

MUNICIPALITY OF THE COUNTY OF ANTIGONISH

COMMITTEE OF THE WHOLE AGENDA

Tuesday, September 12, 2023, 5:30pm

Council Chambers

Municipal Administration Building

285 Beech Hill Road

Beech Hill, NS B2G 0B4

1. Call to Order – Chair, Warden Owen McCarron
2. Approval of Agenda
3. Approval of July 11, 2023 Committee of the Whole Minutes
4. Business Arising from the Minutes
5. Delegations
 - a. Antigonish County Boundary Review Presentation; John Heseltine, Stantec Consulting Limited
6. Continuing Business
 - a. Mini-Pitch Project Update
 - b. Discussion of the Proposed Renegotiated Service Exchange Agreement
 - c. Road Name Change Recommendation – D-38, Greenwold.
7. New Business
 - a. There is no scheduled new business.
8. Community Events

This item provides Councillors with an opportunity to briefly bring to the attention of Council events that are taking place in their communities.
9. Staff Reports
10. Additions to the Agenda
11. In-Camera Items
 - a. Acquisition of Municipal Property
 - b. Personnel Matters
12. Adjournment

STRATEGIC PRIORITIES CHART (amended October 2022)

COUNCIL PRIORITIES	
<u>NOW</u> <ol style="list-style-type: none"> 1. WATER UTILITY DEVELOPMENT <ol style="list-style-type: none"> Expansion & Renew Aging Infrastructure Securing Long-Term Source Water Long-Term Financial Plan 2. DEVELOP & IMPLEMENT AN EVENTS & TOURISM PLAN 3. CONNECTIVITY – CELLULAR AND BROADBAND 4. RENEWABLE ENERGY 5. NEXT GEN SOLID WASTE MANAGEMENT 	
<u>NEXT</u> <ul style="list-style-type: none"> ASSET MANAGEMENT PLAN: Update & Implementation ACTIVE TRANSPORTATION PLAN: Implementation COMMUNITY HUBS: Plan & Implementation 	<u>ADVOCACY/PARTNERSHIPS</u> <i>Connectivity Funding (Prov & Feds)</i> <i>TIR Service Provision (Prov)</i> <i>Long-Term Care Facility Funding (Prov)</i> <i>Aging In Place Program (Prov)</i> <i>Accessible/Affordable Housing</i>
ADMINISTRATION	FINANCE
<ol style="list-style-type: none"> 1. CELLULAR & BROADBAND CONNECTIVITY 2. EVENTS & TOURISM 3. ASSET MANAGEMENT 	<ol style="list-style-type: none"> 1. INFRASTRUCTURE FUNDING: Plan & Implementation - Ongoing
PUBLIC WORKS	RECREATION
<ol style="list-style-type: none"> 1. WATER UTILITY DEVELOPMENT 2. NEXT GEN SOLID WASTE MANAGEMENT 	<ol style="list-style-type: none"> 1. ACTIVE TRANSPORTATION 2. COMMUNITY HUBS
SUSTAINABILITY	PLANNING
<ol style="list-style-type: none"> 1. RENEWABLE ENERGY <ul style="list-style-type: none"> LCC COMMUNITY SOLAR PROJECT 	<ol style="list-style-type: none"> 1. MANDATORY MINIMUM PLANNING: Development & Implementation 2. EASTERN ANTIGONISH PLANNING STRATEGY & BYLAW: Complete Review

MUNICIPALITY OF THE COUNTY OF ANTIGONISH

Committee of the Whole Meeting Minutes

Tuesday July 11, 2023, 6:30 pm
Council Chambers
Municipal Administration Building
285 Beech Hill Road
Beech Hill, NS B2G 0B4

Present were: Warden Owen McCarron
Councillor Mary MacLellan
Deputy Warden Hugh Stewart
Councillor Donnie MacDonald
Councillor Shawn Brophy (by Zoom)
Councillor Remi Deveau
Councillor John Dunbar
Councillor Gary Mattie
Councillor Bill MacFarlane
Councillor Harris McNamara

Regrets: None

Staff Present: Glenn Horne, CAO
Beth Schumacher, Deputy Clerk

Others Present: Gallery

Call to Order – Chairman, Warden Owen McCarron

The meeting of the Committee of the Whole was called to order by the Chair, Warden McCarron, at 6:30 pm.

Approval of Agenda

Warden McCarron called for any additions or deletions to the agenda. An addition was requested:

- Discussion about privacy statement in staff email signatures.

Moved and Seconded

That the agenda be approved as amended.

Motion Carried

Approval of June 27, 2023 Committee of the Whole Minutes

Warden McCarron called for any errors or omissions in the Committee of the Whole minutes of June 27, 2023. Councillor McNamara asked about whether the minutes captured the question raised regarding Iris Communications. Staff noted that the item was noted under “additions to the agenda”.

Moved and Seconded

That the minutes of June 27, 2023 be approved as presented.

Motion Carried

Business Arising from the Minutes

There was no business arising from the minutes of June 27, 2023.

Delegations

There were no scheduled delegations.

Continuing Business

There was no continuing business.

New Business

There was no new business.

Community Events

Members of the Committee shared the following community events:

- Councillor Deveau:
 - Upcoming Chez Deslauriers dinner and fire department dinner events were noted.
 - Theresa Rennie passed away earlier in the month, and Councillor Deveau shared her involvement in the community and expressed his condolences to her family.
- Councillor MacFarlane:
 - Pioneer Cemetery Grand Opening was held and had a wonderful turnout and positive feedback.
- Councillor McNamara:
 - Attended the classic car show and shared some highlights from the event.
- Councillor Mattie:
 - Show and Shine classic car show last weekend in Monastery and was very successful.
- Councillor MacLellan:
 - Lobster Interpretive Centre grand opening this Saturday.
 - Concert at the Cape George Lighthouse on Sunday

- Councillor Brophy:
 - Attended the pancake breakfast and Highland Games Parade.
- Councillor MacDonald:
 - St. Columba Parish Strawberry Tea & Bake Sale Sunday July 16th from 12PM to 3PM at Mini Trail Community Centre Lakevale.
- Warden McCarron:
 - Highland Games events throughout the week, which seemed to be very well attended. Congrats were expressed to the organizers.
 - Successful Canada Day celebrations in the community.

Staff Reports

Mr. Horne noted that the staff report was included in the agenda package.

Additions to the Agenda

Privacy Statement in Email Signatures

Councillor McNamara raised a question about the privacy statement that staff have included in email signatures. Mr. Horne noted that the privacy statement was a standard statement, and privacy statements are typically used as by staff in other municipalities. Discussion followed.

In-Camera Items

Moved and Seconded

That the Committee of the Whole move to an in-camera session at 6:45pm to discuss Litigation/Potential Litigation and Contract Negotiations.

Motion Carried

Moved and Seconded

That the in-camera session adjourns at 7:29pm.

Motion Carried

Adjournment

Moved

That the Committee of the Whole meeting be adjourned at 7:30pm.

Motion Carried

Warden Owen McCarron

Glenn Horne, CAO



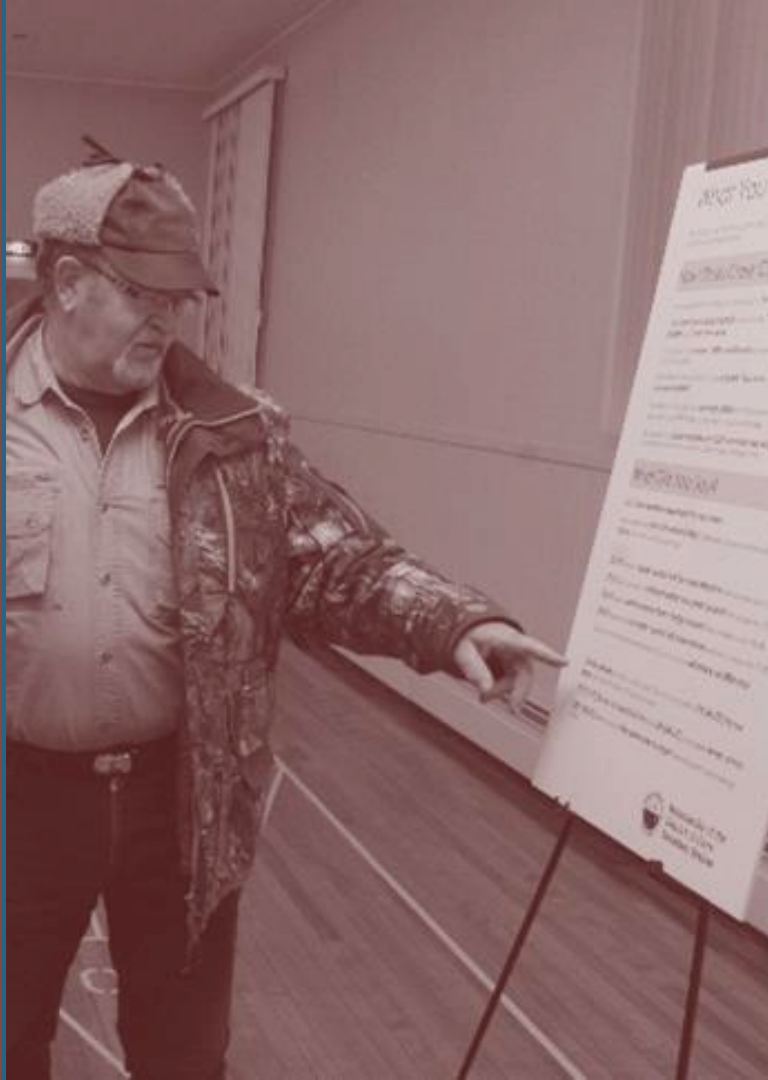
Antigonish County Electoral Boundary Review 2023

**Council Presentation Meeting
Tuesday, September 12, 2023**



Meeting Agenda

- Our Understanding of Project Context
- Review of Proposed Methodology and Schedule
- Public Consultation Plan
- Phase 1 and Phase 2 Details
- Remaining Steps



Our Understanding of Project Context

- Governance and boundary review is routine
- Prescribed two-step approach (NSUARB)
- Current context:
 - Antigonish County completed a review in 2014 that confirmed 10 Councillors
 - Antigonish County has been discussing consolidation with the Town of Antigonish, but, in view of delays, must complete a review to be ready for the 2024 election



Proposed Methodology

A Prescribed Process

Phase 1 Council Size

... the desired style of Council, the governance structure of Council, and a determination of an effective and efficient **number of councillors** ... should not be decided by council until adequate **public consultation** has occurred.

Phase 2 Boundary Review

... the task becomes one of **distributing the polling districts** to satisfy the objectives ... of the Act. Just as with determining the desired number of polling districts, **public consultation** is essential to a successful process of setting boundaries.



Phase 1

Council Size

1. Review and Data Assembly
- 2. Start-up Meeting**
3. Public Consultation Plan
4. Council Size Benchmarking
5. Preliminary Boundary Scenarios
6. Council Size Public Consultation
7. Council Size Report



Public Consultation Plan

Stantec is consulting stakeholders and the public through four avenues:

- **Council Interviews** – Stantec will interview all current Council members
- **Project Website** – Stantec will create a project website and update it through the project
- **Online Surveys** – Stantec will conduct a Council Size Survey in Phase 1 and a Boundaries Survey will be posted for Phase 2
- **Public Meetings** – Stantec will conduct at least one public meeting in Phase 1 and three in Phase 2. Additional meetings can be held for additional cost.

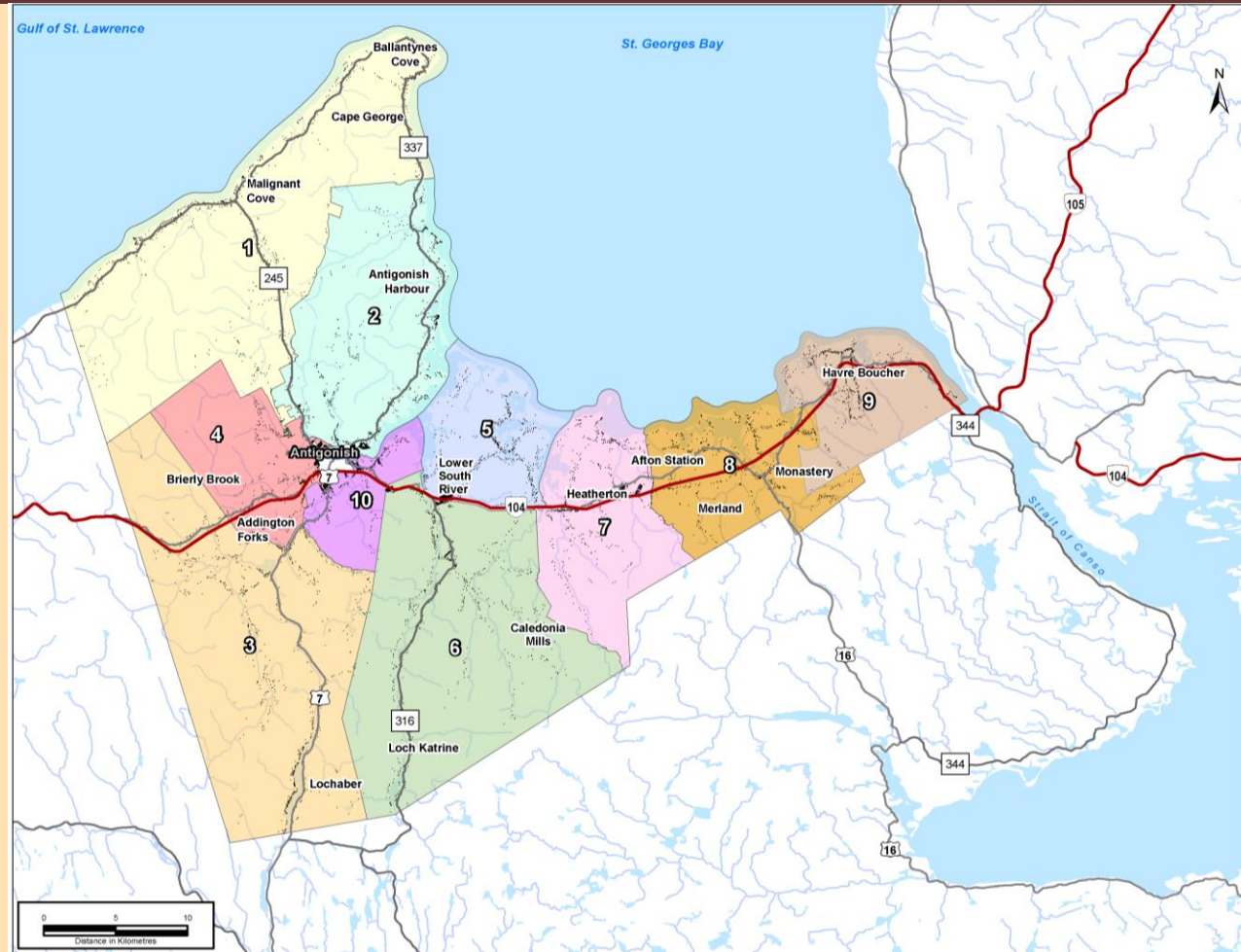


Past Governance Reviews

Years and Board decisions:


- **2015** – Confirmed Council of ten
- **2007** – Confirmed Council of ten but required adjustment of boundaries to meet the $\pm 10\%$ parity criterion
- **2000** – (Boundary proposal opposed by Councillor Mary MacLellan)
Confirmed Council of ten but modified some boundary proposals made by the County (accepting MacLellan's position)

