



CAPITAL BUDGET

APPROVED CAPITAL
PROFILES

THE CITY OF EDMONTON
2019–2022

Approved by City Council – December 14, 2018

Edmonton

Capital Profile List by Asset Category: 2019 - 2022 Original APPROVED

In Thousands

Page No.	Profile Name	Profile Number	2019	2020	2021	2022	2019-2022 Total	2023 Forward	Approved / Prev. Approved
Equipment									
1	Automated Fingerprint Identification System	21-60-1747	-	-	1,000	-	1,000	-	Approved
4	Equipment Replacement	CM-21-5601	1,267	1,267	1,267	1,267	5,067	-	Approved
8	Fire Rescue Equipment Replacement	CM-70-0001	824	824	824	824	3,296	-	Approved
12	Fuel Site & Oil Tank Replacements	CM-25-3002	3,849	609	522	443	5,423	-	Approved
16	Library Furniture and Equipment	CM-20-0052	450	450	450	450	1,800	-	Approved
20	Public Safety Radio Network	15-60-1444	1,400	-	-	-	1,400	-	Prev. Approved
23	Radio Life Cycle	CM-60-1425	-	-	573	-	573	-	Approved
27	Security Equipment Life Cycle	CM-60-1600	965	1,365	1,365	1,365	5,060	-	Approved
30	Specialized Police Equipment	CM-60-1771	1,500	1,530	1,561	1,592	6,183	-	Approved
34	Telecom Life Cycle	CM-60-1419	120	120	120	1,770	2,130	-	Approved
39	Tools & Shop Equipment Program	CM-25-3005	919	534	457	388	2,298	-	Approved
43	Vehicle & Equipment Hoist Program	CM-25-3003	1,222	710	607	515	3,054	-	Approved
Facilities									
47	Ambleside SW District Office, Maintenance Yard & Fuel Site	15-28-4200	4,480	5,046	934	-	10,460	-	Prev. Approved
47	Ambleside Intergrated Site - Phase 1	19-10-1013	1,350	150	-	-	1,500	-	Approved
50	Bonnie Doon Pool Rehabilitation	17-99-2010	3,127	-	-	-	3,127	-	Prev. Approved
53	Civic Precinct Surface and Fountain Renewal	17-99-1022	5,167	100	100	-	5,367	-	Prev. Approved
56	Co-located Dispatch and Emergency Operations Centre	15-70-0003	18,400	19,400	13,238	-	51,038	-	Prev. Approved
59	Coronation Community Recreation Centre	15-21-5801	70,550	8,381	7,000	9,000	94,931	-	Approved
61	Davies Site Richard Paterson Garage Building Rehabilitation	15-75-0106	2,221	-	-	-	2,221	-	Prev. Approved
64	Ed. Feder. Comm. Leagues - Hawrelak Park (100 Ann. Project)	15-28-4152	350	50	-	-	400	-	Prev. Approved
67	Edmonton Soccer Association South Centre Expansion	17-21-1000	11,000	17,000	-	-	28,000	-	Approved
70	Facility: Planning and Design - Growth	CM-10-1010	4,575	3,875	3,028	1,781	13,259	-	Approved
74	Facility: Safety and Security - Re+E141newal	CM-11-0000	3,188	6,376	9,564	12,752	31,880	-	Approved
79	Facility: Service Delivery - Renewal	CM-12-0000	19,485	38,970	58,455	77,940	194,850	-	Approved
85	Facility: Service Support - Renewal	CM-13-0000	7,850	15,700	23,549	31,399	78,498	-	Approved
89	Ferrier Transit Garage Building Rehabilitation	15-75-0107	831	-	-	-	831	-	Prev. Approved
92	Fort Edmonton Park - Utilities & Enhancements	15-21-6973	70,168	59,279	8,483	-	137,930	-	Prev. Approved
95	Fort Edmonton Park Train Barn Rehabilitation	18-12-1101	5,232	425	-	-	5,656	-	Prev. Approved
97	Jasper Place Bowl Grandstand Replacement	15-28-5823	4,354	-	-	-	4,354	-	Prev. Approved
100	Jasper Place Leisure Centre Renewal	15-21-2180	216	-	-	-	216	-	Prev. Approved
103	Kihciy Askiy Sacred Earth	15-21-3400	2,000	-	-	-	2,000	-	Prev. Approved
106	Lewis Farms Community Recreation Centre and Library	15-21-5785	19,910	11,900	67,163	83,947	182,920	114,071	Approved
109	Mitchell Transit Garage Building Rehabilitation	15-75-0108	1,692	-	-	-	1,692	-	Prev. Approved
112	Mount Pleasant Indoor Niche	18-21-0147	930	231	-	-	1,161	-	Prev. Approved
115	On-Site Microgeneration Solar Photovoltaics	CM-10-1012	1,000	3,000	6,000	6,500	16,500	-	Approved
119	Police Station West Division Building Rehabilitation	15-75-0105	112	-	-	-	112	-	Prev. Approved
122	Shaw Conference Centre Renewal	15-99-3030	5,089	-	-	-	5,089	-	Prev. Approved
125	Stadium LRT Station Upgrade	19-10-1011	750	750	10,000	16,000	27,500	-	Approved
128	Transit Facility and ROW Renewal	CM-61-3235	1,240	1,737	1,028	922	4,927	-	Approved
131	Victoria Clubhouse Elevator	18-75-1012	486	-	-	-	486	-	Prev. Approved
134	Westwood Site MES/Central Stores Building Rehabilitation	15-75-0109	3,058	-	-	-	3,058	-	Prev. Approved
137	Windermere Fire Station	15-70-0004	5,732	6,703	3,268	-	15,703	-	Prev. Approved
Fleet									
140	Bus Equipment Renewal	CM-61-3609	278	658	2,515	2,385	5,837	-	Approved
144	Bus Safety & Security Enhancements	CM-61-3616	4,317	2,644	2,644	2,624	12,228	-	Approved
148	Electric Bus - ACT Funded	CM-61-3620	6,250	6,250	6,250	6,250	25,000	-	Approved
152	Fire Fleet Growth	19-70-0020	1,176	3,834	1,048	-	6,058	-	Approved
155	FRS South HazMat Unit	18-70-0002	387	1,313	-	-	1,700	-	Prev. Approved
158	GPS/AVL Initiative	18-25-4000	1,201	-	-	-	1,201	-	Prev. Approved
161	Helicopter Replacement	19-60-1402	3,100	3,100	-	-	6,200	-	Approved
164	Vehicle and Equipment Replacement	CM-25-1001	28,008	28,385	18,987	18,599	93,980	-	Approved
171	Vehicle Replacements	CM-60-1765	6,587	7,820	7,802	5,985	28,194	-	Approved

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In Thousands

Page No.	Profile Name	Profile Number	2019	2020	2021	2022	2019-2022 Total	2023 Forward	Approved / Prev. Approved
Information Technology									
175	eProcurement	19-18-1902	3,957	-	-	-	3,957	-	Approved
178	Information Security and Disaster Recovery Enhancements	19-18-1901	5,700	2,050	2,050	1,700	11,500	-	Approved
181	IT Infrastructure Growth	CM-20-0053	2,000	500	-	-	2,500	-	Approved
185	IT Infrastructure Renewal	CM-20-0050	2,685	3,530	2,285	1,550	10,050	-	Approved
189	Police IT - Applications Enhancement	CM-60-1461	2,933	2,547	1,939	1,858	9,277	-	Approved
198	Police IT - Applications Sustainment	CM-60-1460	3,882	3,825	3,389	3,305	14,401	-	Approved
218	Police IT - Infrastructure Sustainment	CM-60-1433	3,901	5,193	2,444	2,688	14,226	-	Approved
226	Recreation and Attractions Management (RAMS) Program	19-18-1903	1,707	-	-	-	1,707	-	Approved
229	Technology Applications - Renewal	CM-18-1510	2,698	3,081	3,345	3,215	12,340	-	Approved
236	Technology Implementation - Growth	CM-18-1514	3,066	2,145	1,280	1,280	7,771	-	Approved
241	Technology Infrastructure - Renewal	CM-18-1515	7,484	4,076	4,309	6,132	22,000	-	Approved
245	Technology Planning - Growth	CM-18-1517	350	125	125	125	725	-	Approved
249	Transit Smart Fare System (Smart Card)	13-66-1294	4,826	4,991	-	-	9,817	-	Approved
253	Urban Form Service Transformation	CM-17-2040	2,436	1,000	1,000	1,000	5,436	-	Approved
Land									
257	Affordable Housing Land Acquisition & Site Development	19-90-4100	3,664	9,109	4,124	9,847	26,743	26,257	Approved
260	District Park Land Acquisition (FMP Repayment)	CM-17-1024	1,000	1,000	1,000	1,000	4,000	-	Approved
263	District Park Land Acquisition (New ASPs)	CM-17-1022	-	1,500	1,500	1,500	4,500	-	Approved
266	Heritage Valley Land Development	19-16-5055	-	4,400	2,400	2,000	8,800	-	Approved
269	Industrial-Commercial-Investment Land Acquisition	CM-16-2015	10,000	4,007	-	113	14,120	-	Approved
273	Industrial-Commercial-Investment Land Development	CM-16-2010	14,790	13,800	8,160	2,880	39,630	-	Approved
277	Mature Area Land Acquisition	CM-17-1020	5,500	-	-	-	5,500	-	Approved
280	Real Estate Investment Purchase	CM-16-5110	2,000	2,000	2,000	2,000	8,000	-	Approved
284	Residential/Mixed-Use Land Development	CM-16-2020	11,100	2,820	13,800	18,420	46,140	-	Approved
288	Residential/Mixed-Use Land Development Acquisition	CM-16-2025	1,000	1,000	500	5,000	7,500	-	Approved
292	River Valley Land Acquisition	CM-17-1001	2,500	2,500	2,500	2,500	10,000	-	Approved
295	Strategic Land Acquisition	CM-16-5100	500	-	-	-	500	-	Approved
299	Suburban School and Park Land Acquisition	CM-17-1004	1,300	1,800	1,600	1,400	6,100	-	Approved
302	Surplus School Sites - First Place Program	CM-17-5037	421	307	298	-	1,026	-	Approved
306	Transforming Surplus City Lands	CM-17-5045	5,479	1,314	369	104	7,266	-	Approved
Neighbourhoods									
310	Building Great Neighbourhoods Delivery - Growth	CM-40-9000	500	3,150	9,200	12,533	25,383	-	Approved
314	Building Great Neighbourhoods: Planning and Design - Growth	CM-40-4040	1,150	800	800	2,301	5,051	-	Approved
318	Downtown CRL	CM-74-4100	-	12,942	22,841	47,720	83,503	-	Approved
322	NRP Recon - Allendale	21-66-4036	7,717	-	-	-	7,717	-	Prev. Approved
324	NRP Recon - Bellevue	16-66-4015	5,462	-	-	-	5,462	-	Prev. Approved
326	NRP Recon - Kilkenny	15-66-4011	9,189	-	-	-	9,189	-	Prev. Approved
328	NRP Recon - Newton (S/123 Ave)	15-66-4050	13,161	-	-	-	13,161	-	Prev. Approved
330	NRP Recon - Prince Charles	18-66-4029	3,403	-	-	-	3,403	-	Prev. Approved
332	NRP Recon - Spruce Avenue	18-66-4024	11,178	-	-	-	11,178	-	Prev. Approved
334	NRP Recon - Virginia Park	16-66-4020	2,556	-	-	-	2,556	-	Prev. Approved
Open Spaces									
336	Bulyea Heights Park Development	19-30-1000	1,000	96	-	-	1,096	-	Approved
338	Council Amenities & Benchmark	CM-33-3001	200	200	200	200	800	-	Approved
341	Dry Pond Acquisition	CM-16-1232	4,000	6,000	8,000	8,000	26,000	-	Approved
344	Heritage Valley District Park	18-28-1014	350	-	-	-	350	-	Prev. Approved
346	Kinistinaw Park	17-28-1009	3,850	552	-	-	4,403	-	Prev. Approved
348	Malcolm Tweddle & Edith Rogers Dry Ponds	16-23-9805	22,250	17,527	9,751	2,738	52,266	1,989	Prev. Approved
351	Neighbourhood Park Development Program - New	CM-36-3636	2,824	2,824	2,824	2,824	11,296	-	Approved
355	North Shore Promenade	18-28-1015	1,300	-	-	-	1,300	-	Prev. Approved
357	Open Space: Environmental - Renewal	CM-34-0000	7,734	7,734	7,734	7,834	31,037	-	Approved
361	Open Space: Open Spaces - Renewal	CM-33-0000	1,538	3,075	4,613	6,151	15,377	-	Approved
365	Open Space: Parks - Renewal	CM-32-0000	5,618	11,237	16,855	22,474	56,184	-	Approved
369	Open Space: Partner - Renewal	CM-36-0000	1,900	3,800	5,700	7,600	19,000	-	Approved

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Page No.	Profile Name	Profile Number	2019	2020	2021	2022	2019-2022 Total	2023 Forward	Approved / Prev. Approved
372	Open Space: Planning and Design - Growth	CM-30-3030	1,713	1,580	1,434	2,453	7,180	-	Approved
376	Open Space: River Valley System - Renewal	CM-31-0000	1,505	3,009	4,514	6,019	15,047	-	Approved
380	Open Space: Soft Landscaping: Renewal	CM-35-0000	1,440	2,880	4,320	5,760	14,400	-	Approved
384	River Crossing/West Rosedale Redevelopment	19-17-0601	1,293	3,832	4,186	422	9,733	-	Approved
387	River Valley Alliance Phase 2-Planning and Design	CM-30-3131	-	1,042	1,042	1,042	3,125	-	Approved
390	Roots For Trees	CM-33-3004	385	385	385	385	1,540	-	Approved
393	Shared Park Development Program	CM-17-1010	500	500	500	500	2,000	-	Approved
396	Touch the Water	17-28-1012	300	-	-	-	300	-	Prev. Approved
Transportation									
398	50 Street CPR Grade Separation	18-66-6503	6,400	10,000	25,000	30,000	71,400	7,700	Prev. Approved
401	AHD / 135 Street (Heritage Valley Trail) Ramps	16-66-2306	2,915	-	-	-	2,915	-	Prev. Approved
403	Aurum Road (TUC to 17 Street NE) 3 Lanes	16-66-1615	7,083	-	-	-	7,083	-	Prev. Approved
405	Bus Fleet & Equipment Rehab & Replacement	CM-66-3600	46,077	37,061	37,413	37,607	158,158	-	Approved
409	Ellerslie Road (127 St - 135 St) 4 Lane Widening	18-66-2309	4,750	-	-	-	4,750	-	Prev. Approved
411	Fort Road (Yellowhead Trail - 66 Street) 6 Lane Widening	16-66-2214	1,825	2,295	12,905	16,245	33,271	-	Prev. Approved
413	Future Phase Green and Walkable - Other Streets	15-74-4109	7,845	-	-	-	7,845	-	Prev. Approved
416	Groat Road over N. Sask. River	12-66-1044	17,465	10,000	-	-	27,465	-	Prev. Approved
418	Initial Phase Jasper Avenue New Vision	15-74-4103	8,656	-	-	-	8,656	-	Prev. Approved
421	LED Streetlight Conversion	CM-66-2566	6,680	6,670	6,650	-	20,000	-	Approved
424	LRT Signals and Electrification Renewal	CM-66-3300	1,538	3,706	6,179	3,575	14,997	-	Prev. Approved
429	LRV Fleet & Equipment Renewal	CM-66-3400	957	889	1,337	1,686	4,869	-	Approved
433	NLRT (Downtown to NAIT)	08-66-1672	15,500	400	-	-	15,900	-	Prev. Approved
436	Rabbit Hill Road (TUC - MacTaggart Drive) 4 Lane Widening	18-66-2113	3,970	-	-	-	3,970	-	Prev. Approved
438	Snow Plow and Clearing	CM-66-2721	1,018	1,018	1,018	1,018	4,070	-	Approved
441	Terwillegar Drive Expressway Upgrades Stage 1	19-22-9004	1,300	8,800	16,400	33,600	60,100	41,200	Approved
444	Terwillegar Drive Expressway Upgrades Stage 2	19-22-9005	-	2,000	5,000	5,000	12,000	-	Approved
446	Traffic Controller System Conversion	15-66-2511	2,614	1,171	-	-	3,786	-	Prev. Approved
449	Traffic Signals - Developer and ARA Funded	CM-66-2525	2,906	3,026	3,153	3,288	12,373	-	Approved
453	Transit Communications Renewal	CM-66-3000	2,415	4,736	2,618	1,645	11,414	-	Approved
458	Transportation: Bridges & Auxiliary Structures - Renewal	CM-24-0000	8,236	16,472	24,708	32,944	82,361	-	Approved
463	Transportation: Goods Movement - Arterial Renewal	CM-22-0000	36,787	36,787	36,787	36,537	146,898	-	Approved
471	Transportation: Neighbourhoods - Renewal	CM-25-0000	158,822	158,822	158,822	158,822	635,286	-	Approved
479	Transportation: Planning and Design - Growth	CM-20-2020	1,920	2,880	1,325	1,731	7,856	-	Approved
483	Transportation: Public Transit - Renewal	CM-21-0000	4,221	8,442	12,664	16,885	42,212	-	Approved
487	Transportation: Traffic Systems - Renewal	CM-26-0000	1,919	1,919	1,919	1,919	7,675	-	Approved
490	Valley Line LRT	11-66-1673	233,591	581,114	-	-	814,705	-	Prev. Approved
494	Valley Line LRT: Downtown to Lewis Farms	16-66-7017	40,000	-	-	-	40,000	-	Prev. Approved
497	Yellowhead Tr (50 Street-River) 6 Lane Widening	17-66-2216	1,746	2,195	12,340	15,535	31,816	-	Prev. Approved
499	Yellowhead Trail - 149 Street Freeway Conversion	17-66-2307	5,636	5,799	2,988	46,171	60,595	58,124	Prev. Approved
501	Yellowhead Trail - 89 St & 66 St Improvements	15-66-2224	1,189	2,041	9,699	13,065	25,993	-	Prev. Approved
503	Yellowhead Trail 121 Street Interchange	23-66-2317	7,180	10,993	15,370	15,831	49,374	227,336	Prev. Approved
505	Yellowhead Trail 127 Street Interchange	22-66-2314	32,726	50,100	15,241	15,698	113,764	225,476	Prev. Approved
Other Assets									
507	ACTIF-Infrastructure Delivery	CM-99-9001	-	12,000	12,000	22,000	46,000	-	Approved
511	ACTIF-Infrastructure Planning & Design	CM-99-6060	1,600	7,300	19,000	19,100	47,000	-	Approved
515	Blatchford Redevelopment Implementation	14-02-2106	40,139	41,796	19,012	14,246	115,193	303,943	Prev. Approved
517	CRL Projects - Planning and Design	CM-50-5050	2,199	4,060	1,803	2,304	10,366	-	Approved
522	Infrastructure Delivery - Growth	CM-99-9000	8,635	25,345	20,881	15,248	70,108	-	Approved
526	Library Materials	CM-20-0051	5,839	6,126	6,419	6,720	25,104	-	Approved
Total:			1,293,557	1,488,231	913,770	1,059,687	4,755,245	1,006,096	5,761,341

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **AUTOMATED FINGERPRINT IDENTIFICATION SYS**
 PROFILE NUMBER: **21-60-1747**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	D/C Alan Murphy
PARTNER MANAGER:	
ESTIMATED START:	January, 2021
ESTIMATED COMPLETION:	December, 2022

Service Category: Protection**Major Initiative:**

GROWTH	RENEWAL
	100

PREVIOUSLY APPROVED:	1,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,000

PROFILE DESCRIPTION

This project provides for the upgrade of the existing Automated Fingerprint Identification System (AFIS) last updated in 2011. The reserve funding consists of funds collected as user fees from other agencies that access the AFIS database. These funds are split between Calgary and Edmonton. The EPS uses these funds to offset the capital costs of the system.

PROFILE BACKGROUND

The Automated Fingerprint Identification System (AFIS) is a joint asset owned by both the Calgary Police Service (CPS) and the Edmonton Police Service (EPS). CPS takes the lead on maintenance and renewal of the system. The system is anticipated to have a ten year life span and was last renewed in 2010 at a cost of \$1.8 million shared by the two Agencies.

PROFILE JUSTIFICATION

The EPS/CPS AFIS is used 24/7. On the front end it receives all 10 set fingerprint transactions from the Edmonton Livescan machines (25,000+ / year just by EPS) of persons charged criminally and stores them pending several investigative functions which are performed. It also allows for scanning of ink & paper fingerprints obtained from subjects for criminal charges where Livescan machines can't be used for the above reasons but also for the purpose of creating the necessary electronic Criminal Ten Print Submission Retention transaction for the national AFIS System as that system will no longer accept ink & paper forms.

AFIS is also used daily by Crime Scene Investigation Unit (CSIU) members for the searching of unsolved latent crime scene fingerprints in an effort to identify suspects and solve crimes.

STRATEGIC ALIGNMENT

The AFIS system is a foundational tool enabling the Edmonton Police Service to identify criminals and succeed in successful prosecutions. Use of the system is embedded in investigative work improving the safety in the City of Edmonton and the achievement of a Healthy City.

ALTERNATIVES CONSIDERED

There is no alternative to the use of AFIS other than a sole reliance on the national system which does not currently provide all the capabilities of AFIS.

Failure to have AFIS available 24/7 would be next to catastrophic. In relation to the front end identification processing of the +25,000 subjects each year just for Edmonton, reverting back to manual ink & paper and subsequent scanning of all documents to turn them electronic which is the only acceptable means to the National Real Time Identification AFIS System in Ottawa would be time consuming and result in numerous more staff being hired. Real Time identification of accused persons in custody would be compromised as would the solving of crimes as it relates to latent fingerprint evidence. Year to date in 2016 over 600 persons have been identified from crime scenes through the use of AFIS and another 150 AFIS back hits.

COST BENEFITS

From the fingerprinting and Real-Time identification of accused, to the electronic fingerprint submission to the National AFIS System in Ottawa that allows for the Real-Time updating of Criminal Records, to the instant search and identification of unsolved crime scene latent fingerprints, AFIS is a critical piece of infrastructure that supports the preservation and maintenance of the public peace and the prevention of crimes within Edmonton.

KEY RISKS & MITIGATING STRATEGY

The use of AFIS addresses several high level risks for the EPS including operational, external environment, information and financial and capital. Concerns centre around continuity of operations, operational support services, technology, and information management.

Failure to have AFIS available 24/7 would be next to catastrophic. Real Time identification of accused persons in custody would be compromised as would the solving of crimes as it relates to latent fingerprint evidence.

RESOURCES

The refresh of the system is not anticipated to result in additional impacts of the operating budget other than inflationary impacts. The current yearly maintenance costs are approximately \$131,450 which may increase as the system ages.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

At this point the current AFIS is cost effective. By the end of its life cycle, a new system with new technology as it relates to speed, matching solvability and other work flow features along with the same or reduced yearly maintenance fees, will likely be more cost effective. Technology is ever changing and AFIS would be no exception.

Working in conjunction with CPS, the EPS recommends renewing the existing system at the anticipated end of its life cycle in 2021, pending more in-depth review and analysis of available systems, products and processes.

CAPITAL PROFILE REPORT

PROFILE NAME: **Automated Fingerprint Identification Sys**
 PROFILE NUMBER: **21-60-1747**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	1,000	-	-	-	-	-	-	1,000
Current Approved Budget		-	-	-	-	1,000	-	-	-	-	-	-	1,000
Approved Funding Sources													
Other		-	-	-	-	1,000	-	-	-	-	-	-	1,000
Current Approved Funding Sources		-	-	-	-	1,000	-	-	-	-	-	-	1,000

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	-	1,000	-	-	-	-	-	-	1,000
Requested Funding Source												
Other		-	-	-	1,000	-	-	-	-	-	-	1,000
Requested Funding Source		-	-	-	1,000	-	-	-	-	-	-	1,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	-	-	-	-	1,000	-	-	-	-	-	-	1,000
	Total	-	-	-	-	1,000	-	-	-	-	-	-	1,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **EQUIPMENT REPLACEMENT****FUNDED**PROFILE NUMBER: **CM-21-5601****PROFILE STAGE: Approved**DEPARTMENT: **Citizen Services****PROFILE TYPE: Composite**LEAD BRANCH: **Community & Recreation Facilities**LEAD MANAGER: **Roger Jevne**

PROGRAM NAME:

PARTNER MANAGER:

PARTNER:

ESTIMATED START: **January, 2015**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2022****Service Category: Recreation & Culture****Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:****12,292****BUDGET REQUEST:****-****TOTAL PROFILE BUDGET:****12,292****PROFILE DESCRIPTION**

Equipment Replacement provides for the planned replacement of high dollar value program/service delivery equipment to optimize performance in the areas of revenue generation, customer service and facility operations within the Community and Recreation Facilities Branch and Fort Edmonton Park.

Equipment replacement requests must meet the following criteria:

- Minimum value of \$5000.
- Equipment life span > 1 year
- Equipment supports facility services or functionality, but is not rented directly by customers

Equipment categories and funding allocations will be reviewed annually by the Equipment Conservation Committee to be responsive to changing needs and circumstances. For the budget, the planned division of funds is:

- Fitness Equipment (ex. cardio, plate-loaded): 45%
- Operational Equipment (ex. floor scrubber, pool vacuums): 25%
- Program Equipment (ex. hockey nets, skis, bikes): 15%
- Furniture & Appliance (ex. tables, chairs): 8%
- Signage Replacement (ex. wayfinding signs): 7%

PROFILE BACKGROUND

The Equipment Replacement Composite was established in 2003 in response to a report from the Office of the Auditor General where it stated: "Leisure Centre operations have not been successful in getting items such as weight room equipment into the capital budget. This equipment needs to be current and in good working condition to maintain day to day operations and positive customer satisfaction with Leisure Centres." As the challenge of funding high dollar value equipment replacement is not limited to fitness equipment, the scope and scale of the Composite has increased over time to include equipment replacement at all facilities operated by the Community and Recreation Facilities Branch.

The current system has proven to be an effective and efficient method for equipment replacement. Since its inception, the Composite has been funding as many as 60 requests per year, and has replaced more than 6000 pieces of equipment.

PROFILE JUSTIFICATION

60 community facilities and the River Valley are managed and animated by the Community and Recreation Facilities Branch. High volume visitation correlates to significant wear and tear on equipment. The Branch needs to be responsive to replacement requirements in order to meet customer expectations and ensure quality, safe and enjoyable visits.

Cancellation of this equipment replacement program would be noticed by facility users as the following impacts would be realized:

- Decrease in service levels as worn equipment is removed from service but not replaced.
- Slow and inefficient responses to facility maintenance needs.
- Decrease in quality of rental and program spaces.

These impacts may ultimately contribute to decreased attendance and revenues.

STRATEGIC ALIGNMENT

This profile supports Council's goals of "Healthy City", by replacing old equipment which allows for improved personal wellness and a safer environment, and "Urban Places", by providing rec facilities with infrastructure that is accessible by all.

ALTERNATIVES CONSIDERED

A lease vs. buy analysis was conducted with the results indicating a capital purchase to be the preferred option. Another (unpopular) alternative would be a significant increase in user fees to generate the \$1.5M - \$2M required annually.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits

1. Facilities stay competitive.
2. Facilities are kept safe.
3. Significant costs are avoided in trying to maintain/repair old/failing equipment.

Intangible Benefits

1. Positive facility perception promotes repeat visitation.
2. Ability to proactively and reactively respond to issues that arise.
3. Support ongoing improvements and growth in programs and services

KEY RISKS & MITIGATING STRATEGY

If funding is not provided, Community and Recreation Facilities will be unable to address equipment replacement which could result in increased safety incidents and customer dissatisfaction.

RESOURCES

The Composite and associate projects are managed by City of Edmonton employees. All purchasing will adhere to Administrative Directive A1439B: Purchasing Goods, Services and Construction

CONCLUSIONS AND RECOMMENDATIONS

Given the ongoing needs for equipment replacement within Community and Recreation Facilities, the cost of the equipment and its importance to sustain revenues and attendance, it is recommended that this Composite be fully funded.

CHANGES TO APPROVED PROFILE

2015 Spring SCBA (CA#22): (2.8.2) For the purchase of 3 new trucks for Community Standards.
2 for the Commercial Vehical Unit and 1 for the Park Rangers.

2015 Fall SCBA (CA#42):

(3.7.1) Transfer \$2k back to Op CC 241552 (Comm Standards) from CM-21-5601 as Community Standards had originally transferred more money than the actual cost to complete the capital purchase.

(3.8.1) To transfer \$61K from 213457 Kinsmen Aquatic to CM-21-5601 (CRF) to offset the amount outstanding for the short course starting block headwalls in swimming pool and Kinsmen Sports Centre, as agreed upon.

(3.8.2) To transfer \$17k from 241547 Pest Mgmt Services to CM-21-5601(CRF) Equipment Conservation to buy out a lease of a forklift and properly capitalize the asset.

2015 Fall SCBA (AA#41): (BM.1) Transfer \$5K PAYG from CM-21-5601 Equipment Conservation to 12-21-5601 Equipment Conservation to cover over expenditures in 2015.

PROFILE NAME change from Equipment Conservation to Equipment Replacement. September 2018

CAPITAL PROFILE REPORT

PROFILE NAME: **Equipment Replacement**

FUNDED

PROFILE NUMBER: **CM-21-5601**

PROFILE TYPE: **Composite**

BRANCH: **Community & Recreation Facilities**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	5,000	2,000	-	-	-	-	-	-	-	-	-	7,000
2015 Cap Administrative	-5	-	-	-	-	-	-	-	-	-	-	-5
2015 Cap Council	230	-	-	-	-	-	-	-	-	-	-	230
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-896	896	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	1,267	1,267	1,267	1,267	-	-	-	-	-	5,067
Current Approved Budget	4,329	2,896	1,267	1,267	1,267	1,267	-	-	-	-	-	12,292
Approved Funding Sources												
Pay-As-You-Go	4,329	2,896	1,267	1,267	1,267	1,267	-	-	-	-	-	12,292
Current Approved Funding Sources	4,329	2,896	1,267	1,267	1,267	1,267	-	-	-	-	-	12,292

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	4,329	2,896	1,267	1,267	1,267	1,267	-	-	-	-	-	12,292
Requested Funding Source												
Pay-As-You-Go	4,329	2,896	1,267	1,267	1,267	1,267	-	-	-	-	-	12,292
Requested Funding Source	4,329	2,896	1,267	1,267	1,267	1,267	-	-	-	-	-	12,292

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Equip FurnFixt		4,336	2,896	-	-	-	-	-	-	-	-	-	7,232
Fleet Equipment		-2	-	-	-	-	-	-	-	-	-	-	-2
Other Costs		-5	-	1,267	1,267	1,267	1,267	-	-	-	-	-	5,062
Total		4,329	2,896	1,267	1,267	1,267	1,267	-	-	-	-	-	12,292

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Equipment Replacement****PROFILE NUMBER: CM-21-5601****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Equipment Conservation	1/1/2015	12/31/2022	Equipment Conservation
005234	2015 Equipment Conservation	1/9/2015	12/31/2015	
005241	2015 CS Enforcement Vehicles	1/14/2015	12/31/2015	
005377	BC Equipment Conservation	1/1/2015	12/31/2015	
006338	Community Standards - Forklift	9/8/2015	12/31/2015	
006586	2016 Equipment Conservation	1/4/2016	12/31/2016	
007452	2017 Equipment Conservation			CM-21-5601
008017	2018 Equipment Conservation			CM-21-5601 2018 Equipment Conservation

CAPITAL PROFILE REPORT

PROFILE NAME: **FIRE RESCUE EQUIPMENT REPLACEMENT**
 PROFILE NUMBER: **CM-70-0001**
 DEPARTMENT: **Citizen Services**
 LEAD BRANCH: **Fire Rescue Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Ken Block
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category:	Protection	Major Initiative:
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GROWTH	RENEWAL
8	92

PREVIOUSLY APPROVED:	7,244
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	7,244

PROFILE DESCRIPTION

This composite initiative will fund the replacement of critical Fire Rescue Emergency Equipment. An annual expenditure plan will be prioritized and confirmed based on the life-cycle of each piece of equipment and a review of the current demands on the service. FRS equipment has a 10-12 year replacement cycle (depending on the asset) and assets are currently valued at almost \$20M. Initial plans for 2015-2018 include replacing:

- Equipping approximately 70 recruits annually to replace retirees
- 70 sets of SCBA annually.
- 5 sets of specialized rescue and equipment annually.
- 65 radios annually.
- On-board equipment (thermal imaging cameras) across the fire rescue fleet.
- Specialized Hazmat equipment
- Fitness equipment in 4 to 5 stations per year.

