

HOLLAND MARSH DRAINAGE SYSTEM JOINT MUNICIPAL SERVICES BOARD



MINUTES

MEETING DATE: Monday, December 13, 2010

TIME: 12:00 p.m.

LOCATION: 100 Dissette Street, Unit #1, Bradford, ON

ATTENDANCE RECORD:

MEMBERS PRESENT: John McCallum, Past Councilor – BWG
Jack Rupke, Past Councilor – TOK
William Eek, Appointee
Dan Sopuch, Appointee
George Hoving, Appointee
Brian Visser, Appointee

REGRETS: Doug White, Mayor – BWG
Margaret Black, Mayor – TOK
Jim Verkaik, Member-at-large

STAFF PRESENT: Frank Jonkman, Drainage Superintendent
Sarah Murray, Secretary
Jay Currier, CAO – BWG
Nathalie Carrier, Deputy Treasurer – BWG
Rob Flindall, Dir Engineering – TOK
Michael Brinkos, Assistant to the Dr. Supt.

REGRETS: Scott Somerville, CAO – TOK
Chris Somerville, Clerk – TOK

OTHERS:

HOLLAND MARSH DRAINAGE SYSTEM JOINT MUNICIPAL SERVICES BOARD

1.	<u>Call to Order</u>	<i>John McCallum</i>
1.1	HM-2010-084 Moved by: B. Eek Seconded by: D. Sopuch "That this meeting of the Holland Marsh Drainage System Joint Municipal Services Board come to order at 12:29 p.m." CARRIED.	
2.	<u>Declaration of Pecuniary Interest</u>	<i>John McCallum</i>
2.1	Chairman McCallum reminded Members of the Board of the Municipal Conflict of Interest legislation and requirements thereunder.	
3.	<u>Approval of Agenda / Changes</u>	<i>John McCallum</i>
	Chairman McCallum asked if there were any errors or omissions to the Agenda and there were none.	
3.1	HM-2010-085 Moved by: B. Visser Seconded by: G. Hoving "That the Board approve the Agenda, dated Monday, December 13, 2010, as printed and circulated." CARRIED.	
4.	<u>Adoption of Board Minutes</u>	<i>John McCallum</i>
4.1	Chairman McCallum asked if there were any errors or omissions to the Minutes and there were none HM-2010-086 Moved by: D. Sopuch Seconded by: B. Eek "That the Minutes of the Holland Marsh Drainage System Joint Municipal Services Board meeting held on Tuesday, November 30, 2010, be approved, as printed and circulated." CARRIED.	
5.	<u>Comments by the Chairman</u> Chairman McCallum began by wishing all members and staff in attendance a happy and safe holiday with family and friends. The Chairman also took this opportunity to advise members and staff of the Board's office hours over the holiday period. The	<i>John McCallum</i>

office is scheduled to be closed from December 27 and will reopen as usual on January 4, 2011. Staff will be unavailable during this time.

6. **Presentations / Deputations**

7. **Correspondence**

8. **New Business**

The Town of BWG's Deputy Treasurer began by circulating and explaining the Board's 2011 Draft Budget.

Nathalie Carrier

It was noted by the Deputy Treasurer that the annual levy remains at \$26/acre. However, the Deputy Treasurer pointed out that in 2010 the actual expenditures incurred to maintain the system were much less than this figure.

The Deputy Treasurer also confirmed for the Board that as in the past, any surplus gained as a result of the annual maintenance levy recovered each year would carry over to cover the cost of capital projects, including the Holland Marsh Drainage System Canal Improvement Project.

A resolution was then drafted to approve the 2011 Draft Budget and Business Plan.

HM-2010-087

Moved by: G. Hoving

Seconded by: B. Visser

"That the DRAFT 2011 Business Plan and Budget for the Holland Marsh Drainage System Joint Municipal Services Board, be approved as printed and circulated;

AND THAT the Board recommends to the Councils for the Town of BWG and the Township of King that the approved 2011 Business Plan and Budget for the Holland Marsh Drainage System Joint Municipal Services Board be approved and the business of the Board for 2011, be carried out as planned."
CARRIED.

9. **Future Meeting Schedule**

No future meeting date set, to be scheduled at the call of the Chair.

10. **Adjournment**

10.1 **HM-2010-088**

Moved by: B. Eek

Seconded by: D. Sopuch

John McCallum

HOLLAND MARSH DRAINAGE SYSTEM JOINT MUNICIPAL SERVICES BOARD

"That this meeting of the Holland Marsh Drainage System Joint
Municipal Services Board adjourn at 12:50 p.m."
CARRIED.