Current Electoral District Boundaries, 2023




Electoral Districts, Electors and Variances, 2014 and 2023

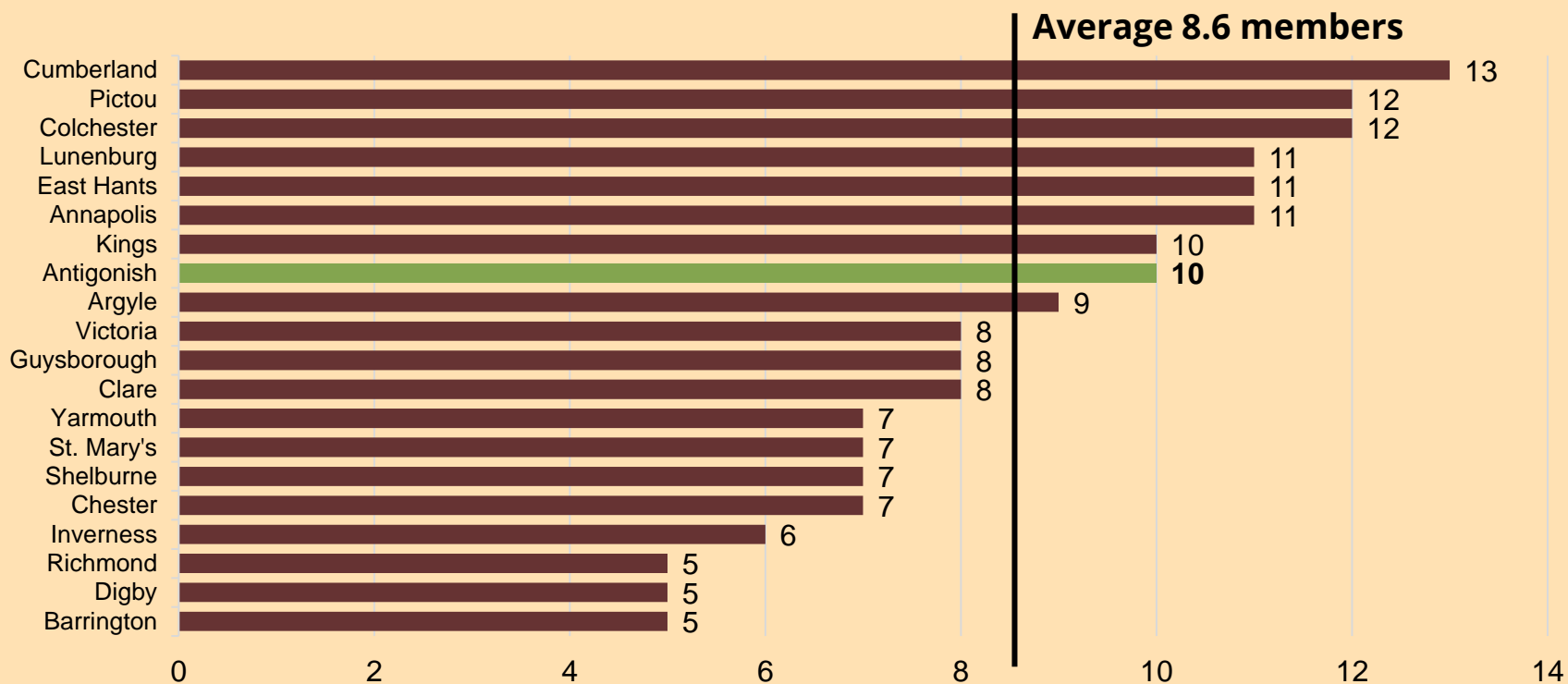
District	2014 Electors	Variance (%)	Adjust- ments, 2015	Variance (%)	Change
1 Arisag	928	-16.0%	997	-9.8%	69
2 North Grant, Cloverville, Lakevale	1,258	13.9%	1,189	7.6%	-69
3 St. Joseph's, Lochaber	1,146	3.6%	1,146	3.6%	0
4 Fringe Area West	1,089	-1.5%	1,207	9.2%	118
5 Pomquet	1,207	9.2%	1,207	9.2%	0
6 Lower South River, St. Andrews	1,269	14.8%	1,164	5.4%	-105
7 Bayfield, Heatherton, Frasers Grant	920	-16.7%	1,038	-6.1%	118
8 Tracadie, Monastery	939	-15.0%	1,006	-9.0%	67
9 Havre Boucher, Auld's Cove	1,090	-1.4%	1,010	-8.6%	-80
10 Fringe Area South	1,308	18.4%	1,190	7.7%	-118
TOTAL	11,154		11,154		
Average	1,115		1,115		

 = outside the $\pm 10\%$ parity criterion (6)

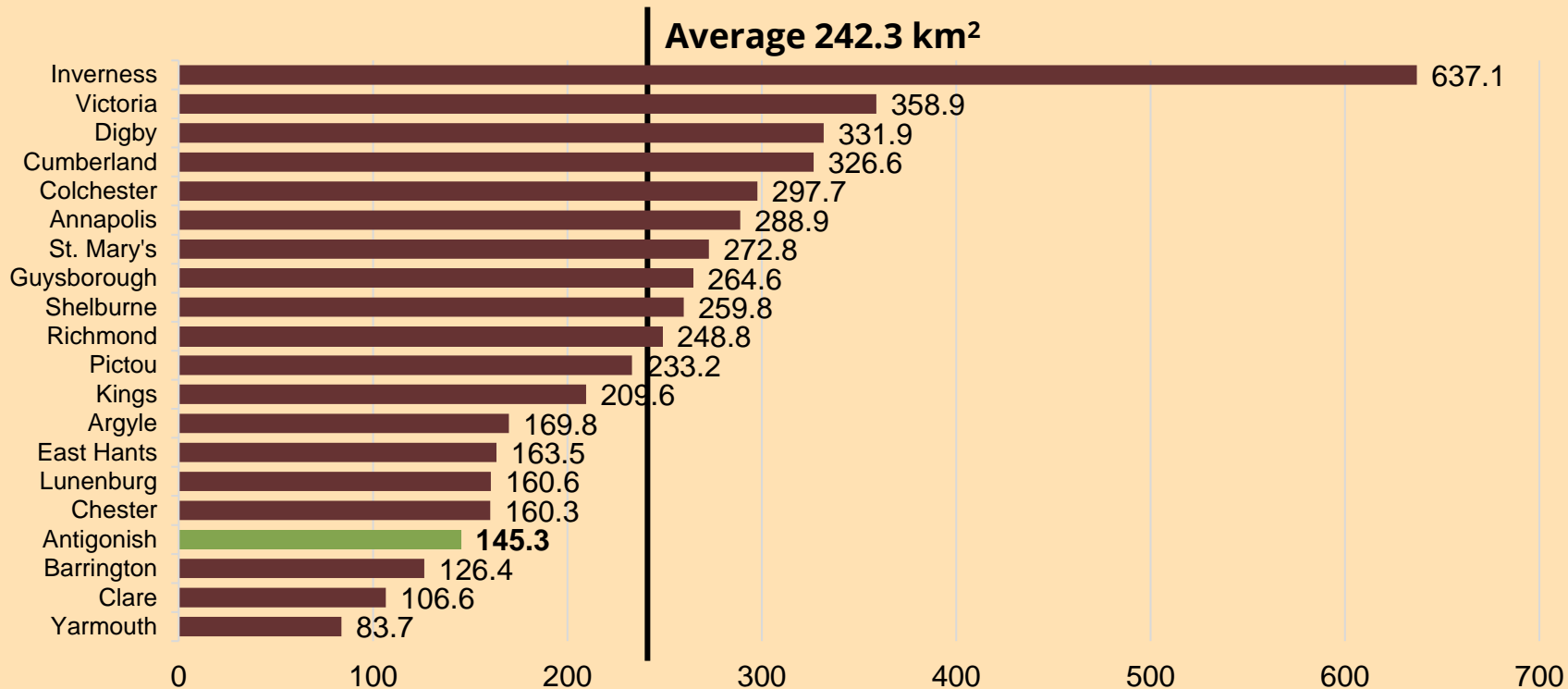
Electoral Districts, Electors and Variances, 2014 and 2023

District	2014 Electors	Variance (%)	2023 Electors	Variance from Average	% Variance
1 Arisag	928	-16.0%	1,097	-181	-14.1%
2 North Grant, Cloverville, Lakevale	1,258	13.9%	1,700	422	33.0%
3 St. Joseph's, Lochaber	1,146	3.6%	1,250	-28	-2.2%
4 Fringe Area West	1,089	-1.5%	1,577	299	23.4%
5 Pomquet	1,207	9.2%	1,282	4	0.3%
6 Lower South River, St. Andrews	1,269	14.8%	1,346	68	5.3%
7 Bayfield, Heatherton, Frasers Grant	920	-16.7%	1,165	-113	-8.8%
8 Tracadie, Monastery	939	-15.0%	1,041	-237	-18.5%
9 Havre Boucher, Auld's Cove	1,090	-1.4%	1,044	-234	-18.3%
10 Fringe Area South	1,308	18.4%	1,276	-2	-0.1%
TOTALS	11,154		12,778		
Averages	1,115		1,278		

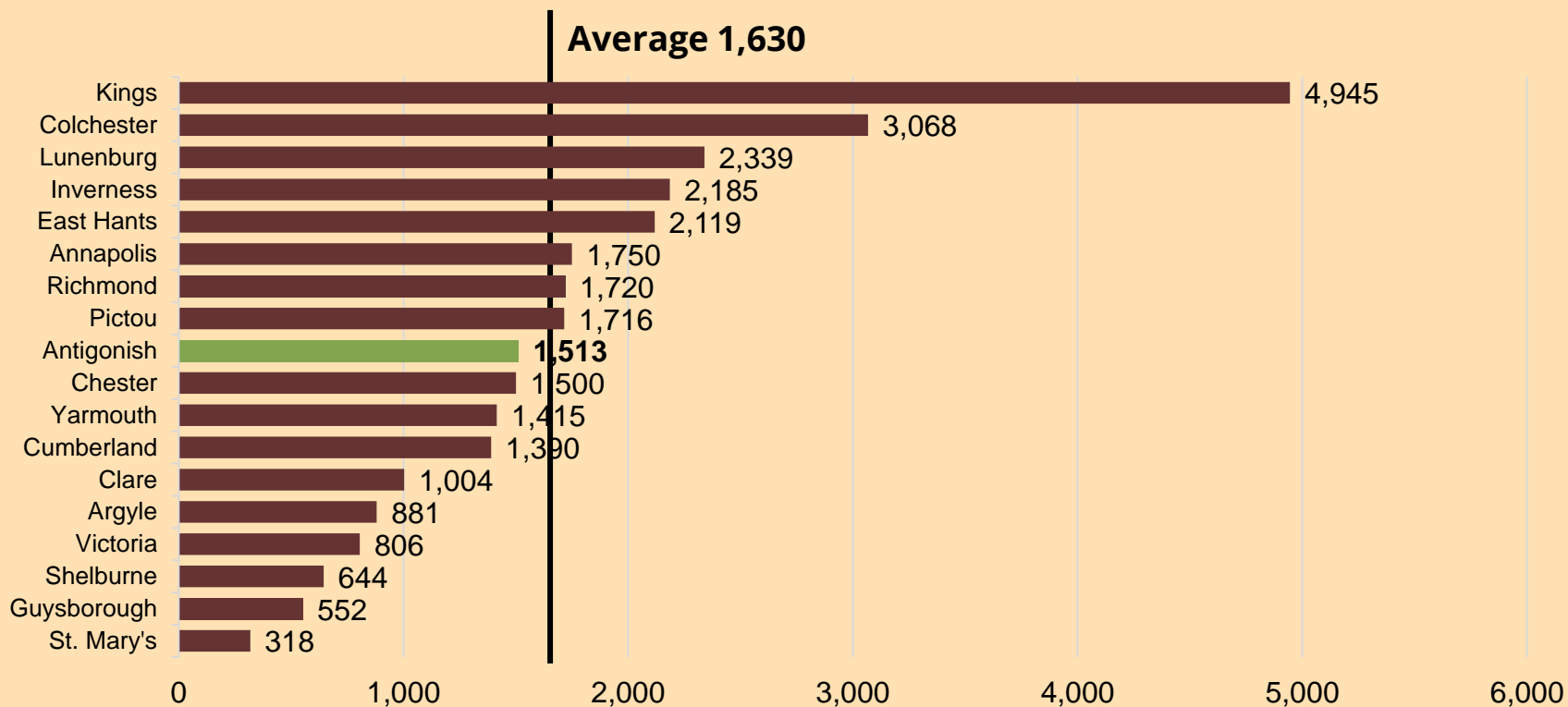
 = outside the $\pm 10\%$ parity criterion (5)



Council Sizes, Nova Scotia Rural Municipalities



Constituents per km² of Land



Constituents per Council Representative



Phase 2

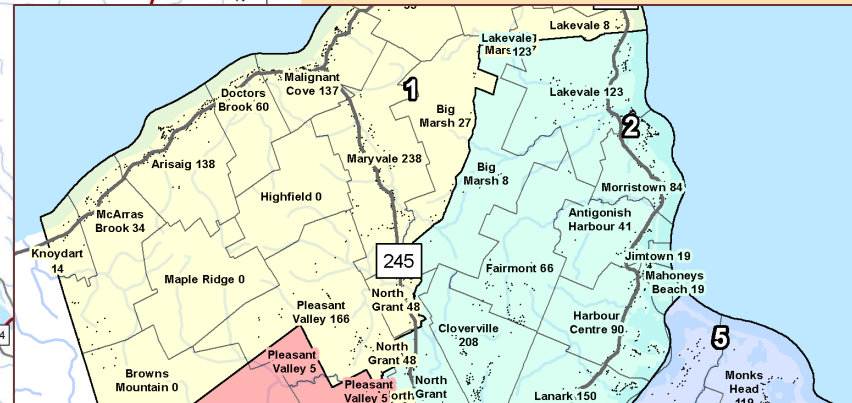
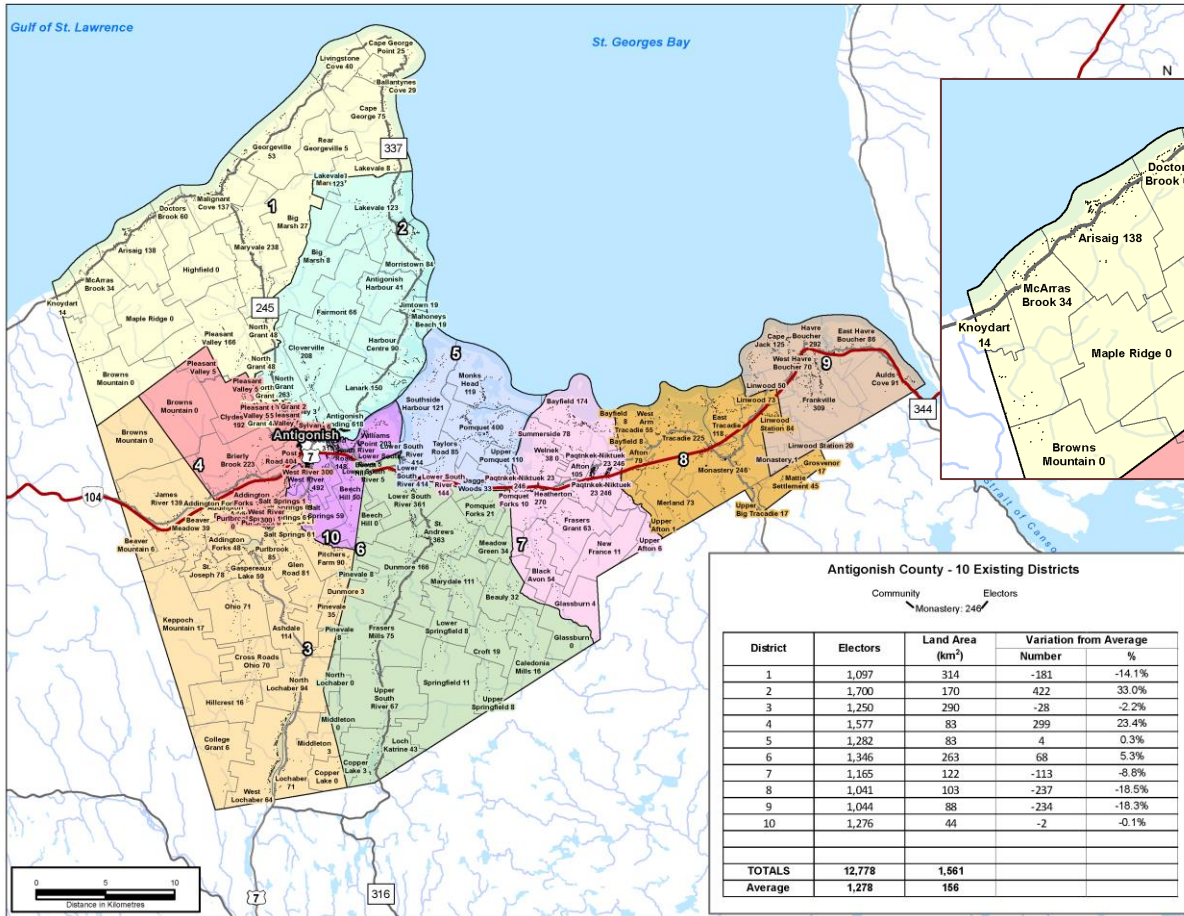
Boundary Review

