

2026



Asset Management Annual Review



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Executive Summary

Under O. Reg. 588/17 municipalities throughout Ontario are required to complete an Asset Management Plan (AMP) and undertake an annual review of it each year. The annual review must address three key questions:

1. What is the Municipality's progress in implementing their AMP?
2. Are there any factors impeding the Municipality's ability to implement their AMP?
3. What are strategies to address the impediments identified?

Mapleton Council formally approved the latest iteration of the [Asset Management Plan](#) at the municipal council meeting held on November 25, 2025. Since that time the Township's asset management program has undertaken a series of data updates to reflect the value and condition of assets as of July 31, 2026, and to incorporate improvements to the data and information available to support asset management decision-making.

Additional recommendations included utilizing a risk-based framework, combined with staff judgment, to prioritize projects and reduce infrastructure backlogs, as well as reviewing asset lifecycle assumptions and replacement costs to improve long-term planning accuracy.

Proposed levels of service were established at the asset-category level and the 2025 AMP modeled three funding scenarios – current funding, optimal funding and recommended budget. The recommended budget scenario, which closes the funding gap over ten (10) years, formed the basis of the proposed levels of service.

To address the funding gap, the recommended budget scenario proposed a 10-year phase-in based on average annual increases of 4.4% to the tax levy, 5.1% to water rates, and 3.2% to sanitary rates.

Since approval of the Asset Management Plan, the Township transferred oversight of water and sanitary infrastructure to a wholly owned municipal services corporation (MSC) – [Northern Maple Utilities Inc.](#) Since inception, NMU Inc. has successfully secured \$27.6M in funding support through the senior government programs. This funding will offset much of the funding required for growth of the water and sanitary network. Having said that, the rate increases recommended in the AMP are associated with the lifecycle costs and renewal of existing infrastructure.

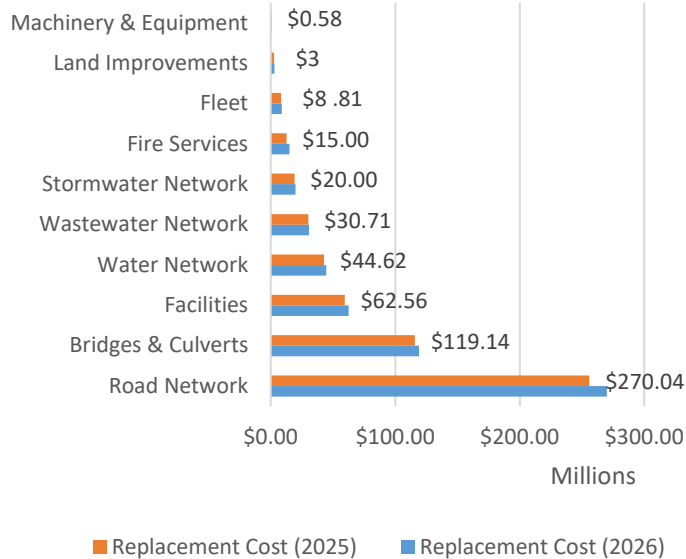
This annual review demonstrates the Township's commitment to continuous improvement and reflects progress made on several key recommendations. Through the review of progress in implementing its AMP, as well as the challenges and impediments affecting implementation, the Township has identified updated strategies to mitigate these barriers. These strategies will help guide the next steps required to support continued improvements and the ongoing implementation of Mapleton's asset management program.

A Year in Review

Replacement Cost Updates

2025 Total - \$548M

2026 Total - \$574.5M



Change in replacement cost due to data updates and inflation.

