96	\$20,975.81

This project is now closed and no additional claims will be accepted for this project.

If you have any questions or concerns, contact your Case Manager for this program, Joyette Howard at 780-217-5492 or joyette.howard@gov.ab.ca. Thank you for your cooperation.

Sincerely,

Dane Wade
Manager, Community Recovery Services

Attachment

Janelle Veenstra (ID# 782)	2023-05-06	4:00PM - 11:30PM	7.50	11.25	\$48.46	\$545.18	\$545.18	\$545.18	OT Labour	9071	OT Hours at FV during Fire	Eligible as per DAG: 5.1.1 (a) and 5.2
Janelle Veenstra (ID# 782)	MAY 06		7.50	7.50	\$1.25	\$9.38	\$9.38	\$9.38	RD	9071	RD Hours at FV during Fire	Eligible as per DAG: 5.1.1 (a) and 5.2
Janelle Veenstra (ID# 782)			7.50			\$26.15	\$26.15	\$26.15	Benefits	9071	Benefits: Employer CPP and EI	Eligible as per DAG: 5.1.1 (a) and 5.2
Sylvia Wheeler (ID# 661)	2023-05-06	2:40PM - 11:15PM	8.50	12.75	\$43.42	\$553.61	\$553.61	\$553.61	OT Labour	9071	OT Hours at FV during Fire	Eligible as per DAG: 5.1.1 (a) and 5.2
Sylvia Wheeler (ID# 661)	MAY 06		8.50	8.50	\$1.25	\$10.63	\$10.63	\$10.63	RD	9071	RD Hours at FV during Fire	Eligible as per DAG: 5.1.1 (a) and 5.2
Sylvia Wheeler (ID# 661)			8.50			\$26.92	\$26.92	\$26.92	Benefits	9071	Benefits: Employer CPP and EI	Eligible as per DAG: 5.1.1 (a) and 5.2
John Zacharias (ID# 326)	2023-05-06	1:30PM - 10:00PM	8.50	12.75	\$62.86	\$801.47	\$801.47	\$801.47	OT Labour	9071	OT Hours at FV during Fire	Eligible as per DAG: 5.1.1 (a) and 5.2
John Zacharias (ID# 326)	MAY 06		8.50	8.50	\$1.25	\$10.63	\$10.63	\$10.63	RD	9071	RD Hours at FV during Fire	Eligible as per DAG: 5.1.1 (a) and 5.2
John Zacharias (ID# 326)			8.50			\$46.37	\$46.37	\$46.37	Benefits	9071	Benefits: Employer CPP and EI	Eligible as per DAG: 5.1.1 (a) and 5.2
						\$15,252.55	\$15,243.55	15243.55				

Subtotal						\$23,316.96	\$23,306.46	\$23,306.46				
Less 10% Cost Sharing							-\$2,330.65	-\$2,330.65				
Total Payable						\$23,316.96	\$20,975.81	\$20,975.81				



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Louise Flooren, Manager of Legislative & Support Services
Title:	Councillor Expense Claims

BACKGROUND / PROPOSAL:

Councillor Honorariums and Expense Claims are reviewed by Council on a monthly basis.

A copy of the following councillor Honorariums and Expense Claims will be presented at the meeting:

- July – All Councillors.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

2024 Operating Budget

COMMUNICATION / PUBLIC PARTICIPATION:

N/A

POLICY REFERENCES:

1326-24 Honorariums and Expense Reimbursement Bylaw

Author: T. Thompson **Reviewed by:** L. Flooren **CAO:** D. Derksen

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the Councillor Expense Claims for July 2024 be received for information.

Author: T. Thompson **Reviewed by:** L. Flooren **CAO:** D. Derksen



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Louise Flooren, Manager of Legislative & Support Services
Title:	Members at Large Expense Claims

BACKGROUND / PROPOSAL:

Members at Large expense claims are reviewed by Council on a monthly basis.

A copy of the following Member at Large Expense Claims will be presented at the meeting:

Month	Board/Committee	Name
July	Municipal Planning Commission	Erick Carteer
July	Municipal Planning Commission	Andrew O'Rourke
June/July	Municipal Planning Commission	Stephanie Grocholski

OPTIONS & BENEFITS:

N/A

COSTS & SOURCE OF FUNDING:

2024 Operating Budget.

COMMUNICATION / PUBLIC PARTICIPATION:

N/A

Author: T. Thompson **Reviewed by:** L. Flooren **CAO:** D. Derksen

POLICY REFERENCES:

Bylaw 1326-24- Honorariums and Expense Reimbursement Bylaw

RECOMMENDED ACTION:

Motion 1

Simple Majority Requires 2/3 Requires Unanimous

That the Member at Large Expense Claims for June/July 2024 be received for information.

Author: T. Thompson **Reviewed by:** L. Flooren **CAO:** D. Derksen



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Andy Banman, Director of Operations
Title:	Amend Policy PW009 Dust Control

BACKGROUND / PROPOSAL:

Administration has reviewed the Dust Control Policy and proposed some amendments.
The policy with proposed amendments is attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

COMMUNICATION / PUBLIC PARTICIPATION:

POLICY REFERENCES:

RECOMMENDED ACTION:

- Simple Majority Requires 2/3 Requires Unanimous

That Policy PW009 Dust Control be amended as presented.

Author: S Wheeler **Reviewed by:** _____ **CAO:** D. Derksen

Mackenzie County

Title	DUST CONTROL	Policy No:	PW009
-------	--------------	------------	-------

Legislation Reference	Municipal Government Act, Section 18
-----------------------	--------------------------------------

Purpose

To establish the procedures and standards for dust control on municipal roads, subject to available funds and as indicated annually.

Policy Statement and Guidelines

Mackenzie County recognizes that dust from gravel roads may create health, safety and/or general nuisance concerns for residents and therefore offers a dust control program to mitigate the impact of dust in identified areas, such as:

- 1 passing zone every 30 km and at major intersections along County roads built to Provincial Highway Standards
- Areas where the County identifies a safety concern. i.e. County haul routes and rural intersections
- Rural Cemeteries

The County shall consider extending their dust control service on municipal roads to Property Owners at a fee as listed in the Fee Schedule Bylaw.

4. Definitions:

For the purpose of this Policy, terms shall be defined as follows:

~~“Senior Citizen Residence” – is a residence where one primary resident is over the age of 65 and is currently residing.~~

~~“Applicant” – is the person applying for the Dust Control service, whether the service is for a regular or senior application.~~

“Dust Control Agents” – are either oil and/or calcium chloride.

~~“High Traffic Roads” – are those gravel surfaced roads which are through roads or have a minimum of 4 residences that travel past the Applicant’s property, who live within 100 meters from the roadway.~~

~~“Proof of Senior Citizen Status” – means providing two pieces of current identification (ID) establishing the age of the applicant or resident receiving the service, as age 65 or older; with one piece of ID being picture identification.~~

“Property Owners” – are those private residents that own property in the County that is fronted by a municipal road and currently reside when the service is being provided.

“Provincial Highway Standards” – means any public road owned by the Province of Alberta and built to their provincial standards.

“Rural Cemeteries” – are cemeteries that are located outside of the hamlet’s boundaries.

“Secondary Location of Service” – means a second application of Dust Control completed by the same Applicant and /or Property Owner, for the same land location, at full recovery cost as dictated by the Fee Schedule Bylaw.

~~“Self-Application” – is when an Applicant or Property Owner applies Dust Control products themselves with no assistance from the County.~~

2. Dust Control:

~~a) The municipality may apply Dust Control at their own cost on an annual basis, provided there is funding in the budget, in the following areas:~~

- ~~• 1 passing zone every 30 km and at major intersections along County roads built to provincial highway standards.~~
- ~~• Areas where the County identifies a safety concern. i.e. County haul roads, rural intersections.~~
- ~~• Rural Cemeteries.~~

The County may begin staking locations for the dust control program mid spring, anticipating the availability of the Dust Control Agent by late spring.

Locations for Property Owners will also be staked in mid spring as per the areas identified on the Rural Residential Dust Control form and purchased as per fees established in the Fee Schedule Bylaw. The length of application shall be a maximum of 200 linear meters.

Any Secondary Location of Service requested by a Property Owners must be identified on the Rural Residential Dust Control form and purchased as per fees established in the Fee Schedule Bylaw.

- ~~b) The municipality shall consider extending their Dust Control service on municipal roads to Property Owners at a fee established by the Fee Schedule Bylaw on a first come, first serve basis. The length of the Dust Control application shall be a maximum of 200 linear meters for any applicant and/or Property Owner.~~
- ~~c) If a Secondary Location of Service is requested, a second application will need to be completed and the full cost recovery fee as dictated in the Fee Schedule Bylaw must be paid, regardless if first application was completed under Senior Citizen Status.~~
- ~~d) Proof of Senior Citizen Status is required by the County. Two pieces of identification documents are required and must be current and have an expiry date. At least one piece of identification is required to be picture ID. If proof of Senior Citizen Status cannot be provided at the time of the application, the Applicant or Property Owner will be required to pay the regular rate with no exception.~~
- ~~e) Rural commercial/industrial ventures must apply Dust Control, at their own cost, to problem areas as determined by the municipality. Non-compliance of this policy shall result in the area being serviced by the municipality on a full cost recovery basis.~~

The County does not guarantee, in any way, the effectiveness of the Dust Control Agent. Therefore, no refunds will be given and locations will not be treated the second time in hope of effectiveness.

3. Type of Dust Control Application

- a) Unless approved otherwise, the municipality's Dust Control Agents shall be applied once in late spring. The application rate shall be as determined by the municipality.
- b) The municipality shall consider the impact on the environment and the financial resources available when it chooses Dust Control Agents. Dust Control Agents must be approved by the appropriate government agency and be used in accordance with any relevant regulations and specifications.
- e) The municipality may authorize petroleum companies to spread oily by-products on municipal roads provided that;
 - (i) the petroleum company has authorization from Alberta

- Environmental Protection, and other appropriate government agencies,
- (ii) the application can be coordinated with municipal road maintenance programs, and
- (iii) the application will not negatively impact the road.

d) The municipality may authorize private residents **and/or business owners** to apply Dust Control on municipal roads adjacent to their property/**business**, as outlined in the **Request to Apply Dust Control application forms**.

e) ~~Property Owners who~~ **Private residents and/or business owners that** wish to apply their own ~~oil~~ Dust Control are required to ~~apply~~ **fill out the Request to Apply Dust Control form** each year.

4. Advertising and Application Process

a) Advertising **for County applied dust control** shall occur annually in December and shall advise ~~the ratepayers~~ **Property Owners** of this policy **and fees associated with the service, as per the Fee Schedule Bylaw, it's costs, and the procedure to have a dust control product applied on a road.**

b) Application forms will be accepted from January ~~12~~ to April 1 annually, **or the following business day if either of those dates fall on a weekend**. Late applications may be accepted depending on inventory and budget limitations.

c) After April 1 annually, ~~ratepayers~~ **private residents and/or business owners** may purchase Calcium **Chloride** from the municipality, subject to availability, ~~at full cost recovery for Self Application. Dust Control product fees are based on the~~ **as per fees** established by the Fee Schedule Bylaw.

	Date	Resolution Number
Approved	2000-09-05	00-489
Amended	2002-05-07	02-314
Amended	2003-06-12	03-387
Amended	2003-12-02	03-588
Amended	2005-05-25	05-285
Amended	2007-05-08	07-426
Amended	2012-02-13	12-02-093
Amended	2012-06-12	12-06-397
Amended	2015-07-29	15-07-507
Amended	2017-05-09	17-05-342
Amended	2021-02-09	21-02-113

Amended	2023-03-29	23-03-302
Amended	<u>2024-08-14</u>	



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Andy Banman, Director of Operations
Title:	Amend Policy PW044 Road Maintenance, Repair and Snow Clearing and Removal

BACKGROUND / PROPOSAL:

In June of 2024, policy PW044 Road Maintenance, Repair and Snow Clearing and Removal was approved. The mention of a Rural Residential Snowplowing Application in the form of Schedule “A” remained in the policy. Administration suggests removing the form from the policy, allowing the form to be edited without the need to amend the policy each time.

The policy with proposed amendments is attached.

OPTIONS & BENEFITS:

COSTS & SOURCE OF FUNDING:

COMMUNICATION / PUBLIC PARTICIPATION:

POLICY REFERENCES:

RECOMMENDED ACTION:

- Simple Majority
 Requires 2/3
 Requires Unanimous

That Policy PW044 Road Maintenance, Repair and Snow Clearing and Removal be amended as presented.

Author: S Wheeler **Reviewed by:** _____ **CAO:** D. Derksen

Mackenzie County

Title	ROAD MAINTENANCE, REPAIR AND SNOW CLEARING AND REMOVAL	Policy No:	PW044
-------	---	------------	--------------

Legislation Reference	Municipal Government Act, Section 18 and 532(1)
-----------------------	--

Purpose

To set the standards for maintenance and repair of municipal roads.

To categorize the County's Road Network and the maintenance priorities for municipal roads.

To identify the criteria for snow clearing and snow removal in Hamlets and snow clearing on rural roads and private rural driveways.

This policy rescinds and replaces Policy PW004, Policy PW005 and Policy PW020.

Policy Statement and Guidelines

Existing roads within Mackenzie County require regular maintenance and repair work from time to time. Maintenance and repair priorities are hereby established as follows:

- Priorities for maintenance and repair shall be in consideration of the County's Road Network identified on the County's mapping system as listed below with definitions:
 1. Arterial / Emergency Roads – Roads that lead to airports, hospitals and fire stations
 2. Collector Roads – Roads that lead to Provincial highways
- Criteria for maintenance and repair shall be as follows:
 1. Safety concerns
 2. Ongoing maintenance costs
 3. Soft spots
 4. Road users – local traffic, commercial & industrial
 5. Brushing needs
 6. Drainage issues
 7. Projections for future development

Spring/Summer/Fall

Typical road maintenance and repairs take place during spring, summer and into fall.

Road surface types are specified below and shall receive maintenance as follows:

- Hard surfaced roads (asphalt) shall be patched, crack-sealed and line painted. Roads shall be resurfaced in accordance with the County's annual road programs
- Oiled and calcium surfaced roads will be maintained if/when deemed necessary
- Gravel surfaces shall be graded and repaired
- An annual Regravelling Program will be carried out in accordance with Policy PW012 Re-Gravelling

Road signage shall be installed in accordance with generally accepted engineering standards. The "Manual of Uniform Traffic Control Devices for Canada" shall be used as a guide.

Inspections for bridges and major culverts (4 foot diameter or greater) shall be carried out at least once annually, in accordance with bridge reports as required.

Administration shall recommend road repair priorities for Council's consideration during the annual budgeting process. Approved projects will generally start in spring and summer wrapping up in fall.

Winter

Winter road maintenance shall be prioritized with a strong safety consideration in the order listed below:

1. Air ambulance airport runways, Arterial Roads facilities for emergency services
2. Collector Roads, Hamlet streets, school bus routes
3. Local roads (subdivision roads)
4. Public sidewalks and walkways
5. Winter maintenance of rural private residential driveways
6. Other miscellaneous duties

Hamlet Snow Removal:

Sanding or ice blading of icy stretches and intersections should be done on an as-required basis. Intersections and curves on roads should be prioritized. Other areas should be done within the available resources as need dictates.

The County may remove snow piles that a ratepayer or business has placed on the County's Right of Way due to safety concerns, where a charge shall apply as per the Fee Schedule Bylaw.

Urban Standard Areas (Curb & Gutter):

Sanding or ice blading of icy stretches and intersections should be done on an as-required basis. Intersections and curves on roads should be prioritized.

Snowplowing shall be undertaken when packed snow reaches ten (10) centimeters, at which time the snow should be windrowed to the middle of the street and hauled away to a designated area.

Snow may be plowed to the non-sidewalk side of the street when able and practical to do so. Windrows created on driveways as a result of this operation should be removed using County resources.

The removal and hauling of snow from within the Hamlet boundaries to a designated snow dump area should take place at the discretion of the CAO or designate when deemed necessary.

Snow removal from Public Sidewalks and Walkways will occur as necessary and in accordance with the winter road maintenance priorities outlined in this policy.

Rural Snow Removal (Includes Country Residential):

Snow removal in rural areas will be prioritized by Arterial Roads, which are:

- Fort Vermilion River Road West Access, 45 Street, 46 Street, 47 Street, 50 Street, 45 Avenue and 46 Avenue
- La Crete North & South Accesses, 100 Street, 101 Street, 109 Street, 94 Avenue, 98 Avenue, 99 Avenue, 100 Avenue and 105 Avenue
- Highway 88 Connector
- Zama Access Road

Sanding or ice blading of icy stretches and intersections should be done on an as-required basis. Intersections and curves on roads should be prioritized. Other areas should be done as need dictates.

Excess snow should be stockpiled alongside the road in the road allowance and on other available public property.

Grader operators should take reasonable measures to minimize the size of snow berms left on private driveways to a maximum of four inches.