Sarah Murray, Secretary

John McCallum, Chairman



Holland Marsh Drainage System Joint Municipal Services Board

2011 Business Plan



1. INTRODUCTION

The Holland Marsh Drainage System Joint Municipal Services Board (the Board) has been in existence since late 2007. It was established by the Town of Bradford West Gwillimbury (BWG) and the Township of King (TOK), and was created under the Municipal Act to perform specific functions and undertake prescribed works. Both municipalities passed bylaws to enter into a formal agreement for the creation of the Board.

The Board was created as a corporate entity separate from the two municipalities and has been delegated the duty of assuming the municipalities' responsibilities as they relate to the Holland Marsh, under the Drainage Act R.S.O. 1990. This Board operates concurrently with the term of Council and accordingly, is embarking on a new term of office.

In accordance with the formal agreement entered into by the two municipalities, the Board is required to obtain the approval from BWG and TOK Councils for its annual business plan. This agreement entered into by the two municipalities provides that once its business plan is approved, the board may proceed to implement the plan without further reference to the two municipal councils provided that it continues its work in accordance with the approved annual business plan.

This document is thus being prepared for submission to the two municipalities along with a request from the Board that approval be granted for the plan so that the business of the Board can be executed.

The business plan is set out in five parts (in addition to this introduction) plus appendices. Part 2 is a summary of the objectives and total costs proposed in this business plan. Part 3 is a brief summary of the Board's accomplishments in 2010. Part 4 addresses the governance and administrative components of the plan while Part 5 describes the operating components of the plan. Part 6 describes the capital projects and investments. One appendix is provided. Appendix "1" contains details of the proposed expenditures and revenues for 2011.

2. SUMMARY OF 2011 PLANNED ACTIVITIES

The following is a summary of the activities planned by the Board in 2011.

The Board intends to replace the sluice gate located on the Main Drain/Holland River along Davis Road. This is one of two sluice gates located in the drainage system that are required to meter and regulate the drain levels for the purposes of irrigation and dredging operations.. This particular sluice gate is used to regulate the flow / level of water in the Main Drain/Holland River in the area between Davis Road and River/Rupke Road. This gate system was originally implemented in or around 1982 and there has been *no known maintenance performed on it to-date*. The existing gate has failed resulting in the inability to properly manage the Main Drain/Holland River levels. The Board intends to replace this piece of infrastructure in 2011.

The Zweep Inlet located at South Canal Bank Road which regulates the water level in the Holland River / Main Drain is in need of replacement as well. The Zweep Inlet is one of three structures that allow water to be introduced back into the Main Drain/Holland River for the purposes of irrigation and level management. The valve has failed and is unserviceable to how the original structure was built and where the mechanism is located. Furthermore, the culvert that is situate through the road is collapsing and will need to be replaced. In the interim the system has been decommissioned and is not currently in service. At the time of replacement, the structure will be located away from its present location which is encroaching on the

road allowance, closer to the canal edge facilitating better access for the purposes of maintenance and issues related to life safety.

Some *safety upgrades remain to be undertaken in 2011*, which are required for the Pumphouses. This includes the installation of needed work platforms and required guard and hand rails at the Professor Day, Peterman and Art Janse Pumphouses.

The Bardawill Pumphouse experienced a pump failure in 2009. This is a 20 hp electric pump which is used to supplement the main 40 hp pump and has not been considered a critical failure. The pump has not been repaired yet due to its secondary use and the work involved. Therefore, the Board anticipates the removal of the 20 hp pump and sending it off to be assessed for repair in 2011.

The Charlie Davis Pumphouse requires *floor repairs for safety reasons* and will also undergo the installation of a containment system under the diesel pump in order to minimize contamination to the Main Drain/Holland River in the advent of a fuel or oil spill. These works were planned for 2010 however; other items took priority so this remains to be an outstanding repair.

In addition to the annual maintenance activities planned for 2011, there is also the completion of the first phase of the Holland Marsh Drainage System Canal Improvement Project (Project), Contract 10.1A.1, discussed in more detail later in this document.

GOVERNANCE / ADMINISTRATION

The Board continues to fine tune its governance and administration; by addressing and improving current health and safety policies and procedures. This includes safe operating procedures for the heavy equipment (dredger, barge, and excavator) as well as administrative policies and procedures.

As this Board operates concurrently with the council term, new board member appointees will be provided an orientation session on the role and mandate of this Board.