1. Finalize Boundary Scenarios
2. Boundary Scenarios Online Survey
3. Polling District Public Consultation
4. Boundary Review Report
5. Final Report Submission



Boundary Criteria

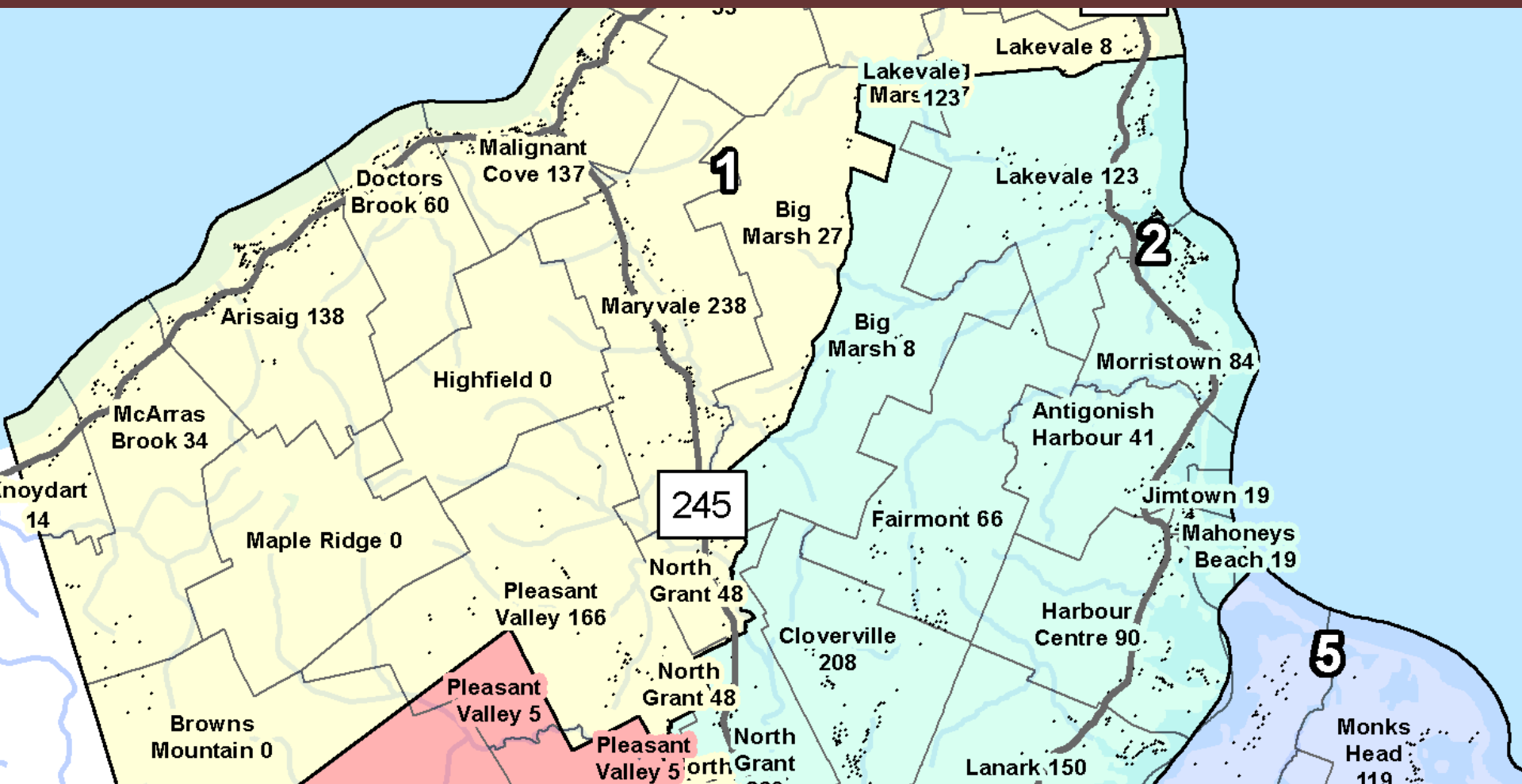
- **Voter Parity** – within $\pm 10\%$ of average of all districts
- **Community of Interest** – recognize distinct communities and maintain their integrity
- **Population and Area** – manageable population and territory
- **Contiguity** – a single area
- **Strong Recognizable Boundaries**



Antigonish County - 10 Existing Districts

Community Electors
Monastery 246

District	Electors	Land Area (km ²)	Variation from Average	
			Number	%
1	1,097	314	-181	-14.1%
2	1,700	170	422	33.0%
3	1,250	290	-28	-2.2%
4	1,577	83	299	23.4%
5	1,282	83	4	0.3%
6	1,346	263	68	5.3%
7	1,165	122	-113	-8.8%
8	1,041	103	-237	-18.5%
9	1,044	88	-234	-18.3%
10	1,276	44	-2	-0.1%
TOTALS	12,778	1,561		
Average	1,278	156		





Polling District Public Consultation

- We will take boundary scenarios to public sessions
- Sessions in three communities (suggest west, central, east)
- Dates, times, and locations to be determined

Project Schedule (revised)

Activity	Start	End	Aug				Sep				Oct					Nov				Dec				Jan		
			7	14	21	28	4	11	18	25	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	
Phase 1 – Council Size																										
Review and Data Assembly	08/11	08/25																								
Start-up Meeting	08/14	08/14	*																							
Public Consultation Plan	08/14	08/30																								
Project Website	08/14	01/12																								
Council Interviews	09/12	09/22						*																		
Council Size Benchmarking	08/11	08/18																								
Council Size Online Survey	09/04	09/30																								
Preliminary Boundary Scenarios	09/04	09/30																								
Council Size Public Consultation	09/18	10/07									*															
Council Size Report	09/04	10/18											*													
Phase 2 – Boundaries and Polling Districts																										
Finalize Boundary Scenarios	10/16	10/31																								
Boundary Scenarios Online Survey	10/16	11/24																								
Polling District Public Consultation	10/23	11/24																								
Boundary Review Report	10/16	12/08																	*							
Final Report Submission	12/11	12/20																				*				



**Your thoughts on Council
size?**

**Issues with your district
boundaries?**

Contact us



John Heseltine, LPP, MCIP

Stantec Consulting Ltd.

902-481-1477

John.Heseltine@Stantec.com



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Dartmouth, NS B3A 0A3

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SCOTIABANK MINI-PITCH

Final Funding Request



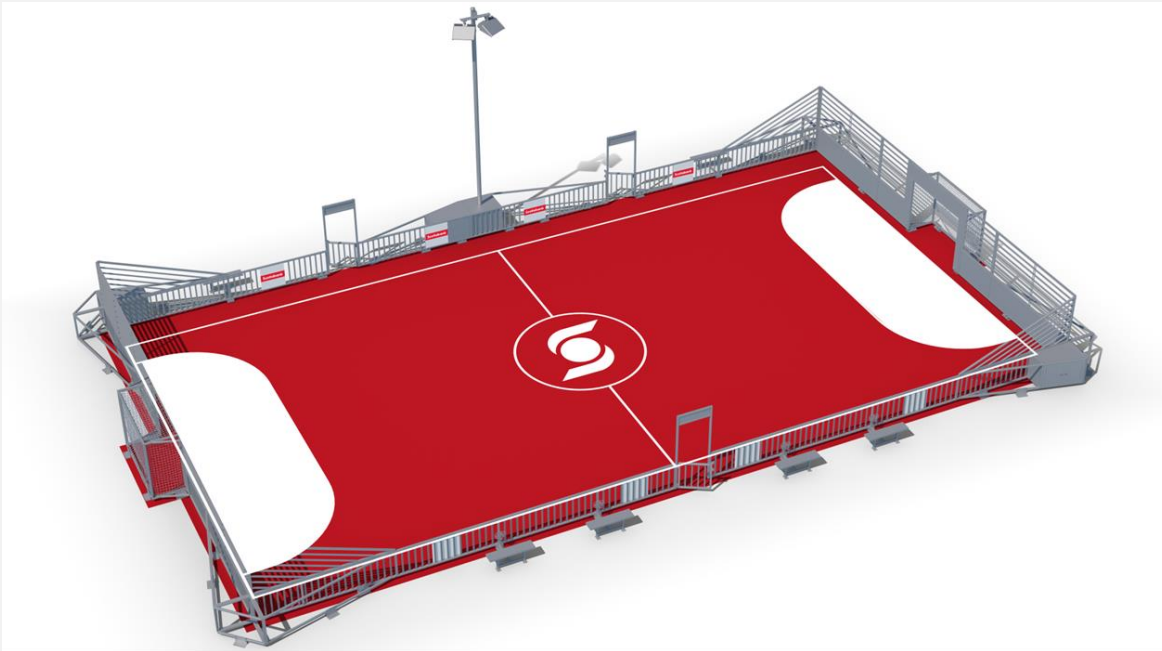
**An accessible and
inclusive space for
free play**

A welcoming space for
all youth of our
community to pursue
healthy and active
lifestyles

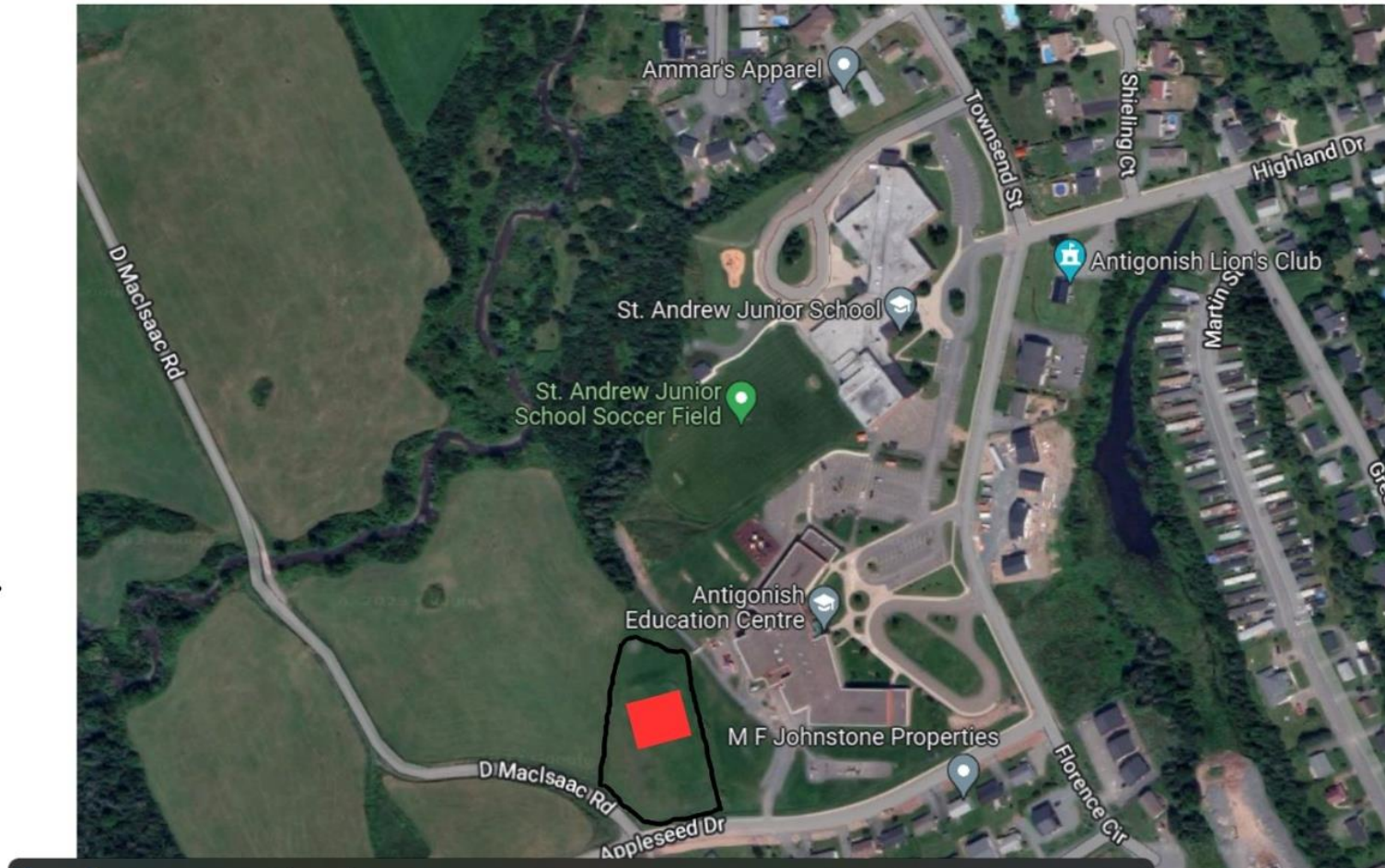


MINI-PITCH DETAILS

- 84' x 60'; similar to basketball court size
- Will have both soccer & basketball goals/lines
- Designed as outdoor, stand-alone facility
- Wheelchair accessible
- Lights and benches
- Space provided for local artwork
- Proven to be appealing to youth



Aerial View
with
Mini-Pitch
shown in
proposed
location,
behind AEC.



SCOTIABANK'S OFFER

JULY 4, 2023

Scotiabank has generously offered to purchase and install a single Mini-Pitch

- \$286,000 CAD + tax
 - As per quote provided by supplier, Musco
- PO must be issued in October, prior to Scotiabank's fiscal year-end

SITE LOCATION REQUIRES GROUND PREP WORK

Ground prep work must be done prior to installation of the Mini-Pitch.