If a full replacement of any equipment type is required to be completed in a specific year, FRS will try and accommodate this within the level of funding within the composite.

PROFILE BACKGROUND

FRS uses a range of critical specialized equipment in daily emergency response operations that significantly impact both firefighter and public safety. This equipment includes (but is not limited to) portable and mobile radios, SCBA (breathing apparatus), rescue and heavy lifting equipment, thermal imaging cameras, on-board equipment and fitness equipment. FRS also requires specialized training equipment to ensure that all recruits are adequately trained as well as for the on-going competency training for all firefighters and personnel.

The nature of Fire Rescue work means that equipment is subjected to significant environmental challenges and physical demands and can become damaged during response to events. Equipment needs to be replaced as a matter of urgency to ensure units are not taken out of service.

Based on the 2013 Inventory Assessment, the average age and the average expected asset life, annual replacement funding of approximately \$1.0m has been identified.

PROFILE JUSTIFICATION

FRS uses a range of specialized emergency equipment in emergency response operations. This equipment needs to be replaced when worn out or damaged to ensure all FRS units remain in service 24x7x365. The FRS fleet has limited capacity and replacing damaged equipment is vital to keep the fleet up to strength. In addition, changes to equipment regulations and standards may require equipment to be replaced. Replacement of equipment requires a stable source of funds.

FRS needs to train recruits and maintain competency training of almost 1,200 front line firefighters. As a result FRS is looking at innovative ways to deliver training year round through the adoption of specialized training equipment such as command vehicle simulators. These options have a lower capital cost than purchasing additional apparatus for training.

STRATEGIC ALIGNMENT

This profile contributes to Council's goals of "Healthy City" and "Urban Places" as it ensures FRS is equipped to fulfill its mission to protect life, property and the environment.

ALTERNATIVES CONSIDERED

The alternative to replacing equipment through a composite is to have multiple individual urgent budget requests or not replacing equipment. This could mean trucks are removed from stations, and firefighters are unable to respond to emergency events.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible

- All equipment is to the required standard.
- Lifecycle replacement of assets is managed and effective.
- Firefighter and public safety is maintained

Intangible

- FRS reputation is maintained
- CFAI Accreditation is maintained

KEY RISKS & MITIGATING STRATEGY

The initiative has minimal implementation risk as all equipment purchased will either be to current or new industry approved specifications. Standard equipment purchasing and installation practices will apply.

RESOURCES

All procurement and purchasing activities for the initiative will follow standard administrative directions and policies.

CONCLUSIONS AND RECOMMENDATIONS

FRS has identified a need to replace capital equipment to the value of approximately \$1.0m annually based on RIMS allocations. FRS recommends approval of the equipment replacement composite to ensure firefighter and public safety is maintained.

CAPITAL PROFILE REPORT

PROFILE NAME: **Fire Rescue Equipment Replacement**
 PROFILE NUMBER: **CM-70-0001**
 BRANCH: **Fire Rescue Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	2,961	987	-	-	-	-	-	-	-	-	-	3,948
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-1,688	1,688	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	824	824	824	824	-	-	-	-	-	3,296
Current Approved Budget	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244
Approved Funding Sources												
Pay-As-You-Go	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244
Current Approved Funding Sources	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244
Requested Funding Source												
Pay-As-You-Go	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244
Requested Funding Source	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244
	Total	1,273	2,675	824	824	824	824	-	-	-	-	-	7,244

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Fire Rescue Equipment Replacement****PROFILE NUMBER: CM-70-0001****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Fire Rescue Equipment Replacement	1/1/2015	12/31/2022	Fire Rescue Equipment Replacement
005445	2015-2018 FRS Equip Replacement			
005932	BC Fire Rescue Equipment Replacement			Budget Carrier

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **FUEL SITE & OIL TANK REPLACEMENTS**
 PROFILE NUMBER: **CM-25-3002**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Fleet & Facility Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Steve Rapanos
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Corporate Support**

Major Initiative:

GROWTH
32

RENEWAL
68

PREVIOUSLY APPROVED:	8,174
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	8,174

PROFILE DESCRIPTION

This project provides the replacement of aging fuel systems (tanks and associated equipment) before catastrophic failure. Ground analysis has been performed at the sites, as part of the risk analysis, to help determine priorities for upgrades. Fuel tank infrastructure has to comply with environmental (ISO) and fire code standards.

The fuel systems to be replaced are at the Ferrier Bus maintenance facility, as well as the replacement of the underground used tank at the Paterson bus maintenance facility.

PROFILE BACKGROUND

Fleet Services maintains and operates 12 fuel dispensing sites. Four of these sites have exceeded their expected useful service life. Upgrades are required to support daily fuel requirements.

PROFILE JUSTIFICATION

To comply with environmental and fire code requirements. These sites have surpassed the useful life of 25 years as an average. The replacement of these tanks will ensure the protection of the environment. Prevention of such negative environmental impacts ensures the fuel site can remain operational and available to the clients it serves. Leaks would result in immediate shut-down at a detriment in service to the client base.

STRATEGIC ALIGNMENT

This profile primarily supports the delivery of excellent services by ensuring continued, reliable service delivery. The profile also demonstrates we care about the impact of our actions on our economic and environmental systems.

ALTERNATIVES CONSIDERED

Other Alternatives:

1. Prolong the life of Fuel/Oil Storage Tank systems as best as possible through scheduled maintenance/inspections.
2. Continue to monitor tanks through leak detection methods

COST BENEFITS

Tangible

- Reduced maintenance, repair work, and monitoring
- Reduce environmental liability
- Increases storage

Intangible

- Infrastructure would meet standards
- Efficient and undisturbed flow of service
- Reduced down time

KEY RISKS & MITIGATING STRATEGY

Key risks of not implementing the project include:

- Environmental liability as a result of release of fuels due to aging infrastructure, and
- Immediate shut down of fueling services if a leak was to occur, preventing or limiting fueling services.

RESOURCES

Project management of this project will be provided by Integrated Infrastructure Services. Fleet Services will use internal staff resources to assist with scheduling and facilitating the work so that it does not impact current fleet operations.

CONCLUSIONS AND RECOMMENDATIONS

This report recommends replacing the fuel tanks and associated infrastructure at the four sites with new equipment that meet industry standards to mitigate the environmental risks due to the infrastructure exceeding the expected useful life.

CAPITAL PROFILE REPORT

CHANGES TO APPROVED PROFILE

2017 Spring SCBA BM-3: Unexpected environmental contamination during the oil tank replacement at Paterson garage resulted in the budget overrun on internal staff time, which were not eligible for MSI and needed to be funded by PAYG.

CAPITAL PROFILE REPORT

PROFILE NAME: **Fuel Site & Oil Tank Replacements**
 PROFILE NUMBER: **CM-25-3002**
 BRANCH: **Fleet & Facility Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	2,723	-	-	-	-	-	-	-	-	-	-	2,723
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	29	-	-	-	-	-	-	-	-	-	-	29
2017 Cap Carry Forward	-2,600	2,600	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	3,849	609	522	443	-	-	-	-	-	5,423
Current Approved Budget	152	2,600	3,849	609	522	443	-	-	-	-	-	8,174
Approved Funding Sources												
Munc Sustain. Initiative - MSI	19	2,600	2,600	-	-	-	-	-	-	-	-	5,219
Pay-As-You-Go	133	-	1,249	609	522	443	-	-	-	-	-	2,956
Current Approved Funding Sources	152	2,600	3,849	609	522	443	-	-	-	-	-	8,174

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	152	2,600	3,849	609	522	443	-	-	-	-	8,174
Requested Funding Source											
Munc Sustain. Initiative - MSI	19	2,600	2,600	-	-	-	-	-	-	-	5,219
Pay-As-You-Go	133	-	1,249	609	522	443	-	-	-	-	2,956
Requested Funding Source	152	2,600	3,849	609	522	443	-	-	-	-	8,174

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction	-742	2,600	3,849	609	522	443	-	-	-	-	-	-	7,281
Design	269	-	-	-	-	-	-	-	-	-	-	-	269
Equip FurnFixt	104	-	-	-	-	-	-	-	-	-	-	-	104
Land Improvements	492	-	-	-	-	-	-	-	-	-	-	-	492
Other Costs	29	-	-	-	-	-	-	-	-	-	-	-	29
Total	152	2,600	3,849	609	522	443	-	-	-	-	-	-	8,174

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Fuel Site & Oil Tank Replacements****PROFILE NUMBER: CM-25-3002****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Paterson used oil tank replacement	1/1/2015	1/31/2015	Paterson used oil tank replacement
000002	Ferrier fuel site replacement- Design	1/1/2016	12/31/2017	Design costs associated to the Ferrier Transit bus garage's fuel site replacement
000003	Ferrier fuel site replacement- Construction Costs	1/1/2017	1/31/2017	Construction costs associated to the Ferrier Transit bus garage's fuel site replacement
000004	Ferrier fuel site replacement- Delineation & Remediation	1/1/2017	1/31/2017	Delineation & Remediation costs associated to the Ferrier Transit bus garage's fuel site replacement
000006	Waste Management fuel site	1/1/2020	1/31/2020	Replacement of the Waste Management fuel tanks
006201	Paterson used oil tank replacement			
101996	Budget Car. FS Fuel Site&Oil Tank Repl			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **LIBRARY FURNITURE AND EQUIPMENT**
 PROFILE NUMBER: **CM-20-0052**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Public Library**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Pilar Martinez
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH

RENEWAL
100

PREVIOUSLY APPROVED:	3,765
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	3,765

PROFILE DESCRIPTION

This project identifies annual renewal of library furniture and equipment (including vehicles and library shelving) assets. EPL uses the City's risk-based investment management system as a basis of estimating the annual replacement needs to maintain these assets at an acceptable condition.

PROFILE BACKGROUND

EPL furniture and equipment capital expenditures include shelving for library materials, vehicles and furniture and equipment used in EPL branches and offices. Shelving has an overall average asset life of 40 years. EPL maintains a fleet of 6 vehicles needed to deliver library materials to EPL branches and partners, and four literacy van(s) with an average asset life 7 years. Furniture and equipment includes desks and furniture used in the provision of library services. The capital budget includes costs for annual replacement of these assets.

PROFILE JUSTIFICATION

EPL monitors and tracks all furniture and equipment asset inventory including asset condition. This project identifies annual requirements to maintain EPL's furniture and equipment assets at an acceptable asset condition with consideration to health and safety of customers and staff, value and best time to replace assets. Failing to fund these replacements will result in EPL's inability to provide services to its customers (e.g. vehicles not available for deliveries to branches, furnishings for computer uses, and programming). In addition, failing to proceed with this project would result in higher maintenance costs in the future, higher operating costs and higher risk of component failure and/or unusable furniture / equipment for customers and staff.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to ensuring Edmontonians have appropriate and accessible infrastructure; Edmonton is a safe and caring community; and Edmonton has robust infrastructure that ensures the continuity of critical services.

ALTERNATIVES CONSIDERED

EPL continually reviews alternatives for the replacement of furniture, equipment and vehicle assets and assesses to ensure health and safety standards are met and best value is obtained for EPL.

COST BENEFITS

EPL continually seeks best value when renewing furniture, equipment and vehicles.

The key tangible benefits of this project are:

- Extends the useful life of the shelving and vehicles
- Enables continued provision of library services to the communities; and
- Ensuring underserved areas of Edmonton are provided with library services.

KEY RISKS & MITIGATING STRATEGY

This project mitigates the risk to personal injury to staff and customers, and minimizes costly emergency repairs or renovations.

RESOURCES

All project items will be tendered publicly, with the Facilities and Operations Division and Library Services Department managing the projects.

CONCLUSIONS AND RECOMMENDATIONS

The Library supports this project for timely preventive maintenance of all its assets and provision of excellent customer service. The Library recommends this project for approval.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2016 Spring SCBA (CA#20): (2.5.3)

Edmonton Public Library Project CM-20-0052 is overspent due to the purchase of an epl2GO literacy van and equipment funded through donations. An adjustment is required to align the budget to actual expenditures in 2015.

2016 Spring SCBA (16-21-CM): Completed project (12-20-0052) overspent funded by transfer from new profile CM-20-0052.

2016 Fall SCBA (AA#41): (CFO.2) This adjustment is required to align the 2016 capital budget for project CM-20-0052 (Library Furniture and Equipment) with the funding source changed from Developer Financing to Partnership Funding.

2016 Fall SCBA (CA#40): (2.2) The adjustment for the Edmonton Public Library Project CM-20-0052 2016 capital includes the purchase of two literacy vans, which are funded through donations, and the fit up costs for a new eplGO - McConachie branch, funded through Library reserves. An adjustment is required to align the budget to actual expenditures in 2016. The 2017 and 2018 adjustments are required to align the 2016 - 2018 capital budget with the funding (Library PAYG) included in the 2016 - 2018 EPL operating budget as approved by City Council.

2018 Spring SCBA: (CFO.5) To amend funding source from Developer and Partnership funding to General Financing (PAYG), as other sources not yet determinable/certain.

CAPITAL PROFILE REPORT

PROFILE NAME: **Library Furniture and Equipment**
 PROFILE NUMBER: **CM-20-0052**
 BRANCH: **Public Library**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	937	160	-	-	-	-	-	-	-	-	-	1,097
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	-230	-	-	-	-	-	-	-	-	-	-	-230
2016 Cap Council	1,118	-20	-	-	-	-	-	-	-	-	-	1,098
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-79	79	-	-	-	-	-	-	-	-	-	-
2018 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	450	450	450	450	-	-	-	-	-	1,800
Current Approved Budget	1,746	219	450	450	450	450	-	-	-	-	-	3,765
Approved Funding Sources												
Developer Financing	108	-	-	-	-	-	-	-	-	-	-	108
Partnership Funding	428	129	-	-	-	-	-	-	-	-	-	556
Pay-As-You-Go	-	-	450	450	450	450	-	-	-	-	-	1,800
Pay-As-You-Go - Library	1,211	90	-	-	-	-	-	-	-	-	-	1,301
Current Approved Funding Sources	1,746	219	450	450	450	450	-	-	-	-	-	3,765

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	1,746	219	450	450	450	450	-	-	-	-	-	3,765
Requested Funding Source												
Developer Financing	108	-	-	-	-	-	-	-	-	-	-	108
Partnership Funding	428	129	-	-	-	-	-	-	-	-	-	556
Pay-As-You-Go	-	-	450	450	450	450	-	-	-	-	-	1,800
Pay-As-You-Go - Library	1,211	90	-	-	-	-	-	-	-	-	-	1,301
Requested Funding Source	1,746	219	450	450	450	450	-	-	-	-	-	3,765

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	1,746	219	450	450	450	450	-	-	-	-	-	-
Total	1,746	219	450	450	450	450	-	-	-	-	-	-	3,765

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 4

PROFILE NAME: Library Furniture and Equipment**PROFILE NUMBER: CM-20-0052****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Equipment	1/1/2015	1/31/2018	Library Furniture and Equipment
000002	Furniture	1/1/2019	12/31/2022	
000003	Shelving	1/1/2019	12/31/2022	
000004	Vehicles	1/1/2019	12/31/2022	
000005	Literacy Vans	1/1/2019	12/31/2022	
000006	Makerspace	1/1/2019	12/31/2022	
000007	eplGO (North)	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **PUBLIC SAFETY RADIO NETWORK**
 PROFILE NUMBER: **15-60-1444**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	Brock Kahanyshyn
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2017

Service Category: **Protection**

Major Initiative:

GROWTH**RENEWAL****100**

PREVIOUSLY APPROVED:

12,370

BUDGET REQUEST:

-

TOTAL PROFILE BUDGET:

12,370**PROFILE DESCRIPTION**

The Public Safety Radio Network (15-60-1444 – Migration) project covers the migration of the City of Edmonton Public Safety Public Service Radio System (PSPSRS) from the legacy EDACS network to a new P25 700MHz Alberta First Responder's Radio Communications System (AFRRCS) network. This project captures capital investments required to transition the City of Edmonton radio network users to the AFRRCS network. This capital project, although put forward by Edmonton Police Service (EPS) as the primary user, is a City multi-department project benefiting all participating departments.

Fire Rescue Services, Alberta Health Services and the EPS are considered the primary first responder agencies utilizing the new AFRRCS. As a result of negotiations with the province, the migration to the provincial radio system is expected to be cost neutral - there will be no increase in operating costs to the City.

PROFILE BACKGROUND

In 1995, the City of Edmonton began operating its Public Safety Radio System (PSRS) for Police, Fire and Ambulance. In 2003, City of Edmonton public service departments joined the PSRS and the system became known as the Public Safety and Public Service Radio System (PSPSRS). Edmonton Transit joined in 2009.

The radio system provides two-way radio voice communication from the downtown core to a distance of approximately 10 kilometers outside the city boundary. There are approximately 6,200 users of the system. The radio system is managed by the EPS with oversight and governance provided by the PSPSRS Management Committee representing most of the City's large user groups.

EPS is the largest user at over 44.1% of the system usage and ETS the second largest at 18.6%. The radio system is critical for communicating between city employees and between departments, and for coordinating activities when responding to serious incidents. This is a key system for employee safety.

PROFILE JUSTIFICATION

The current radio system was constructed in 1995-96 and will be end-of-life in 2017. Increasing maintenance costs and obsolescence of the current equipment requires that the system be wholly replaced. The AFRRCS network is owned and managed by The Alberta Solicitor General, and will be used province-wide by all First Responder agencies as well as various non-First Responder agencies. This profile represents the City's cost to transition EPS to the AFRRCS network, once made available to City of Edmonton (currently scheduled for use by July 2016).

This system is a mission critical communications method for police and other public safety agencies. High system availability is necessary to ensure reliable communications that is directly tied to officer and public safety. This renewal will replace all core radio system components including the system backup with new standards based digital technology, under the Alberta Government's AFRRCS initiative.

STRATEGIC ALIGNMENT

By providing sustainable infrastructure that supports the safety of the entire City of Edmonton, this profile contributes to the achievement of a Healthy City.

ALTERNATIVES CONSIDERED

The existing radio system has served public safety (PS) and non-public safety (NPS) users well since 1995. The manufacture of the current generation of radio equipment ceased between March 2009 and March 2010. Multiple system components, and many of the user radios, are at or near end of life. The City risks irreparable failure of core system components, potentially resulting in the unavailability of mission-critical services with minimal alternate means of radio communications. Critical spares from the system vendor have been procured to extend the life of the current radio system until 2017.

Three main options were considered:

- Shared System: City Public Safety and NPS migrate to a new shared City-owned (and operated) replacement radio system.
- Split System: City PS organizations migrate to AFRRCS while City NPS organizations migrate to a new City-owned (and operated) replacement radio system
- Provincial Radio System: Both City PS and NPS organizations migrate to AFRRCS

CAPITAL PROFILE REPORT

COST BENEFITS

The costs are estimated at a level of accuracy of $\pm 20\%$ as this is at the detailed design phase.

The primary desired outcome of this capital project is to ensure the reliability and dependability of the city wide radio network for day to day operations for first responders and for all other City departments on the system.

Negotiations with the province has resulted in an expected cost neutral outcome for on-going operations.

KEY RISKS & MITIGATING STRATEGY

The City will be at a high level of risk should this infrastructure fail and the City has not means to dispatch and support City Staff including Police and Fire. Medium risks include inability to command and control operations and system failure.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

A project team of mixed internal and external resources will be required to complete this project.

CONCLUSIONS AND RECOMMENDATIONS

The existing PPSRS is at end of life in 2017 and must be replaced. After a comprehensive analysis and assessment of options, all City radio system partners intend to migrate to the AFRRCS network when available (estimated for July 2016).

CHANGES TO APPROVED PROFILE

2016 Spring SCBA (16-21-CM): To cover the budget shortfall of Specialized Equipment profile.

Spring SCBA 2018: (2.3-14) The RFP for extended coverage of the Alberta First Responder's Radio Communications System (AFRRCS) network has closed and the costs are considerably higher than originally estimated. The increase also includes retaining resources for implementation and migration through to the middle of 2019. This is a City multi-department project benefiting all participating departments.

Spring SCBA 2018: (2.7-08) The Government of Alberta one time access fee to Alberta First Responders Radio Communications System (AFRRCS) paid in 2017 is an annual operating expense. Transfer to Police Operating budget as Police - Pay As You Go.

CAPITAL PROFILE REPORT

PROFILE NAME: **Public Safety Radio Network**
 PROFILE NUMBER: **15-60-1444**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	10,000	-	-	-	-	-	-	-	-	-	-	10,000
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	-470	-	-	-	-	-	-	-	-	-	-	-470
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-3,886	3,886	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	1,440	1,400	-	-	-	-	-	-	-	-	2,840
Current Approved Budget	5,644	5,326	1,400	-	-	-	-	-	-	-	-	12,370
Approved Funding Sources												
Pay-As-You-Go	5,644	5,326	1,400	-	-	-	-	-	-	-	-	12,370
Current Approved Funding Sources	5,644	5,326	1,400	-	-	-	-	-	-	-	-	12,370

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	5,644	5,326	1,400	-	-	-	-	-	-	-	12,370
Requested Funding Source											
Pay-As-You-Go	5,644	5,326	1,400	-	-	-	-	-	-	-	12,370
Requested Funding Source	5,644	5,326	1,400	-	-	-	-	-	-	-	12,370

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	10,000	-	-	-	-	-	-	-	-	-	-	10,000
	Other Costs	-4,356	5,326	1,400	-	-	-	-	-	-	-	-	2,370
	Total	5,644	5,326	1,400	-	-	-	-	-	-	-	-	12,370

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **RADIO LIFE CYCLE**
 PROFILE NUMBER: **CM-60-1425**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	ED Brock Kahanyshyn
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category:	Protection	Major Initiative:
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GROWTH	RENEWAL
	100

PREVIOUSLY APPROVED:	573
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	573

PROFILE DESCRIPTION

This renewal composite capital project CM-60-1425 Radio Life Cycle is intended to replace and rehabilitate the Edmonton Police Service's (EPS) two way radio communications equipment based on equipment life cycle. This project complements the Public Safety Radio System (27-60-1444) and the Telecom Life Cycle Equipment (CM-60-1419) as part of the telecommunications program.

The scope of this project is to renew and upgrade two way radio communication equipment including

1. Portable and mobile radios used by EPS members; and
2. 9-1-1 center radio dispatch consoles and recording equipment

Radio and dispatch equipment provide critical field, investigative and tactical operations support and enable integration and coordination with provincial and municipal agencies. 9-1-1 systems allow citizens to interface with local public safety agencies. A highly functioning dispatch system allows for the effective and safe deployment of resources.

PROJECT LIST

2019-2022 BUDGET CYCLE:
 Communications Recorder replacement

PROFILE BACKGROUND

The criticality of 9-1-1 calls (and likewise for police dispatch) means that equipment must have a very high level of availability and reliability. This can only be ensured by a regular ever greening strategy and appropriate capital investment.

PROFILE JUSTIFICATION

Work performed by the members of the EPS begins as a call for service from citizens through our communications infrastructure and equipment. These systems comprise a network which provides a critical point of contact for the public and functionality that assists EPS front line officers in the overall delivery of service to the public.

To ensure communications are effective, police officers require the necessary tools to do their jobs which include a variety of devices: a portable radio while they are out in their vehicles responding to calls, a mobile radio while they are in the car, a wireless device such as a smartphone and mobile communication infrastructure. Increasingly, the patrol car is becoming an extension of the administrative and support areas for EPS and this is enabled by communication technology advances.

STRATEGIC ALIGNMENT

By providing sustainable infrastructure that supports the safety of the entire City of Edmonton, this profile contributes to the achievement of a Healthy City. The Radio System is also foundational to achieving departmental outcomes related to public safety.

ALTERNATIVES CONSIDERED

Renewal projects of this type have only one alternative - delay renewal and accept that maintenance costs will increase and reliability will decrease.

COST BENEFITS

The primary desired outcome of this capital project is to ensure the reliability and dependability of EPS radios for day to day operations.

KEY RISKS & MITIGATING STRATEGY

Moderate Risks:

Operational Safety

Failure to ensure that appropriate mechanisms, processes, and equipment are available on a 24 X 7 basis

Risk that the communications system would fail which would impact the command and control of resources.

As the EPS has significant mitigation strategies in place to deal with any breakdown in the radio systems, the assessment of this risk likely to occur is minor but the consequence should it occur is major to severe.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Upgraded and replacement radio infrastructure within the EPS are assessed for condition, functionality and capability as compared to their life cycle. Replacement will occur as required based on those factors.

CAPITAL PROFILE REPORT

PROFILE NAME: **Radio Life Cycle**
 PROFILE NUMBER: **CM-60-1425**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	573	-	-	-	-	-	-	573
	Current Approved Budget	-	-	-	-	573	-	-	-	-	-	-	573
Approved Funding Sources													
	Pay-As-You-Go	-	-	-	-	573	-	-	-	-	-	-	573
	Current Approved Funding Sources	-	-	-	-	573	-	-	-	-	-	-	573

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	-	573	-	-	-	-	-	-	573
Requested Funding Source												
	Pay-As-You-Go	-	-	-	573	-	-	-	-	-	-	573
	Requested Funding Source	-	-	-	573	-	-	-	-	-	-	573

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	-	-	-	-	573	-	-	-	-	-	-	573
	Total	-	-	-	-	573	-	-	-	-	-	-	573

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Radio Life Cycle****PROFILE NUMBER: CM-60-1425****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000002	Communications Recorder Replacement	1/1/2020	1/31/2020	Replacement of Communications Recorder Equipment at the Dispatch Centre in Police Headquarters.
000003	Radio Equipment Replacement	1/1/2021	1/31/2022	Replacement of all portable, mobile, base station and suitcase radios for the EPS based on life cycle.
000005	2021 Communications Recorder Equipment	1/1/2021	12/31/2021	Life cycle replacement of EPS Communications Recorder Equipment including battery analyzer equipment
000006	2023 - 2028 Radio Equipment Life cycle Replacement			Life cycle replacement of EPS portable and mobile radios, dispatch consoles, communications recorders and other related equipment.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **SECURITY EQUIPMENT LIFE CYCLE**
 PROFILE NUMBER: **CM-60-1600**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	Brock Kahanyshyn
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Protection**

Major Initiative:

GROWTH

RENEWAL
100

PREVIOUSLY APPROVED:	8,635
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	8,635

PROFILE DESCRIPTION

This composite renewal capital project, CM-60-1600 Security Equipment Lifecycle, encompasses the life cycle replacement and upgrade of security equipment to address security vulnerabilities, technical obsolescence and equipment reliability.

There are two main groups of security equipment expected to be managed by the EPS in this period:

- Access control infrastructure (readers, control panels, network switches etc)
- Closed Circuit Television (CCTV) infrastructure (cameras, encoders, storage area networks, DVD burners, racks, display computers etc)

PROJECT LIST

2019-2022 BUDGET CYCLE:

Closed Circuit Television (CCTV); Security Equipment Life Cycle; Access Control Hardware;

PROFILE BACKGROUND

This profile is a composite profile detailing equipment life cycle renewal and replacement projects to maintain EPS security equipment in good to very good condition.

PROFILE JUSTIFICATION

The EPS has completed a financial and technical assessment for the evergreening of access control hardware. This is an internal security project to deliver:

- Continuation of existing security service levels and standards including retention mandated by Provincial standards
- Improved security by eliminating existing vulnerabilities associated to old hardware
- Greater functionality and improved efficiency from new technology hardware and software upgrades

The project will ensure that EPS safeguards the safety of officers, staff and citizens through the appropriate use and deployment of cost effective security equipment.

2015-2018 BUDGET CYCLE: There are 275 readers and control panels in use in EPS facilities. Core servers will be replaced on a 5-year lifecycle, beginning in 2018. The existing CCTV networks will require life cycle replacement beginning in 2015 based on a 5 year life cycle. This will include the hard costs of the equipment and the Storage Area Network for image storage.

STRATEGIC ALIGNMENT

This profile provides the Edmonton Police Service with increased ability to support policing functions to meet critical demands and create safe Urban Places and a Healthy City.

ALTERNATIVES CONSIDERED

Renewal projects have only one alternative - delay renewal or replacement of major components.

COST BENEFITS

Physical and technological security provides a secure working environment for staff and for the public. This keeps secure policing records to support public safety. Regular upgrades eliminate areas of weakness and vulnerability.

KEY RISKS & MITIGATING STRATEGY

The key risk faced is the increased vulnerability of EPS facilities and other infrastructure including the ability to maintain officer, staff and public safety within its facilities/ systems and inability to meet provincial standards for retention.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CONCLUSIONS AND RECOMMENDATIONS

The EPS recommends that funding be provided as required to ensure an appropriate life cycle replacement schedule for its security equipment. The Security Management Branch will lead the ongoing replacement activities in this capital budget profile.

