2025

FRONTENAC

COUNTY OF FRONTENAC • ONTARIO

Asset Management Plan

This Asset Management Program was prepared by:

Empowering your organization through advanced
asset management, budgeting & GIS solutions

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Executive Summary

Introduction

Frontenac County's municipal infrastructure provides the foundation for the economic, social, and environmental health and growth of a community through the delivery of services. The goal of asset management is to balance delivering critical services in a cost-effective manner. This involves the development and implementation of asset management strategies and long-term financial planning.

This 2025 Asset Management Plan establishes new service level targets that align infrastructure performance and funding capacity, outlining the strategies and financial requirements to achieve them.

Key Findings

The overall replacement cost of the asset categories owned by Frontenac County totals $129.7 million; 81% of all assets analysed are in fair or better condition and assessed condition data was available for 80% of assets. For the remaining assets, assessed condition data was unavailable, and asset age was used to approximate condition – a data gap that persists in most municipalities. Generally, age misstates the true condition of assets, making assessments essential to accurate asset management planning, and a recurring recommendation.

The County has selected a Proposed Level of Service Scenario that sets new service level targets and applies 1.5% annual budget increases for the K&P Trail, Fairmount Home, Paramedic, and Administration assets, and 5% annual increases for Ambulance and Non-Ambulance Vehicles. This balanced approach strengthens financial sustainability while supporting key priorities such as timely ambulance replacements, reinvestment in aging infrastructure at Fairmount Home, and consistent funding for essential facilities, fleet, and staff training. These increases will be phased in over a 10-year period, aligning long-term financial planning with the County's new service objectives. In addition, an infrastructure backlog of $7.2 million remains, representing assets that have exceeded their estimated useful life. While not all require immediate replacement, targeted condition assessments will refine backlog estimates and help prioritize investments.

Recommendations

Risk frameworks and levels of service targets can then be used to prioritize projects and help select the right lifecycle intervention for the right asset at the right time – including replacement or full reconstruction. The County has

developed preliminary risk models which are integrated with its asset register. These models can produce risk matrices that classify assets based on their risk profiles.

Most municipalities in Ontario, and across Canada, continue to struggle with meeting infrastructure demands. This challenge was created over many decades and will take many years to overcome. To this end, several recommendations should be considered, including:

- Continuous and dedicated improvement to the County's infrastructure datasets, which form the foundation for all analysis, including financial projections and needs.
- Continuous refinements to the risk and lifecycle models as additional data becomes available. This will aid in prioritizing projects and creating more strategic long-term capital budgets.

The County has taken important steps in building its asset management program, including developing a more complete and accurate asset register – a substantial initiative. Continuous improvement to this inventory will be essential in maintaining momentum, supporting long-term financial planning, and delivering affordable service levels to the Frontenac County community.

Compliance

With the development of this AMP, Frontenac County has achieved compliance with July 1, 2025, requirements under O. Reg. 588/17. This includes requirements for proposed levels of service and inventory reporting for all asset categories.

About this Document

The Frontenac County Asset Management Plan was developed in accordance with Ontario Regulation 588/17 ("O. Reg 588/17"). It contains a comprehensive analysis of Frontenac County's infrastructure portfolio. This is a living document that should be updated regularly as additional asset and financial data becomes available.

Ontario Regulation 588/17

As part of the *Infrastructure for Jobs and Prosperity Act, 2015*, the Ontario government introduced Regulation 588/17 - Asset Management Planning for Municipal Infrastructure. Along with creating better performing organizations, more livable and sustainable communities, the regulation is a key, mandated driver of asset management planning and reporting. It places substantial emphasis on current and proposed levels of service and the lifecycle costs incurred in delivering them.

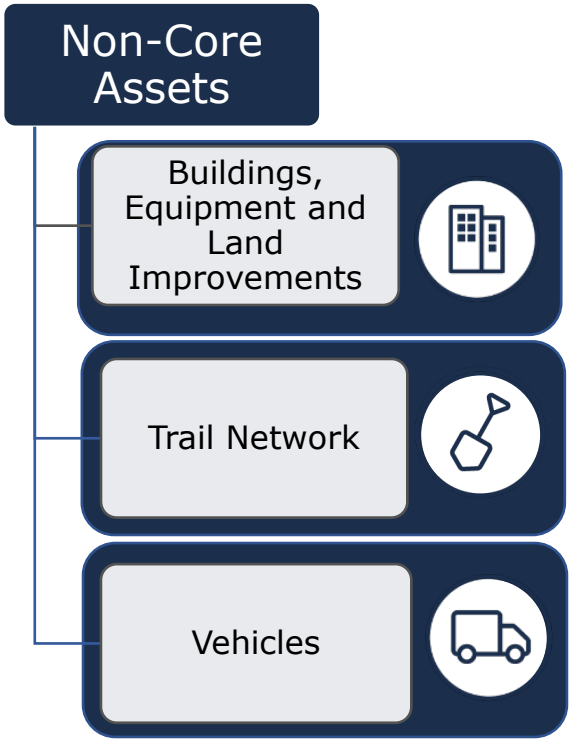
Table 1 Ontario Regulation 588/17 Requirements and Reporting Deadlines

Requirement	2019	2022	2024	2025
1. Asset Management Policy	●		●	
2. Asset Management Plans		●	●	●
State of infrastructure for core assets		●		
State of infrastructure for all assets			●	●
Current levels of service for core assets		●		
Current levels of service for all assets			●	
Proposed levels of service for all assets				●
Lifecycle costs associated with current levels of service		●	●	
Lifecycle costs associated with proposed levels of service				●
Growth impacts		●	●	●
Financial strategy				●

Scope

The scope of this document is to identify the current practices and strategies that are in place to manage public infrastructure and to make recommendations where they can be further refined. Through the implementation of sound asset management strategies, the County can ensure that public infrastructure is managed to support the sustainable delivery of municipal services.

The following asset categories are addressed in further sections:



Limitations and Constraints

The asset management program development required substantial effort by staff, it was developed based on best-available data, and is subject to the following broad limitations, constraints, and assumptions:

- The analysis is highly sensitive to several critical data fields, including an asset's estimated useful life, replacement cost, quantity, and in-service date. Inaccuracies or imprecisions in any of these fields can have substantial and cascading impacts on all reporting and analytics.
- User-defined and unit cost estimates, based typically on staff judgment, recent projects, or established through completion of technical studies, offer the most precise approximations of current replacement costs. When this isn't possible, historical costs incurred at the time of asset acquisition or construction can be inflated to present day. This approach, while sometimes necessary, can produce highly inaccurate estimates.
- In the absence of condition assessment data, age was used to estimate asset condition ratings. This approach can result in an over- or understatement of asset needs. As a result, financial requirements generated through this approach can differ from those produced by staff.
- The risk models are designed to support objective project prioritization and selection. However, in addition to the inherent limitations that all models face, they also require availability of important asset attribute data to ensure that asset risk ratings are valid, and assets are properly stratified within the risk matrix. Missing attribute data can misclassify assets.

These limitations have a direct impact on most of the analysis presented, including condition summaries, age profiles, long-term replacement and rehabilitation forecasts, and shorter term, 10-year forecasts that are generated from Citywide, the County's primary asset management system.

These challenges are quite common among municipalities and require long-term commitment and sustained effort by staff. As the County's asset management program evolves and advances, the quality of future AMPs and other core documents that support asset management will continue to increase.

An Overview of Asset Management

Municipalities are responsible for managing and maintaining a broad portfolio of infrastructure assets to deliver services to the community. The goal of asset management is to minimize the lifecycle costs of delivering infrastructure services, manage the associated risks; while maximizing the value and levels of service the community receives from the asset portfolio.

Lifecycle costs can span decades, requiring planning and foresight to ensure financial responsibility is spread equitably across generations. An asset management plan is critical to this planning, and an essential element of the broader asset management program. The industry-standard approach and sequence to developing a practical asset management program begins with a Strategic Plan, followed by an Asset Management Policy and an Asset Management Strategy, concluding with an Asset Management Plan (AMP).

This industry standard, defined by the Institute of Asset Management (IAM), emphasizes the alignment between the corporate strategic plan and various asset management documents. The strategic plan has a direct, and cascading impact on asset management planning and reporting.

Foundational Documents

In the municipal sector, 'asset management strategy' and 'asset management plan' are often used interchangeably. Other concepts such as 'asset management framework', 'asset management system', and 'strategic asset management plan' further add to the confusion; lack of consistency in the industry on the purpose and definition of these elements offers little clarity. To make a clear distinction between the policy, strategy, and the plan see the following sections for detailed descriptions of the document types.

Strategic Plan

The strategic plan has a direct, and cascading impact on asset management planning and reporting, making it a foundational element. At the beginning of each term of Council, Council holds strategic planning exercises and discussions to identify major initiatives and administrative improvements it wishes to achieve during its tenure. Staff then identify the scope, resources, timing & other logistical matters associated with proposed initiatives.

Asset Management Policy

An asset management policy represents a statement of the principles guiding the County's approach to asset management activities. It aligns with

the organization and provides clear direction to municipal staff on their roles and responsibilities.

Frontenac County adopted their asset management policy 2019-068 on June 19, 2019, in accordance with Ontario Regulation 588/17. The policy identifies the asset management vision is to proactively manage its assets to best serve the County's objectives, including:

- Provide a consistent framework for implementing asset management throughout the organization
- Provide transparency and accountability to its stakeholders with evidence based decision-making processes that align with strategic plans, budgets, service levels and risk management practices
- Prioritize the need for existing and future assets to effectively deliver services to the community and stakeholders
- Maintain prudent financial planning and decision-making
- Support sustainability and economic development

Asset Management Strategy

An asset management strategy outlines the translation of organizational objectives into asset management objectives and provides a strategic overview of the activities required to meet these objectives. It provides greater detail than the policy on how Frontenac County plans to achieve its asset management objectives through planned activities and decision-making criteria.

Asset Management Plan

The asset management plan is often identified as a key output within the strategy. The AMP has a sharp focus on the current state of the County's asset portfolio, and its approach to managing and funding individual service areas or asset groups. It is tactical in nature and provides a snapshot in time.

Key Technical Concepts

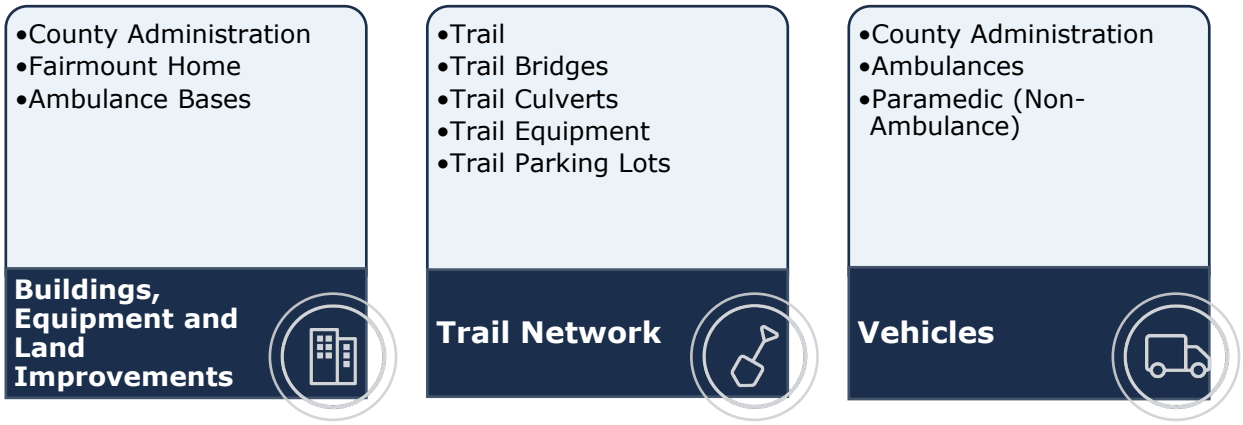
Effective asset management integrates several key components, including data management, lifecycle management, risk management, and levels of service. These concepts are applied throughout this asset management plan and are described below in greater detail.

Asset Hierarchy and Data Classification

Asset hierarchy illustrates the relationship between individual assets and their components, and a wider, more expansive network and system. How assets are grouped in a hierarchy structure can impact how data is

interpreted. Assets were structured to support meaningful, efficient reporting and analysis. Key category details are summarized at the asset segment level.

Figure 1 Asset Classifications



Replacement Costs

There are a range of methods to determine the replacement cost of an asset, and some are more accurate and reliable than others. The two methodologies are:

- User-Defined Cost and Cost/Unit: Based on costs provided by municipal staff which could include average costs from recent contracts; data from engineering reports and assessments; staff estimates based on knowledge and experience
- Cost Inflation/CPI Tables: Historical cost of the asset is inflated based on Consumer Price Index or Non-Residential Building Construction Price Index

User-defined costs based on reliable sources are a reasonably accurate and reliable way to determine asset replacement costs. Cost inflation is typically used in the absence of reliable replacement cost data. It is a reliable method for recently purchased and/or constructed assets where the total cost is reflective of the actual costs that the County incurred. As assets age, and new products and technologies become available, cost inflation becomes a less reliable method.

Estimated Useful Life and Service Life Remaining

The estimated useful life (EUL) of an asset is the period over which the County expects the asset to be available for use and remain in service before requiring replacement or disposal. The EUL for each asset was assigned according to the knowledge and expertise of municipal staff and supplemented by existing industry standards when necessary.

By using an asset's in-service date and its EUL, the County can determine the service life remaining (SLR) for each asset. Using condition data and the asset's SLR, the County can more accurately forecast when it will require replacement. The SLR is calculated as follows:

Figure 2: Service Life Remaining Calculation

Asset Condition

An incomplete or limited understanding of asset condition can mislead long-term planning and decision-making. Accurate and reliable condition data helps to prevent premature and costly rehabilitation or replacement and ensures that lifecycle activities occur at the right time to maximize asset value and useful life.

A condition assessment rating system provides a standardized descriptive framework that allows comparative benchmarking across the County's asset portfolio. The table below outlines the condition rating system used to determine asset condition. This rating system is aligned with the Canadian Core Public Infrastructure Survey which is used to develop the Canadian Infrastructure Report Card.

Figure 3 Standard Condition Rating Scale

Condition	Description	Criteria	Service Life Remaining (%)
Very Good	Fit for the future	Well maintained, good condition, new or recently rehabilitated	80-100
Good	Adequate for now	Acceptable, generally approaching mid-stage of expected service life	60-80
Fair	Requires attention	Signs of deterioration, some elements exhibit significant deficiencies	40-60
Poor	Increasing potential of affecting service	Approaching end of service life, condition below standard, large portion of system exhibits significant deterioration	20-40
Very Poor	Unfit for sustained service	Near or beyond expected service life, widespread signs of advanced deterioration, some assets may be unusable	0-20

The analysis is based on assessed condition data (only as available). In the absence of assessed condition data, asset age is used as a proxy to determine asset condition. Appendix F: Condition Assessment Guidelines

includes additional information on the role of asset condition data and provides basic guidelines for the development of a condition assessment program.

Lifecycle Management Strategies

The condition or performance of most assets will deteriorate over time. This process is affected by a range of factors including an asset's characteristics, location, utilization, maintenance history and environment. Asset deterioration has a negative effect on the ability of an asset to fulfill its intended function, and may be characterized by increased cost, risk and even service disruption.

To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration. There are several field intervention activities that are available to extend the life of an asset. These activities can be generally placed into one of three categories: maintenance, rehabilitation, and replacement. The following table provides a description of each type of activity and the general difference in cost.

Depending on initial lifecycle management strategies, asset performance can be sustained through a combination of maintenance and rehabilitation, but at some point, replacement is required. Understanding what effect these activities will have on the lifecycle of an asset, and their cost, will enable staff to make better recommendations.

The Figure below provides a description of each type of activity, the general difference in cost, and typical risks associated with each.

The County's approach to lifecycle management is described within each asset category. Developing and implementing a proactive lifecycle strategy will help staff to determine which activities to perform on an asset and when they should be performed to maximize useful life at the lowest total cost of ownership.

Figure 4 Lifecyle Management Typical Interventions

Maintenance

- General level of cost is **$**
- All actions necessary for retaining an asset as near as practicable to its original condition,but excluding rehabilitation or renewal. Maintenance does not increase the service potential of the asset or keep it in its original condition;
- it slows down deterioration and delays when rehabilitation or replacement is necessary.

Rehabilitation / Renewal

- General level of cost is **$$$**
- Works to rebuild or replace parts or components of an asset, to restore it to a required functional condition and extend its life, which may incorporate some modification.
- Generally involves repairing the asset to deliver its original level of service (i.e. milling and paving of roads) without resorting to significant upgrading or replacement, using available techniques and standards.

Replacement

- General level of cost is **$$$$$**
- The complete replacement of an asset that has reached the end of its life, so as to provide a similar, or agreed alternative, level of service.
- Existing asset disposal is generally included.

Risk Management Strategies

Municipalities generally take a 'worst-first' approach to infrastructure spending. Rather than prioritizing assets based on their importance to service delivery, assets in the worst condition are fixed first, regardless of their criticality. However, not all assets are created equal. Some are more important than others, and their failure or disrepair poses more risk to the community. For example, a road with a high volume of traffic that provides access to critical services poses a higher risk than a low volume rural road. These high-value assets should receive funding before others.

By identifying the various impacts of asset failure and the likelihood that it will fail, risk management strategies can identify critical assets, and determine where maintenance efforts, and spending, should be focused.

A high-level evaluation of asset risk and criticality was performed. Each asset has been assigned a probability of failure score and consequence of failure score based on available asset data. These risk scores can be used to prioritize maintenance, rehabilitation, and replacement strategies for critical assets.

Risk is a product of two variables: the probability that an asset will fail, and the resulting consequences of that failure event. It can be a qualitative measurement, (low, medium, high) or quantitative measurement (1-5), that can be used to rank assets and projects, identify appropriate lifecycle strategies, optimize short- and long-term budgets, minimize service disruptions, and maintain public health and safety.

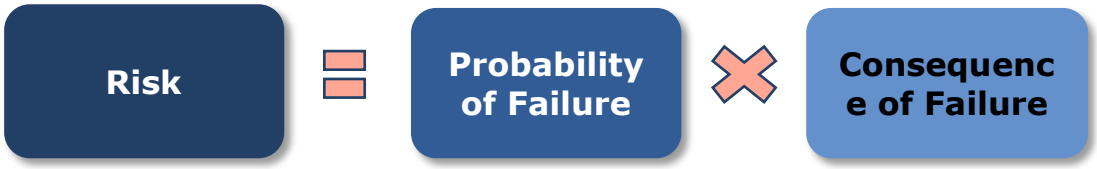


Figure 5 Risk Equation

Probability of Failure

Several factors can help decision-makers estimate the probability or likelihood of an asset's failure, including its condition, age, previous performance history, and exposure to extreme weather events, such as flooding and ice jams—both a growing concern for municipalities in Canada.

Consequence of Failure

Estimating criticality also requires identifying the types of consequences that the organization and community may face from an asset's failure, and the magnitude of those consequences. Consequences of asset failure will vary across the infrastructure portfolio; the failure of some assets may result primarily in high direct financial cost but may pose limited risk to the community. Other assets may have a relatively minor financial value, but any downtime may pose significant health and safety hazards to residents. See for definitions and the developed risk models.

Levels of Service

A level of service (LOS) is a measure of the services that Frontenac County is providing to the community and the nature and quality of that service. Within each asset category, technical metrics and qualitative descriptions that measure both technical and community levels of service have been established and measured as data is available.

At this stage, three strategic levels of service are measured for every asset category, and they are:

- Financial – this is the full funding reinvestment rate compared to the actual current reinvestment rate.
- Performance – this is the condition breakdown for the asset category.
- Risk – this is the risk profile for the asset category.

Only those LOS that are required under O. Reg for core asset categories are included in addition to the strategic LOS.

Community Levels of Service

Community LOS are a simple, plain language description or measure of the service that the community receives. For core asset categories, the Province through O. Reg. 588/17, has provided qualitative descriptions that are required. For non-core asset categories, the County must determine the qualitative descriptions that will be used. The community LOS can be found in the Levels of Service subsection within each core asset category section.

Technical Levels of Service

Technical LOS are a measure of key technical attributes of the service being provided to the community. These include mostly quantitative measures and tend to reflect the impact of the County's asset management strategies on the physical condition of assets or the quality/capacity of the services they provide.

For core asset categories, the Province through O. Reg. 588/17, has provided technical metrics that are required. For non-core asset categories, the County must determine the technical metrics that will be used. The metrics can be found in the LOS subsection within each core asset category.

Current and Proposed Levels of Service

Current LOS are the past performance metrics of an asset category up until present day. In contrast, Proposed LOS looks toward the municipality's goal for asset performance by a defined future date.

It is important to note that O. Reg 588/17 does not dictate which proposed LOS metrics municipality's need to strive for. A proposed LOS will be very specific to each community's resident desires, political goals, and financial capacity. This can range from increasing service levels and costs, to maintaining or even reducing current performance in order to mitigate future cost increases. Regardless of the proposed LOS chosen, O. Reg 588/17 requires municipalities to demonstrate the achievability of their selected metrics.

Climate Change

Climate change can cause severe impacts on human and natural systems around the world. The effects of climate change include increasing temperatures, higher levels of precipitation, droughts, and extreme weather events. In 2019, Canada's Changing Climate Report (CCCR 2019) was released by Environment and Climate Change Canada (ECCC).

