



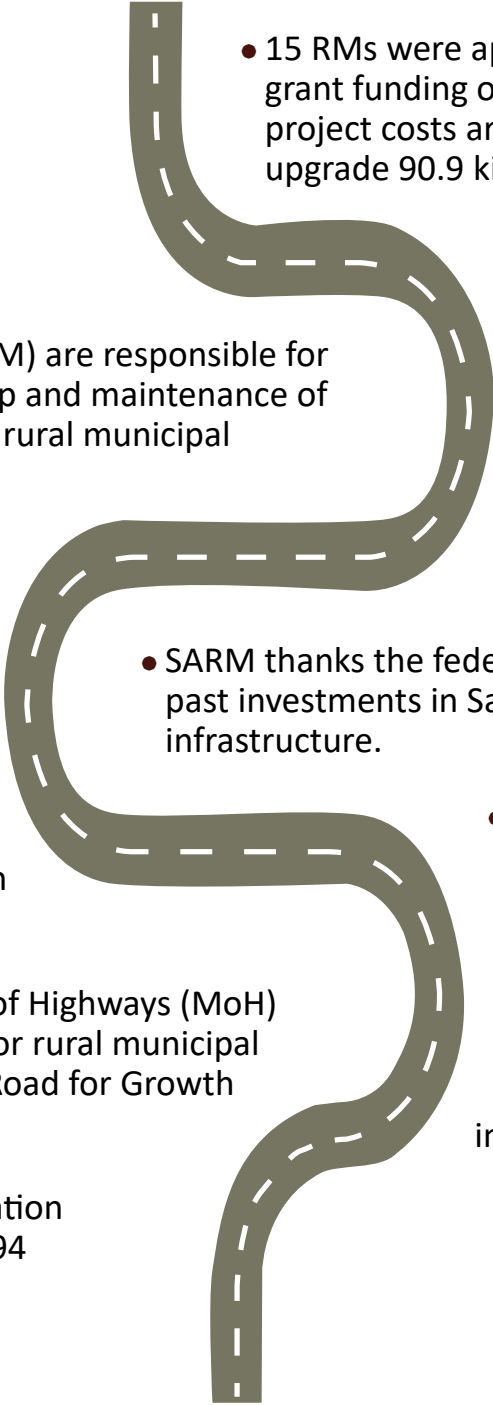
Saskatchewan Association
of Rural Municipalities

SARM represents its membership of rural municipal government in Saskatchewan and is the principal advocate in representing them before all levels of senior government.

PRIORITIES | FALL 2023

SASKATCHEWAN'S RURAL MUNICIPAL ROAD NETWORK

- Saskatchewan's Rural Municipalities (RM) are responsible for capital projects and the ongoing upkeep and maintenance of 162,000 kilometres of Canada's largest rural municipal road network.
- Saskatchewan, Canada, and North America rely on well-maintained rural municipal roadways in Saskatchewan to connect and seamlessly move a vast array of commodities both to and from market. This journey often starts in and around RMs, to the provincial primary weight network and the National Highway System, then finally to ports to export globally.
- The Saskatchewan Provincial Ministry of Highways (MoH) does provide annual funding support for rural municipal infrastructure with a Rural Integrated Road for Growth infrastructure (RIRG) funding program.
- In the 2024-25 RIRG application solicitation process, 29 RMs applied for \$38,360,194 worth of projects to upgrade 188.6 kilometres of rural road infrastructure.

A graphic of a winding road with a dashed white center line and a solid grey outer edge, curving from the top right towards the bottom left. It serves as a visual separator between the text blocks.

- 15 RMs were approved for a total grant funding of \$6,111,322.25. Total project costs are \$22,960,007.30 to upgrade 90.9 kilometres.

- The approved grant funding still leaves a variance or deficit for RMs to fund \$16,848,685.05.

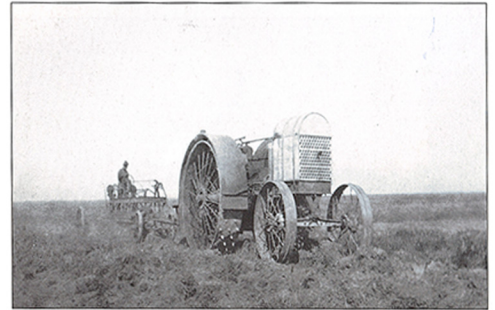
- SARM thanks the federal government for past investments in Saskatchewan's rural infrastructure.

- Moving forward, SARM respectfully seeks opportunities to work with Canada to determine how to successfully fund the ever-increasing RM deficit in rural road infrastructure funding.

INFRASTRUCTURE FUNDING FOR RURAL SASKATCHEWAN

Rural municipalities in Saskatchewan are unique. They have relatively small, concentrated, populations spread across a large geographical distance, and yet, they remain a major contributor to ensuring that our nation's export market remains active and strong. Local infrastructure is often required to support more extensive investments in the provincial and federal economies.

- The costs associated with building and maintaining bridges, roadways, and utilities often falls broadly on the shoulders of a municipality and their ratepayers.
- Communities with small populations have limited access to tax dollars and funding based on per-capita models.
- Construction costs and inflation have negatively impacted rural municipality's ability to plan and complete projects.
- Financial support from the federal government is imperative to ensure that our nation remains connected from coast to coast.
- There is an inherent need to maintain infrastructure assets as a matter of public safety.



Roads have been a municipal responsibility since the first Rural Municipality Act in 1908.

As the federal government works to achieve its climate change targets, increased financial support is needed for rural municipalities, especially under the current projected timelines. Upgrades to the present infrastructure is needed to ensure compatibility with new technology and in many cases new infrastructure is required to be built.

- There are currently 1318 RM bridge structures in rural Saskatchewan and approximately 25% of them are restricted in some manner (1 in every 4 bridges).
- Approximately 83% of the total RM bridge inventory contains treated timber structural components which have a service life of approximately 50-60 years. Within the 83% of RM bridges which contain treated timber structural components:
 - Approximately 30% of the bridges are 60 years of age or older (beyond the service life of treated timber components)
REPRESENTS 25% OF THE TOTAL BRIDGE INVENTORY
 - Approximately 33% of the bridges are 50 to 59 years of age (within the service life of treated timber components)
REPRESENTS 27% OF THE TOTAL BRIDGE INVENTORY
 - Approximately 25% of the bridges are 40 to 49 years of age (coming up on the service life of treated timber components)
REPRESENTS 21% OF THE TOTAL BRIDGE INVENTORY
- 25% + 27% = 52% of the total bridge inventory is at or beyond its expected service life and another 21% is getting there soon.