Level of Service Highlights

2025 Average – 55%

2026 Average – 54%

Asset Category	Condition (2025)	Condition (2026)	Trend
Road Network (Paved Roads, Signs & Sidewalks)	58%	56%	↓ Declining
Bridges & Culverts	65%	65%	→ Stable
Facilities	51%	50%	↓ Declining
Water Network	52%	51%	↓ Declining
Wastewater Network	51%	49%	↓ Declining
Stormwater Network	48%	47%	↓ Declining
Fire Services	49%	52%	↑ Improving
Fleet	58%	59%	↑ Improving
Outdoor Recreation & Land Improvements	47%	49%	↑ Improving
Machinery & Equipment	76%	74%	↓ Declining



374.8 km roads



546 streetlights



46 bridges



47 structural culverts



17 buildings



12 km storm pipes



28 land improvements



61 Fleet/ vehicles



2 Fire Facilities & 10 Fire fleet



18 km watermains

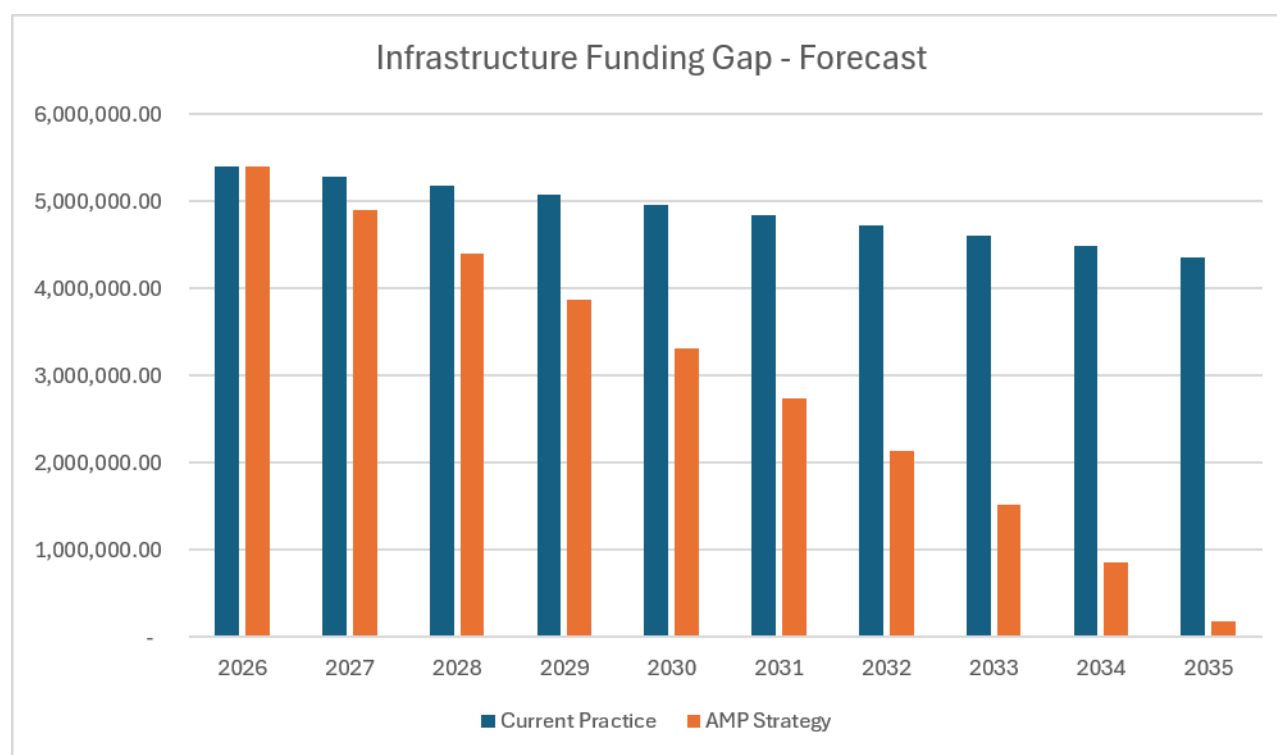


18 km Sanitary mains

Closing the Infrastructure Gap/ Funding Strategy

The 2026 budget included an allocation of \$3,384,750 to tax-funded infrastructure reserve funds. Factoring in annual funding allocations from the Build Communities Strong Fund (BCSF) and the Ontario Community Infrastructure Fund (OCIF), the total funding available for infrastructure is \$5,051,084. This allocation remains below the amount required to meet the average annual requirement (AAR) of \$10,449,365, as per the 2025 Asset Management Plan. This generates an infrastructure funding gap of \$5,398,281.