MAINTENANCE AND OPERATIONS

The pumping stations, main drain and perimeter canal system are maintained on an ongoing basis.

Perimeter Canal Maintenance / Debris Removal

Main Drain Maintenance (main internal drain channel)

Maintenance and operations of five Pumping Stations

There are approximately 48 drains inside the Holland Marsh drainage scheme. The Board has established for some time now, a rotational cycle of maintenance for these

internal drains. Accordingly, the following drain maintenance works and operating activities are planned for 2011.

Bylaw 2001-161

King Interior Drain 10 Maintenance

King Interior Drain 10(A) Maintenance

King Interior Drain 10(B) Maintenance

King Interior Drain 10 (C) Maintenance

King Interior Drain 10(D) Maintenance

Bylaw 2000-118

King Interior Drain 11 Maintenance

King Interior Drain 11(A) Maintenance

King Interior Drain 11(B) Maintenance

King Interior Drain 11(C) Maintenance

King Interior Drain 11(C1) Maintenance

King Interior Drain 11(D) Maintenance[[

King Interior Drain 11(E) Maintenance

Bylaw 2000-150

King Interior Drain 12 Maintenance

King Interior Drain 12(A) Maintenance

King Interior Drain 12(B) Maintenance

King Interior Drain 12(C) Maintenance

King Interior Drain 12(D) Maintenance

CAPITAL WORKS

HOLLAND MARSH DRAINAGE SYSTEM CANAL IMPROVEMENT PROJECT

The Holland Marsh Drainage System Canal Improvement Project received approval to commence the drainage improvement works in March of 2010 and in June; Contract 10.1A.1 was awarded. This contract is still in progress and is expected to be completed in the winter of 2011.

The second phase of this capital project will continue in 2012 and this includes approximately 10 kilometers of full canal relocation, with and/or without a berm depending on the location, and a bottom cleanout for a 2 kilometer stretch that is adjacent to the Bradford Small Scheme.

It is also the intent of the Board to begin the tendering process for the restoration work associated with Contract 10.1A.A during the summer of 2011. Better than expected conditions in some construction areas have led to the possibility of awarding this work earlier than anticipated.

3. SUMMARY OF EVENTS

2010 - RECAP

- In March of 2010, the Ontario Drainage Tribunal issued its Decision on appeals relating to the Project. Accordingly, the Town of Bradford West Gwillimbury adopted the provisional By-Law No. 2009-042 on March 23, 2010, authorizing the works to go ahead. The tendering phase of the Project under Contract 10.1A.1 was carried out, and commencement of work took place in quick succession.
- The Board initiated a prequalification process for the tendering of the first phase of the Project work, and determined the best practice was to invite qualified contractors to bid once the Tender call opened on May 10, 2010. The Board made the decision to award the Tender on June 9, 2010 to the lowest bidder and construction began for Contract 10.1A.1 on July 1, 2010.
- As part of the HMDSCIP (current and future contracts for the Project) electro fishing, water sampling and temporary irrigation work is required during the course of the work involved. These costs have been estimated by the engineer and are documented in the Report to be \$476,820, \$90,000 and \$525,500 respectively. However, the Board has successfully endeavored to take this work on in-house. As a result of this decision, the Board has been able to reduce these costs which are now estimated at \$150,000, \$60,000 and \$120,000 respectively.

This in-house endeavour has the potential to reduce these costs by approximately \$750,000 over the duration of the Project.

- The tender call for reconstruction of the Jane Street Bridge located in TOK was made during the fall of 2010. The lowest tender received was under the budgeted amount for then bridge replacement. The contract for the bridge replacement was awarded in late 2010. The Board continues to be involved for the purposes of coordination for the canal project only.
- In relation to the commencement of the first Project Contract, a Project Launch was hosted by the Board at Cardinal Golf Club on August 23, 2010 in which the venue at no cost. Organizations that were pivotal in bringing the issue of drainage in the Holland Marsh forward were invited to partake in a guided tour of the Holland Marsh. Those invited included MP's, MPP's, Ministerial staff, local councils, authorities and local government staff. Media groups were in attendance to document the event as well. This event provided the Board with an opportunity to acknowledge the efforts of said organizations to-date as well as continue to educate going forward.
- The Board hired a summer student to undertake the *amalgamation of 30± years worth of drainage related files*. These files needed to be incorporated into the Town of BWG Record Management and Retention Policy. The summer student

was also helpful in maintaining the Board's website as well as assisting the Drainage Superintendent with a variety of tasks that were Project related.