CAPITAL PROFILE REPORT

PROFILE NAME: **Security Equipment Life Cycle**
 PROFILE NUMBER: **CM-60-1600**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		575	3,000	-	-	-	-	-	-	-	-	-	3,575
2015 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward		2,271	-2,271	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle		-	-	965	1,365	1,365	1,365	-	-	-	-	-	5,060
Current Approved Budget		2,846	729	965	1,365	1,365	1,365	-	-	-	-	-	8,635
Approved Funding Sources													
Pay-As-You-Go		2,846	729	965	1,365	1,365	1,365	-	-	-	-	-	8,635
Current Approved Funding Sources		2,846	729	965	1,365	1,365	1,365	-	-	-	-	-	8,635

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		2,846	729	965	1,365	1,365	1,365	-	-	-	-	-	8,635
Requested Funding Source													
Pay-As-You-Go		2,846	729	965	1,365	1,365	1,365	-	-	-	-	-	8,635
Requested Funding Source		2,846	729	965	1,365	1,365	1,365	-	-	-	-	-	8,635

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt		575	3,000	965	1,365	1,365	1,365	-	-	-	-	-
Other Costs		2,271	-2,271	-	-	-	-	-	-	-	-	-	-
Total		2,846	729	965	1,365	1,365	1,365	-	-	-	-	-	8,635

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Police Service	-	150	150	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	150	150	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Security Equipment Life Cycle****PROFILE NUMBER: CM-60-1600****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Closed Circuit Television (CCTV)	1/1/2015	12/31/2016	Closed Circuit Television (CCTV) replacement as required
000002	Access Control Equipment	1/1/2015	12/31/2016	Replacement of access control equipment as required by life cycle
000003	Closed Circuit Television (CCTV)	1/1/2017	12/31/2018	Replacement of CCTV Equipment as per life cycle plan
000004	Access Control Hardware	1/1/2017	12/31/2018	Access Control Hardware
000005	Closed Circuit Television (CCTV)	1/1/2019	1/31/2024	Closed Circuit Television (CCTV) replacement as per life cycle plan
000006	Access Control Hardware	1/1/2020	1/31/2024	Future Years plans for life cycle replacement of Access Control Hardware
000007	2019 Security Equipment Life Cycle	1/1/2019	12/31/2019	Replacement of access control and CCTV security equipment throughout the EPS.
000008	2020 Security Equipment Life Cycle	1/1/2020	12/31/2020	Replacement of security equipment such as access control and CCTV throughout the EPS.
000009	2021 Security Equipment Life Cycle	1/1/2021	12/31/2021	Replacement of security equipment including access control and CCTV throughout the EPS as per life cycle
000010	2022 Security Equipment Life Cycle	1/1/2022	12/31/2022	Replacement of EPS security equipment such as access control and CCTV according to life cycle.
000011	2023-2028 Security Equipment Life Cycle			Replacement of security equipment including access control and CCTV according to life cycle.
005508	Travel/Training/Meeting Summary			
005856	2015-18 Project Resources Summary			
102004	1600 Security Equip Lifecycle BC Summary			

CAPITAL PROFILE REPORT

PROFILE NAME: **SPECIALIZED POLICE EQUIPMENT**
 PROFILE NUMBER: **CM-60-1771**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category:	Protection	Major Initiative:	
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	13,010
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	13,010

PROFILE DESCRIPTION

Purchase of equipment to replace assets that have reached the end of their economic and/or functional life.

PROJECT LIST

2019-2022 BUDGET CYCLE:
 Specialized Police Equipment

PROFILE BACKGROUND

This profile is a composite profile detailing equipment life cycle renewal and replacement projects to maintain Police Specialized equipment in good to very good condition. The purchases are funded from the Edmonton Police Service (EPS) Operating Budget but meet the Tangible Capital Assets (TCA) criteria, therefore, as per the accounting standard, the expenditure is capitalized.

PROFILE JUSTIFICATION

EPS equipment is managed to minimize its life cycle cost taking into account maintenance, operating and replacement costs. This replacement program is required to achieve that goal.

STRATEGIC ALIGNMENT

The Edmonton Police Service replaces and upgrades equipment to meet the technological requirements supporting policing functions and creating safe Urban Places and a Healthy City.

ALTERNATIVES CONSIDERED

Renewal projects have only one alternative - delay renewal or replacement of major components.

The only option available from planned replacement would be to replace when there is an equipment failure. This option accepts the risk of critical failure of infrastructure and the potential disruption to the workforce and to the public. The costs associated with an emergency repair and the impact on operations would be substantial and could include critical losses of functionality and capabilities. Reactive repairs/replacements could be more costly due to neglected maintenance and scheduled replacements.

Specialized equipment utilized by Police generally has a long delivery time from order. Waiting until a critical failure occurs could mean that equipment is unavailable for several months. Routine evergreening is a risk mitigation strategy to ensure that the equipment necessary for officer and public safety is always available.

COST BENEFITS

The primary desired outcome of this capital project is to ensure the reliability and dependability of Police Specialized equipment for day to day operations. Cost and efficiency are prime considerations when determining the life cycle and replacement equipment to be purchased.

KEY RISKS & MITIGATING STRATEGY

High Risks:
 Operational Safety
 Failure to ensure that appropriate mechanisms, processes, and equipment are available.
 Technology and Systems
 Risks associated with technology and systems that are not available, unreliable, or costly to maintain

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CONCLUSIONS AND RECOMMENDATIONS

The EPS recommends that this profile be approved. This profile is a mechanism to recognize as assets the equipment purchased by the EPS through its approved Operating Budget. Previously approved operating funds will be transferred to this profile.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2015 Fall SCBA (CA#40): (3.1.23) The purchases of the Specialized Police Equipment are funded from the Edmonton Police Service (EPS) Operating Budget but meet the Tangible Capital Assets (TCA) criteria, therefore, as per the accounting standard, the expenditure is capitalized.

2016 Spring SCBA (16-21-CM): To cover the budget shortfall of Specialized Equipment profile.

2017 Spring (#17-20) 2.4-1: Equipment purchase funded by 2016 E911 Grant, which is a Provincial grant received in 2016.

2017 Spring SCBA BM-1: Transfer E911 Grant Funds from 12-60-1433 and 12-60-1460 to CM-60-1771 for the purchase of grant eligible equipment.

2017 Fall SCBA (CA#40): 2.8-04 The purchases of \$2.7M Specialized Police Equipment are funded from the Edmonton Police Service (EPS) Operating Budget but meet the Tangible Capital Assets (TCA) criteria, therefore, as per the accounting standard, the expenditure is capitalized.

Spring SCBA 2018: (2.8-02) The purchases of \$0.5M Specialized Police Equipment are funded from the Edmonton Police Service (EPS) Operating Budget but meet the Tangible Capital Assets (TCA) criteria, therefore, as per the accounting standard, the expenditure is capitalized. Transfer from Police Operating budget as Police - Pay As You Go.

CAPITAL PROFILE REPORT

PROFILE NAME: **Specialized Police Equipment**
 PROFILE NUMBER: **CM-60-1771**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	1,100	-	-	-	-	-	-	-	-	-	-	1,100
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	468	-	-	-	-	-	-	-	-	-	-	468
2016 Cap Council	2,000	-	-	-	-	-	-	-	-	-	-	2,000
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	22	-	-	-	-	-	-	-	-	-	-	22
2017 Cap Council	2,737	-	-	-	-	-	-	-	-	-	-	2,737
2017 Cap Carry Forward	-2,055	2,055	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	500	-	-	-	-	-	-	-	-	-	500
2018 Cap Budget Request for Next Cycle	-	-	1,500	1,530	1,561	1,592	-	-	-	-	-	6,183
Current Approved Budget	4,272	2,555	1,500	1,530	1,561	1,592	-	-	-	-	-	13,010
Approved Funding Sources												
MSI Replacement	-	-	-	-	-	1,274	-	-	-	-	-	1,274
Munc Sustain. Initiative - MSI	-	-	1,200	1,224	1,249	-	-	-	-	-	-	3,673
Other Grants - Provincial	59	-	-	-	-	-	-	-	-	-	-	59
Pay-As-You-Go	-	-	300	306	312	318	-	-	-	-	-	1,237
Pay-As-You-Go - Police	4,213	2,555	-	-	-	-	-	-	-	-	-	6,768
Current Approved Funding Sources	4,272	2,555	1,500	1,530	1,561	1,592	-	-	-	-	-	13,010

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	4,272	2,555	1,500	1,530	1,561	1,592	-	-	-	-	-	13,010
Requested Funding Source												
MSI Replacement	-	-	-	-	-	1,274	-	-	-	-	-	1,274
Munc Sustain. Initiative - MSI	-	-	1,200	1,224	1,249	-	-	-	-	-	-	3,673
Other Grants - Provincial	59	-	-	-	-	-	-	-	-	-	-	59
Pay-As-You-Go	-	-	300	306	312	318	-	-	-	-	-	1,237
Pay-As-You-Go - Police	4,213	2,555	-	-	-	-	-	-	-	-	-	6,768
Requested Funding Source	4,272	2,555	1,500	1,530	1,561	1,592	-	-	-	-	-	13,010

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Equipment Purchases		-	-	1,500	1,530	1,561	1,592	-	-	-	-	-	6,183
Other Costs		4,272	2,555	-	-	-	-	-	-	-	-	-	6,827
Total		4,272	2,555	1,500	1,530	1,561	1,592	-	-	-	-	-	13,010

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Specialized Police Equipment****PROFILE NUMBER: CM-60-1771****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000002	2016 Spec Equip			
000003	2017 Spec Equip			
000004	2018 Spec Equip			
000005	2019 Specialized Police Equipment	1/1/2019	12/31/2019	Replacement of specialized police equipment
000006	2020 Specialized Police Equipment	1/1/2020	12/31/2020	Replacement of specialized police equipment
000007	2021 Specialized Police Equipment	1/1/2021	12/31/2021	Replacement of specialized police equipment
000008	2022 Specialized Police Equipment	1/1/2022	12/31/2022	Replacement of specialized police equipment
000009	2023-2028 Specialized Police Equipment			Replacement of specialized police equipment
005342	2015 Specialized Equipment Summary	1/1/2015	12/31/2017	Specialized Police Equipment

CAPITAL PROFILE REPORT

PROFILE NAME: **TELECOM LIFE CYCLE**
 PROFILE NUMBER: **CM-60-1419**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	Brock Kahanyshyn
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category:	Protection	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,611
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,611

PROFILE DESCRIPTION

The CM-60-1419 (Telecom Lifecycle) composite capital project is used to operate and maintain the infrastructure of the Edmonton Police Service's (EPS) internal and public-facing communications systems. This project complements the Radio Life Cycle Equipment composite project (CM-60-1425) as part of the telecommunications program.

This composite project operates and maintains the infrastructure of three main technologies:

1. Landline telephone systems including voicemail
2. 911 Public Safety Answering Point (PSAP) telephone systems
3. Video conferencing

For the 2015-2018 budget cycle, lifecycle and replacement activities for the aforementioned telecom systems required capital composite project funding of \$4.481M.

Over the next 3-4 years, the Government of Alberta will be working to create province-wide standards, processes and procedures for 911 call taking to provide consistent service delivery across the province that may require new 911 systems.

PROJECT LIST

2019-2022 BUDGET CYCLE:
 Telephone Systems Life Cycle; Videoconferencing Equipment Life Cycle

PROFILE BACKGROUND

Telecommunications technology is an enabler for improved communication and effectiveness that allows the EPS to be successful in the delivery of policing services to the citizens of Edmonton. Work performed by the members of the EPS begins as a call for service by citizens through our network of communications infrastructure and equipment which provides a critical point of contact for the public.

The 911 system in particular provides a direct link for assistance at points when people are most vulnerable and in need of assistance.

PROFILE JUSTIFICATION

Telecommunications technology is an enabler for improved communication and effectiveness that allows EPS to be successful in the delivery of policing services to the citizens of Edmonton. Work performed by the members of EPS begins as a call for service by citizens through a network of communications infrastructure and equipment. These systems make up a network which provides a critical point of contact for the public. The EPS maintains all systems to a high standard to ensure longevity. Renewing with new technologies will allow EPS to keep pace with current needs, while developing a more integrated, capable, and updated communication infrastructure that will be required for the future.

EPS is actively involved with the provincial initiative to standardize processes and policies for the delivery of 911 services to the public. It is anticipated that this initiative will result in the need to upgrade current systems to meet new requirements and expectations.

STRATEGIC ALIGNMENT

By providing appropriate stewardship of critical assets and ensuring their useful life is achieved or extended, the Edmonton Police Service front line staff are able to police the City of Edmonton effectively and efficiently ensuring its citizens are safe.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

Option 1 (recommended): Replace and/or upgrade telecommunication equipment and infrastructure as per life cycle

Benefits include:

- Increased ability to rely on communications standards
- Maintain equipment and ensure continuing functionality and capacity
- Enable anticipated productivity savings

Impacts and/or anticipated outcomes:

- Risk of communications and/or equipment failure significantly reduced
- Equipment maintained in optimum condition.

Option 2: Status Quo

Benefit is:

- No increase in operating costs until equipment is no longer supported in the near future

Impacts however include:

- Risk to public safety significantly higher
- Technical obsolescence of existing equipment highly likely leading to increased risk of communication system failures related to 911 systems, telephone equipment and videoconferencing
- Potential non-compliance to anticipated new provincial standards for delivery of 911 services

COST BENEFITS

The primary desired outcome of this capital project is to ensure the reliability and dependability of the EPS telephone and 911 networks for day to day operations and to aim to continuously improve the network for cost and efficiency.

KEY RISKS & MITIGATING STRATEGY

High Risk associated to using outdated telecommunications systems Impacts include:

- Reduced or lost ability to perform mandated and necessary policing tasks
- Loss of critical and/or sensitive organizational information and intelligence.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Needs for upgraded and replacement technology infrastructure within the EPS are assessed and reviewed by the EPS Information Technology Strategy Committee to determine their value offset by cost and other factors related to implementation.

CHANGES TO APPROVED PROFILE

2016 Fall SCBA (AA#41): (CFO.1) This is a correction to the funding source. The funding source should be a grant (911 Levy) from the province.

CAPITAL PROFILE REPORT

PROFILE NAME: **Telecom Life Cycle**
 PROFILE NUMBER: **CM-60-1419**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Approved Budget										
Original Budget Approved	2,155	2,326	-	-	-	-	-	-	-	-	-	4,481
2016 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-1,942	1,942	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	120	120	120	1,770	-	-	-	-	-	2,130
Current Approved Budget	213	4,268	120	120	120	1,770	-	-	-	-	-	6,611
Approved Funding Sources												
Other Grants - Provincial	-	3,605	-	-	-	-	-	-	-	-	-	3,605
Pay-As-You-Go	213	663	120	120	120	1,770	-	-	-	-	-	3,006
Pay-As-You-Go - Police	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Funding Sources	213	4,268	120	120	120	1,770	-	-	-	-	-	6,611

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	213	4,268	120	120	120	1,770	-	-	-	-	6,611
Requested Funding Source											
Other Grants - Provincial	-	3,605	-	-	-	-	-	-	-	-	3,605
Pay-As-You-Go	213	663	120	120	120	1,770	-	-	-	-	3,006
Pay-As-You-Go - Police	-	-	-	-	-	-	-	-	-	-	-
Requested Funding Source	213	4,268	120	120	120	1,770	-	-	-	-	6,611

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			Equip FurnFixt	-	-	120	120	120	1,770	-	-	-	-
Other Costs	-1,942	1,942	-	-	-	-	-	-	-	-	-	-	-
Technology	2,155	2,326	-	-	-	-	-	-	-	-	-	-	4,481
Total	213	4,268	120	120	120	1,770	-	-	-	-	-	6,611	

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Police Service (old)	-	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: Telecom Life Cycle

PROFILE NUMBER: CM-60-1419

BUDGET CYCLE: 2015-2018

Project Number	Project Name	Start Date	End Date	Description
000001	Communications Hardware	1/1/2016	12/31/2016	<p>This project describes the replacement of the current, end-of-life phone, and video conferencing systems in order to keep pace with changing technologies, system demands, and customer expectations, while benefiting from improved reliability and supportability. The communication hardware replacements are dependent on carrier (phone, network) technologies that are in use, and that will be in use in the future.</p> <p>Anticipated Benefits:</p> <ul style="list-style-type: none"> * Replacement of end of life equipment to maintain reliability and availability of the phone and video conferencing systems • Reduced operational & maintenance costs • Maintain reliability of telephone equipment required for public safety operations. • Maintain real-time video communications, integral to the organization's communications strategy for both internal and external stakeholders. <p>As the telephone system is end of life, the vendor will not provide any further software updates to support the telephone or voice mail system.</p> <p>Risks if not implemented:</p> <ul style="list-style-type: none"> • Reduced or lost ability to perform mandated and necessary policing tasks in an efficient and effective manner • Decreased quality and consistency of service delivered to public. • Increased maintenance and operational costs • Increased failure rates • Increased security risk to organization and to public • Reduced productivity
000002	911 Communications	1/1/2017	12/31/2018	<p>Next Generation contact center solutions for 911 Public Safety Answering Point will provide a reliable and support system that also provides productivity gains and keeps pace with public safety requirements and expectations for efficient processing of both emergency and non-emergency calls.</p> <p>This project describes the replacement of 911 Public Safety Answering Point telephone systems (PSAP) with Next Generation (NG) 911</p> <ul style="list-style-type: none"> - Replacement of legacy Centrex lines from the service provider with a new contact center solution. - Assess, design and implement next generation 911 <p>Expected benefits:</p> <ul style="list-style-type: none"> • Replacement of current 911 system to improve reliability/operability and maintain support for 911 PSAP system • Ensure uptime and availability of 911 system. • Increased functionality of 911 PSAP telephone system to allow support for text to 911, social media and other capabilities. • Maintain reliability of telephone equipment required for public safety operations. <p>The 911 communication system replacement is dependent on carrier (phone, network) technologies that are in use, and that will be in use in the future. There is an expectation that the CRTC will mandate telecommunications carriers to migrate to next-generation 911.</p> <p>Risks if not implemented:</p> <ul style="list-style-type: none"> • Direct and negative impact to public safety (Police/Fire/Ambulance). • Reduced or lost ability to perform mandated and necessary public safety tasks. • Increase in service interruptions over time. • Loss of critical and/or sensitive organizational information and intelligence. • Decreased quality and consistency of service delivered to public.
000003	Communications Hardware	1/1/2018	12/31/2018	<p>Replacement of land line telephone systems and videoconferencing equipment according to life cycle, remaining functionality and capabilities.</p>

CAPITAL PROFILE REPORT

000004	Communications Hardware			Replacement of land line telephone and videoconferencing equipment according to life cycle, remaining functionality and capabilities.
000005	911 Equipment	1/1/2024	1/31/2024	Replacement of the existing 911 equipment to address life cycle, functionality, and capability needs for emergency call answer services.
000006	2022 Telephone Systems Life Cycle	1/1/2022	12/31/2022	The scope of this project includes lifecycle replacement of: • End-Of-Life Telephone system - landline telephone system including voicemail
000007	2019-2022 Videoconferencing Equipment Life Cycle	1/1/2019	12/31/2022	Replacement of existing videoconferencing equipment within the Edmonton Police Service
000008	2023-2028 E911 Telephone System Life Cycle			Replacement of E911 telephone equipment at end of life cycle
000009	2023-2028 Telephone System life cycle Replacement			Replacement of EPS Telephone system at end of life cycle
000010	2023-2028 Videoconferencing life cycle replacement			Replacement of video conferencing equipment at end of life cycle
102002	1419 Telecom Life Cycle BC Summary			2015-2018 Life Cycle replacements
102003	Polycom Lifecycle 2016 Summary			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TOOLS & SHOP EQUIPMENT PROGRAM**
 PROFILE NUMBER: **CM-25-3005**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Fleet & Facility Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Steve Rapanos
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: Corporate Support

Major Initiative:

GROWTH
35

RENEWAL
65

PREVIOUSLY APPROVED:	7,117
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	7,117

PROFILE DESCRIPTION

To replace worn, obsolete, out of date tools and equipment for the support, maintenance and repair of the City of Edmonton's vehicle fleet.

PROJECT LIST

2019-2022 BUDGET CYCLE: Transit Shop Tool and Equipment Replacement; Municipal Shop Tool and Equipment Replacement.

PROFILE BACKGROUND

There are tools and equipment within Fleet Services' inventory that are 20+ years' old and have reached or exceeded its service life.

PROFILE JUSTIFICATION

Shop tools and equipment are managed to ensure optimum economic life of the fleet is achieved. Tools and equipment are required for fleet repair, maintenance, and body work. Thus, the availability of operational tools and equipment is critical in fulfilling this service. This program is required to achieve that goal.

STRATEGIC ALIGNMENT

This profile primarily supports the delivery of excellent services by ensuring continued, reliable service delivery. The profile also demonstrates we care about the impact of our actions on our economic and environmental systems.

ALTERNATIVES CONSIDERED

Other Alternatives:

1. Repair broken tools and equipment if possible
2. Outsource repairs if tools are unavailable to purchase or repair
3. Delay or cancellation of projects

COST BENEFITS

Tangible Benefits

- Reduced down time due to unscheduled repair costs
- Higher vehicle turn-around/fleet availability

Intangible Benefits

- Access to newer and more efficient technology
- Improve employee safety

KEY RISKS & MITIGATING STRATEGY

Key risks of not replacing tools or equipment pass their service life include:

- Loss in productivity or maintenance down time
- Comprised Fleet availability
- Potential risk of serious injury

RESOURCES

Fleet Services will utilize internal staff resources from the Building Maintenance and Equipment area to assist with scheduling and facilitating the work so that it does not impact current fleet operations. .

CONCLUSIONS AND RECOMMENDATIONS

Recommendations

This report recommends the approval for the funding of to replace tools/equipment that are passed their service life and no longer serving its function and the purchase for new tools/equipment for growth.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2016 Spring SCBA (AA#21): (GM.4) Budget transfer of \$160,169 from CM-26-3005 Tools and Shop Equipment Program to cover overage in 12-25-3001 Fleet Facility Replacement, Maintenance, Renovations. The overage was due mainly to address a critical safety issue to meet OH&S codes.

2016 Spring SCBA (CA#20): (2.5.12) Release funds to offset old composite profile.

2016 Fall SCBA (AA#41): (BM.2) \$53K overspending on profile 12-25-3004 is caused by the expenses incurred by environmental contamination. We will transfer this shortfall from CM-25-3005 (Pays- As-You-Go).

2017 Spring (#17-20) 2.8-4: Construction costs for leasehold improvements were funded from Operating dollars within the FMS Contract Budget. At year end, these costs were moved to Capital with Operating still the funding source, therefore we need an adjustment to amend the funding source to FSR (\$778,355.93).

2017 Spring SCBA BM-4: Expenditures were more than estimated for the amount of soil contamination found and the environmental consultants cost caused the budget overrun.

2017 Fall SCBA (CA#40):

2.8-08 Construction costs for leasehold improvements at the South Shop facility were funded from Operating dollars within the FMS Contract Budget. An adjustment is required to amend the funding source to operating for the remaining expenses of \$ 594,792. Funding will come from CE 440000 / Cost Centers 750521, 750523, 750524 (evenly allocated).

2.4-09 Construction costs for leasehold improvements at the South Shop facility were funded from Operating dollars within the FMS Contract Budget. An adjustment is required to transfer approved operating FSR budget of \$300,000 to Capita (2016).

2018 Spring SCBA: (BM.3) To cover overspending for demolition and environmental cleaning resulting in slight overage in project. The fund will be transferred from within the branch Profile CM-25-3005 - Tools & Shop Equipment Program and there will be no change in overall budget for the branch.

CAPITAL PROFILE REPORT

PROFILE NAME: **Tools & Shop Equipment Program**
 PROFILE NUMBER: **CM-25-3005**
 BRANCH: **Fleet & Facility Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	2,735	883	-	-	-	-	-	-	-	-	-	3,618
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	-213	-	-	-	-	-	-	-	-	-	-	-213
2016 Cap Council	-58	-	-	-	-	-	-	-	-	-	-	-58
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	-188	-	-	-	-	-	-	-	-	-	-	-188
2017 Cap Council	1,673	-	-	-	-	-	-	-	-	-	-	1,673
2017 Cap Carry Forward	-690	690	-	-	-	-	-	-	-	-	-	-
2018 Cap Administrative	-	-13	-	-	-	-	-	-	-	-	-	-13
2018 Cap Budget Request for Next Cycle	-	-	919	534	457	388	-	-	-	-	-	2,298
Current Approved Budget	3,259	1,560	919	534	457	388	-	-	-	-	-	7,117
Approved Funding Sources												
Financial Stabilization Resrv.	1,078	-	-	-	-	-	-	-	-	-	-	1,078
Pay-As-You-Go	2,181	1,560	919	534	457	388	-	-	-	-	-	6,039
Current Approved Funding Sources	3,259	1,560	919	534	457	388	-	-	-	-	-	7,117

BUDGET REQUEST												
	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
Revised Budget (if Approved)	3,259	1,560	919	534	457	388	-	-	-	-	-	7,117
Requested Funding Source												
Financial Stabilization Resrv.	1,078	-	-	-	-	-	-	-	-	-	-	1,078
Pay-As-You-Go	2,181	1,560	919	534	457	388	-	-	-	-	-	6,039
Requested Funding Source	3,259	1,560	919	534	457	388	-	-	-	-	-	7,117

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	1,673	-	-	-	-	-	-	-	-	-	-	-
Equip FurnFixt	1,586	1,560	919	534	457	388	-	-	-	-	-	-	5,444
Total	3,259	1,560	919	534	457	388	-	-	-	-	-	-	7,117

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Tools & Shop Equipment Program****PROFILE NUMBER: CM-25-3005****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Municipal Shop Tool and Equipment - Replacement 2015-2018	1/1/2015	1/31/2018	Municipal Shop Tool and Equipment - Replacement 2015-2018
000002	Municipal Shop Tool and Equipment - Replacement 2019-2022	1/1/2019	1/31/2022	Municipal Shop Tool and Equipment - Replacement 2019-2022
000003	Municipal Shop Tool and Equipment - Replacement 2023-2024	1/1/2023	1/31/2024	Municipal Shop Tool and Equipment - Replacement 2023-2024
000004	Transit Shop Tool and Equipment - Replacement 2015-2018	1/1/2015	1/31/2018	Transit Shop Tool and Equipment - Replacement 2015-2018
000005	Transit Shop Tool and Equipment - Replacement 2019-2022	1/1/2019	1/31/2022	Transit Shop Tool and Equipment - Replacement 2019-2022
000006	Transit Shop Tool and Equipment - Replacement 2023-2024	1/1/2023	1/31/2024	Transit Shop Tool and Equipment - Replacement 2023-2024
000007	New NW Police Garage Tooling			New NW Police Garage Tooling
000008	NE Transit Garage tooling			NE Transit Garage tooling
000009	Tooling & Equipment Requests existing facilities			Tooling & Equipment Requests existing facilities
000010	Fleet Lease Buy-Outs	1/1/2016	1/31/2016	Fleet Lease Buy-Outs
000011	Facility - Shop Equipment Growth	1/1/2015	1/31/2015	
007509	FMS SOUTH FMS SHOP	1/1/2017	12/31/2017	
101998	Budget Carrier Tool & Shop Equip Program			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **VEHICLE & EQUIPMENT HOIST PROGRAM**
 PROFILE NUMBER: **CM-25-3003**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Fleet & Facility Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Steve Rapanos
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: Corporate Support

Major Initiative:

GROWTH
34

RENEWAL
66

PREVIOUSLY APPROVED:	9,518
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	9,518

PROFILE DESCRIPTION

This project funds the replacement of up to 13 in-floor and mobile hoists that have exceeded their life expectancy and 4 growth in-floor and mobile hoists at various fleet garages. These hoists are between 20 and 25 years old and are deteriorating due to wear and corrosion.

PROFILE BACKGROUND

Fleet Services requires the replacement up to 13 vehicle (in floor, mounted and mobile) hoists and the purchase of 4 hoists for growth. The replacement hoists have exceeded their useful service life and do not meet today's Automotive Lift Institute's safety standards.

PROFILE JUSTIFICATION

To comply with safety and environmental requirements. These hoists need to be upgraded to reduce the risk of environmental damage from hydraulic leaks and to incorporate the latest safety features available in modern hoists. Due to safety requirements, hoists need to be replaced prior to catastrophic failure.

STRATEGIC ALIGNMENT

This profile primarily supports the delivery of excellent services by ensuring continued, reliable service delivery. The profile also demonstrates we care about the impact of our actions on our economic and environmental systems.

ALTERNATIVES CONSIDERED

The alternatives are the City either replaces the hoists as planned or assume the risks for not replacing them in a timely manner. All failed hoists would close bays for operational use and pose significant safety risks.

COST BENEFITS

Tangible Benefits

- Increased productivity
- Increased safety environmental protection

Intangible Benefits

- More efficient equipment
- Reduced down time

KEY RISKS & MITIGATING STRATEGY

Key risks of not replacing the in-ground hoists recommended include:

- An increased risk of undetected site contamination
- Excessive down-time of hoist
- Risk of serious injury or even death resulting from failure of a lifting hoist.

RESOURCES

Project management of this project will be provided by Integrated Infrastructure Services. Fleet Services will use internal staff resources to assist with scheduling and facilitating the work so that it does not impact current fleet operations.

CONCLUSIONS AND RECOMMENDATIONS

Recommendations:

This report recommends the approval for the replacement of up to 13 vehicle hoist, having reached and/or exceeded the end of their useful life and 4 growth hoists for NW Police Campus.

CHANGES TO APPROVED PROFILE

2016 Spring SCBA (CA#20): (2.5.12) Release funds to offset old composite profile.

2017 Spring SCBA BM-2: Soil contamination found and removed during the hoist replacement at Mitchell garage was more than estimated and resulted in the budget overrun on internal staff time. Internal staff time are not eligible for MSI and needed to be funded by PAYG.

CAPITAL PROFILE REPORT

CAPITAL PROFILE REPORT

PROFILE NAME: **Vehicle & Equipment Hoist Program**
 PROFILE NUMBER: **CM-25-3003**
 BRANCH: **Fleet & Facility Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	6,877	44	-	-	-	-	-	-	-	-	-	6,921
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	-535	-	-	-	-	-	-	-	-	-	-	-535
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	77	-	-	-	-	-	-	-	-	-	-	77
2017 Cap Carry Forward	-2,143	2,143	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	1,222	710	607	515	-	-	-	-	-	3,054
Current Approved Budget	4,277	2,187	1,222	710	607	515	-	-	-	-	-	9,518
Approved Funding Sources												
Munc Sustain. Initiative - MSI	4,122	2,125	-	-	-	-	-	-	-	-	-	6,246
Pay-As-You-Go	155	62	1,222	710	607	515	-	-	-	-	-	3,272
Current Approved Funding Sources	4,277	2,187	1,222	710	607	515	-	-	-	-	-	9,518

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	4,277	2,187	1,222	710	607	515	-	-	-	-	-	9,518
Requested Funding Source												
Munc Sustain. Initiative - MSI	4,122	2,125	-	-	-	-	-	-	-	-	-	6,246
Pay-As-You-Go	155	62	1,222	710	607	515	-	-	-	-	-	3,272
Requested Funding Source	4,277	2,187	1,222	710	607	515	-	-	-	-	-	9,518

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction		-2,143	2,143	-	-	-	-	-	-	-	-	-	-
Design		-	44	-	-	-	-	-	-	-	-	-	44
Equip FurnFixt		6,420	-	1,222	710	607	515	-	-	-	-	-	9,474
Total		4,277	2,187	1,222	710	607	515	-	-	-	-	-	9,518

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Vehicle & Equipment Hoist Program****PROFILE NUMBER: CM-25-3003****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Mitchell Transit Garage	1/1/2015	1/31/2016	Mitchell Mechanical & Body shop hoist replacements
000002	Ferrier Transit Garage	1/1/2015	1/31/2017	Ferrier body & mechanical shop hoist replacements
000003	Paterson Transit Garage	1/1/2016	1/31/2017	Paterson mechanical shop hoist replacements
000004	Mobile Hoist Replacements	1/1/2015	12/31/2017	Mobile column lift replacements
000005	Mobile Hoist Growth	1/1/2015	1/31/2017	Portable hoists for growth
000006	Mobile Hoist Replacements 2018-2021	1/1/2018	1/31/2020	Mobile column lift replacements
000007	Mobile Hoist Growth 2018-2021	1/1/2018	1/31/2021	Mobile Hoist Growth
000008	Replacement In-ground Hoists 2022-2024	1/1/2022	1/31/2024	Replacement In-ground Hoists
000010	Mobile Hoist Growth 2023-2027	1/1/2023	1/31/2023	Mobile Hoist Growth 2023-2027
101997	Budget Carrier Veh & Equip Hoist Program			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	AMBLESIDE SW DISTRICT OFFICE, MAINTENANCE YARD & FUEL SITE	FUNDED
PROFILE NUMBER:	15-28-4200	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: June, 2021

Service Category: Parks**Major Initiative:**

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	16,198
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	16,198

PROFILE DESCRIPTION**2019-2022**

This project includes the second phase of a fully integrated City Operations Department service yard and facility. The Development Phase is estimated at \$1.5M for the construction estimated at \$38.5M (+- 50%).