Rural Residential Maintenance Operations (Driveway Clearing):

Rural residents may purchase a Snowplow Flag at a fee as listed in Mackenzie County's Fee Schedule Bylaw to receive snow removal from their driveways. A Rural Residential Snowplowing Application (~~Schedule "A"~~) must be completed upon purchase, releasing Mackenzie County, its employees, and agents, from any liability arising from the snowplow operation.

Rural residents having purchased a Snowplow Flag~~s~~ must place the Flag visibly at the end of the driveway to signify a request for snowplowing. The Snowplow Flag provides residents with a maximum of fifteen minutes of service. Snowplowing will not be completed if the Flag is not visibly placed at the end of the driveway. Flags will be removed by the grader operator when plowing the driveway.

No service shall be provided prior to the purchase of a Snowplow Flag, signing of a new agreement and upon payment for the service as established in the Fee Schedule Bylaw.

Related Policies & Procedures

PW012 – Re-Gravelling

	Date	Resolution Number
Approved	2024-06-11	24-06-474
Amended	2024-08-14	
Amended		



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Andy Banman, Director of Operations
Title:	Budget Amendment - Additional Re-gravelling Zama Access Road

BACKGROUND / PROPOSAL:

While re-gravelling the Zama Access Road in July a shutdown was forced because of Forestry activity. Forestry hauled camps and other heavy equipment in and out on the Zama Access Road causing greater deterioration of the road and hindering our maintenance program. This activity has also delayed the application of dust control planned for the Zama Access Road.

Administration has been in contact with senior staff at Alberta Forestry & Parks to discuss their funding of the damages, however as of this report no commitment has been received.

Administration would like Council to consider a budget amendment of \$184,000 to be added for the re-gravelling of Zama Access Road. A combination of local gravel purchase and hiring of equipment will be used to re-gravel this road.

If funding is approved by Alberta Forestry & Parks for the road repairs due to fire activity in the area, no County funding would be utilized.

OPTIONS & BENEFITS:

Option 1:

Approving a budget amendment for an additional \$184,000 to be used for addressing the Zama Access Road.

Benefit:

Ensuring municipal road infrastructure is maintained, and ensuring accessibility for ratepayers and emergency services.

Author: S Wheeler **Reviewed by:** A Banman./ J Batt **CAO:** D. Derksen

COSTS & SOURCE OF FUNDING:

Road Reserve

COMMUNICATION / PUBLIC PARTICIPATION:

Council will be provided an update on the Zama Access Road funding request to Alberta Forestry & Parks.

POLICY REFERENCES:

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the 2024 One Time Budget be amended by \$184,000 for additional re-gravelling of the Zama Access Road with funding coming from the Road Reserve.

Author: S Wheeler **Reviewed by:** A Banman / J Batt **CAO:** D. Derksen



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Darrell Derksen, Chief Administrative Officer
Title:	Ratepayer Request For Reimbursement For Vehicle Damage

BACKGROUND / PROPOSAL:

A ratepayer contacted the La Crete Office on May 14, 2024 with concerns of damage to their vehicle, as a result of the condition of the road. The ratepayer resides on Range Road 192 north of High Level. The damage allegedly occurred along Township Road 1104. Unbeknownst to the ratepayer of any damage, continued on driving until the vehicle was no longer operational. The ratepayer mentioned the vehicle was towed to Recovery.

That vehicle was being used for their business delivery service between High Level and Peace River. Currently they have been using another vehicle to continue with the daily round trip, but it does not have the same fuel mileage as the original diesel vehicle that was used, costing them more money daily to operate.

On July 24th, the ratepayer contacted the La Crete office again, this time explaining what effort had been done to try and get the vehicle operating. But also requesting that Mackenzie County consider reimbursement in the amount of \$5000 dollars. There are no quotes confirming cost or receipts for expenditures, this amount was provided by the ratepayer.

The Fountain Tire Work Order stated “Oil pan damage and leaking. Oil pan was removed, found that the front main crankshaft bearing failed due to being run out of oil. Will require engine replacement or rebuild”

The invoices provided by the ratepayer are from Fountain Tire (High Level) and the date of both invoices is July 3, 2024.

Author: S Gibson **Reviewed by:** _____ **CAO:** D. Derksen

OPTIONS & BENEFITS:

Option 1

That Council receive for information

Option 2

That Council approves reimbursing the ratepayer for the \$5000.

Option 3

That Council denies the request for any reimbursement.

COSTS & SOURCE OF FUNDING:

Total of invoices brought in to LC Office: \$350.83.

COMMUNICATION / PUBLIC PARTICIPATION:

The ratepayer will be notified regarding Council's decision.

POLICY REFERENCES:

N/A

RECOMMENDED ACTION:

Motion 1

Simple Majority Requires 2/3 Requires Unanimous

That the request to reimburse the ratepayer for damages to their vehicle be received for information.

Author: S Gibson Reviewed by: _____ CAO: D. Derksen



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Darrell Derksen, Chief Administrative Officer
Title:	Mackenzie County Municipal Ward Boundary

BACKGROUND / PROPOSAL:

Follow up to the Ministers meeting on August 6, 2024 in La Crete.

Attached is a copy of a concern received from a ratepayer and a copy of the letter written to the Minister of Municipal Affairs regarding the motion made on July 17, 2024.

OPTIONS & BENEFITS:

N/A

COSTS & SOURCE OF FUNDING:

N/A

COMMUNICATION / PUBLIC PARTICIPATION:

N/A

POLICY REFERENCES:

N/A

RECOMMENDED ACTION:

- Simple Majority
 Requires 2/3
 Requires Unanimous

That the Mackenzie County Municipal Ward Boundary verbal reports be received for information.

Author: S Gibson **Reviewed by:** _____ **CAO:** D. Derksen



July 19, 2024

via email: minister.municipalaffairs@gov.ab.ca

The Honourable Ric McIver
 Minister of Municipal Affairs
 320 Legislature Building
 10800 – 97 Avenue
 Edmonton, AB
 T5K 2B6

Dear Minister:

RE: MUNICIPAL WARD BOUNDARY AND COUNCIL STRUCTURE REVIEW MOTION

On July 17, 2024 Council reviewed the Municipal Ward Boundary and Structure Review that was received from your ministry.

The following motion was made:

MOTION 24-07-535 **MOVED** by Councillor Wardley

That in order to provide the best possible Rural based governance structure within and for the largest rural municipality in the province, which has diverse cultures and communities, a substantial industrial tax base that supports the way of life for our communities, has a mix of urban and rural areas and a large developing land base. Mackenzie County’s governance structure, ward boundaries and specialized municipality status stay as it is, and that the minister of municipal affairs be notified of this council motion.

Councillor Cardinal requested a recorded vote.

In Favor	Opposed
Deputy Reeve Sarapuk	Reeve Knelsen
Councillor Cardinal	Councillor Braun
Councillor Smith	Councillor Driedger
Councillor Wardley	Councillor Peters
	Councillor Wiebe

DEFEATED

July 19, 2024

Mackenzie County is looking forward to meeting with you on August 6, 2024 to discuss the review.

Again, thank you for your time, and if you would like to discuss these matters further please contact me at (780) 926-7405 or josh@mackenziecounty.com or our Chief Administrative Officer, Darrell Derksen at cao@mackenziecounty.com or (780)-927-3718.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Knelsen".

Joshua Knelsen
Reeve
Mackenzie County

c: Mackenzie County Council

Minister McIver, MLA Dan Williams & Premier Smith:

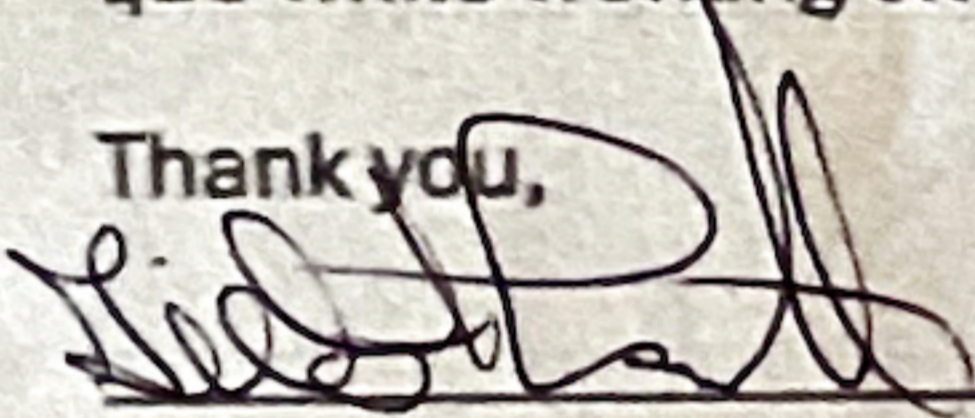
As a constituent in Ward 7 I am ABSOLUTELY OPPOSED to the recommendations made in the Mackenzie County Municipal Ward Boundary and Council Structure Review Report completed by TSI (2024). The manner that this review was conducted clearly could not be more prejudiced in favour of the hamlet of La Crete and the recommendations could not be further from addressing the needs of Mackenzie County.

In reality, the proposed realignment would only further exacerbate historical conflicts while augmenting the already unfair, existing have/have not relationship within the County. You very well know that actioning these recommendations will ultimately and purposefully destroy democracy in the Mackenzie County effectively modelling and promoting a dictatorship governance. This is evidently not in the best interest of the County.

We, as a Region, have outgrown the current municipal structure. We are a growing and developing municipality in many ways, not just population. It is time, and I am 100% in favour of creating two municipalities that would still be a greater land mass and population than many other municipalities. Two municipalities that take into account communities, demographics, culture and providing good governance.

I am NOT in favour of a boundary realignment based on population, but instead remaining the status quo while working on creating two functional, successful municipalities

Thank you,

 Gilbert Lambert.

(your signature and name printed)



Mackenzie County

REQUEST FOR DECISION

Meeting:	Regular Council Meeting
Meeting Date:	August 14, 2024
Presented By:	Darrell Derksen, Chief Administrative Officer
Title:	Information/Correspondence

BACKGROUND / PROPOSAL:

The following items are attached for your information, review, and action if required.

- Council Action List
- 2024-07-18 Letter to Tolko Industries – Mackenzie County’s Response Regarding the Request for Tolko Seed Orchard in Zama City
- 2024-07-31 CN Grain Plan
- 2024-07-31 La Crete Municipal Nursing Association (LCMNA) – Public Communication
- 2024-07-31 Mighty Peace Watershed Alliance – July 2024 Newsletter
- 2024-07-31 BC Hydro Power Smart – Site C Reservoir Filling

OPTIONS & BENEFITS:

N/A

COSTS & SOURCE OF FUNDING:

N/A

COMMUNICATION / PUBLIC PARTICIPATION:

N/A

Author: L. Flooren **Reviewed by:** _____ **CAO:** _____

POLICY REFERENCES:

N/A

RECOMMENDED ACTION:

Simple Majority Requires 2/3 Requires Unanimous

That the information/correspondence items be accepted for information purposes.

Author: L. Flooren Reviewed by: _____ CAO: _____

Mackenzie County Action List as of July 17, 2024

Council and Committee of the Whole Meeting Motions Requiring Action

Motion	Action Required	Action By	Status
February 22, 2016 Council Meeting			
16-02-135	That the County covers the additional cost of the survey on Plan 5999CL, Lot E to date and have administration release a copy of the report to the landowner informing them that the initial investigation survey has been completed.	Caitlin/Jen	In progress. Meeting with landowners. Impacted by 2020 flood.
May 10, 2016 Regular Council Meeting			
16-05-354	That administration be authorized to proceed as follows in regards to the Zama Crown Land Procurement: <ul style="list-style-type: none"> • cancel PLS 080023; • pursue acquisition of land parcels as identified on the map presented in red; • identify a parcel of land to be subdivided from Title Number 102 145 574 +1 (Short Legal 0923884; 21; 1) and offered for trade or sale to Alberta Environment and Parks due to its unsuitability for a hamlet development , specifically the land use restrictions per Alberta Energy Regulator. 	Caitlin	PLS180027 Administration is following up with the timeline and has requested an answer.
October 9, 2018 Regular Council Meeting			
18-10-763	That administration proceeds with the water diversion license's as discussed.	John	TDL received expires 2025-04-30. ToHL awarded grant money for regional raw study.
February 2, 2022 Regular Council Meeting			
22-02-085	That administration move forward with the application process to purchase the following and bring back to Council any future costs related to the purchase such as FNC, survey and assessed value for deliberation and approval. PLS140031 PLS170002 PLS180022 PLS180027 PLS190005 La Crete Ferry Campground Atlas Landing Area Bridge Campsite Machesis Lake Campground Wadlin Lake Campground	Don/Caitlin	COW 22-06-073 The TCL Leases that are in the process are as follows: Signed Offer to purchase PLS140031 Survey is awaiting approval from Director of Surveys for PLS140031
June 22, 2022 Regular Council Meeting			

Motion	Action Required	Action By	Status
22-06-465	That administration draft a policy combining PW018 Hiring of Private Equipment, ADM015 Hiring Contract Suppliers and FIN 025 Purchasing Policy and bring back to future Council Meeting.	Darrell	In Progress
November 2, 2022 Budget Council Meeting			
22-11-774	That the Policy PW039 Rural Road, Access Construction and Surface Water Management - Cost Implications be brought back to a future Council meeting for amendments.	Andy	In Progress
December 13, 2022 Regular Council Meeting			
22-12-908	That Council approve the Fort Vermilion Bridge Campground and Recreational Area Plan as amended and to submit the Plan to Forestry, Parks and Tourism for their approval.	Don	FPT Requesting updated mapping. GIS Mapping Completed To be completed fall of 2024
February 7, 2023 Regular Council Meeting			
23-02-106	That Mackenzie County commit to \$5M in municipal funding by means of Borrowing Bylaw towards local funding required to complete this project as per motion 18-06-472 to complete the Mackenzie Community Recreation Center project.	Darrell/Don/Jen	Grant Funding Denied Society is applying for alternative grant funding.
23-02-133	That administration create a new zoning district to alleviate concerns regarding agricultural use on residential acreages.	Caitlin	LUB Update
August 16, 2023 Regular Council Meeting			
23-08-650	That administration proceed with the Wadlin Lake Campground Pickleball Court with funds coming from Municipal Reserve and amend the 2023 Capital Budget not to exceed \$55,000.	Don	COMPLETE
23-08-654	That administration enter into an agreement with the Coalition for Far Northwest Alberta Brighter Futures Society to provide the services for the Family and Community Support Services Fort Vermilion Program.	Jen	Working with organization on agreements
October 11, 2023 Regular Council Meeting			
23-10-741	That Mackenzie County collaborate with the Fort Vermilion School Division for the purchase and installation of a disability playground in the hamlet of La Crete.	Don	Installation expected the end of July 2024
October 24, 2023 Organizational Council Meeting			
23-10-805	That the Mackenzie Region Bison Committee be established and brought back to a future Council Meeting.	Don	Working with wildlife
October 25, 2023 Regular Council Meeting			

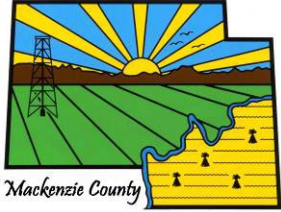
Motion	Action Required	Action By	Status
23-10-833	That the Joint Use and Planning Agreement with Fort Vermilion School Division No. 52 be TABLED to a future Council meeting.	Caitlin	In Progress 2025 Deadline
23-10-837	That the Development Setbacks be TABLED to a future Council meeting.	Caitlin	LUB update
November 14, 2023 Regular Council Meeting			
23-11-878	That the following tax rolls be advertised for development and future consideration of sale at market value: <ul style="list-style-type: none"> Tax Roll #082769 Tax Roll #082770 Tax Roll #082773 Tax Roll #082443 Tax Roll #230088 	Jen	Posted
23-11-895	That administration research the options for hamlet signage.	Caitlin	LUB Update
February 13, 2024 Regular Council Meeting			
24-02-097	That the PLS Application Process proceed as directed.	Darrell/Caitlin	In Progress
March 27, 2024 Regular Council Meeting			
24-03-249	That a letter be written to the Minister of Seniors, Community & Social Services regarding concerns with the housing in the region.	Louise/Darrell	In Progress
24-03-250	That administration continue to research different options for solid waste management.	Don	COMPLETE
April 24, 2024 Regular Council Meeting			
24-04-312	That Mackenzie County communicates with the Town of Rainbow Lake and our energy ratepayers regarding our concerns on the plant based treaty recently signed by the Town of Rainbow Lake.	Darrell	In Progress
May 22, 2024 Regular Council Meeting			
24-05-407	That administration proceed with the offer to purchase for Plan 792 1881, Block 18, Lot 01 as per policy.	Caitlin	Awaiting appraisal results.
24-05-411	That administration provide the Mackenzie Aquatic Society with a letter outlining the funding available from Mackenzie County to use for matching grant applications for the Wellness Centre.	Darrell/Louise	In Progress waiting confirmation from society if they qualify for funding
24-05-427	That Council grant the Municipal Planning Commission special variance authority of 40% for the Heimstaed Lodge Development Permit upon application.	Caitlin	Awaiting Development permit application.
May 28, 2024 Special Council Meeting			