The chart below outlines the progress towards closing the infrastructure funding gap through the current practice, which increases allocations by inflation, and progress from the AMP recommended strategy which increases allocations by the equivalent of a 4.4% annual tax levy increase.



After ten (10) years under the current practice, the Township will be funding roughly 58% of the AAR, and have a funding gap of \$4,352,501. The AMP recommended financial strategy would see funding at 98% of the AAR chart, and an infrastructure funding gap of \$171,829.

If infrastructure funding remains below the AMP's average annual requirement, the Township will need to make an explicit choice between increasing funding allocations, accepting increased infrastructure risk, or reducing levels of service. Maintaining current service expectations without addressing the funding gap is unlikely to be sustainable over the long term.

Review of Implementation Progress

Mapleton has continued to advance implementation of its AMP through improvements in asset data collection, GIS integration, condition assessments, and lifecycle-based capital planning across all major asset classes. Significant progress was made in strengthening the quality and accessibility of asset information, including continued GIS data improvements and expansion, an updated Current Replacement Value (CRV) methodology, and ongoing development of the CityWide work order management system to strengthen asset lifecycle tracking. Assessed condition data now covers 81% of the portfolio by replacement cost.

Roads remain the Township's largest asset class at 47% of portfolio replacement value and a key area of focus. Condition data for paved roads is drawn from the 2023–2024 Roads Needs Study with an average Pavement Condition Index of 55. Approximately 12 kilometers of road work was completed in 2025 on Sideroad 15, Sideroad 16, Concession 5 and Concession 6, with a further 10.6 kilometers occurring in 2026 on Concession 3 and Concession 4.

From a data perspective, progress included the completion of a comprehensive review and GIS linkage of all road segments. With this in place, staff will need to continue updating the Pavement Condition Index (PCI) assessments and accurately track the advancement of resurfacing and rehabilitation projects aligned with lifecycle strategies. Preventative maintenance practices continued to expand to maximize asset life and reduce long-term costs. Challenges remain due to inflationary pressures and the size of the rural road network relative to the Township's limited tax base.

For **bridges and culverts**, the Township maintained compliance with the Ontario Structure Inspection Manual (OSIM) through biennial inspections of its ninety (91) structures, and continued prioritization of rehabilitation based on condition and risk. Structure rehabilitation was completed at PB032 and MB014 in 2025, along with a large culvert replacement on Sideroad 15. 2026 will see engineering and preparation works for several structures, as well as the structure replacement at MB002.

From a data perspective, culvert condition data remains largely age-based; however, an initial inventory update was completed in 2025, with future inspections planned to align with the OSIM structures cycle.

Stormwater management efforts in 2025 focused on improving inventory data and condition information for network components such as catch basins, manholes and stormwater management (SWM) ponds. Rehabilitation of the Bonniewood SWM was completed by public works staff in 2025, generating substantial cost savings.

From a data perspective, condition data remains largely age-based outside of manholes and a portion of the pond inventory. With limited data versus other asset categories, the capital program includes a provision for \$250,000 on a biennial basis to maintain and renew storm water infrastructure.