This Phase is for development of the Ambleside Site, including a new facility and service yard for City Operations; Parks and Roads Services, and a new Fleet Services fuel site. It will serve department business lines including: infrastructure maintenance, infrastructure operations and snow removal and forestry activities; it will deploy operation units for horticulture, turf, vegetation management, sports fields, play spaces and forestry and beautification, snow removal and road maintenance; and it will accommodate growth in services until the year 2035.

2015-2018

This profile is for development of the Ambleside Site, including a new office and service yard for Neighbourhood, Parks and Community Recreation's (NPCR) southwest district and a new Fleet Services fuel site. Although some land has been purchased for the southwest district office and yard, more land is required to meet the requirements of the office and yard site and the fuel site. The SW NPCR District facility will consolidate office and yard space that is spread throughout the southwest and southeast districts. It will serve branch business lines including: recreation, social, parks and forestry activities; it will deploy operation units for horticulture, turf, vegetation management, sports fields, play spaces and forestry and beautification; and it will accommodate growth in services until the year 2035. Adding a fuel site to the south-west quadrant at Ambleside will relieve capacity restraints on area fuel sites and accommodate demands of the City's growing fleet.

PROFILE BACKGROUND

The City purchased the land at Ambleside for the purpose of developing an integrated service site in the SW Edmonton. Previous organizational structures resulted in each department attempting to address their operational needs individually. A capital project was approved in the 2015-2018 capital cycle to construct a Parks Operations Office/yard SW yard. With the consolidation of all operations, a decision was made to suspend the project and revisit the site master plan with the goal of creating a truly integrated facility. Funding was reallocated to revise the master plan and to bring the plan to Schematic Design and costing for inclusion into the 2019-2022 budget cycle.

PROFILE JUSTIFICATION

The Ambleside Site will address the increased service needs resulting from rapid urban growth in the southwest sector of the site.

Anticipated Outcomes:

- Better and timelier service delivery. The NPCR office and service yard will result in increased optimal operational coverage, cost savings and ability to address current service deficiencies. A positive impact of balancing service delivery with effective management is the main outcome
- The fuel site will ensure continued service to Fleet Clients and protection of the environment.
- Aligns with The Way Ahead, The Way We Live, Grow and Move.

STRATEGIC ALIGNMENT

This profile primarily supports the delivery of excellent services by ensuring continued, reliable service delivery. The profile also demonstrates we care about the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

- 1) Continue with existing yard and fuel sites (operationally costly and unfavorable to the environment)
- 2) Lease a site (currently no leasing options available that meets the needs)
- 3) Develop Ambleside site (meets needs and some land is acquired).

COST BENEFITS

Tangible Benefits: 1) Operational savings due to routing efficiencies, closer proximity to fuel and elimination of lease charges; 2) Supports the demand and capacity of the growing southwest quadrant.

Intangible Benefits: 1) Aligns with The Way Ahead; The Way We Live, Grow and Green; 2) Improved quality of service to citizens; 3) Environmental - lower emissions due to less travelling, less congestion and less idling at existing sites

KEY RISKS & MITIGATING STRATEGY

If project does not proceed, operating costs will continue to increase and the expectation of reserve fuel for Emergency Preparedness will not be met. Risk management framework will be applied to all project aspects.

CAPITAL PROFILE REPORT

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The Ambleside Site will be operated by the City and will follow the Human Resource management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

To address operational inefficiencies and ineffectiveness, development of a district office, service yard and fuel site within the boundaries of southwest Edmonton is required.

Recommendation: Develop the site at Ambleside as proposed.

CHANGES TO APPROVED PROFILE

2017 Fall (#17-40) 2.2-16: City Operations reorganization required the site masterplan to be reviewed, which delayed and modified the programming for the site and the project schedule and budget. \$10M is release back to the corporate pool. A new application to fund the implementation of the masterplan will need to be made in the 2019-2022 budget cycle, based on the schematic design and in alignment with the PDDM.

Spring SCBA 2018: (2.9-16) Schematic design of the SW District Office and Service Yard was completed just as the City Transformation Project was implemented. City Operations Department saw the opportunity to develop an integrated site to include multiple City Operations Service area for service efficiency and future growth accomodataion Additional funding is required for construction, but would allow for schematic design of the site and the construction of the Ambleside fuelling station. Schematic design of the new Ambleside Integrated site to be completed in 2018. Fuelling station to be completed by Q2 2021.

CAPITAL PROFILE REPORT

PROFILE NAME: **Ambleside SW District Office, Maintenance Yard & Fuel Site**

FUNDED

PROFILE NUMBER: **15-28-4200**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	20,321	4,377	-	-	-	-	-	-	-	-	-	24,698
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-10,000	-	-	-	-	-	-	-	-	-	-	-10,000
2017 Cap Carry Forward	-9,547	9,547	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-10,460	5,480	4,046	934	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	350	1,150	-	-	-	-	-	-	-	1,500
Current Approved Budget	774	3,463	5,830	5,196	934	-	-	-	-	-	-	16,198
Approved Funding Sources												
Munc Sustain. Initiative - MSI	760	2,765	4,494	3,318	766	-	-	-	-	-	-	12,103
Pay-As-You-Go	14	698	986	728	168	-	-	-	-	-	-	2,595
Tax-Supported Debt	-	-	350	1,150	-	-	-	-	-	-	-	1,500
Current Approved Funding Sources	774	3,463	5,830	5,196	934	-	-	-	-	-	-	16,198

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	774	3,463	5,830	5,196	934	-	-	-	-	-	16,198
Requested Funding Source											
Munc Sustain. Initiative - MSI	760	2,765	4,494	3,318	766	-	-	-	-	-	12,103
Pay-As-You-Go	14	698	986	728	168	-	-	-	-	-	2,595
Tax-Supported Debt	-	-	350	1,150	-	-	-	-	-	-	1,500
Requested Funding Source	774	3,463	5,830	5,196	934	-	-	-	-	-	16,198

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction		-4,224	2,900	5,480	4,046	934	-	-	-	-	-	-	9,136
Design		1,899	-	350	1,150	-	-	-	-	-	-	-	3,399
Equip FurnFixt		-	563	-	-	-	-	-	-	-	-	-	563
Land		2,960	-	-	-	-	-	-	-	-	-	-	2,960
Percent for Art		139	-	-	-	-	-	-	-	-	-	-	139
Total		774	3,463	5,830	5,196	934	-	-	-	-	-	-	16,198

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2016				2017				2018				2019				
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	
Fleet Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-
Neighbourhoods	-	-	-	2.5	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-	-	2.5	-	-	-	-	-	-	-	-	-	-	10	10	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **BONNIE DOON POOL REHABILITATION**
 PROFILE NUMBER: **17-99-2010**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	January, 2017
ESTIMATED COMPLETION:	June, 2019

Service Category: **Building Renewal**

Major Initiative:

GROWTH	RENEWAL
	100

PREVIOUSLY APPROVED:	12,488
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	12,488

PROFILE DESCRIPTION

This profile provides funding to complete major rehabilitation work at Bonnie Doon Pool. Scope of work includes upgrades to and/or replacements of the buildings major structural, mechanical and electrical components as well as site improvements.

PROFILE BACKGROUND

The Bonnie Doon Pool building rehabilitation was identified in the Building Facilities Rehabilitation Composite Profile (CM-75-0100). Additional scope was identified by the Energy Management group to improve energy efficiency which will be funded from the Facility Energy Retrofits and Greenhouse Gas Reduction Profile (15-75-3102). The partner group is contributing \$100K from the Safety and Security Composite profile (CM-21-5771) to address critical safety and security upgrades to cashroom.

Due to the scope of the project being over \$5M and multiple sources of funding, an adjustment is required to allocate funds to its own profile.

PROFILE JUSTIFICATION

Bonnie Doon Pool is a centre for fun, fitness and family atmosphere located in mature Bonnie Doon neighbourhood. The facility is a one storey facility comprising change rooms, administration offices and the main swimming pool area. Several renovations to the building which have occurred between 1987 and 2010 including upgrades to the main entry, locker room, fire alarm and mechanical systems. There has also been building additions for the whirlpool.

The City engaged Stantec Consulting Ltd. (2012) and Bennet Architecture Inc. (2016) to perform a building condition assessment. In 20016 Bennet Architecture was engaged to provide more current assessment as building conditions had changed since the initial report. The report identified several deficiencies to major building components, including site improvements and provided detailed recommendation to address the deficiencies. This profile provides the necessary funding required to complete the recommended work.

STRATEGIC ALIGNMENT

This reinvestment strategy supports the City's strategic plans, the Way Ahead; integrates the Recreation Facility Master Plan; aligns with Infrastructure Strategy; increases program opportunities; and keeps mature neighbourhoods lively & vibrant.

ALTERNATIVES CONSIDERED

Excess, underutilized, and obsolete facilities constitute a drain on the City's capital renewal budget in costs and in forgone opportunities to invest in the maintenance and repair of facilities and to reduce energy use, water use, and greenhouse gas emissions.

To manage and mitigate the risks posed by the ownership of older and obsolete facilities, do the following:

- Systematically dispose of excess and underutilized facilities.
- Pursue a proactive strategy to minimize their total facilities "footprint."
- Link maintenance and repair activities to the organization's business or mission and set priorities among them.
- Correlate the effects of systems-related failures with the business or mission.
- Correlate delays in timely maintenance and repair with sustainment cost.

COST BENEFITS

Tangible Benefits: Improved Reliability, improved productivity, and fewer accidents and injuries.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the users of the facility and the lack of rehabilitation activities can lead to the closure of the facility.

RESOURCES

This will project will be manage by Facility Infrastructure Delivery group of the Infrastructure Delivery Branch.

CONCLUSIONS AND RECOMMENDATIONS

Renewing City facilities is vital to ensure continual operation. Since the project cost exceeds \$5M coming from 3 sources of funding, a standalone profile is required.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

Spring SCBA 2018: (2.2-05) Additional funding required as a Construction Manager has been engaged on the project to investigate rehabilitation of the facility. Findings identified the need for hazardous waste removal, structural repairs, replacement of additional pool filtration system components, further upgrades to mechanical and electrical systems, and exterior site work due to re-sequencing with the Dermott Park project. The original completion date was Q4 2018 and the revised completion date is Q2 2019 based on this additional scope. Transfer \$2,782,030 PayGo from CM-75-0100 Building and Facility Rehabilitation to 17-99-2010 Bonnie Doon Pool Rehabilitation.

Spring SCBA 2018: (2.9-06) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted to reflect its implementation. Additional scope consisted of: Demolition of existing concrete screens and tiling of pool area walls, exterior envelope upgrade, new concrete pad and fencing for exterior mechanical air handling units, new salt storage room, heating plant replacement with controls, new CO2 tank, re-bonding of pool equipment, relocation of change room lighting, exterior lighting relocations and landscaping to accommodate sequencing of Dermott Park Project. Project Completion updated to 2nd quarter 2019.

CAPITAL PROFILE REPORT

PROFILE NAME: **Bonnie Doon Pool Rehabilitation**
 PROFILE NUMBER: **17-99-2010**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council		5,737	3,969	-	-	-	-	-	-	-	-	-	9,706
2017 Cap Carry Forward		-4,789	4,789	-	-	-	-	-	-	-	-	-	-
2018 Cap Council		-	-344	3,127	-	-	-	-	-	-	-	-	2,782
Current Approved Budget		948	8,414	3,127	-	-	-	-	-	-	-	-	12,488
Approved Funding Sources													
Munc Sustain. Initiative - MSI		729	6,444	-	-	-	-	-	-	-	-	-	7,173
Pay-As-You-Go		219	1,970	3,127	-	-	-	-	-	-	-	-	5,315
Current Approved Funding Sources		948	8,414	3,127	-	-	-	-	-	-	-	-	12,488

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		948	8,414	3,127	-	-	-	-	-	-	-	-	12,488
Requested Funding Source													
Munc Sustain. Initiative - MSI		729	6,444	-	-	-	-	-	-	-	-	-	7,173
Pay-As-You-Go		219	1,970	3,127	-	-	-	-	-	-	-	-	5,315
Requested Funding Source		948	8,414	3,127	-	-	-	-	-	-	-	-	12,488

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		948	8,414	3,127	-	-	-	-	-	-	-	-
Total		948	8,414	3,127	-	-	-	-	-	-	-	-	12,488

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	CIVIC PRECINCT SURFACE AND FOUNTAIN RENEWAL	FUNDED
PROFILE NUMBER:	17-99-1022	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2017
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	17,458
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	17,458

PROFILE DESCRIPTION

This project involves the renewal, design and a two-phase construction for the Civic Precinct surface and City Hall Fountain. This project includes rehabilitation of infrastructure to ensure that the City can maintain the physical condition and functionality of the site to support safety and accessibility.

The first phase of the project will include completing design for the surface renewal around City Hall, over 102 A avenue and in the East Garden. It will also include design for the City Hall Fountain to meet current Alberta Health Services standards. Phase one will only include construction for City Hall Plaza, 102 A avenue and the Fountain. Funding for construction of the surface which surrounds City Hall and for the East Gardens is pending approval. Concept work including surface renewal public involvement (2015/2016) and fountain mechanical study (2016) will provide background to the schematic design.

PROFILE BACKGROUND

In 1992, Edmonton City Hall opened as a place for civic government and a gathering place for Edmontonians. The Civic Precinct encompasses Sir Winston Churchill Square, Centennial Plaza, Stanley A. Milner Library, and City Hall Plaza. A Civic Precinct Master Plan was presented to the Community Services Committee in April 2013. In 2015, City Council deferred the creation of a Master Plan until after the Valley Line LRT is operational. The Citizen Services Department committed to continue development of the Civic Precinct by focusing on three priorities: programming; operations and governance structure; and renewal projects. Council supported the rehabilitation of three areas to improve the accessibility and sustainability. This included the surface and base renewal around City Hall, integration of 102 A avenue and the East Garden turf replacement. In 2015, Alberta Health Services identified concerns with the City Hall fountain turnover rate resulting in the investigation of replacing the mechanical system and structure of the water feature. In 2016, a concept report was completed for the surface renewal options and mechanical options developed for the City Hall Fountain.

PROFILE JUSTIFICATION

Some of the infrastructure around City Hall has been identified for rehabilitation. The pavers and sub-base around City Hall are deteriorating and in need to be replaced for a more sustainable maintenance solution. A new durable surface for the East Garden has been suggested in concept to support programs, tree health and maintenance to accommodate the intense pedestrian use. When 102 A avenue was permanently closed in 2009, this created better pedestrian flow in the area, but the road requires renewal to reduce accessibility and safety concerns. Finally, in 2015, Alberta Health Services identified concerns with the City wading pool turnover rate as it does not meet pool standards. It was also identified that this water feature needed to adhere to the current anti-entrapment standards as well as there are structural concerns with basin deterioration and sand from the surrounding sub-base leaking into the pool.

STRATEGIC ALIGNMENT

Meets the "Healthy City" by improving Edmonton's Livability. Meets "Climate Resilience" by preserving & sustaining Edmonton's environment.

Corporate Outcomes - "Urban Places" by supporting long-term infrastructure investment maintain City's assets into the future, and transforming Edmonton's urban form.

ALTERNATIVES CONSIDERED

Surface options were reviewed on criteria of sustainable maintenance, functionality, aesthetics and cost. The options for City Hall plaza and over 102 A avenue are listed. All options recommend timber in the East Garden. 1.Canadian Granite pavers throughout site 2.Foreign granite pavers throughout site 3.Canadian Granite "Red Carpet" with precast concrete paver perimeter 4.Canadian Granite "Red carpet" with decorative concrete paver perimeter 5.Precast concrete paver 'Red Carpet' and decorative concrete perimeter 6.Decorative concrete throughout 7.Plain Concrete throughout. Option 5 is proposed for the surface in this profile.

The mechanical options investigated for the fountain focussed on maintaining existing functionality while meeting required pool standards. 1.No rehabilitation and fountain does not permit wading 2.Renew infrastructure with water feature but no standing water 3.Renew wading pool to maintain current function of spray and standing water.

COST BENEFITS

The value of well-maintained & designed public spaces contributes to the economic, social, cultural and environmental health of the City. Reduced maintenance/operation costs: improve the infrastructure physical condition, extend the life cycle and reduce maintenance requirements. Improved amenities increases accessibility and use by citizens. Well-maintained amenities welcome more visitors, offer sense of safety, security and prevent vandalism.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Key risks associated with the project include funding not sufficient to complete Phase 1, design not complete to meet the 2018 construction window, coordination with other projects on site impacts schedule and cost. The sequencing of these developments on site will require coordination in order to minimize operational impacts and project delays.

RESOURCES

City of Edmonton seeks to purchase goods, services, construction fairly and based on best value. IIS will manage the renewal projects and include project team members from City Operations and Citizen Services.

CONCLUSIONS AND RECOMMENDATIONS

The renewal of the Civic Precinct Surface and City Hall Fountain will ensure that aging infrastructure is addressed thereby minimizing the operational impact and increasing operational efficiencies. It is recommended that the funding of this profile be approved. The current City Hall Fountain has been enjoyed as an iconic feature in the downtown core over the last 25 years.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.2-06) Council Approved Motion February 13, 2018: That Administration amend the capital profile and project scope to add all season child friendly elements in the civic precinct project and develop an option for a playground, with a preference for but not limited to, a naturalized playground

Spring SCBA 2018: (2.2-11) Transfer \$400K MSI from CM-75-0100 to 17-99-1022 to cover costs relating to the addition of lighting rehabilitation at the City Hall Friendship Tower, pyramid and wall lighting. This work will continue in 2018 and 2019.

Spring SCBA 2018: (2.9-13) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted. There was public interest in the project, a scoping review was completed and options around the depth of the pool had to be reviewed by Council. Council also added additional scope to the project which impacted the completion date.

CAPITAL PROFILE REPORT

PROFILE NAME: **Civic Precinct Surface and Fountain Renewal**
 PROFILE NUMBER: **17-99-1022**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Council	1,000	11,997	-	-	-	-	-	-	-	-	12,997	
	2017 Cap Carry Forward	-784	784	-	-	-	-	-	-	-	-	-	
	2018 Cap Council	-	-4,506	5,167	100	100	-	-	-	-	-	861	
	2018 Cap Capital Budget Adj (one-off)	-	3,600	-	-	-	-	-	-	-	-	-	3,600
	Current Approved Budget	216	11,875	5,167	100	100	-	-	-	-	-	-	17,458
	Approved Funding Sources												
	Munc Sustain. Initiative - MSI	200	10,236	5,000	100	100	-	-	-	-	-	-	15,635
	Pay-As-You-Go	16	1,639	167	-	-	-	-	-	-	-	-	1,823
Current Approved Funding Sources	216	11,875	5,167	100	100	-	-	-	-	-	-	17,458	

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	216	11,875	5,167	100	100	-	-	-	-	-	17,458
	Requested Funding Source											
	Munc Sustain. Initiative - MSI	200	10,236	5,000	100	100	-	-	-	-	-	15,635
	Pay-As-You-Go	16	1,639	167	-	-	-	-	-	-	-	1,823
Requested Funding Source	216	11,875	5,167	100	100	-	-	-	-	-	-	17,458

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	216	11,875	5,167	100	100	-	-	-	-	-	-	17,458
	Total	216	11,875	5,167	100	100	-	-	-	-	-	-	17,458

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	CO-LOCATED DISPATCH AND EMERGENCY OPERATIONS CENTRE	FUNDED
PROFILE NUMBER:	15-70-0003	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Ken Block
PARTNER:	Fire Rescue Services	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: June, 2021

Service Category: Protection**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	66,268
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	66,268

PROFILE DESCRIPTION

The initiative will fund the purchase of land, the design, construction and commissioning of a new joint facility to house the Fire Communications, EOC, Police Communications and Community Standards Dispatch at the North West Police Campus site. The initiative will also fund all the equipment, technology and furniture required to make the facility operational. A site of approximately 4.5 acres is required to construct the facility (approximately 66,000ft²), provide sufficient parking (specifically for EOC activation) and to allow for the required security setbacks. A detailed program statement and business case for the facility has been developed by all stakeholders.

Based on the size of the facility, it is assumed that design, construction and commissioning could take 4 to 5 years. If funding is received in 2015, it is anticipated that the facility will be operational sometime in 2019/2020.

PROFILE BACKGROUND

Over the past several years concerns have been raised about the Fire Communications, Emergency Operations Centre (EOC) and the Police Communications branch operating spaces:

- insufficient capacity for current operations leading to service degradation
- no ability to expand existing space to meet growing service needs.
- facility locations do not meet industry standards (security risks, public access, impact of North LRT and EPCOR substations)

With continued growth pressures, the development of LRT and the new Arena project, the current situation is critical and, if not addressed, will have significant impact on the city's ability to provide emergency services.

A comprehensive business case has been developed for a new purpose built co-located facility, which will achieve operational synergies and be cost effective for all programs. Including Community Standards dispatch is seen as an opportunity to maximize those synergies and provide a corporate emergency dispatch facility.

PROFILE JUSTIFICATION

Fire Rescue Services (including EOC), Edmonton Police Services and Community Standards have each identified a number of concerns with current facilities that significantly impact the ability to provide effective and efficient emergency services and which cannot be addressed by renovation or retrofitting.

- insufficient capacity for current operations leading to service degradation
- no available space to expand to meet growing service needs.
- facility locations do not meet industry standards (security risks, public access, impact of North LRT and EPCOR substations)

The need for a new facility has been defined as urgent, based on the impact of the issues identified and the time required to construct a new facility. The facility will meet industry standards and a 20-year time horizon has been planned, to ensure future growth is accommodated. Existing space can be re-purposed to provide disaster back up sites or other corporate uses.

STRATEGIC ALIGNMENT

The proposed co-location of Fire Communications, EOC, Police Communications and Community Standards Dispatch directly supports 1. "Healthy City", specifically Edmonton is a safe city and 2. "Climate Resilience", Edmonton is an environmentally sustainable city.

ALTERNATIVES CONSIDERED

A facility that is designed and built specifically for this purpose is the most effective and efficient alternative to address current service challenges. Leasing and/or retrofitting an existing building has been explored but is not supported.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits

- Improved facility space
- Improved service delivery
- Improved synergies between agencies during an emergency
- Reduced financial cost

Intangible

- Improved confidence of the public
- Enhanced reputation of the city as an industry leader.

Cost estimate is \$59.5m (2014 dollars) \$66.3M (escalated) +/- 50%. Concept design has been completed, cost comparison with the recently constructed Calgary EOC

KEY RISKS & MITIGATING STRATEGY

The key risk to the project is the ability to design, construct and commission the new facility before operational concerns with the current facilities negatively impact the level of service provision.

RESOURCES

All procurement, purchasing and staff hiring activities for the initiative will follow standards administrative directions and policies (A1439 and A1104A).

CONCLUSIONS AND RECOMMENDATIONS

Fire Rescue Services, Edmonton Police Services and Community Services believe a co-located facility is the most effective and efficient alternative to address current service delivery challenges.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.9-07) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted to reflect its implementation. Original schedule was impacted due to functional program changes midway through design and responses back from General Contractors during the RFQ stage. The Contractor Pre-qualification identified a completion date of Q4 2020 excluding the tenant fit up which requires an additional 4-6 months. This resulted in a projected Q2 2021 completion projection.

CAPITAL PROFILE REPORT

PROFILE NAME: **Co-located Dispatch and Emergency Operations Centre**
 PROFILE NUMBER: **15-70-0003**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	24,885	32,583	8,800	-	-	-	-	-	-	-	-	66,268
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-21,855	21,855	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-42,238	9,600	19,400	13,238	-	-	-	-	-	-	-
Current Approved Budget	3,031	12,200	18,400	19,400	13,238	-	-	-	-	-	-	66,268
Approved Funding Sources												
Pay-As-You-Go	236	900	900	900	527	-	-	-	-	-	-	3,463
Tax-Supported Debt	2,795	11,300	17,500	18,500	12,711	-	-	-	-	-	-	62,806
Current Approved Funding Sources	3,031	12,200	18,400	19,400	13,238	-	-	-	-	-	-	66,268

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	3,031	12,200	18,400	19,400	13,238	-	-	-	-	-	66,268
Requested Funding Source											
Pay-As-You-Go	236	900	900	900	527	-	-	-	-	-	3,463
Tax-Supported Debt	2,795	11,300	17,500	18,500	12,711	-	-	-	-	-	62,806
Requested Funding Source	3,031	12,200	18,400	19,400	13,238	-	-	-	-	-	66,268

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction		-152	6,317	12,490	19,400	13,238	-	-	-	-	-	-	51,293
Equip FurnFixt		-	5,792	5,910	-	-	-	-	-	-	-	-	11,702
Land		2,925	-	-	-	-	-	-	-	-	-	-	2,925
Other Costs		258	90	-	-	-	-	-	-	-	-	-	348
Total		3,031	12,200	18,400	19,400	13,238	-	-	-	-	-	-	66,268

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community Policing Bureau	-	-	-	-	-	240	240	2.0	-	-	-	-	-	-	-	-
Facility & Landscape Infrastructure	-	-	-	-	-	300	300	3.0	-	-	-	-	-	-	-	-
Fire Rescue Services	-	500	500	-	-	700	700	2.0	-	-	-	-	-	-	-	-
Total Operating Impact	-	500	500	-	-	1,240	1,240	7.0	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **CORONATION COMMUNITY RECREATION CENTRE**
 PROFILE NUMBER: **15-21-5801**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	January, 2017
ESTIMATED COMPLETION:	December, 2020

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	112,260
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	112,260

PROFILE DESCRIPTION

Design and construction of Coronation Community Recreation Centre will be completed in a phased approach. The facility will create a community hub with a connection to the Peter Hemingway Leisure Centre and includes a fitness centre, multi-purpose spaces, running/walking track, gymnasium and a 250m indoor cycling track.

PROFILE BACKGROUND

The Council approved Medium Term Recreation Facility and Sports Field Plan recommendations included expansion of Peter Hemingway into a community recreation facility. A feasibility study supported inclusion of a cycling track in partnership with the Argyll Velodrome Association and Edmonton Triathlon Academy.

PROFILE JUSTIFICATION

Supports the Way's plans, goals and outcomes; integrates the Recreation Facility Master Plan; aligns with Infrastructure Strategy; keeps mature neighbourhoods lively and vibrant; increased program opportunities including cycling and triathlon training and events.

STRATEGIC ALIGNMENT

The project supports corporate goals and outcomes including "Healthy City" by offering facilities and public spaces, to improve connectivity and vibrancy for all identities; "Urban Places" by providing access to holistic, integrated neighbourhood level amenities for all seasons and "Regional Prosperity" as The City of Edmonton has a resilient financial position providing public facilities.

ALTERNATIVES CONSIDERED

Alternatives were explored through the development of the Recreation Facility Master Plan, Medium Term Recreation Facility and Sports Field Plan and the 2011 Study to include a cycling track in partnership with Argyll Velodrome Association.

COST BENEFITS

Citizens will have access to and benefit from programs and services that provide enjoyment and personal health benefits. Attendance generated by the Centre will increase overall participation in recreation facilities. Edmonton's quality of life and livability benefits from physical, sport, leisure, cultural and recreation opportunities and activities for all ages and abilities.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to be developed and evolve as the project and partnerships are defined.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly based on best value. Community and Recreation Facilities will follow Human Resource Management policies and procedures for engagement, training and retention of staff.

CONCLUSIONS AND RECOMMENDATIONS

Coronation Community Recreation Centre will meet the recreation, leisure and sport needs of the community and as a facility with a cycling track will enhance the sport development opportunities at all levels for cyclist and triathletes.

CHANGES TO APPROVED PROFILE

CAP#8: Council has approved that \$16 million of partnership funds be replaced with Tax Supported Debt. A report is expected at checkpoint 4 to verify scope and operations.

CAPITAL PROFILE REPORT

PROFILE NAME: **Coronation Community Recreation Centre**
 PROFILE NUMBER: **15-21-5801**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	1,450	15,879	86,550	8,381	-	-	-	-	-	-	-	112,260
	2017 Cap Carry Forward	-1,450	1,450	-	-	-	-	-	-	-	-	-	-
	2018 Cap Budget Request for Next Cycle	-	-	-16,000	-	7,000	9,000	-	-	-	-	-	-
	Current Approved Budget	-	17,329	70,550	8,381	7,000	9,000	-	-	-	-	-	112,260
Approved Funding Sources													
	Partnership Funding	-	10,450	-6,450	-	-	-	-	-	-	-	-	4,000
	Pay-As-You-Go	-	1,000	-	-	-	-	-	-	-	-	-	1,000
	Tax-Supported Debt	-	5,879	77,000	8,381	7,000	9,000	-	-	-	-	-	107,260
	Current Approved Funding Sources	-	17,329	70,550	8,381	7,000	9,000	-	-	-	-	-	112,260

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	17,329	70,550	8,381	7,000	9,000	-	-	-	-	-	112,260
Requested Funding Source													
	Partnership Funding	-	10,450	-6,450	-	-	-	-	-	-	-	-	4,000
	Pay-As-You-Go	-	1,000	-	-	-	-	-	-	-	-	-	1,000
	Tax-Supported Debt	-	5,879	77,000	8,381	7,000	9,000	-	-	-	-	-	107,260
	Requested Funding Source	-	17,329	70,550	8,381	7,000	9,000	-	-	-	-	-	112,260

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-1,450	12,740	65,736	5,956	7,000	9,000	-	-	-	-	-
Design		1,450	3,865	2,562	2,424	-	-	-	-	-	-	-	10,301
Equip FurnFixt		-	-	2,251	-	-	-	-	-	-	-	-	2,251
Percent for Art		-	724	-	-	-	-	-	-	-	-	-	724
Total		-	17,329	70,550	8,381	7,000	9,000	-	-	-	-	-	112,260

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Revenue, Utilities

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	561	2,330	1,769	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	561	2,330	1,769	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	DAVIES SITE RICHARD PATERSON GARAGE BUILDING REHABILITATION	FUNDED
PROFILE NUMBER:	15-75-0106	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Eddie Robar
PARTNER:	Edmonton Transit	ESTIMATED START: January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: March, 2019

Service Category: Building Renewal**Major Initiative:**

GROWTH
9

RENEWAL
91

PREVIOUSLY APPROVED:	12,789
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	12,789

PROFILE DESCRIPTION

This profile addresses the building maintenance rehabilitation work at Davies Site Richard Paterson Garage.