- Discussions concerning the Dufferin Street and the Graham Sideroad Bridge replacements located in TOK are currently underway.
- BWG Engineering Services advertised for an RFP regarding the 5 Sideroad and 5th Line municipal structures requiring replacement as part of the Project. The Ainley Group has been retained by BWG for the design and construction services related to these two structures. The Board is involved for the purposes of coordination for the canal project only and one BWG Bridge is anticipated to commence construction in 2011.
- The dredger, which is used to clean the Main Drain/Holland River, underwent some extensive maintenance work in 2010. This work included sandblasting the exterior of the machine and applying a coat of environmentally safe epoxy paint. This work was required to protect and extend the service life of the equipment.
- *Safety upgrades* to the dredger were also implemented in 2010. Such measures included work platforms in the vicinity of the discharge tubes. Handrails were painted an alternate colour to the body to easily identify same. Boom supports were temporarily removed to replace the faulty steel chains with galvanized, aircraft cable.

- *Environmental upgrades* were also performed which included the identification and replacement of faulty hydraulic lines and a faulty cylinder. Solar panels were installed for charging the batteries which are used in starting the diesel engine. This work was required to ensure the machine remains environmentally sound for continued use in the Main Drain/Holland River.
- The Art Janse Pumping Station underwent duty pump and flap gate repairs as well as the installation of handrails on the catwalks on the exterior of the building. Emergency disconnects were installed at the point of operation to enable quicker response times and therefore avoiding debris blocking up and potentially damaging the trash rack and trash conveyor.
- Surface repairs were carried out on a number of pumphouse buildings including replacement of a swollen wooden door at the Peterman Pumphouse with a steel door.
- The Professor Day Pumphouse experienced what can only be explained as a strike of lightning which damaged the pump and some related electrical components. The pump was removed and repaired. This is considered a *critical failure* as the back-up pump located in the Peterman Pumphouse does not have the ability to provide for sufficient capacity in the case of a regional storm event.

- As a result of the repairs to the Professor Day Pumphouse, and in order for the structure and pump to meet current electrical code requirements, certain upgrades were undertaken and later approved by the Electrical Safety Authority. *The Board is now participating in the Electrical Safety Authority's Continuous Safety Services ("CSS")* program. The Town's Electrician recommended and initiated the Board's participation. The Town's CSS agreement was amended to include these sites as of November 2010, to the agreement will be renewed in April of 2011.
- The Lake Simcoe Region Conservation Authority, with the supervision of the Drainage Superintendent undertook a pilot Phoslock[®] application in a contained area in the south perimeter canal system in an effort to target phosphorous loading in the Holland Marsh. Phoslock[®] is being applied to contained areas in the existing canal on the south side which are ultimately capped with excavated material from the newly dug canal. Applicable safe operating procedures are being adhered to as mandated by the Ministry of Environment during the course of this application process.
- Barge tours were provided during BWG and King's annual SoupFest event. The tours took place all day and were very well received by the participants. This effort allowed the Board to further educate local residents and others affected by the work. Furthermore, these tours resulted in other groups approaching the

Board for similar excursions. However, no further tours have been scheduled at this point.

- The restoration area at Interval One underwent a second phase of plantings. Trees and shrubs which did not survive the initial planting of 2009 were replaced and this was again collaborative with and funded by the South Simcoe Streams Network.
- Several tours of the Holland Marsh have been provided to various ministries and organizations including OMAFRA, MOE and the LSRCA.
- There have been minimal issues raised regarding the project. However, as needed the Board continues to address resident concerns in relation to the project, whether these issues concern access to irrigation works, road closures/disruptions and/or general impact of canal construction to local residents, etc.
- With the Project going on simultaneously with annual maintenance of the drainage system, the Board decided to hire an assistant to the Drainage Superintendent in carrying out these works. This hire is considered by the Board as essential to the smooth operation of each. Therefore, during the fall of 2010, the Board hired a full time Assistant to the Drainage Superintendent.

4. GOVERNANCE / ADMINISTRATION

The Board is now preparing to embark on a new term of office for 2011 and continues to take steps to normalize its business practices, including the transfer of financial responsibilities to the Town of BWG Finance Department, setting operating policies and procedures in terms of heavy equipment processes as well as establishing adequate health and safety protocols in relation to the administration and maintenance portion of the Holland Marsh Drainage System.