It includes:

- Build an access driveway to Mini-Pitch
 - Mini-Pitch is set between two easements within the property boundary, so it is set back from Appleseed Drive.
- Level the ground
- Install drainage

Estimates completed by CBCL for SRCE

AT THIS TIME, WE ARE PRESENTING TO
ANTIGONISH TOWN AND COUNTY
COUNCILS

**FOUR OPTIONS
FOR YOUR
CONSIDERATION**

TO COMPLETE THE FUNDING

OPTION A:

Single Pitch, with paved access road and parking

Total value: \$748,104

Includes: Use of land – donated by SRCE
Engineering – in kind donation by SRCE
Ground prep work for single pad
Single Mini-Pitch – donated by Scotiabank
Paved access road and parking

We require funding for:

- Ground prep work for single pad
- Paved access road and parking

Funding request: \$443,000

OPTION B:

Single Pitch (expansion ready), with paved access road and parking

Total value: \$890,922

Includes: Use of land – donated by SRCE
Engineering – in kind donation by SRCE
Ground prep work for double pad
Single Mini-Pitch – donated by Scotiabank
Paved access road and parking

We require funding for:

- Ground prep work for double pad
- Paved access road and parking

Funding request: \$585,000

OPTION C:

Double Pitch, with paved access road and parking

Total value: \$1,112,992

Includes: Use of land – donated by SRCE
Engineering – in kind donation by SRCE
Ground prep work for double pad
Double Mini-Pitch – portion donated by Scotiabank
Paved access road and parking

We require funding for:

- Ground prep work for double pad
- Paved access road and parking
- Second Mini-Pitch

Funding request: \$807,000

OPTION D:

Double Pitch, with paved access road and parking, canteen/washroom building

Total value: \$1,261,995

Includes: Use of land – donated by SRCE
Engineering – in kind donation by SRCE
Ground prep work for double pad
Double Mini-Pitch – portion donated by Scotiabank
Paved access road and parking

We require funding for:

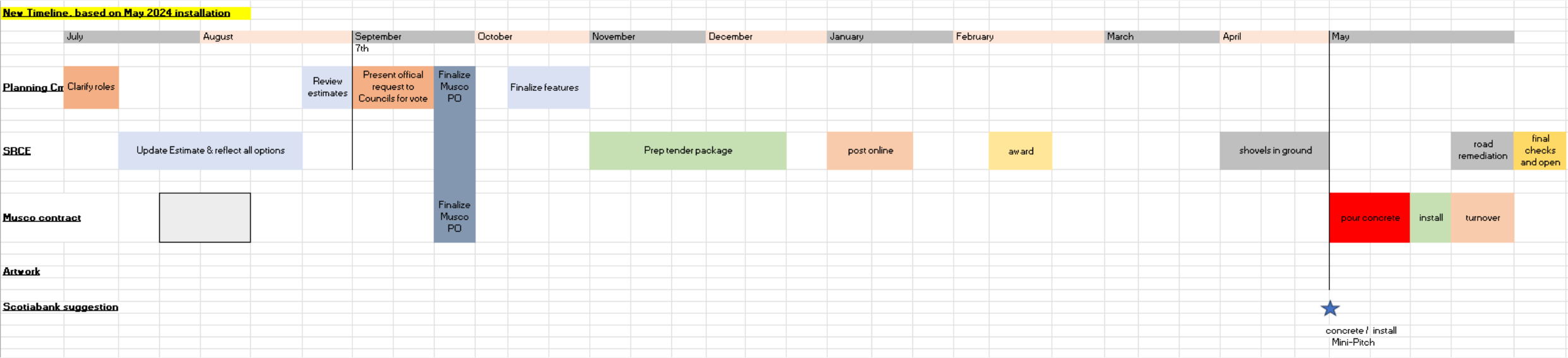
- Ground prep work for double pad
- Paved access road and parking
- Second Mini-Pitch
- 20ft x 20ft canteen/washroom building

Funding request: \$956,000

COST COMPARISON:

	Option A	Option B	Option C	Option D
features:	Single Pitch	Single Pitch (expansion ready)	Double Pitch	Double Pitch
	Paved road/parking	Paved road/parking	Paved road/parking	Paved road/parking canteen/washroom
total value (excl HST):	\$748,104	\$890,922	\$1,112,992	\$1,261,995
SRCE engineering donation:	-\$20,000	-\$20,000	-\$20,000	-\$20,000
Scotiabank donation:	-\$286,000	-\$286,000	-\$286,000	-\$286,000
Funding required:	\$443,000	\$585,000	\$807,000	\$956,000
	* cost of land is \$0			
	SRCE is making their land available for use			

SCHEDULE



***THANK YOU,
FOR YOUR CONSIDERATION.***

***WE LOOK FORWARD TO YOUR
SUPPORT,
SO WE CAN ACCEPT
SCOTIABANK'S DONATION.***

MUNICIPALITY OF THE COUNTY OF
ANTIGONISH

TO: Committee of the Whole
FROM: Glenn Horne, CAO
SUBJECT: ***PROPOSED SERVICE EXCHANGE AFFECTS ON ANTIGONISH COUNTY***
DATE: August 25, 2023

Summary

The Department of Municipal Affairs and Housing (DMAH) has recently circulated proposed changes to the Service Exchange Agreement with municipalities. Those proposed changes and their implications for Antigonish County include:

- Modernization of the Municipal Financial Capacity Grant, which would have no effect on the County.
- Removal of mandatory contributions for corrections and housing, which would result in an estimated annual savings of approximately \$450,000 for the County.
- Establishment of a new \$15M application-based infrastructure program, which creates a new opportunity for capital improvements.
- A new rural local roads program that has some associated risk for the County, depending on future provincial road maintenance & capital improvements and “political” pressure.
- Provincial responsibility of surplus schools, removing the risk and responsibility from municipalities.

If advisable, DMAH intends to request legislation in the fall sitting to enact the proposed changes. This memo will share current information on the process and topics included in the renegotiation of the Service Exchange Agreement.

Background

In 1994, the Provincial-Municipal Service Exchange Agreement (Service Exchange, for short) reallocated responsibilities and restructured the fiscal framework between the provincial and municipal governments in Nova Scotia, with three stated goals:

1. creating strong, financially viable local governments,
2. developing a clearer, fairer, provincial-municipal partnership, and
3. rationalizing service provision.

Nova Scotia municipalities have been working within the fiscal framework created by Service Exchange since April 1, 1995. The Service Exchange Agreement is included in the email if you are interested in reviewing for further background.

Shortly after the August 2021 election, the Government of Nova Scotia prioritized the renegotiation of the Service Exchange Agreement. The Nova Scotia Federation of

Municipalities (NSFM) established the Service Exchange Renegotiation & Municipal Government Act Review (SERMGAR) Committee to advise government on the viability of proposals under consideration. The Committee's feedback was informed by a survey circulated to all municipalities in the spring of 2022 and work previously complete by ad hoc NSFM committees.

On July 27, 2023, the NSFM, on behalf of DMAH circulated an invitation to a series of online engagement sessions as well as a PowerPoint describing the proposed changes to the Service Exchange Agreement. During this consultation period DMAH officials have shared that the intention is, if advisable, to request legislation in the fall sitting to enact the proposed changes. They also shared that the Province intends to again review the Service Exchange Agreement within five years.

Considerations

The proposed changes centre on the following topics:

- Modernize Municipal Financial Capacity Grants.
- Mandatory contributions to Corrections.
- Mandatory contributions to Public Housing.
- Establishment of an application-based infrastructure program.
- Provincial & municipal roads.
- Surplus schools.

Modernize Municipal Financial Capacity Grants (MFCGs)

Antigonish County is one of nine municipalities that do not receive a MFCG and will continue to not receive a MFCG with the modernized formula.

MFCGs are a legislated unconditional operating grant to assist municipalities where the costs of a core set of standard expenditures exceed their ability to pay compared to similar municipalities. In addition, towns are provided with a \$50,000 Town Foundation Grant as recognition of the particular challenges they face due to local road responsibilities and assessment bases.

A comparison of the current formula and proposed revisions is shown below.

Expenditure Type	Current Formula	Modernized Formula
General Government Services	Excluded	50%
Protective Services	100%	100% + interest on debt
Transportation Services	Excludes Public Transit	100% + interest on debt
Environmental Health Services	50%	100% + interest on debt
Recreation & Cultural Services	Excluded	50%
Public Health Services	Excluded	Excluded
Environmental Development Services	Excluded	100%

Also, the Uniform Assessment (UA) portion of the calculation will be subdivided into Residential and Commercial components and the Town Foundation Grant will be eliminated after five years. With these various changes to the formula, those municipalities who see a decrease in their MFCG funding will receive non-renewable top-up funding for 5 years. A table with estimated changes for each municipality is attached as Appendix A.

Mandatory Contributions to Corrections

Corrections is a provincial responsibility and the Province will remove municipalities' mandatory contribution. This will save Antigonish County approximately \$210,000 annually.

Mandatory Contributions to Public Housing

Municipalities contribute annually towards the net operating loss (NOL) of public housing (former Eastern Mainland Housing operating within the County). Public Housing is a provincial responsibility and the Province will remove municipalities' mandatory contribution.

The Province estimated that this would save Antigonish County approximately \$150,000 annually. However, the County's portion of the NOL has been increasing year over year. It was \$235,000 in 2022/23, well in excess of the \$162,000 estimate provided by the Province. Given the housing circumstance in the province and the expected investments to come, it is reasonable to expect this amount to continue to increase.

Establishment of an Application-Base Infrastructure Program

A new \$15M application-based infrastructure program will be created, which could be leveraged by municipalities as the municipal portion of any cost shared infrastructure program. Details regarding the program are still being finalized but will be focused on supporting provincial priorities such as housing (ie: grant for municipal water line, sewer line or road in support of new housing).

DMAH officials have confirmed that this new program will be in addition to its existing funding programs such as the Provincial Capital Assistance Program. While \$15M is not a significant amount of money when drawn on across the whole province, any new money for infrastructure is helpful and it is significantly more than the current offering.

Provincial & Municipal Roads

Two new programs to fund roads are being proposed:

Program A

Creates a new 50/50 cost share program to repave trunks and routes owned by municipalities. For local reference, Hawthorne Street in the Town of Antigonish is an extension of Route 245 while Bay Street is an extension of Route 337. Because it is applied to municipally owned trunks and route, only Towns and municipalities that

include former Towns (ie: Annapolis, CBRM, Cumberland, Guysborough, Queens, West Hants) are eligible.

Program A will receive \$6.1M annually. Municipalities would make an annual submission to the Nova Scotia Department of Public Works (NSDPW), which would develop a prioritized list by assessing condition, traffic volume, and how it supports provincial network, and then determine which roads are successful. Because it does not own any trunks or routes, Antigonish County would not be eligible for this program.

Program B

Applies to provincially owned G, H, I & J Class roads. A complete listing of these roads in Antigonish County is attached for your reference as Appendix B. This is a voluntary program with the following options available to municipalities:

1. Municipalities apply to pave/repave one of these roads with a 50/50 cost-share. Following pave/repave, ownership would transfer from the Province to the municipality. Municipalities would also get 2-1 credit for the kms for the fees paid toward J-Class Roads.

Antigonish County pays the province \$6,223 per km per year to maintain J-Class Roads (total = \$93,345). Therefore, 1 km of provincial road ownership transferred to the County would result in \$12,446 in savings.

2. Paved roads that fall below the safety standard to maintain would be returned to gravel unless the municipality requests repaving and agrees to a 50/50 cost share. Ownership of the road would stay with the Province, unless the municipality has interest in owning it.
3. Gravel roads could be considered for paving with costs covered fully by the Province and ownership transferred to the municipality once complete. No further provincial funding would be available once road has been transferred.

Also on an application basis, the Province would allocate \$10M annually to Program B. The existing J-Class Road Cost-Share program, which provides \$1.3M in provincial funding annually, would be eliminated. The total kilometers of each of these classes of road, known collectively as “local roads”, is provided in the adjacent table. Totally kilometers for local roads within all municipalities is provided in Appendix C.

Road Class	Kilometers
G	215.08
H	264.43
I	203.13
J	15.23
TOTAL	697.98

The following additional information has been provided by DMAH and NSDPW officials throughout the consultation period:

- It has not been decided if the \$10M identified for Program B will be new money or redistributed from within existing NSDPW capital budgets.
- NSDPW expects to continue to complete maintenance patching and paving on G, H, I & J Class roads without municipal cost-share at current levels.
- Program B would have no effect on the Gravel Road Capital Improvement Program.

- It is expected but has not been confirmed by the province, that when a road is turned over to a municipality the transfer would include any guard rail, culvert and bridge structure that is within the service area of a road being paved/repaved.

While the Province considers G, H, I & J-Class Roads to be “local roads” their character, use and condition vary significantly.

G-Class Roads vary widely in their use and character.	<ul style="list-style-type: none"> • Some, serve to move people throughout the community and are largely similar in use and character to a trunk or route. • Some are paved with water and/or sewer services and are similar in use and character to municipal streets. • Some are sparsely populated dirt roads mainly used for quarry and forestry trucking with some rural residential traffic. • Some provide access from a trunk, route or similar G-Class Road to a specific amenity such as a beach, wharf, park, waste facility, etc...
H-Class & I-Class Roads are generally connections, extensions, and dirt roads.	<ul style="list-style-type: none"> • They are generally in poor condition, far from service centres and rural in character with a handful of exceptions where there has been more development, though still no municipal services.
J-Class Roads generally reflect an urban or subdivision character.	<ul style="list-style-type: none"> • Generally, they are located near service areas, are paved, have municipal water and sewer services and reduced frontage and lot requirements. • There are exceptions but they are generally similar to municipal subdivision streets.

The Province has stated that participation in Program B is voluntary. However, given the existing condition of many of these roads, and that there has been no commitment at this time that the \$10M in program funding is new rather than being redistributed from existing capital programming, there are risks for the County in this proposal. Specifically, it is reasonable to expect “political” pressure from both residents and the province for the County to fund paving/repaving of provincial roads. If the County agrees to complete such work the roads would be added to our municipal roads with no future opportunity for cost-sharing.

Concern has been raised by several rural municipalities over the Program B proposal, and a deferral has been referenced to further consider its implications. During one of the consultations sessions I expressed opposition to Program B on behalf of the County and ask that it be deferred for more discussion with municipalities.

Surplus Schools

Currently, schools that are deemed surplus by the Department of Education & Early Childhood Development, and built before 1981, are turned over to the local municipality. This is a process that the County is familiar with, as schools have been closed throughout

the County over the past few decades with the most recent being in Heatherton in 2013. When a school and property are turned over, all the associated costs, such as appraisals, interim maintenance, legal fees, demolition, and site clean-up (including environmental remediation if applicable), are borne by the municipality as well.

The Province is proposing to take responsibility and the associated costs of surplus schools. Municipalities would be given the first right of refusal at a negotiated price if there is an interest in using the building or property for another purpose. The negotiated price would be determined on a case-by-case basis and depend on if there is value to the province in the location or opportunity to use the building for another provincial priority. Two schools in Antigonish County would be subject to this change if closed: H.M. MacDonald and St. Andrews Consolidated.

Conclusion & Next Steps

In summary:

- Proposed modernization of the MFCG will have no effect on the County.
- Removal of mandatory contributions for corrections and housing will result in an estimated annual savings of approximately \$450,000 for the County and the elimination of risk associated with NOL cost inflation in future years.
- Establishment of a new \$15M application-based infrastructure program creates a new opportunity for capital improvements.
- Program A of the roads proposal will have no effect on the County.
- Program B of the roads proposal has some associated risk for the County, depending on future provincial road maintenance & capital improvements and political pressure. It is recommended that this particular proposal be deferred until further discussion with rural municipalities takes place.
- Provincial responsibility of surplus schools is a net-positive for municipalities, as they still have the opportunity to obtain and repurpose the facilities, but the immediate responsibilities and costs will be borne by the province.

Consultation on the Service Exchange proposals is ongoing. Individual councillors can share their views or ask questions during one of these sessions or send it directly to DMAH. A discussion has also been scheduled for the September 12, 2023, Committee of the Whole, where this information and any available update will be reviewed.