The scope of work will include repairs to and replacement of:

- Exterior enclosures
- Plumbing system
- Heating Ventilation and Air Conditioning (HVAC) system
- Electrical systems
- Site works

PROFILE BACKGROUND

The Davies Site Richard Paterson Garage serves primarily as a maintenance facility for Edmonton Transit buses. The facility was constructed in 1965 with reinforced concrete foundation, masonry external walls, reinforced concrete internal skeleton and precast roofing.

Most of the building components and systems were installed when the building was constructed and has since deteriorated. In a recent building condition assessment report, several deficiencies to the building structure, mechanical and electrical systems were identified. Major repairs and upgrades are necessary to prevent facility shutdown that can cause interruptions to the City's transit system operational needs.

PROFILE JUSTIFICATION

As buildings and facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operations, maintenance, repair and retrofitting of existing facilities, and the consolidation of the existing facilities footprint. The main objective is to transform the portfolio of City facilities into one that is more economically, physically, and environmentally sustainable over their life cycles.

The Davies Site Richard Paterson Garage building rehabilitation project responds to the poor condition assessment and supports the Edmonton Transit System operational needs and growth as the bus fleet expands.

STRATEGIC ALIGNMENT

This profile contributes to corporate outcome "The City of Edmonton has sustainable and accessible infrastructure" as it ensures that Infrastructure continues to operate and is maintained so that it is accessible to all Edmontonians as intended.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, and improved productivity.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the users of the facility and the lack of rehabilitation activities can lead to the closure of the facility.

RESOURCES

All rehabilitation projects will be managed by the Project Management and Maintenance Services Branch. Where outside resources are required, competitive bid processes will be used to obtain goods and services.

CAPITAL PROFILE REPORT**CONCLUSIONS AND RECOMMENDATIONS**

Renewing City facilities is vital to ensure continual operation. Since project costs exceed \$5M, a standalone profile is required. Therefore, \$10.3M from the Building Rehabilitation Composite Profile (CM-75-0100) is being transferred to this profile.

CHANGES TO APPROVED PROFILE

2015 Fall SCBA (CA#40): (3.1.11) To create a new stand alone profile for Richard Paterson Garage Building Rehabilitation 15-75-0106 as costs exceed \$5.0M. Transfer \$10.308M from CM-75-0100 Building and Facility Rehabilitation.

2017 Fall (#17-40) 2.2-07: Funding of \$626K is required to implement energy efficiency retrofit that will reduce greenhouse emissions attributable to 15-75-0106 Davies Richard Paterson Garage building operations. This adjustment is to consolidate funding source for into one profile. In an effort to align the Facility Renewal Program with the Sustainable Building Policy (C532), Administration is recommending enhanced energy improvement initiatives within some facilities. Funding for these improvements is recommended to be sourced from profile CM-75-0100, and can be accommodated within the existing program funding.

2017 Fall (CA#40) 2.3-30: Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project. \$13K is being transferred from 1575-0107 Ferrier Transit Garage Building Rehab to 15-75-106 Davies Site Richard Peterson Garage Rehabilitation

2017 Fall (CA#40) 2.3-31: Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project. \$5.4M is being transferred from CM-75-0100 Building and Facility Rehab to 15-75-0106 Davis Site Richard Peterson Garage Building Rehab. Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project. \$5.4M is being transferred from CM-75-0100 Building and Facility Rehab to 15-75-0106 Davis Site Richard Peterson Garage Building Rehab.

Spring SCBA 2018: (2.9-09) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted. Extended procurement time period and scope validation exercise resulted in project completion projected Q1 2019

Sept 18, 2018 (BA# 18-10): That Capital Profile 18-12-1101 Fort Edmonton Park Train Barn Rehabilitation, be funded, as outlined in the September 10, 2018, Integrated Infrastructure Services report CR_6196.

Release funding of MSI and Pay-as-you-Go funds made available through tender savings and reevaluations of other similar facility rehabilitation priorities for the purpose of funding new profile 18-12-1101 FEP Train Barn Rehab. (#18-10):

- \$3,551,719 from 15-75-0106 Davies Site Richard Paterson Garage Building Rehab capital profile,
- \$1,285,827 from 15-75-0108 Mitchel Transit Garage Building Rehab Capital profile,
- \$1,135,955 from 15-75-0109 Westwood Transit Site MES/Central Stores Building Rehab capital profile,
- \$385,499 from the CM-75-0100 Building and Facility Rehab Capital composite profile.

As such, each of the these transfers is considered to be within the same renewal category and will not impact the overall progress.

CAPITAL PROFILE REPORT

PROFILE NAME: **Davies Site Richard Paterson Garage Building Rehabilitation**

FUNDED

PROFILE NUMBER: **15-75-0106**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	4,237	6,071	-	-	-	-	-	-	-	-	-	10,308
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	6,033	-	-	-	-	-	-	-	-	-	-	6,033
2017 Cap Carry Forward	-10,123	10,123	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-5,455	5,455	-	-	-	-	-	-	-	-	-
2018 Cap Capital Budget Adj (one-off)	-	-317	-3,234	-	-	-	-	-	-	-	-	-3,552
Current Approved Budget	147	10,422	2,221	-	-	-	-	-	-	-	-	12,789
Approved Funding Sources												
Munc Sustain. Initiative - MSI	90	10,190	153	-	-	-	-	-	-	-	-	10,433
Pay-As-You-Go	57	232	2,067	-	-	-	-	-	-	-	-	2,356
Current Approved Funding Sources	147	10,422	2,221	-	-	-	-	-	-	-	-	12,789

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	147	10,422	2,221	-	-	-	-	-	-	-	-	12,789
Requested Funding Source												
Munc Sustain. Initiative - MSI	90	10,190	153	-	-	-	-	-	-	-	-	10,433
Pay-As-You-Go	57	232	2,067	-	-	-	-	-	-	-	-	2,356
Requested Funding Source	147	10,422	2,221	-	-	-	-	-	-	-	-	12,789

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction		147	13,130	-170	-	-	-	-	-	-	-	-	13,107
Design		-	-2,708	2,391	-	-	-	-	-	-	-	-	-317
Total		147	10,422	2,221	-	-	-	-	-	-	-	-	12,789

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	ED. FEDER. COMM. LEAGUES - HAWRELAK PARK (100 ANN. PROJECT)	FUNDED
PROFILE NUMBER:	15-28-4152	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2015

Service Category: Parks**Major Initiative:**

GROWTH	RENEWAL
52	48

PREVIOUSLY APPROVED:	600
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	600

PROFILE DESCRIPTION

Edmonton Federation of Community Leagues will be 100 years old in 2021. This profile is seeking \$600,000 to support the Edmonton Federation of Community Leagues in their efforts to build a \$3.15 million capital project in William Hawrelak Park. The Edmonton Federation of Community Leagues 100th Anniversary project is a park enhancement to be constructed in phases during the spring and fall of 2015 to 2017. The project includes construction of a Community League Plaza, restoration of an existing natural stream, and a scenic informative pathway. This enhancement will revitalize the park, increase functionality of existing infrastructure, be educational, encourage community pride, increase park appeal and develop a City asset at a net benefit. Profile 15-28-2600 W. Hawrelak Park Road Upgrade is linked to this profile, but not directly dependent upon the profile.

PROFILE BACKGROUND

In celebration, The Edmonton Federation of Community Leagues will honour volunteers that have put in decades of energy and care by creating a place of recognition, education and enjoyment. This will be a Community League Plaza, a restored natural stream, a scenic informative pathway and a secondary access point. The Federation will give back to the City and the volunteers that have put in decades of energy and commitment to building great communities. The City and Federation have created a successful community system that nurtures local resident connection. This system is admired internationally and creating a tangible, central space to foster the understanding and value of this system will encourage membership and sustainability. The project will create significant positive impact for Edmonton's future.

PROFILE JUSTIFICATION

The project will modernize and upgrade the infrastructure and increase flexibility of this portion of William Hawrelak Park. The project will revitalize a dormant, less used area of the park, increase park infrastructure assets with more seating, shade areas, warming area's, lighting, artwork and landscaping. It will be ready for use by 2017, Canada's 150th Birthday. There is no dedicated area in the city for residents to learn about the Edmonton success story of community leagues. This project will immortalize and celebrate our history, bringing benefits for years to come. Celebration of great accomplishments will in turn inspire future generations of community volunteers. In promoting community leagues, we are also promoting City of Edmonton. Success is achieved by increased recreational use in this specific area. This profile supports the City Council motion passed on Dec. 11/13-item 6.7

STRATEGIC ALIGNMENT

Project goals align with the City's strategic goals by improving lake and stream water quality, increasing social connectedness, celebrating heritage and arts, renewing existing infrastructure and achieving a net financial benefit to the city.

ALTERNATIVES CONSIDERED

Three sites were considered. A small park by the Walterdale Bridge, Borden Park & Hawrelak Park. City recommended Hawrelak. It needed an upgrade and a partner to help. It was more central, had less complications & better potential.

COST BENEFITS

Financial Benefit: \$600,000 investment to receive a \$3.15 million park renewal. City will allocated limited staff resources to during development and construction phases.

The Edmonton Federation of Community Leagues is responsible for the development, management and construction of this project. Once construction is completed, the project will be owned, operated and maintained by the City of Edmonton, Community Services.

KEY RISKS & MITIGATING STRATEGY

Cost inflation due to phasing, 20% contingency and Lafarge mitigates.

Fundraising Risk - only 6% of budget

Assessment Risk - satisfying all governing and regulatory bodies requirements, meetings early in process to mitigate redesign risk costs.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. Once completed, the plaza will be operated by the City and will follow the Human Resource management policies and procedures.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Funding of this project for the 2015-2018 capital budget in the amount of \$ 600,000 will support the Federation and community league volunteers efforts to create a place of recognition, education & enjoyment.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.9-04) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted. The Business Partner is considering a number of locations for the cure site. The cash flow assumes a decision late in 2018 or early 2019.

CAPITAL PROFILE REPORT

PROFILE NAME: **Ed. Feder. Comm. Leagues - Hawrelak Park (100 Ann. Project)**
 PROFILE NUMBER: **15-28-4152**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	600	-	-	-	-	-	-	-	-	-	-	600
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-595	595	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-400	350	50	-	-	-	-	-	-	-	-
Current Approved Budget	5	195	350	50	-	-	-	-	-	-	-	600
Approved Funding Sources												
Pay-As-You-Go	5	195	350	50	-	-	-	-	-	-	-	600
Current Approved Funding Sources	5	195	350	50	-	-	-	-	-	-	-	600

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	5	195	350	50	-	-	-	-	-	-	-	600
Requested Funding Source												
Pay-As-You-Go	5	195	350	50	-	-	-	-	-	-	-	600
Requested Funding Source	5	195	350	50	-	-	-	-	-	-	-	600

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-85	195	350	50	-	-	-	-	-	-	-	510
	Equip FurnFixt	90	-	-	-	-	-	-	-	-	-	-	90
	Total	5	195	350	50	-	-	-	-	-	-	-	600

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:	2015				2016				2017				2018			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhoods	-	-	-	.5	-	-	-	.5	-	-	-	-	-	-	-	-
Total Operating Impact	-	-	-	.5	-	-	-	.5	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	EDMONTON SOCCER ASSOCIATION SOUTH SOCCER CENTRE EXPANSION	FUNDED
PROFILE NUMBER:	17-21-1000	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2017
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category: Recreation & Culture**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	30,000
98	2	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	30,000

PROFILE DESCRIPTION

Expansion of the existing South Indoor Soccer Centre, owned by the City but operated by Edmonton Soccer Association ("ESA"), by adding a new adjacent facility on the existing site containing two additional fields. Initial schematic design for the expansion was funded by ESA at a cost of \$150 thousand, and is now complete. The next phase of work will be detailed design to be followed by the construction phase of this profile.

UPDATE- October 2018:

Increased availability of indoor boarded fields for utilization by soccer, ball hockey, lacrosse and in-line hockey and with the improved ability to host major indoor tournaments across a variety of sports is also seen as a benefit of this project moving forward.

ESA has submitted an updated grant application for a \$1 million grant to the provincial government to cover Furniture, Fixtures & Equipment (FFE) costs (included in total budget). If the ESA is successful in obtaining their grant, these funds will be used toward the project reducing the City of Edmonton funded/financed portion. The ESA has received a \$100,000 commitment from concrete field associations that will also be applied to reduce the City of Edmonton funded/financed portion if the project is approved to be funded.

PROFILE BACKGROUND

A conceptual design phase has been completed by BR2 Architecture. A preliminary cost estimate has been provided at \$21.52 million (including design fees). Concept plan for the project is being reviewed by the City. Once approval is confirmed, detailed design can begin to confirm the design and cost estimates for the project.

UPDATE- October 2018:

Design is complete and ready for tender, upon funding approval, with construction planned to begin in 2019 and estimated to be available for fall league play in September, 2020.

PROFILE JUSTIFICATION

The need has arisen primarily due to the recent and projected growth in youth teams' soccer registrations and the popularity of a ball hockey winter program that started in 2013 using field 6 in the East Indoor Soccer Centre. By 2019, at the latest, the Indoor Soccer Centres would have to end the use of Field 6 and convert back to soccer use at a time when Ball Hockey and other concrete sports groups would instead wish to double their winter programs. There is also unmet demand for more hours for use by senior teams for practices, coaching and referee clinics for the youth, and tryouts by each EMSA Zone.

STRATEGIC ALIGNMENT

The new facility will continue to be aligned with the City of Edmonton RFMP and other strategic policies & will be a multi sport facility with public access, designed to meet the requirements of applicable City policies such as EDC, Leed & % for Art.

ALTERNATIVES CONSIDERED

Build a new 4 field facility in suburban southwest: The utilization statistics do not support a need for 4 additional fields. In particular the summer months are underutilized in the existing 3 indoor facilities.

Build a new 2 field facility in suburban southwest: Since this would be a new standalone facility construction costs would be higher as using existing south Centre takes advantage of existing access roads, service roads and utilities as well as amenities such as office, meeting rooms, concession and lounge. No land has been identified by the City for such a project at this time.

Explore opportunity to build 2 fields at Rexall Place: Council recently directed Administration to explore alternatives for Rexall Place which could increase space available for Indoor soccer or ball hockey instead.

COST BENEFITS

Edmonton Soccer will repay \$ 9.5 million (plus interest) of the capital through a 20 year repayment plan. This debt is classified as Self Supporting – Tax guaranteed.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Capital Costs exceed projections: partnership with ESA and staged approval process with COE to ensure project remains on track and within budget.

Operating Revenue assumptions not achieved / Operating Expenses Underestimated: existing leases on current facilities begin to expire in 2023 releasing additional funds for ESA to cover revenue shortfalls or operating expense overruns.

UPDATE- October 2018:

A delay in the approval of the project would result in a risk of not completing the project in time for programming league play within the facility for the 2020/2021 league season. If this delay risk is realized it would result in a one year delay to provide services to the leagues.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The facility will be operated by ESA.

CONCLUSIONS AND RECOMMENDATIONS

The project will allow Soccer to grow, add coaching and referee clinics, expand the number of tryouts, and offer significantly expanded practice hours for teams. The project will allow Ball Hockey to operate a winter program from 2018 using two concrete fields instead of one, which will significantly increase their winter program and increase availability for other groups like In-Line and Lacrosse. Ball Hockey's use of ESA facilities contribute over \$400,000 / year in revenue.

All these objectives will be met without creating significant financial burden to ESA's continued operation of all the Indoor Soccer Centres.

UPDATE- October 2018:

Ball Hockey's use of ESA facilities contributions have increased to over \$500,000 / year in revenue to ESA.

CAPITAL PROFILE REPORT

PROFILE NAME: **Edmonton Soccer Association South Soccer Centre Expansion**

FUNDED

PROFILE NUMBER: **17-21-1000**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	1,098	902	-	-	-	-	-	-	-	-	-	2,000
2017 Cap Carry Forward	-862	862	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	11,000	17,000	-	-	-	-	-	-	-	28,000
Current Approved Budget	236	1,764	11,000	17,000	-	-	-	-	-	-	-	30,000
Approved Funding Sources												
Enterprise Reserve	236	1,764	-	-	-	-	-	-	-	-	-	2,000
Pay-As-You-Go	-	-	120	102	-	-	-	-	-	-	-	222
Self Supporting-Tax Guaranteed	-	-	9,500	-	-	-	-	-	-	-	-	9,500
Tax-Supported Debt	-	-	1,380	16,898	-	-	-	-	-	-	-	18,278
Current Approved Funding Sources	236	1,764	11,000	17,000	-	-	-	-	-	-	-	30,000

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	236	1,764	11,000	17,000	-	-	-	-	-	-	-	30,000
Requested Funding Source												
Enterprise Reserve	236	1,764	-	-	-	-	-	-	-	-	-	2,000
Pay-As-You-Go	-	-	120	102	-	-	-	-	-	-	-	222
Self Supporting-Tax Guaranteed	-	-	9,500	-	-	-	-	-	-	-	-	9,500
Tax-Supported Debt	-	-	1,380	16,898	-	-	-	-	-	-	-	18,278
Requested Funding Source	236	1,764	11,000	17,000	-	-	-	-	-	-	-	30,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction	-862	862	10,318	16,303	-	-	-	-	-	-	-	-	26,621
Design	1,098	902	562	-	-	-	-	-	-	-	-	-	2,562
Equip FurnFixt	-	-	-	595	-	-	-	-	-	-	-	-	595
Percent for Art	-	-	120	102	-	-	-	-	-	-	-	-	222
Total	236	1,764	11,000	17,000	-	-	-	-	-	-	-	-	30,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **FACILITY: PLANNING AND DESIGN - GROWTH**
 PROFILE NUMBER: **CM-10-1010**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Corporate Support

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	13,259
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	13,259

PROFILE DESCRIPTION

This composite program supports planning and design work on Facility Infrastructure capital projects prior to budget approval. This approach is consistent with Administration's implementation of the Project Development & Delivery Model (PDDM), as well as the Capital Governance Policy that was approved by Council. Funding in the profile will be used to support project development (concept and preliminary design up to Checkpoint 3 of the Project Development and Delivery Model). This composite profile will develop projects that may move to delivery in the current budget cycle and into the start of the next budget cycle.

PROFILE BACKGROUND

In 2016, Administration developed the Project Development and Delivery Model to adhere to the Capital Governance Policy (C591), which has been endorsed by Council. The Project Development and Delivery Model is a framework for managing capital infrastructure projects, and aims to achieve the following outcomes:

- Better information to make capital investment decisions
- Improved project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction
- Systematic evaluation of projects against the initial project business case and scope.

During the subsequent Fall 2016 Supplemental Capital Budget Adjustments (SCBA), Council approved the CM-99-0001 - Infrastructure, Planning and Design - Composite Growth profile, which provided capital funding for the planning and design of projects with the Infrastructure Planning and Design branch through to PDDM Checkpoint 3. This profile includes the development of only Open Space Growth Projects.

PROFILE JUSTIFICATION

To adhere to the Project Development and Delivery Model, planning and design should be completed on projects prior to the project's budget being approved in its entirety. This profile funds that work so Administration can provide Council with better information regarding the scope, schedule and budget prior to funding the entire project.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Planning work for the next budget cycle too late will increase the risk of not meeting the completion schedule and budget. Lack of planning can also lead to increased risk during delivery, increased costs and delays.

Additionally, funding for the planning and design work is crucial as it allows the projects to utilize the PDDM approach, as mandated by Council. Implementation of PDDM will not be possible if funding is unavailable to carry out the planning and design work as indicated.

COST BENEFITS

The planning and design composite profiles are intended to improve information to Council to make better-informed capital investment decisions:

- Early investment in planning and design to support detailed business cases.
- Structured process to evaluate readiness, scope and prioritization.
- Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

One key risk of the PDDM approach surrounds what would occur should a capital project not be approved after spending resources on planning and design. Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

CAPITAL PROFILE REPORT

RESOURCES

Early investment in planning and design will require dedicated capital funding to support the project advancing prior to requesting authorization to construct. Projects identified within the composite profiles will be delivered using a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.

Approval of this capital profile is required to fund planning and design work in adherence to the PDDM process.

CONTINGENCY OF APPROVAL

SM#17 (Op Subsequent Motion): That the capital funding for Project Number 10-0002 Charlesworth Fire Station design and land acquisition, in Capital Profile CM-10-1010, be held in abeyance until completion of the MGA/City Charter Off-Site Levies Initiative and returns to Executive Committee with recommendations for any funding strategy adjustments in Q1, 2020.

CAPITAL PROFILE REPORT

PROFILE NAME: **Facility: Planning and Design - Growth**
 PROFILE NUMBER: **CM-10-1010**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	4,575	3,875	3,028	1,781	-	-	-	-	-	13,259
Current Approved Budget		-	-	4,575	3,875	3,028	1,781	-	-	-	-	-	13,259
Approved Funding Sources													
Pay-As-You-Go		-	-	4,575	3,575	1,628	1,481	-	-	-	-	-	11,259
Tax-Supported Debt		-	-	-	300	1,400	300	-	-	-	-	-	2,000
Current Approved Funding Sources		-	-	4,575	3,875	3,028	1,781	-	-	-	-	-	13,259

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Revised Budget (if Approved)		-	-	4,575	3,875	3,028	1,781	-	-	-	-	-
Requested Funding Source													
Pay-As-You-Go		-	-	4,575	3,575	1,628	1,481	-	-	-	-	-	11,259
Tax-Supported Debt		-	-	-	300	1,400	300	-	-	-	-	-	2,000
Requested Funding Source		-	-	4,575	3,875	3,028	1,781	-	-	-	-	-	13,259

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design		-	-	4,575	3,875	3,028	1,781	-	-	-	-	-
Total		-	-	4,575	3,875	3,028	1,781	-	-	-	-	-	13,259

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Facility: Planning and Design - Growth****PROFILE NUMBER: CM-10-1010****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Facility Planning and Design - Composite (Main Project)	1/2/2019	12/31/2022	This is the funding source for Planning and Design for Facility projects. Individual projects will be identified and funded to complete project development (to Checkpoint 3).
100001	Century Place Densification	1/1/2019	12/31/2022	Planning and design of renovation of multiple floors of Century Place to increase the number of workstations and achieve the objectives of the Alternative Work Strategies Policy. Selected floors will be fully renovated and abated in coordination with the overall workplace accommodation strategy for downtown and rehabilitation projects in Century Place. This project will also fund the purchase of equipment and furniture required to ensure optimum utilization of the space within the building. Funding will allow for completion of development design for 3 to 4 floors.
100002	Charlesworth Fire Station (Abeyance)	1/1/2019	12/31/2022	[SM#17 (Op Subsequent Motion): That the capital funding for Project Number 10-0002 Charlesworth Fire Station design and land acquisition, in Capital Profile CM-10-1010, be held in abeyance until completion of the MGA/City Charter Off-Site Levies Initiative and returns to Executive Committee with recommendations for any funding strategy adjustments in Q1, 2020]. Planning and design of a new fire station to service the south east quadrant of the City and to be located in the Charlesworth area, in accordance with the Fire Rescue Services Station Location Master Plan. This project will also fund the purchase of equipment and furniture required to support the fire station operations and also includes funds for land acquisition.
100003	Clarke Stadium Enhancements	1/1/2019	12/31/2022	Planning and design of the infrastructure enhancement required to support a professional soccer team at Clarke Stadium. The project would also involve other stakeholder and user groups of Clarke Stadium ensuring it remains a multi-purpose sports facility.
100004	Fire Station Gear Rooms	1/1/2019	12/31/2022	Planning and design of new gear rooms for existing fire station, required to meet legislated requirements for ventilation of gas and harmful chemicals from post-fire equipment. Funding will allow for planning and design for 3 facilities coordinated with facility renewal plans.
100005	Heritage Valley Recreation Centre and Library	1/1/2019	12/31/2022	Planning (public engagement and functional program) for a new community recreation centre in the south of the City. Funding will allow for completion up to Checkpoint #2.
100006	Operational Yards OHS/Security Improvements	1/1/2019	12/31/2022	Assessment and design of basic renovations and enhancements to the existing City Operations yards and facilities to address operational health and safety and security issues. These projects will also fund the purchase of equipment and furniture required to ensure safe operations within the yards and facilities. Funding will allow for completion of design up to Checkpoint #3 for 5 facilities.
100008	Snow Storage Sites Upgrades	1/1/2019	12/31/2022	Planning and design of required upgrades to snow storage sites to address emerging environmental issues. Funding will allow for completion of design up to Checkpoint #3 for Ellerslie (SW) site.
100009	Swimming Pool OHS Improvements	1/1/2019	12/31/2022	Assessment and design of improvements required to meet OHS and functional requirements in existing pool facilities, including gas detection, WHMIS, chlorine room upgrades, salt-cell technology, etc. These projects will also fund the purchase of equipment required to ensure safe operations within the facilities. Funding will allow for completion of design up to Checkpoint #3 for 4 facilities.
100010	Riverbend Library Relocation (CAP#28A)	1/1/2019	12/31/2019	(CAP#28A) Riverbend Library: Planning and design to be funded from debt financing \$2M

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **FACILITY: SAFETY AND SECURITY - RENEWAL**
 PROFILE NUMBER: **CM-11-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	31,880
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	31,880

PROFILE DESCRIPTION

To continue to maintain City-owned facilities in a safe and functional condition, and to ensure that a high level of service is provided to the citizens of Edmonton. Where applicable, opportunities to improve the energy efficiency and reduce the GHG emissions will be incorporated into rehabilitation projects.

This profile provides funding for the rehabilitation work associated with the safety and security facilities within the city, which may include, but is not limited to, Fire Stations and Police Stations. The scope of work will include upgrades to, and replacement of major components within the mechanical, electrical, architectural, and structural systems, which includes structural deficiencies and roofing systems. The facilities are ranked based on criteria developed by Lifecycle Management using the Building Condition Assessment reports and the Building Maintenance Decision Support System.

Additionally, this profile will also explore opportunities to reduce energy consumption and Greenhouse Gas (GHG) emissions to contribute to the City's goal to reduce its GHG emissions by 50% by 2030 from 2005 level. Utilizing the facility renewal program to implement energy retrofits provides an opportunity to realize significant energy efficiency upgrades in existing facilities.

PROJECT LIST

2019-2022 BUDGET CYCLE: Emergency Response Centre Stn. No 42; Fire Stations (Callingwood, Oliver, University, Highlands); Police Stations (Downtown, North, South)

PROFILE BACKGROUND

Currently, 65% of the City's facilities are 30 years and older. Using a proactive reinvestment strategy to ensure that all City buildings conform to the City's strategic alignment for the way we live, grow, green, move and prosper, and the City's Infrastructure Asset Management policy.

Over time, the performance of facilities declines due to aging, wear and tear of systems and components, functional changes, and a variety of other factors. The life of facilities can be optimized through adequate and timely capital reinvestment, maintenance and repair. Conversely, delaying or deferring maintenance and repairs can, in the short term, diminish the quality of services and, in the long term, lead to shortened facility life and reduced asset value. The impact of excessive deferred maintenance can result in significant and urgent rehabilitation requirements resulting in unanticipated breakdowns and reactive rehabilitation leading to lower quality and reliability of services and closures of the facilities.

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The alternative to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement or maintenance of the level of service.

Intangible Benefits: Customer satisfaction and improved public image.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facilities and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

Investment in asset management, maintenance, and rehabilitation is a cost-effective method of maximizing the life of facilities to ensure a high level of service is provided to its citizens. Recommend the funding of the profile to support a level reduced from the RIMS optimal allocation to align with available funding sources. This funding level will limit the decline of assets in poor and very poor condition.

CAPITAL PROFILE REPORT

PROFILE NAME: **Facility: Safety and Security - Renewal**
 PROFILE NUMBER: **CM-11-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	3,188	6,376	9,564	12,752	-	-	-	-	-	31,880
Current Approved Budget		-	-	3,188	6,376	9,564	12,752	-	-	-	-	-	31,880
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	11,477	-	-	-	-	-	11,477
Munc Sustain. Initiative - MSI		-	-	2,869	5,738	8,608	-	-	-	-	-	-	17,215
Pay-As-You-Go		-	-	319	638	956	1,275	-	-	-	-	-	3,188
Current Approved Funding Sources		-	-	3,188	6,376	9,564	12,752	-	-	-	-	-	31,880

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	3,188	6,376	9,564	12,752	-	-	-	-	-	31,880
Requested Funding Source													
MSI Replacement		-	-	-	-	-	11,477	-	-	-	-	-	11,477
Munc Sustain. Initiative - MSI		-	-	2,869	5,738	8,608	-	-	-	-	-	-	17,215
Pay-As-You-Go		-	-	319	638	956	1,275	-	-	-	-	-	3,188
Requested Funding Source		-	-	3,188	6,376	9,564	12,752	-	-	-	-	-	31,880

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	2,710	5,420	8,129	10,839	-	-	-	-	-	27,098
	Design	-	-	478	956	1,435	1,913	-	-	-	-	-	4,782
	Total	-	-	3,188	6,376	9,564	12,752	-	-	-	-	-	31,880

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Facility: Safety and Security - Renewal****PROFILE NUMBER: CM-11-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Safety and Security - Renewal	1/1/2019	12/31/2022	Budget Carrier - This profile provides funding for renewal projects to improve conditions and optimizing cost of ownership.
100001	Emergency Response Centre Stn. No 42	1/1/2019	12/31/2022	Upgrades to Exterior Enclosures Exterior Walls, Exterior Doors. interior construction interior Door, Fittings, Interior Finishes: Wall/ floor/ ceilings. Conveying Lifts, Hoists. Mechanical Domestic Water Distribution. HVAC Terminal and Packaged Units, HVAC Instrumentation and Controls. Electrical Electrical Service and Distribution, Lighting and Branch Wiring, Communications and Security. Fixed Furnishings. Site Improvements, Roadways, parking lot. Pedestrian Paving, Site Development. Site Electrical Utilities Car Plugs-ins. Asbestos abatement.
100002	Fire Station No. 19 (Callingwood)	1/1/2019	12/31/2022	Exterior Enclosures: Joint Sealers. Roof replacement. Interior Construction: Fabricated Compartments and Cubicles (Toilets/Showers), lockers, Toilet, Bath, and Laundry Accessories. Plumbing: Urinals, Lavatories, Showers, Compressed Air Systems. HVAC: Furnaces, Air Handling Units/Air Distribution, Fans: Exhaust, Unit Air Conditioners, Unit Heaters. Fire Protection: Fire Extinguisher. Electrical: Interior Luminaries, Detection and Alarm Fire Alarm.
100003	Fire Station No. 22 (Oliver)	1/1/2019	12/31/2022	Exterior Doors, Fittings, Wall/Floor/Ceiling finishes, Heat Generation, HVAC Distribution (Distribution Systems), Terminal and Packaged Units, HVAC Instrumentation and Controls, Detection and Fire Alarm, emergency generator, Site Improvements, Plumbing Fixtures, Humidifiers.
100004	Fire Station No.3 (University)	1/1/2019	12/31/2022	Exterior Enclosures: Repair Metal Siding, Joint Sealers (caulking): Ext. Wall, Exterior Louvers, Grilles, and Screens, Awnings, exterior soffits, Aluminum Windows (Glass & Frame), All Glass Entrances and Storefronts: Doors, Metal Doors and frames, Large Exterior Special Doors (Overhead). Roof replacement. Interior Construction: Fabricated Compartments and Cubicles, Lockers, Toilet, Bath, and Laundry Accessories. Interior Finishes: Interior Wall Painting, Paint Concrete Floor Finishes, Tile floor finishes, Resilient Flooring. Plumbing: Sinks, Other Plumbing Fixtures, washroom fixtures. HVAC: Furnaces, Chimney (&Comb.Air):Fuel-Fired Heater, Centrifugal Fans: Air Distribution, Hot Water Distribution Systems, Special Exhaust Systems, Fans: Exhaust, Finned Tube Radiation, Unit Heaters, Other HVAC Instrumentation and Controls, Main Electrical Switchboards, Electrical Branch Circuit Panelboards, Detection and Fire Alarm, Other Communications and Security Systems, Packaged Engine Generator Systems. Site Improvements: Rigid Roadway Pavement (Concrete), Rigid Pedestrian Pavement (Concrete), Flagpoles. Site Electrical Utilities: Car Plugs-ins
100005	Fire Station No.7 (Highlands)	1/1/2019	12/31/2022	Foundations: Repair Cast-in-place Concrete. Superstructure: Repair Structural Interior Walls Supporting Floors. Exterior Enclosures:Aluminum Windows,Aluminum-Framed Storefronts,Sectional Overhead Doors,Roofing. Interior Construction: Lockers. Interior Finishes: Interior Wall Painting, Concrete Floor Finishes (Painted). Plumbing: Showers,Valves: Domestic Water, Piping Specialties (Backflow Preventors),Pipes and Tubes (PVC & Stainless Steel). HVAC: Chimneys (& Combustion Air): Fuel fired Heater,Air Handling Units/Air Distribution,Fans: Exhaust,Unit Air Conditioners,Unit Heaters. Fire Protection: Fire Extinguisher. Electrical: Electrical Branch Circuit Panelboards. Site Improvements: Flexible Pavement Parking Lots (Asphalt),Rigid Parking Lot Pavement,Concrete Sidewalks.