The report revealed that between 1948 and 2016, the average temperature increase across Canada was 1.7°C; moreover, during this period, Northern Canada experienced a 2.3°C increase. The temperature increase in Canada has doubled that of the global average. If emissions are not significantly reduced, the temperature could increase by 6.3°C in Canada by the year 2100 compared to 2005 levels. Observed precipitation changes in Canada include an increase of approximately 20% between 1948 and 2012.

By the late 21st century, the projected increase could reach an additional 24%. During the summer months, some regions in Southern Canada are expected to experience periods of drought at a higher rate. Extreme weather events and climate conditions are more common across Canada. Recorded events include droughts, flooding, cold extremes, warm extremes, wildfires, and record minimum arctic sea ice extent.

The changing climate poses a significant risk to the Canadian economy, society, environment, and infrastructure. Physical infrastructure is vulnerable to damage and increased wear when exposed to these extreme events and climate variabilities. Canadian municipalities are faced with the responsibility to protect their local economy, citizens, environment, and physical assets.

Integration Climate Change and Asset Management

Asset management practices aim to deliver sustainable service delivery - the delivery of services to residents today without compromising the services and well-being of future residents. Climate change threatens sustainable service delivery by reducing the useful life of an asset and increasing the risk of asset failure. Desired levels of service can be more difficult to achieve because of climate change impacts such as flooding, high heat, drought, and more frequent and intense storms.

To achieve the sustainable delivery of services, climate change considerations should be incorporated into asset management practices. The integration of asset management and climate change adaptation observes industry best practices and enables the development of a holistic approach to risk management.

Reinvestment Rate

As assets age and deteriorate, they require additional investment to maintain a state of good repair. The reinvestment of capital funds, through asset renewal or replacement, is necessary to sustain an adequate level of service. The reinvestment rate is a measurement of available or required funding relative to the total replacement cost. By comparing the actual vs. full funding reinvestment rate the County can determine the extent of any existing funding gap.

Portfolio Overview

Community Profile

Frontenac County is an upper tier municipality located along Lake Ontario, southwest of Ottawa. The County is comprised of the townships of North Frontenac, Central Frontenac, South Frontenac, and the Frontenac Islands. The City of Kingston resides within the borders of the Frontenac census division but is not included in the County.

The County has incredible access to natural areas through the nearby provincial park and the Frontenac K&P Trail. This offers tourists and locals the opportunity to fish, bike ride, canoe, and explore. In addition, the County boasts one of the best stargazing locations in the province at the Dark Sky Preserve.

Frontenac County is located near Ottawa, Montreal, and Toronto, allowing local businesses access and exposure to these large markets and opportunities that they offer. The County has full time staff dedicated to continued economic development including one on one business consultations. The County places particular emphasis on supporting brand fortitude, supporting business profitability, and growing the artisan beverage and food sector.

The County has experienced continued growth over the last 15 years. Around 22% of the population is above the age of 65, this is around 4% higher than for Ontario as a whole.

The County generates a total revenue of $12,827,970 million from taxes and has an annual capital budget of $2.6 million as of 2023. The County's infrastructure priorities include maintaining County facilities, K&P Trail, machinery, equipment, and vehicles.

Table 2 Frontenac County & Ontario Census Information

Census Characteristic	Frontenac County	Ontario
Population 2021	29,255	14,223,942
Population Change 2016-2021	+9.8%	+5.8%
Total Private Dwellings	80,226	5,929,250
Population Density	43.4/km^2	15.9/km^2
Land Area	3,725 km^2	892,411.76 km^2

State of the Infrastructure

The following summarizes the state of infrastructure across all asset categories and assesses the County's capacity to meet capital replacement needs relative to the reinvestment rate required under a full funding scenario, while maintaining existing levels of service across the asset portfolio.

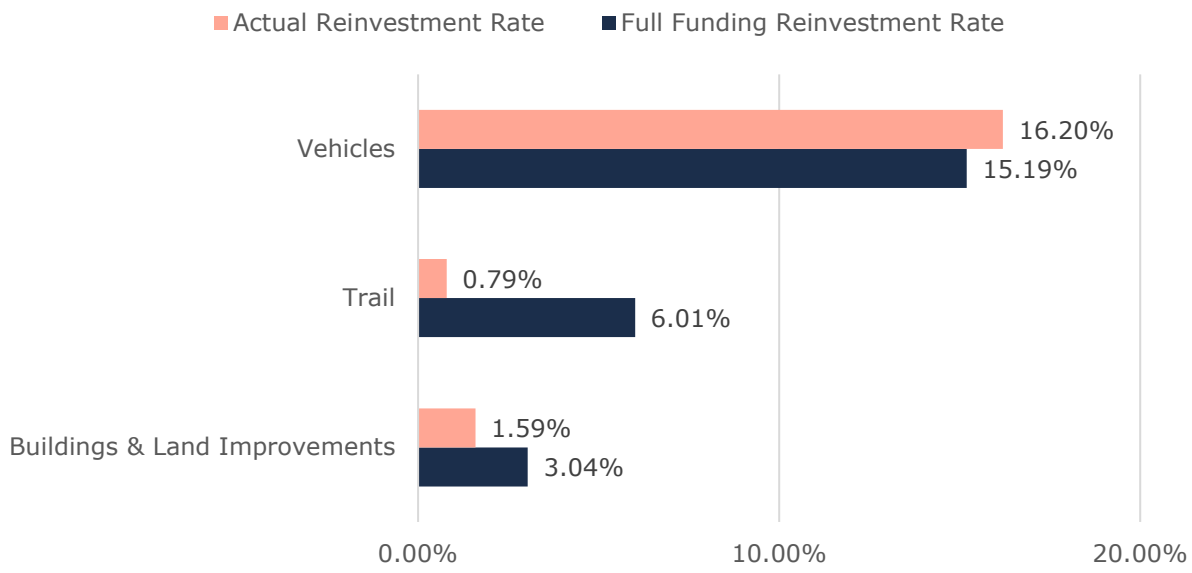
Table 3 Frontenac County State of the Infrastructure Summary

Asset Category	Replacement Cost	Asset Condition	Financial Capacity	
Buildings, Equipment and Land Improvements	$112,165,106	Fair (52%)	Annual Requirement:	$3,408,535
			Funding Available:	$1,779,136
			Annual Deficit:	**$1,629,399**
Trail	$12,671,033	Good (73%)	Annual Requirement:	$761,465
			Funding Available:	$100,000
			Annual Deficit:	**$661,465**
Vehicles	$4,830,298	Fair (42%)	Annual Requirement:	$733,924
			Funding Available:	$782,330
			Annual Surplus:	**($48,406)**
Overall	$129,666,437	Fair (54%)	Annual Requirement:	$4,903,925
			Funding Available:	$2,661,466
			Annual Deficit:	**$2,242,479**

Reinvestment Rate

The graph below depicts funding gaps or surpluses by comparing full funding vs actual reinvestment rate. To meet the long-term replacement needs, the County should be allocating approximately $4.9 million annually, for a full funding reinvestment rate of 3.78%. Actual annual spending on infrastructure totals approximately $2.66 million, for an actual reinvestment rate of 2.1%.

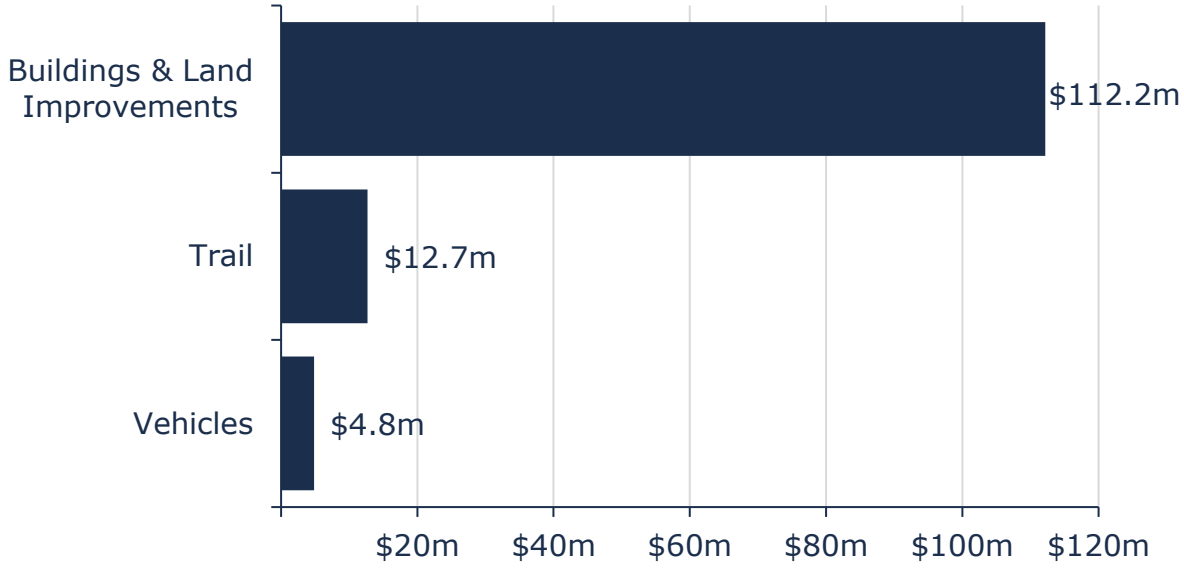
Figure 6 Full Funding vs Actual Reinvestment Rates



Replacement Cost

The asset categories have a total replacement cost of $129.7 million based on available inventory data. This total was determined based on a combination of user-defined costs and historical cost inflation. This estimate reflects replacement of historical assets with similar, not necessarily identical, assets available for procurement today.

Figure 7: Portfolio Replacement Value

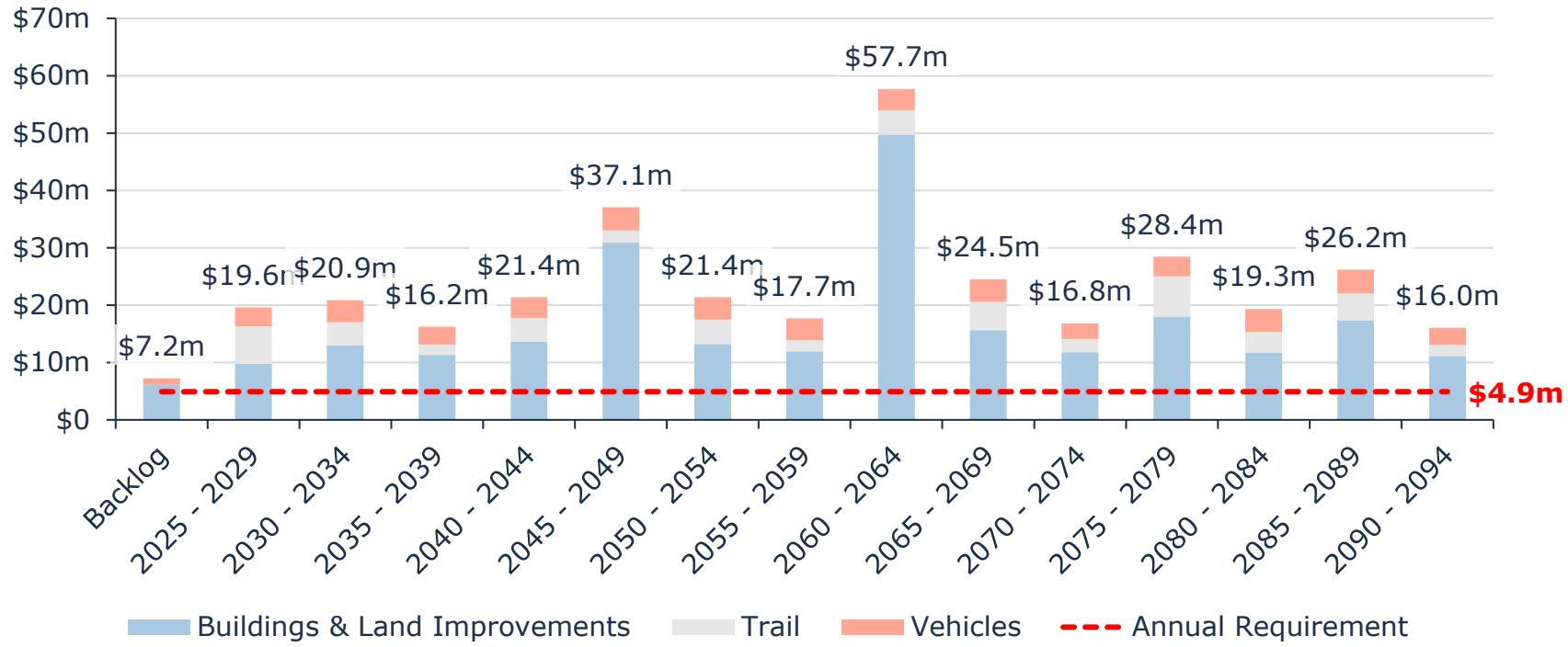


Forecasted Capital Requirements

Aging assets require maintenance, rehabilitation, and replacement. Figure 8 below illustrates the cyclical short-, medium- and long-term infrastructure replacement requirements for all asset categories analyzed. On average, $4.9 million is required each year to remain current with capital replacement needs for Frontenac County's asset portfolio (red dotted line represents the annual requirement trend).

Although actual spending may fluctuate substantially from year to year, this figure is a useful benchmark for annual capital expenditure targets (or allocations to reserves) to ensure projects are not deferred and replacement needs are met as they arise. This figure relies on age and available condition data. Based on the current replacement cost of the portfolio, estimated at $129.7 million, this represents an annual reinvestment rate of 3.78% under.

Figure 8 Forecasted Capital Requirements



The chart also illustrates a backlog of $7.2 million, comprising assets that remain in service beyond their estimated useful life. It is unlikely that all such assets are in a state of disrepair, requiring immediate replacements or major renewals. This makes targeted and consistent condition assessments integral.

Risk frameworks, proactive lifecycle strategies, and levels of service targets can then be used to prioritize projects, continuously refine estimates for both backlogs and ongoing capital needs and help select the right treatment for each asset.

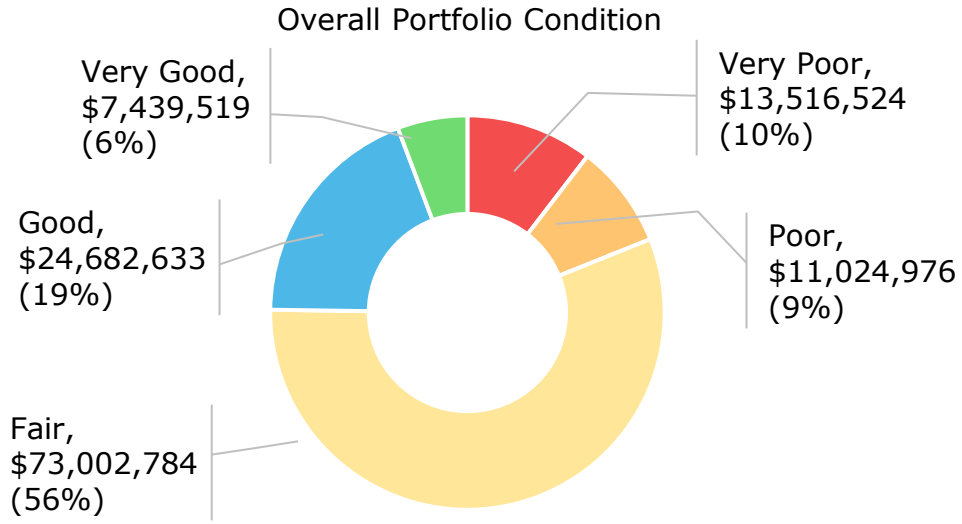
Condition of Asset Portfolio

The current condition of the assets is central to all asset management planning. Collectively, 81% of assets in Frontenac County are in fair or better condition. This estimate relies on both age-based and field condition data.

Assessed condition data is available for 80% of assets; for the remaining portfolio, age is used as an approximation of condition. Assessed condition data is invaluable in asset management planning as it reflects the true condition of the asset and its ability to perform its functions. The table below identifies the source of condition data.

Table 4 Assessed Condition Data Sources

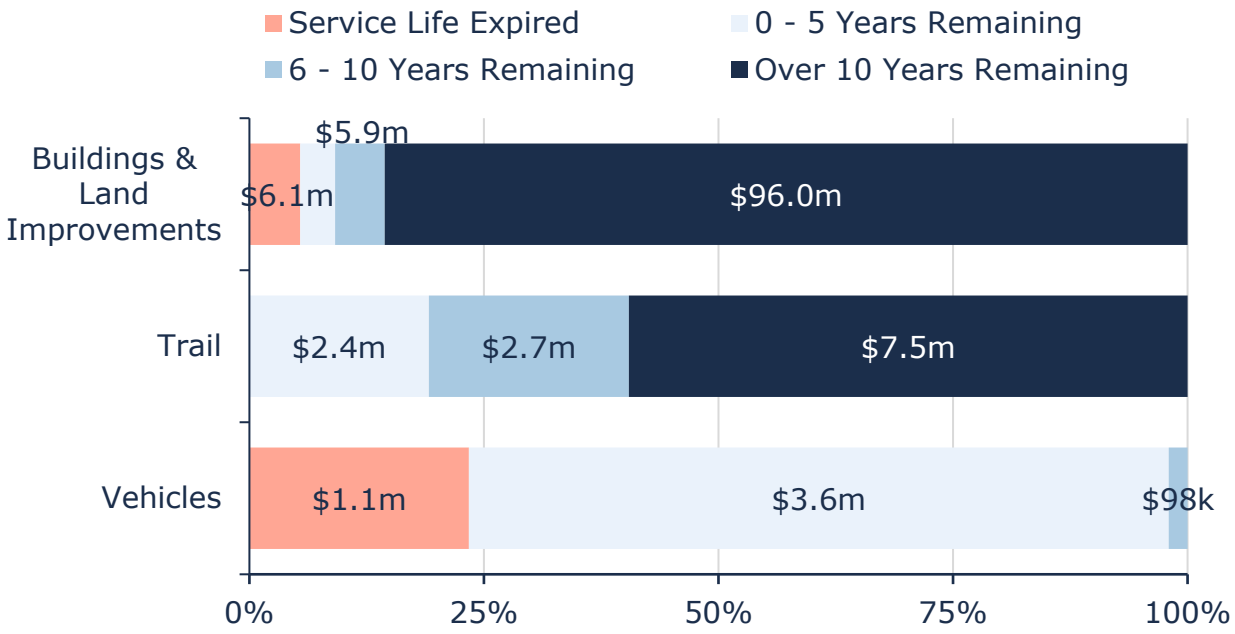
Asset Category	Assets with Assessed Condition	Source of Condition Data
Buildings and Land Improvements	86%	2022 & 2023 ABSI Inc.
Trails	52%	2020 & 2022 OSIM
Vehicles & Equipment	0%	No Condition Data Available



Service Life Remaining

Based on asset age, available assessed condition data and estimated useful life, 20% of the County's assets will require rehabilitation / replacement within the next 10 years. Details of the capital requirements identified in each asset section.

Figure 9 Service Life Remaining - All Assets



Risk & Criticality

Frontenac County has noted key trends, challenges, and risks to service delivery that they are currently facing:

Growth

Frontenac County is experiencing higher than projected growth, and it is expected to continue. Population and employment growth will increase the demand on municipal services and potentially decrease the lifecycle of certain assets. As the population continues to grow, the County must prioritize expanding its capacity to serve a larger population.

Funding

Major capital rehabilitation projects (bridges and culverts in particular) are entirely dependent on the availability of grant funding opportunities. When grants are not available, projects may be deferred.

Aging Infrastructure

Historically, lifecycle management strategies have been reactive. Focusing on replacing poor condition assets at the end of their life expectancy but playing catch up on deferred lifecycle activities is an ongoing issue.

The over all risk breakdown for Frontenac County's asset inventory is portrayed in the figure below.

Figure 10 Overall Asset Risk Breakdown

1 - 4 Very Low	5 - 7 Low	8 - 9 Moderate	10 - 14 High	15 - 25 Very High
$17,565,636 (14%)	$13,484,208 (10%)	$21,135,047 (16%)	$65,027,161 (50%)	$12,454,385 (10%)

Reviewing the list of very high-risk assets to evaluate how best to mitigate the level of risk the County is experiencing will help advance Frontenac County's asset management program.

Frontenac County Climate Profile

Frontenac County is located in Eastern Ontario where the St. Lawrence meets Lake Ontario. The County is expected to experience notable effects of climate change which include higher average annual temperatures, an increase in total annual precipitation, and an increase in the frequency and severity of extreme events. According to Climatedata.ca – a collaboration supported by Environment and Climate Change Canada (ECCC) – the County may experience the following trends:

Higher Average Annual Temperature:

- Between the years 1971 and 2000 the annual average temperature was 5.9 ºC
- Under a high emissions scenario, the annual average temperatures are projected to increase by 2.7ºC by the year 2050 and over 6.5 ºC by the end of the century.

Increase in Total Annual Precipitation:

- Under a high emissions scenario, the County is projected to experience a 12% increase in precipitation by the year 2050 and a 17% increase by the end of the century.

Increase in Frequency of Extreme Weather Events:

- It is expected that the frequency and severity of extreme weather events will change.

- In some areas, extreme weather events will occur with greater frequency and severity than others, especially those on or near the many bodies of water in the area.