Motion	Action Required	Action By	Status								
24-05-444	That the North Sanitary Trunk Sewer Contract #2 Lift Station contract be awarded to the proponent with the highest score on the matrix. <table border="1"> <thead> <tr> <th>Evaluation Criteria</th> <th>Points Available</th> <th>Green Acre Ventures Ltd.</th> <th>Northern Road Builders LP</th> </tr> </thead> <tbody> <tr> <td>Total</td> <td>100</td> <td>91</td> <td>92</td> </tr> </tbody> </table>	Evaluation Criteria	Points Available	Green Acre Ventures Ltd.	Northern Road Builders LP	Total	100	91	92	Darrell/John	Project review ongoing
Evaluation Criteria	Points Available	Green Acre Ventures Ltd.	Northern Road Builders LP								
Total	100	91	92								
June 11, 2024 Regular Council Meeting											
24-06-457	That the following tax rolls be advertised for development and future consideration of sale at assessed value: <ul style="list-style-type: none"> Tax Roll #081767 Tax Roll #313886 	Jen	Posted								
24-06-479	That first reading be given to Bylaw 1341-24 to repeal Bylaw 1024-16 Road Closure West Side of NW 11-106-12-W5M for Access Request, subject to Public Hearing.	Caitlin	Public Hearing 2024-07-16								
24-06-480	That first reading be given to Bylaw 1342-24 being a Land Use Bylaw Amendment to Rezone Part of NW 12-105-15-W5M from Agriculture "A" to Rural Country Residential 3 "RCR3", subject to public hearing input.	Caitlin	Public Hearing 2024-07-16								
24-06-484	That first reading be given to Bylaw 1340-24 being a Partial Road Closure Bylaw to close a portion of the road located within 106 Street and 99 Avenue within the Hamlet of La Crete.	Caitlin	Bylaw sent to the Minister of Transportation for signature.								
June 26, 2024 Regular Council Meeting											
24-06-489	That Council approve the request for street improvements along 99th Avenue and 106th Street at the cost of the developer.	Caitlin	In Progress								
24-06-491	That administration work with La Crete Co-op to accommodate right of way parking along 101 Street and La Crete Co-op will be responsible for clearing the snow.	Caitlin	In Progress								
24-06-494	That the Sale of County Property discussion be TABLED to a future Council Meeting.	Darrell									
24-06-499	That administration continue to work with Northern Road Builders contract negotiations on the North Trunk Sanitary Sewer Contract #2 – Lift Station Project.	John	Project Review Ongoing								
24-06-510	That the Field of Dreams Stampede Committee be added as Additionally Named Insured under the	Jen	Letter Sent COMPLETE								

Motion	Action Required	Action By	Status
	County's Policy, and amend the 2024 Operating Budget to include the Field of Dreams Stampede Committee request for insurance funding of \$1,521 with funding coming from the Grants to Other Organizations Reserve.		
24-06-511	That a letter be sent requesting that the Field of Dreams Stampede committee apply for the yearly Non Profit Grant application for future years insurance funding requests.	Jen	In Progress
24-06-514	That first reading be given to Bylaw 1343-24 being a Land Use Bylaw Amendment to rezone part of NW-04-106-15-W5M from Hamlet Residential 1A "H-R1A" to Hamlet Residential 2 "H-R2" to accommodate the construction of row housing and duplexes, subject to public hearing input.	Caitlin	Public Hearing 2024-07-17
24-06-518	That Policy UT006 Municipal Rural Water Servicing – Endeavor to Assist Policy be brought to a future Council meeting with amendments as discussed.	John	Being brought back to council in September of 2024.
24-06-519	That administration enter into an agreement with Government Frameworks, and amend the 2024 Operating Budget by \$135,630 with funding coming from the General Operating Reserve.	Darrell	COMPLETE
July 17, 2024 Regular Council Meeting			
24-07-529	That Council awards 3 bursary recipients as presented for the total amount of \$2,000, and allocate the balance remaining of \$4,000 to the Bursary Reserve for future allocations.	Jen	COMPLETE
24-07-530	That Mackenzie County recognizes the hardships that the flood affected residents have faced since the 2020 Fort Vermilion flood and in order to ensure the safe and efficient move of Boreal Housing Foundation flood affected residents, Mackenzie County will request from the ministry the remainder of the \$10.1 Million that was granted to them for the relocation of the 54 housing units and Mackenzie County will endeavor to assist Boreal clients in their timely relocation from the flood plain.	Darrell	
24-07-531	That Mackenzie County requests a meeting with the Minister of Seniors, Community & Social Services, Minister of Municipal Affairs, Minister of Public Safety & Emergency Services, Minister of Mental Health & Addiction and Boreal Housing Foundation regarding Flood Mitigation in Fort Vermilion.	Darrell	

Motion	Action Required	Action By	Status
24-07-534	That the request to reduce Fire invoice #IVC...39377 and Fire Investigation Invoice # IVC...39130 be denied.	Don	COMPLETE
24-07-537	That third reading be given to Bylaw 1341-24 to repeal Bylaw 1024-16 being a Road Closure Bylaw for road allowance located on the West Side of NW 11-106-12-W5M for Access Request.	Caitlin	
24-07-540	That third reading be given to Bylaw 1343-24 being a Land Use Bylaw Amendment to rezone part of NW-04-106-15-W5M from Hamlet Residential 1A "H-R1A" to Hamlet Residential 2 "H-R2" to accommodate the construction of row housing and duplexes.	Caitlin	
24-07-544	That first reading be given to Bylaw 1346-24 being the borrowing bylaw for La Crete North Sanitary Trunk Sewer Project.	Jen	Advertised – 2nd & 3rd reading at the August 14, 2024 Regular Council Meeting
24-07-545	That the 2024 One Time project budget for the 2024 Mackenzie Agricultural Fair & Tradeshow be amended in the amount of \$30,260 with funding coming from donations.	Jen	COMPLETE
24-07-549	That first reading be given to Bylaw 1345-24 being a Partial Plan Cancellation and Lot Consolidation of Plan 962 4275, Block 04, Lots 13-17, subject to public hearing input.	Caitlin	
24-07-551	That the following Councillors be authorized to attend the RhPAP 2024 Community Attraction and Retention Conference from October 8-10, 2024 in Wainwright, Alberta: 1. Councillor Cardinal 2. Councillor Smith 3. Councillor Peters	Louise	COMPLETE
24-07-552	That a proposal be developed for the seed orchard.	Caitlin	
24-07-553	That the FoodCycler Municipal Solutions Pilot Project be implemented for 100 units to start.	Don	In Progress Will commence public engagement by mid to end of August.
24-07-554	That Mackenzie County collaborate with Mackenzie Frontier Tourism Association and other organizations through the Community Services Committee to provide input for the Peace River Boat Guide.	Council	
24-07-555	That a donation be made to the 2024 Field of Dreams Stampede in the amount of \$1,000.	Darrell	COMPLETE

Motion	Action Required	Action By	Status
24-07-556	That the Emergency Advisory Committee Meeting be scheduled for August 13, 2024.	Don	COMPLETE



Mackenzie County

P.O. Box 640, 4511-46 Avenue, Fort Vermilion, AB T0H 1N0
P: (780) 927-3718 Toll Free: 1-877-927-0677 F: (780) 927-4266
www.mackenziecounty.com
office@mackenziecounty.com

July 18, 2024

Tolko Industries
11401 92 Street
High Level, AB
T0H 1Z0

To Whom it May Concern:

**RE: MACKENZIE COUNTY'S RESPONSE REGARDING THE REQUEST
FOR TOLKO SEED ORCHARD IN ZAMA CITY**

Administration has reviewed the request for support in regards to the creation of a tree seed orchard in the hamlet of Zama City.

Mackenzie County welcomes investment and opportunity to all developers in the region. We are excited to work with your company in order to ensure a thriving and bright future for your business within our borders.

Mackenzie County is willing to enter into a long-term lease for lands available in the hamlet anywhere from 1 acre to 320 acres (attached), which would include a water agreement based on the most current Fee Schedule Bylaw rate for treated water. The rate is currently at \$37.04 per month plus \$ 3.43 per m³ of consumption.

The utilities department has confirmed that the Zama Water Treatment Plant's design flow rate is 18 L/1,555.2 m³/day. In 2023, on average the Water Treatment Plant produced 1,754.8 m³ per month and has the capacity to produce more water.

We also have trailers available for short term and long-term rentals for your employees and we do have office space available in the municipal office known as the Cornerstone Building.

The rate for the rental properties is based on the most current Fee Schedule Bylaw is the following per unit:

<i>Mobile Home Rentals – Zama</i>	<i>\$1500.00/month</i>
<i>-Damage Deposit</i>	<i>\$2000.00</i>
<i>-Non-refundable Cleaning Fee</i>	<i>\$400.00</i>
<i>-Non-refundable Pet Fee (if applicable)</i>	<i>\$250.00</i>

We are open for engagement to discuss any of the information we have provided.

If you have any additional questions or would like to meet please contact me at 780-926-9405 or josh@mackenziecounty.com or our Chief Administrative Officer, Darrell Derksen at 780-927-3718 or by email at cao@mackenziecounty.com.

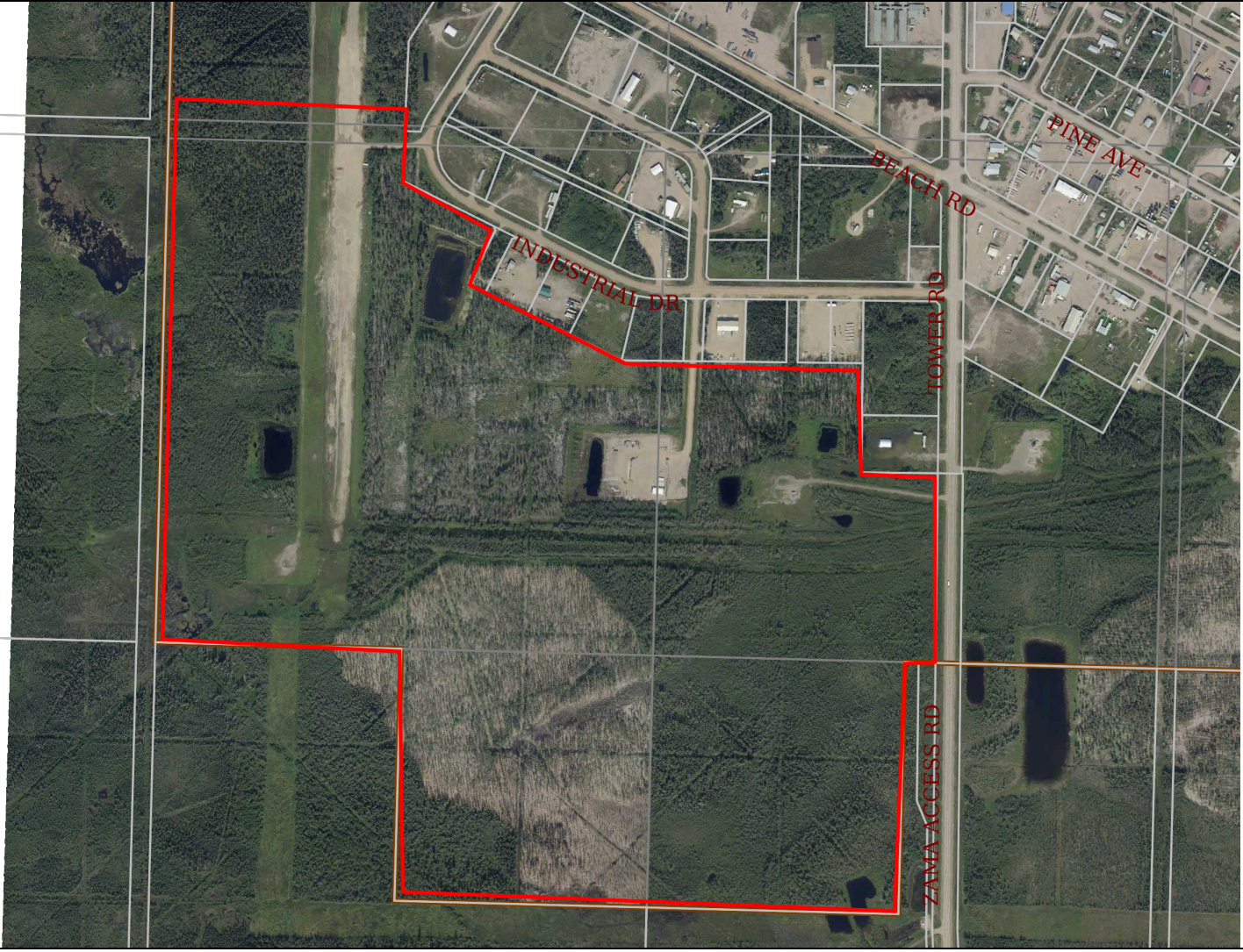
Sincerely,










A handwritten signature in black ink, appearing to read "Josh Knelsen".

Joshua Knelsen
Reeve
Mackenzie County


Encl.

c. Mackenzie County Council





- ### Legend
-  Roads Names
 -  Railway
 -  Indian Reserves
 -  Section Grid
 -  Cadastre
 -  Crown/Leased Land
 -  Section Label
 -  Hamlet Boundaries
 -  Drainage Ditch





 Scale 1: 10,000

 100 yd 

 100 m 

The Mackenzie County makes no representation or warranties regarding the information contained in this document, including without limitation, whether said information is accurate or complete. Persons using this document do so solely at their own risk, and the Mackenzie County shall have no liability to such person for any loss or damage whatsoever. This document shall not be copied or distributed to any person without the express written consent of the Mackenzie County. Copyright Mackenzie County. All Rights Reserved.



2024–2025 CN Grain Plan





PHOTO ABOVE:
Dufresne, MB

COVER PHOTO:
Swan River, MB



TABLE OF CONTENTS

Message from Tracy Robinson	4
Introduction	7
New Actions and Initiatives for 2024–25	8
Factors Affecting Overall Rail Capacity	9
Forecasting is key	9
Labour availability and resource planning at CN	9
Impact of weather and other factors on rail operations	10
The supply chain is inter-connected	11
Corridor Balance and Increased Activity in Port of Vancouver	12
CN's expectations for 2024–25	12
Estimating 2024–25 Western Canada Grain Supplies	13
Grain Shipment Forecasts	15
Establishing Maximum End-to-End Grain Supply Chain Capacity	16
Great Lakes–St. Lawrence Seaway system	17
Loading grain in inclement weather at the Port of Vancouver	17
Extended Interswitching and its Impact on Supply Chain Capacity	18
CN's 2024–25 Grain Marketing Programs	18
CN Capacity	21
Hopper car fleet size and efficiency	21
Locomotives	22
Operating crew base	22
Rail infrastructure	24
Long-term investment to support future growth	25
Operational planning and capacity	25
Grain-Specific Supply Chain Reporting	27
Scorecarding the end-to-end grain supply chain	28
Country elevator load times	29
Summary	31

Message from Tracy Robinson

As the President & CEO of CN, it is my privilege to provide you our 2024–2025 Grain Plan.

I am proud of the team of CN railroaders that contribute to the ongoing success of the Canadian agricultural sector. Each year inevitably brings a new set of challenges for the Canadian farmers that grow and harvest the grain crop, and for the supply chain that transports it to destinations within North America and for export around the world. Although grain production volumes vary in any given year, the long term trendline for Canadian grain production is increasing. This requires CN and all supply chain partners to be planning for the future and taking actions today to ensure the capacity and fluidity required to efficiently transport future crops. CN continues to make strategic investments in our hopper car fleet and on our Western Canadian network to position ourselves to be able to respond to this reality.

CN has been running a scheduled railroad operating model for over two years. This disciplined approach continues to yield positive, sustained results according to a variety of operational performance metrics which in turn has enabled us to deliver strong performance to the grain sector. Responding to shipper demand, CN set an all-time company record for grain movement in February 2024 and a near-record for the month of April 2024. We will continue to strive to improve our performance and work with our grain customers and supply chain partners to find efficiencies.



CN and all supply chain partners need to be planning for the future and taking actions today to ensure the capacity and fluidity required to efficiently transport future crops.

As we look to the new crop year, one real challenge for CN is the availability of labour, specifically the operating crews that run our trains. This is a result of overall Canadian labour market conditions and low unemployment rates coupled with the real impact of federal labour regulations that came into effect in May 2023 that requires approximately 15% more people to move the same amount of freight. We have increased our focus and efforts on employee recruitment and retention as we strive to build and maintain a strong workforce that can reliably support growth of the Canadian agricultural sector and the overall economy.

The Canadian government has a role to play in supporting the Canadian grain supply chain. Through policy, it can address the above labour issue and it should bring quick resolution to the long-standing issue of loading grain in the rain at port which has a negative effect on productivity at the critical West Coast ports. Additionally, there is a leadership role for government to encourage and enable significant investment in the supply chain through tax measures that will allow parties to address major infrastructure requirements and build a resilient and reliable supply chain to support economic growth. Working together with government in the coming year, I believe we can begin to address some of the significant challenges around labour, port operations and investment that pose risks to our future success.