CAPITAL PROFILE REPORT

100006	Police Station Downtown Division	1/1/2019	12/31/2022	<p>Portion of Existing Building/ Police Station Downtown Parkade (POL108)/ Police Station Indoor Shoot Rge (POL109)/ Police Station Parking Lot (POL110)</p> <p>ENVELOPE: Built-up Bituminous Roofing (Asphalt & Gravel), Aluminum-Framed Storefronts: Doors, All Glass Entrances and Storefronts: Doors, Automatic Entrance Doors, Metal Entrance Door, Storefronts: Windows, Glazed Curtain Wall- Sloped, Exterior Utility Doors, Glazed Curtain Wall.</p> <p>INTERIOR SUMMARY: Fabricated Compartments (Toilets/Showers), Resilient Flooring-Vinyl Tile & Sheet Vinyl, Access Flooring, Electric Traction Passenger Elevators, lockers, Acoustical Wall Treatment, Hydraulic Passenger Elevators, Tile Wall Finishes, Acoustical Ceiling Treatment (Susp. T-Bar), Carpet Flooring, Acoustical Ceiling Treatment (Susp. T-Bar), Lifts, Fixed Casework. MECHANICAL: Heating Boilers and Accessories: H.W., Cooling Towers, Refrigerant Condensing Units, Air Handling Units: Air Distribution, Computer Room Air Conditioning Units, Sinks, Washrooms Fixtures (Water Closets, Lavatories, Urinals), Backflow Preventers, Fans: Exhaust, Unit Heaters, Sinks, Building Systems Controls (BMCS, EMCS), Showers, Valves: Domestic Water, Hot Water Distribution Systems - Expansion Tank, Heating Boilers and Accessories: H.W. - Pumps, Refrigerant Condensing Units. ELECTRICAL: Electrical Branch Circuit Panelboards (Secondary Distribution), Interior Fluorescent Fixtures, Secondary Electrical Transformers (Interior), Main Electrical Switchboards (Main Distribution).</p>
100007	Police Station North Division	1/1/2019	12/31/2022	<p>INTERIOR FINISHES: Wall Painted Finish, Floor Finishes Carpeting Tile/ Rubber/ Vinyl sheet, Acoustic Tile Ceiling. PLUMBING: Water Heater Gas. HVAC: Cooling Generating Systems - Chiller, DX Condensing Unit less than 25 tons, Exhaust System, Distribution Systems - Return Air Ductwork and Fan, Computer Room Cooling, DDC System. ELECTRICAL: Illuminated Signs, Lighting - Exterior, Lighting Fixtures - Interior, Public Address System, Telephone System, fire alarm system, security system Burglar/ CCTV/ Lock and Key, LAN system, Emergency Battery Pack Lights, Exit signs, UPS system.</p>
100008	Police Station South	1/1/2019	12/31/2022	<p>Aluminum Windows, Modified Bitumen, Painted Finish, Vinyl Sheet Goods, Acoustic Tile Ceiling, Computer Room Cooling, Rooftop Unitary AC, DDC System, Lighting - Exterior, Lighting Fixtures - Interior, Public Address System, Telephone System, Fire Alarm System, Security System, Security System Lock, LAN System, Emergency Battery Pack Lights, Exit Signs, UPS System, Fencing - Chain Link.</p>
100009	Ambulance Norwood Station	1/1/2019	12/31/2022	<p>Foundations: Repair Wall Foundations. Exterior Enclosures: Exterior Walls Paints, Exterior Aluminum Windows, Sectional Overhead Doors. Plumbing: Domestic Water Heaters. HVAC: Replace Air Handling Unit, Special Exhaust Systems, Packaged Rooftop Air Conditioning Units, Packaged Terminal Air Conditioning Units. Electrical: Main Electrical Switchboards, Electrical Branch Circuit Panelboards, Emergency Lighting, Exterior Buiding Lighting. Site Improvements: Rigid & Flexible Parking Lot Pavement.</p>
100011	Bonnie Doon Health Centre	1/1/2019	12/31/2022	<p>Superstructure: Repair Floor Constuction. Exterior Enclosures: Wood Siding, Cement Plaster, joint sealers. Exterior Enclosures: Finish Carpentry, Wood Windows (Glass and Frame), Aluminum-Framed Storefronts, Glazed Curtain Wall, Aluminum-Framed Storefronts (Doors), Exterior Utility Doors, Large Exterior Special Doors (Overhead). Roofing replacement, Sheet Metal Flashing and Trim, Metal Gutters and Downspouts, Joint Sealers, roof hatches. Interior Construction: Sliding Partitions, Interior Partition Firestopping, Wood Doors, Interior Entrance Doors, Interior Signage, Metal Lockers, Prefabricated Wood Storage Shelving, Toilet Accessories. Interior Finishes: Wall Paneling, Plaster Wall Finishes, Ceramic Tile, Interior Paints, Paint Concrete Floor Finishes, Resilient Flooring, Plaster Ceiling Finishes (Unpainted), Veneer Plaster Finishes, Acoustical Ceilings, Interior Paints. Plumbing: Plumbing Pumps (Domestic Water), Pumps (Waste). HVAC: Refrigerant Condensing Units. Electrical: Main Electrical Switchboards (Main Distribution), Electrical Branch Circuit Panelboards (Secondary Distribution), Electrical Branch Wiring, Interior Fluorescent Fixtures. Site Improvements: Flexible Paving Parking Lots (Asphalt), Pavement Markings, Parking Lot Curbs and Gutters, Rigid Pavement Pedestrian Paving, Irrigation Systems. Site Civil/Mechanical Utilities: Site Domestic Water Distribution, Sanitary Sewage Collection, Storm Water Collection.</p>
100012	Corporate Training School - Fire Rescue Services	1/1/2019	12/31/2022	<p>Superstructure: Repair Exterior Stairs, Roof Canopies. Interior Finishes: Floor Finihes Tile Floor, Resilient Flooring. Site Improvement: Rigid Parking Lot Pavement, Parking Lot Curbs and Gutters, Rigid Pedestrian Pavement. Roof Replacement, Sheet Metal Flashing and Trim and Skylights.</p>

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **FACILITY: SERVICE DELIVERY - RENEWAL**
 PROFILE NUMBER: **CM-12-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	194,850
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	194,850

PROFILE DESCRIPTION

To continue to maintain City owned facilities in a safe and functional condition, and to ensure that a high level of service is provided to the citizens of Edmonton. Where applicable, opportunities to improve the energy efficiency and reduce the GHG emissions will be incorporated into rehabilitation projects.

This profile provides funding for the rehabilitation work associated with the service delivery facilities within the city which may include, but not limited to, Recreational and Leisure Centers, Public attractions, and other Service Delivery facilities. The scope of work will include upgrades to and replacement of major components within the mechanical, electrical and structural services which includes structural deficiencies and roofing systems. The facilities are ranked based on criteria developed by Lifecycle Management using the Building Condition Assessment reports and the Building Maintenance Decision Support System.

In addition, this profile is to reduce energy consumption and GreenHouse Gas (GHG) emissions to contribute to the City's goal to reduce the its GHG emissions by 50% by 2030 from 2005 level. Utilizing the facility renewal program to implement energy retrofits provides an opportunity to realize significant energy efficiency upgrades in existing facilities.

PROJECT LIST

2019-2022 BUDGET CYCLE: ACT Centre; City Art Centre; Ortona Armouries Arts Centre; Arenas (Callingwood, Confederation, Glengarry); Leisure Centres (Confederation, Eastglen, Peter Hemingway); Kinsmen Sports Centre; Civic Precinct - Phase 2; Commonwealth Stadium; Edmonton Expo Centre Northlands; Swimming Pools (Grand Trunk, Mill Creek, Hangar 14 - Aviation Heritage; Muttart Conservatory; Northgate Lions Seniors Centre; Orange Hub; Shaw Conference Centre; Whitemud Equine Ctr Keillor Stone House; William Hawrelak Park - Facilities; Stanley Milner - Parkade membrane; Park Washrooms & Other Small Facility.

PROFILE BACKGROUND

Currently, 65% of the City's facilities are 30 years and older. Using a proactive reinvestment strategy to ensure that all City buildings conform to the City's strategic alignment for the way we live, grow, green, move and prosper, and the City's Infrastructure Asset Management policy .

Over time, the performance of facilities decline due to aging, wear and tear of systems and components, functional changes, and a variety of other factors. The life of facilities can be optimized through adequate and timely capital reinvestment, maintenance and repair. Conversely, delaying or deferring maintenance and repairs can, in the short term, diminish the quality of services and, in the long term, lead to shortened facility life and reduced asset value. The impact of excessive deferred maintenance can result in significant and urgent rehabilitation requirements resulting in unanticipated breakdowns and reactive rehabilitation leading to lower quality and reliability of services and closures of the facilities.

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement or maintenance of level of service.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facilities and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

Investment in asset management, maintenance, and rehabilitation is a cost-effective method of maximizing the life of facilities to ensure a high level of service is provided to its citizens. Recommend the funding of the profile to support a level reduced from the RIMS optimal allocation to align with available funding sources. This funding level will limit the decline of assets in poor and very poor condition.

CAPITAL PROFILE REPORT

PROFILE NAME: **Facility: Service Delivery - Renewal**
 PROFILE NUMBER: **CM-12-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	19,485	38,970	58,455	77,940	-	-	-	-	-	194,850
Current Approved Budget		-	-	19,485	38,970	58,455	77,940	-	-	-	-	-	194,850
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	52,352	-	-	-	-	-	52,352
Munc Sustain. Initiative - MSI		-	-	15,588	31,176	46,764	-	-	-	-	-	-	93,528
Pay-As-You-Go		-	-	3,897	7,794	11,691	25,588	-	-	-	-	-	48,970
Current Approved Funding Sources		-	-	19,485	38,970	58,455	77,940	-	-	-	-	-	194,850

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	19,485	38,970	58,455	77,940	-	-	-	-	-	194,850
Requested Funding Source													
MSI Replacement		-	-	-	-	-	52,352	-	-	-	-	-	52,352
Munc Sustain. Initiative - MSI		-	-	15,588	31,176	46,764	-	-	-	-	-	-	93,528
Pay-As-You-Go		-	-	3,897	7,794	11,691	25,588	-	-	-	-	-	48,970
Requested Funding Source		-	-	19,485	38,970	58,455	77,940	-	-	-	-	-	194,850

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	16,562	33,125	49,687	66,249	-	-	-	-	-
Design		-	-	2,923	5,846	8,768	11,691	-	-	-	-	-	29,228
Total		-	-	19,485	38,970	58,455	77,940	-	-	-	-	-	194,850

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Facility: Service Delivery - Renewal****PROFILE NUMBER: CM-12-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Service Delivery - Renewal	1/1/2019	12/31/2022	Budget Carrier
100001	ACT Centre	1/1/2019	12/31/2022	Upgrades to the exterior enclosures (including door replacements) and interior walls and finishes. Replacement of domestic hot water boilers and the detection / fire alarm. Roof replacement.
100002	Callingwood Twin Arenas	1/1/2019	12/31/2022	Exterior Walls: Concrete Block: Ext. Wall Skin, Metal Siding - Panels, Joint Sealers (caulking): Ext. Wall. Interior Finishes: Epoxy Concrete Floor Finishes, Resilient Flooring, Acoustical Ceiling Treatment (Susp. T-Bar). Plumbing: Washrooms Fixtures Lavatories, Water Closets, Urinals). HVAC: Domestic Water Heaters - 120 Gallon, Dry Chemical Fire Extinguishing Systems, Motor Starters and Accessories. ELECTRICAL: Detection and Fire Alarm, Ammonia, Public Address and Music Systems. Site Improvements: Flexible Pavement Roadway& Parking Lots (Asphalt), Rigid Pedestrian Pavement (Concrete), Exterior Steps and Ramps.
100003	City Art Centre	1/1/2019	12/31/2022	ENVELOPE: Modified Bituminous Membrane Roofing, Skylights, Aluminum Windows (Glass & Frame), INTERIOR:Resilient Flooring** - Vinyl Tile/Sheet Vinyl. PLUMBING: Piping Specialties (Backflow Preventers). MECHANICAL: 3 Furnaces, 2 Refrigerant Condensing Units, 3 Air Handling Units: Air Distribution. ELECTRICAL: Interior Fluorescent Fixtures, Detection and Fire Alarm. Cost may be split between City & Tenant.
100004	Civic Precinct - Phase 2	1/1/2019	12/31/2022	Rehabilitation of the East Garden turf (located on the east side of Churchill Square) with a durable surface treatment to accommodate festival, events and public activity. Replacement of surface pavers and subgrade around City Hall
100005	Commonwealth Stadium	1/1/2019	12/31/2022	Renewal of major components of the building, including electrical, mechanical, structural, and civil. Scope may need to be phased.
100006	Confederation Arena	1/1/2019	12/31/2022	Interior Finishes: Interior Paints, Resilient Tile Flooring, Rain water Drainage Piping Systems. HVAC: Heating Boilers and Accessories. Electrical: Electrical Branch Circuit Panelboards, Interior Luminaries - Metal Halide/Compact Fluorescent. Site Improvements: Flexible Pavement Roadway/Parking Lots (Asphalt), Parking Lot Curbs and Gutters. Rigid Pedestrian Pavement, Pedestrian Pavement Curbs and Gutters.
100007	Confederation Leisure Centre	1/1/2019	12/31/2022	Repair Basement wall construction. Exterior Enclosures: Joint Sealers. Interior Finishes: Interior Wall Painting, Concrete/Resilient/Other Floor Finishes, Ceiling Finishes. HVAC: Fuel-Fired Unit Heaters, Unit Heaters, Energy Management and Conservation Systems. Electrical: Main Electrical Switchboards (Main Distribution), Low-Voltage Transformers (Interior), Electrical Branch Circuit Panelboards (Secondary Distribution), Motor Control Centers, Metal Halide Interior Fixtures, Emergency Lighting. Site Improvements: Repair Concrete Sidewalks
100008	Eastglen Leisure Centre	1/1/2019	12/31/2022	INTERIOR: Fabricated Compartments (Toilets/Showers), Lockers, Carpet Flooring. PLUMBING: Piping Specialties (Backflow Preventers). HVAC: backup circulation pump. ELECTRICAL: Electrical Branch Circuit Panel boards (Secondary Distribution), Pool time clock controller, Interior Fluorescent Fixtures** Pool surface, Emergency Lighting Battery Packs, Public Address and Music Systems.
100009	Edmonton Expo Centre Northlands	1/1/2019	12/31/2022	Building Envelope: Metal Panel Walls, Curtain Wall, Sloped Glazing. Exterior Doors, Overhead Door. Roofing. STRUCTURAL: Repair Loading Dock Retaining Wall, Slab-on-grade. HVAC: Roof top Units, Exhaust Fans,control system,ductwork, hydronic heating. Plumbing: plumbing piping, domestic water, sanitary and storm lines. Electrical: Branch circuit CDP panelboards, exterior lighting, interior lighting. FIRE SAFETY: Exit Signs.
100010	Glengarry Arena	1/1/2019	12/31/2022	Exterior Enclosures: Repair Exterior Walls skin/Joint Sealers/Paints(& Stains). Interior Construction: Unit Masonry Assemblies: Partitions, Interior Doors, Washroom accessories. Stairs: Stair Finishes. Interior Finishes: Interior Wall Painting, Repair Tile Floor Finishes, Interior Ceiling Painting. Plumbing: Domestic Water heaters Natural Gas Fired. HVAC: Furnaces, Air Handling Units: Air Distribution, Dehumidifiers. Electical: Fire alarm system, tekephone systems. Site Improvements: Pavement Markings, Rigid Pedestrian Pavement (Concrete). Roof Replacement

CAPITAL PROFILE REPORT

100011	Grand Trunk Swimming Pool	1/1/2019	12/31/2022	ENVELOPE: Windows (Glass & Frame), Entrance Door, Exterior Utility Doors. INTERIOR: Tile Wall Finishes. PLUMBING: Backflow prevention. HVAC: Fans: Exhaust - Steam Room Service Room, Unit Heaters. ELECTRICAL: Main Electrical Transformers, Secondary Electrical Transformers, Main electrical switchboards, Electrical Branch Circuit Panelboards (Secondary Distribution), Motor Starters and Accessories. Emergency Exit Signs, Exterior Metal Halide Fixtures, Detection and Fire Alarm** Fire Alarm, Public Address and Music Systems. SITE IMPROVEMENT: Repair Rigid Pedestrian Pavement (Concrete). Site Lighting
100012	Hangar 14 - Aviation Heritage	1/1/2019	12/31/2022	Existing obsolete furnaces, HVAC distribution system, associated electrical upgrades, make up air units and heat recovery systems, special HVAC systems and equipment, associated electrical service and distribution, improvement of site drainage services. Preservation and restoration of historical elements affected by renewal work will occur.
100013	Kinsmen Sports Centre	1/1/2019	12/31/2022	Address immediate safety concerns by repairing and/or upgrading concrete stairways surrounding the building. Roof replacements. Major Upgrades to : floor systems, exterior enclosures (window and door replacements), interior walls systems and finishes, locker replacements, floor and wall finishes, plumbing, HVAC systems, electrical, communications and security, generator, lighting systems. Replace passenger elevators. Repairs to parking lots, sidewalks, and roadways. Major upgrades required to the exterior enclosures, roofing, interior finishes, plumbing, HVAC distribution system, integrated construction, and site improvement.
100014	Mill Creek Pool	1/1/2019	12/31/2022	FOUNDATIONS: Repair Structural Slabs on Grade. SUPERSTRUCTURE: Roof Structural Frame, Structural Interior Walls Supporting Roofs. EXTERIOR ENCLOSURES: Repair Exterior Wall Construction, Exterior Standard Windows, Exterior Utility Doors. INTERIOR CONSTRUCTION: Interior Fixed Partitions, Lockers. INTERIOR FINISH: Concrete Floor Finishes, Concrete Ceiling Finishes. PLUMBING: Domestic Water Heaters. Site Improvements: Rigid Pedestrian Pavement, Pedestrian Pavement Curbs and Gutters.
100015	Muttart Conservatory	1/1/2019	12/31/2022	Upgrades to exterior enclosures (doors, walls, windows), interior construction and finishes, HVAC, plumbing and electrical systems. Major repairs to sidewalks, parking lots, roadways, fountains, vehicle guard rails and site electrical utilities. Replacement of roof, generator ad communication system. infrastructure and functional improvements for the Temperate Pavillion. Foundation grade beam settlement Further investigation required (Study).
100016	Northgate Lions Seniors Centre	1/1/2019	12/31/2022	Exterior Enclosures: Exterior Walls Joint Sealers, Exterior Aluminum Windows, Sloped Glazing Assemblies, Exterior Doors Aluminum-Framed Storefronts, Automatic Entrance Doors. Roofing: Skylights, Roof hatches. Interior Construction: Accordion Folding Partitions, Interior Doors Metal Doors and Frames, Metal Toilet Compartments, metal lockers. Stairs: Resilient Stair Finishes. Interior Finishes: Acoustical Wall Treatment, Interior Wall Painting, Acoustical Ceilings. Conveying: Repair Hydraulics Passenger Elevators. Plumbing: Water Supply Piping Systems, Waste and Vent Piping, Rain Water Drainage Piping Syste, Air Handling Units, Hot Water Dist. Sys. Electrical: Switchboards, Panelboards and Control Centers. Site Improvements: Roadways Flexible Pavement, Roadway Curbs and Gutters, Flexible Pavement (paved asphalt parking lot), Parking Lot Curbs and Gutters, Rigid Pavement (Rigid Pedestrian Pavement), Rigid Pavement (Rigid Pedestrian Pavement), Rigid Pavement (Rigid Pedestrian Pavement).
100017	Orange Hub (formerly Grant MacEwan West Campus)	1/1/2019	12/31/2022	Renewal of major components including structural, mechanical, electrical, and civil. Work scope may be limited to certain items that need to be addressed in a short or mid term.
100018	Ortona Armouries Arts Centre	1/1/2019	12/31/2022	Slab on grade replacement. Repair for the brick foundation walls in the basement. Repairs exterior walls. Replace exterior windows/ Door. Interior Construction : Repairs interior partitions. Replace Interior Door, fittings, finishes. stairwell finishes. Interior Finishes: Floor/ wall/ Ceiling finishes, doors, fittings. Plumbing: pluming fixtures, domestic water distribution system and hot water heater. sanitary waste piping system, rain water drainage piping system. HVAC: energy supply systems, heat generation equipment, HVAC distribution systems, window air-conditioning units. Fire Protection: standpipes, fire extinguishers, cabinets and accessories. Electrical: electrical service, main disconnect and switchgear, distribution panels, lighting system, emergency lighting system, communication & alarm, security system, branch wirings. Site Improvements: gravel base and new asphaltic layer. site mechanical utilities, Site Electrical Utilities: site electrical utilities to underground service. *Asbestos abatement. Study Further structural inspection for the foundations, Further structural inspection for the columns.

CAPITAL PROFILE REPORT

100019	Park Washrooms & Other Small Facility	1/1/2019	12/31/2022	Renewal of various park washrooms and other small facilities
100020	Peter Hemingway Leisure Centre	1/1/2019	12/31/2022	Major upgrades to Exterior enclosures, interior systems and finishes. Replacement of major HVAC and electrical components. Roof Replacement.
100021	Shaw Conference Centre	1/1/2019	12/31/2022	Interior construction and finishes. Plumbing, HVAC System: Replace Steam Boilers, Heating Boilers and Accessories, Centrifugal Water Chillers, Air Handling Units Air Distribution, Air Terminal Units: Air Distribution, Hot Water Distribution systems, Chilled Water Distribution Systems, Heat Exchangers, Finned Tube Radiation. Electrical Systems: Replace Main & Secondary Electrical Transformers, Main Electrical Switchboards, Switchboards, Panelboards, and Control Centers B, Electrical Branch Circuit Panelboards (Secondary Distribution), Lighting and Branch Wiring, Detection and Fire Alarm, Security Access and Surveillance, Packaged Engine Generator Systems. Site Improvements: Brick Pavers Roadway. Replacement of roof membrane over the pedway access to Shaw Conference Centre. This will require the removal and replacement of the Jasper Avenue section of the road above the pedway. To be confirmed with current project: Repair Roof Structural Frame, Upgrades to roofing, building envelope Exterior Windows Structural Glass Curtain Walls,
100022	Stanley Milner - Parkade membrane	1/1/2019	12/31/2022	Renewal of membranes above parkade to address water infiltration issue
100023	Whitemud Equine Ctr Keillor Stone House	1/1/2019	12/31/2022	Renewal of major components including structural, mechanical, electrical, and civil
100024	William Hawrelak Park - Facilities	1/1/2019	12/31/2022	Renewal of the facilities in William Hawrelak Park

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **FACILITY: SERVICE SUPPORT - RENEWAL**
 PROFILE NUMBER: **CM-13-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	78,498
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	78,498

PROFILE DESCRIPTION

To continue to maintain City owned facilities in a safe and functional condition, and to ensure that a high level of service is provided to the citizens of Edmonton. Where applicable, opportunities to improve the energy efficiency and reduce the GHG emissions will be incorporated into rehabilitation projects.

This profile provides funding for the rehabilitation work associated with the service support facilities within the city which may include, but not limited to, Fleet garages, office buildings, armouries, and other support admin and park facilities. The scope of work will include upgrades to, and replacement of major components within the mechanical, electrical and structural systems which includes structural deficiencies and roofing systems. The facilities are ranked based on criteria developed by Lifecycle Management using the Building Condition Assessment reports and the Building Maintenance Decision Support System.

In addition, this profile is to reduce energy consumption and GreenHouse Gas (GHG) emissions to contributes to the City's goal to reduce the its GHG emissions by 50% by 2030 from 2005 level. Utilizing the facility renewal program to implement energy retrofits provides an opportunity to realize significant energy efficiency upgrades in existing facilities.

PROJECT LIST

2019-2022 BUDGET CYCLE: Ambulance Norwood Station; Bonnie Doon Health Centre; Centennial Garage - slab; Century Place; Chancery Hall - elev & generator only; City Hall - Roof; Corporate Training School-Fire Rescue Services; Davies Site Fleet Services Building; Davies Wickman Garage; Edmonton Research Pk-Advanced Technology Ctr ATC; Ellerslie Fleet Services Building; Prince Of Wales Armoury; Roof Renewal Program - Various Sites.

PROFILE BACKGROUND

Currently, 65% of the City's facilities are 30 years and older. Using a proactive reinvestment strategy to ensure that all City buildings conform to the City's strategic alignment for the way we live, grow, green, move and prosper, and the City's Infrastructure Asset Management policy .

Over time, the performance of facilities decline due to aging, wear and tear of systems and components, functional changes, and a variety of other factors. The life of facilities can be optimized through adequate and timely capital reinvestment, maintenance and repair. Conversely, delaying or deferring maintenance and repairs can, in the short term, diminish the quality of services and, in the long term, lead to shortened facility life and reduced asset value. The impact of excessive deferred maintenance can result in significant and urgent rehabilitation requirements resulting in unanticipated breakdowns and reactive rehabilitation leading to lower quality and reliability of services and closures of the facilities.

PROFILE JUSTIFICATION

As facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operation, maintenance, repair, renew, and energy retrofitting of existing facilities. The objective is to maximize benefits, manage risk and provide satisfactory levels of service to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The alternate to a deliberate rehabilitation program is to carry out replacements of components as they fail using operating funds. This is considered to be the highest cost alternative to facility maintenance by industry.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits: Improved reliability, enhanced energy efficiency, improved productivity, and the improvement or maintenance of level of service.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the staff and users of the facilities and the lack of rehabilitation activities can lead to unplanned breakdowns resulting in loss of time/income within the operations and/or the closure of the facility.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

Investment in asset management, maintenance, and rehabilitation is a cost-effective method of maximizing the life of facilities to ensure a high level of service is provided to its citizens. Approval of this capital profile is required to fund planning and design work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Facility: Service Support - Renewal**
 PROFILE NUMBER: **CM-13-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	7,850	15,700	23,549	31,399	-	-	-	-	-	78,498
Current Approved Budget		-	-	7,850	15,700	23,549	31,399	-	-	-	-	-	78,498
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	20,119	-	-	-	-	-	20,119
Munc Sustain. Initiative - MSI		-	-	6,280	12,560	18,839	-	-	-	-	-	-	37,679
Pay-As-You-Go		-	-	1,570	3,140	4,710	11,280	-	-	-	-	-	20,700
Current Approved Funding Sources		-	-	7,850	15,700	23,549	31,399	-	-	-	-	-	78,498

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	7,850	15,700	23,549	31,399	-	-	-	-	-	78,498
Requested Funding Source													
MSI Replacement		-	-	-	-	-	20,119	-	-	-	-	-	20,119
Munc Sustain. Initiative - MSI		-	-	6,280	12,560	18,839	-	-	-	-	-	-	37,679
Pay-As-You-Go		-	-	1,570	3,140	4,710	11,280	-	-	-	-	-	20,700
Requested Funding Source		-	-	7,850	15,700	23,549	31,399	-	-	-	-	-	78,498

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	6,672	13,345	20,017	26,689	-	-	-	-	-	66,723
	Design	-	-	1,177	2,355	3,532	4,710	-	-	-	-	-	11,775
	Total	-	-	7,850	15,700	23,549	31,399	-	-	-	-	-	78,498

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Facility: Service Support - Renewal****PROFILE NUMBER: CM-13-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Service Support - Renewal	1/1/2019	12/31/2022	Budget Carrier
100003	Centennial Garage - slab	1/1/2019	12/31/2022	Renewal of deteriorated concrete slab
100004	Century Place	1/1/2019	12/31/2022	Upgrades to structural wall systems, foundations, interior construction and finishes; replace exterior envelope (windows), generator and elevators; major upgrades to the HVAC, plumbing and electrical systems. Roof replacement, Further investigation is required to determine the upgrades of energy supply system.
100005	Chancery Hall - elev & generator only	1/1/2019	12/31/2022	Renewal of generator and elevator
100006	City Hall - Roof	1/1/2019	12/31/2022	Renewal of roofing
100008	Davies Site Fleet Services Building	1/1/2019	12/31/2022	Replace fire protection and paging system. Upgrade exterior enclosures, interior construction and finishes, electrical and plumbing systems. Some upgrades to the site improvement system, viz. sidewalks, roadways, parking lot, fences. Asbestos abatement
100009	Davies Wickman Transit Garage	1/1/2019	12/31/2022	ENVELOPE: Joint Sealers (caulking): Ext. Wall, Large Exterior Special Doors (Overhead). INTERIOR: Carpet Flooring. MECHANICAL: Piping Specialties (Backflow Preventers), Plumbing Pumps: Domestic Water, Domestic Water Heaters** - Main Building, Heating Boilers and Accessories: H.W. - Circulation Pumps – HW Primary, Fans: Exhaust, Air Conditioning Units, Radiant Heating (Ceiling & Floor). ELECTRICAL: Emergency Lighting Battery Packs, Detection and Fire Alarm - CO, NO2. SITE: Repair Flexible Pavement Roadway (Asphalt), Repair Flexible Parking Lot Pavement (Asphalt), Pedestrian Unit Pavers.
100010	Edmonton Research Pk-Advanced Technology Ctr ATC	1/1/2019	12/31/2022	Complete replacement of: Sloped & straight glazing system, protected membrane assembly, all finishes affected by mould presence, heating boiler, radiation heating cabinets & elements, hydraulic cylinder replacement. Complete lighting system upgrade to energy efficient types. Resurfacing of asphalt paving. Isolated removal of affected materials following mould remediation procedures, air monitoring and inspections.
100011	Ellerslie Fleet Services Building	1/1/2019	12/31/2022	Interior Construction: Washroom Accessories. Interior Finishes: Ceramic Tile Wall, Painted Wall Finish, Ceramic/Vinyl/Carpet Tile Flooring, Pedestal Access Floor System. Plumbing: Water Coolers, Domestic Water Heaters. HVAC: Boiler Steam - Humidity, Chiller - Reciprocating - Air-Cooled, HVAC Pumps, Computer Room Cooling, Parking Garage CO & NO2 Monitoring System. Fire Protection: Fire Suppression System. Electrical: Interior Lighting Fixtures, Exit Signs, Emergency Battery Pack Lights, Exterior Lighting, Fire Alarm System - Activation Devices, Card Access System, CCTV, LAN System, Telephone System, Public Address System, Parking Control – Electric Gate, UPS System - 36 kVA. Equipment and Furnishings Fixed Casework. Site Improvement: Parking Lot - Bituminous Pavement, Pedestrian Pavement - Concrete. Building Sitework: Site Lighting Poles.
100012	Prince Of Wales Armoury	1/1/2019	12/31/2022	Renewal of major components of the building. Scope need to be further confirmed based on outcome of current phase 1 rehab project that is covering critical items only.
100013	Roof Renewal Program - Various Sites	1/1/2019	12/31/2022	Upgrades to and replacement of major roof components.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	FERRIER TRANSIT GARAGE BUILDING REHABILITATION	FUNDED	
PROFILE NUMBER:	15-75-0107	PROFILE STAGE: Approved	
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone	
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER:	Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER:	Eddie Robar
PARTNER:	Edmonton Transit	ESTIMATED START:	January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	March, 2019

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	2,832
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	2,832

PROFILE DESCRIPTION

This profile addresses the building maintenance rehabilitation work at Ferrier Transit Garage.