Growth

The demand for infrastructure and services will change over time based on a combination of internal and external factors. Understanding the key drivers of growth and demand will allow the County to plan for new infrastructure more effectively, and the upgrade or disposal of existing infrastructure. Increases or decreases in demand can affect what assets are needed and what level of service meets the needs of the community.

Frontenac County 2023-2026 Strategic Plan

The 2023-2026 strategic plan for Frontenac County has indicated "Develop a Regional Approach to Overcome Infrastructure Issues and Maximize Infrastructure Development Opportunities" as a strategic goal moving forward. This strategic goal is intermingled with another indicating "Contribute to the Progress of Sustainable Economic Growth and Prosperity Throughout the County". With these two goals together, the County has communicated the readiness and desire to grow sustainably and manage assets efficiently through this process. The commitment to growth will be completed in a matter that maintains or enhances the natural environment and assets of the County.

Frontenac County Population Housing and Employment Projections (2016-2046)

The goal of the projections was to communicate the long-term growth and the drivers for such growth. The report indicated that the Counties population will increase over the next 30 years with an annual growth rate of 0.7%. This would mean a population of 33,200 by 2046. Within this population, the study identified that the aging population is higher than the provincial average. With a projected 35% of the population being older than 65, there will be challenges in employment, housing, and healthcare within the area. The aging population will also lead to a decrease in the yearly annual growth rate as the average home occupancy is inversely correlated with the size of the aging community.

Approximately 80% of the growth expected for the County will be within the Township of South Frontenac. This large bias is due to its proximity to the City of Kingston. The plan indicates that growth will not only be achieved through an increase of permanent residents and that seasonal housing will grow as well, empowered by the population and economic activity of the City of Kingston.

Table 5 Frontenac County Populations Projections

Historic & Projected Figures	2006	2016	2026	2036	2046
Population	27,520	27,290	29,600	31,800	33,200
Population Over 65	14%	21%	27%	31%	35%

Frontenac County 2024 Long-Range Financial Plan

The County's 2024 Long-Range Financial Plan further supports these efforts by providing a comprehensive 10-year forecast that guides capital investment, operating budgets, and reserve funding. It outlines strategies to address inflationary pressures, evolving service expectations, legislative changes, and risks such as climate change. Frontenac is fostering financial sustainability and infrastructure resilience, enabling it to maintain quality service delivery alongside community growth.

Impact of Growth on Lifecycle Activities

Frontenac County's forecasted growth will have a significant influence on its infrastructure portfolio and long-term service delivery. With an expected annual population growth rate of 0.7% leading to approximately 33,200 residents by 2046, and with 35% of the population projected to be over the age of 65, the County will need to adapt lifecycle planning to reflect both an aging demographic and a concentration of growth in South Frontenac. These demographic and spatial trends will shape infrastructure demand and lifecycle responsibilities across multiple asset categories:

- **Transportation**: Growth centered in South Frontenac will lead to increased usage of regional road systems. This is anticipated to elevate the need for resurfacing, bridge rehabilitation, and intersection improvements to maintain safe and reliable connections.
- **Housing and Seniors' Services**: With 35% of residents projected to be seniors by 2046, growth-related infrastructure will need to prioritize accessibility, specialized housing forms, and supportive transportation services. The aging demographic will accelerate adaptation of facilities and may shorten rehabilitation intervals for assets such as long-term care facilities, social housing units, and transit-supportive infrastructure.
- **Seasonal and Recreational Infrastructure**: Growth in seasonal housing and tourism-oriented activity will increase demand on recreational assets and trails. These assets experience accelerated wear due to seasonal peaks in use, necessitating more frequent inspection, maintenance, and eventual replacement scheduling.

- **Social and Health Services**: With the aging population, there will be heightened demand for paramedic services, community health facilities, and age-friendly public amenities. This will expand the County's obligations in lifecycle management of ambulance fleet assets and healthcare-related facilities. Strategic replacement schedules and adequacy of reserves will be necessary to maintain service responsiveness.
- **Asset Management and Financial Planning**: The 2024 Long-Range Financial Plan emphasizes inflationary pressures, climate risks, and service-level expectations as key considerations. As the County's infrastructure profile evolves, it will be vital to incorporate growth-related assets into lifecycle forecasting and integrate them with existing assets in condition assessments, risk evaluations, and renewal planning. Multi-year funding strategies, reserve strengthening, and alignment of capital planning with realistic growth rates will ensure sustainability.

Levels of Service

The County's mission to deliver effective, efficient, and sustainable services to citizens requires that all ongoing initiatives across the organization be aligned toward this goal. This alignment ensures that the level of service provided by both existing and planned assets properly supports the County's mission and objectives. To achieve this, the County must:

- Prioritize both current and future asset needs to ensure the effective delivery of services to the community and stakeholders
- Uphold sound financial planning and informed decision-making

The County has utilized the Strategic Asset Management Policy as a guide in developing proposed levels of service.

Current Levels of Service

Frontenac County has defined its current levels of service for each infrastructure category by breaking them down into three service attributes: Accessible & Reliable, Affordable, and Safe & Regulatory. Each attribute is described as follows:

Accessible & Reliable – Focuses on the condition of assets and their reliability, emphasizing availability and consistency of services for users.

Affordable – Concentrates on maintaining long-term financial sustainability, measured through risk and cost parameters to ensure services remain financially responsible.

Safe & Regulatory – Ensures compliance with safety standards and regulations, incorporating condition assessments and other relevant reliability measures for each asset category.

Based on an analysis of each asset category the current level of service is provided in each asset section.

Proposed Levels of Service

Through a comprehensive assessment proposed levels of service for the County have been developed. To ensure long-term sustainability and overall achievability the following were utilized / developed as part of the analysis.

Stakeholder Engagement – Regularly engage with stakeholders to gather feedback and communicate changes transparently.

Data-Driven Decision Making – Use data analytics to inform decision-making processes and identify areas for improvement.

Flexibility and Adaptability – Design the methodology to be flexible, allowing for adjustments based on evolving priorities.

Continuous Improvement – Establish a process for continuous review and improvement of the LOS methodology itself.

Scenario 1: Current Capital Reinvestment Rate

Purpose: This scenario evaluates the current condition of the County's infrastructure based on existing capital reinvestment levels. It assesses how the infrastructure is performing under current funding allocations and examines whether present investment levels are sufficient to maintain service standards over time.

Key Focus: Maintaining existing annual capital investment levels and assessing their impact on the long-term condition and sustainability of the infrastructure.

Outcome: This scenario provides a baseline for understanding the effectiveness of current funding levels. It highlights whether the existing reinvestment rate is adequate to sustain asset condition and service delivery or if it may lead to gradual decline over time.

Scenario 2: Full Funding

Purpose: This scenario explores an idealized situation with no financial constraints on capital investment. It models the level of investment required to achieve full funding and maintain ideal condition and performance across all assets categories.

Key Focus: Determining the investment level required to fully address all identified infrastructure needs without budget limitations.

Outcome: This scenario identifies the total funding necessary to achieve the best possible state of infrastructure. It serves as a benchmark for comparing the gap between the ideal funding requirements and actual investment levels.

Scenario 3: Strategic Funding

Purpose: This scenario evaluates the impact of modest funding increases across specific asset categories, including a 1.5% annual increase to the Fairmount Home, Paramedic, and Administration funding envelopes, and a 5% annual increase to the Ambulance and Non-Ambulance Vehicle budgets. The goal is to determine whether these incremental increases improve infrastructure condition and sustainability compared to the current reinvestment rate.

Key Focus: Assessing how Strategic Funding in funding affect asset condition, lifecycle performance, and long-term service delivery outcomes.

Outcome: This scenario provides insights into the effectiveness of incremental budget adjustments, helping determine whether moderate increases can significantly improve infrastructure performance and reduce long-term funding gaps.

Results

Scenario 1: Current Capital Reinvestment Rate - this scenario utilizes the current capital reinvestment within each asset category. Existing annual investment levels were modeled and resulting asset conditions were projected accordingly.

The table below summarizes the results of each asset category and overall.

Table 6: Scenario 1 Results

Asset Category	Service Area	Current Average Condition	Projected Average Condition	Funding Required
Buildings, Equipment and Land Improvements	Ambulance Bases	Fair (53%)	Fair (41%)	$336,381
	County Administration	Fair (43%)	Fair (40%)	$656,907
	Fairmount Home	Fair (52%)	Poor (32%)	$785,848
K&P Trail	All Service Areas	Fair (53%)	Poor (32%)	$100,000

Vehicles	Ambulances	Poor (39%)	Fair (53%)	$667,724
	Paramedic (non-ambulance)	Poor (31%)	Fair (41%)	$114,606
	Overall	**Fair (51%)**	**Poor (34%)**	**$2,661,466**

Scenario 2: Full Funding - this scenario assumes unlimited capital reinvestment within each asset category. Asset condition is modeled without any constraints on the annual capital funding available.

The table below summarizes the results of each asset category and overall.

Table 7: Scenario 2 Results

Asset Category	Service Area	Current Average Condition	Projected Average Condition	Funding Required
Buildings, Equipment and Land Improvements	Ambulance Bases	Fair (53%)	Fair (47%)	$860,386
	County Administration	Fair (43%)	Fair (40%)	$328,016
	Fairmount Home	Fair (52%)	Poor (37%)	$2,220,133
K&P Trail	All Service Areas	Fair (53%)	Fair (53%)	$761,465
Vehicles	Ambulances	Poor (39%)	Fair (54%)	$589,739
	Paramedic (non-ambulance)	Poor (31%)	Good (60%)	$144,185
	Overall	**Fair (51%)**	**Fair (41%)**	**$4,903,924**

Scenario 3: Strategic Funding - this scenario utilizes modest funding increases across asset categories over 10 years, with a 1.5% annual increase applied to the K&P Trail, Fairmount Home, Paramedic, and Administration budgets, and a 5% annual increase applied to the Ambulance and Non-Ambulance Vehicle budgets. The resulting infrastructure condition was determined based on these adjusted annual funding levels.

The table below summarizes the results of each asset category and overall.

Table 8: Scenario 3 Results

Asset Category	Service Area	Current Average Condition	Projected Average Condition	Funding Required
Buildings, Equipment and	Ambulance Bases	Fair (53%)	Fair (42%)	$390,384
	County Administration	Fair (43%)	Fair (40%)	$762,367

Land Improvements	Fairmount Home	Fair (52%)	Poor (33%)	$912,009
K&P Trail	All Service Areas	Fair (53%)	Poor (33%)	$116,054
Vehicles	Ambulances	Poor (39%)	Fair (54%)	$1,087,652
	Paramedic (non-ambulance)	Poor (31%)	Fair (50%)	$186,681
	Overall	**Fair (51%)**	**Poor (35%)**	**$3,455,147**

Stakeholder Engagement

Staff workshops were conducted in the winter of 2024 and 2025 to gather insights on operational challenges, infrastructure priorities, and service delivery needs across the County. Key challenges identified by staff included delays in ambulance replacements, limited indoor parking for ambulances resulting in vehicle idling issues outdoors and subsequent premature engine wear, aging facilities at Fairmount Home and paramedic stations, and increasing operational demands due to shifting service requirements and staffing constraints. Staff emphasized the need for phased infrastructure upgrades, targeted funding increases, and improved maintenance and lifecycle planning to sustain service levels and support long-term operational efficiency.

Proposed Levels of Service Summary

While all three scenarios were considered, the Strategic Funding Scenario has been identified as the most appropriate and sustainable approach for the County. This scenario applies a 1.5% annual increase to the K&P Trail, Fairmount Home, Paramedic, and Administration funding envelopes, and a 5% annual increase to the Ambulance and Non-Ambulance Vehicle budgets. It is reflected in the financial strategy and 10-year capital replacement forecasts, balancing financial responsibility with the urgent need to address critical asset and service-level challenges identified across multiple departments.

The following outlines initiatives that reflect how the County will prioritize proactive management, optimize asset performance, and ensure long-term financial sustainability alongside the proposed budget increases:

1. Paramedic Services

The County's Paramedic Services division faces significant operational and capital challenges related to ambulance replacement cycles, and facility

conditions. To sustain service levels, several maintenance and lifecycle initiatives will be advanced:

- Proactive Fleet Planning
  - Due to 18–24-month delivery delays, the County will adopt a forward-looking strategy and explore simultaneous procurement for multiple years (2026–2027). This will help avoid vehicle shortages and maintain response readiness.
- Optimized Asset Utilization
  - A spare ambulance program will be developed to reduce service interruptions during maintenance or unplanned downtime.
- Lifecycle and Fleet Sustainability
  - Fleet management will shift focus from extending vehicle life to reducing downtime through a balanced approach considering vehicle age, mileage, engine hours, and budget. Wear reduction will be supported by indoor housing, idle-time management, and supervisory coaching on anti-idle system use. A cost-benefit analysis of idling reduction and remounting is planned to inform future planning.
- Facility Maintenance and Space Planning
  - Paramedic Stations 02 (Woodbine Road) and 03 (Highway 15), owned by the City of Kingston, along with the County-owned Parham Base, require upgrades or replacement to meet operational and Ministry standards. Interim solutions such as heated coverall structures will be considered to protect vehicles and reduce idling-related wear until permanent facilities are constructed.
- Governance and Accountability
  - The 2025 AMP will introduce measurable service targets for ambulance replacement cycles, and facility readiness, supported by annual Council reviews to monitor progress and funding adequacy.

Together, these actions will help balance short-term operational risks with long-term sustainability, ensuring that maintenance and lifecycle strategies align with service delivery expectations.

2. K&P Trail

The K&P Trail network is expanding while facing ongoing maintenance and volunteer capacity challenges. To preserve user experience and asset quality as the system grows, the County will focus on building a more structured and data-informed maintenance program:

- Formalized Maintenance Oversight
  - The County will explore establishing a centralized maintenance framework, supported by a GIS-based reporting and work order system, to improve accountability and record-keeping.
- Lifecycle Forecasting
  - Maintenance costs currently average $2,200/km per year; this will be refined using historical cost and usage data to forecast future lifecycle needs and funding requirements.
- Proactive Condition Monitoring
  - Volunteer and contractor inspection data will be standardized to enable consistent reporting and prioritization of repairs, particularly for bridges and high-use segments.
- Grant Optimization
  - Ongoing grant applications and partnerships will be used to supplement capital reserves for rehabilitation and expansion projects.
- Long-Term Asset Planning
  - The AMP will integrate the Trail Management Plan update (2026–2027) and 2025 User Survey results to align financial forecasts with projected growth to 90 km of network length.

These efforts will transition trail maintenance from reactive to proactive management, ensuring long-term sustainability and improved safety and user experience.

3. Fairmount Home

Fairmount Home continues to provide adequate service levels despite aging infrastructure and operational pressures. To sustain service levels and manage risk, the County will focus on targeted maintenance and phased capital renewal:

- Phased Infrastructure Renewal

    - The County will implement a staged replacement plan for plumbing, roofing, and structural systems, prioritizing high-risk components such as corroded piping and deteriorating roof sections.

- Critical System Redundancy
    - Backup plans for essential systems, including the generator and wells, will be developed to ensure operational continuity during emergencies.

- Cost Management
    - Short-term cost-saving measures (extending the life of existing systems, using PEX instead of copper piping, and targeted roof repairs) will allow reallocation of funds to higher-priority replacements.

- Performance Monitoring
    - Annual assessments of facility condition and risk will inform ongoing updates to the capital forecast, ensuring the facility remains safe and compliant.

- Water and Plumbing Systems
    - A 10-year phased replacement plan will address corrosion issues caused by hard water, with short-term toilet replacements and long-term piping upgrades.

- Lifecycle Tracking
    - Regular inspections and capital planning updates will support more predictable long-term funding requirements.

This approach will help maintain resident care quality while addressing critical infrastructure needs in a financially responsible manner

Across all service areas, the County's maintenance and lifecycle planning approach emphasizes proactive management, data-driven forecasting, and strategic investment. The goal is to sustain service levels through smarter asset utilization, timely interventions, and closer alignment between operational and financial priorities. By integrating lifecycle strategies into annual budgeting, the County aims to strengthen infrastructure resilience, reduce long-term costs, and ensure that incremental funding delivers measurable results.

While committed to this approach, the County recognizes the need for flexibility to address emerging priorities. Capital funding increases will be

assessed on a case-by-case basis where feasible and justified. The County will continue to balance infrastructure needs with affordability while pursuing external funding opportunities.

The Strategic Funding Scenario provides a balanced, forward-looking framework that supports the County's asset management goals, addresses key infrastructure challenges, and reinforces long-term financial sustainability.

Financial Strategy

Financial Strategy Overview

Each year, the County of Frontenac makes important investments in its infrastructure's maintenance, renewal, rehabilitation, and replacement to ensure assets remain in a state of good repair. However, spending needs typically exceed fiscal capacity. In fact, most municipalities continue to struggle with annual infrastructure deficits. Achieving the proposed levels of service for infrastructure programs will take many years and should be phased-in gradually to reduce burden on the community.

This plan identifies the financial requirements necessary to meet the identified proposed levels of service. These requirements are based on the financial requirements for existing assets as of December 31, 2023. However, the required funding is based on meeting the proposed levels of service, with consideration for any additional financial impacts from economic and population growth. The financial plan considers and accounts for traditional and non-traditional sources of municipal funding.

The annual funding typically available is determined by averaging historical capital expenditures on infrastructure, inclusive of any allocations to reserves for capital purposes. For Frontenac County, 2023 reserve allocations were used to project available funding.

Only reliable and predictable sources of capital funding are used to benchmark funds that may be available on any given year. The funding sources include:

- Revenue from taxation allocated to capital reserves.
- Revenue from the City of Kingston allocated to capital reserves.
- The Ontario Community Infrastructure Fund (OCIF)

The County of Frontenac also receives funding from the Canada Community Building Fund (CCBF), while considered sustainable, it is generally transferred to the Townships within the County. Although provincial and federal infrastructure programs can change with evolving policy, OCIF is considered permanent and predictable.

Annual Capital Requirements

The annual requirements represent the amount the County should allocate annually to each asset category to meet replacement needs as they arise, prevent infrastructure backlogs, and achieve long-term sustainability. For most asset categories the annual requirement has been calculated based on a "replacement only" scenario, in which capital costs are only incurred at the construction and replacement of each asset.

Table 9 outlines the total average annual capital requirements for existing assets in each asset category. With a total replacement value of $129.7 million, the estimated annual investment needed to maintain current service levels under a full funding scenario is approximately $4.9 million. Under the proposed levels of service, this requirement is reduced to $3.5 million.

The table also illustrates the system-generated, equivalent full funding ('target') reinvestment rate (TRR) of each category, calculated by dividing the annual capital requirements by the total replacement cost. The cumulative full funding reinvestment for these categories is estimated at 3.78%.

Table 9 Average Annual Capital Requirements

Asset Category	Replacement Cost	Annual Capital Requirements (Full Funding)	Full Funding Reinvestment Rate
Buildings	$112,165,106	$3,408,535	3.04%
Trails	$12,671,033	$761,465	6.01%
Vehicles	$4,830,298	$733,924	15.19%
Total	**$129,666,437**	**$4,903,925**	**3.78%**

Although there is no industry standard guide on target annual investment in infrastructure, the TRRs above provide a useful benchmark for organizations. In 2016, the Canadian Infrastructure Report Card (CIRC) produced an assessment of the health of municipal infrastructure as reported by cities and communities across Canada. The CIRC remains a joint project produced by several organizations, including the Federation of Canadian Municipalities (FCM), the Canadian Society of Civil Engineers (CSCE), the Canadian Network of Asset Managers (CNAM), and the Canadian Public Works Association (CPWA).

The 2016 version of the report card also contained recommended reinvestment rates that can also serve as benchmarks for municipalities. The CIRC suggest that, if increased, these reinvestment rates can "stop the deterioration of municipal infrastructure." The report card contains both a range for reinvestment rates that outlines the lower and upper recommended levels, as well as current municipal averages.

Current Funding Levels

The average annual investment requirement for the proposed levels of service is $3,455,147. Annual revenue currently allocated to these assets for capital purposes is $2,661,466, leaving an annual deficit of $793,681. Put differently, these infrastructure categories are currently funded at 77% of their long-term requirements.

Frontenac County					
Summary of Infrastructure Requirements & Current Funding Available					
Asset Category	**Average Annual Investment Required (Scenario 3)**	**Annual Funding Available**			**Annual Deficit**
		City Contribution + County Tax Revenue[1]	**OCIF**	**Total**	
Tax funded:					
Ambulance Bases	$390,384	$336,381		$336,381	$54,003
County Administration	$762,367	$656,907		$656,907	$105,461
Fairmount Home	$912,009	$785,848		$785,848	$126,161
Trails (All Segments)	$116,054	-	$100,000	$100,000	$16,054
Ambulances	$1,087,652	$667,724		$667,724	$419,928
Non-ambulance	$186,681	$114,606		$114,606	$72,075
Total	**$3,455,147**	**$2,561,466**		**$2,661,466**	**$793,681**

Table 10: Current Funding Position vs Required Funding

[1] The City of Kingston contributes approximately 68% of the funding (revenue) for Fairmount assets. The City's contributions to Paramedic Services are based on weighted assessment, representing about 79% as of 2023. The remaining share is funded through the County's tax revenue.

Closing the Gap

Eliminating annual infrastructure funding shortfalls is a difficult and long-term endeavor for municipalities. Achieving recommended funding levels to support the proposed levels of service, while maintaining affordability for residents, will require time and deliberate financial planning.