Initial round numbers place the annual operating costs for the governance of the Board at approximately \$165,000. Forecasted expenditures which remain highly predictable include board per diems, office rental, utilities, and supplies, among other governance items. There are budget items which have increased from 2010 and this includes employee salaries and benefits, including salaries for the finance department's involvement.

The Board foresees the governance portion of the budget to be predictably refined at this point. The costs which are included in the business plan for 2011 for the governance of the Board are contributed to evenly from the general revenues of BWG and TOK.

Since the legislative requirements, required to embark on the Project under the Drainage Act have been fulfilled, and the Project is fully underway, the forecasted

budget for this capital works is the only item which may require further refinement in the foreseeable future. However, the engineer's report for the Project includes a very detailed summary and estimate of costs for the improvement. For this reason, the Board is of the opinion that forecasting is not likely to be an issue in future budgeting of the Project.

5. MAINTENANCE AND OPERATIONS

Numerous drain maintenance activities are carried out each year, on a scheduled rotational basis within the Holland Marsh; with the objective being to keep the drainage system functioning in the manner prescribed by the original engineer's report for the Holland Marsh Scheme adopted in 1924. The works generally consists of sediment excavation, shaping of stream banks, removal of trees and debris, etc. throughout the internal drain system as well as the main drain, pumping station activities and perimeter channels.

In regards to the pumping activities there are five pumping stations in operation throughout the Holland Marsh. These five stations work to control the water levels inside the Holland Marsh by pumping water out in times of spring runoff and heavy rainfall. Three of the stations also can be utilized to, increase water levels from the perimeter canals when water levels inside the Holland Marsh are too low to provide adequate irrigation for crops.

There is also technical maintenance work carried out which is performed under the supervision of the Drainage Superintendent. The annual salary and operating expenses for the Drainage Superintendent are funded as part of the Holland Marsh's yearly planned maintenance and operations activities which is funded through the ADIP (Agricultural Drainage Improvement Program) program administered by OMAFRA.

The following is a list of the drain maintenance and operating activities which are planned for 2011.

Perimeter Canal Maintenance / Debris Removal

Main Drain Maintenance (main internal drain channel)

Maintenance and operations of five Pumping Stations

Bylaw 2001-161

King Interior Drain 10 Maintenance

King Interior Drain 10(A) Maintenance

King Interior Drain 10(B) Maintenance

King Interior Drain 10 (C) Maintenance

King Interior Drain 10(D) Maintenance

Bylaw 2000-118

King Interior Drain 11 Maintenance

King Interior Drain 11(A) Maintenance

King Interior Drain 11(B) Maintenance

King Interior Drain 11(C) Maintenance

King Interior Drain 11(C1) Maintenance

King Interior Drain 11(D) Maintenance

King Interior Drain 11(E) Maintenance

Bylaw 2000-150

King Interior Drain 12 Maintenance

King Interior Drain 12(A) Maintenance

King Interior Drain 12(B) Maintenance

King Interior Drain 12(C) Maintenance

King Interior Drain 12(D) Maintenance

Annual maintenance and operating costs for 2011 are estimated at \$134,935. Revenue tallying this amount is derived from OMAFRA grants, landowner and municipal contributions.

6. CAPITAL WORKS

The following capital works are proposed for 2011.

HOLLAND MARSH DRAINAGE SYSTEM CANAL IMPROVEMENT PROJECT

The project has now been underway since July of 2010. The work under this contract consists of excavation and relocation of the present canals to a new alignment immediately adjacent to the existing canals in some areas and bottom cleanout in other areas. The subject area includes from Highway 9 (Davis Drive West) to Graham Sideroad along the South Canal and Highway 9 to Highway 400 bridge structure along the North Canal. This contract is expected to reach completion in December of 2011. The cost of this contract awarded is for a value of \$ 3,375,712.20.

Despite the Municipal Infrastructure Investment Initiative, a grant issued for \$10.2 million which has alleviated a large portion of the financial burden from landowner and municipal contributions there continues to be some hurdles as the costs estimated for the project have been anticipated by the engineer at approximately \$26,385,640.

An additional source of financial assistance comes from the Ministry of Agriculture, Food and Rural Affairs which administers the Farm Property Class Taxation Rate Program. Under the program, farm properties meeting the eligibility requirements of

OMAFRA qualify for the for a 33 percent grant on the construction costs associated with the Project, as well as the annual maintenance costs. However, this grant is only available to properties carrying out agricultural businesses. This Board continues to inform residents, eligible and otherwise, of the potential savings available to them through this grant program. This grant opportunity also affects those assessed or the annual maintenance and operational costs of the Drainage System.