The scope of work will include upgrades to and replacement of:

- Interior construction and finishes
- Exteriors enclosures
- Plumbing systems
- Heating Ventilation and Air Conditioning (HVAC) system
- Electrical systems

PROFILE BACKGROUND

The Ferrier Transit Garage is a facility for parking, maintenance and repair of Edmonton Transit buses. The facility's structure is a combination of steel, concrete and concrete block constructed approximately in 1975 with a gross area of approximately 18,953 square metres (204,009 sq. ft.). The facility has a partial basement that serves as the broiler room.

Most of the building components and systems were installed when the building was constructed and has since deteriorated. A building condition assessment was completed in 2010 which identified several deficiencies to the building structure, mechanical and electrical systems. Major repairs and upgrades are necessary to prevent interruptions to the City's transit system operational needs.

PROFILE JUSTIFICATION

As buildings and facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operations, maintenance, repair and retrofitting of existing facilities. The main objective is to transform the portfolio of City facilities into one that is more economically, physically and environmentally sustainable over their life cycles.

The Ferrier Transit Garage building rehabilitation project responds to the poor condition assessment and supports the Edmonton Transit System operational needs and growth as the bus fleet expands.

STRATEGIC ALIGNMENT

This profile contributes to corporate outcome "The City of Edmonton has sustainable and accessible infrastructure" as it ensures that Infrastructure continues to operate and is maintained so that it is accessible to all Edmontonians as intended.

ALTERNATIVES CONSIDERED

Excess, underutilized, and obsolete facilities constitute a drain on the FM's budget in costs and in forgone opportunities to invest in the maintenance and repair of facilities and to reduce energy use, water use, and greenhouse gas emissions.

COST BENEFITS

Tangible Benefits: Improved Reliability, improved productivity, and fewer accidents and injuries.
Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and tend to fail. Failure of these systems poses various safety and environmental risks to all users.

RESOURCES

This project will be managed by BD&C of Facility and Landscape Infrastructure from design to construction.

CONCLUSIONS AND RECOMMENDATIONS

Renewing City facilities is vital to ensure continual operation. Since project costs exceeds \$5M, a standalone profile is required. Therefore, \$9.1M from the Building Rehabilitation Composite Profile (CM-75-0100) is being transferred to this profile.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

(3.1.12) To create a new stand alone profile for Ferrier Transit Garage Building Rehabilitation 15-75-0107 as costs exceed \$5.0M. Transfer \$9.067M from CM-75-0100 Building and Facility Rehabilitation.

2016 Fall SCBA (CA#40): (2.6)

Transfer \$535,000 2016-2018 MSI from CM-75-0103 to 15-75-0107 to consolidate funding in the main capital profile.

Transfer \$41,000 PAYG from CM-75-0103 to 15-75-0107 to consolidate funding in the main capital profile.

2017 Fall (CA#40) 2.3-28: Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project (15-75-0108).

The scope of work on the 15-75-0107 has been reduced (\$4M) in response to the development of a PTIF project for the design of an expansion to the facility. The expansion would impact existing mechanical and electrical systems, so the replacement and upgrade to those building systems will be deferred until the next budget cycle.

2017 Fall (CA#40) 2.3-29: Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project (15-75-0109).

The scope of work on the 15-75-0107 has been reduced (\$2.8M) in response to the development of a PTIF project for the design of an expansion to the facility. The expansion would impact existing mechanical and electrical systems, so the replacement and upgrade to those building systems will be deferred until the next budget cycle.

2017 Fall (CA#40) 2.3-30: Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project. \$13K is being transferred from 1575-0107 Ferrier Transit Garage Building Rehab to 15-75-106 Davies Site Richard Peterson Garage Rehabilitation

Spring SCBA 2018: (2.9-10) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted. Extended procurement time period and scope validation exercise resulted in project completion projected Q1 2019

CAPITAL PROFILE REPORT

PROFILE NAME: **Ferrier Transit Garage Building Rehabilitation**
 PROFILE NUMBER: **15-75-0107**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	4,534	4,533	-	-	-	-	-	-	-	-	-	9,067
2016 Cap Council	331	245	-	-	-	-	-	-	-	-	-	576
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-3,205	-3,606	-	-	-	-	-	-	-	-	-	-6,811
2017 Cap Carry Forward	-1,587	1,587	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-831	831	-	-	-	-	-	-	-	-	-
Current Approved Budget	73	1,928	831	-	-	-	-	-	-	-	-	2,832
Approved Funding Sources												
Munc Sustain. Initiative - MSI	42	1,859	210	-	-	-	-	-	-	-	-	2,111
Pay-As-You-Go	31	69	621	-	-	-	-	-	-	-	-	721
Current Approved Funding Sources	73	1,928	831	-	-	-	-	-	-	-	-	2,832

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	73	1,928	831	-	-	-	-	-	-	-	-	2,832
Requested Funding Source												
Munc Sustain. Initiative - MSI	42	1,859	210	-	-	-	-	-	-	-	-	2,111
Pay-As-You-Go	31	69	621	-	-	-	-	-	-	-	-	721
Requested Funding Source	73	1,928	831	-	-	-	-	-	-	-	-	2,832

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	73	1,928	831	-	-	-	-	-	-	-	-	2,832
	Total	73	1,928	831	-	-	-	-	-	-	-	-	2,832

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	FORT EDMONTON PARK - UTILITIES & ENHANCEMENTS	FUNDED
PROFILE NUMBER:	15-21-6973	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2021

Service Category: Recreation & Culture**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	158,744
55	45	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	158,744

PROFILE DESCRIPTION

This profile addresses the repair, replacement and upgrade of utility infrastructure at Fort Edmonton Park. A comprehensive Utility Assessment was completed in 2010 followed by a Utility Master Plan in 2011. Water, power, gas storm and sanitary sewer are all close to the end of their life cycle. The sanitary sewer lines are undersized and need significant maintenance to stay operational. The watermain service is inadequate to provide sufficient flow for fire prevention.

(updated May 9, 2017) Fort Edmonton Management Company (Company) has a number of major new attractions planned for Fort Edmonton Park. This profile as the next phase will seek approval of the new attractions that include the 1920's Midway expansion, Indigenous People's Experience, new front end ticketing entry and guest relations building, hotel expansion (Windsor/Albion Block, retail development, aviation experience, Chinese Laundry and Union cafe, parking and wayfinding and warehouse (artifacts experience).

PROFILE BACKGROUND

Fort Edmonton Park opened in 1974 to provide visitors with a living history experience. After 44 years and confirmation through the 2010 Utility Assessment report, the utilities are at the end of their life-cycle and need replacement. Future development in the park will place a strain on the aging infrastructure. The responsibility for the utility services remains the City of Edmonton's responsibility.

(updated May 9, 2017) Fort Edmonton Park is guided by its master plan, first developed and approved by City Council in 1988. City Council provided approval to the more recent master plan, updated in 2010. The plan calls for the re-creation of historic buildings. The Fort Edmonton Management Company has a number of new projects scheduled to get underway. The City maintains the responsibility for the Park's infrastructure requirements. This profile will provide funding for capital development within Fort Edmonton Park by bringing all the new utility requirements to support the implementation of the Park's approved master plan.

PROFILE JUSTIFICATION

Fort Edmonton Park's utility infrastructure was installed in the early 1970s. With system failures occurring on a regular basis, a comprehensive Utility Assessment was completed in 2010. The utilities were identified to be at the end of their life cycle and in need of upgrading to support current and future activities as well as new development at the Fort.

(updated May 9, 2017) The projects initiated by Fort Edmonton Management Company will continue the implementation of the master plan for Fort Edmonton Park that was approved by City Council in 2010. These new attractions will grow the Park's attendance and provide new experiences for visitors. The Indigenous People's Experience is a high priority project to be completed in the early stages of development of the master plan. As this attraction is in a new area of the park, utilities will need to be brought in to support its development.

STRATEGIC ALIGNMENT

The project supports "The Way We Live".

- Citizens use Fort Edmonton Park as a destination to learn and live Edmonton's history. The Park and facilities, programs and services provide enjoyment and personal health benefits.

ALTERNATIVES CONSIDERED

Options include:

- Break the project into smaller phases. Finding a contractor to take on a smaller scope of work will be difficult.
- Do nothing and repair lines as they fail. This will cause significant disruption to the Park.

COST BENEFITS

Tangible benefits - utility replacement will ensure the Park's heritage buildings are preserved, Park remains operational, visitors have a safe and reliable destination, maintenance costs decrease.

Intangible benefits - if perception is that a facility has reliable infrastructure, visitors will come & generate revenue. Continual disruptions erode public confidence in the facility.

Cost: is estimated at \$33.430M with a 30% contingency included.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects and will continue to develop and evolve as the project is defined.

CAPITAL PROFILE REPORT**RESOURCES**

All procurement processes will adhere to Administrative Directive Purchasing of Goods and Services Construction. The project will be operated by the City. Community Services will follow the Human Resource Management policies and guidelines.

CONCLUSIONS AND RECOMMENDATIONS

With the utilities near the end of their life-cycle, the infrastructure replacement is required to maintain a safe and viable operation. The recommendation is replace all the utility infrastructure by 2020.

CHANGES TO APPROVED PROFILE

Spring 2017: 2.1-4 Consolidating the utilities project with the Fort Edmonton Management Company projects (Midway, Indigenous Peoples Experience, Front Entry/Admission Area, Hotel Expansion, New Streetcar Barn and the Freight Shed Expansion) to form one larger project managed under a single Project Manager will provide better control, coordination and accountability. The recognition of \$91M in combined Federal, Provincial and Partner funding to complete the additional scope of work for enhancements. Change the name of the profile by adding "Enhancements" to it.

2017 Fall (AA#41) DCM-1: This profile 12-21-6973 requires the addition of approximately \$360,000 to finalize the total project (transfer from 15-21-6973). We currently have an approved budget of \$7.582M. This will allow the consultant claim to be paid and complete the utility design for the portions of the site that were unable to be designed previously. Once this work is completed, this profile will be closed out.

Spring SCBA 2018: (2.5-07) The Fort Edmonton Management Company received the grant funding, rather than the City of Edmonton. The COE needs to reduce the Culture and Tourism funding by \$2,948,798.

Spring SCBA 2018: (2.9-08) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted to reflect its implementation. Revised completion date is 4th Quarter 2021.

CAPITAL PROFILE REPORT

PROFILE NAME: **Fort Edmonton Park - Utilities & Enhancements**
 PROFILE NUMBER: **15-21-6973**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	7,411	26,020	29,888	7,440	-	-	-	-	-	-	-	70,759
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	-360	-	-	-	-	-	-	-	-	-	-	-360
2017 Cap Council	7,819	18,330	31,713	30,150	3,283	-	-	-	-	-	-	91,295
2017 Cap Carry Forward	-11,491	11,491	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-38,405	8,568	21,689	5,200	-	-	-	-	-	-	-2,949
Current Approved Budget	3,379	17,435	70,168	59,279	8,483	-	-	-	-	-	-	158,744
Approved Funding Sources												
Federal Infrastructure Grants	-	3,571	18,013	24,997	715	-	-	-	-	-	-	47,295
Munc Sustain. Initiative - MSI	2,030	2,901	34,978	19,412	4,368	-	-	-	-	-	-	63,690
Other Grants - Federal	-	500	-	-	-	-	-	-	-	-	-	500
Partnership Funding	-	-	-	7,307	2,693	-	-	-	-	-	-	10,000
Pay-As-You-Go	1,349	707	2,828	1,118	707	-	-	-	-	-	-	6,708
Provincial Grant	-	9,756	14,350	6,445	-	-	-	-	-	-	-	30,551
Current Approved Funding Sources	3,379	17,435	70,168	59,279	8,483	-	-	-	-	-	-	158,744

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	3,379	17,435	70,168	59,279	8,483	-	-	-	-	-	-	158,744
Requested Funding Source												
Federal Infrastructure Grants	-	3,571	18,013	24,997	715	-	-	-	-	-	-	47,295
Munc Sustain. Initiative - MSI	2,030	2,901	34,978	19,412	4,368	-	-	-	-	-	-	63,690
Other Grants - Federal	-	500	-	-	-	-	-	-	-	-	-	500
Partnership Funding	-	-	-	7,307	2,693	-	-	-	-	-	-	10,000
Pay-As-You-Go	1,349	707	2,828	1,118	707	-	-	-	-	-	-	6,708
Provincial Grant	-	9,756	14,350	6,445	-	-	-	-	-	-	-	30,551
Requested Funding Source	3,379	17,435	70,168	59,279	8,483	-	-	-	-	-	-	158,744

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	3,379	17,435	70,168	59,279	8,483	-	-	-	-	-	-	158,744
	Total	3,379	17,435	70,168	59,279	8,483	-	-	-	-	-	-	158,744

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	FORT EDMONTON PARK TRAIN BARN REHABILITATION	FUNDED	
PROFILE NUMBER:	18-12-1101	PROFILE STAGE: Approved	
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone	
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER:	Jason Meleifste
PROGRAM NAME:		PARTNER MANAGER:	Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START:	August, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION:	June, 2020

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,356
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,356

PROFILE DESCRIPTION

Funding is required to replace the existing steam train maintenance structure with a pre-engineered building that will be located on a new site and include two maintenance pits and storage space to accommodate parts and maintenance equipment. The new structure is required to support the continued ongoing operation of the steam train at Fort Edmonton Park and to ensure the train is fully operational for the Fort Edmonton Park Grand Re-opening in spring 2021.

PROFILE BACKGROUND

The steam train, built in 1919, is currently housed in an old pole shed ('Existing Structure') constructed approximately 40 years ago. Over time the existing structure, which is approximately 840 m² (9,050 sq.ft.), has been converted into a maintenance shop complete with two maintenance pits, an office and storage space. The maintenance pits, which are required to conduct ongoing and yearly maintenance of the steam pressure vessel, are constructed of timbers with no ventilation and only one access in and out.

PROFILE JUSTIFICATION

In fall 2017, through routine, structural, and health and safety inspections of the existing structure, Administration determined that the building and maintenance pits were no longer safe and proceeded to restrict access to both.

In order to meet code and OH&S standards and to allow a proper environment for the steam train to be maintained, a new structure will be required.

STRATEGIC ALIGNMENT

This initiative aligns with the council goals of a Healthy City, Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

With the existing structure passed its lifecycle and unable to be rehabilitated, the only alternative is to not replace the train barn and stop operating the steam train. Alternative location for maintenance and storage have been explored but are not feasible.

COST BENEFITS

A building that meets code and occupational Health and Safety will improve reliability, improve productivity, reduce accidents and injuries and improved public image as the steam train is operational once again for public enjoyment.

KEY RISKS & MITIGATING STRATEGY

Occupational Health and Safety: Current structure and maintenance pits do not meet code and safety standards. There is a possible risk of injuries.

Financial : Full financing is required to build a new structure to maintain and service the steam train so it can continue to be operational as part of the Fort Edmonton Park experience.

Customers/Citizens: The steam train is an integral part of Fort Edmonton Park, each year bringing enjoyment to those that ride the rails. Fort Edmonton Park may face public disappointment and criticism if the steam train is not operational.

CONCLUSIONS AND RECOMMENDATIONS

This business case supports the creation of the new capital profile and funding for the Fort Edmonton Park train barn rehabilitation. The project will ensure continued maintenance and integrity of the steam train and its role as a key attraction to Fort Edmonton Park for many years to come.

CAPITAL PROFILE REPORT

PROFILE NAME: **Fort Edmonton Park Train Barn Rehabilitation**
 PROFILE NUMBER: **18-12-1101**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Capital Budget Adj (one-off)	-	700	5,232	425	-	-	-	-	-	-	-	6,356
	Current Approved Budget	-	700	5,232	425	-	-	-	-	-	-	-	6,356
Approved Funding Sources													
	Munc Sustain. Initiative - MSI	-	630	4,708	382	-	-	-	-	-	-	-	5,720
	Pay-As-You-Go	-	70	523	42	-	-	-	-	-	-	-	636
	Current Approved Funding Sources	-	700	5,232	425	-	-	-	-	-	-	-	6,356

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	700	5,232	425	-	-	-	-	-	-	-	6,356
Requested Funding Source													
	Munc Sustain. Initiative - MSI	-	630	4,708	382	-	-	-	-	-	-	-	5,720
	Pay-As-You-Go	-	70	523	42	-	-	-	-	-	-	-	636
	Requested Funding Source	-	700	5,232	425	-	-	-	-	-	-	-	6,356

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	5,075	425	-	-	-	-	-	-	-	5,500
	Design	-	700	157	-	-	-	-	-	-	-	-	856
	Total	-	700	5,232	425	-	-	-	-	-	-	-	6,356

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **JASPER PLACE BOWL GRANDSTAND REPLACEMENT****FUNDED**PROFILE NUMBER: **15-28-5823****PROFILE STAGE: Approved**DEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE: Standalone**LEAD BRANCH: **Infrastructure Delivery**LEAD MANAGER: **Brian Latte**

PROGRAM NAME:

PARTNER MANAGER: **Roger Jevne**PARTNER: **Community & Recreation Facilities**ESTIMATED START: **January, 2016**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **September, 2019****Service Category: Parks****Major Initiative:****GROWTH****RENEWAL**

48

52

PREVIOUSLY APPROVED:**9,599****BUDGET REQUEST:**

-

TOTAL PROFILE BUDGET:**9,599****PROFILE DESCRIPTION**

Jasper Place Bowl Grandstand Replacement supports multiple sports field users. The project includes the replacement of spectator seating, public washrooms, dressing rooms, concession, storage and administrative spaces and the addition of a spotters box and dressing rooms. The lighting, sound, scoreboard are in good condition, however the artificial turf replacement will be required in 2019-2020.

PROFILE BACKGROUND

The Jasper Place Bowl Grandstand was constructed in 1967 and currently has a Physical Condition rating of D (Poor). Functionality is inadequate to support the current needs of facility users.

PROFILE JUSTIFICATION

In March 2014 Council approved: That Administration include renovations of Jasper Place Bowl in the proposed 2015 Capital budget to be considered by City Council in the fall of 2014. The project aligns with The Way's outcomes: improves Edmonton's livability, ensures Edmonton's financial sustainability and the Artificial Turf Strategy. The grandstand has a physical condition rating of D (Poor).

STRATEGIC ALIGNMENT

Supports The Way's goals: Way We Live - Improving Livability, Way We Grow - Transforming Urban Form, Way We Prosper - Diversifying Economy and is aligned with Recreation Facility Master Plan, Urban Parks Management Plan and Artificial Turf Strategy.

ALTERNATIVES CONSIDERED

Alternative is status quo which will continue to serve users in the short term. The current facility has a Physical Condition rating of D (Poor). Functionality is inadequate to support the current needs of facility users.

COST BENEFITS

The Jasper Place Bowl provides over 1,700 hours of play to all levels of football, soccer and other sports for practices and games.

The benefits include the ability to meet user requirements for competitions and flexibility for major events.

Total project costs for the renewal are \$5.0 million. The profile cost estimate is +/- 50% accurate based at the preliminary design stage.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the project and partnerships are defined.

RESOURCES

All procurement processes will adhere to Administrative Directive Purchasing of Goods and Services Construction. The facility will be operated by the COE, CS and will follow the Human Resource Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

The grandstand replacement includes the lifecycle replacement of the existing facility and aligns with the Artificial Turf Strategy and Council's direction to include renovations of Jasper Place Bowl in the proposed 2015 Capital budget.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2017 Spring SCBA CM-5: Transfer 1M from 15-28-5822 (Londonderry ArtifTurf & Park Renewal) (PAYG) to 15-28-5823 (Jasper Place Bowl Grandstand Replacement) to cover project costs

2017 Spring SCBA Cm-6: Transfer from 15-28-5821 (Terwillegar Heights Artificial Turf; PAYG) to 15-28-5823 (Jasper Place Bowl Grandstand Replacement) to cover project costs

2017 Fall (AA#41) BM-1: An error of an additional \$50,000 was taken from the Terwillegar Artificial Turf project, transferring a total of \$1,550,000 to the 15-28-5823 Jasper Place Bowl Grandstand, and leaving \$300,000 available in the 15-28-5821 Terwillegar project, rather than the \$350,000 required to complete Schematic Design. This adjustment will correct the budget allocation between the profiles.

Spring SCBA 2018: (2.3-07) 15-28-5823 Jasper Place Bowl Grandstand Replacement to cover unforeseen site utility costs and hazardous material abatement. A revision to the completion date is also being requested. The current completion date is Q4 2018 and a revised completion date of Q3 2019 is requested.

Spring SCBA 2018: (2.5-08) Recognize \$150K in Partnership funds from the Alberta Football Association.

Spring SCBA 2018: (2.9-02) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted to reflect its implementation. The pre-tender cost came in over budget and the team has taken time to review the design to find cost saving measures. This has impacted the completion date. There was also unforeseen site utility and hazardous material removal scope not originally in the schedule. The revised completion date is Q3 2019.

October 24, 2018: (Adjustment 18-14) This budget adjustment request is required to proceed with the project due to the tender prices coming in over budget and increased costs to accelerate the construction schedule to meet the approved completion date. Transfer \$1.988K from CM-28-8510 to 15-28-5823.

CAPITAL PROFILE REPORT

PROFILE NAME: **Jasper Place Bowl Grandstand Replacement**

FUNDED

PROFILE NUMBER: **15-28-5823**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	4,351	695	-	-	-	-	-	-	-	-	-	5,046
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	1,500	-	-	-	-	-	-	-	-	-	-	1,500
2017 Cap Carry Forward	-5,526	5,526	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-3,289	4,354	-	-	-	-	-	-	-	-	1,065
2018 Cap Capital Budget Adj (one-off)	-	1,988	-	-	-	-	-	-	-	-	-	1,988
Current Approved Budget	325	4,920	4,354	-	-	-	-	-	-	-	-	9,599
Approved Funding Sources												
Munc Sustain. Initiative - MSI	322	4,432	2,241	-	-	-	-	-	-	-	-	6,995
Partnership Funding	-	-	150	-	-	-	-	-	-	-	-	150
Pay-As-You-Go	3	488	1,963	-	-	-	-	-	-	-	-	2,453
Current Approved Funding Sources	325	4,920	4,354	-	-	-	-	-	-	-	-	9,599

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	325	4,920	4,354	-	-	-	-	-	-	-	9,599
Requested Funding Source											
Munc Sustain. Initiative - MSI	322	4,432	2,241	-	-	-	-	-	-	-	6,995
Partnership Funding	-	-	150	-	-	-	-	-	-	-	150
Pay-As-You-Go	3	488	1,963	-	-	-	-	-	-	-	2,453
Requested Funding Source	325	4,920	4,354	-	-	-	-	-	-	-	9,599

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-390	8,843	150	-	-	-	-	-	-	-	-	8,603
	Design	687	-4,167	4,204	-	-	-	-	-	-	-	-	724
	Equip FurnFixt	-	244	-	-	-	-	-	-	-	-	-	244
	Percent for Art	28	-	-	-	-	-	-	-	-	-	-	28
	Total	325	4,920	4,354	-	-	-	-	-	-	-	-	9,599

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel, Revenue, Utilities

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	59	117	58	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	59	117	58	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **JASPER PLACE LEISURE CENTRE RENEWAL**
 PROFILE NUMBER: **15-21-2180**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	March, 2019

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH
68

RENEWAL
32

PREVIOUSLY APPROVED:	15,293
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	15,293

PROFILE DESCRIPTION

Renewal of Jasper Place Leisure Centre: Phase I (2015-18) infrastructure deficiencies, pool deck drainage & tile, windows, ceiling, structural repairs, and retrofit of change rooms. Future Phase II - Expansion : integration of facilities including Jasper Place Fitness & Leisure Centre, Jasper Place Annex and Bill Hunter Arena into a multi purpose recreation centre.

PROFILE BACKGROUND

The Council approved Medium Term Recreation Facility and Sports Field Plan recommendations for the west includes redevelopment of Jasper Place Fitness and Leisure Centre into an integrated multi-purpose facility with Bill Hunter Arena and Jasper Place Annex.

PROFILE JUSTIFICATION

Supports the Way We Live and the Way We Grow plans & outcomes; integrates the Recreation Facility Master Plan; aligns with Infrastructure Strategy; increases program opportunities; and keeps mature neighbourhoods lively & vibrant. Phase I addresses imminent infrastructure deficiencies.

STRATEGIC ALIGNMENT

The project supports corporate goals and outcomes including 1. "Healthy City" as Edmontonians are healthy and fulfilled through vibrant and well maintained public places; 2. "Urban Places" supporting long-term infrastructure investments by maintaining and providing adaptable, accessible and appropriate infrastructure for the city.

ALTERNATIVES CONSIDERED

Alternatives were explored in the Recreation Facility Master Plan, Medium Term Recreation Facility Plan and the 2011 Jasper Place Feasibility Study.

COST BENEFITS

Citizens will have access to and benefit from recreation and leisure programs and services. The expanded facility will increase overall attendance. Edmonton's quality of life and livability will benefit from Jasper Place Leisure Centre. Physical activity, sports and recreation opportunities, cultural activities for all ages and abilities is important and benefits citizen's enjoyment, personal health and wellness.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the project and potential partnerships are defined.

RESOURCES

The City seeks to purchase goods, services and construction fairly based on best value. Community & Recreation Facilities will operate the Centre following Human Resource Management policies and procedures for engagement, training and retention.

CONCLUSIONS AND RECOMMENDATIONS

Phase 1 renewal Jasper Place Fitness and Leisure Centre supports addressing critical lifecycle infrastructure requirements and then enhancing the centre to meet today's high demand and tomorrow's future needs in a future phase II

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2016 Spring SCBA (#16-20-2.6): Transfer \$723K PAYG from CM-75-0100 Bldg & Fac Rehab to 15-21-2180 Jasper Place Leisure Centre Renewal.

2016 Fall SCBA (CA#40): (2.6) Transfer \$100,000 PAYG from CM-28-8510 to 15-21-2180 to consolidate funds with the main project profile.

2017 Spring (#17-20) 2.2-1: Due to Change in Scope - Transfer from Enterprise Reserve \$600K to 15-21-2180. As the design advanced a universal change room was identified as a requirement to be added at deck level, as the existing change rooms are in the basement, and not accessible. This \$0.6 million expenditure was funded by the Enterprise Reserve.

2017 Spring SCBA CM-1: Transfer 406K/\$45K from CM-75-0100 (Building and Facility Rehab) (MSI) to 15-21-2180 (Jasper Place Leisure Centre Renewal) to cover project costs.

July 5, 2017 CM#17-06: The profile 15-21-2180 Jasper Place Leisure Centre currently has an approved budget of \$9.6 Million. This profile requires an additional funding of \$1.2 million because bids have come in higher than the previously estimated costs. There is no change in scope. The \$1.2 million of budget is available to be transferred from CM-75-0100 Building and Facility Rehabilitation and the funding source will be MSI. This transfer will have no negative effect on the projects within Building and Facility Rehabilitation - Composite profile CM-75-0100.

Nov 27, 2017 #17-16 Transfer \$1M to Jasper Place Leisure Centre Rehabilitation Profile to cover the unforeseen cost related to asbestos abatement. The asbestos abatement is a high priority that needs to be addressed immediately. Work within the interior of the building has been delayed until this is remedied.

2017 Fall SCBA (CA#40):

2.7-07 To Transfer \$13K PayGo funding to operating for % for Art for 15-21-2180 Jasper Place Leisure Centre.

2.9-03 The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model (PDDM) and is being adjusted to reflect its implementation. The completion date for this profile is being revised to Q1 2019. Application of PDDM would have identified a clearer scope and schedule, specifically with respect to hazardous material abatement.

Spring SCBA 2018: (2.3-10) Transfer \$2M PayGo from CM-75-0100 Building and Facility Rehabilitation to 15-21-2180 Jasper Place Leisure Centre Renewal to cover unforeseen hazardous material found on site during construction. The budget will be adjusted from 11,793,000 to 13,793,000.

On October 24, 2018: (Adjustment 18-15) Transfer funding to Jasper Place Leisure Centre Rehabilitation profile 15-21-2180 to cover costs, and complete the project in Q3 2019 since this is a high priority that needs to be addressed immediately.