I extend my thanks to all our stakeholders who have contributed to the 2024–2025 Grain Plan, including the farmers and industry leaders on our CN Agricultural Stakeholder Council. With the collaboration of all our partners in the supply chain, we can confidently and efficiently move this year's Canadian grain crop and more broadly continue to build an end-to-end grain supply chain that supports the success and prosperity of the Canadian agricultural sector now and into the future.



Tracy Robinson
President and CEO



Blue River, BC



Introduction

CN's 2024–25 Grain Plan has been prepared in accordance with Canada's *Transportation Modernization Act* and has two main objectives:

- › First, the Grain Plan sets out CN's assessment of how much grain and processed grain products we expect to move during the 2024–25 crop year (August 1, 2024 to July 31, 2025) based on the expected size of the crop and other supply and demand-related estimates.
- › Second, the Grain Plan identifies the steps that CN is taking to move this anticipated volume of grain over the course of the crop year based on demand forecasts and the resources we expect to be available.

During spring and early summer, CN consulted with our grain customers and other stakeholders concerning the 2024–25 Grain Plan. CN also engaged with our **Agricultural Advisory Council**, which involves a cross-section of industry leaders to provide ongoing advice and feedback on grain transportation and CN's interaction with producers. We would like to express our thanks to the stakeholders who provided their input and engagement for this year's Grain Plan.

Previous year's Grain Plans and comprehensive monthly updates on CN's grain movement in 2023–24 (and prior years) are available [here](#).

New Actions and Initiatives for 2024–25

1 Developing and preparing our people –

CN labour priorities for the year ahead remain squarely focused on robust employee recruitment, training and retention in this very tight labour environment as well as increasing cross-functional collaboration across CN teams. The CN Claude Mongeau National Training Centre campus in Winnipeg MB is best-in-class, running at capacity and is at the center of developing CN's future field force.

2 Scheduled Railroading – Adherence to the operating plan

– In follow-up to the operational improvements implemented in 2022–23, CN will continue to focus on trip plan compliance and on-time performance. We will continue to improve coordination and execution between CN network operations and field operations. This approach has produced demonstrated success.

3 Rolling stock acquisition – CN expects to take delivery of a total of 750 new high-efficiency grain hopper cars in 2024–2025, building on our investment in hopper car fleet renewal of 3,500 new cars delivered since 2018.

4 Implementation of new fire fighting equipment

– In May 2024, CN announced the addition of two new specialized firefighting trains to help combat wildfires along CN's right-of-way. The three trains (*Neptune (2024)*, *Trident (2024)* and *Poseidon (2023)*) will help protect the supply chain, bringing a significant amount of water and fire suppression capacity to isolated areas, and help ensure the fluidity, safety and security of goods on CN's network.

5 Implementation of new technologies

– CN continues to explore ways to use technology to improve safety. We are currently testing new mobile fire detection technology in areas along the network prone to wildfires. Early detection can speed up response times to ensure critical infrastructure is maintained and allow for improved contingency planning. CN continues to deploy its Autonomous Track Inspection Program, using a fleet of 11 specialized cars containing state of the art sensing technologies and advanced analytics to inspect track at normal train speeds, without interrupting network operations and without introducing additional safety exposure to on-track employees.



Factors Affecting Overall Rail Capacity

- › Demand forecast accuracy determines short- and long-term resource planning.
- › Resource planning includes crews, locomotives, rolling stock and infrastructure.
- › Weather events can impact planning and trade flows.
- › Corridor balance and increased activity in the Port of Vancouver.

Forecasting is key

Timely and reliable demand forecasts across all segments of CN's rail traffic is critical to resource and operational planning. In the absence of accurate customer forecasts, CN is required to make assumptions, often relying upon historical data. Significant changes in demand levels or traffic flows that we are not made aware of hinder our ability to respond quickly to new circumstances. Long lead times are required to recruit and train crews (~9 months), acquire locomotives or rolling stock (12+ months), and invest in rail-related infrastructure (18+ months). The result is potential gaps in resource levels that could have been avoided with better forecasting and communication. Improved short- and long-term customer demand forecasts support the supply chain's ability to plan for growth.

Unfortunately, the quality and timeliness of hopper car demand forecasts vary significantly among CN's grain customers — some customers take the initiative to provide detailed and accurate eight-week forecasts. Other customers provide forecasts lacking detail and rigour around accuracy, provide forecasts sporadically, or do not provide forecasts at all. **Lack of forward planning and collaboration negatively impacts the rest of the grain supply chain, as other players, including railways, lose opportunities to more efficiently allocate their resources to meet customer needs and to maximize overall system capacity.**

Labour availability and resource planning at CN

Typically, demand planning less than 12 months out is focused heavily on operating crew base and locomotive fleet size. Demand is converted into train counts, which in turn is converted into crew and locomotive demand. Longer-term forecasts focus on rail infrastructure and network capacity. CN monitors traffic levels on individual sections of track and individual traffic corridors to help assess what additional track infrastructure is required. From initial planning to completion, infrastructure investments can take months or years, depending on the scale. In addition, engineering and permitting processes can extend the time required for individual projects.

The Teamsters Canada Rail Conference (TCRC) represents approximately 6,000 conductors, conductor trainees, yard coordinators and locomotive engineers across CN's network in Canada. Negotiations between the union and CN began in November 2023, with the collective agreement expiring on December 31, 2023 (which is extended under Canadian law until the parties reach an agreement). The introduction of Transport Canada duty and rest period rules (DRPR), as well as paid sick and personal leave days has negatively impacted employee availability. As a result, CN's proposals have remained focused on reaching an agreement that avoids supply chain disruptions and addresses crew availability challenges, while maintaining the safety of its employees.

At the time of the writing of CN's 2024–2025 Grain Plan, CN and the TCRC are awaiting a decision from the Canadian Industrial Relations Board (CIRB) regarding the Minister of Labour's request for clarity on the continuation of activities during a work stoppage. The CIRB has advised CN that they intend to make that decision by August 9, 2024. Prolonged negotiations create uncertainty across all supply chains, including grain. CN will continue to strive for predictability for our customers and supply chain partners. As per Canada's Labour Code, no work stoppage can occur until either party files the required 72-hour notice after the CIRB issues its decision, subject to any extension of the cooling off period that may be ordered by the CIRB.

Impact of weather and other factors on rail operations

External factors beyond anyone's control, particularly weather-related factors, also have a real impact on supply chain capacity. Winter occurs every year, but the duration and severity of winter conditions are not predictable — every year is different — and all points in the grain supply chain are affected in different ways. For example, extreme cold not only affects rail infrastructure, rolling stock, locomotive power, and people operating the railroad, it also affects operations at Prairie grain handling facilities and export terminals, and grain movement into the primary elevator system from farms.

When triggered during periods of cold weather, specific winter operating protocols and actions are put into effect by CN. The major impact of these 'tier restrictions' is the reduction in the length of trains and these protocols are described in detail in CN's annual Winter Plan.¹ Additionally, trains carrying certain commodities (such as liquid fuel products) are subject to speed restrictions triggered by cold temperatures and geographic location. This safety rule for 'key trains' is important but also has a material impact on network fluidity in the winter, due to the mandatory speed reduction of certain trains in specific areas.

The key to success is for supply chain partners to avoid working in isolation and to collaborate across sectors to support long-term demand.

The extreme cold of a Canadian winter isn't the only thing we can count on. Heavy, persistent rainfall occurs at Canada's West Coast ports every year. Like clockwork, every time it rains, grain movement slows down at terminals. However, rain is a solvable problem and **wet weather should not impact modern grain terminal operations on the West Coast of Canada.** Operational and infrastructure solutions to this problem are in place in the U.S. Pacific Northwest, which is an area with the exact same issue. Rain should not reduce supply chain capacity, especially in Vancouver where capacity is limited, and inefficient operations have a negative effect on the entire supply chain.

The longer and more frequently conditions such as extreme cold or persistent rainfall occur, the more the supply chain's ability to recover is reduced. CN continues to innovate and find ways to improve our ability to deal with severe weather events.

¹ Available at <https://www.cn.ca/en/your-industry/customer-reports/winter-plan>

The supply chain is inter-connected

The key to success is for supply chain partners to avoid working in isolation and to collaborate across sectors to support long-term demand.

In other words, we need to look at the entire system of interconnected supply chains, of which CN is only one component, to support economic growth.

With respect to rail, **locomotives, crew base, and rail infrastructure** are resources shared across all rail traffic moving on CN's network — not just grain. For this reason, **demand for the movement of grain and processed grain products cannot be considered in isolation.** This is also why it is so critical to have accurate demand forecasts across all business segments to ensure effective long-term resource planning. Recognizing that capacity is finite, rail traffic increases associated with sudden demand shocks in any one sector due to significant global events or sharp changes in market conditions are not easily absorbed.

While assets such as locomotives can be readily re-deployed to other areas of the rail network when demand shifts, resources such as crews cannot. Just like any other employee in Canada's economy, railroaders typically work and make their home within a specific region. Even when employees can take short-term assignments to support a high-demand area, it still takes time to train and familiarize them with their new region. It is better to plan together and build the long-term capacity customers need in advance.

When considering capacity to move traffic, it is also important to note that CN is only one part of a complex supply chain, with other factors affecting the overall efficiency and capacity of the system. For example, in the end-to-end grain supply chain, activities at the origin, as well as the destination, need to be considered. If an export terminal is congested and lacks space to unload rail cars, trains directed to that terminal must be held back to avoid creating more congestion.

Those delays have a spin-off effect. Considering that most of the hopper car fleet moving grain is a shared asset among customers, fleet efficiency utilization is impacted in this scenario — cars returned more slowly to the interior for the next load mean delays for other players. CN, our supply chain partners, and our customers need to work together and closely coordinate our activities to maximize the efficiency of the entire supply chain.



Corridor Balance and Increased Activity in Port of Vancouver

The key to fully utilizing the maximum end-to-end grain supply chain capacity is corridor balance, and this is further discussed below. Beginning in spring 2024, this became more important as a major national infrastructure project, the expansion of the Trans Mountain (TMX) pipeline, was completed and began operation.

The marine-based export of petroleum products will create increased levels of commercial vessel traffic in the Port of Vancouver, specifically in the Burrard Inlet where vessels (inbound and outbound) cross beneath the CN Second Narrows rail bridge. This railway lift bridge is a critical component of Canada's supply chain, as it provides access into, and out of, the export facilities on the north shore. Under current rules, marine traffic has the right of way, which necessitates raising the rail bridge to allow for vessel passage even if this involves recreational vessels. Lifting the bridge more often reduces the amount of time rail traffic can use the bridge. This negatively impacts rail capacity to north shore export facilities and increases the overall transit times for rail cars. CN is monitoring TMX vessel traffic impacts and working closely with customers to maintain supply chain fluidity and maximize capacity. CN is engaged with the Port of Vancouver and the Government of Canada on this issue. Our goal is to reduce the unpredictability of the impact to bridge operations and ensure that both rail and marine traffic can maximize their volumes.

It is expected that the marine-based export of petroleum products will be maximized as a result of the pipeline capacity now available, which is likely to exacerbate this issue. This increased activity in the Port of Vancouver highlights the importance of shippers utilizing all available capacity across all corridors.

CN's expectations for 2024–25

Based on current demand forecasts and the best economic and market information available, CN expects the total demand for rail service between Edmonton and Jasper AB, and between Jasper AB and Vancouver BC, to exceed capacity at times during the fall of 2024 and into early 2025. CN expects total demand for rail service to be at or below capacity for the same period on the BC North corridor between Jasper AB and Prince Rupert BC.

The expectation that the railway has extra capacity available and ready, wherever and whenever required, stands apart from the practices of other players in the supply chain and recent experience. That expectation must be balanced against the fact that there will always be limited capacity to respond to demand shocks driven by sudden changes in market conditions or significant global events. Recent years have shown that **capacity is finite throughout the supply chain, and CN and our customers must plan together and prepare for the future to the best of our respective abilities. Customers across all CN business segments have knowledge critical to CN's resource planning and it is important that this information be shared. The more information is shared with CN about forecasts and resource updates, the more CN can adjust to the uncertainties that impact markets and demand.**

Making the most efficient use of the capacity available in **all** rail corridors throughout the year means more farmers' grain getting to market in a timely fashion. That supports farmers' cash flow and marketing activities. For example, CN's Eastern Canadian transportation network is significantly under-utilized and represents an opportunity to increase shipment volumes of grain and other commodities, especially during peak demand for grain movement. **Corridor balance is required to maximize supply chain capacity and throughput.**

Estimating 2024–25 Western Canada Grain Supplies

- › Crop production volumes in Western Canada are generally trending higher.
- › CN relies on feedback from external sources, including grain companies, private market analysts, and government agencies to project yearly grain volumes.
- › Yearly acreage and yield forecasts can change dramatically due to weather and other factors over the course of the growing season.

Crop production volumes in Western Canada have trended upward over the past ten years. We have invested in our network infrastructure, purchased new locomotives and high-capacity hopper cars, and worked with grain customers to extend sidings and build loop tracks that support continued sector growth. CN's capital investments over the past five years total more than \$15 billion.

Forecasting the volume of grain and processed products to be moved during the crop year requires the consideration of three key factors:

- 1 Grain production**, the largest factor affecting the overall volumes to be moved.
- 2 Carry-in** from the previous crop year, which, combined with grain production, represents **total available supplies**.
- 3 Domestic use and exports**, leaving the balance as **carry-out**.



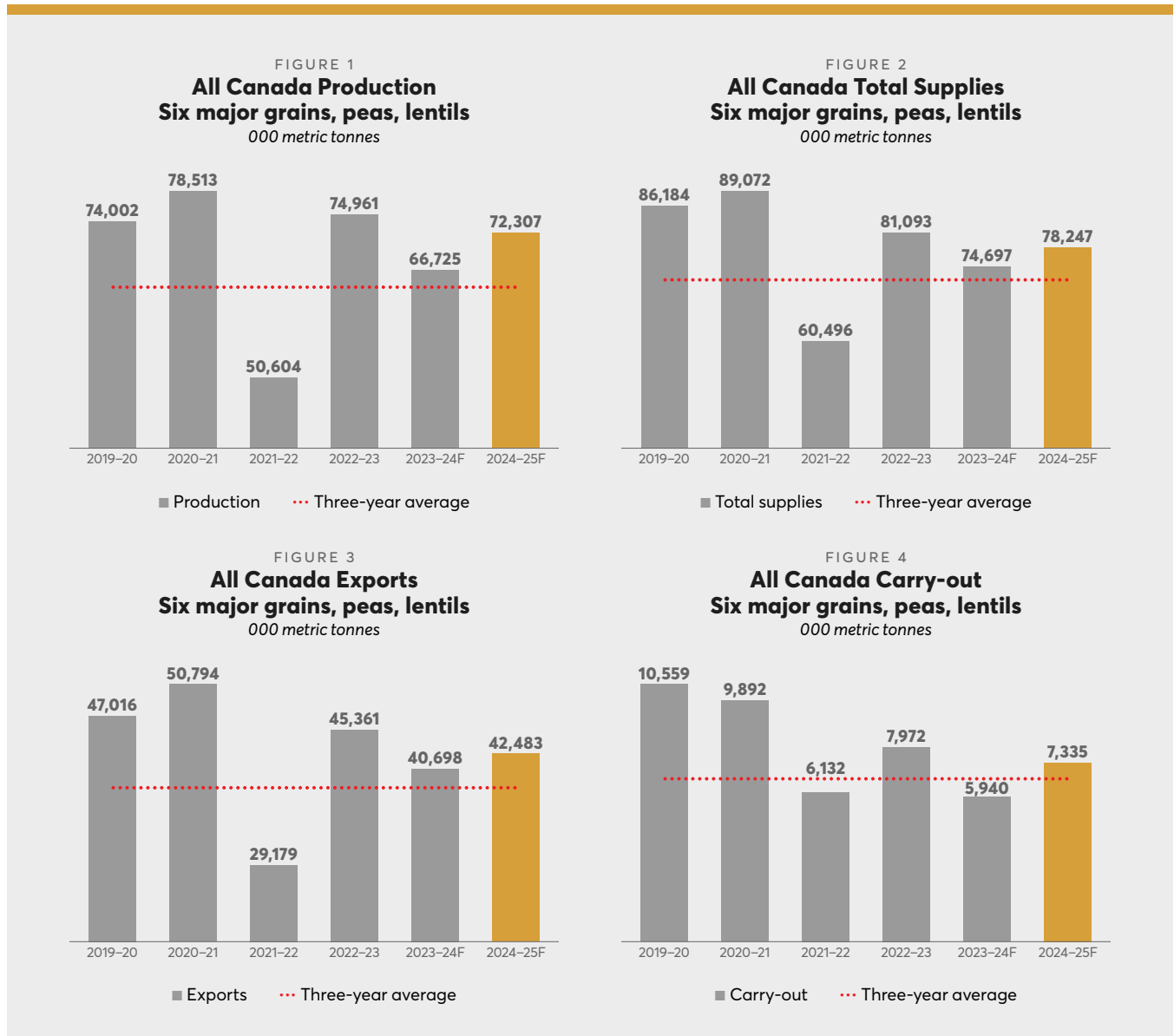
In projecting volumes, CN relies on feedback from external sources, including grain companies, private market analysts, and government agencies such as Agriculture and Agri-Food Canada (AAFC). It is also important to emphasize that crop production forecasts are subject to significant variability during the growing season given the impact of weather on crop development and yield potential.