This section outlines how Frontenac County can gradually work toward closing the annual capital funding shortfall using its own-source revenues, such as property taxes. This approach avoids the use of additional debt for existing assets and supports the County's goal of sustainably increasing investment to maintain service delivery at the chosen targets. By phasing in additional funding as financial capacity allows, Frontenac County can begin to align infrastructure spending with service level expectations and the priorities identified through community and stakeholder engagement.

Table 11: Current Funding Allocation by Asset Category and Source

Asset Category	Current Available Funding	City Share	County Share
Ambulance Bases	$336,381	$265,741	$70,640
County Administration	$656,907	-	$656,907
Fairmount Home	$785,848	$534,377	$251,471
Trails (All Segments)	$100,000	-	$100,000
Ambulances	$667,724	$527,502	$140,222
Non-ambulance	$114,606	-	$114,606
Total	**$2,661,466**	**$1,327,620**	**$1,333,846**

As shown in the above chart, the County and City share funding responsibilities for several service areas, including Paramedic Services (Ambulance Bases and Ambulances) and Fairmount Home, while the County independently funds areas such as Administration, Trails, and Non-Ambulance assets. This collaborative approach ensures that each partner contributes proportionally to sustaining service levels and addressing long-term capital needs.

The following chart illustrates the average annual investment required under Scenario 3, which represents the preferred funding approach to achieving the proposed levels of service. This scenario identifies the total investment needed across all relevant asset categories, as well as the proportional funding responsibilities of the City of Kingston, Frontenac County, and anticipated grant contributions.

Table 12: Average Annual Investment by Asset Category and Funding Source

Asset Category	Average Annual Investment Required (Scenario 3)	City of Kingston	Grants	Frontenac County
Ambulance Bases	$390,384	$308,403		$81,981
County Administration	$762,367	-		$762,367
Fairmount Home	$912,009	$620,166		$291,843
Trails (All Segments)	$116,054	-	$100,000	$116,054
Ambulances	$1,087,652	$859,245		$228,407
Non-ambulance	$186,681	-		$186,681
Total	**$3,455,147**	**$1,787,814**	**$100,000**	**$1,667,333**

Under this scenario, the combined average annual investment required is $3.46 million, with the City contributing approximately $1.79 million, the County contributing $1.67 million, and $0.10 million expected from external grants.

Based on Scenario 3, the total average annual investment required to meet the County's proposed levels of service is $3.45 million, compared to $2.7 million currently available, resulting in an annual shortfall of approximately $793,681.

Table 13: Net New Funding Required Under Scenario 3 by Funding Source

Funding Requirements	Total	City Share	County Share
Scenario 3 Required Funding	$3,455,147	$1,787,814	$1,667,333
Current Available Funding	$2,661,466	$1,327,620	$1,333,846
Difference (Net New Funding Required)	**$793,681**	**$460,195**	**$333,487**

Of this, the County's share of the shortfall is approximately $333,487, while the City of Kingston's share is approximately $460,195. Thus, the County will need to increase tax revenues over time by 333,487 in order to close the annual infrastructure deficit.

Funding Requirements Tax Revenues

In 2024, Frontenac County had annual tax revenues of $12,828,356. As illustrated in the following table, without consideration of any other sources of revenue or cost containment strategies, achieving the target levels of service would require a 2.6% tax change over time.

To achieve this increase, several scenarios have been developed using phase-in periods ranging from five to twenty years. Shorter phase-in periods may place too high a burden on taxpayers, whereas a phase-in period beyond 20 years may see a continued deterioration of infrastructure, leading to larger backlogs.

Table 14 Phasing in Annual Tax Increases

	Phase-in Period (Frontenac County)			
	5 Years	**10 Years**	**15 Years**	**20 Years**
Infrastructure Deficit:	**$333,487**	**$333,487**	**$333,487**	**$333,487**
Tax Increase Required	2.6%	2.6%	2.6%	2.6%
Annually:	**0.6%**	**0.3%**	**0.2%**	**0.2%**

To address its own portion of the deficit, the County would need to implement a 0.3% annual property tax increase over the next 10 years to fund the proposed levels of service. Similarly, the City's contribution would need to rise by an average of $46,020 per year (approximately 3.5% annually) over the same period to meet the required funding level for shared services (Paramedic and Fairmount Home).

Financial Strategy Recommendations

Considering all the above information, we recommend the 10-year option to achieve the proposed levels of service:

a) Increasing tax revenues by 0.3% each year for the next 10 years to gradually implement the funding strategy outlined in the selected scenario for the service areas covered in this section of the AMP.
b) Increasing the City of Kingston's contribution by $46,020 per year (approximately 3.5% annually) and ensuring funds are collected over the next 10 years to meet the required funding level for shared services (Paramedics and Fairmount Home).
c) Allocating the current OCIF revenue as outlined previously.
d) Increasing existing and future infrastructure budgets by the applicable inflation index on an annual basis in addition to the deficit phase-in.
e) Leveraging additional, non-sustainable revenue sources such as one-time grants, surpluses, and reserves, as supplementary funding to advance asset management goals.

Notes:

1. As in the past, periodic senior government infrastructure funding will most likely be available during the phase-in period. By Provincial AMP rules, this periodic funding cannot be incorporated into an AMP unless there are firm commitments in place. We have included OCIF formula-based funding, if applicable, since this funding is a multi-year commitment[2].
2. We realize that raising tax revenues by the amounts recommended above for infrastructure purposes will be very difficult to do. However, considering a longer phase-in window may have even greater consequences in terms of infrastructure failure.

Although this option achieves the proposed levels of service, the recommendations do require prioritizing capital projects to fit the resulting annual funding available. Current data shows a pent-up investment demand of $6.1m for Buildings, Equipment and Land Improvements and $1.1m for Vehicles.

[2] The County should take advantage of all available grant funding programs and transfers from other levels of government. While OCIF has historically been considered a sustainable source of funding, the program is currently undergoing review by the provincial government. Depending on the outcome of this review, there may be changes that impact its availability.

Recommendations and Key Considerations

Financial Strategies

Review the feasibility of adopting the funding required to meet the proposed levels of service for the asset categories analyzed. This involves:

- implementing a 0.3% annual tax increase over a 10-year phase-in period and allocating the full increase in revenue towards capital funding
- increasing the City of Kingston's contribution by $46,020 per year (approximately 3.5% annually) and ensuring funds are collected over the next 10 years to meet the required funding level for shared services.
- using risk frameworks and staff judgement to prioritize projects, particularly to aid in elimination of existing infrastructure backlogs
- increasing existing and future infrastructure budgets by the applicable inflation index on an annual basis in addition to the deficit phase-in.
- Continue to apply for project specific grant funding to supplement sustainable funding sources.

NOTE: Although difficult to capture inflation costs, supply chain issues, and fluctuations in commodity prices will also influence capital expenditures.

Asset Data

1. Continuously review, refine, and calibrate lifecycle and risk profiles to better reflect actual practices and improve capital projections. In particular:
   - the timing of various lifecycle events, the triggers for treatment, anticipated impacts of each treatment, and costs.
   - the various attributes used to estimate the likelihood and consequence of asset failures, and their respective weightings.
2. Asset management planning is highly sensitive to replacement costs. Periodically update replacement costs based on recent projects, invoices, or estimates, as well as condition assessments, or any other technical reports and studies. Material and labour costs can fluctuate due to local, regional, and broader market trends, and substantially so during major world events. Accurately estimating the replacement cost of like-for-like assets can be challenging. Ideally, several recent projects over multiple years should be used for this estimate. Staff judgement and historical

data can help attenuate extreme and temporary fluctuations in cost estimates and keep them realistic.

3. Like replacement costs, an asset's established serviceable life can have dramatic impacts on all projections and analyses, including long-range forecasting and financial recommendations. Periodically reviewing and updating these values to better reflect in-field performance and staff judgement is recommended.

Risk and Levels of Service

1. Risk models and matrices can play an important role in identifying high-value assets, and developing an action plan which may include repair, rehabilitation, replacement, or further evaluation through updated condition assessments. As a result, project selection and the development of multi-year capital plans can become more strategic and objective. Initial models have been built into Citywide for all asset groups. As the data evolves and new attribute information is obtained, these models should also be refined and updated.
2. Available data on current performance should be centralized and tracked to support any calibration of service levels for long-term tracking of O. Reg. 588's requirements on proposed levels of service.
3. Staff should monitor evolving local, regional, and environmental trends to identify factors that may shape the demand and delivery of infrastructure programs. These can include population growth, and the nature of population growth; climate change and extreme weather events; and economic conditions and the local tax base. This data can also be used to revise service level targets.

Appendix A: Buildings, Equipment and Land Improvements

State of the Infrastructure

Frontenac County owns and maintains buildings, equipment and land improvements that provide key services to the community. These include:

- Long-term care, Fairmount Home (FMT)
- Paramedic services, Ambulance Bases (FP)
- County administration (Admin)

The following summarizes the state of the infrastructure for Buildings, Equipment and Land Improvements:

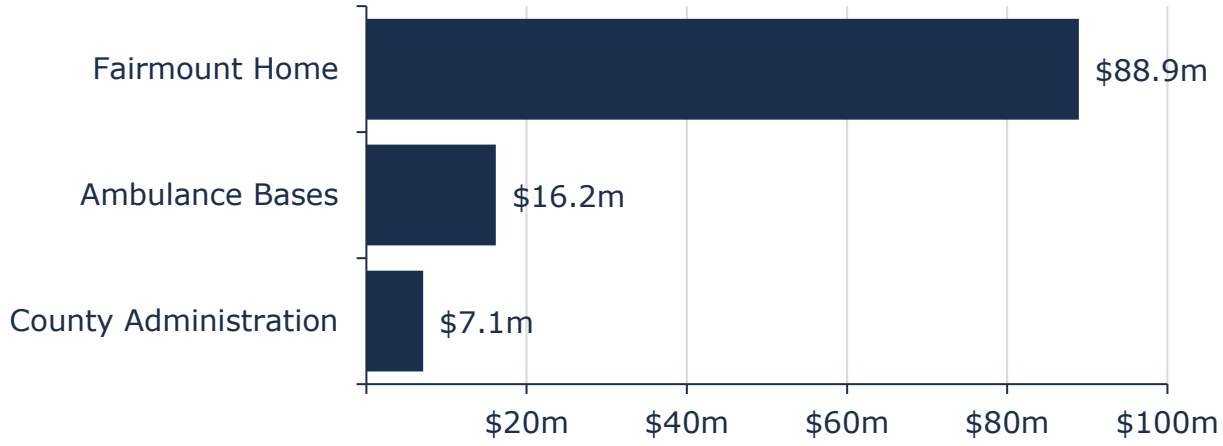
Table 15 Buildings, Equipment and Land Improvements State of Infrastructure Summary

Replacement Cost	Condition	Financial Capacity	
$112.2 million	Fair (52%)	Annual Requirement:	$3,408,535
		Funding Available:	$1,779,136
		Annual Deficit:	**$1,629,399**

Inventory & Valuation

The graph below displays the total replacement cost of each asset segment in Frontenac County's buildings, equipment and land improvements inventory. As the County has had a complete componentization of their buildings inventory Frontenac County is able to track the replacement/lifecycle needs more accurately.

Figure 11 Buildings, Equipment and Land Improvements Replacement Cost

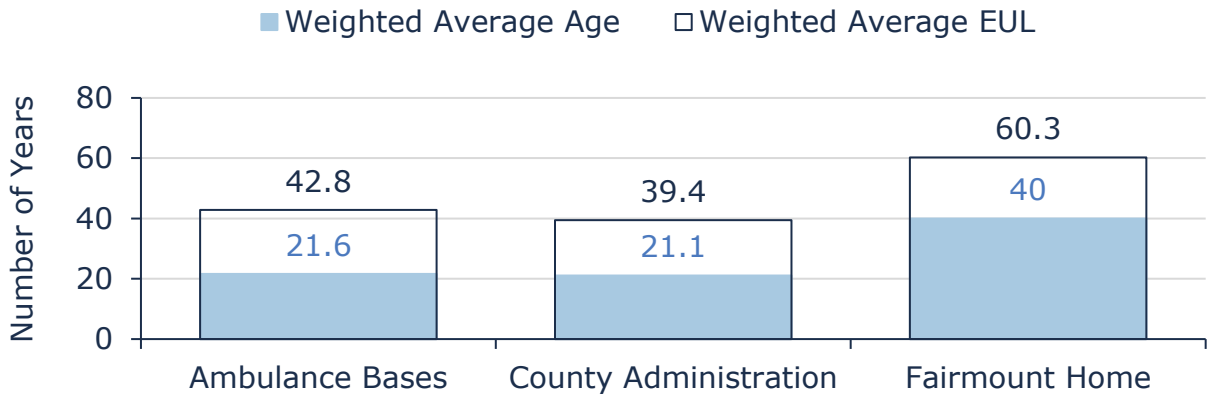


Each asset's replacement cost should be reviewed periodically to determine whether adjustments are needed to represent capital requirements more accurately.

Asset Condition & Age

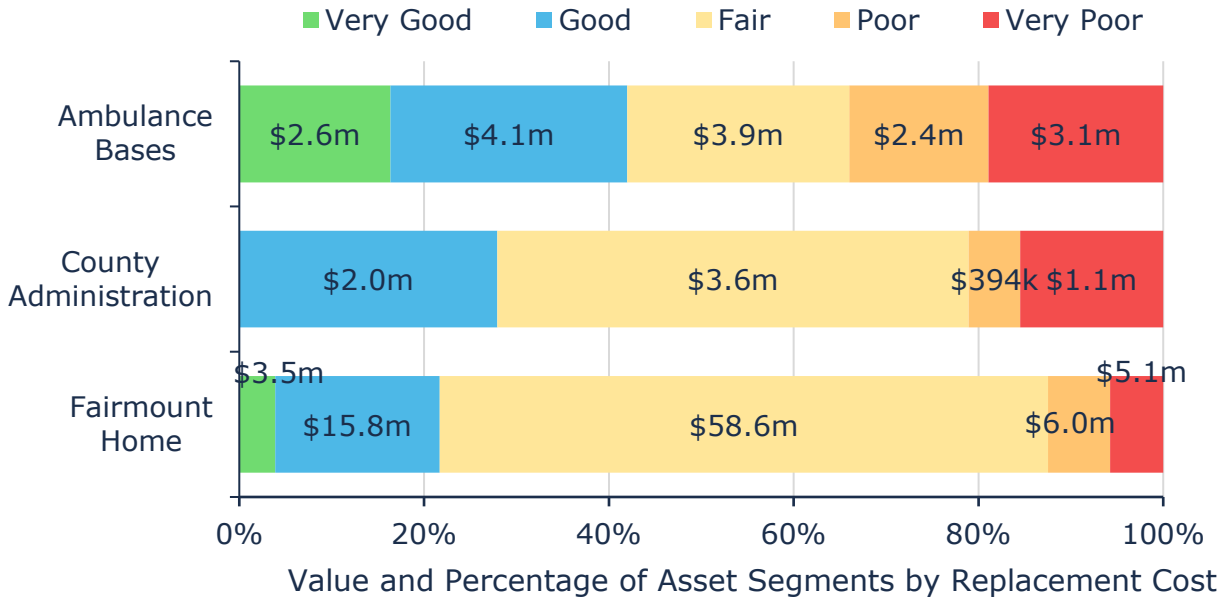
The graph below identifies the average age, and the estimated useful life for each asset segment. The values are weighted based on replacement cost.

Figure 12 Buildings, Equipment, and Land Improvements Average Age vs Average EUL



These assets are componentized which helps to add accuracy to the projections. The graph below visually illustrates the average condition for each asset segment from very good to very poor.

Figure 13 Buildings, Equipment and Land Improvements Condition Breakdown



To ensure that the municipal buildings, equipment and land improvements continue to provide an acceptable level of service, the County should monitor the average condition of all assets. If the average condition

declines, staff should re-evaluate their lifecycle management strategy to determine what combination of maintenance, rehabilitation and replacement activities is required to increase the overall condition of the buildings.

Each asset's estimated useful life should also be reviewed to determine whether adjustments need to be made to better align with the observed service life. It is important to note that a complete interior renovation of the Administration Building was completed in 2024; however, the inventory and condition data used for this analysis are from 2023, so the improvements from that renovation are not reflected in the current condition charts.

Current Approach to Condition Assessment

Accurate and reliable condition data allow staff to determine the remaining service life of assets and identify the most cost-effective approach to managing them. Currently, the County performs assessments on a five-year cycle. The last assessment was completed in 2023 for all Fairmount home buildings, and some ambulance bases were assessed in 2024. The assessments used a 1-5 rating scale, from very poor to very good, and following the Uniformat II industry standard. Buildings are repaired as needed based on deficiencies identified by outside experts, staff, or residents.

Lifecycle Management Strategy

To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration. The following table outlines the County's current lifecycle management strategy.

Figure 14 Buildings, Equipment and Land Improvements Current Lifecycle Strategy

Maintenance / Rehabilitation / Replacement

- Maintenance of buildings is outlined as activities from the BCI assessment and assigned to each asset in the inventory
- Other maintenance actions are triggered by inspections identifying safety, or structural issues
- Typical rehabilitation strategies of buildings include roof, HVAC, window and door replacements.
- Full replacements is considered generally when the asset has deteriorated significantly, and maintenance and rehabilitation is no longer cost-effective.
- Full replacement is also considered when the service level required exceeds what is possible from the physical asset.

Forecasted Capital Requirements

The annual capital requirement represents the average amount per year that Frontenac County should allocate towards funding rehabilitation and replacement needs. The following graph identifies capital requirements over the next 70 years. This projection is used as it ensures that every asset has gone through one full iteration of replacement. The forecasted requirements are aggregated into 5-year bins, and the trend line represents the average annual capital requirements at $3.4 million.

Figure 15 Buildings, Equipment and Land Improvements Forecasted Capital Replacement Requirements

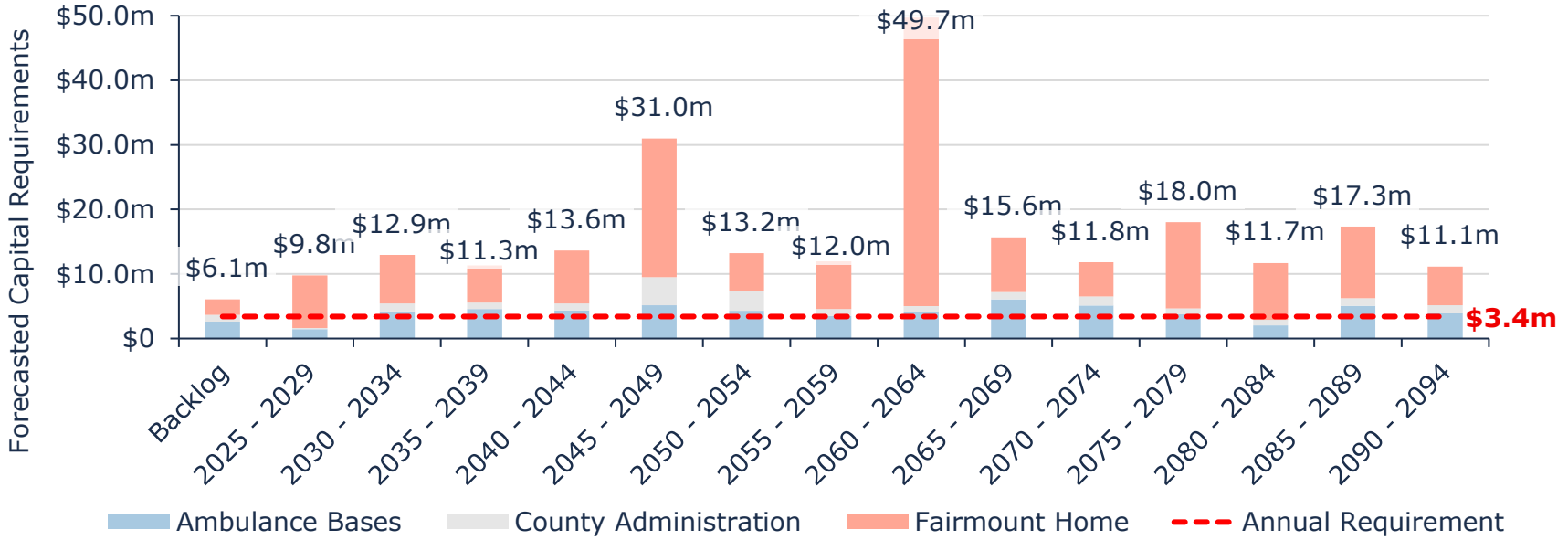


Table 16 below summarizes the projected cost of lifecycle activities (capital activities only) that may need to be undertaken over the next 10 years to support current levels of service.

Table 16 Buildings, Equipment and Land Improvements System-Generated 10-Year Capital Costs

Segment	Backlog	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Ambulance Bases	$2.6m	$445k	$229k	$272k	$197k	$310k	$351k	$1.7m	$1.1m	$373k	$667k
County Administration	$1.0m	$29k	$27k	$70k	$42k	-	$839k	$322k	$70k	-	$19k
Fairmount Home	$2.4m	$2.6m	$3.0m	$547k	$899k	$1.2m	$1.2m	$1.1m	$208k	$1.8m	$3.2m

These projections are generated in Citywide and rely on the data available in the asset register, which was limited to asset age, replacement cost, and useful life. Note that the Administration Building underwent a complete interior renovation in 2024; some of the lifecycle activities shown in the chart for this building may have already been addressed through that renovation and are therefore not required.