Appendix A - Impact by Municipal Unit of the Proposed Service Exchange Arrangement

Municipal Unit	MFCG per New Formula	Change from previous MFCG (Red figures represent Top Up Amount, to be removed after 5-years)	2022-2023 Corrections	Projected 2023-2024 Housing NOLs	Total Savings from Corrections & Housing
Cape Breton Regional Municipality	\$ 13,647,641	-\$ 1,688,197	\$1,054,547	\$3,535,675	\$4,590,222
Region of Queens Municipality	\$ 1,343,225	\$ 125,991	\$174,963	\$137,812	\$312,775
West Hants Regional Municipality	\$ 1,514,504	\$ 1,051,796	\$251,281	\$154,306	\$405,587
Town of Amherst	\$ 1,273,275	\$ 62,893	\$108,150	\$357,644	\$465,794
Town of Annapolis Royal	\$ 32,211	-\$ 9,745	\$11,260	\$67,295	\$78,555
Town of Antigonish	\$ 243,566	\$ 116,860	\$75,529	\$96,330	\$171,859
Town of Berwick	\$ 204,937	\$ 33,458	\$28,549	\$67,952	\$96,501
Town of Bridgewater	\$ 704,189	\$ 222,532	\$119,322	\$114,814	\$234,136
Town of Clark's Harbour	\$ 126,004	-\$ 13,818	\$8,809	\$77,423	\$86,232
Town of Digby	\$ 342,343	\$ 23,785	\$25,476	\$153,327	\$178,803
Town of Kentville	\$ 339,353	\$ 221,503	\$87,316	\$130,158	\$217,474
Town of Lockeport	\$ 95,550	-\$ 12,531	\$7,224	\$12,179	\$19,404
Town of Lunenburg	\$ -	\$ -	\$41,550	\$37,779	\$79,329
Town of Mahone Bay	\$ -	\$ -	\$20,373	\$29,313	\$49,687
Town of Middleton	\$ 283,568	-\$ 4,505	\$22,968	\$98,459	\$121,427
Town of Mulgrave	\$ 82,987	\$ 5,479	\$8,213	\$26,703	\$34,915
Town of New Glasgow	\$ 1,161,884	\$ 156,450	\$111,775	\$374,518	\$486,293
Town of Oxford	\$ 148,592	\$ 20,421	\$14,249	\$26,858	\$41,107
Town of Pictou	\$ 491,064	-\$ 4,457	\$36,477	\$130,368	\$166,845
Town of Port Hawkesbury	\$ 298,732	\$ 50,002	\$37,729	\$78,590	\$116,320
Town of Shelburne	\$ 283,146	-\$ 26,499	\$20,479	\$71,160	\$91,639
Town of Stellarton	\$ 438,554	-\$ 12,130	\$49,429	\$68,537	\$117,965
Town of Stewiacke	\$ 157,183	\$ 4,834	\$17,155	\$44,964	\$62,119
Town of Trenton	\$ 331,064	-\$ 39,858	\$25,781	\$78,124	\$103,905
Town of Truro	\$ 1,509,509	\$ 212,871	\$162,365	\$122,227	\$284,592
Town of Westville	\$ 607,945	-\$ 26,446	\$34,947	\$85,072	\$120,019
Town of Wolfville	\$ 296,090	\$ 276,221	\$82,900	\$64,062	\$146,961
Town of Yarmouth	\$ 799,312	\$ 121,342	\$83,853	\$379,753	\$463,606
Municipality of the County of Annapolis	\$ 599,063	-\$ 162,194	\$250,534	\$206,615	\$457,150
Municipality of the County of Antigonish	\$ -	\$ -	\$209,254	\$150,104	\$359,358
Municipality of the County of Colchester	\$ 177,197	-\$ 117,218	\$459,142	\$223,649	\$682,791
Municipality of the County of Cumberland	\$ 724,836	-\$ 723,269	\$310,763	\$445,682	\$756,444
Municipality of the County of Inverness	\$ 293,399	-\$ 84,656	\$211,348	\$561,666	\$773,014
Municipality of the County of Kings	\$ -	\$ -	\$636,343	\$357,522	\$993,865
Municipality of the County of Pictou	\$ 172,446	-\$ 98,155	\$299,953	\$166,988	\$466,941
Municipality of the County of Richmond	\$ -	\$ -	\$145,224	\$291,366	\$436,591
Municipality of the County of Victoria	\$ -	\$ -	\$131,271	\$54,229	\$185,500
Municipality of the District of Argyle	\$ 184,718	\$ 29,795	\$101,836	\$49,545	\$151,381
Municipality of the District of Barrington	\$ 179,204	\$ 27,869	\$87,504	\$41,508	\$129,011
Municipality of the District of Chester	\$ -	\$ -	\$232,034	\$31,831	\$263,865
Municipality of the District of Clare	\$ 277,375	\$ 54,288	\$116,098	\$67,817	\$183,915
Municipality of the District of Digby	\$ 298,478	-\$ 35,138	\$103,791	\$43,548	\$147,339
Municipality of the District of East Hants	\$ -	\$ -	\$292,963	\$69,073	\$362,036
Municipality of the District of Guysborough	\$ 312,344	\$ 227,666	\$81,130	\$93,592	\$174,722
Municipality of the District of Lunenburg	\$ -	\$ -	\$428,251	\$30,461	\$458,712
Municipality of the District of Shelburne	\$ 86,390	\$ 11,262	\$76,120	\$10,161	\$86,282
Municipality of the District of St. Mary's	\$ 165,240	-\$ 10,190	\$41,894	\$24,138	\$66,032
Municipality of the District of Yarmouth	\$ 141,566	\$ 11,691	\$135,182	\$48,023	\$183,205

Appendix B - Antigonish County Local Roads

Municipality	Class	Code	Road Name	Length
County of Antigonish	G	AT0403	Marsh Rd	3.83
County of Antigonish	G	AT0404	Cloverville Rd	12.73
County of Antigonish	G	AT0408	Old Mulgrave Rd	3.78
County of Antigonish	G	AT0409	Heatherton Guysborough Rd	10.02
County of Antigonish	G	AT0410	Havre Boucher Rd	5.18
County of Antigonish	G	AT0412	Ohio East Rd	9.58
County of Antigonish	G	AT0413	Beaver Meadow Rd	2.92
County of Antigonish	G	AT0415	Pleasant Valley Rd	6.75
County of Antigonish	G	AT0437	Jimtown Rd	0.10
County of Antigonish	G	AT0438	Cribbons Point Rd	1.81
County of Antigonish	G	AT0445	Clydesdale Rd	2.10
County of Antigonish	G	AT0446	Addington Forks Rd	8.98
County of Antigonish	G	AT0447	Williams Point Rd	3.75
County of Antigonish	G	AT0450	Brierly Brook Rd	5.58
County of Antigonish	G	AT0453	Beech Hill Rd	7.47
County of Antigonish	G	AT0464	Dunmore Rd	13.31
County of Antigonish	G	AT0465	Old Pinevale Rd	5.78
County of Antigonish	G	AT0475	Pomquet River Rd	7.32
County of Antigonish	G	AT0476	Caledonia Marydale Rd	0.29
County of Antigonish	G	AT0480	Blacksmith Valley Rd	1.28
County of Antigonish	G	AT0486	Summerside Rd	13.30
County of Antigonish	G	AT0488	Gorman Rd	2.09
County of Antigonish	G	AT0491	Bayfield Beach Rd	1.55
County of Antigonish	G	AT0495	Old Antigonish Rd	6.98
County of Antigonish	G	AT0498	East Tracadie Rd	4.07
County of Antigonish	G	AT0500	Frankville Rd	4.86
County of Antigonish	G	AT0501	Cape Jack Rd	7.48
County of Antigonish	G	AT0505	Linwood Rd	1.53
County of Antigonish	G	AT0506	Old Wharf Rd	0.95
County of Antigonish	G	AT0510	Taylors Rd	6.75
County of Antigonish	G	AT0511	Pomquet Monks Head Rd	9.98
County of Antigonish	G	AT0512	South Side Harbour Rd	11.02
County of Antigonish	G	AT0515	New France Rd	6.02
County of Antigonish	G	AT0522	Mill Rd	2.30
County of Antigonish	G	AT0523	Saint Josephs Rd	3.84
County of Antigonish	G	AT0529	Beaver Mountain Rd	2.41
County of Antigonish	G	AT0530	Macmaster Rd	1.95
County of Antigonish	G	AT0537	B-51 Rd	0.23
County of Antigonish	G	AT0537	Old Post Rd	2.32
County of Antigonish	G	AT0539	Pellerine Rd	0.73
County of Antigonish	G	AT0546	Dagger Woods Rd	2.63
County of Antigonish	G	AT0547	Heatherton Village Rd	2.94
County of Antigonish	G	AT0554	Arisaig Point Rd	0.79
County of Antigonish	G	AT0576	MacEachern Loop	0.49
County of Antigonish	G	AT0580	MacMillan Rd	0.37
County of Antigonish	G	AT0595	Mattie Rd	4.06
County of Antigonish	G	AT0642	Havre Boucher Conn	0.59

County of Antigonish	G	AT0656 Zoe Lane	0.17
County of Antigonish	G	GU0412 Antigonish Guysborough Rd	0.00
County of Antigonish	G	GU0465 Upper Big Tracadie Rd	0.09
County of Antigonish	G Total		215.08
County of Antigonish	H	AT0405 Glen Rd	10.72
County of Antigonish	H	AT0409 Heatherton Guysborough Rd	3.82
County of Antigonish	H	AT0410 Havre Boucher Rd	3.27
County of Antigonish	H	AT0411 Bayfield Rd	3.35
County of Antigonish	H	AT0412 Ohio East Rd	3.81
County of Antigonish	H	AT0414 Ohio Lake Rd	4.67
County of Antigonish	H	AT0415 Pleasant Valley Rd	6.08
County of Antigonish	H	AT0417 Connors Mountain Rd	4.12
County of Antigonish	H	AT0420 Highfield Rd	1.29
County of Antigonish	H	AT0424 Pushie Rd	0.47
County of Antigonish	H	AT0426 Big Marsh Rd	3.12
County of Antigonish	H	AT0430 Old Maryvale Rd	4.52
County of Antigonish	H	AT0432 Fairmont Rd	12.17
County of Antigonish	H	AT0433 West Lakevale Rd	3.39
County of Antigonish	H	AT0434 South Lakevale Rd	7.40
County of Antigonish	H	AT0437 Jimtown Rd	0.94
County of Antigonish	H	AT0440 Middleton Rd	2.77
County of Antigonish	H	AT0445 Clydesdale Rd	3.28
County of Antigonish	H	AT0448 Lower West River Rd	5.27
County of Antigonish	H	AT0449 Pitchers Farm Rd	9.43
County of Antigonish	H	AT0450 Brierly Brook Rd	3.19
County of Antigonish	H	AT0452 Purlbrook Rd	2.63
County of Antigonish	H	AT0458 Copper Lake Rd	4.42
County of Antigonish	H	AT0459 West Side Lochaber Rd	10.74
County of Antigonish	H	AT0460 Chapel Rd	3.99
County of Antigonish	H	AT0461 Pinevale Rd	4.62
County of Antigonish	H	AT0464 Dunmore Rd	11.73
County of Antigonish	H	AT0467 Upper Springfield Rd	2.52
County of Antigonish	H	AT0467 Upper Springfield Rd	4.56
County of Antigonish	H	AT0468 Cummings Rd	5.81
County of Antigonish	H	AT0469 Springfield Rd	6.45
County of Antigonish	H	AT0473 MacPhee Crossng	0.47
County of Antigonish	H	AT0474 Cummings Mill Cross Rd	0.42
County of Antigonish	H	AT0476 Caledonia Marydale Rd	9.71
County of Antigonish	H	AT0477 Meadow Green Rd	8.39
County of Antigonish	H	AT0481 Glenroy Rd	2.63
County of Antigonish	H	AT0482 Farm Rd	2.69
County of Antigonish	H	AT0484 MacDonald Rd	0.68
County of Antigonish	H	AT0487 Merland Rd	1.57
County of Antigonish	H	AT0489 Monastery Rd	5.86
County of Antigonish	H	AT0490 Myette Rd	2.33
County of Antigonish	H	AT0492 Afton Rd	6.76
County of Antigonish	H	AT0493 Merland Church Rd	3.73
County of Antigonish	H	AT0494 Rear Monastery Rd	2.61
County of Antigonish	H	AT0502 Grovenor Rd	4.11

County of Antigonish	H	AT0509 Linwood Harbour Rd	3.01
County of Antigonish	H	AT0513 Frasers Grant Rd	2.95
County of Antigonish	H	AT0514 Pomquet Point One Rd	2.49
County of Antigonish	H	AT0515 New France Rd	5.13
County of Antigonish	H	AT0518 Summerside Bayfield Rd	2.58
County of Antigonish	H	AT0519 New France-Afton Rd	4.29
County of Antigonish	H	AT0520 Ohio West Side Rd	7.41
County of Antigonish	H	AT0524 Addington Forks Exten	0.92
County of Antigonish	H	AT0525 Keppoch Rd	2.67
County of Antigonish	H	AT0533 Old Trunk Rd	1.86
County of Antigonish	H	AT0557 Fougere Rd	1.37
County of Antigonish	H	AT0567 Gravel Pit Rd	0.93
County of Antigonish	H	AT0605 Big Marsh Branch Rd	1.22
County of Antigonish	H	AT0608 Failte Lane	0.40
County of Antigonish	H	AT0619 Ohio Cross Rd	0.65
County of Antigonish	H	AT0623 Marsh Cross Rd	0.89
County of Antigonish	H	AT0632 Old Mulgrave Br	0.74
County of Antigonish	H	AT0634 Myette Branch Rd	0.47
County of Antigonish	H	AT0637 Bailey Rd	1.28
County of Antigonish	H	AT0638 MacPherson Rd	0.45
County of Antigonish	H	AT0646 Bayfield Cross Rd	2.33
County of Antigonish	H	AT0648 Monks Head Rd	3.20
County of Antigonish	H	AT0649 Pomquet Cove Rd	2.98
County of Antigonish	H	AT0650 Pomquet Point Rd	3.26
County of Antigonish	H	GU0416 Heatherton Rd	0.00
County of Antigonish	H	GU0466 South Merland Rd	0.00
County of Antigonish	H	GU0473 Old Mulgrave Rd	3.83
County of Antigonish	H	GU0502 Grovenor Rd	0.60
County of Antigonish	H	GU0728 West Side Lochaber Rd	0.01
County of Antigonish	H	GU0753 Copper Lake Rd	0.01
County of Antigonish	H Total		264.43
County of Antigonish	I	AT0402 Delorey Rd	0.28
County of Antigonish	I	AT0412 Ohio East Rd	2.88
County of Antigonish	I	AT0416 Dunmaglass-McArras Brook Rd	6.25
County of Antigonish	I	AT0419 Browns Mountain Rd	14.85
County of Antigonish	I	AT0421 MacDonald Rd	2.30
County of Antigonish	I	AT0422 Campbell MacQuarrie Rd	0.38
County of Antigonish	I	AT0423 MacQuarrie Rd	0.70
County of Antigonish	I	AT0425 Glebe Rd	10.82
County of Antigonish	I	AT0428 Beaver Rd	2.37
County of Antigonish	I	AT0433 West Lakevale Rd	4.01
County of Antigonish	I	AT0434 South Lakevale Rd	3.14
County of Antigonish	I	AT0435 North Lakevale Rd	4.45
County of Antigonish	I	AT0436 MacDougall Rd	0.77
County of Antigonish	I	AT0439 Mill Rd	1.29
County of Antigonish	I	AT0440 Middleton Rd	3.03
County of Antigonish	I	AT0441 Mahoneys Beach Rd	0.76
County of Antigonish	I	AT0442 Walsh Post Rd	3.81
County of Antigonish	I	AT0443 Brophy Rd	9.40