The grain industry uses trendline yield forecasts and estimates of seeded and harvested area to determine crop production forecasts. These estimates are modified throughout the growing season to reflect changes in harvested acreage and yield potential driven by weather and other factors. The first official producer survey of crop production is carried out by Statistics Canada in July, with the survey results released at the end of August.

AAFC projects the following for the 2024–2025 crop year²:

- **Carry-in** supplies of the six major grains³, peas and lentils to be 5.9 MMT, below the three-year average of 8.0 MMT.
- **Production** of the six major grains, peas, and lentils to be 72.3 MMT versus 66.7 MMT in 2023–24 and the three-year average of 64.1 MMT.

- **Total available supplies** to be 78.2 MMT compared to 74.7 MMT in 2023–24 and the three-year average of 72.1 MMT.
- **Exports** are to be 42.4 MMT compared to 40.7 MMT in 2023–24 and the three-year average of 38.4 MMT.
- **Carry-out** for 2024–25 to be slightly above the three-year average at 7.3 MMT.



²Based on the AAFC July 2024 Outlook for Principal Field Crops: <https://agriculture.canada.ca/en/canadas-agriculture-sectors/crops/reports-and-statistics-data-canadian-principal-field-crops>

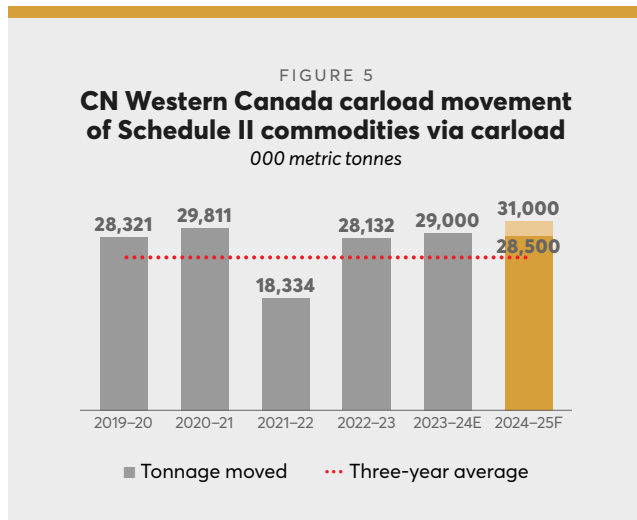
³Wheat, barley, oats, flax, rye, and canola

Timely feedback on crop production prospects from customers, market analysts and other grain industry participants is key to supporting CN's operational planning activities. This information is used to estimate the overall grain movement demand for the crop year and measured against CN's market share for rail transportation services. At the time of this document's writing, large areas of the Western Prairies were still experiencing long-term precipitation deficits, while some areas of the Eastern Prairies were struggling to complete spring planting operations amid excessive short-term moisture conditions.

Long-term soil moisture deficits in the Prairies remain the most important factor to watch with respect to overall Prairie crop prospects for 2024. While precipitation was above normal for most areas of the Prairies from April to mid-June 2024, large areas of the Western Prairies were still considered to be suffering anywhere from abnormally dry conditions to extreme drought per the Canadian Drought Monitor.⁴

Grain Shipment Forecasts

This Grain Plan assesses CN's ability to move the volumes of grain we expect our customers to offer for movement during the crop year. CN has moved the following volumes of grain and processed grain products over each of the past five crop years in hopper cars, tank cars, and boxcars. Grain volumes moved directly from western Canada using intermodal equipment are in addition to these volumes.



Based on current estimates, projected movement of grain and processed grain products via carload on CN over the course of the 2024–25 crop year is projected to be 28.5 to 31.0 MMT, with grain shipped via container direct from Western Canada in addition to these volumes. As forecasts inevitably change during the Western Canadian growing season, we will refine our assessment based on overall crop production and other market factors sourced in part from information collected by grain customers and other industry stakeholders.

Containerized grain shipments direct from Western Canada are an important means of getting grain from the Prairies to domestic and overseas markets. Containers moving back to port empty represents an opportunity to take advantage of under-utilized capacity, and CN has worked hard with its steamship line partners to develop a robust Prairie-direct containerized grain shipment program over the years. Containerized grain exports from Canada decreased during the global supply chain disruptions in 2020–2023 due to lack of available containers, but as imports gradually increase, there is an opportunity for the percentage of Canadian grain exported by containers to increase as well. For example, in crop year 2019–2020, 7.5% of the total volume of grain exported through the Port of Vancouver was in containers. This fell to less than 2.5% in 2022–23.

CN moved over 750,000 MT of grain direct from the Prairies via container during the 2023–24 crop year. CN expects that containerized grain shipments will continue to represent a significant volume of grain shipments in the upcoming crop year.

⁴ <https://agriculture.canada.ca/en/agricultural-production/weather/canadian-drought-monitor/current-drought-conditions>

Establishing Maximum End-to-End Grain Supply Chain Capacity

- › Maximum sustainable grain supply chain capacity is a function of the capacity and operational efficiency of the individual pieces of that supply chain, from origin to destination.
- › CN has invested billions in rolling stock, locomotives, rail infrastructure, technology, and labour recruitment initiatives to help improve overall supply chain capacity.
- › All parts of the supply chain must work together to ensure the use of available rail corridors is balanced.
- › Regulatory measures can directly impact supply chain capacity and throughput.

The maximum sustainable capacity of the grain supply chain is a function of the capacity and operational efficiency of the individual pieces of that supply chain. All components of the supply chain need to be in sync and operating at peak efficiency to achieve maximum capacity on a sustainable basis. The supply chain stretches all the way back to the farm and from country elevators to destination. The grain supply chain doesn't simply end with the unloading of a railcar at an export terminal — it encompasses the ocean vessel hauling bulk grain cargo to an end user halfway around the world, or the container ship carrying containerized grain and other cargo.

The capacity of Canada's grain supply chain also varies through the crop year, and multiple factors place real limits on the volume of grain that can move through the end-to-end supply chain at any point in time. While most rail-served industries generate a relatively steady flow of traffic, the pattern of demand for grain movement creates a unique transportation situation. The harvest occurs over a short period of time, generating very large volumes of inventory that cannot all be moved immediately.

The amount of commercial grain storage in Canada is limited in relation to total grain production. As a result, grain companies rely on farmers to store most of the grain crop on-farm. This differs from competing countries where grain companies store most of the grain. The peak demand in the fall typically corresponds to the period reflecting the most profitable grain handling and trading margins, along with peak farmer grain delivery pressure.

The challenge is how best to align demand with end-to-end grain supply chain capacity and total rail capacity, as all grain cannot move into the supply chain at once — a fact that is true in every major grain-producing country in the world.



Making the most of grain handling capacity in the eastern Canada grain supply chain is critical to corridor balance and to maximizing total grain shipment volumes.

Great Lakes–St. Lawrence Seaway system

The Port of Thunder Bay represents significant grain throughput capacity when the Great Lakes–St. Lawrence Seaway system is open outside of winter and presents a key opportunity to optimize corridor demand balance. There are six major terminals focused on bulk grain exports plus a loop track facility that handles unit train shipments of grain and other bulk commodities. CN also accesses multiple grain handling facilities in the Port of Duluth. The grain from these ports can be shipped directly overseas via ocean-going vessels or grain may be shipped by laker to facilities along the Great Lakes for domestic consumption. Grain can also be shipped to one of six major transfer elevators along the St. Lawrence River where it is subsequently re-loaded to ocean-going vessels. **Corridor balance is critical. Making the most of grain handling capacity in the eastern Canada grain supply chain is critical to corridor balance and to maximizing total grain shipment volumes.**

Loading grain in inclement weather at the Port of Vancouver

The ability to load grain during inclement weather in the Port of Vancouver has been an on-again, off-again issue over time but remains unaddressed. An arbitration ruling by the Canada Industrial Relations Board (CIRB) in February 2018 terminated the loading of grain during inclement weather in the Port of Vancouver via tarping of cargo holds, while grain loading via feeder holes was halted until additional safety measures could be implemented. Since then, the practice of loading grain via feeder holes has been re-instated with new safety protocols.

Some industry observers have noted that the additional time and effort associated with the new protocols means that in most circumstances a grain company will elect not to load grain through feeder holes. Ultimately, individual grain companies make the commercial decision on how to load grain onto ships. Alternatives to loading through feeder holes do exist. Some grain handling facilities in the U.S. Pacific Northwest have invested in rain roof infrastructure. This technology offers promise for Canada as well.

This issue has a material impact on grain supply chain capacity. If grain terminal space isn't available to unload grain from railcars, then loaded grain trains can't be moved forward. CN is forced to hold back trains enroute to port as well as at origin in the country until the situation improves. Ultimately, the end-to-end supply chain is negatively affected as the delayed returns of empty hopper cars back to the Prairies impact CN's overall spotting program for the following week. At the time of the writing of this document, there has been no change in the situation in the Port of Vancouver concerning protocols for loading grain in inclement weather.



Extended Interswitching and its Impact on Supply Chain Capacity

In 2023, Bill C-47 re-introduced extended interswitching in the Prairie provinces for 18 months (until March 2025). **Extended interswitching reduces capacity and efficiency — the exact opposite of what Canadian supply chains need. When the provision sunsets in March 2025, it should not be reinstated.** Expanding regulated interswitching distances to a 160 km radius around defined interswitching points creates a different pattern of regulated service because this longer distance forces railways to dedicate resources to inefficient movements. In many instances, when compared to a direct linehaul move by the rail carrier serving an origin, an extended interswitching move would frequently result in a longer route, adding to equipment cycle times.

When car cycle times are elongated, the fleet utilization efficiency is also reduced, which in turn effectively reduces fleet size as more cars are required to move the same amount of volume. For example, for each day that average cycle times are extended for hopper cars, grain supply chain capacity is reduced by the equivalent of 400–500 cars per week, or 40,000 to 50,000 metric tonnes per week.

CN's 2024–25 Grain Marketing Programs

EFFICIENT GRAIN HANDLING INFRASTRUCTURE

Consistent with the evolution in grain handling infrastructure in Western Canada, **CN's rail efficiency incentives have also evolved to encourage more efficient grain handling infrastructure.** CN's programs include rate incentives that encourage high-efficiency unit train facilities with a hook-and-haul model for grain trains that can be loaded in 15 hours or less. This model keeps trains from occupying the mainline while spotting empties or pulling loads, which improves mainline efficiency. Most of the new grain handling facilities built in Western Canada are hook-and-haul facilities, and many have loop tracks that allow more cars to be spotted in a single placement (which means improved capacity utilization).

Starting in 2014, CN and our customers have coordinated investments in grain facility infrastructure to allow loaded grain trains to be fully charged with air to reduce the time required for CN crews to depart from origin with a loaded train. Otherwise, in times of extreme cold, it can take 8–12 hours (or more) for a train to be fully charged with air by locomotives. Reducing this time also reduces end-to-end train cycle times and improves car velocity. Over 95 per cent of CN-served facilities capable of loading grain unit trains have participated in this program, representing a win-win situation for CN and our customers.

HOPPER CAR SUPPLY

CN prioritizes a large segment of its shared pool of hopper cars for customers interested in year-round car supply. These commercial car supply products also include reciprocal penalties for both CN and customers. CN anticipates that, for the 2024–25 crop year, over 90% of CN-supplied grain cars will be committed to customers in advance of harvest through commercial car supply agreements and other commercial car supply products. CN makes these products available to the market to ensure their widest possible application, with car block sizes of as few as 10 cars.

CN's commercial and export fleet integration programs allow customers to integrate high-quality jumbo capacity hopper cars into CN's common pool, in turn receiving priority car supply based upon the type of lane that the traffic is moving in (i.e., shorter distance traffic to Thunder Bay / Prince Rupert / Vancouver compared to longer distance traffic moving primarily to Eastern Canada and the United States) and the number of cars supplied by the customer. This program started in western Canada in the 2014–15 crop year and has been very popular with customers of varying sizes.

Extended interswitching reduces capacity and efficiency — the exact opposite of what Canadian supply chains need. When the provision sunsets in March 2025, it should not be reinstated.

CN also makes a segment of car supply available from our general pool of equipment, and customers can signal their demand up to 16 weeks forward in CN's grain car ordering system. In reviewing car orders on a weekly basis, and once car orders without terminal authorization are removed from the car order book, CN first allocates cars against valid customer orders that are tied to commercial car supply products. The remainder of the available car supply for a given week is allocated across the remaining orders.

MAXIMUM GRAIN SUPPLY CHAIN GUIDANCE

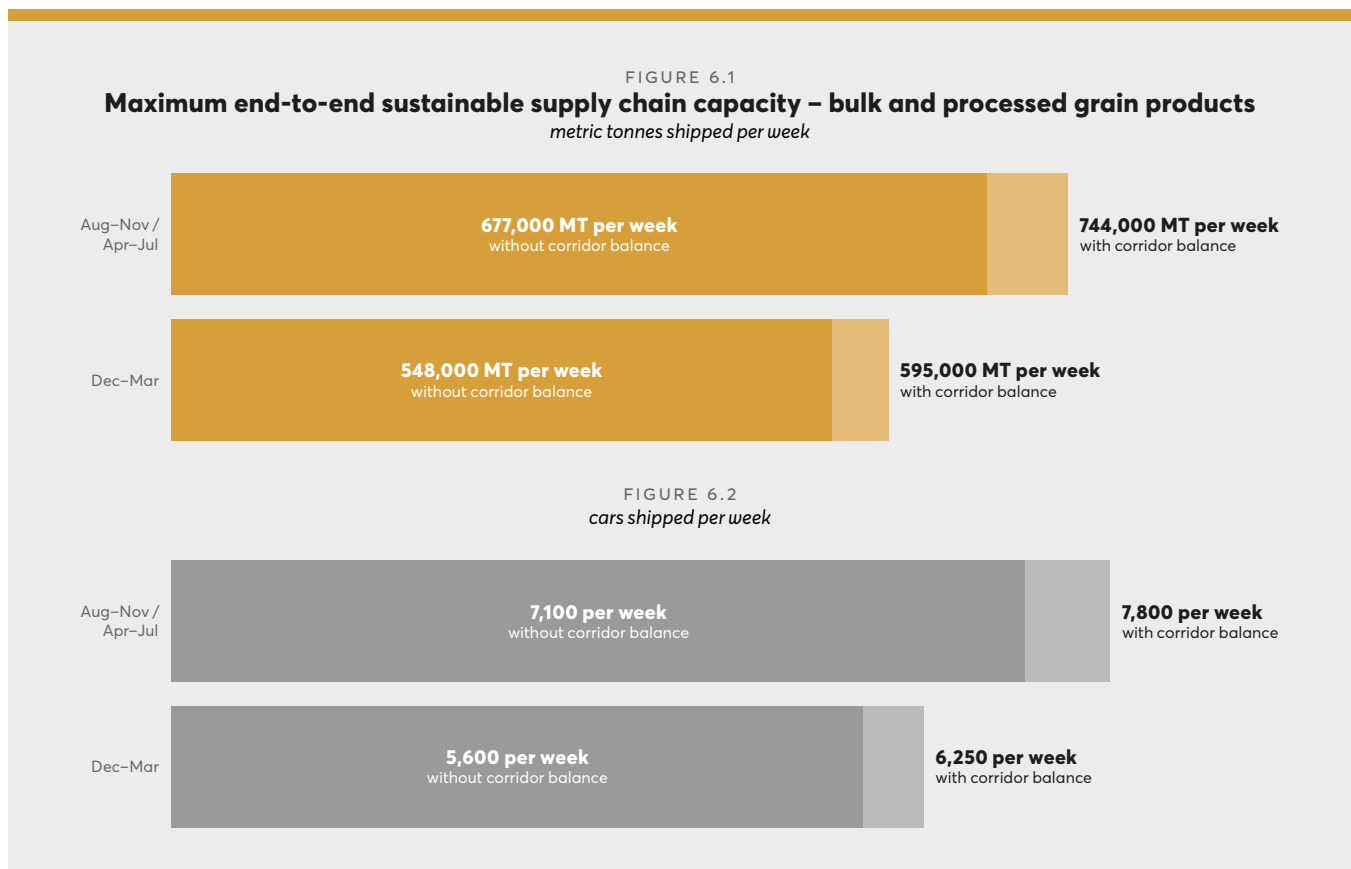
It is CN's view that on a sustained basis, with corridor balance, the end-to-end grain supply chain can accommodate up to 7,800 cars per week (up to 744,000 metric tonnes per week) of bulk grain and processed grain products outside of winter, and up to 6,250 cars per week (up to 595,000 metric tonnes per week) of bulk grain and processed grain products during winter.