Risk & Criticality

The risk matrix provides a visual representation of the relationship between the probability of failure and the consequence of failure for the assets within this asset category based on available inventory data. See Appendix E: Risk Rating Criteria for the criteria used to determine the risk rating for all asset categories.

This is a high-level model that has been developed based on information currently available and should be reviewed and adjusted to reflect an evolving understanding of both the probability and consequences of asset failure.

The identification of critical assets allows the County to determine risk mitigation strategies and treatment options. Risk mitigation may include asset-specific lifecycle strategies, condition assessment strategies, or simply the need to collect better asset data.

Figure 16 Buildings, Equipment and Land Improvements Risk Matrix

1 - 4 **Very Low** $11,393,843 (10%)	5 - 7 **Low** $10,750,191 (10%)	8 - 9 **Moderate** $17,749,448 (16%)	10 - 14 **High** $60,697,238 (54%)	15 - 25 **Very High** $11,574,385 (10%)

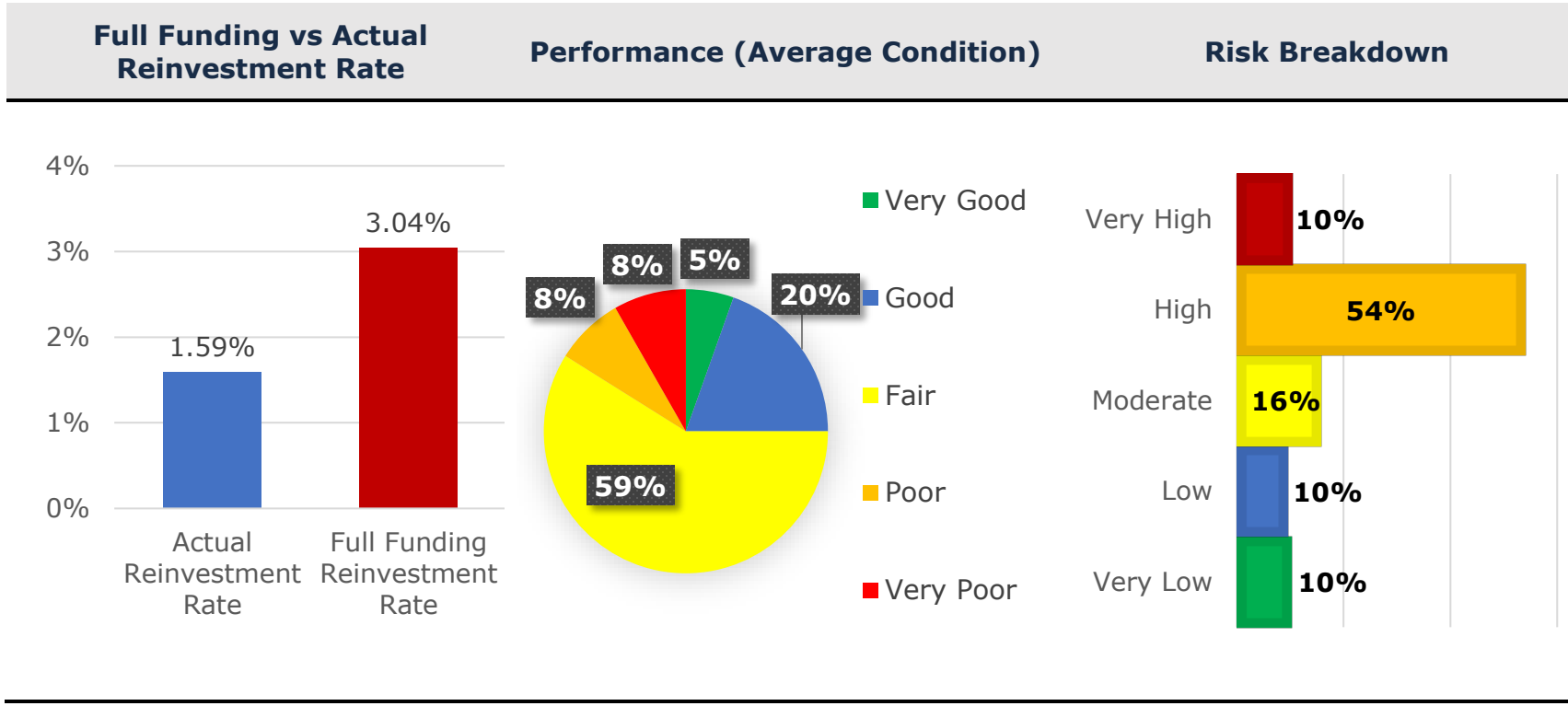
Levels of Service

The framework created by the County for levels of service is a valuable tool for assessing and managing the performance of their assets and/or services provided by their assets. Proposed levels of service for the County have been developed through engagement with County staff.

Current Levels of Service

The following tables outline the County's metrics for assessing the current level of service for the buildings, equipment and land improvements. These reflect the County's broader, strategic service goals and provide a way to track how cost, performance (average condition), and risk are trending year-over-year.

Figure 17 Buildings, Equipment and Land Improvements Strategic Levels of Service



Community Levels of Service

The following table outlines the qualitative descriptions that determine the community levels of service provided by buildings, equipment and land improvements.

Table 17 Ontario Regulation 588/17 Buildings, Equipment and Land Improvements Community Levels of Service

Service Attribute	Qualitative Description	Current LOS
Accessible & Reliable	Description of monthly and annual facilities inspection process	FMT: Annual inspection of Sprinkler System, Extinguishers, Bed Entrapment, Ceiling Lift Track Load Bearing, Septic System, FIT Testing Machines; semi-annual testing of the Fire Suppression system; bi-annual load testing of generators.
Safe & Regulatory	Description of the current condition of municipal facilities and the plans that are in place to maintain or improve the provided level of service	A Building Condition Assessment (BCA) was received in 2024. This report outlines repairs, maintenance and capital works forecast yearly to 2048 based on the current condition of the County-owned buildings assessed. On average, the assets are in fair condition. However, some assets are in very poor condition such as the Parham EMS base.

Technical Levels of Service

The following table outlines the quantitative metrics that determine the technical level of service provided by County buildings, equipment and land improvements.

Table 18 Ontario Regulation 588/17 Buildings, Equipment and Land Improvements Technical Levels of Service

Service Attribute	Technical Metric	Current LOS	
Accessible & Reliable	# of annual work orders issued through Ameresco Asset Work Order System	683	
Affordable	O&M Annual Maintenance Costs	Admin	$10,278
		FMT	$321,369
		FP	$207,450
	Annual capital reinvestment rate	1.6%	
Safe & Regulatory	% of facilities that are in fair or better condition	84	
	% of facilities that are in poor or very poor condition	16	

Proposed Levels of Service

The scenarios that were used to analyse the County's inventory are based on the data available in the asset management system which outlines estimated useful life and condition as well as replacement costs which all the results are based on.

Scenario 1: Current Capital Reinvestment Rate - this scenario utilizes the current capital reinvestment within each asset category. The current annual investment was held, and the condition was determined.

Scenario 2: Full Funding - this scenario assumes unlimited capital reinvestment within each asset category. Asset condition is modeled without any constraints on the annual capital funding available.

Scenario 3: Strategic Funding - this scenario utilizes modest funding increases across asset categories, with a 1.5% annual increase applied to the K&P Trail, Fairmount Home, Paramedic, and Administration budgets, and a 5% annual increase applied to the Ambulance and Non-Ambulance Vehicle budgets. The resulting infrastructure condition was determined based on these adjusted annual funding levels.

The table below outlines the results for each scenario for Buildings, Equipment and Land Improvements:

Scenarios	Replacement Cost	Average ondition	Annual Capital Reinvestment
Scenario 1 – Current Capital einvestment	$112,165,106	Poor (34%)	$1,779,136
Scenario 2 – Full Funding	$112,165,106	Poor (38%)	$3,408,535
Scenario 3 – Strategic Funding	$112,165,106	Poor (35%)	$2,064,760

The following figure illustrates the projected condition of each asset segment under each of the three investment level scenarios:

Figure 18 Scenario Comparison: Ambulance Base Conditions

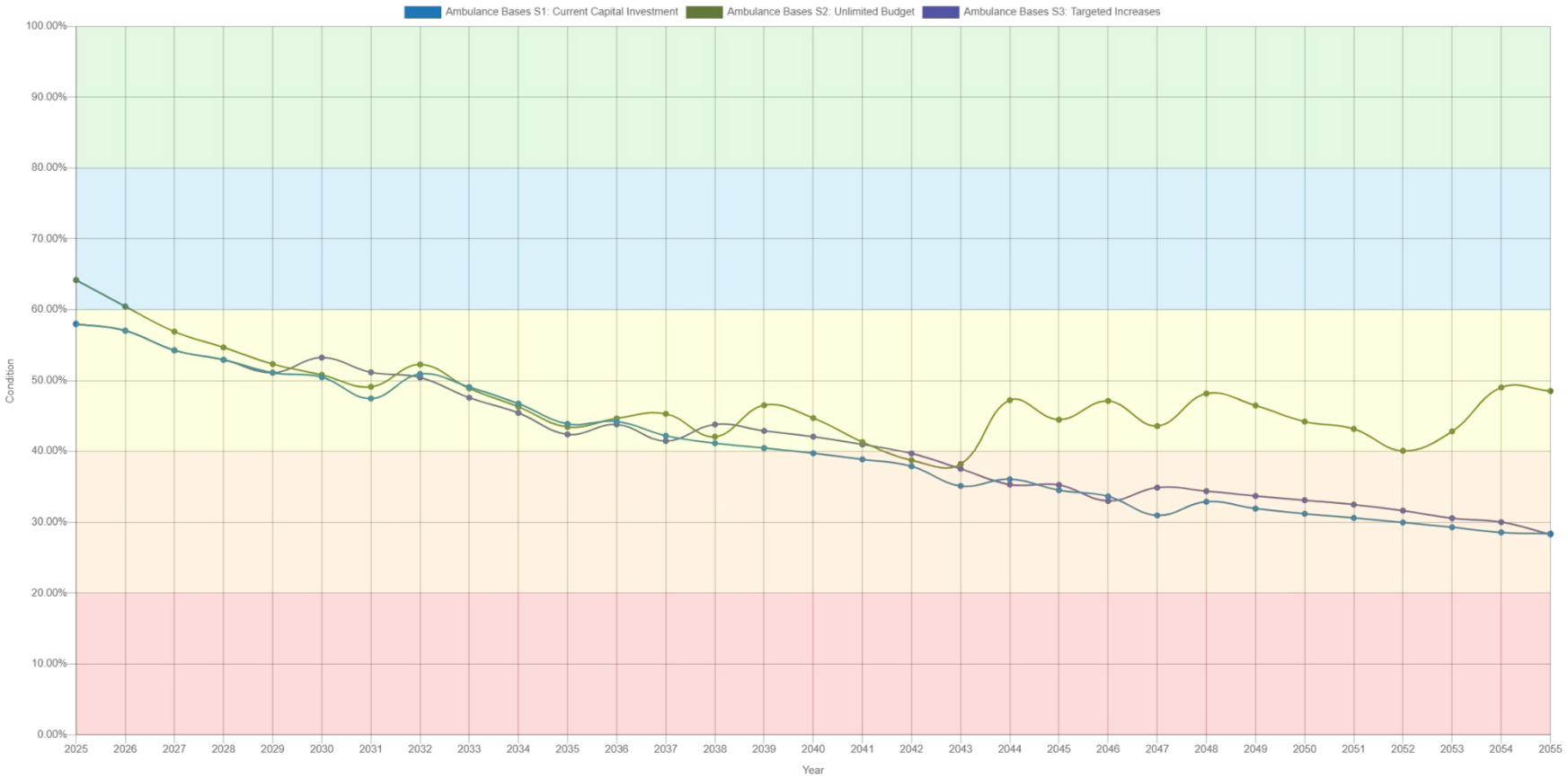


Figure 19 Scenario Comparison: County Admin Conditions

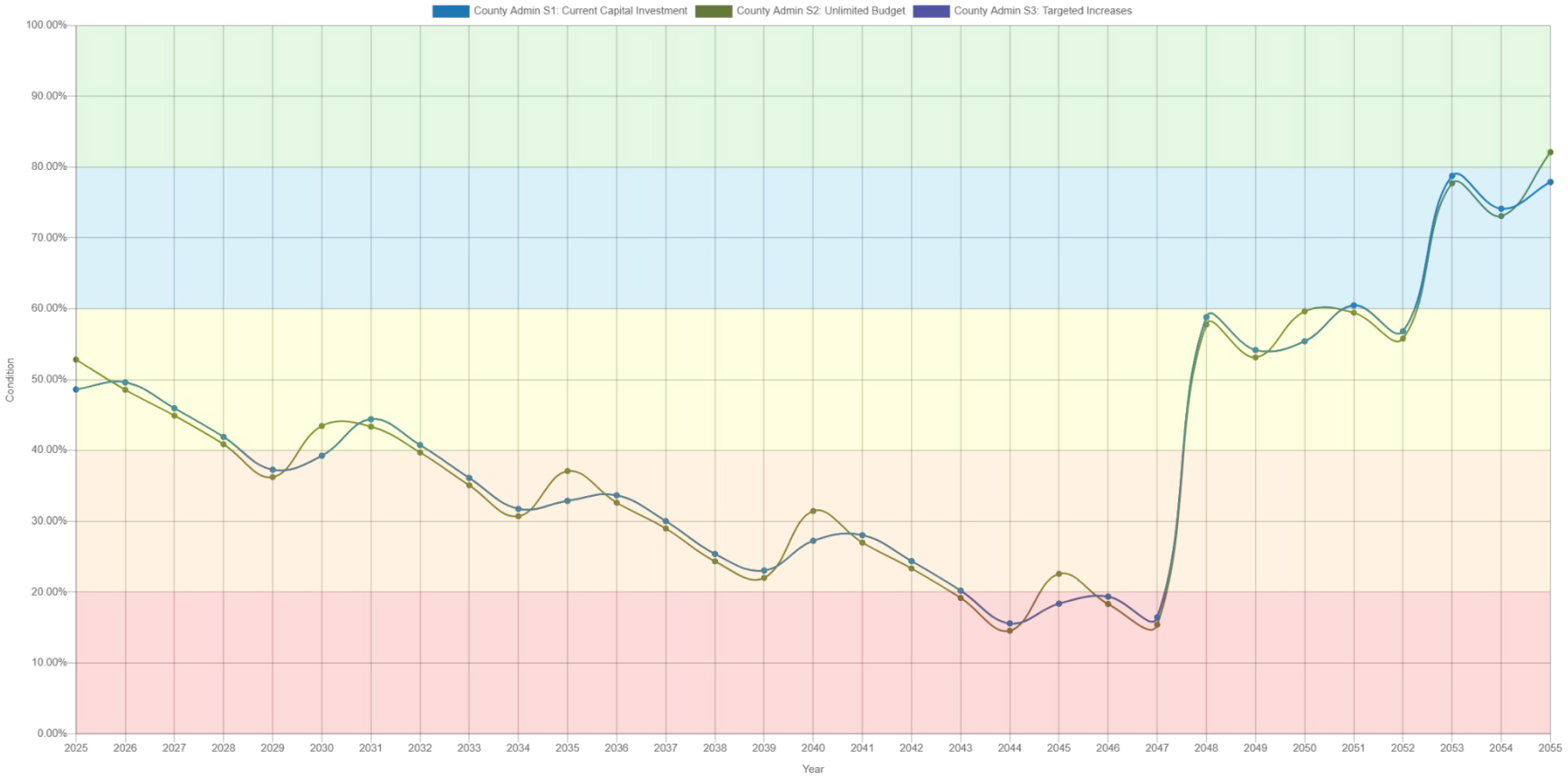
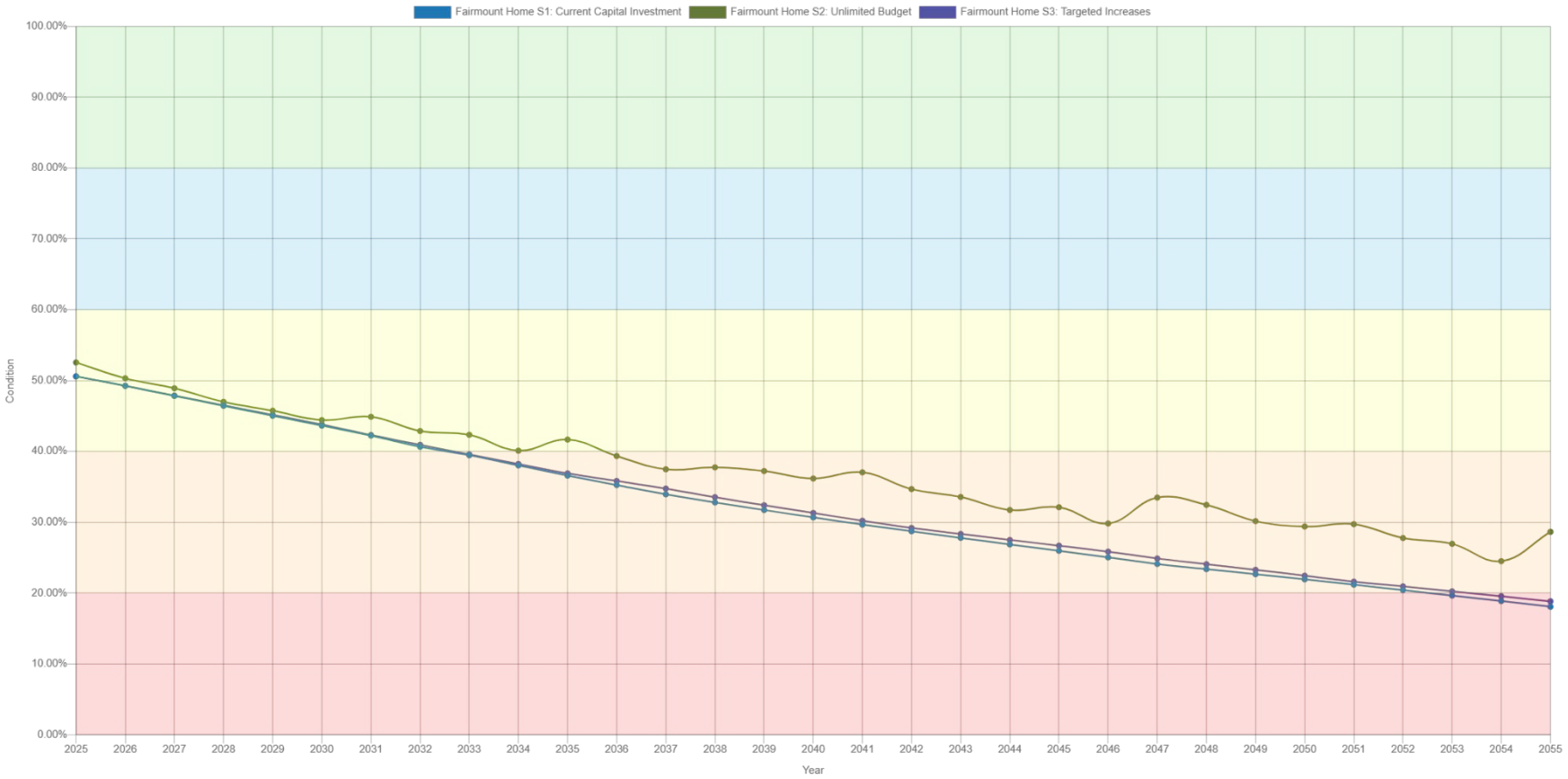


Figure 20 Scenario Comparison: Fairmount Home Conditions



Appendix B: Vehicles

State of the Infrastructure

Vehicles allow staff to efficiently deliver municipal services and personnel. County vehicles are used to support several service areas, including:

- Paramedic services, Ambulances
- County administration
- Non-ambulance paramedic services

The following summarizes the state of the infrastructure for Vehicles:

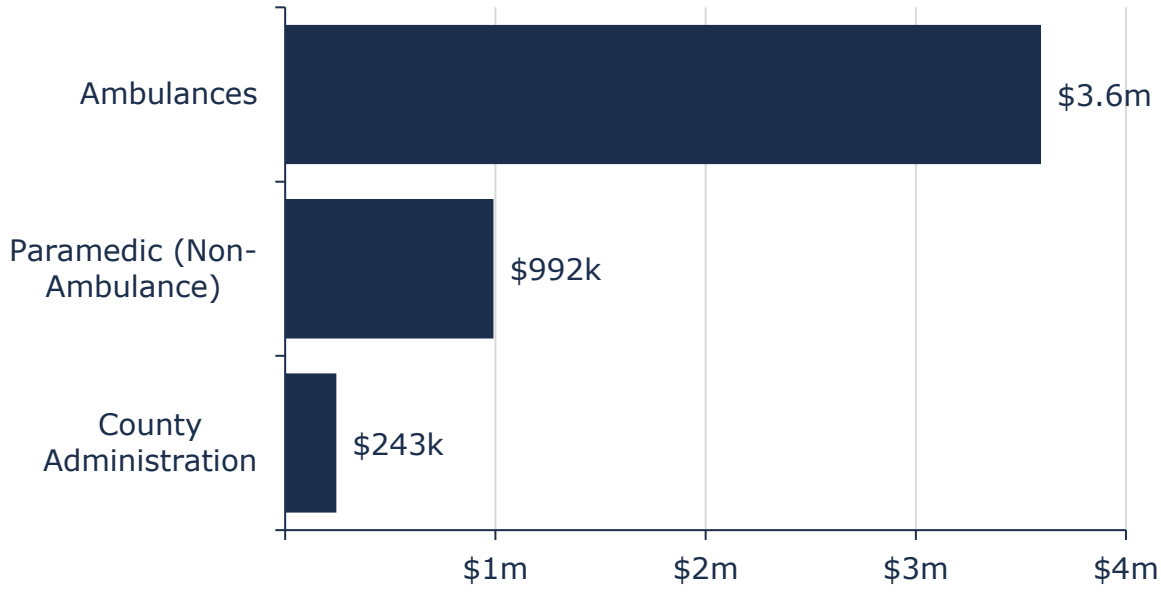
Table 19 Vehicles State of Infrastructure Summary

Replacement Cost	Condition	Financial Capacity	
$4.83 million	Fair (42%)	Annual Requirement:	$733,924
		Funding Available:	$782,330
		Annual Surplus:	**($48,406)**

Inventory & Valuation

The graph below displays the total replacement cost of each asset segment in the vehicle inventory.