County of Antigonish	I	AT0453 Beech Hill Rd	4.00
County of Antigonish	I	AT0455 Cameron Kinney Hill Rd	0.81
County of Antigonish	I	AT0457 School Rd	1.38
County of Antigonish	I	AT0461 Pinevale Rd	3.67
County of Antigonish	I	AT0462 College Grant Rd	5.61
County of Antigonish	I	AT0463 Old Middleton Rd	0.18
County of Antigonish	I	AT0466 Mac Naughton Rd	2.53
County of Antigonish	I	AT0467 Upper Springfield Rd	5.66
County of Antigonish	I	AT0470 Irish Rd	4.63
County of Antigonish	I	AT0471 Marsh Rd	3.99
County of Antigonish	I	AT0478 Beaulx-Black Avon Rd	2.79
County of Antigonish	I	AT0479 Beaulx-Glassburn Rd	5.64
County of Antigonish	I	AT0482 Farm Rd	0.37
County of Antigonish	I	AT0483 Campbell Duggan Rd	0.89
County of Antigonish	I	AT0485 Bonvie Rd	0.78
County of Antigonish	I	AT0487 Merland Rd	3.97
County of Antigonish	I	AT0492 Afton Rd	2.59
County of Antigonish	I	AT0496 Tramble Rd	0.01
County of Antigonish	I	AT0496 Trambles Rd	0.98
County of Antigonish	I	AT0497 Merland School Rd	0.58
County of Antigonish	I	AT0498 East Tracadie Rd	0.28
County of Antigonish	I	AT0499 Linwood Station Rd	1.37
County of Antigonish	I	AT0502 Grovenor Rd	0.28
County of Antigonish	I	AT0503 East Havre Boucher Rd	0.74
County of Antigonish	I	AT0504 Lighthouse Rd	0.90
County of Antigonish	I	AT0507 New Rd	2.51
County of Antigonish	I	AT0508 Decoste Rd	0.77
County of Antigonish	I	AT0512 South Side Harbour Rd	0.83
County of Antigonish	I	AT0514 Pomquet Point One Rd	0.16
County of Antigonish	I	AT0515 New France Rd	0.13
County of Antigonish	I	AT0516 Black Avon-Frasers Grant Rd	3.85
County of Antigonish	I	AT0517 Pomquet Lake Rd	1.96
County of Antigonish	I	AT0520 Ohio West Side Rd	2.90
County of Antigonish	I	AT0521 Mayfield Rd	3.20
County of Antigonish	I	AT0524 Addington Forks Exten	2.21
County of Antigonish	I	AT0525 Keppoch Rd	3.80
County of Antigonish	I	AT0526 Morvan Rd	8.35
County of Antigonish	I	AT0534 Old Marshy Hope Rd	1.00
County of Antigonish	I	AT0535 Connors Rd	1.58
County of Antigonish	I	AT0538 Old Beaver Rd	1.31
County of Antigonish	I	AT0540 Cemetery Rd	0.67
County of Antigonish	I	AT0542 D Cameron Rd	0.91
County of Antigonish	I	AT0543 Lower North Grant Rd	1.60
County of Antigonish	I	AT0545 South River Loop	1.25
County of Antigonish	I	AT0549 Chisholm Rd	1.79
County of Antigonish	I	AT0550 Marl Rd	0.80
County of Antigonish	I	AT0551 Archie Chisholm Rd	0.51
County of Antigonish	I	AT0552 Melong Rd	1.17
County of Antigonish	I	AT0553 Rock Point Rd	0.59

County of Antigonish	I	AT0555 MacDonalds Rd	1.25
County of Antigonish	I	AT0556 Macintosh Rd	0.21
County of Antigonish	I	AT0558 Levangie Rd	0.16
County of Antigonish	I	AT0559 West Arm Br	1.10
County of Antigonish	I	AT0561 Hill Rd	0.35
County of Antigonish	I	AT0562 Henry Rd	0.22
County of Antigonish	I	AT0564 Melanson Rd	0.31
County of Antigonish	I	AT0568 Seabright Rd	1.00
County of Antigonish	I	AT0572 Old Antigonish Lane	0.93
County of Antigonish	I	AT0573 Punch Rd	0.80
County of Antigonish	I	AT0574 Breen Rd	1.36
County of Antigonish	I	AT0579 Forrest Rd	0.28
County of Antigonish	I	AT0585 Old Frankville Rd	0.75
County of Antigonish	I	AT0596 Simmond Rd	0.58
County of Antigonish	I	AT0601 Vincent Loop	0.15
County of Antigonish	I	AT0602 Old School Loop	0.52
County of Antigonish	I	AT0603 Earl Allen Loop	0.38
County of Antigonish	I	AT0604 Cottage Rd	0.38
County of Antigonish	I	AT0607 Lochaber Church Loop	0.17
County of Antigonish	I	AT0609 West River School Rd	0.18
County of Antigonish	I	AT0611 East River St Marys Rd	1.56
County of Antigonish	I	AT0613 Grant Rd	0.45
County of Antigonish	I	AT0615 Camerons Loop	0.14
County of Antigonish	I	AT0616 Ashdale School Rd	0.08
County of Antigonish	I	AT0617 Baxter Rd	0.37
County of Antigonish	I	AT0618 Old Ohio Rd	0.20
County of Antigonish	I	AT0620 Kingsley Brown Rd	1.61
County of Antigonish	I	AT0621 Chemin Scout Camp Rd	1.15
County of Antigonish	I	AT0622 Pomquet Beach Rd	1.47
County of Antigonish	I	AT0624 Croft Loop	0.37
County of Antigonish	I	AT0625 DeWolfes Loop	0.48
County of Antigonish	I	AT0626 Graces Rd	0.39
County of Antigonish	I	AT0627 Loch Katrine Rd	0.32
County of Antigonish	I	AT0628 Mattie Rd	0.08
County of Antigonish	I	AT0628 Simon Mattie Rd	1.08
County of Antigonish	I	AT0629 Afton Loop	0.69
County of Antigonish	I	AT0630 Tracadie Loop	0.69
County of Antigonish	I	AT0631 Old Monastery Rd	0.91
County of Antigonish	I	AT0633 Old Ferry Branch Rd	0.37
County of Antigonish	I	AT0635 Frankville Branch Rd	1.09
County of Antigonish	I	AT0636 Old Linwood Rd	0.75
County of Antigonish	I	AT0639 Old Frankville Br	0.48
County of Antigonish	I	AT0640 Don Wells Rd	0.76
County of Antigonish	I	AT0647 Old Ferry Rd	2.29
County of Antigonish	I	AT0648 Monks Head Rd	1.54
County of Antigonish	I	AT0654 Greendale Rd	0.61
County of Antigonish	I	AT0658 Harbour Lane	0.14
County of Antigonish	I	AT0659 Simon Rd	1.02
County of Antigonish	I	AT0660 Bayside Rd	0.25

County of Antigonish	I	AT0900 Livingstone Cove Wharf Rd	0.65
County of Antigonish	I	GU0418 Afton Rd	0.00
County of Antigonish	I	GU0539 Havre Boucher Rd	0.00
County of Antigonish	I	GU0541 Tramble Rd	0.01
County of Antigonish	I	GU0752 Cheese Factory Rd	0.00
County of Antigonish	I	PI0475 Pushie Rd	0.00
County of Antigonish	I Total		203.13
County of Antigonish	J	AT0451 Landing Rd	0.24
County of Antigonish	J	AT0453 Beech Hill Rd	0.39
County of Antigonish	J	AT0454 Somers Rd	2.21
County of Antigonish	J	AT0456 Church Street Exten	1.37
County of Antigonish	J	AT0541 Cunningham Rd	0.14
County of Antigonish	J	AT0544 Old South River Rd	0.55
County of Antigonish	J	AT0548 Sylvan Valley Rd	0.51
County of Antigonish	J	AT0560 Willowdale Rd	0.34
County of Antigonish	J	AT0563 John D MacDonald Rd	0.73
County of Antigonish	J	AT0566 D MacIsaac Rd	0.58
County of Antigonish	J	AT0569 Gilfoy Rd	0.53
County of Antigonish	J	AT0575 West River Cross Rd	0.40
County of Antigonish	J	AT0578 Whisper Ave	0.38
County of Antigonish	J	AT0581 Murphy Rd	0.27
County of Antigonish	J	AT0582 Wild Horse Dr	0.26
County of Antigonish	J	AT0583 Chisholm Dr	0.13
County of Antigonish	J	AT0584 Ponderosa Dr	0.32
County of Antigonish	J	AT0586 Cape Jack Wharf Rd	1.01
County of Antigonish	J	AT0587 Macken Rd	0.73
County of Antigonish	J	AT0588 Grandview Dr	0.36
County of Antigonish	J	AT0589 Mountain View Dr	1.00
County of Antigonish	J	AT0591 Tamara Dr	0.41
County of Antigonish	J	AT0592 Heritage Dr	0.39
County of Antigonish	J	AT0593 Mount Cameron Cir	0.18
County of Antigonish	J	AT0594 Angus MacQuarrie Dr	0.57
County of Antigonish	J	AT0597 Brierden Crt	0.25
County of Antigonish	J	AT0606 Addington Lane	0.15
County of Antigonish	J	AT0643 Sylvan Valley Lane	0.23
County of Antigonish	J	AT0651 Trinity Lane	0.29
County of Antigonish	J	AT0908 D MacIsaac Extension	0.33
County of Antigonish	J Total		15.23
County of Antigonish Total			697.98

Appendix C - Local Road Total KMs by Municipality

Municipality	G	H	I	J	Total km
Cape Breton Regional Municipality	334.02	174.05	129.30	171.92	809.29
Municipality of the County of Annapolis	359.11	104.31	217.98	29.63	711.04
Municipality of the County of Antigonish	215.08	264.43	203.19	15.28	697.98
Municipality of the County of Colchester	577.16	256.80	333.31	111.43	1,278.70
Municipality of the County of Cumberland	709.53	153.56	224.52	41.31	1,128.92
Municipality of the County of Inverness	301.48	370.10	493.54	28.65	1,193.77
Municipality of the County of Kings	618.65	275.27	189.46	114.19	1,197.58
Municipality of the County of Pictou	618.05	574.99	302.86	24.96	1,520.86
Municipality of the County of Richmond	247.17	153.58	154.15	24.21	579.12
Municipality of the County of Victoria	224.52	115.95	152.92	13.18	506.57
Municipality of the District of Argyle	98.69	54.73	107.58	2.58	263.58
Municipality of the District of Barrington	69.01	35.75	16.02	5.98	126.76
Municipality of the District of Chester	84.90	28.44	30.63	32.50	176.47
Municipality of the District of Clare	197.05	41.01	130.34	0.00	368.40
Municipality of the District of Digby	128.41	72.84	94.10	10.19	305.54
Municipality of the District of East Hants	123.62	137.20	88.82	58.99	408.63
Municipality of the District of Guysborough	88.73	117.77	121.86	26.93	355.30
Municipality of the District of Lunenburg	388.70	260.72	124.15	31.24	804.81
Municipality of the District of Shelburne	161.23	41.65	57.06	2.31	262.26
Municipality of the District of St. Mary's	88.86	55.61	65.02	3.20	212.69
Municipality of the District of Yarmouth	174.77	87.52	31.49	8.99	302.77
Region of Queens Municipality	186.95	94.85	99.98	31.43	413.21
Town of Amherst	0.00	-	0.00	0.00	0.00
Town of Antigonish	-	-	-	0.62	0.62
Town of Annapolis Royal	-	-	-	-	-
Town of Berwick	0.01	-	-	-	0.01
Town of Bridgewater	0.05	0.02	-	-	0.07
Town of Clark's Harbour	0.59	-	-	-	0.59
Town of Digby	0.53	-	-	0.20	0.73
Town of Kentville	0.52	0.43	-	-	0.95
Town of Lockeport	0.00	0.00	-	-	-
Town of Lunenburg	0.00	-	-	0.00	0.00
Town of Mahone Bay	-	-	0.00	-	0.00
Town of Middleton	-	-	-	0.31	0.31
Town of Mulgrave	-	-	-	-	-
Town of New Glasgow	0.07	-	-	0.07	0.13
Town of Oxford	0.01	-	-	-	0.01
Town of Pictou	1.48	0.32	-	-	1.80
Town of Port Hawkesbury	0.03	-	-	-	0.03
Town of Shelburne	-	-	0.36	-	0.36
Town of Stellarton	0.00	-	0.00	-	0.00
Town of Stewiacke	0.00	-	0.00	-	-
Town of Trenton	-	-	0.28	-	0.28
Town of Truro	4.21	-	-	0.01	4.22
Town of Westville	0.09	-	0.00	-	0.09
Town of Wolfville	0.34	-	-	-	0.34
Town of Yarmouth	0.92	0.00	-	-	0.92
West Hants Regional Municipality	208.34	40.71	62.13	20.10	331.29

August 30, 2023

The Honourable John Lohr
Minister of Municipal Affairs and Housing
1505 Barrington Street, Halifax, NS
B3J 2M4
Email: dmamin@novascotia.ca

Dear Minister Lohr:

RE: Feedback on Service Exchange Agreement Proposals

Thank you for the opportunity to comment on the proposed changes to the Provincial-Municipal Service Exchange Agreement. I along with other elected officials and staff from Antigonish County have attended multiple online consultation sessions. I'd also like to express my thanks to your departmental staff and NSFM representatives who have worked diligently over the past two years to bring these proposals forward for discussion with the larger municipal community.

While Antigonish County Council will meet and formally discuss the proposed Service Exchange changes on Tuesday, September 12, I feel that based on previous discussions with Council I can provide the following feedback now on behalf of the County. Should my Council's position deviate from the feedback herein, I will be sure to share it with you.

The removal of mandatory contributions for corrections and public housing is a welcomed change. As stated in the engagement materials, these are provincial responsibilities. Municipalities have limited means to raise revenue and they should not be burdened with the funding of provincial responsibilities.

I also applaud the creation of a new application-based infrastructure program. In the development of that program, I encourage the province to time project calls and funding decisions so that municipalities can issue tenders early in the calendar year. We have repeatedly found that tender calls that are delayed into the summer by funding decisions or announcements result in higher pricing from contractors. Early funding decisions will make limited public funding go much further.

While most of the proposed Service Exchange changes will create a net-benefit for municipalities, Antigonish County does not support the Roads Program B proposal. I can appreciate the support offered to my town colleagues with Program A. However, I believe Program B, though described as being optional, is problematic.

There are almost 700 kms of G, H, I & J-Class Roads in Antigonish County – this is small compared to some of our rural neighbors. These roads vary widely in use, character, and condition. To categorize them collectively as “local roads” and devise uniform approach to their future capitalization and ownership is problematic to begin with. Some have a local purpose; many clearly have a regional or provincial purpose. To be sure, they are not uniformly comparable to town or subdivision streets.

It remains unclear if the \$10M provincial committed to this program is new money or simply reprofiled existing capital funding within NSDPW. We know that the J-Class Road program is proposed to be cancelled with the enacting of Program B, which means if this is new money it is \$8M rather than \$10M. If Program B is funded by re-profiling existing provincial capital funding and adding a requirement for matched municipal funding & ongoing maintenance, it would be a remarkable example of downloading and hardly balanced by reduction in mandatory costs for corrections and public housing, particularly for the seven rural municipalities that do not receive any form of operating grants.

Program B is being described as “optional” or “voluntary” and it has also been stated that the NSDPW will continue to maintain G, H, I, & J-Class Roads as they always have if Program B is enacted. However, we hear from local NSDPW officials that maintenance / operational budgets have not changed in over 10 years. We see the result of this effective reduction in funding in the state these roads. Brush cutting, culvert clearing, ditching, maintenance patching, regular grading and dust control is not being done today. Frustrated residents turn to their municipal councillors for answers and help today - upward of 75% of the calls we receive relate to these roads.

Given the current experience we fully expect that the public will immediately turn to municipalities to take on under-capitalized and poorly maintained provincial roads. Further, we expect local NSDPW officials to direct the public to the County because they do today even without a formal program. While technically optional, the pressure from the public and the province will mount on municipalities. It is hardly an environment conducive to partnership and contrary to the proposal relating to corrections and public housing, where the province acknowledged and bore the cost of provincial responsibilities.

Regardless of whether you agree with the concerns I've raised above, I think my sentiment and the comments I've heard from my rural municipal colleagues from across the province is clear. Program B is problematic for many reasons and requires further discussion with rural municipalities. I respectfully request that you defer consideration of Program B and develop a process to have direct discussions with rural municipalities relating to the future of rural roads.