The Board plans to manage the following issues as its top priority and accordingly 2011 will require:

- A continued effort to acquire additional financial support for the Project similar to the success story of the Board's previous partnerships with the South Simcoe Stream Network, the Lake Simcoe Region Conservation Authority and local volunteer groups in relation to the collaborative tree planting efforts of 2009 at intervals 1 and 15..
- Other organizations with funding capacity have already been in contact with the Board office. The success of these endeavours is contingent on the timing aspect of the works proposed.
- A continued effort on fostering positive relationships formed with various ministries (MNR, MOE, LSRCA, DFO etc.) that have a direct correlation to the PROJECT.

In addition to this capital works project, there are two additional projects that will be required to be undertaken in 2011.

The Zweep Inlet

The Zweep Inlet has not been adequately maintained since installed in the 1980's. The inlet valve will be replaced with a maintenance free design and will cost an estimated \$25,000; this includes the material, and labour to install. These costs have been documented accordingly in the attached 2011 Budget, Appendix 1.

The 400 Sluice Gate

The 400 sluice gates require replacement and it is estimated that this will cost \$7,500, which includes the material, labour as well as a contingency. The repair is budgeted for accordingly in the attached 2011 Budget, Appendix 1.

Dated this _____ day of _____ 2010 Per:

Per:



John McCallum, Chair
Holland Marsh Drainage System
Joint Municipal Services Board

Jack Rupke, Vice-Chair
Holland Marsh Drainage System
Joint Municipal Services Board

**HOLLAND MARSH DRAINAGE SYSTEM JOINT MUNICIPAL SERVICE BOARD
2011 Draft Budget by Program/Activity**

	2010 Actual (unaudited)	2010 Budget	2011 Budget (Draft)	Variance 2010 Budget / 2011 Budget \$
HMDSJMSB BOARD				
Surplus / (Deficit)	-	-	-	-
Cost recovered	(165,000)	(165,000)	(165,000)	-
Wages & Benefits	83,414	80,000	80,000	-
Material & Supplies	52,209	85,000	85,000	-
Net Cost (Contribution)	(29,377)	-	-	(0)
DRAINAGE SUPERINTENDENT				
Surplus / (Deficit)	-	-	-	-
Cost recovered	-	(45,000)	(60,020)	15,020
Grants	-	(45,000)	(60,030)	15,030
Wages & Benefits	104,595	110,000	110,000	-
Material & Supplies	6,240	10,050	10,050	-
Net Cost (Contribution)	110,835	30,050	-	30,050
HOLLAND MARSH DRAINAGE SYSTEM				
Surplus / (Deficit)	-	-	-	-
Levies - (BWG & King)	(172,090)	(113,179)	(198,150)	84,971
Levies - (MTO & County)	(2,156)	(26,717)	(6,320)	(20,397)
Grants	-	(27,474)	(37,170)	9,696
Perimeter Canal Maintenance	6,726	16,000	16,000	-
Main Canal Maintenance	19,584	29,600	29,600	-
Pumping Station Operation	41,718	59,300	59,300	-
Equipment Operations	21,008	13,500	51,000	(37,500)
Net Cost (Contribution)	(85,210)	(48,970)	(85,740)	36,770
BWG Drains				
BWG Levies	(13,831)	(6,249)	(7,430)	1,181
Grants	-	(451)	(3,700)	3,249
Repair & Maintenance	7,353	6,700	11,130	(4,430)
Net Cost (Contribution)	(6,478)	-	-	-
King Drains				
King Levies	-	(5,092)	(7,110)	2,018
Grants	-	(2,508)	(3,530)	1,022
Repair & Maintenance	126	7,600	10,640	(3,040)
Net Cost (Contribution)	126	-	-	-
CAPITAL PROJECTS				
Debtenture	-	(108,500)	-	(108,500)
Other revenues	(505,988)	(550,000)	(632,000)	82,000
Grants	(1,190,784)	-	(2,568,140)	2,568,140
Canal Reconstruction - Construction	1,577,065	500,000	3,337,500	(2,837,500)
Canal Reconstruction - Engineering	18,321	140,000	-	140,000
Canal Reconstruction - Interest	44,995	18,500	-	18,500
Maintenance Equipment	-	18,920	-	18,920
Net Cost (Contribution)	(56,390)	18,920	137,360	(118,440)
SURPLUS / (DEFICIT)	(66,495)	-	51,620	(51,620)