Water and wastewater systems continued to progress forward with condition monitoring and data updates. Since the inception of NMU Inc. there has been closer alignment between asset management and long-term financial planning. Significant infrastructure works are progressing through NMU Inc. The wastewater treatment plant (WWTP) capacity increase is approximately 45% complete, with completion estimated for June 2027; the Drayton sewage pumping station (SPS) expansion and the Moorefield water system renewal are both in the construction phase, with completion estimated for July 2027 and April 2027 respectively. Forcemain twinning is scheduled for completion in September 2026, and all remaining projects are in the design phase. Beginning with the next cycle of asset management plan update, these assets will be reported through a dedicated NMU asset management plan, with the Township-only plan covering roads, bridges, stormwater, facilities, fleet and parks. Aging underground infrastructure, regulatory compliance, and the high cost of treatment-related assets remain ongoing challenges.

Facility management efforts included ongoing condition assessments and identification of priority rehabilitation needs for municipal buildings, arenas and community centres. Work completed in 2025 included exterior painting at the PMD Arena and the Drayton and Moorefield fire halls, along with Council Chamber renovations. 2026 work includes the PMD Arena skate floor and refrigeration system, MCC kitchen renovations, and Council chamber audio/video upgrades. Facilities carry the lowest funding ratio in the portfolio relative to requirement. Deferred maintenance pressures and competing service level expectations continue to impact long-term facility planning.

Fleet and equipment management continued to follow lifecycle-based replacement practices aligned with annual budgeting processes. Fleet acquisitions in 2025 included two (2) tandem-axle trucks, one-ton and half-ton pickup trucks, a parks zero-turn mower and a cemetery lawnmower, with a grader, roadside mower and tractor-blower planned for 2026. Condition data for fleet was updated through staff assessment in 2025. Rising equipment costs and supply chain delays remain key operational challenges.

Impediments to Implementation

While the Township continues to make steady progress in implementing its AMP as discussed in the previous section, several ongoing challenges continue to affect the pace and effectiveness of implementation across all asset classes.

Financial pressures The continued impact of rising costs on construction, materials, equipment and contractor pricing reduces purchasing capacity and places additional strain on capital budgets, making it more difficult to complete planned rehabilitation and replacement projects within existing funding levels. The Township's large rural infrastructure network relative to its relatively small residential tax base compounds this pressure. Maintaining an asset portfolio with a replacement cost of approximately \$574 million across 535 square kilometers requires substantial long-term investment that is difficult to sustain through municipal revenues alone, particularly with assessment growth averaging just 1.98% per year over the past decade and property tax increases roughly 1.58% per year over the same time frame. The result is an annual funding gap of \$5.4 million and an actual reinvestment rate of 0.98% against a target of 2.18%.

Data alignment and long-term infrastructure planning Data gaps continue to affect implementation in some areas particularly stormwater infrastructure. While substantial progress has been made in GIS integration and inventory development, additional work is required to improve the completeness, consistency, and accuracy of asset condition and inventory data to support a more effective evidence-based decision making model.

Aging infrastructure and deferred maintenance pressures also remain a challenge, particularly within facilities and underground infrastructure systems. As assets continue to age, rehabilitation and replacement demands increase, placing further pressure on capital planning and operational budgets. The AMP identifies a current backlog of approximately \$12.7 million in assets that have exceeded their estimated useful life but remain in service, and approximately 14% of the portfolio – roughly \$75 million in replacement cost – carries a risk rating of 15 or higher out of 25. Facilities and underground infrastructure are the most affected, with facilities currently funded at the lowest ratio to requirement in the portfolio.

The Township is also experiencing **operational challenges** related to supply chain delays and increased equipment costs, which impact procurement timelines and the delivery of planned fleet and infrastructure projects.

In addition, **staff capacity/ expertise** when compared to the breadth of infrastructure managed is an impediment to advancing the Asset Management Program beyond current service levels. Continued success of the program relies on dedicated staff resources, on-going staff training and knowledge development, sustained inter-departmental collaboration, and a more targeted approach to advancing key initiatives across the organization.

Finally, evolving **regulatory requirements** and increasing **climate-related risks** continue to influence infrastructure planning and asset management practices. The need to incorporate climate resilience, adapt infrastructure standards, and maintain regulatory compliance adds additional complexity to long-term planning and implementation efforts.