On an annualized basis, the end-to-end maximum sustainable supply chain capacity on CN represents a grain supply chain shipment capacity of up to 36 MMT, which is significantly higher than anticipated grain shipment volumes on CN for the 2024–25 crop year.



These maximum end-to-end grain supply chain capacity levels on CN assume that multiple conditions will be in place to achieve these levels. These conditions must include, but are not limited to:

- grain supply chain fluidity, capacity utilization and corridor balance.
- sufficient customer demand to meet these levels.
- seven-day continuous operations at all major grain export facilities.
- grain railcar unloading and vessel loading during inclement weather at all grain facilities.
- normal winter rail operating conditions (issues related to winter operating conditions and measures CN has taken to address the impact of winter on rail capacity will be addressed in our Winter Plan).
- the extent to which extended interswitching is utilized by customers across all rail traffic segments, which in turn will determine the relative impact of extended interswitching on network fluidity and capacity.
- no significant labour disruptions.
- no mainline or other major supply chain disruptions.
- a stable global trade environment.



These conditions limit the amount of grain that can move through the supply chain at any point in time. If these conditions are not all in place for a given timeframe, it can be expected that grain shipment volumes will not reach maximum sustainable levels. In the case of a lack of corridor balance, for example, these maximum sustainable supply chain capacity levels may be reduced by as much as eight or nine per cent.

In the case of inclement weather impacts in the Port of Vancouver on supply chain productivity, it is fair to say that persistent rainfall can reduce weekly port throughput by 20% or more.

CN Capacity

The following section outlines CN's expectations for hopper car fleet size, locomotive fleet size, and operating crew base over the course of the 2024–25 crop year, along with CN's rail infrastructure investment plans for 2024:

Hopper car fleet size and efficiency

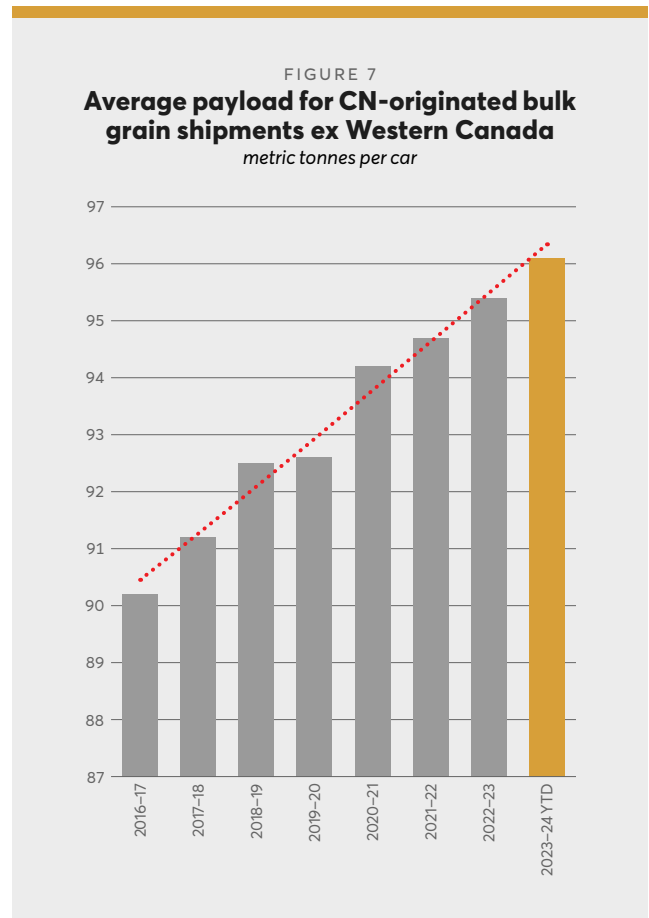
Based on current overall demand forecasts, CN's assessment is that the grain hopper car fleet will be sufficient to move the anticipated volume of grain over the course of the 2024–25 crop year.

This fall, CN expects to have an owned/operated/leased fleet of approximately 12,300 grain hopper cars focused on bulk grain service in Western Canada compared to approximately 11,800 grain hopper cars during the 2023–24 crop year. Once customer-supplied private hopper cars are taken into consideration, the effective size of the hopper car fleet on the CN network is expected to total approximately 14,000 cars.

Over the past seven crop years (2017–18 to 2023–24), due to the wide variety of fleet solutions customers can utilize, the average tonnage shipped per car on CN out of Western Canada has increased by almost five metric tonnes, or more than five per cent.

Moving more tonnage per car means moving more tonnage during peak hopper car demand.

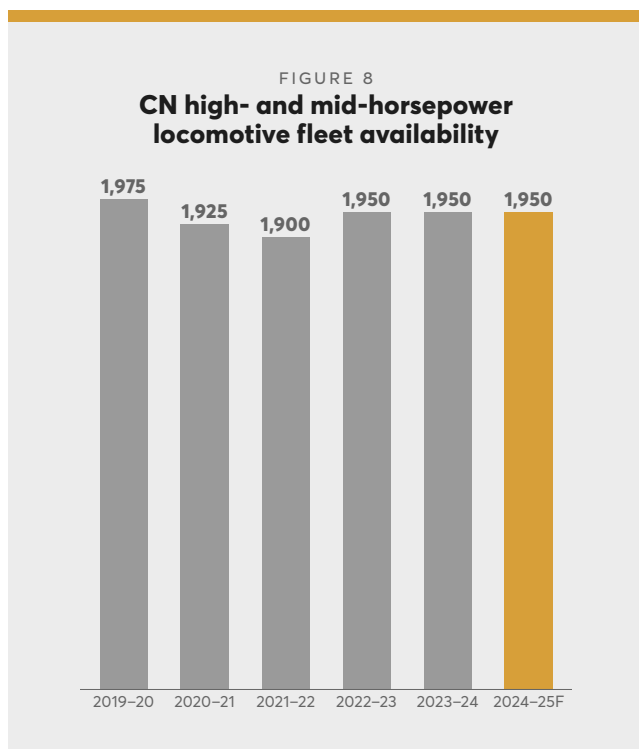
CN also continues our multi-year hopper car modernization program. CN expects to take delivery of 750 new hopper cars in 2024–2025 in time for fall peak demand for grain movement.



Locomotives

Based on CN's current overall rail traffic demand forecasts, our locomotive fleet will be sufficient to move the anticipated volumes of Western Canadian grain shipped during the 2024–25 crop year. Heading into fall 2024, **CN's inventory of high- and mid-horsepower locomotives is expected to total approximately 1,950 locomotives.**

The CN locomotive fleet will include 60 newly acquired Dash-9s that are undergoing DC to AC modernization. In addition, 33 SD75 locomotives are slated for a similar program, increasing the AC fleet mix by 93 locomotives before the end of the year. AC locomotives have significantly better adhesion, improved traction power effort and are less prone to traction motor failures compared to DC locomotives. The traction motors of AC locomotives are also less prone to mechanical issues due to snow compared to DC locomotives.



Operating crew base

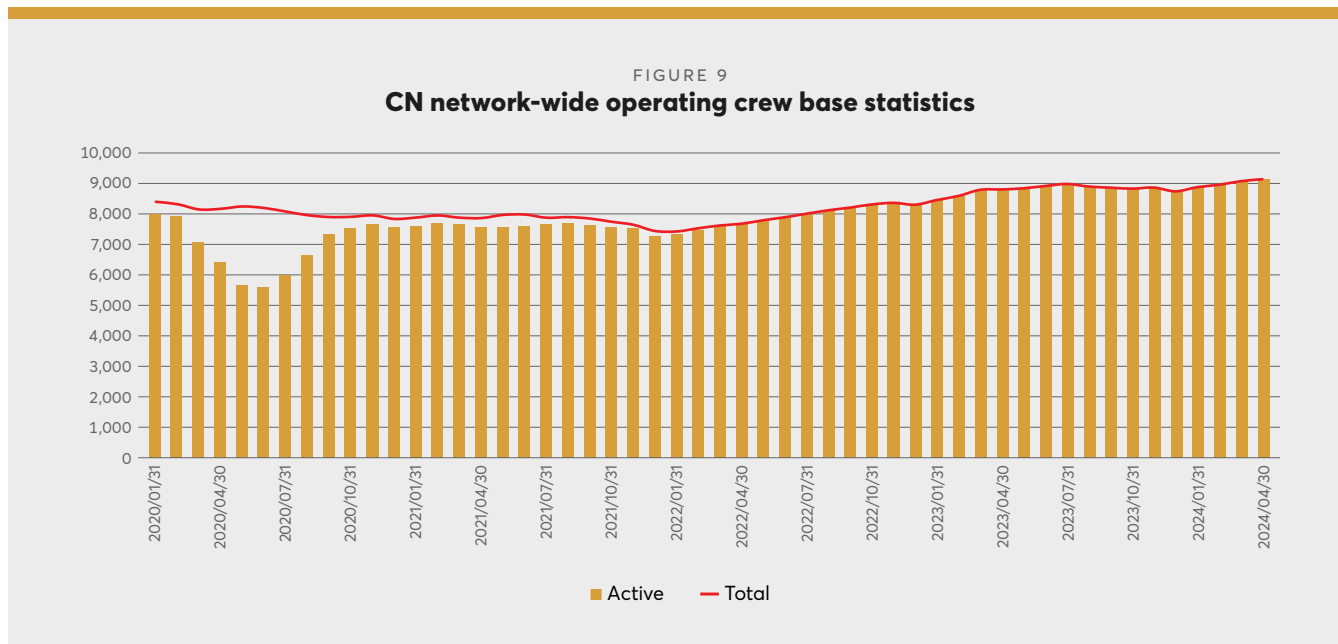
Based on current overall demand forecasts, CN's assessment is that the active operating crew base will be sufficient to move the anticipated volume of grain over the course of the 2024–25 crop year, but recruitment and retention of employees is posing a challenge in some regions of Western Canada.

The impact of new federal regulations (May 25, 2023) on CN's rail operations are now clear and will continue to have a material influence on the 2024–25 crop year. CN is now experiencing the direct implications of the Duty and Rest Period Rules for Railway Operating Employees and the regulatory changes that came into effect December 1, 2022, concerning the number of paid sick days workers in all federally regulated private sector workplaces are entitled to, as well as the prior new government regulation for five leave days. The union has interpreted these new regulated days off as "stackable" to the existing terms of their collective agreement, meaning they believe their members are entitled to both.

The result is that operational adjustments are required to simply maintain existing customer service levels. **CN's experience to date is that hundreds of additional personnel (estimated to be 15% more) are required in Canada (mostly in the West) to move the same amount of traffic as was done prior to the implementation of the regulations.** The implementation of such polices works counter to the Government of Canada's goals of supply chain resiliency, efficiency, and economic growth.

In an already challenging labour market with the lowest unemployment rate in decades, measures CN uses to attract potential new employees include:

- Hiring bonuses of up to \$10,000 to support placements in hard-to-recruit areas of the CN network.
- More targeted engagement with potential recruits in each region of Canada.
- Implementation of new technology and new hiring tools to assist CN recruitment efforts.



When considering the workforce available to move rail traffic, the focus is on conductors and engineers, referred to here as the operating crew base. In April 2023, Transport Canada supplemented the original suite of measures contained within the publicly available weekly rail performance indicators, to include mandatory reporting on the 'number of available railway operating employees' at the provincial/territorial level. This reporting indicates that between April 2023 and May 2024, CN's number of available operating employees grew by 8.8%.⁵

We assess our operating crew base down to the regional and individual terminal levels. Recognizing, for example, grain traffic moving from the Prairies to Vancouver or Prince Rupert must move across British Columbia, the operating crew base in each of the rail terminals the traffic will move through along the route must be sufficient to facilitate efficient rail movement.

The ability to resource individual terminals is dependent on labour and economic dynamics in those individual regions, including proximity of the region to major population centers, cost of living, availability and affordability of housing, availability of education and other services. It is relatively more difficult to recruit and retain crews in remote areas compared to other parts of the CN network, with those regions also corresponding to some of the heaviest CN rail network traffic density and demand pressure across multiple rail traffic segments.

These labour market challenges are not unique to the rail transportation industry, considering unemployment levels are at their lowest levels in five decades and changes in population demographics are shrinking the potential size of the workforce. Furthermore, generational change is taking place in the workforce. Observers reference changes to workers' perspectives on work-life balance and shift work/weekend work.

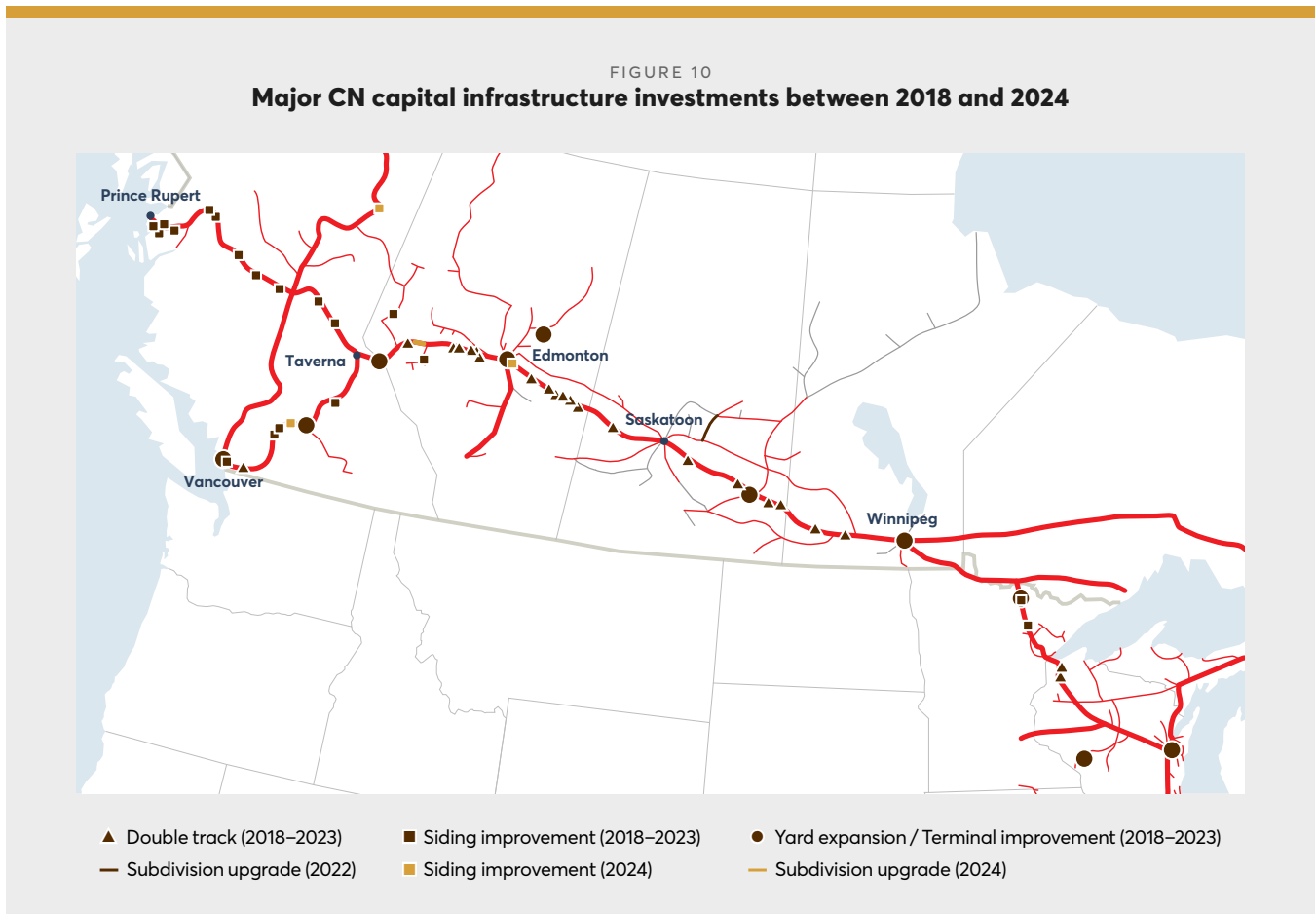
⁵ Available at <https://tdih-cdit.tc.canada.ca/en/rail-2023>

Rail infrastructure

CN invested over \$15 billion into the network between 2019 and 2023, with nearly two-thirds of that investment going into track infrastructure and railway assets. **For 2024, CN's capital expenditures are expected to increase slightly over previous years, to approximately \$3.5 billion.** These investments ensure the continued safe and efficient operation of our rail network as well as increase capacity, improve fluidity and accommodate growth. New major rail infrastructure capacity enhancement projects in Western Canada expected to be in service in 2024–2025 include:

British Columbia South	Siding extension (Jaleslie) to accommodate longer trains and improve throughput to Vancouver.
British Columbia Northeast	Siding extension (Septimus) to add capacity and improve throughput to Fort St. John.
Edmonton	Siding upgrade (Cloverbar) to improve throughput to Edmonton.
	Upgrades (Edson subdivision) to reduce corridor congestion and enhance network velocity.