Figure 21 Vehicle Replacement Costs

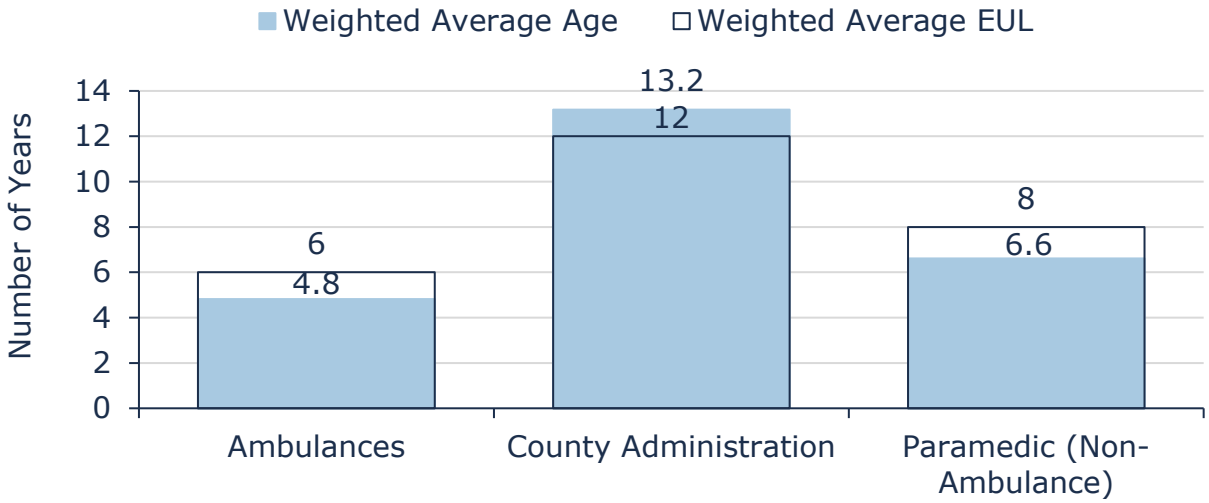


Each asset's replacement cost should be reviewed periodically to determine whether adjustments are needed to represent capital requirements more accurately.

Asset Condition & Age

The graph below identifies the average age and the estimated useful life for each asset segment. The values are weighted based on replacement cost.

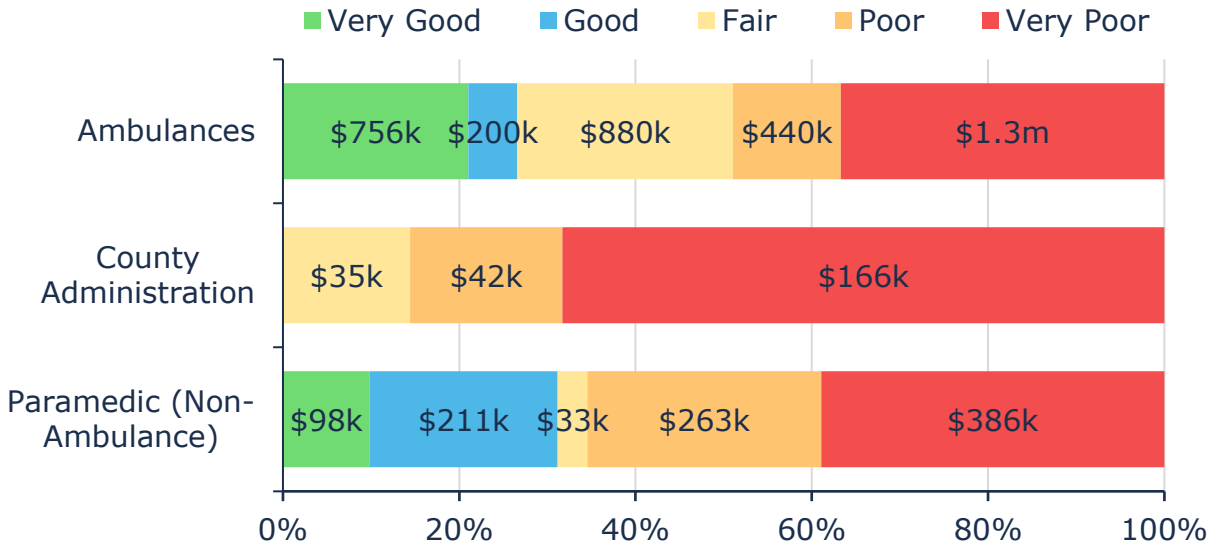
Figure 22 Vehicles Average Age vs Average EUL



Each asset's estimated useful life should also be reviewed periodically to determine whether adjustments need to be made to better align with the observed length of service life for each asset type.

The graph below visually illustrates the average condition for each asset segment on a very good to very poor scale.

Figure 23 Vehicles Condition Breakdown



To ensure that the County's vehicles continue to provide an acceptable level of service, the County should monitor the average condition of all assets. If the average condition declines, staff should re-evaluate their lifecycle management strategy to determine what combination of maintenance, rehabilitation and replacement activities is required to increase the overall condition of the vehicles.

Current Approach to Condition Assessment

Accurate and reliable condition data allows staff to determine the remaining service life of assets and identify the most cost-effective approach to managing assets. An example of the County's current approach is staff complete regular visual inspections of vehicles to ensure they are in state of adequate repair prior to operation.

Lifecycle Management Strategy

The condition or performance of assets will deteriorate over time. To ensure vehicles are performing as expected, it is important to establish a lifecycle management strategy to proactively manage asset deterioration.

Figure 24 Vehicles Current Lifecycle Strategy

Maintenance / Rehabilitation / Replacement

- Oil change, tire replacement/rotation, transmission fluid, brakes, minor as-needed repairs
- Maintenance plan is every 10,000 km and is based on the manufacturer maintenance plan and report to Ministry of Health.
- Replacement considered when no longer cost-effective to maintain, or when asset can no longer be relied upon to be available when required.

Forecasted Capital Requirements

The annual capital requirement represents the average amount per year that the County should allocate towards funding rehabilitation and replacement needs. The following graph identifies capital requirements over the next 15 years. This projection is used as it ensures that every asset has gone through one full iteration of replacement. The forecasted requirements are aggregated into 5-year bins, and the trend line represents the average annual capital requirements at $734 thousand.

Figure 25 Vehicle Forecasted Capital Replacement Requirements

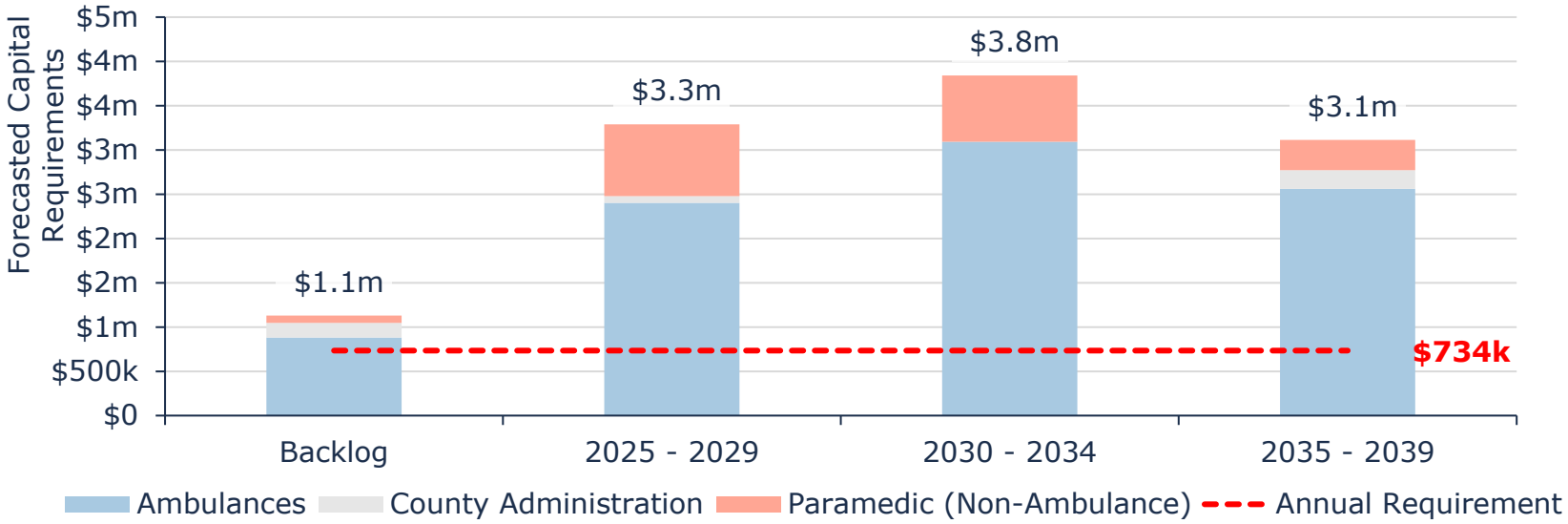


Table 20 below summarizes the projected cost of lifecycle activities (capital replacement only) that may need to be undertaken over the next 10 years to support current levels of service. These projections are generated in Citywide and rely on the data available in the asset register.

Table 20 Vehicles System-Generated 10-Year Capital Costs

Segment	Backlog	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Ambulances	$880k	$360k	$360k	$620k	$220k	$842k	$440k	$1.2m	$220k	$440k	$833k
County Administration	$166k	-	-	$42k	$35k	-	-	-	-	-	-
Paramedic (non-ambulance)	$84k	$302k	$263k	$33k	-	$211k	-	$98k	-	$386k	$263k

As no assessed condition data was available for the vehicles, only age was used to determine forthcoming replacement needs. These projections can be different from actual capital forecasts. Consistent data updates, especially condition, will improve the alignment between the system-generated expenditure requirements, and the County's capital expenditure forecasts.

Risk & Criticality

The risk matrix provides a visual representation of the relationship between the probability of failure and the consequence of failure for the assets within this asset category based on available inventory data. See Appendix E: Risk Rating Criteria for the criteria used to determine the risk rating for all asset categories.

This is a high-level model that has been developed based on information currently available and should be reviewed and adjusted to reflect an evolving understanding of both the probability and consequences of asset failure.

The identification of critical assets allows the County to determine appropriate risk mitigation strategies and treatment options. Risk mitigation may include asset-specific lifecycle strategies, condition assessment strategies, or simply the need to collect better asset data.

Figure 26 Vehicles Risk Matrix

1 - 4 **Very Low** $1,375,544 (28%)	5 - 7 **Low** $126,000 (3%)	8 - 9 **Moderate** $1,462,831 (30%)	10 - 14 **High** $985,923 (20%)	15 - 25 **Very High** $880,000 (18%)

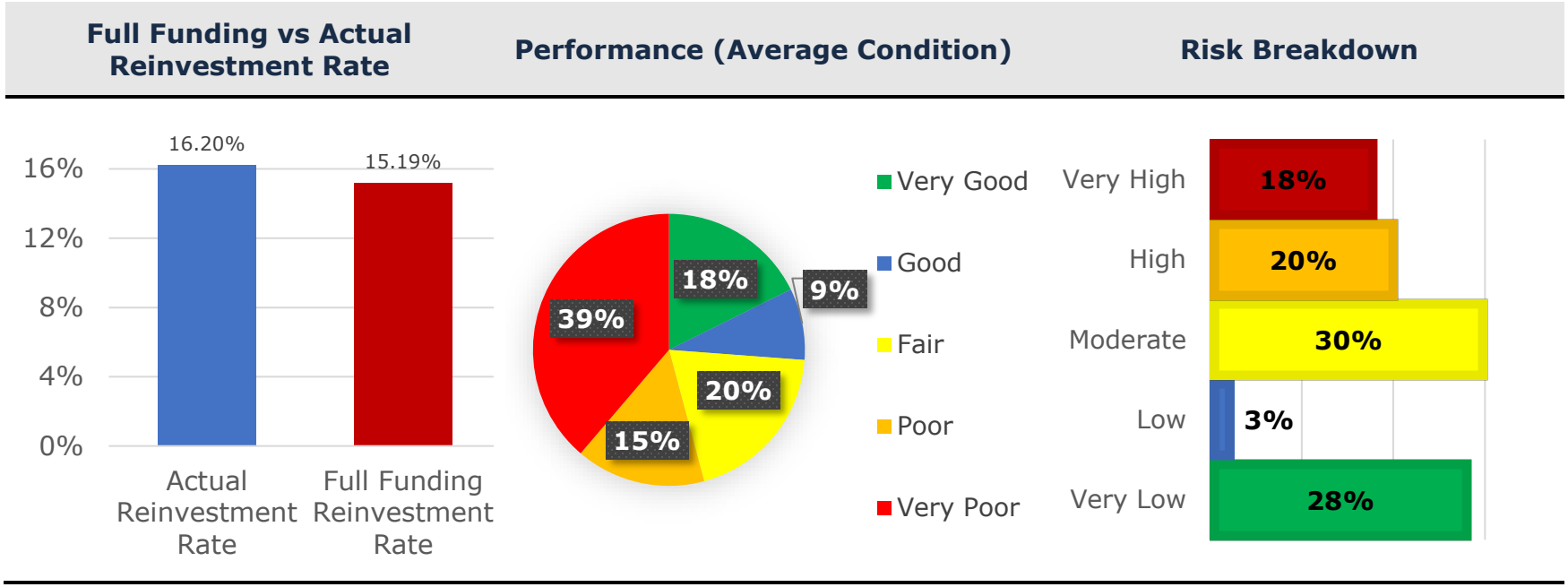
Levels of Service

The framework created by the County for levels of service is a valuable tool for assessing and managing the performance of their assets and/or services provided by their assets. Proposed levels of service for the County have been developed through engagement with County staff.

Current Levels of Service

The following tables outline the County's metrics for assessing the current level of service for vehicles. These reflect the County's broader, strategic service goals and provide a way to track how cost, performance (average condition), and risk are trending year-over-year.

Figure 27 Vehicles Strategic Levels of Service



Community Levels of Service

The following table outlines the qualitative descriptions that determine the community levels of service provided by vehicles.

Table 21 Ontario Regulation 588/17 Vehicles Community Levels of Service

Service Attribute	Qualitative Description	Current LOS
Accessible & Reliable	Description of the Fleet Management and Safety Program	There is a Frontenac Paramedics policy as well as MOH requirements (a policy must be in place for maintenance)
Safe & Regulatory	Description of the current condition of municipal vehicles and the plans that are in place to maintain or improve the provided level of service	Currently ambulances are remounted after 6 years, with the remounts being in service for another 5 years; Emergency Response Vehicles are 6 years other paramedic vehicles 5-10 6 years depending on its purpose, County admin vehicles are replaced every 10 years as required. Future plans will be assisted by the AMP analysis. E.g. minimize downtimes by monitoring idle time & the impact on vehicle replacement schedules.

Technical Levels of Service

The following table outlines the quantitative metrics that determine the technical level of service provided by County vehicles.

Table 22 Ontario Regulation 588/17 Vehicles Technical Levels of Service

Service Attribute	Technical Metric	Current LOS
Accessible & Reliable	% of vehicles that meet maintenance and inspection requirements	100%
	Average Annual KM Driven by Paramedic Ambulances	24,574
	# of motor vehicle at-fault accidents involving municipal vehicles	6
Affordable	Annual capital reinvestment rate	16.2%
Safe & Regulatory	% of vehicles that are in fair or better condition	46%
	% of vehicles that are in poor or very poor condition	54%

Proposed Levels of Service

The scenarios that were used to analyse the County's inventory are based on the data available in the asset management system which outlines estimated useful life and condition as well as replacement costs which all the results are based on.

Scenario 1: Current Capital Reinvestment Rate - this scenario utilizes the current capital reinvestment within each asset category. The current annual investment was held, and the condition was determined.

Scenario 2: Full Funding - this scenario assumes unlimited capital reinvestment within each asset category. Asset condition is modeled without any constraints on the annual capital funding available.

Scenario 3: Strategic Funding - this scenario utilizes modest funding increases across asset categories, with a 1.5% annual increase applied to the K&P Trail, Fairmount Home, Paramedic, and Administration budgets, and a 5% annual increase applied to the Ambulance and Non-Ambulance Vehicle budgets. The resulting infrastructure condition was determined based on these adjusted annual funding levels.

The table below outlines the results for each scenario for Vehicles:

Scenarios	Replacement Cost	Average ondition	Annual Capital Reinvestment
Scenario 1 – Current Capital einvestment	$4,830,298	Fair (49%)	$782,330
Scenario 2 – Full Funding	$4,830,298	Fair (56%)	$733,924
Scenario 3 – Strategic Funding	$4,830,298	Fair (53%)	$1,274,333

The following figure illustrates the projected condition of each asset segment under each of the three investment level scenarios:

Figure 28 Scenario Comparison: Ambulances Conditions

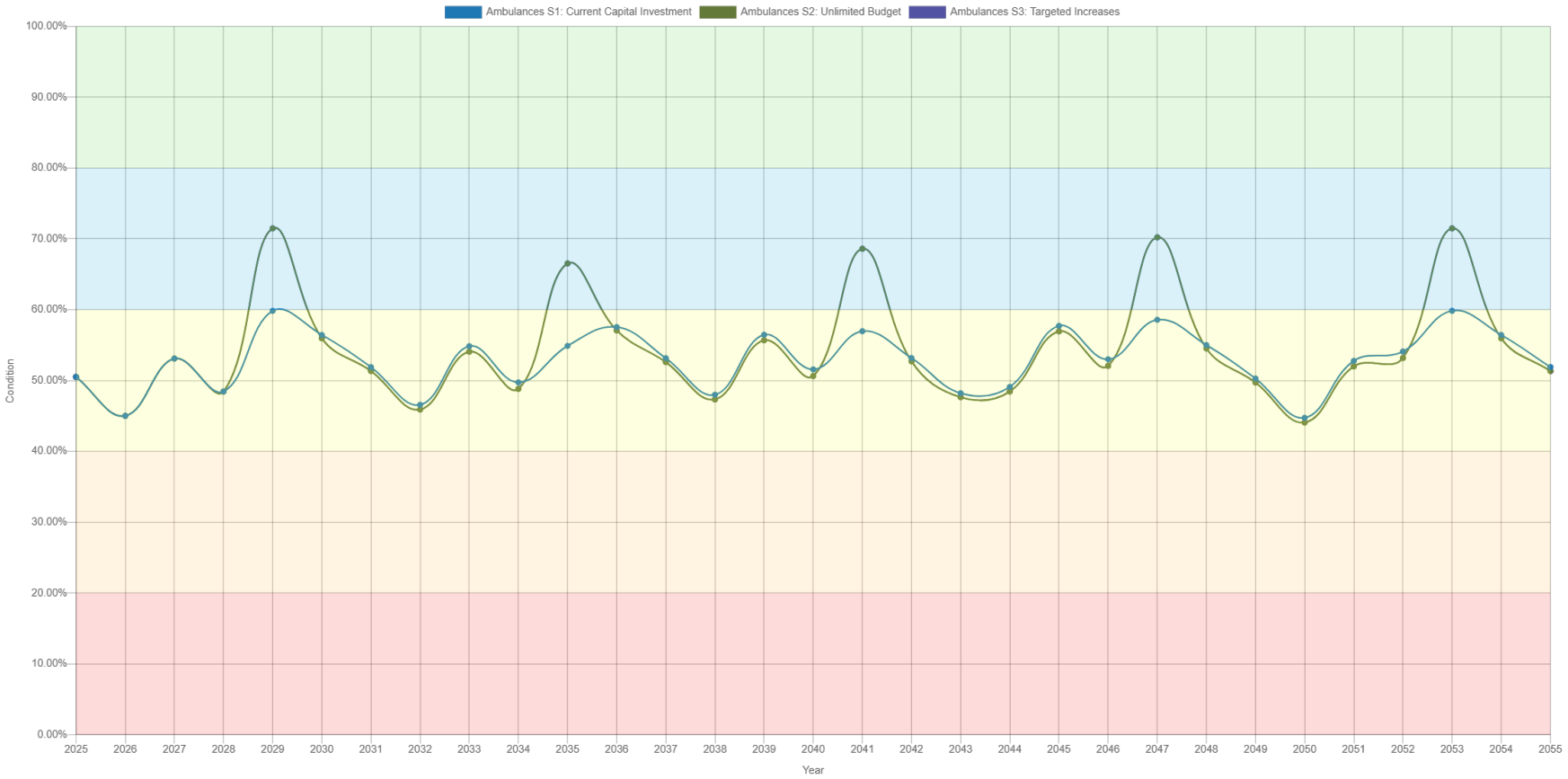
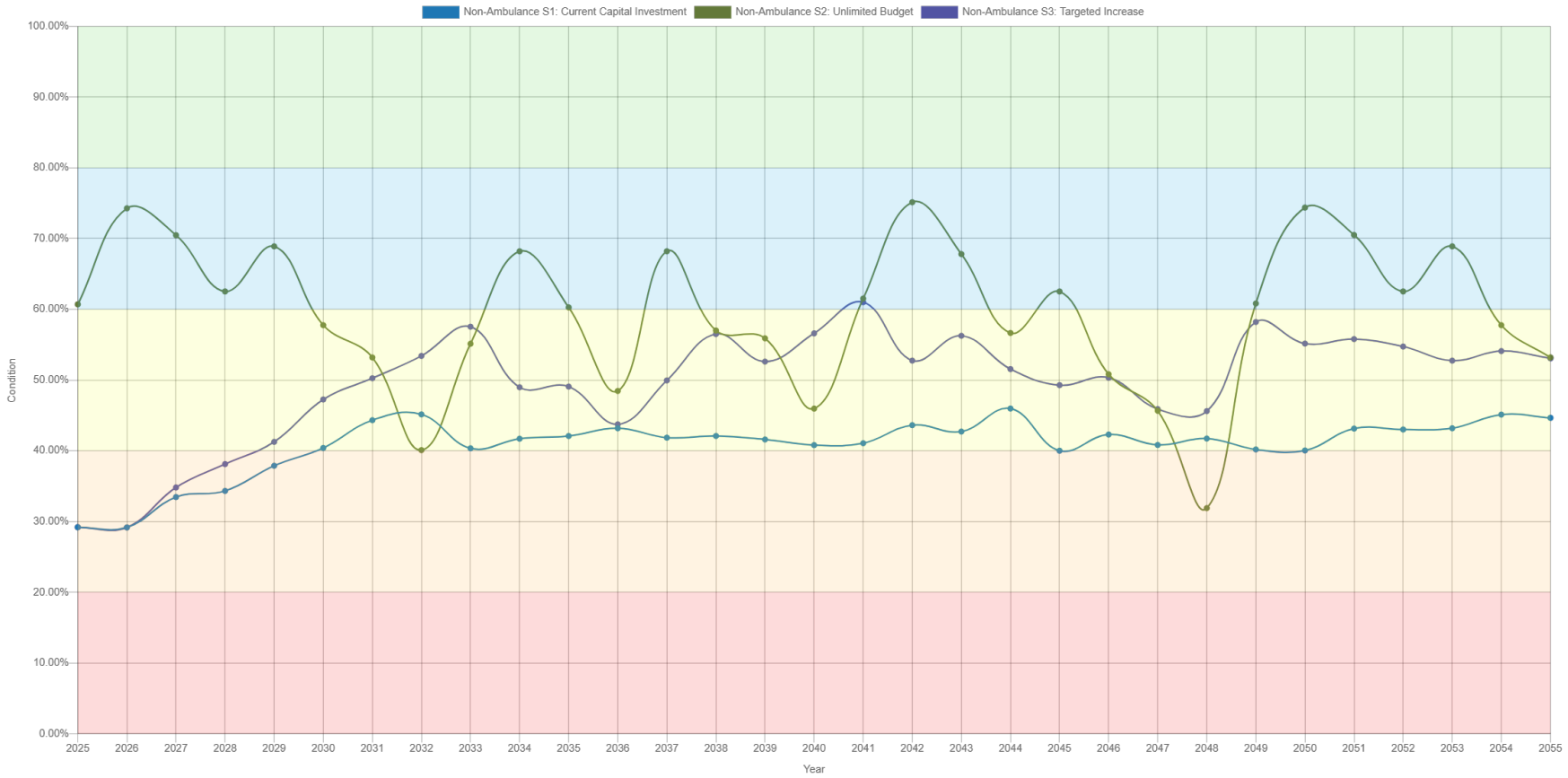


Figure 29 Scenario Comparison: Paramedic (Non-Ambulance) Conditions



Appendix C: Trail Network

State of the Infrastructure

Frontenac County owns several asset types that compliment the K&P Trail network. These include:

- The trail itself
- Bridges and culverts
- Equipment and signage
- Parking areas

The following summarizes the state of the infrastructure for K&P Trail:

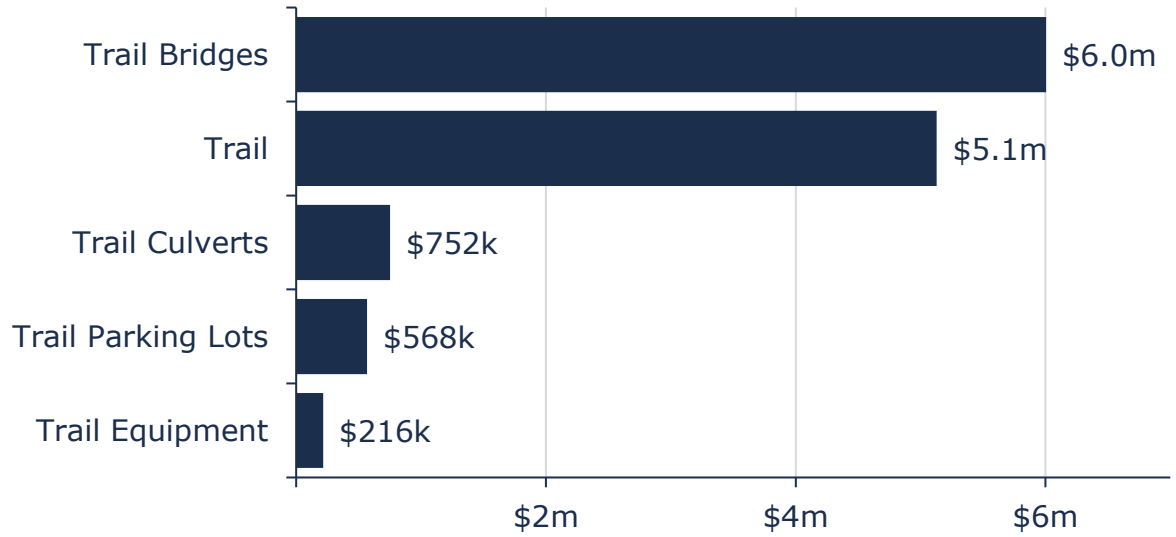
Table 23 K&P Trails State of Infrastructure Summary

Replacement Cost	Condition	Financial Capacity	
$12.67 million	Good (73%)	Annual Requirement:	$761,465
		Funding Available:	$100,000
		Annual Deficit:	**$661,465**

Inventory & Valuation

K&P Trail asset category has a replacement value of $12.67 million.

Figure 30 K&P Trails Replacement Costs

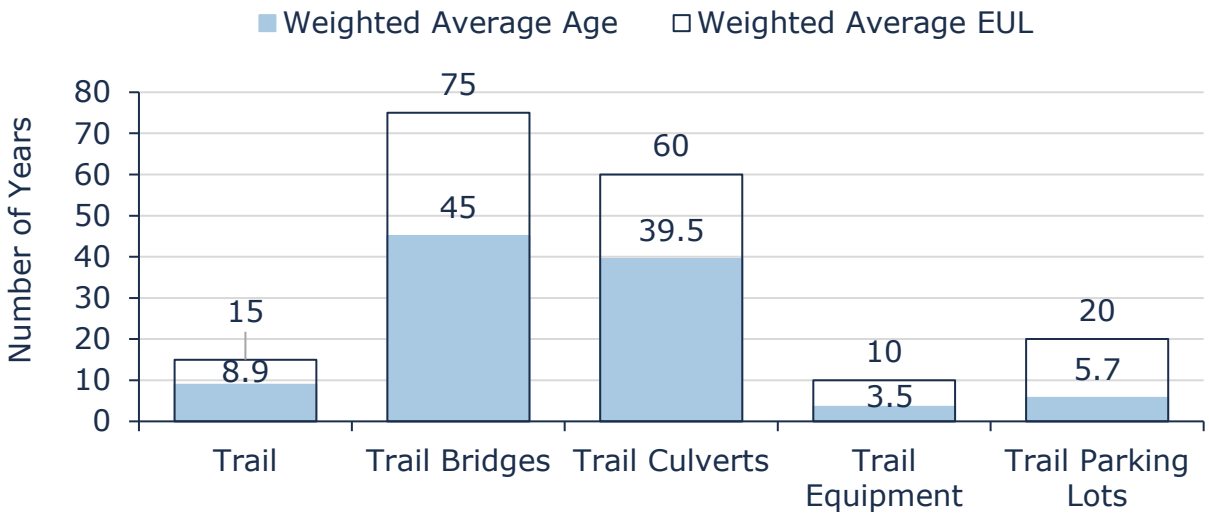


Each asset's replacement cost should be reviewed periodically to determine whether adjustments are needed to represent capital requirements more accurately.

Asset Condition & Age

The graph below identifies the average age, and the estimated useful life for each asset segment. The values are weighted based on replacement cost.

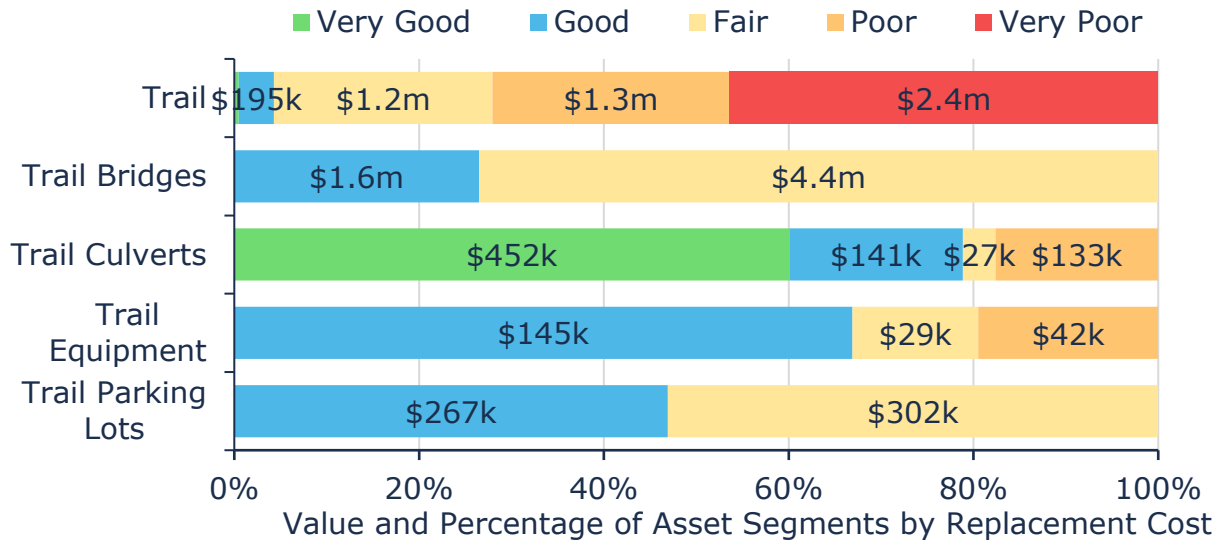
Figure 31 K&P Trail Average Age vs Average EUL



Each asset's estimated useful life should also be reviewed periodically to determine whether adjustments need to be made to better align with the observed length of service life for each asset type.

The graph below visually illustrates the average condition for each asset segment on a very good to very poor scale.

Figure 32 K&P Trail Condition Breakdown



To ensure that the County's K&P trail continues to provide an acceptable level of service, Frontenac County should monitor the average condition of all assets. Staff should re-evaluate their lifecycle management strategy to

determine what combination of maintenance, rehabilitation and replacement activities is required to maintain or increase asset service longevity.

Current Approach to Condition Assessment

Accurate and reliable condition data enable staff to determine the remaining service life of assets and identify the most cost-effective management strategies. The current approach is like that used for buildings, where many trail assets are assessed on a five-year cycle. However, structural bridges and culverts are inspected every two years in accordance with OSIM (Ontario Structure Inspection Manual) requirements. Each asset is assigned a condition rating on a scale from 1 to 5, ranging from unacceptable to good. Most assessments are conducted by external contractors.

Lifecycle Management Strategy

To ensure that municipal assets are performing as expected and meeting the needs of residents, it is important to establish a lifecycle management strategy to proactively manage asset deterioration. The following figure outlines the current lifecycle management strategy.

Figure 33 K&P Trail Current Lifecycle Strategy

Maintenance / Rehabilitation / Replacement

- Routine maintenance of trail assets includes grading, shaping, and packing the surface, controlling dust through Calcium or Magnesium Chloride application, brushing and mowing, granular replacement, and trail inspection, including ditches and culverts, spot repairs.
- Maintenance actions are typically triggered by inspections and scheduled
- Patching repairs on laneways/parking lots
- Replacement is considered when an asset's condition has deteriorated significantly. In the case of trail assets, when rehabilitation is no longer cost-effective and the asset is near failure.

Forecasted Capital Requirements

The annual capital requirement represents the average amount per year that should be allocate towards funding rehabilitation and replacement needs. The following graph identifies capital requirements over the next 65 years. This projection is used as it ensures that every asset has gone through one full iteration of replacement. The forecasted requirements are aggregated into 5-year bins, and the trend line represents the average annual capital requirements at $761 thousand.

Figure 34 K&P Trail Network Forecasted Capital Replacement Requirements

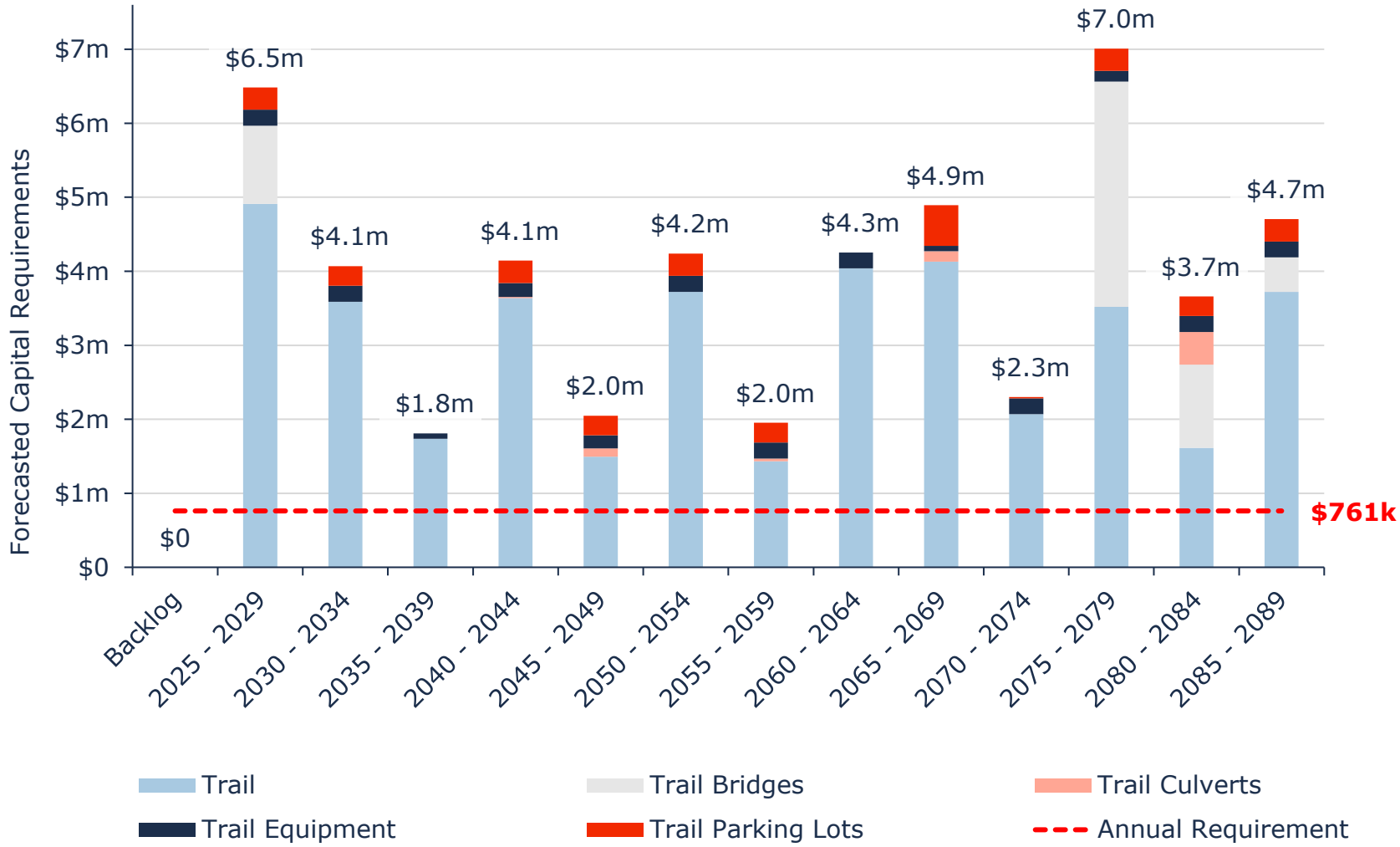


Table 24 below summarizes the projected cost of lifecycle activities (capital replacement only) that may need to be undertaken over the next 10 years to support current levels of service. These projections are generated in Citywide and rely on the data available in the asset register.

Table 24 K&P Trail Network System-Generated 10-Year Capital Costs

Segment	Backlog	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Trail	$0	$3.4m	$126k	$203k	$343k	$872k	$195k	-	$25k	$2.4m	$988k
Trail Bridges	$0	-	-	$1.1m	-	-	-	-	-	-	-
Trail Culverts	$0	-	-	-	-	-	-	-	-	-	-
Trail Equipment	$0	-	$42k	$29k	$145k	-	-	-	$42k	$29k	$145k
Trail Parking Lots	$0	-	-	-	-	$302k	-	-	-	$13k	$253k

A staff assessment from 2020 for culverts and 2022 for bridges on the trail were used to determine forthcoming replacement needs. These projections can be different from actual capital forecasts. Consistent data updates, especially condition, will improve the alignment between the system-generated expenditure requirements, and the County’s capital expenditure forecasts

Risk & Criticality

The risk matrix provides a visual representation of the relationship between the probability of failure and the consequence of failure for the assets within this asset category based on available inventory data. See Appendix E: Risk Rating Criteria for the criteria used to determine the risk rating for all asset categories.

Figure 35 K&P Trail Network Risk Matrix

1 - 4 Very Low	5 - 7 Low	8 - 9 Moderate	10 - 14 High	15 - 25 Very High
$4,796,249 (38%)	$2,608,017 (21%)	$1,922,768 (15%)	$3,344,000 (26%)	- (0%)

This is a high-level model that has been developed based on information currently available and should be reviewed and adjusted to reflect an evolving understanding of both the probability and consequences of asset failure.

The identification of critical assets allows the County to determine risk mitigation strategies and treatment options. Risk mitigation may include asset-specific lifecycle strategies, condition assessment strategies, or simply the need to collect better asset data.

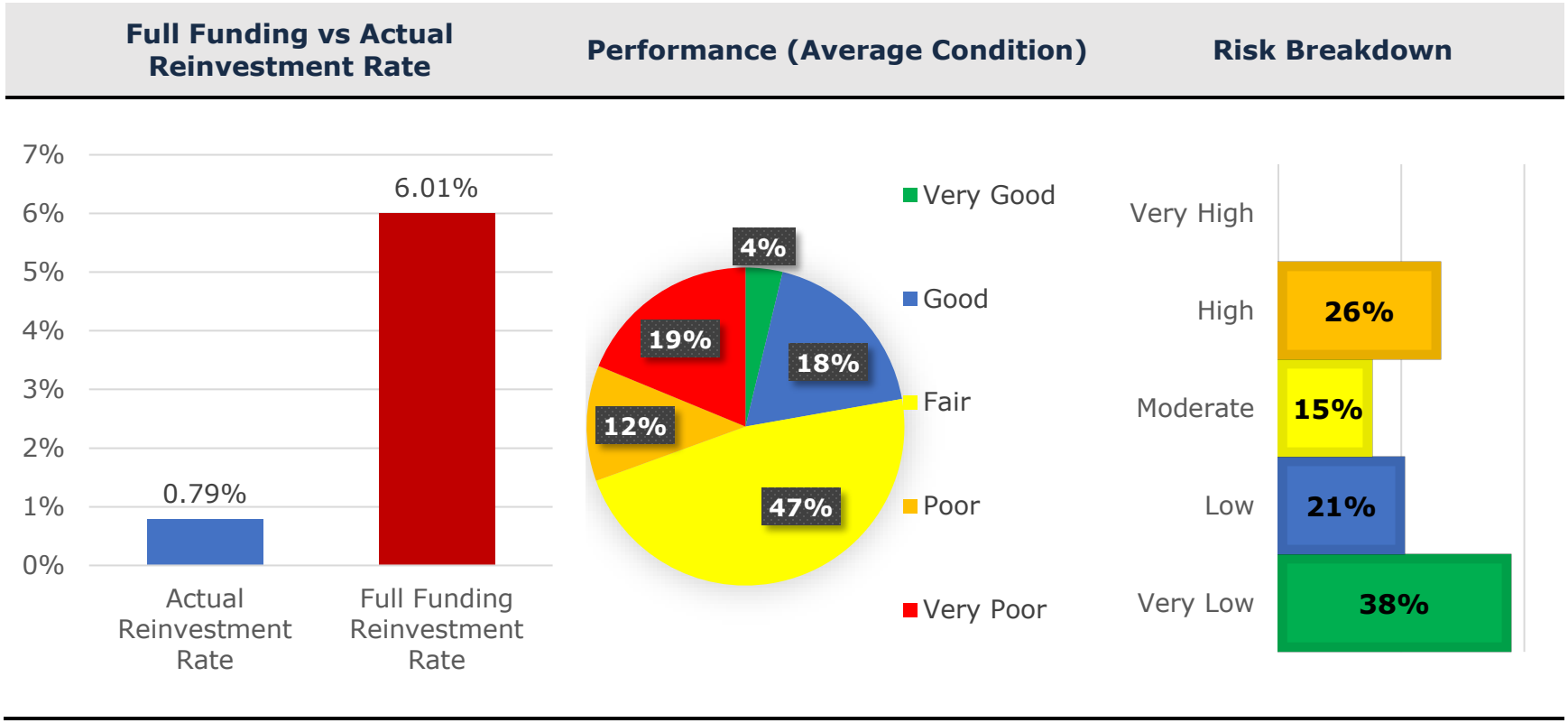
Levels of Service

The framework created by the County for levels of service is a valuable tool for assessing and managing the performance of their assets and/or services provided by their assets. Proposed levels of service for the County have been developed through engagement with County staff.