Strategies to Address Impedances and Next Steps

The previous section identified the following key impediments impacting the Township's ability to fully implement its AMP:

1. Financial pressures and funding gap
2. Inflationary pressures and rising costs
3. Data alignment and long-term infrastructure planning
4. Strategic document integration
5. Organizational Capacity

The following strategies and actions have been identified to help mitigate these challenges and support continued progress of the AMP.

Continued Pursuit of Alternative Funding Sources

The Township continues to actively pursue alternative funding opportunities that reduce reliance on taxation and user rates. This includes applying for grants and infrastructure funding programs from senior levels of government to help address infrastructure funding gaps and advance priority capital projects. The Township has been extremely successful in securing external funding support for infrastructure initiatives and will continue building upon this success with effective and consistent advocacy to partners at the provincial and federal level. Closing the infrastructure funding gap across municipalities is a shared responsibility of all levels of government. Continued collaboration and partnerships will help to bring long-term sustainable finances to rural Ontario.

Targeted Actions:

- Build strategic relationships with federal and provincial governments for the 2026-2030 term of Council, to sustain the pace of funding support for infrastructure investments
- Continue monitoring and applying for applicable federal and provincial infrastructure funding programs
- Continue to seek innovative approaches to fund capital that lower the long-term financial pressure on the ratepayers, and expand capacity to meet asset management objectives (ex. Municipal Services Corporation)

Inflationary Pressures and Cost Escalation

Inflationary pressures continue to significantly impact infrastructure replacement and rehabilitation costs, reducing the Township's purchasing capacity and increasing long-term funding requirements. Rising material, construction, equipment, and contractor costs continue to affect both operational and capital project delivery.

Targeted Actions:

- Continue refining lifecycle planning, updating condition assessments and enhancing capital prioritization framework to optimize infrastructure investment timing
- Review opportunities to expand mid-lifecycle interventions for paved roads, which may reduce long-term capital requirements relative to a rehabilitation-and-replacement approach
- Increase focus on preventative maintenance strategies to extend asset life and reduce long-term replacement costs
- Incorporate updated cost assumptions into long-term financial planning and reserve forecasting

Data Alignment and Asset Data Improvement

Assessed condition data is currently available for 81% of the portfolio by replacement cost. For the remaining assets, age is used as a proxy for condition, which can under- or overstate actual needs. Expanding assessed condition coverage remains the highest-value data improvement available to the Township.

Targeted Actions:

- Continue the phased rollout of the work order management system across all Township-owned asset categories.
- Refine the multi-year condition assessment schedule to expand assessed condition coverage
- Complete the culvert inspections aligned with the OSIM structures cycle and continue to update the assessed condition for all asset inventory
- Continue GIS data improvements and expansion to strengthen inventory completeness and accuracy

Strategic Document Integration

Continued alignment between the AMP and the Township's other strategic and financial documents supports consistent long-term planning. This includes the annual budget process, growth-related planning instruments, and the transition of water and wastewater reporting to Northern Maple Utilities Inc.

Targeted Actions:

- Align lifecycle projections from the asset management system with the annual budget process
- Review the impact of anticipated growth and development on long-term financial strategy and lifecycle management
- Confirm the scope split for the future Township-only and NMU asset management plans

Organizational Capacity

The Township has dedicated asset management resources in place, and job descriptions for the asset management clerk and departmental managers have been updated to formally include asset management responsibilities. However, staff capacity when compared to the breadth of infrastructure managed is an impediment to advancing the Asset Management Program. A portfolio with a replacement cost of \$548 million across ten asset categories requires sustained effort in data management, condition assessment, analysis and long-term planning, alongside day-to-day operational demands.

Targeted Actions:

- Continue building internal asset management knowledge and training opportunities across departments
- Continue integrating asset management into the capital budget process
- Continue building asset management capacity across the organization.