Managing major infrastructure projects on busy rail corridors is a highly complex task. It requires significant planning and resources and involves some temporary disruptions of service to provide crews with the time they need to do their work.



Long-term investment to support future growth

CN expects significant growth in western region rail traffic volumes over the next decade.

Besides the growth expected in Western Canadian grain production from anticipated yield gains, other rail traffic segments such as potash, propane, intermodal, and forest products and others are also expected to increase in volume. CN is focused on **long-term investments in rail infrastructure that create capacity, especially in the Edmonton to Prince Rupert and Edmonton to Vancouver corridors.**

As part of our ongoing network capacity assessments, new projects for 2025 and beyond are well into the planning phase. The CN service design team works closely with CN's capacity planning group to turn traffic volume forecasts into workload forecasts for individual sections of the rail network. Those forecasts drive the planning process with respect to the addition of network infrastructure to support long-term growth, network fluidity, and network resiliency.

CN also has multi-year capital projects focused on removing bottlenecks and creating new capacity around the Port of Vancouver and the Port of Prince Rupert. Many of these projects are constructed in conjunction with the Port Authorities and the Government of Canada.

More investment is required from all parties in the Canadian supply chain in order to expand its capacity. This will require focus and coordination between governments, railways, shippers, private equity, and more to strategically invest. **To support immediate investment in capacity across the entire Canadian supply chain, the Government of Canada should implement supportive measures in the form of tax policies and accelerated depreciation measures. A supportive regulatory environment should allow all parties in the supply chain to benefit from these new measures associated with projects that expand the capacity of the Canadian supply chain.** This needs to occur now, to support Canada's future economic growth.



Operational planning and capacity

CN has taken a back-to-basics approach to our rail operations to improve rail service for CN's customers and increase efficiency. We will continue to refine our operational planning and communication, recognizing there is always room for improvement.

CN's Scheduled Grain Service model contributes to overall network efficiency. CN uses a hub-and-spoke model where we have major terminals in Winnipeg, Melville, Saskatoon, Edmonton, and Jasper. These major terminals allow CN to have a serving yard or consolidation point within a few hundred miles of all country elevators and grain processing facilities. CN can run as many as 200+ loaded or empty grain cars back and forth from these serving hubs to port, allowing CN to maximize train loads and network capacity.

Individual grain elevators have a specific day of the week designated for service, with exceptions communicated by our operations and planning teams directly to customers. Our goal is to spot empty hopper cars by 0700 hrs on the scheduled service day, leaving locomotive power with the train in anticipation of timely railcar loading. It is key that grain is in position to be loaded to contribute towards improved hopper car velocity.

Two years ago, CN implemented scheduled slots for bulk unit trains in key corridors to increase rail capacity and velocity. CN also identified five rail traffic staging locations between Edmonton and Jasper, AB, to maximize the utilization of rail capacity. These staging locations put grain trains in the best position to take advantage of network capacity opportunities makes the best use of train slots in high-traffic areas. This approach to operations has been successful and will continue.



CN also takes steps to balance loaded traffic moving to destination and empty car supply returning to origin to ensure corridor fluidity. The CN pipeline management and port operations group are in daily contact with grain shippers and with other rail carriers to efficiently manage the flow of grain traffic to destination, recognizing that vessel arrival times, vessel readiness for loading, and weather impacts on terminal productivity continually change.

That said, there remain elements outside of CN control. A significant amount of traffic CN handles terminates at a destination served by another rail carrier. A good example of this is the grain traffic CN interchanges with CPKC in Vancouver for furtherance to South Shore grain terminals. CN and CPKC pipeline management and port operations groups coordinate the flow of traffic within the Port, but the arrival of railcar traffic at the destination can be delayed if plans change for any number of reasons. This can result in significant modification of the time slots available for the interchange of traffic.

Considering that most of our bulk grain traffic moves in CN-supplied equipment and recognizing that this is a shared pool of resources among customers, any delays in the unloading of railcars or the return of empty railcars to the interior for loading impacts all grain customers and limits end-to-end supply chain capacity.

CN also takes steps to balance loaded traffic moving to destination and empty car supply returning to origin to ensure corridor fluidity.

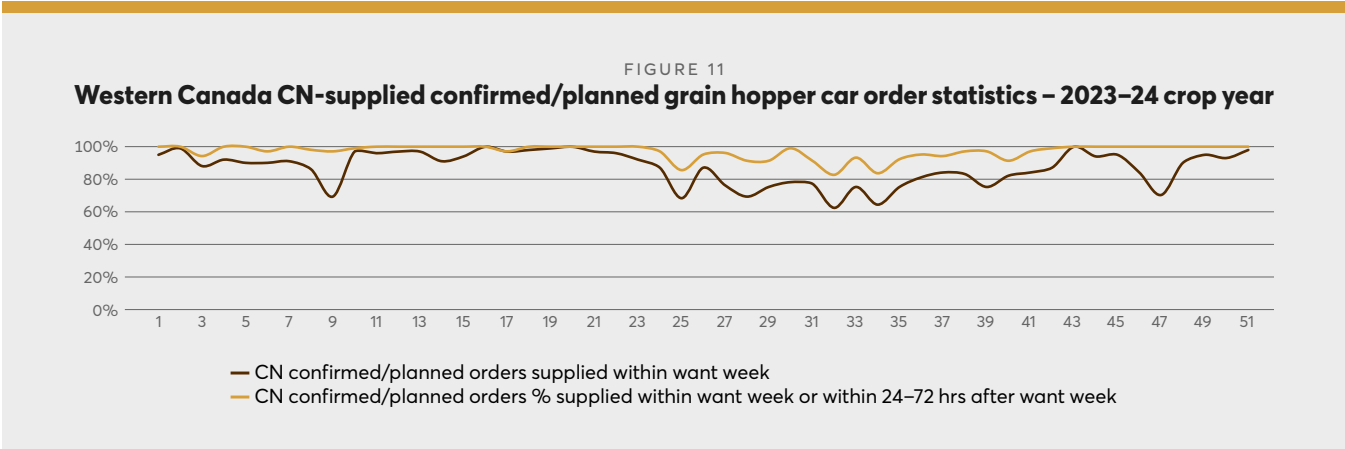
Grain-Specific Supply Chain Reporting

Beyond simply projecting and reporting on the total amount of grain and processed grain products shipped from western Canada over a specific period, CN also measures and reports on grain supply chain performance in other ways, including the quality of the service provided. This information is available in significant detail on a weekly basis through CN's Western Canadian Grain Report.⁶ This voluntary reporting captures 100% of grain shipments moving in CN-supplied hoppers and private hoppers along with 100% of the orders received for CN-supplied equipment.

CN reports the total grain tonnage moved on a weekly basis by corridor for bulk grain and processed grain products, along with crop year-to-date shipments, followed by detail concerning customer orders for CN-supplied hopper cars. Preliminary car orders received for the week are reported, and car orders with no authorization from the receiving facility are identified and removed from the car order list. What remains are valid orders. Customer-cancelled orders are also

accounted for in CN reporting. The balance of car orders remaining is measured against the maximum sustainable supply chain capacity on CN. Sometimes orders far exceed what the end-to-end supply chain can realistically handle at any point in time, and these orders cannot be accepted.

CN also reports in detail how we executed the grain spotting plan. This reporting describes what happened to the CN-supplied hopper car spot plan after the plan was finalized (for example, accounting for subsequent customer-cancelled orders). It includes the number of cars spotted for the week they were ordered in, cars spotted that were associated with the previous week's plan, and car orders spotted in advance of the week that they were requested for. On a weekly basis, CN indicates what percentage of CN-supplied hopper cars were supplied against the current week's spot plan along with the percentage of orders that were supplied either in the week requested or within 24 to 72 hours of the end of the want week. CN also provides details on why any cars were not supplied within the timeframe requested.



⁶ Available at <https://www.cn.ca/en/your-industry/grain/western-canadian-grain/>

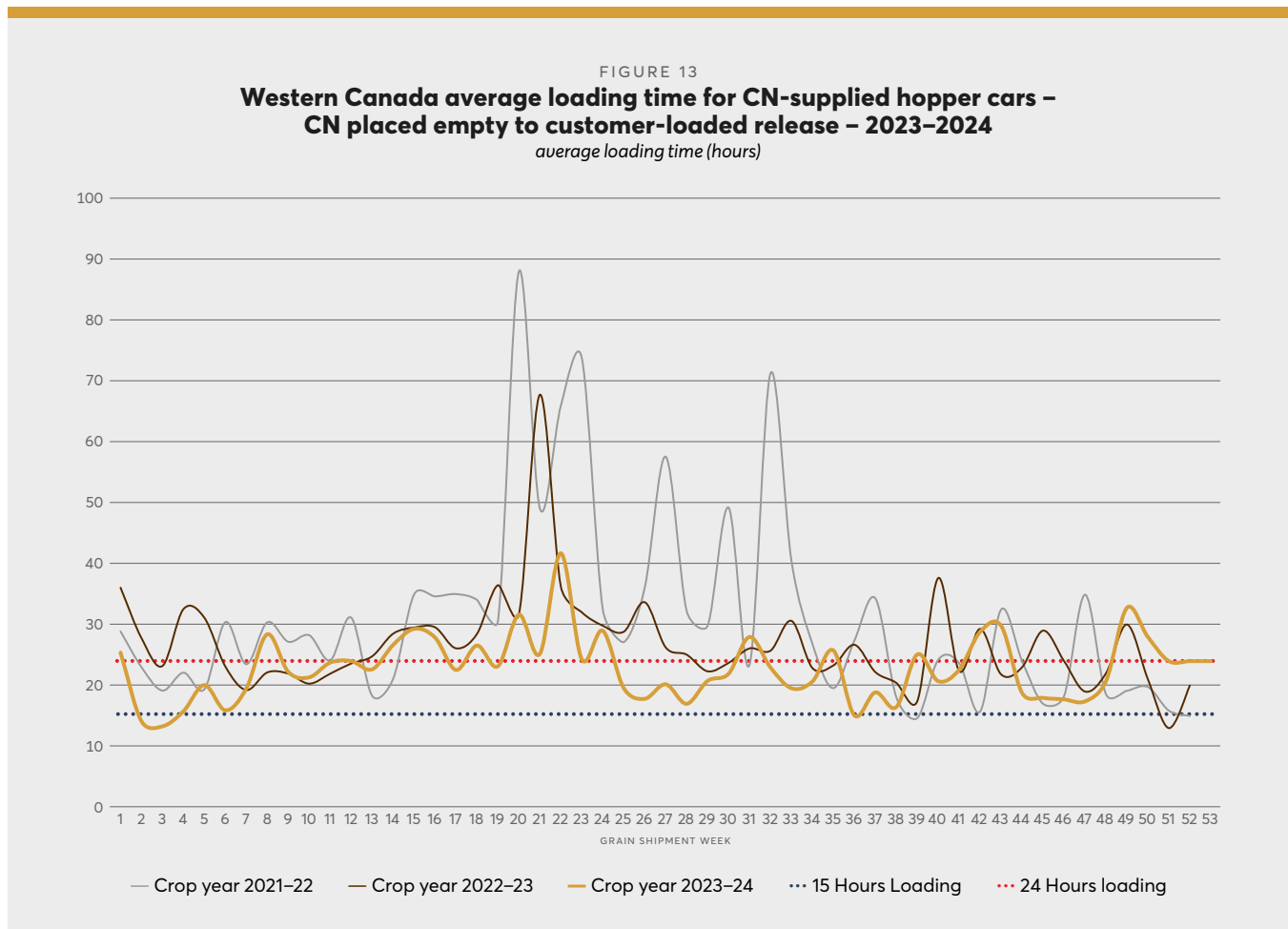
Those looking for real, lasting solutions to supply chain problems must look beyond hopper car order fulfillment numbers and instead consider the activities of the whole supply chain. Looking at facts and including context, will help keep Canada's long-term economic growth as a common goal. We need to move past political rhetoric and finger-pointing if we hope to encourage badly needed private investment in our nation's transportation infrastructure.

Country elevator load times

For the supply chain to reach maximum efficiency, all the components of the supply chain need to operate at peak efficiency. Hopper car cycle times are a product of the time between placement and loading, between loading at origin to loaded release, the loaded transit time to destination, unloading time at destination, time from empty release to pull, and transit time back to the next loading origin.

There is currently no public data available regarding primary elevator loading times, and many issues can affect the time it takes for a primary elevator to load hopper cars. Extreme cold creates workplace hazards for grain elevator employees. Mechanical breakdowns can occur, grain of the right quality may not be in place at the time of loading, not enough grain may be in the elevator to load the train, or holidays may prevent loading. Extreme winter weather can also impede the movement of loading crews and grain graders and result in unsafe conditions at grain handling facilities, including frozen switches and snow-covered tracks.

The chart below illustrates the average customer loading time for the past two crop years for CN-supplied hopper cars. There is clearly significant variability from week to week in the data, reflecting the impacts of the factors noted above on primary elevator loading performance.





Snaring, AB



Summary

Based on the information and assumptions outlined in this document, CN is confident that the resources are in place to move this year's harvest over the course of the 2024–25 crop year. However, CN remains concerned about the negative supply chain capacity consequences of federal labour regulations, extended interswitching, and continued rain delays in loading grain vessels at the Port of Vancouver.

The start of marine-based petroleum product export in the Port of Vancouver is also expected to negatively impact the capacity and fluidity of grain hopper car movement in the port. In anticipation of this change, CN is working with port officials to improve the coordination of commercial and recreational marine traffic that already limit rail bridge access to the North Shore. CN will monitor this situation in the year ahead and is actively engaged with our grain customers to find solutions.

Long-term infrastructure investment is required to support the expected Western Canadian economic growth over the next decade. CN encourages the Government of Canada to implement supportive new tax policies and accelerated depreciation measures, allowing all parties in the supply chain to deduct the full amount of capital expenditures associated with projects that expand national supply chain capacity. This is required now, to support the supply chain needs of tomorrow.

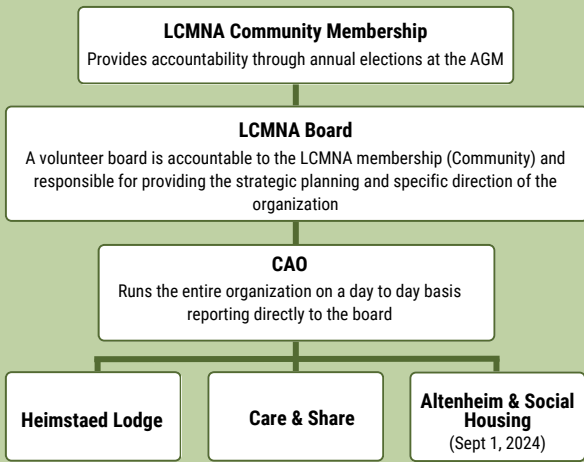
CN expects to deliver strong performance for the upcoming harvest and beyond. During the 2024–25 crop year, CN is well positioned to ship **up to 7,800 cars per week (up to 744,000 metric tonnes per week) of grain and processed grain products outside of winter, and up to 6,250 cars per week (up to 595,000 metric tonnes per week) of grain and processed grain products during winter. These estimates assume all the conditions required to meet these levels across the end-to-end supply chain are in place, including corridor balance.**

Based on the best forecasts available, CN is confident the 2024–25 Grain Plan will meet the needs of our grain customers.



www.cn.ca/grain

LA CRETE MUNICIPAL NURSING ASSOCIATION



HISTORY

The La Crete Municipal Nursing Association (LCMNA) was established in 1957 with a mandate to provide public nursing resources for the La Crete area. Over the years this has become more focused on seniors care.

ACCOUNTABILITY

The structure of LCMNA ensures ongoing accountability and support from the community.

LOCAL

Decided to continue operating the Heimstaed Lodge as a private operator, ensuring that decision making and board composition stays local. This also means more local funding is required to cover the operating deficit.

Heimstaed Lodge



Constructed in 3 phases from 1999 - 2007, with \$7M community donations & \$2M provincial funds

Operated by LCMNA since fall 2021

67 full time, 30 casual employees & 20+ volunteers

80 beds 54 higher needs beds funded by AHS
26 independent beds with some homecare funding

100% locally owned & operated

Care & Share



100+ volunteers & 16,000+ volunteer hrs/yr

100% of the sales are given to the Heimstaed Lodge. In 2023 this was over \$300,000

Clothing also baled & sent to Faith Mission to support needs in Ukraine area

Thank you to the many volunteers that make this ministry so successful

100% locally owned & operated

Altenheim



In the process of assuming operations, confirmed September 1st transition



Working to assume ownership from the province

10 community housing units
30 seniors self-contained units

Financial Picture



Revenue is around \$5.4 million annually

Expenses are around \$5.9 million annually

This results in a \$500,000 annual deficit

We rely on donations and volunteers to eliminate the annual deficit



Revenue details:

\$2 million client rent & services
\$3.4 million AHS funding

Thank You!