Current Levels of Service

The following tables outline the County's metrics for assessing the current level of service for the trail network. These reflect the County's broader, strategic service goals and provide a way to track how cost, performance (average condition), and risk are trending year-over-year.

Figure 36 K&P Trail Network Strategic Levels of Service



Community Levels of Service

The following table outlines the qualitative descriptions that determine the community levels of service provided by the K&P Trail network.

Table 25 Ontario Regulation 588/17 K&P Trail Network Community Levels of Service

Service Attribute	Qualitative Description	Current LOS
Accessible & Reliable	Description, which may include maps, of trails and the proximity to the surrounding community	As illustrated in Figure 37, the trail runs from the County's south boundary with the City of Kingston, through South, Central, and North Frontenac Townships. While still under development, it will eventually reach 90 kilometres in length to meet the boundary with the County of Lanark to the north.
Safe & Regulatory	Description of the trails inspection process and timelines for inspections	Monthly inspections of the trail network, including legislated OSIM bridge inspections every two years; proactive planned annual maintenance for the entire length of the trail.

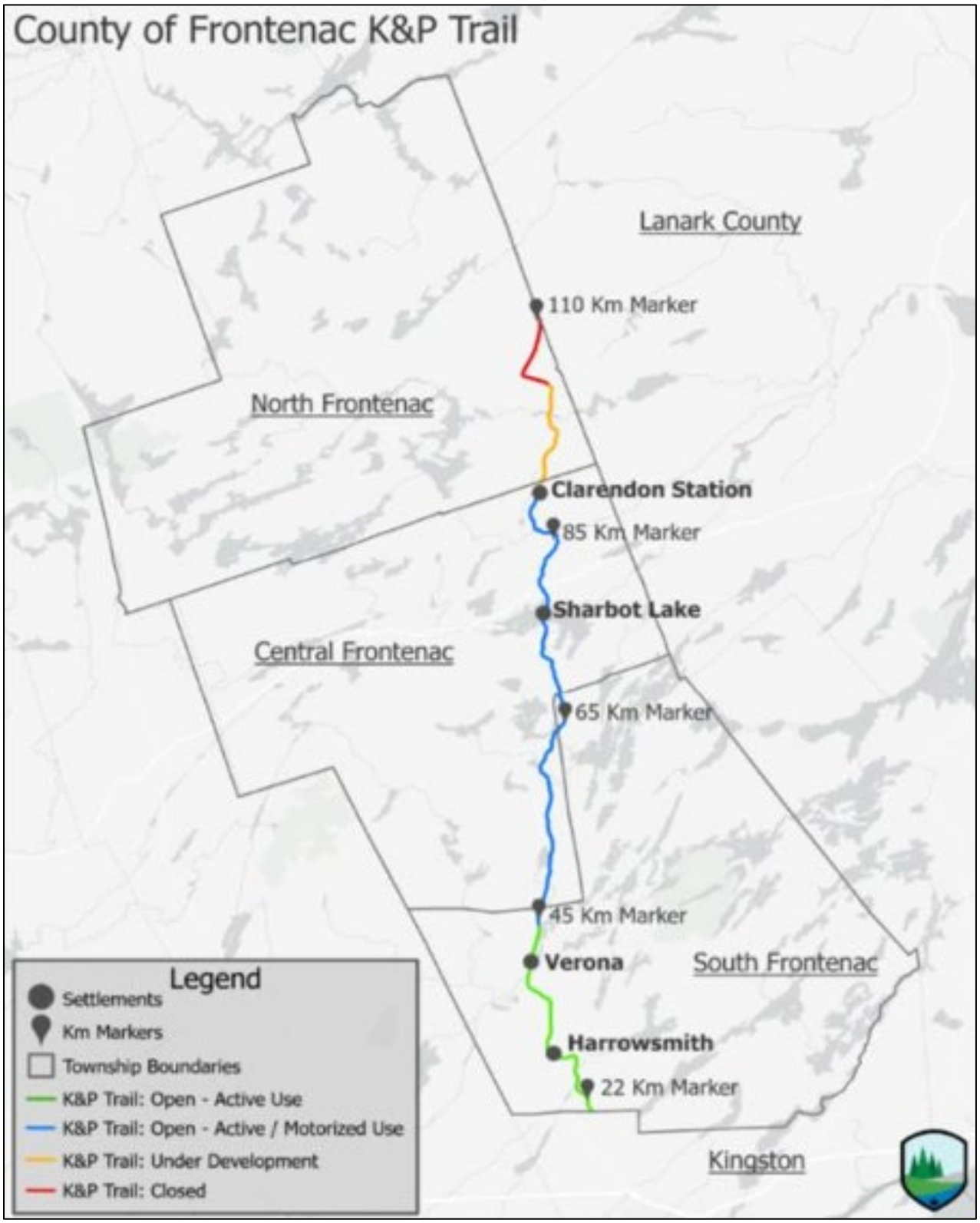
Technical Levels of Service

The following table outlines the quantitative metrics that determine the technical level of service provided by the K&P Trail network.

Table 26 Ontario Regulation 588/17 K&P Trail Network Technical Levels of Service

Service Attribute	Technical Metric	Current LOS
Sustainable	Annual use tracked through trail counters	144,384
	Km of trail network	73
Accessible & Reliable	Trail Network Inspection Target (1x per month)	12
	Number of Hazards Reported during inspections	32
Affordable	O&M cost for the trail network per km	$2,200
	Annual capital reinvestment rate	0.8%
Safe & Regulatory	% of trail assets that are in good or very good condition	69%
	% of trail assets that are in poor or very poor condition	31%

Figure 37 K&P Trail Map



Proposed Levels of Service

The scenarios that were used to analyse the County's inventory are based on the data available in the asset management system which outlines estimated useful life and condition as well as replacement costs which all the results are based on.

Scenario 1: Current Capital Reinvestment Rate - this scenario utilizes the current capital reinvestment within each asset category. The current annual investment was held, and the condition was determined.

Scenario 2: Full Funding - this scenario assumes unlimited capital reinvestment within each asset category. Asset condition is modeled without any constraints on the annual capital funding available.

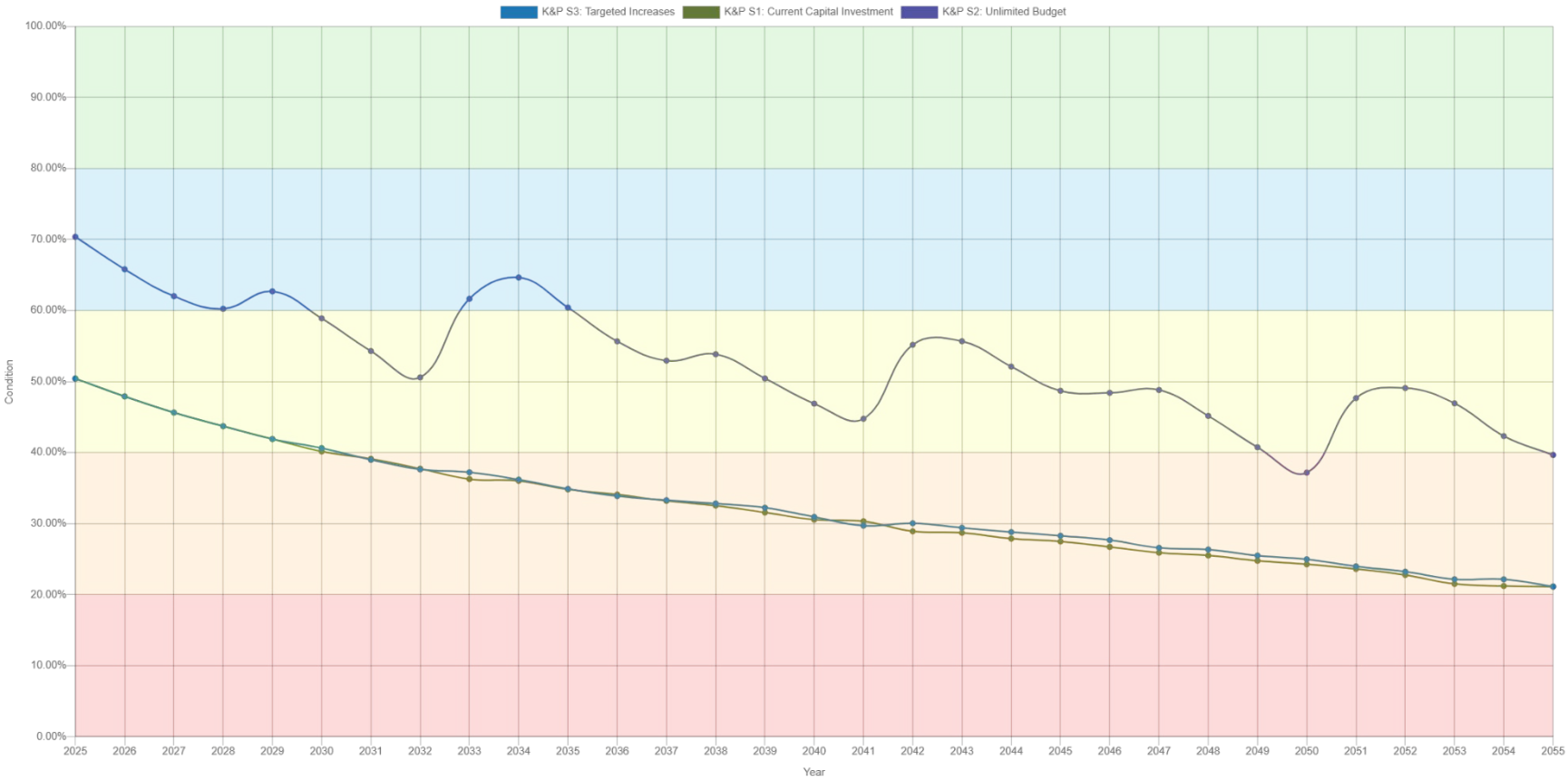
Scenario 3: Strategic Funding - this scenario utilizes modest funding increases across asset categories, with a 1.5% annual increase applied to the K&P Trail, Fairmount Home, Paramedic, and Administration budgets, and a 5% annual increase applied to the Ambulance and Non-Ambulance Vehicle budgets. The resulting infrastructure condition was determined based on these adjusted annual funding levels.

The table below outlines the results for each scenario for Buildings, Equipment and Land Improvements:

Scenarios	Replacement Cost	Average ondition	Annual Capital Reinvestment
Scenario 1 – Current Capital einvestment	$12,671,033	Poor (32%)	$100,000
Scenario 2 – Full Funding	$12,671,033	Fair (53%)	$761,465
Scenario 3 – Strategic Funding	$12,671,033	Poor (33%)	$116,054

The following figure illustrates the projected condition of each asset segment under each of the three investment level scenarios:

Figure 38 Scenario Comparison: K&P Trail Conditions



Appendix D: Proposed LOS 10-Year Capital Requirements

The table below outlines the capital cost requirements for recommended lifecycle activities, as determined through the County's asset management software. These projections are based on annual budgets starting at current funding levels, with a gradual increase over a 10-year period to achieve the recommended funding for all assets. This strategy follows Scenario 3 and includes a rollover budget to carry forward unspent funds for future use. For further details, please refer to the Financial Strategy.

Table 27 System-Generated 10-Year Capital Requirements - All Asset Categories

Asset Category	Asset Segment	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Buildings	Ambulance Bases	$335k	$335k	$72k	$280k	$209k	$863k	$275k	$467k	$164k	$265k
	County Administration	$647k	$398k	$70k	$42k	-	$467k	$693k	$70k	-	$19k
	Fairmount Home	$786k	$797k	$807k	$822k	$835k	$847k	$860k	$872k	$882k	$898k
Trail Network	All Segments	$70k	$95k	$102k	$119k	$84k	$145k	$61k	$67k	$209k	$118k
Vehicles	Ambulances	$440k	$440k	$880k	$440k	$1.4 m	-	$440k	$440k	$880k	$421k
	County Administration	$104k	$62k	-	$42k	-	-	$35k	-	-	-

	Paramedic (Non-Ambulance)	-	$42k	$148k	$87k	$120k	$159k	$102k	$147k	$187k	$42k
		TOTAL	**$2.4 m**	**$2.2 m**	**$2.1 m**	**$1.8 m**	**$2.6 m**	**$2.5 m**	**$2.5 m**	**$2.1 m**	**$2.3 m**

Appendix E: Risk Rating Criteria

Risk Definitions

Risk	Integrating a risk management framework into your asset management program requires the translation of risk potential into a quantifiable format. This will allow you to compare and analyze individual assets across your entire asset portfolio. Asset risk is typically defined using the following formula: **Risk = Probability of Failure (POF) x Consequence of Failure (COF)**
Probability of Failure (POF)	The probability of failure relates to the likelihood that an asset will fail at a given time. The current physical condition and service life remaining are two commonly used risk parameters in determining this likelihood.
POF - Structural	The likelihood of asset failure due to aspects of an asset such as load carrying capacity, condition, or breaks
POF - Functional	The likelihood of asset failure due to its performance
POF - Range	1 - Rare 2 - Unlikely 3 - Possible 4 - Likely 5 - Almost Certain
Consequences of Failure (COF)	The consequence of failure describes the overall effect that an asset's failure will have on an organization's asset management goals. Consequences of failure can range from non-eventful to impactful: a small diameter water main break in a subdivision may cause several rate payers to be without water service for a short time. However, a larger trunk water main may break outside a hospital, leading to significantly higher consequences.
COF - Economic	The monetary consequences of asset failure for the organization and its customers
COF - Social	The consequences of asset failure on the social dimensions of the community
COF - Environmental	The consequence of asset failure on an asset's surrounding environment
COF - Operational	The consequence of asset failure on the Town's day-to-day operations

COF - Health & safety	The consequence of asset failure on the health and well-being of the community
COF - Strategic	The consequence of asset failure on strategic planning
COF - Range	1 - Insignificant 2 - Minor 3 - Moderate 4 - Major 5 - Severe

Risk Frameworks

Buildings, Equipment and Land Improvements

Table 28 Buildings, Equipment and Land Improvements Risk Frameworks

Asset Category	Asset Segment	Risk Criteria	Criteria	Weighting (%)	Sub-Criteria	Weighting (%)	Value/Range	Score
Buildings		COF	Economic	100%	Replacement Cost	100%	$0 - $50k $50k - $100k $100k - $500k $500k – $1.5m >$1.5m	1 - Insignificant 2 - Minor 3 - Moderate 4 - Major 5 - Severe
		POF	Performance	100%	Assessed Condition	99%	>4.1 3.1 – 4.1 2.1 - 3.1 1.1 – 2.1 0 – 1.1	1 - Rare 2 - Unlikely 3 - Possible 4 - Likely 5 - Almost Certain
			Performance		Service Life Remaining (years)	1%	>20 15 – 20 10 – 15 5 – 10 0 - 5	1 - Rare 2 - Unlikely 3 - Possible 4 - Likely 5 - Almost Certain

Bridges

Table 29 Bridges Risk Frameworks

Asset Category	Asset Segment	Risk Criteria	Criteria	Weighting (%)	Sub-Criteria	Weighting (%)	Value/Range	Score
Bridges		COF	Economic	100%	Replacement Cost	100%	$0 - $50k $50k - $100k $100k - $500k $500k – $1.5m >$1.5m	1 - Insignificant 2 - Minor 3 - Moderate 4 - Major 5 - Severe
		POF	Condition	100%	Assessed Condition	100%	>90 75 - 90 55 - 75 40 - 55 0 – 40	1 - Rare 2 - Unlikely 3 - Possible 4 - Likely 5 - Almost Certain

Culverts

Table 30: Culverts Risk Frameworks

Asset Category	Asset Segment	Risk Criteria	Criteria	Weighting (%)	Sub-Criteria	Weighting (%)	Value/Range	Score
Culverts		COF	Economic	100%	Replacement Cost	100%	$0 - $50k $50k - $100k $100k - $500k $500k – $1.5m >$1.5m	1 - Insignificant 2 - Minor 3 - Moderate 4 - Major 5 - Severe
		POF	Condition	100%	Assessed Condition	100%	>4 3 - 4 2 - 3 1 – 2 0 – 1	1 - Rare 2 - Unlikely 3 - Possible 4 - Likely 5 - Almost Certain

Vehicles, Machinery & Equipment

Table 31 Machinery & Equipment, Trails, and Vehicles Risk Frameworks

Asset Category	Asset Segment	Risk Criteria	Criteria	Weighting (%)	Sub-Criteria	Weighting (%)	Value/Range	Score
Machinery & Equipment, Vehicles, Trails		COF	Economic	100%	Replacement Cost	100%	$0 - $50k $50k - $100k $100k - $250k $250k – $500k >$500k	1 - Insignificant 2 - Minor 3 - Moderate 4 - Major 5 - Severe
		POF	Condition	100%	Assessed & Age Based Condition	100%	>80 60 - 80 40 - 60 20 - 40 0 – 20	1 - Rare 2 - Unlikely 3 - Possible 4 - Likely 5 - Almost Certain

Appendix F: Condition Assessment Guidelines

The foundation of good asset management practice is accurate and reliable data on the current condition of infrastructure. Assessing the condition of an asset at a single point in time allows staff to have a better understanding of the probability of asset failure due to deteriorating condition.

Condition data is vital to the development of data-driven asset management strategies. Without accurate and reliable asset data, there may be little confidence in asset management decision-making which can lead to premature asset failure, service disruption and suboptimal investment strategies. To prevent these outcomes, the County's condition assessment strategy should outline several key considerations, including:

- The role of asset condition data in decision-making
- Guidelines for the collection of asset condition data
- A schedule for how regularly asset condition data should be collected

Role of Asset Condition Data

The goal of collecting asset condition data is to ensure that data is available to inform maintenance and renewal programs required to meet the desired level of service. Accurate and reliable condition data allows municipal staff to determine the remaining service life of assets, and identify the most cost-effective approach to deterioration, whether it involves extending the life of the asset through remedial efforts or determining that replacement is required to avoid asset failure.

In addition to the optimization of lifecycle management strategies, asset condition data also impacts the County's risk management and financial strategies. Assessed condition is a key variable in the determination of an asset's probability of failure. With a strong understanding of the probability of failure across the entire asset portfolio, the County can develop strategies to mitigate both the probability and consequences of asset failure and service disruption. Furthermore, with condition-based determinations of future capital expenditures, the County can develop long-term financial strategies with higher accuracy and reliability.

Guidelines for Condition Assessment

Whether completed by external consultants or internal staff, condition assessments should be completed in a structured and repeatable fashion, according to consistent and objective assessment criteria. Without proper guidelines for the completion of condition assessments there can be little

confidence in the validity of condition data and asset management strategies based on this data.

Condition assessments must include a quantitative or qualitative assessment of the current condition of the asset, collected according to specified condition rating criteria, in a format that can be used for asset management decision-making. As a result, it is important that staff adequately define the condition rating criteria that should be used and the assets that require a discrete condition rating. When engaging with external consultants to complete condition assessments, it is critical that these details are communicated as part of the contractual terms of the project.

There are many options available to the County to complete condition assessments. In some cases, external consultants may need to be engaged to complete detailed technical assessments of infrastructure. In other cases, internal staff may have sufficient expertise or training to complete condition assessments.

Developing a Condition Assessment Schedule

Condition assessments and general data collection can be both time-consuming and resource intensive. It is not necessarily an effective strategy to collect assessed condition data across the entire asset inventory. Instead, the County should prioritize the collection of assessed condition data based on the anticipated value of this data in decision-making. The International Infrastructure Management Manual (IIMM) identifies four key criteria to consider when making this determination:

- Relevance: every data item must have a direct influence on the output that is required
- Appropriateness: the volume of data and the frequency of updating should align with the stage in the assets life and the service being provided
- Reliability: the data should be sufficiently accurate, have sufficient spatial coverage and be appropriately complete and current
- Affordability: the data should be affordable to collect and maintain