Sincerely,



Warden Owen McCarron

Cc: Honourable Michelle Thompson, MLA for Antigonish
Honourable Greg Morrow, MLA for Guysborough-Tracadie
Paul LaFleche, Deputy Minister, DMAH
Valerie Pottie Bunge, Associate Deputy Minister, DMAH
Andrew Atherton, Executive Director of Municipal Affairs
Mayor Brenda Chisholm-Beaton, NSFM President
Juanita Spencer, NSFM CEO



**Municipal Affairs and Housing
Office of the Minister**

PO Box 216, Halifax, Nova Scotia, Canada B3J 2M4 • Telephone 902-424-5550 Fax 902-424-0581 • novascotia.ca

September 7, 2023

Owen McCarron
Warden
Municipality of the County of Antigonish

Via email: omccarron@antigonishcounty.ns.ca

Dear Warden McCarron:

Thank you for submitting your formal response to the Service Exchange proposal on behalf of Antigonish County.

Your comments have been shared with the team preparing our “What We Heard” document to ensure they are reflected in the final result of this process.

Sincerely,

A handwritten signature in blue ink, appearing to read "John A. Lohr".

Honourable John A. Lohr
Minister of Municipal Affairs and Housing

c: Glenn Horne, CAO, Municipality of the County of Antigonish
Glenn.Horne@Antigonishcounty.ca
Mayor Brenda Chisholm-Beaton, President, NSFM, info@nsfm.ca
Juanita Spencer, CEO, NSFM, info@nsfm.ca

C-0483 aa

Introduction

In 2018, Nova Scotia Federation of Municipalities (formerly UNSM) established five core priorities via resolution that it wished to advance with the province and noted that they would not add any new priorities until each of these were satisfactorily completed. One priority identified was road funding inequity and a resolution was adopted that requested that the Province provide equitable funding to towns and former towns for arterial and collector roads in the 2019 budget, that the Province increase its transportation budget for J-Class roads in the 2019 budget, and that a joint Provincial-Municipal Committee on Roads develop a proposed new funding agreement and plan by the end of June 2019.

A terms of reference for a joint provincial municipal committee was developed by NSFM and agreed to by Nova Scotia Department of Transportation and Infrastructure Renewal (TIR). The committee was established with two representatives each from NSFM and AMANS (with each party appointing a town and rural representative), three representatives from TIR, and one representative from Department of Municipal Affairs and Housing (DMAH). The committee has met monthly for nearly two years and reviewed a significant number of agreements and policies, and is now proposing a new opportunity that is fair to all municipalities across Nova Scotia, provides long-term value to TIR and its future operations and policies, and supports DMAH's desire to have stronger, more sustainable communities, both rural and urban.

Opportunity

For TIR, the opportunity exists to establish better relationships with municipalities each year and to support joint planning for projects that abut jurisdictional boundaries. Additionally, TIR can potentially benefit long term by devolving itself of some provincially-owned roads to municipalities that are of interest to specific municipalities to take over ownership.

Towns and former towns stand to benefit from a cost-sharing program for municipally-owned trunks and routes. This has been a long-standing request of towns and former towns because they maintain roads even though they are used by rural residents and businesses and are vital to provincial transportation routes.

Rural and regional municipalities stand to benefit by accessing funding that will provide better local road conditions for their residents. This proposed program replaces the J-Class program currently in effect and expands the criteria by which roads can be paved/repaved. To participate in this program, the municipality must take ownership of the road.

NSFM, DMAH, and TIR recognize the difficulty of finding a solution that is acceptable to all municipalities. Any proposal should consider towns and former towns receiving an equitable amount of funding for municipally-owned trunks and routes that are part of the provincial road network, as well as one time funding for rural and regional municipalities for J-Class roads where ownership transfer takes place.

Proposal

Roads throughout the province, both municipally and provincially-owned, are deteriorating at a greater rate than the rate which they can be maintained. This program will create options for the Province and Municipal Units to work collaboratively to help address current road conditions, benefiting all motorists in the movement of people and goods throughout Nova Scotia. The proposal is for a joint investment in provincial and municipal roads. The committee has concluded the current \$2M J-Class cost sharing program, which has been non-indexed since 1995, has run its course and this funding should be repurposed toward the new proposal.

The following proposal is presented with two parts: Part A relating to municipally-owned Trunks and Routes, and Part B relating to Provincially-owned local roads mostly carrying local residential traffic. The proposal in its entirety will be providing municipalities with cost sharing opportunities to enhance road conditions within their boundaries.

Part A – Trunks & Routes

Non-TIR Owned Roads (Municipally-owned)

Definitions: A Trunk is based on a Minor Arterial or Major Collector design guide designation which is a paved major road usually connecting two or more cities, towns, or other significant traffic generators where the transportation of people and goods between these destination points is possible. Trunks are identified numerically using single- or double-digit authority numbers. (Ex. Trunk 1, or Trunk 14). Trunks may be the only major road linking these destinations or may be secondary to a 100 series highway.

A Route is based on a Minor Collector design guide designation which is a paved road and typically collects traffic from the local road systems and transmits it to Trunks or 100 series highway systems. Routes are identified numerically by authority numbers in the 200 and 300 series.

Consideration		
All Routes/Trunks/Collector roads within the municipalities are to be considered as possible cost-shared roads for this program on a 50-50 basis for eligible items. These roads are identified under the Provincial / Municipal Trunks and Routes spreadsheet and implemented on TIR's GIS road network.		
Funding Structure – Five-Year Plan		
Municipalities to submit road candidates in a prioritized manner for the program.	TIR selects candidates from the municipal prioritized list using the proposed scoring prioritization system from the provincial / municipal working group to populate five-year program.	In no circumstance should any municipality be approved for more than one project in any one year unless there are insufficient submissions to spend the total yearly allocation.
Scoring for prioritization of roads eligible for re-paving program would include:		
Condition (Prioritizing only)	Traffic Volumes	How it Supports the Provincial Road Network
ARAN data IR Required utility road damage	Through truck traffic (weighted) Passenger vehicle traffic (weighed)	Only direct route Only detour route available Geographic equity Roadside development for existing businesses

Funding Proposal Calculation:	
Total number of eligible kilometres: 387.12 km	
Total cost to repave all eligible roads within a 15-year cycle: \$100,645,800.00	
Divide by 2 (cost sharing): \$50,322,900	
Divide by 15 to obtain a single year cost: \$3,354,860	
Multiply by 5 for a 5-year program funding ask: \$16,774,300	
Project Administration	
Options:	
If the section of municipally-owned road is being tendered with a provincial road, TIR will tender and administer the construction contract.	
If work on the municipal road is extensive compared to the provincial road, parties may choose to have the municipality administer the project at the discretion of TIR.	
If the municipally-owned road is the only section being tendered, the municipality may tender and administer the construction contract, or at the discretion of the municipality, it may request TIR to administer the project. TIR may opt to levy an administrative fee for managing the project.	
The terms of agreement with respect to each project shall be documented by means of a project contribution agreement which shall, at a minimum, set out the responsibilities of the parties with respect to legal matters arising from disputes with the contractor.	
Eligibility of Project Items	
Eligible items:	
Surface Paving – asphalt, concrete	Resurfacing of the existing road surface (asphalt or concrete)
Shoulder Gravel	Any resurfacing activity would include shoulder gravelling, which would be cost-shared.
Curb (no new curbing)	TIR does not provide curbing on its own roads, so no new curb would be cost-shared.
	Existing curb could be repaired and eligible for cost-sharing.
Line Painting (for initial surface paving only)	Initial line painting after pavement re-surfacing is cost-shared as part of the pavement re-surfacing cost.
	Subsequent maintenance re-painting is the responsibility of the municipality when no re-surfacing is required.
Driveway Tie-ins	This is consistent with existing TIR policies on pavement re-surfacing. This would be a cost-shared item.

Upgrade from Gravel to Paved Shoulder (If identified in the Blue Route Program)	TIR's Blue Route program has designated Trunks and Routes that provide paved shoulders for safe active transportation. These Trunks and Routes that have been designated as part of the Blue Route are eligible for cost-sharing that includes paved shoulders.
Repaving Existing Paved Shoulder	If a paved shoulder exists and requires pavement re-surfacing, this is eligible for cost-sharing.
Drainage (Minor)* <i>see Definitions</i>	Culverts and ditching are eligible for cost-sharing on re-surfacing roads.
Non eligible items:	
Chip Seal, Micro Seal	No pavement preservation will be included as TIR only does this to their 100 series roads, not Trunks and Routes.
Sidewalks	This is consistent with the Provincial-Municipal Service Exchange Agreement from 1995.
New Turning Lanes	This a traffic volume issue that stems from development growth – municipal issue.
New Round-a-Bouts	This a traffic volume issue that stems from development growth – municipal issue.
Signage	As it is a municipally-owned road, signage is the responsibility of the road owner.
Bridges	Maintain existing bridge cost share agreements.
Drainage (Major)* <i>see Definitions</i>	Municipality will be responsible for deficiencies This includes major work such as storm drains systems, water course alterations, and additional water caused from new development projects that impact road drainage systems.
	Ironworks adjustments – i.e. raising or replacing watermain, manhole covers, storm drains, etc. on roads that are being re-surfaced.
Upgrade from Gravel to Paved Shoulder (If not identified in the Blue Route Program)	If a municipality wants to widen a road's surface to pave the shoulder for active transportation where it was only a gravel surface before, the municipality will bear all those costs.
Realignment of roads and intersections reconfiguration	
Upgrades and major repairs to traffic signals, lighting, and other such devices	

Definitions:

**Stormwater Drainage Systems*

The function of **stormwater drainage systems** is to collect minor design storm runoff and convey major design storm (flood) runoff to a discharge point. A stormwater drainage system can be as simple as a ditch that outlets to a stream or as complex as a system comprising numerous intakes, manholes, and pipes along with ditches, stormwater retention basins, and pump stations. Stormwater drainage systems consist of two components: the minor system and the major system.

Minor systems consist of curbs, gutters, inlets, cross culvert pipes and other conduits (maximum of 900mm), open roadside ditches, and retention basins.

Major systems consist of designated overland flow routes such as streets, large aggregate-lined ditches, cross culverts (exceeding 900mm), storm sewers, water quality control systems and swales which direct runoff to natural or manmade channels.

Part B – Local Roads

TIR Owned Roads

Definition: Any paved or unpaved provincially-owned road classified as G, H, I, and J class.

Local Road Program is provided with two options as follows:

1. The option to pave or repave on a 50-50 cost shared basis, or assessment of the current condition of the road to determine a lump sum payment amount (up to 50% of deficiency costs) by the Province upon transfer of roads from the province to the municipality. The cost sharing opportunity will only be available at the time of transfer but will not be available in the future once the road has been transferred.

For municipalities that are currently paying a J-Class road levy as identified as a part of the Provincial-Municipal Service Exchange Agreement, the transfer of these roads to a municipality would result in the same length of road being deleted from the yearly levy.

For those roads not identified in the Provincial-Municipal Service Exchange Agreement, a one-time incentive could be provided, based on the condition of the road/roads (liability level) being transferred to the municipality.

2. Roads covered by the Local Roads definition above, should the road fall below the standard required to continue to be paved (to be determined by TIR – possibly AADT 500 VPD) it would be returned to gravel (not part of program).

These roads would still be eligible for the cost-sharing program (Option 1) after it has been returned to gravel the Province would retain ownership of the road.

3. Provincial local roads that are currently gravel will be considered for paving with costs covered fully by TIR on the provision that ownership of the road will then be transferred to the Municipality. This opportunity will only be available at the time of transfer, but no further provincial funding will be available in the future once the road has been transferred.

Funding Structure – Five-Year Plan	
<p>Municipalities wanting to participate to the program must submit a prioritized list of road candidates for the program and indicate in which of the years, 1 through 5, that they wish to participate</p> <p>The funding allotment for any one year, will be prioritized by TIR based on several factors including, but not limited to current road condition, traffic volumes, roadside development, location of road in relation to other proposed projects, etc.</p> <p>If requests in any given year exceeds funding allocation, then TIR has discretion to negotiate with applicants for larger projects to be separated into multi-year projects to fund projects over more than one year.</p>	
Funding Proposal Calculation	
Total number of eligible kilometres: 1648 km	
Total cost to repave all eligible roads within a 25 -year cycle: \$403,887,400.00	
Divide by 2 (cost sharing): \$201,943,700	
Divide by 25 to obtain a single year cost: \$8,077,748	
Multiply by 5 for a 5-year program: \$40,388,740	
Assumption – participation on 40% of eligible roads	
Financial Ask for 5-year program: \$16,155,496 (\$3,231,099/yr)	
Project Administration	
<p>TIR estimates, tenders and administers construction contract.</p> <p>Tenders must be itemized for unit pricing.</p>	
Coordination of non cost-shared new/renewed infrastructure (i.e. sidewalks, storm water system, etc.)	
<p>TIR will consider allowing infrastructure work to be carried out by the municipality prior to the paving/re-paving project.</p> <p>Municipalities will be required to obtain an approved Work Within Highway Right-of-Way Permit prior to work being carried out.</p>	
Eligibility of Project Items	
Eligible:	
Surface Treatment – asphalt paving, concrete paving, double chip seal	Resurfacing of the existing road surface (asphalt or concrete)
	New driving surface – AC Pavement, Double Chip
Shoulder Gravel	Any resurfacing activity would include shoulder gravelling, which would be cost-shared
Curb (no new curbing)	TIR does not provide curbing on its own roads, so no new curb would be cost-shared.
	Existing curb could be repaired and eligible for cost-sharing.

Line Painting (for initial surface paving only)	Initial line painting after pavement re-surfacing is cost-shared as part of the pavement re-surfacing cost.
	Subsequent maintenance re-painting will be the responsibility of the road owner
Driveway Tie-ins	This is consistent with existing TIR policies on pavement re-surfacing. This would be a cost-shared item.
Repaving Existing Paved Shoulder	If a paved shoulder exists and requires pavement re-surfacing, this is eligible for cost-sharing.
Drainage (Minor) *See Definitions	Culvert replacement and ditching are eligible for cost-sharing during paving/re-paving project.
Not eligible:	
Sidewalks	This is consistent with the Provincial-Municipal Service Exchange Agreement from 1995
Signage (Permanent)	Signage is the responsibility of the road owner.
Bridges	Maintain existing bridge cost share agreements.
Drainage (Major) *See Definitions	TIR will be responsible for deficiencies. This includes major work such as storm drains systems, water course alterations, and additional water caused from new provincially-owned projects that may impact road drainage systems.
Ironworks adjustments (i.e. raising or replacing watermain, manhole covers, storm drains, etc. on roads that are being re-surfaced will be at the Municipality's cost.)	
Upgrade from Gravel to Paved Shoulder (If not identified in the Blue Route Program)	If a municipality wants to widen a road's surface to pave the shoulder for active transportation where it was only a gravel surface before, the municipality will bear all of those costs
Traffic Calming Measures	

Total Investment Ask

Financial ask for five (5) year program including both Part A and Part B	\$32,929,796
Financial ask per annum for program including both Part A and Part B	\$6,585,959
Total additional per annum funding over current	\$5,585,959

MUNICIPALITY OF THE COUNTY OF
ANTIGONISH
STAFF REPORT

TO: MUNICIPAL COUNCIL
FROM: BETH SCHUMACHER, DEPUTY CLERK
SUBJECT: PROPOSAL TO RENAME D-38 ROAD
DATE: 12/09/2023

SUMMARY

Property owners along the D-38 Road were asked to provide feedback on a proposal to look at a new name for the roadway. Suggestions were received through that consultation to consider “Sears Way” in recognition of Sears Eastern Auto being at the end of the roadway, and “Ross Drive” to recognize the Ross family who donated the land for the Antigonish County Volunteer Fire Department at the other end of the roadway. Staff is proposing that the Committee consider renaming D-38 Road to “**Sears Ross Drive**”.

DISCUSSION

The D-38 Road branches off of Beech Hill Road between South River Road and Highway 4 in Greenwold. Nine (9) properties front this roadway, which dead-ends at the Sears Eastern Auto building. Two of those parcels belong to the Antigonish County Volunteer Fire Department. The roadway was transferred to the Municipality in 2018 as part of a subdivision process.