LCMNA cannot serve the community like we currently do without the community support.

Community contributions to LCMNA in 2023 included:

19,000+ volunteer hours

39,000+ visitors

\$1.6 million donated (2021 to 2023)



To contact the LCMNA main office:

- visit us at the Heimstaed Lodge
- call 780.841.3082
- mail Box 544, La Crete

Financial donations are always appreciated. We can help you set up recurring contributions, and we issue tax receipts to help you maximize your gift

Heimstaed Lodge Expansion



Our community & ageing population continue to grow
Demand for rooms increases, waitlist getting longer
Current capacity - 80 rooms, 100% full, 23 on the waitlist plus weekly inquiries

Started process to more than double size of the lodge
Plan to add 62 rooms now, and 24 rooms later
Working to finalize design, approvals & funding

Kitchen renovation planned for fall 2024, work towards funding confirmation winter 2024/25, with goal of beginning lodge expansion in spring 2025

We invite everyone to visit the Heimstaed Lodge to visit the residents and to get more information about the expansion project

Costs & Fundraising

\$20M capital cost

\$5M fundraising need

75/25 propose 75% prov. funding
propose 25% local funding

What Can You Do?

We know that we are generously supported with volunteers & financial contributions. We will need support from the entire community to complete the expansion project.

Give - one-time or monthly contributions

We are a charitable organization and can issue tax receipts.

Write a letter to Alberta Government

Write to our MLA Dan Williams and Premier Smith. Say how important the facility is to your family and why the province should fund expansion. This can be a letter or note, and you can leave it at the Heimstaed and we'll mail it for you.

Volunteer at our facilities

There are many different volunteer roles at our facilities, we encourage you to look for an opportunity that you would enjoy.



Diverse, Responsible & Connected

July 2024

From the Executive Director 's Desk By Rhonda Clarke-Gauthier

The April to July season has been very full with project work, monitoring activities, Education and Outreach events, and our AGM. We also held a Current and Future Water Uses Forum in Peace River with the AGM that introduced and answered questions about several water uses that are happening in the Peace watershed or potentially may happen.

We welcome Adanna Hustler, Summer Aquifer Steward, to specifically do work in the Grimshaw Gravels Aquifer areas. This position is supported by the Grimshaw Gravels Aquifer Management Advisory Association.

The graphic below provides information about the collective work of the 11 AB WPACs, the number that continues to be significant is the money and in-kind values that the WPACs bring to the table to match Government grants.

WPAC OVERVIEW

The Watershed Planning and Advisory Councils (WPACs) of Alberta have made significant strides in the 2022-2023 year. By leveraging substantial funding, engaging thousands of members and volunteers, and restoring critical natural infrastructure, WPACs have demonstrated their integral role in managing Alberta's water resources and environmental health.

COMMUNITY AND ENVIRONMENTAL IMPACT

WPACs are watershed stewardship organizations with strong support from industry, agriculture, government, municipalities, First Nations, and Métis. They play a critical role in:

- Economic Sustainability:** Ensuring clean, reliable water supplies.
- Disaster Prevention:** Preparing for droughts and floods by restoring natural infrastructure.
- Indigenous Engagement:** Highlighting and incorporating Indigenous perspectives and knowledge.

ROLES AND FUNCTIONS

WPACs perform four key roles:

- 1. Convener and Collaborator:** Serve as neutral forums for sector-wide discussions and innovative solution development.
- 2. Education and Literacy:** Enhance public engagement and awareness of stewardship actions.
- 3. Assessments and Reporting:** Address knowledge gaps and report on the health of land and water resources.
- 4. Planning:** Set local priorities and objectives for land and water management through collaboration.

STRATEGIC ROLE

WPACs are vital, unbiased partners to the provincial government, uniquely positioned to support diverse environmental priorities. They foster consensus among all sectors, bringing together provincial, municipal, and federal governments, Indigenous communities, agriculture, industry, conservation, academia, and the public. WPACs are dedicated to depolarizing resource management debates, which in turn, provide opportunities to create innovative solutions that benefit everyone.

HISTORICAL CONTEXT AND GOALS

Established in 2003 under Alberta's Water for Life Strategy, WPACs were designed to manage and protect water resources through collaborative partnerships. The strategy's goals, which remain relevant today, include:

MEMBERSHIP, EMPLOYMENT, AND ENVIRONMENTAL ACHIEVEMENTS

Organizational Members:	1,368
Individual Members:	5,361
People employed:	53
People trained:	976
Riparian Health Assmt. (sites):	19
Aquatic Health Assmt. (sites):	22
Water Quality Sampling (sites):	79
Natural Infrastructure Restoration (hectares restored):	291
Native plants (planted):	16,350
Online Engagement (people):	46,252
In-Person Engagement (people):	17,585

Doubled Government of Alberta Investment:
\$2,831,481
 Total funding from non-Government of Alberta Sources

In-kind donations:
\$2,807,687
 From 2,489 partners and volunteers

Water for Life Goals

- 1) Safe, Secure Drinking Water
- 2) Healthy Aquatic Ecosystems
- 3) Reliable, Quality Water Supply for a Sustainable Economy

Education and Outreach Events

Since April 2024, the Mighty Peace Watershed Alliance has been very active! We've reached approximately 4,800 people through various outreach activities. We participated in events such as the West County Watershed Society AGM in Goodfare, the Regional 4-H Days SALT workshop at Teepee Creek, and the Walk Through the Forest event at the Boreal Wetland Centre in Grande Prairie (which drew nearly 1,000 attendees). Our involvement also extended to the High School Spring Tour at the Boreal Wetland Centre, a watershed presentation at the Grande Prairie Public Library, and Metis Fest in Smoky Lake. Additionally, we took part in the Junior Agrarian Program in Fairview. We hosted numerous field trips, including willow planting with Bio 20s in Beaverlodge, Grade 5 field trips at the Boreal Wetland Centre in Grande Prairie, McNaught Homestead in Beaverlodge, and Wilderness Park in Grimshaw, as well as a Grade 8 floating wetlands field trip in Grande Prairie. Our 2024 AGM in Peace River was also a significant event. Our aim has always been to promote environmental education, foster community involvement, and advance conservation initiatives. We're thankful for the support and participation of everyone involved and look forward to furthering our mission to promote watershed excellence and address issues through science, education, communication, policy and watershed stewardship across the Peace River and Slave River basins. For more information on our upcoming events and how you can get involved, please visit our website or contact us directly. Thank you to all our partners, participants, and supporters for making our outreach efforts successful!



AGM and Water Use Forum—June 20, 2024

On June 20, 2024, the Mighty Peace Watershed Alliance (MPWA) hosted its Annual General Meeting (AGM) and a Water Use Forum in Peace River. The event brought together members, stakeholders, and environmental enthusiasts dedicated to the health and sustainability of our watershed.

Our Water Use Forum featured engaging presentations from six esteemed speakers: **Luke Beattie** - Current and Future Water Use in the Peace and Slave Watersheds (on behalf of John Pattison-Williams, Luke presented a report that the MPWA had commissioned to help update our State of the Watershed Reporting), **Ron Pelensky** (Saddle Hills County) - Regional Water Pipeline, **Lori Cyprien** (ACFN) - Aboriginal Baseflows/Water Policy, **Scott Boorman** (Paragon Soil & Environmental Consulting) - Irrigation in the Peace River Region, **Barry Caplan** (Neolithica)- Lithium Development in Alberta, **Tara Payment** (CAPP)- Securing Water for Oil and Natural Gas Operations - Challenges and Opportunities

The Annual General Meeting (AGM) included a review of the past year's achievements (projects, initiatives, outreach activities and education events), our financial reports as accepted Review Engagement documents, and the election of new board members. We are pleased to welcome our new and returning board members. We also extend well wishes to those directors who have previously given of their time and talents to the Board.

The event concluded with a closing from our executive director, Rhonda Clarke-Gauthier. The day ended with a palpable sense of optimism and determination. The MPWA highlighted the challenges we face and celebrated the collective effort and innovative solutions being developed to protect and sustain our watersheds.

We extend our heartfelt thanks to all the speakers, members, and new and former board members, who contributed to the success of the event. Your dedication and hard work is truly appreciated. The MPWA eagerly looks forward to next year's AGM and the continued journey towards environmental stewardship and community resilience.

Walk Through The Forest—May 7-9, Grande Prairie

Adam Norris and Amy Charles from the Mighty Peace Watershed Alliance provided expertise and hands-on learning at the Walk Through the Forest Event at the Boreal Wetland Centre hosted by Ducks Unlimited. This three-day event brought together nearly 1,000 attendees, including students, educators, environmentalists, and community members. Its purpose was to celebrate and educate about the importance of wetlands and environmental conservation.

The event was a hub of learning, with many local schools rotating their students through 14 speakers/presenters. Each booth provided a 15-minute discussion on topics such as wetland biodiversity, conservation strategies, and the crucial roles wetlands play in our ecosystem. The interactive format allowed students to engage deeply with the material, ask questions, and develop a thorough understanding of each subject.

The Walk Through the Forest Event was more than an educational experience; it was a testament to our community's commitment to environmental stewardship. Local environmental organizations, government agencies, and businesses came together to support this cause.

Willow Planting in Beaverlodge

Amy Charles, Adam Norris, and Ashley Garnham recently led a successful and enriching willow planting field trip along the Beaverlodge River, engaging seven enthusiastic biology students and their teacher. This hands-on educational experience was made possible by the generous donation of willows, dogwood, roses, and saskatoons from the Agroforestry & Woodlot Extension Society (AWES).

We had lunch donated by Arc Resources and our dedicated board member, Sandra Miller. With energy and excitement, the students and MPWA staff spent the first half of the day planting along the riverbank. This effort not only beautified the area but also played a crucial role in stabilizing the riverbank and improving the local ecosystem.

In the afternoon, the group turned their attention to exploring the river. The students eagerly searched for freshwater mussels, learning about their importance to the aquatic ecosystem and water quality education. This exploration provided valuable hands-on experience and deepened their understanding of watershed health.

Additionally, the team conducted a thorough clean-up of the area, removing litter and debris to help maintain the health and beauty of the Beaverlodge River. This effort underscored the importance of community involvement in preserving our natural environments and the importance of stewardship.

The field trip was a testament to the power of community collaboration and environmental stewardship. Thanks to the support from AWES, Elite Vac and Steam, Arc Resources, and Sandra Miller, the students had a memorable and impactful day. The experience educated them about the importance of riparian planting and conservation and inspired a deeper connection to their local environment.

The Mighty Peace Watershed Alliance is proud of this field trip's success and looks forward to organizing more such events in the future. By continuing to engage local youth and community members in hands-on conservation efforts, we can foster a culture of environmental stewardship and ensure the health of our watershed for generations to come.

Thank you to everyone who participated and supported this event!

For more information on upcoming events and how you can get involved, please visit our website (mightypeacewatershedalliance.org) or contact us directly.

MPWA VISION—The Peace is a healthy, sustainable watershed that supports our social, environmental and economic objectives.

MPWA MISSION—To promote watershed excellence, the Mighty Peace Watershed Alliance will monitor cumulative effects from land use practices, industry and other activities in the watershed and work to address issues through science, education, communication, policy and by supporting watershed stewardship.



Floating Treatment Wetlands Pond Project

On June 12, 2024, Amy Charles, Adam Norris, and Ashley Garnham organized a field trip for the three Grade 8 classes from Mother Theresa Catholic School in Grande Prairie. They built floating treatment wetlands for a storm pond in Grande Prairie.

The day began with an introduction to the concept of floating treatment wetlands and their importance in improving water quality and providing habitat for wildlife. After building the rafts, the students went out to harvest cattails. This activity was fun and educational, as they learned about the role of cattails in wetland ecosystems and their benefits for water filtration. After harvesting the cattails, the students returned to their rafts and carefully planted them into the floating structures. Seeing the rafts come to life was a rewarding experience for everyone involved. This field trip was more than just a day out of the classroom; it was a hands-on learning experience that fostered environmental stewardship among the students. By actively participating in the creation of floating treatment wetlands, the students gained a better understanding of how these innovative structures can help improve water quality and support local ecosystems. The day started with students feeling a bit unsure about getting into the water and getting messy, but it ended with students finding their role in harvesting cattails and building the rafts. All the students left smiling and excited about what they had made, having learned valuable lessons about environmental stewardship and collaboration.

The City of Grande Prairie has been a key supporter of this project, lending their expertise and assistance to this year's and last year's floating treatment wetland projects. Thank you to Amber Martineau from Mother Theresa Catholic School, Amy Clarkson and Grace Dibbelt from the City of Grande Prairie, and all the students for making this field trip a resounding success!

MPWA Staff



Rhonda Clarke-Gauthier
Executive Director



Adam Norris
Watershed Coordinator



Ashley Garnham
Project Coordinator



Amy Charles
Education & Outreach
Coordinator



Adanna Hustler
Summer Aquifer Steward

MPWA Board Members 2024-2025

SECTOR	REPRESENTATIVE
Public Member at Large	Richard Keillor
Public Member at Large	Audrey DeWit
Conservation/Environment Director	Dave Walty
Research Education	Bin Xu
Watershed Stewardship	Cathy Newhook
Recreation/Tourism/Fisheries	Brian Lieveise
Agriculture	Sarah Cairns
Forestry	Wayne Thorp
Utilities	Ashley Rowney
Oil & Gas	Sandra Miller
Mining	Vacant
Métis Nation of Alberta	Wendy Patton
Metis Settlements General Council	Alden Armstrong
Upper Watershed First Nation	Vacant
Lower Watershed First Nation	Vacant
Middle Watershed First Nation	Vacant
Rural Municipalities	Corrina Williams
Small Urban Municipalities	Elaine Manzer
Federal Transboundary Relations	Abdi Siad-Omar
Large Urban Municipality	Chris Thiessen
Provincial Government	Bonnie Segal

Mighty Peace Watershed Alliance
 c/o Rhonda Clarke-Gauthier, Executive Director
 P.O. Box 217 McLennan, Alberta T0H 2L0
 Phone: 780-324-3355 Fax: 780-324-3377
 E-mail: info@mightypeacewatershedalliance.org
www.mightypeacewatershedalliance.org

Newsletter produced with support from
 AEPA, Alberta Government

Bob Gammer
Community Relations Manager
Site C Project
Phone: 250 561-4858
Email: bob.gammer@bchydro.com

July 31, 2024

Re: Site C reservoir filling

We are writing to share an update on our plan to fill the Site C reservoir and commence commissioning of the generating units. As you're aware, the Site C Clean Energy Project is located near Fort St John, B.C. on the Peace River. It is the third hydroelectric facility on the river, making efficient use of water stored upstream in Williston Reservoir.

While we recognize drought has impacted many areas in both British Columbia and Alberta, the flows coming out of Site C during reservoir filling will continue to be within our normal operating range, and similar to what we have seen over the past couple of years.

Timeline for filling

We are planning to start reservoir filling the last week of August, subject to potential changes resulting from wildfires, significant rainstorms, or other operational considerations on the system. It will take up to four months to completely fill the Site C reservoir.

Filling will proceed at varying rates, with water levels rising between 30 centimetres and three metres per day. The new reservoir, stretching from Fort St John to Hudson's Hope, will be 83 kilometres long and widen the Peace River by two to three times, on average. At the dam site, the water will be 52 metres deep.

Filling under drought conditions

The water used to fill the Site C reservoir will come from the upstream Williston Reservoir. The water is managed through BC Hydro's regular operations where power is generated at WAC Bennett, and then Peace Canyon, before it enters the Site C reservoir.

The current drought situation will not impact filling the reservoir. The amount of water required to fill Site C's reservoir is many times less than the annual discharge from the upstream Williston Reservoir, even under a drought year. The Site C reservoir will be about five per cent the size of the Williston Reservoir.

Downstream flows

The minimum flow we must always release from Site C is 390 cubic metres per second (m³/s), though there may be times during the reservoir filling period where flows coming out of Site C could be higher.

We expect any notable changes to Peace River flows to only occur early on in the reservoir filling process and in the area immediately downstream of the dam, within British Columbia.

As the river flows into Alberta, water from tributaries joining the Peace River lessen any changes caused by filling the reservoir.

Commissioning the generating units

During the later stages of reservoir filling, the commissioning process for the generating units will be underway and continuing into 2025. We expect power from the first generating unit will be online and supplying customers this December.

When Site C begins operating later this year, water released from the facility will vary between 390 and 2,700 m³/s, depending on electricity demand. This is similar to the range of flows over the past several decades at the Site C location.

These water level changes will have only small effects on Peace River flows downstream of the dam and little impact on Alberta, as they will decrease with distance from the Site C dam site.

Next steps

We continue to be committed to communicating and engaging with a number of stakeholders, along with Indigenous Nations in British Columbia and Alberta, about reservoir filling. We will be announcing the start of reservoir filling and will share progress updates through various means.

If you would like more information about reservoir filling, or commissioning of the project, we are happy to connect and engage further.

Sincerely,

Bob Gammer