Figure 1: D38 Road, Looking up from Beech Hill Road. Image capture August 2015, Google Maps ©2022

Staff was asked to reach out to property owners along the roadway to look at opportunities to rename the roadway. In July 2022, staff sent a letter to each property owner on the road to ask:

- Whether they would like to see the road renamed,
- And if so, what ideas for road names they would like to suggest.

A copy of the letter is attached for reference.

Several written submissions were received in response to this letter by staff via email.

The first of these letters, from Matthew Overmars of Henry’s Napa Autopro/Henry’s Towing suggested consideration of “Sears Way” for the roadway, in recognition of the Sears Eastern Auto location at the head of the road and their history in the community dating back to 1913. Mr. Overmars noted that he had spoken with representatives from the Sears family, and they agreed

with the proposal. He also noted that he had spoken with the owner of Midnite Automotive, which has a right-of-way to the roadway, who is also in agreement with the proposed “Sears Way” name.

Staff later followed-up directly with representatives from the Antigonish Volunteer Fire Department, to get their feedback on the proposed “Sears Way” name. In their response, they noted that they felt that it would be appropriate to name the street after the original landowner, who subdivided the properties and donated the land for the fire hall. They suggested that “Ross Way” be considered instead. Staff notes that there is a “Ross Street” already located at the edge of the Town of Antigonish adjacent to the boundary with the County. Clause 1(a) of the Road Naming Standards and Guidelines notes that *(i) it is also preferable not to differentiate street and road names exclusively by selecting a different road type (e.g. Portland Road and Portland Drive).*

To represent the proposals that were put forward by those who were engaged, staff checked on whether there was a way to combine the suggestions that were put forward within the policy requirements. The proposed road name of Sears Ross Drive is a result of that exercise. Staff circulated a letter on August 23, 2023 to all of the property owners that were contacted during the 2022 consultation to let them know of this result, and to make them aware of Council’s consideration of this road name change at this meeting. A copy of that letter is attached as well.



Figure 2: Map of Properties Consulted. Property Online.

POLICY REQUIREMENTS

The Municipality’s Policy Regarding the Naming of Municipal Streets and Private Roads outlines the process, standards, and guidelines for the renaming of a municipal road. The Municipality’s Civic Addressing Coordinator has confirmed that “Sears Ross Drive” meets the road naming criteria under this policy.

BUDGET CONSIDERATIONS

Where the Municipality initiated the process to rename the road, it will be responsible for the replacement of the road sign at the intersection with Beech Hill Road.

NEXT STEPS

The Committee may choose to:

- proceed with one of the road names put forward by those who responded to the request for suggestions,
- maintain the status quo and leave the road name as-is as “D-38 Road”.

RECOMMENDATION

Staff is recommending that the Committee consider the following motion:

The Committee recommends that Municipal Council renames D-38 Road to Sears Ross Drive.

July 18, 2022

Dear Property Owner

The Municipality is looking at whether there is an interest in renaming D38 Road and is reaching out to get your feedback on whether you would like to see this roadway renamed, and if so, what ideas you have for a new road name. One name that has been put forward for consideration is Pit Row, in recognition of the number of mechanics that operate in the area.

Any suggestions for a possible new road name would require agreement of a majority of the property owners on the roadway and would need to follow the road naming standards and guidelines of the Municipality's Road Naming Policy. A copy of the road naming standards is enclosed for your information.

Please send any feedback that you have on this matter, including any road name suggestions or any questions that you have about road names, to beth.schumacher@antigonishcounty.ns.ca by September 1, 2022.

Sincerely,

Beth Schumacher, MCIP LPP
Deputy Municipal Clerk

August 17, 2023

Dear Property Owner

A year ago, the Municipality sent out a letter to you to request your suggestions for a new name for the current “D-38” road name. I would like to thank all of you who reached out to share your ideas.

Upon reviewing the feedback regarding the road name and vetting any proposed names with the Civic Addressing Coordinator to ensure that they met the road naming criteria, the road name of **Sears Ross Drive** is proposed to be put forward for Council’s consideration.

This proposed road name captures the sentiment expressed by many who submitted suggestions to recognize the Sears family and the history of Sears Eastern Auto at the end of the roadway, as well as recognizing the Ross family, who donated the land for the Antigonish County Fire Department at the other end of the roadway.

Staff are in the process of preparing a report to the Committee of the Whole for their consideration at their meeting on September 12, 2023. If you have any further questions about this proposal, please feel free to reach out to me at beth.schumacher@antigonishcounty.ca.

Sincerely,

Beth Schumacher LPP, MCIP
Deputy Municipal Clerk

MEMO FOR INFORMATION

TO: Committee of the Whole
FROM: GLENN HORNE, CAO
SUBJECT: SEPTEMBER 2023 STAFF REPORT
DATE: 12/09/2023

ADMINISTRATION DEPARTMENT

- ICIP- Net Zero for Community Buildings- Final heat pumps are being installed, 85% of lights are complete. Solar supplies are on order and work on the renewable component will be planned for August. Detailed update will be emailed to Council at Asset Management end of September. Project is on schedule for completion by early 2024.
- EMP & Generator- light retrofits of municipal buildings as outlined in our Energy Management Plan are ongoing. Overhaul of electrical upgrade and generator installation is just waiting on the arrival of the generator later this month. Once here it will be installed and connected. There will be a short disruption of power as NSPI completes a switchover.
- Solar on site- Solar Field at municipal office is up and running. Solar report will be facilitated this winter.
- Mural Projects
 - District 4 - Working with School board to identify a space at the schools on Appleseed for installation. Exploring use of Canada Day art as mural, the original is on display in lobby.
 - District 7 - Heatherton and Area Community Centre are working on their mural plan and draft. Awaiting a new schedule from the community group.
- Occupational Health and Safety & Wellness- Committee met on Sept 6th, only incident reported includes 2 false medical alerts through the alarm system, no accidents to report. Ongoing monitoring and inspections planned. Next meeting is scheduled for Oct 04, and 2nd annual Safety Day is booked for November 22nd.
- Diversity, Inclusion and Reconciliation - Working with Manager at Paqtnkek to complete list of Mi'kmaq place names to be added to provincial signage in our community. Every Child Matters t-shirts are in for all staff and Council for this month. Requesting all staff

and Council to wear their t-shirts at AM and COW Sept 26th and on Friday Sept 29th & 30th in recognition of Every Child Matters and National Day of Truth and Reconciliation.

- Accessibility
 - Tender for Accessible Washroom will be released in coming weeks, plan includes bringing recommendation to Council in Oct and have the work completed late Fall early Winter.
 - Accessibility committee meeting planned for Oct – date to be determined. Information from provincial accessibility directorate regarding built environment review was distributed to all staff and Council. Main actions include an completion of Accessibility Plan report card and 3 year plan for what is next.
 - Antigonish Chamber of Commerce and the Accessibility Directorate are hosting a lunch session on the Accessibility Act, Built Environment and Responsibility of local businesses on September 25th at the Peoples Place in the Community Room. The Town and County will be in attendance to support the presentation and answer questions/ share our accessibility plans. Councillors are welcome to attend, and the invitation will be distributed once available.
- A \$1.9M application to the Housing Accelerator Fund has been submitted, centering on the following eight initiatives: Asset Management Planning, Modernization of the Permitting Process, Source Water Planning & Protection, Active Transportation, Resident Improvements Bylaw, Accessory Dwellings, Community Transit and Non-Profit Affordable Housing Grants. Information on the application has been shared with councillors, MLAs and MPs. CMHC is assessing applications now.
- The County was successful in its \$25,000 application to the Beautification and Streetscaping Program for the Antigonish Court House Beautification Project.
- The County was not successful with the \$150,000 application to the Provincial Capital Assistance Program for the Trunk 7 Roundabout Water & Sewer Relocation project, as requests for funding were significantly greater than the available budget.
- Town and County CAOs have signed the MOU with the Heatherton Community Centre to designate it as our first regional Emergency Shelter. The associated contributions to the facility for back-up power have also been made.
- Municipal and EDPC staff have completed another review of the proposed Municipal Planning Strategy & Land-Use Bylaw for Districts 1 & 3. This has followed two rounds of

public consultation. Local surveyors, engineers and others engaged in development planning will be consulted before the draft document is provided to the PAC.

- Staff have discussed and participated in multiple consultation sessions concerning the proposed changes to the Provincial-Municipal service Exchange Agreement throughout the month of August.
- The Emergency Management Team has participated in regular preparedness and tabletop exercises.
- EMC Blaise MacDonald and CAO Glenn Horne have participated in discussions and training related to the provincial emergency alert system.

FINANCE DEPARTMENT

- Brenda MacDonald was the successful applicant to the Reception and Administrative Support position application and started on September 5th.
- Provincial financial reporting is a work in progress.
- In August the first round of reminder notices for the 2023-24 tax season. Included with some of those notices was a special tax sale warning letter to let those residents know that they are in position for tax sale once the process formally starts.

RECREATION DEPARTMENT

- Canada Day – Canada Day was a success again this year, all of our staff and volunteers did a wonderful job, and everyone had a great day!
- Summer Day Camp – Our camps had record breaking numbers this summer with all of our day camps at capacity. We heard lots of great feedback from the public on how wonderful our staff were this year.
- Sport Hub – Working closely with Sport Hub to move our Facility bookings (St. Andrew Junior School and East Antigonish Education Centre/Academy) online. So groups are able to go online and see what times/spaces are available and they will be able to request times right on the Sport Hub website. This is ongoing with improvements made to the site daily to get it to where we want it to be.
- Construction of phase 1 & 2 of the Antigonish AT Corridor is ongoing and will continue until late fall. This phase of the project includes the re-purposing of Trunk 4 add a multi-use active transportation path extending from Spruce Lane to Church St. It also includes the realignment of the James St./Trunk 4 intersection and the installation of a roundabout at the West St./Trunk 4 intersection.
- Make Your Move Antigonish (MYMA)
 - Our Project Navigator, Melissa Delorey, has finished her position and is off to Med School

- We have advertised to replace and have just finished interviews with the hope to hire within a week or two.
 - MYMA is also looking to hire a Communications Assistant through the Coop Student Program and have applied for subsidy through the provincial grant program.
 - We are gathering baseline data from our community to support the MYMA initiative and are currently looking for residents 45+ to participate in a fall evaluation program.
- The Free Recreation Transit for August project has finished up and overall, it was a great success for a pilot start.

PUBLIC WORKS

- Work is ongoing on the St. Joseph's Waterline Extension and Highway 337 Waterline Extension.
- Over the summer, Ian Landry submitted his resignation. Curtis Chisholm was the successful candidate to the posting to fill that driver position and started on August 28th.

Antigonish County**Building Permits (January 1 - July 31)**

	Permits		Value	
	2023	2022	2023	2022
Residential				
New	24	38	\$ 11,866,300	\$ 15,496,394
Mobile Homes	13	22	2,330,211	3,997,650
Additions, Alterations and Renovations	24	26	2,339,648	2,200,116
Garages and Accessory Buildings	33	34	1,037,975	1,337,400
Multiple Units	1	17	9,433,000	6,361,500
	95	137	\$ 27,007,134	\$ 29,393,060
Agricultural, Commercial or Industrial				
Agricultural	1	7	\$ 100,000	\$ 958,285
Commercial	14	7	2,762,144	1,157,250
Industrial	0	0	-	-
	15	14	\$ 2,862,144	\$ 2,115,535
Institutional Buildings				
New	0	0	\$ -	\$ -
Additions and Alterations	0	0	-	-
	0	0	\$ -	\$ -
Other	14	2	\$ 305,111	\$ 1,200
Total	124	153	\$ 30,174,389	\$ 31,509,795



Antigonish RCMP Monthly Report for June 2023

Occurrence and Crime Reporting- Calls for Service

Type of file	Town	County	Paqtnkek	Totals
Crime against Person	12	15	1	28
Crime against Property	26	36	1	63
Impaired Driving	4	6	2	12
Traffic Collisions	12	11	0	23
Traffic Complaints	28	68	1	97
Drug Complaints	2	0	0	2
Other Municipal	4	4	0	8
Mental Health/Wellness	4	7	3	14
Other Criminal Code	19	6	1	26
Assist Other Gov't Agency	7	1	2	10
Crime Prevention	3	8	0	11

Antigonish detachment members responded to a total of 455 calls for service during the month of June including the categories noted above.

Notable Events

Antigonish RCMP participated in the Pride Parade this month, assisted with security detail for the Atlantic Economic Summit and the visit by Prime Minister Trudeau. The Antigonish detachment hosted a luncheon for local veterans who visited and traded challenge coins with members. Cst Kavanaugh was honored to present the Heidi Stevenson Bursary to a local student.

Community Policing/School Resource Officer

CPO Activity – Cst. Pelly attended a meeting at RCMP Headquarters to discuss her involvement in becoming a presenter on the RCMP African Nova Scotian Course. She attended St. Andrew Junior School and completed a Code Blue Lockdown Drill for 350 students and she was accompanied by Cst. Wallace - congratulated all classes on a great job.

She was required in Antigonish Provincial Court for a trial. She worked on safety planning with a partner agency for a high-risk domestic file.

She attended Dr. JH Gillis Regional High School and completed safety planning with a student and the administration. She also attended a meeting for a presentation on “Highest Risk Table” on domestic violence. She was at Dr. JH Gillis Regional High School to complete follow up with

students after an incident and completed a well-being check on a student that had not been attending school and had not been heard from.

During the latter part of the month Cst Pelly attended St. Andrews Consolidated and Children's Place Day Care for a "Fun with Police" event. This was done in conjunction with PDS and included a safety and demonstration of Police dog Jay's skills.

Cst Pelly also attended East Antigonish Education Centre for a "Fun with Police" event. Over 90 kids came to Tracadie Fire Hall to learn about Emergency Vehicles. She also attended the annual general meeting for Naomi Society. Worked at the Dr. JH Gillis Regional High School to assist general duty in attempting to find leads on property damage file from Elementary School.

Cst Pelly was utilized as security/ visibility during the visit from the Prime Minister and she facilitated some of her students being able to get a selfie with the Prime Minister.

Impaired Driving Charges

On June 5th, 2023 at approximately 11:45 am RCMP received a report of a possible impaired driver leaving the NSLC in Antigonish. Vehicle description was provided as well as the NS licence plate. Antigonish RCMP located vehicle on Highway 4 near Lower South River. Police noted signs of impairment and subsequently made an ASD demand which resulted in a "FAIL". The 52-year-old male driver was transported to Antigonish Detachment and provided samples of 100mg% and 100mg%.

On June 10th at approximately 11:00 pm following a traffic Stop Highway 4 Antigonish, RCMP noted the 19-year-old driver to be exhibiting signs of impairment and the passenger hiding open can of Berry Blast Smirnoff under seat. Driver was given the ASD Demand - Sample obtained – resulted in a "FAIL", arrested Breath Demand - 2 Samples obtained 100mg% and 90mg%.

On June 18th at approximately 6:30 pm RCMP were called to a possible impaired driver at Canadian Tire Gas Bar. RCMP members located the suspected driver and noted signs of impairment. ASD demand read, the test produced a "FAIL" and the 57-year-old male driver was arrested for impaired. Two samples given at Detachment, both results were 110mg%. the driver was released on paperwork for court date 2023/08/09.

Traffic Enforcement

June's traffic safety focus was on aggressive driving and speeding. In conjunction with the local traffic unit members had over 129 traffic stops and 38 violation tickets were issued for speeding violations.

Human Resources

Cst Justin Greene from Sherbrooke is slated to transfer to the Antigonish District to fill one of the three current vacant positions.

1 Soft vacancy – Maternity leave.



Cpl Rob Kavanaugh presenting the Heidi Stevenson Award.



Cst Pelly facilitated a selfie with the Prime Minister

Veterans Luncheon.