CAPITAL PROFILE REPORT

PROFILE NAME: **Jasper Place Leisure Centre Renewal**
 PROFILE NUMBER: **15-21-2180**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	7,751	-	-	-	-	-	-	-	-	-	7,751	
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Council	804	-	-	-	-	-	-	-	-	-	804	
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Administrative	400	51	-	-	-	-	-	-	-	-	-	451
	2017 Cap Council	-6,782	7,153	216	-	-	-	-	-	-	-	-	587
	2017 Cap Capital Budget Adj (one-off)	2,200	-	-	-	-	-	-	-	-	-	-	2,200
	2017 Cap Carry Forward	-407	407	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	2,000	-	-	-	-	-	-	-	-	-	2,000
	2018 Cap Capital Budget Adj (one-off)	-	1,500	-	-	-	-	-	-	-	-	-	1,500
	Current Approved Budget	3,967	11,111	216	-	-	-	-	-	-	-	-	15,293
APPROVED FUNDING SOURCES	Enterprise Reserve	-	600	-	-	-	-	-	-	-	-	600	
	Munc Sustain. Initiative - MSI	3,885	5,815	179	-	-	-	-	-	-	-	9,879	
	Pay-As-You-Go	81	4,696	37	-	-	-	-	-	-	-	4,814	
	Current Approved Funding Sources	3,967	11,111	216	-	-	-	-	-	-	-	15,293	

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	3,967	11,111	216	-	-	-	-	-	-	-	-	15,293
Requested Funding Source	Enterprise Reserve	-	600	-	-	-	-	-	-	-	-	600
	Munc Sustain. Initiative - MSI	3,885	5,815	179	-	-	-	-	-	-	-	9,879
	Pay-As-You-Go	81	4,696	37	-	-	-	-	-	-	-	4,814
	Requested Funding Source	3,967	11,111	216	-	-	-	-	-	-	-	15,293

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Construction	2,926	11,111	216	-	-	-	-	-	-	-	-	14,253
Design	857	-	-	-	-	-	-	-	-	-	-	857
Equip FurnFixt	133	-	-	-	-	-	-	-	-	-	-	133
Percent for Art	50	-	-	-	-	-	-	-	-	-	-	50
Total	3,967	11,111	216	-	-	-	-	-	-	-	-	15,293

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community & Recreation Facilities	-	108	108	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	108	108	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **KIHCIY ASKIY SACRED EARTH****FUNDED**PROFILE NUMBER: **15-21-3400****PROFILE STAGE: Approved**DEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE: Standalone**LEAD BRANCH: **Infrastructure Delivery**LEAD MANAGER: **Brian Latte**

PROGRAM NAME:

PARTNER MANAGER: **Jackie Foord**PARTNER: **Social Development**ESTIMATED START: **January, 2015**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **September, 2019****Service Category: Recreation & Culture****Major Initiative:****GROWTH****RENEWAL**

86

14

PREVIOUSLY APPROVED:

4,510

BUDGET REQUEST:

-

TOTAL PROFILE BUDGET:

4,510

PROFILE DESCRIPTION

Kihciy Askiy - Sacred Earth is in the project initiation and fundraising phase. There will be four sweat lodges for prayer and personal purification rituals, Tipis for prayer ceremonies and small group workshops, a large tent gathering area for ceremonial feasts and cultural teachings, outdoor amphitheatre for lectures and presentations, herbal garden for interpretive programs and an earth lodge/indoor learning centre which will be a multipurpose facility for learning about Aboriginal cultures, teaching cultural traditions and holding presentations to support those efforts via cultural based programs, services and dialogue. In a common effort to affect healthy living and community wellness, the cultural site would be used for such cultural ceremonies and events as sweat lodges, pipe ceremonies, cultural camps and talking circles. The group is looking to have all pieces of Kihciy Askiy - Sacred Earth completed by 2017.

PROFILE BACKGROUND

Kihciy Askiy will create a permanent urban aboriginal traditional healing and cultural centre for all people within the City, eliminating the need to travel to attend spiritual / cultural events. The cultural centre will provide a home for outdoor cultural-based programs, day camps for youth, schools, and community agencies.

PROFILE JUSTIFICATION

Aboriginal people of Edmonton do not have spiritual and/or cultural grounds within the city that are designated for that specific use. The project is strategically aligned with several City of Edmonton strategies, master plans, declarations and relationship agreements including City Council's Declaration Strengthening Relationships Between the City of Edmonton and Urban Aboriginal People and the Edmonton Urban Aboriginal Accord Relationship Agreement between City Administration and Aboriginal Communities. A Memorandum of Understanding is underway with the Indigenous Elders regarding the use of Fox Farms. In March of 2014 at the National Truth & Reconciliation Event, Mayor Iveson proclaimed a Year of Reconciliation and one of the Mayor's commitments include working with Edmonton's Aboriginal community to create and support a venue, or venues, to promote the spiritual and cultural practices of all indigenous communities, for cultural reconnection, ceremony and celebration.

STRATEGIC ALIGNMENT

"Healthy City" is met as Edmonton is a caring city where every member of the community has equitable opportunity to be healthy and fulfilled. Kihciy Askiy also aligns with the principles outlined in City Council's Declaration on Strengthening Relations with Aboriginal People and the Edmonton Aboriginal Urban Accord.

ALTERNATIVES CONSIDERED

The alternative for urban indigenous Edmontonians has been to utilize healing lodges and other cultural locations outside of the City of Edmonton. This has made it very difficult to obtain the necessary healing and cultural knowledge.

COST BENEFITS

The site will provide a natural setting to enable different Aboriginal groups to host spiritual ceremonies, grow medicinal herbs, practice traditional crafts and facilitate inter-generational learning in an appropriately designed outdoor learning space. This space will provide an opportunity for all Edmontonians to experience multiple Aboriginal ceremonies, engage Aboriginal Youth and bring awareness to their customs.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the project and partnerships are defined.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The project will be managed by the City and will follow the Human Resource management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

Aboriginal people do not have spiritual and/or cultural grounds within Edmonton. In an effort to affect healthy living and community wellness, Kihciy Askiy would be used for sweat lodges, pipe ceremonies, cultural camps and talking circles.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2016 Spring SCBA (#16-20-2.6): Transfer \$550k PAYG to 15-21-3400 Kihciy Askiy Sacred Earth from CM-28-8530 River Valley Trail & Park Renewal

2017 Fall (#17-40) 2.2-02): \$1.26M required to fund additional scope includes: two separate buildings with an integrated amphitheatre on the roof of the storage building; request by Citizen Services to integrate vehicle and bus parking within the park site boundary has resulted in the addition of 50 car and 2 bus parking stalls to be added to the project scope; provincial requirement to complete an HRIA for paleontological resources.

Dec 6, 2017 - Approved by Council - That Capital Profile #15-21-3400 Kihciy Askiy Sacred Earth be increased by \$700,000 to fund the Sacred Earth project, with up to \$700,000 in City funding from an increase in Pay-As-You-Go, which could be offset by partner contributions.

Spring SCBA 2018: (2.9-05) The completion date was not previously updated in the last SCBA. As part of the SCBA, Council approved the addition of the gathering room which impacted the schedule further and a request is being made to adjust the completion date to Q3 2019.

CAPITAL PROFILE REPORT

PROFILE NAME: **Kihciy Askiy Sacred Earth**
 PROFILE NUMBER: **15-21-3400**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	2,000	-	-	-	-	-	-	-	-	-	-	2,000
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	550	-	-	-	-	-	-	-	-	-	-	550
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-	838	422	-	-	-	-	-	-	-	-	1,260
2017 Cap Capital Budget Adj (one-off)	-	-	700	-	-	-	-	-	-	-	-	700
2017 Cap Carry Forward	-2,202	2,202	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-878	878	-	-	-	-	-	-	-	-	-
Current Approved Budget	348	2,162	2,000	-	-	-	-	-	-	-	-	4,510
Approved Funding Sources												
Pay-As-You-Go	348	2,162	2,000	-	-	-	-	-	-	-	-	4,510
Current Approved Funding Sources	348	2,162	2,000	-	-	-	-	-	-	-	-	4,510

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	348	2,162	2,000	-	-	-	-	-	-	-	-	4,510
Requested Funding Source												
Pay-As-You-Go	348	2,162	2,000	-	-	-	-	-	-	-	-	4,510
Requested Funding Source	348	2,162	2,000	-	-	-	-	-	-	-	-	4,510

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			REVISED BUDGET (IF APPROVED)										
Construction	31	2,162	2,000	-	-	-	-	-	-	-	-	-	4,194
Design	210	-	-	-	-	-	-	-	-	-	-	-	210
Equip FurnFixt	106	-	-	-	-	-	-	-	-	-	-	-	106
Total	348	2,162	2,000	-	-	-	-	-	-	-	-	-	4,510

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Community Strategies & Development	-	50	50	-	-	-	-	-	-	-	-	-	-	-	-	-
Facility & Landscape Infrastructure	-	61	61	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhoods	-	31	31	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	142	142	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	LEWIS FARMS COMMUNITY RECREATION CENTRE AND LIBRARY	FUNDED
PROFILE NUMBER:	15-21-5785	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Brian Latte
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category: Recreation & Culture**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	321,291
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	321,291

PROFILE DESCRIPTION

Development of a community recreation centre at Lewis Farms District Park including a training aquatic venue, fitness centre, gymnasium, multipurpose spaces, twin arenas, access and parking. In December 2014 Council approved the following amendment to the 2015-2018 Capital Budget: That Capital Profile Lewis Farms Community Recreation Centre #15-21-5785 be added and funded in the amount of \$3.5 million to fund schematic design of the Lewis Farms Community Recreation Centre and the Lewis Estates Library, with funding from an increase in PAYG.

(update May 9, 2017) Following the schematic design of the Lewis Farms Community Recreation Centre and the Lewis Estates Library, the next phase is to complete the design of the recreation centre, library, and district park. This profile will also include phases for the purchase of the property required as well as construction and related costs for the recreation centre, library and district park.

PROFILE BACKGROUND

Council approved Recreation Facility Master Plan and Medium Term Recreation Facility and Sports Field Plan recommendations include the development of a community recreation centre on Lewis Farms District Park in the west suburban growth area of the city.

In December 2014 Council approved the following amendment to the 2015-2018 Capital Budget: That Capital Profile Lewis Farms Community Recreation Centre #15-21-5785 be added and funded in the amount of \$3.5 million to fund schematic design of the Lewis Farms Community Recreation Centre and the Lewis Estates Library, with funding from an increase in PAYG.

(update May 9, 2017) The Edmonton Catholic School Board is a contributing partner in developing portions of this project

PROFILE JUSTIFICATION

Supports the Way's plans and outcomes; integrates with Recreation Facility Master Plan, 10-Year Arena Capital Strategy, and Medium Term Recreation Facility Plan; increases program opportunities in suburban growth area of city.

STRATEGIC ALIGNMENT

The project supports corporate goals and outcomes including "Healthy City" by offering facilities and public spaces, to improve connectivity and vibrancy for all identities; "Urban Places" by providing access to holistic, integrated neighbourhood level amenities for all seasons and "Regional Prosperity" as The City of Edmonton has a resilient financial position providing public facilities and diversifying the economy.

ALTERNATIVES CONSIDERED

Alternatives were explored through the development of the Recreation Facility Master Plan, Medium Term Recreation Facility and Sports Field Plan, and the 2011 Functional Program Study for Lewis Farms.

COST BENEFITS

Citizens will have access to and benefit from programs and services that provide enjoyment and personal health benefits. Attendance generated by the Centre will increase overall participation in recreation facilities. Edmonton's quality of life and livability benefits from physical, sport, leisure, cultural and recreation opportunities and activities for all ages and abilities.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to be developed and evolve as the project and potential partnerships are defined.

RESOURCES

The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Community and Recreation Facilities will follow Human Resource Management policies and procedures for engagement, training and retention of staff.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Lewis Farms Community Recreation Centre is envisioned to be a welcoming, vibrant, dynamic place that serves the west catchment area and aquatic sport users as identified in the Council approved Recreation Facility Master Plan and Medium Term Plan.

CONTINGENCY OF APPROVAL

CAP#22: Held in debt room - abeyance, until a report back in November 2019.
Costs for % for Art need to be funded by PAYG.

CHANGES TO APPROVED PROFILE

In December 2014 Council approved the following amendment to the 2015-2018 Capital Budget: That Capital Profile Lewis Farms Community Recreation Centre #15-21-5785 be added and funded in the amount of \$3.5 million to fund schematic design of the Lewis Farms Community Recreation Centre and the Lewis Estates Library, with funding from an increase in PAYG.

2015 Fall SCBA (CA#40): (3.4.6) To record additional \$200k funding received in 2015. This is the Edmonton Catholic School Division contribution to completion of schematic design.

2017 Spring (#17-20) 2.1-5: Additional funding of \$17.7 million to complete the detailed design of the recreation centre, library, and district park. Of this \$17.7 million, \$16.8 million would be funded from tax-supported debt, with an additional \$0.9 million in partnership funding (Edmonton Catholic School Division). If this request is approved, total funding for this profile will be \$21.4 million. As this additional phase of work is approved, timelines for completion of the profile have been extended to Q3 2019.

Spring SCBA 2018: (2.2-04) Additional Tax Supported Debt is required to acquire land for the Lewis Farms Recreation Centre and Library.

CAPITAL PROFILE REPORT

PROFILE NAME: **Lewis Farms Community Recreation Centre and Library**
 PROFILE NUMBER: **15-21-5785**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Approved Budget										
Original Budget Approved	3,500	-	-	-	-	-	-	-	-	-	-	3,500
2015 Cap Council	200	-	-	-	-	-	-	-	-	-	-	200
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	4,740	8,860	4,120	-	-	-	-	-	-	-	-	17,720
2017 Cap Carry Forward	-6,219	6,219	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	7,000	-	-	-	-	-	-	-	-	-	7,000
2018 Cap Budget Request for Next Cycle	-	-	15,790	11,900	67,163	83,947	58,956	55,115	-	-	-	292,871
Current Approved Budget	2,221	22,079	19,910	11,900	67,163	83,947	58,956	55,115	-	-	-	321,291
Approved Funding Sources												
Partnership Funding	200	928	-	-	-	20,000	-	-	-	-	-	21,128
Pay-As-You-Go	1,508	1,992	-	-	-	-	-	-	-	-	-	3,500
Tax-Supported Debt	513	19,159	19,910	11,900	67,163	63,947	58,956	55,115	-	-	-	296,663
Current Approved Funding Sources	2,221	22,079	19,910	11,900	67,163	83,947	58,956	55,115	-	-	-	321,291

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	2,221	22,079	19,910	11,900	67,163	83,947	58,956	55,115	-	-	321,291
Requested Funding Source											
Partnership Funding	200	928	-	-	-	20,000	-	-	-	-	21,128
Pay-As-You-Go	1,508	1,992	-	-	-	-	-	-	-	-	3,500
Tax-Supported Debt	513	19,159	19,910	11,900	67,163	63,947	58,956	55,115	-	-	296,663
Requested Funding Source	2,221	22,079	19,910	11,900	67,163	83,947	58,956	55,115	-	-	321,291

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			Construction	-6,219	6,219	11,811	6,888	48,076	65,671	41,937	41,078	-	-
Contingency	-	-	3,190	2,412	13,567	12,918	11,909	11,125	-	-	-	-	55,121
Design	8,440	8,860	4,752	2,080	2,687	2,558	2,358	601	-	-	-	-	32,335
Equip FurnFixt	-	-	-	-	2,161	2,161	2,161	2,161	-	-	-	-	8,645
Land	-	7,000	-	-	-	-	-	-	-	-	-	-	7,000
Percent for Art	-	-	158	520	672	639	590	150	-	-	-	-	2,729
Total	2,221	22,079	19,910	11,900	67,163	83,947	58,956	55,115	-	-	-	-	321,291

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	MITCHELL TRANSIT GARAGE BUILDING REHABILITATION	FUNDED
PROFILE NUMBER:	15-75-0108	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Eddie Robar
PARTNER:	Edmonton Transit	ESTIMATED START: January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: March, 2019

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,131
9	91	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,131

PROFILE DESCRIPTION

This profile addresses the building maintenance rehabilitation work at Mitchell Transit Garage.

The scope of work will include upgrades to and replacement of:

- Interior construction and finishes,
- Exteriors enclosures and construction
- Plumbing system
- Heating Ventilation and Air Conditioning (HVAC) system
- Site works

In addition, the following studies will also be conducted for safety reasons:

- Study to determine the cause of basement water infiltration seepage and to determine an appropriate repair
- Study to determine the case of the warping/collapsing of the acrylic dome skylights
- Study to confirm that the ventilation systems for the garage are functioning as designed

PROFILE BACKGROUND

The Mitchell Transit Garage is a facility for parking, maintenance and repair of Edmonton Transit buses. The facility is a mainly steel framed and concrete block structure constructed approximately in 1980 with a gross area of approximately 20,583 square metres (224,456 sq. ft.).

Most of the building components and systems were installed when the building was constructed and has since deteriorated. A building condition assessment was completed in 2010 which identified several deficiencies to the building structure, mechanical and electrical systems. Major repairs and upgrades are necessary to prevent interruptions to the City's transit system operational needs.

PROFILE JUSTIFICATION

As buildings and facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operations, maintenance, repair and retrofitting of existing facilities. The main objective is to transform the portfolio of City facilities into one that is more economically, physically and environmentally sustainable over their life cycles.

The Mitchell Transit Garage building rehabilitation project responds to the poor condition assessment and supports the Edmonton Transit System operational needs and growth as the bus fleet expands.

STRATEGIC ALIGNMENT

This profile contributes to corporate outcome "The City of Edmonton has sustainable and accessible infrastructure" as it ensures that Infrastructure continues to operate and is maintained so that it is accessible to all Edmontonians as intended.

ALTERNATIVES CONSIDERED

Excess, underutilized, and obsolete facilities constitute a drain on the FLI's budget in costs and in forgone opportunities to invest in the maintenance and repair of facilities and to reduce energy use, water use, and greenhouse gas emissions.

COST BENEFITS

Tangible Benefits: Improved Reliability, improved productivity, and fewer accidents and injuries.
Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and tend to fail. Failure of these systems poses various safety and environmental risks to all users.

CAPITAL PROFILE REPORT**RESOURCES**

This project will be managed by BD&C of Facility and Landscape Infrastructure from design to construction.

CONCLUSIONS AND RECOMMENDATIONS

Renewing City facilities is vital to ensure continual operation. Since project costs exceeds \$5M, a standalone profile is required. Therefore, \$6.8M from the Building Rehabilitation Composite Profile (CM-75-0100) is being transferred to this profile.

CHANGES TO APPROVED PROFILE

(3.1.13) To create a new stand alone profile for Mitchell Transit Garage Building Rehabilitation 15-75-0108 as costs exceed \$5.0M. Transfer \$6.795M from CM-75-0100 Building and Facility Rehabilitation.

2016 Fall SCBA (CA#40): (2.6)

Transfer \$1,241,000 2016-2018 MSI from CM-75-0103 to 15-75-0108 to consolidate funding in the main capital profile.

Transfer \$98,000 PAYG from CM-75-0103 to 15-75-0108 to consolidate funding in the main capital profile.

2017 Fall (#17-40) 2.2-04): This funding of \$276K from CM-75-0100 is required to implement energy efficiency retrofit that will reduce greenhouse emissions attributable to the Mitchell Transit Garage building operations.

2017 Fall (CA#40) 2.3-28: Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project.

The scope of work on the 15-75-0107 has been reduced (\$4M) in response to the development of a PTIF project for the design of an expansion to the facility. The expansion would impact existing mechanical and electrical systems, so the replacement and upgrade to those building systems will be deferred until the next budget cycle.

Spring SCBA 2018: (2.9-14) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted. Extended procurement time period and scope validation exercise resulted in project completion projected into Q1 2019

Sept 18, 2018 (BA# 18-10): That Capital Profile 18-12-1101 Fort Edmonton Park Train Barn Rehabilitation, be funded, as outlined in the September 10, 2018, Integrated Infrastructure Services report CR_6196.

Release funding of MSI and Pay-as-you-Go funds made available through tender savings and reevaluations of other similar facility rehabilitation priorities for the purpose of funding new profile 18-12-1101 FEP Train Barn Rehab. (#18-10):

- \$3,551,719 from 15-75-0106 Davies Site Richard Paterson Garage Building Rehab capital profile,
- \$1,285,827 from 15-75-0108 Mitchell Transit Garage Building Rehab Capital profile,
- \$1,135,955 from 15-75-0109 Westwood Transit Site MES/Central Stores Building Rehab capital profile,
- \$385,499 from the CM-75-0100 Building and Facility Rehab Capital composite profile.

As such, each of the these transfers is considered to be within the same renewal category and will not impact the overall progress.

CAPITAL PROFILE REPORT

PROFILE NAME: **Mitchell Transit Garage Building Rehabilitation**
 PROFILE NUMBER: **15-75-0108**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	3,907	2,888	-	-	-	-	-	-	-	-	-	6,795
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	736	603	-	-	-	-	-	-	-	-	-	1,339
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	677	3,606	-	-	-	-	-	-	-	-	-	4,283
2017 Cap Carry Forward	-4,814	4,814	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-2,978	2,978	-	-	-	-	-	-	-	-	-
2018 Cap Capital Budget Adj (one-off)	-	-	-1,286	-	-	-	-	-	-	-	-	-1,286
Current Approved Budget	506	8,934	1,692	-	-	-	-	-	-	-	-	11,131
Approved Funding Sources												
Munc Sustain. Initiative - MSI	394	7,671	1,400	-	-	-	-	-	-	-	-	9,465
Pay-As-You-Go	112	1,262	292	-	-	-	-	-	-	-	-	1,666
Current Approved Funding Sources	506	8,934	1,692	-	-	-	-	-	-	-	-	11,131

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	506	8,934	1,692	-	-	-	-	-	-	-	-	11,131
Requested Funding Source												
Munc Sustain. Initiative - MSI	394	7,671	1,400	-	-	-	-	-	-	-	-	9,465
Pay-As-You-Go	112	1,262	292	-	-	-	-	-	-	-	-	1,666
Requested Funding Source	506	8,934	1,692	-	-	-	-	-	-	-	-	11,131

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	506	8,934	1,692	-	-	-	-	-	-	-	-	-
Total	506	8,934	1,692	-	-	-	-	-	-	-	-	-	11,131

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **MOUNT PLEASANT INDOOR NICHE**
 PROFILE NUMBER: **18-21-0147**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	April, 2018
ESTIMATED COMPLETION:	December, 2020

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	1,356
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,356

PROFILE DESCRIPTION

Project includes completing the design and construction of the second floor of the Mount Pleasant Cemetery Indoor niche. The space must reflect design, style, and quality of the first floor so it is consistent with the interior of the facility. Elements that are to be incorporated into the project include:

- A layout that provides clients easy viewing access, which is segmented in quadrants providing semi-private spaces
- Niche styles and sizes consistent with existing facility units, which will allow clients to select from a range of memorialization options, addition of as many niches as possible while remaining consistent with existing sizing and space standards within the facility
- A reflective area located by the glass block windows on the North wall incorporating a natural gas fireplace
- The installation of a hydraulic lift (elevator) that will allow guests with limited mobility to have barrier free access to the entire facility
- An assessment of the HVAC to confirm if the current system can meet seasonal demands of the facility
- An assessment of the entrance at the West side of the building and report condition of stairs/ramp to determine if it meets all applicable codes and standards
- Additional items to ensure consistency between floors

PROFILE BACKGROUND

The Indoor Niche (a facility to inter cremated remains) located within Mount Pleasant Cemetery is an inviting and tranquil place to visit/memorialize departed loved ones. This Indoor Niche was originally constructed in 2004 as a two storey structure. However, only the first floor was fully completed and equipped to act as burial space, the second floor remains in a "Roughed-In" state. At present, over 85% of the existing indoor inventory on the main floor is currently occupied and/or pre-sold, and demand for space to house cremated remains is increasing. As such, indoor niche space on the first floor will soon be at capacity. Currently, interested customers are purchasing exterior columbarium units with the intent to transfer to a more desirable in-door niche unit once the second floor is constructed.

PROFILE JUSTIFICATION

The needs being placed upon cemeteries are expected to change over the foreseeable future, with cremation becoming an increasingly popular choice among consumers. This is demonstrated by the fact that cremation depositions at City of Edmonton Cemeteries are expected to rise at about 0.9% annually through to 2055. As existing space within City of Edmonton cemeteries for this style of burial is already very limited there is a strong need to expand our Municipal Cemeteries capacity to inter cremated remains. The completion of the second floor of the Mount Pleasant Indoor Niche would expand burial capacity for cremated remains by approximately 450 units. The sale of these units would generate an anticipated \$3.6 Million in revenue.

The installation of the hydraulic lift to the second floor would also support Edmonton's commitment to support accessibility at our facilities to individuals with reduced mobility.

STRATEGIC ALIGNMENT

Supports the Healthy City" improving Edmonton's livability. Confirming Edmonton is a caring, inclusive, and affordable community. Edmonton is a sustainable City.

ALTERNATIVES CONSIDERED

City of Edmonton Cemeteries fulfill a necessary need for those members of the population who wish to pay tribute and memorialize their loved ones in a indoor facility. However, currently Municipal Cemeteries are not well positioned to meet current service levels and future requirements expected by customers for indoor niche spaces.

COST BENEFITS

Increased niche space(s) provides clients more options for interment/memorials. Completion of the upstairs level of the niche building will generate increased revenue opportunities and improve City of Edmonton Cemeteries ability to meet customer needs.

KEY RISKS & MITIGATING STRATEGY

Loss of use of facility during demolition/construction. (Mitigation: work with contractor for alternatives where possible). No availability for Indoor Niche spaces. (Mitigation:Offering outdoor niche spaces with options to transfer indoor once facility is completed. Customer inquiries have already begun). Potential construction disruption of interment services/ceremonies and current clients who visit their loved one within niche building. (Mitigation: Communicate prior to construction start to all existing niche customers and work with contractors for minimal disruptions as possible) Cost of project exceeds budget. (Mitigation: Review program and make adjustments to stay within budget allocation).

CAPITAL PROFILE REPORT**RESOURCES**

Conducting the Detailed Design and Construction will require the assembling of a project team to complete the scope of work. Once construction has been completed, one additional full-time sales staff will be required to support customer service delivery, commencing 2020 at a cost of \$68,000.

CONCLUSIONS AND RECOMMENDATIONS

A growing and aging population requires appropriate services for cremations and memorials. As cremation is increasing in popularity and this trend is expected to continue, the Mount Pleasant Cemetery Indoor Niche project is necessary to ensure that Municipal Cemeteries are positioned to help meet customer demand.

By providing Indoor Niche options, Municipal Cemeteries is expected to generate approximately \$3.6 million in revenue and will the required needs of our customers who wish to have a comfortable year around space for remembrance of the departed. By funding this project, the City's municipal cemeteries are well positioned to meet the growing and changing demands for end of life services.

CONTINGENCY OF APPROVAL

N/A

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-08) Mount Pleasant Cemetery Indoor Niche building is over 85% sold/pre-sold and what is left are less desirable niches. Cemeteries have already started a wait list and for several years have had clients/patrons regularly inquire about the completion timeline for the upstairs level. The urgency for this request is to continue providing niche availability to clients looking for indoor niches; to respond to growing demands in cremations dispositions and to provide a comforting, tranquil & year around environment within the Mount Pleasant Cemetery. (Lead Branch changed from CIT-Community & Recreation Facilities to IIS-Delivery due to PPD checkpoint 3).

CAPITAL PROFILE REPORT

PROFILE NAME: **Mount Pleasant Indoor Niche**
 PROFILE NUMBER: **18-21-0147**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	195	930	231	-	-	-	-	-	-	-	1,356
	Current Approved Budget	-	195	930	231	-	-	-	-	-	-	-	1,356
Approved Funding Sources													
	Perpetual Care Reserve	-	195	930	231	-	-	-	-	-	-	-	1,356
	Current Approved Funding Sources	-	195	930	231	-	-	-	-	-	-	-	1,356

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	195	930	231	-	-	-	-	-	-	-	1,356
Requested Funding Source													
	Perpetual Care Reserve	-	195	930	231	-	-	-	-	-	-	-	1,356
	Requested Funding Source	-	195	930	231	-	-	-	-	-	-	-	1,356

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	861	230	-	-	-	-	-	-	-	1,091
	Design	-	195	51	-	-	-	-	-	-	-	-	246
	Equip FurnFixt	-	-	10	1	-	-	-	-	-	-	-	11
	Percent for Art	-	-	8	-	-	-	-	-	-	-	-	8
	Total	-	195	930	231	-	-	-	-	-	-	-	1,356

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	ON-SITE MICROGENERATION SOLAR PHOTOVOLTAICS	FUNDED
PROFILE NUMBER:	CM-10-1012	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meleifste
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:	Economic & Environmental Sustainability	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	16,500
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	16,500

PROFILE DESCRIPTION

The City's Corporate Greenhouse Gas Management Plan identifies mitigating strategies for reducing greenhouse gas emissions from City operations. The accelerated deployment of on-site microgeneration solar photovoltaics on City buildings and sites is one of the measures identified by the Plan to reduce greenhouse gas emissions by offsetting the energy used by City buildings. By accelerating the installation of solar photovoltaics from 2019 through 2030, the City will reduce corporate GHG emissions by 10,000 tonnes and are anticipated to have positive financial returns over the lifetime of the assets.

Design and construction for the full implementation of the program, per the objectives of the GHG Management Plan, is estimated at \$16.5M (+50%) for the 2019-2022 budget cycle.

PROFILE BACKGROUND

The acceleration of solar photovoltaic installations on City buildings and sites is one of the tactics recommended as part of the portfolio of actions identified in the City's approved Corporate GHG Management Plan. The actions are supported by best available data and information on capital requirements, life cycle cost benefit analysis, and further informed by extensive input and advice from corporate project planning, design, engineering, and project delivery staff.

The deployment of solar photovoltaic installations will be coordinated with the planned facility rehabilitation schedule that identifies buildings for rehabilitation based on condition needs assessments as well as new building construction designs. The alignment with building rehabilitation and new building constructions schedules will ensure efficient use of time and resources and limit the amount of disruption to service operations and customer impacts.

PROFILE JUSTIFICATION

The rigorous analysis and consultation used in developing the Corporate GHG Management Plan found that the business case actions from a Financial Return on Investment (FROI) standpoint, ranging from strongest to weakest, were green electricity purchases, LED street lights, building energy retrofits, electric buses, and large microgeneration solar photovoltaics. All of the options related to investing in City assets, including microgeneration solar photovoltaic systems, have positive net present value benefits over a 20 year period from a FROI standpoint.

Internal discussion has led to the alignment of funds for potential projects on a per-building basis, this alignment is based on the 2019-2022 new construction schedule and on a study to determine which existing facilities could be potential sights for solar installations. A total of 20MW of solar PV is planned to be installed between 2019-2030 with a total estimated carbon reduction of 10,000 tonnes CO₂e.

STRATEGIC ALIGNMENT

This profile aligns with the Corporate Objective to manage the corporation for our community, by making an impact to how we manage our business (technology and data, project and asset management, employees and safety, strategy and business, environmental stewardship, financial management, and partnerships and relationships) by being able to serve those here today and those who come after us.

ALTERNATIVES CONSIDERED

The Greenhouse Gas Management Plan has been developed by the City in a very integrated approach. The different mitigation tactics that have been identified in the report are not scalable or trade able. Each plays a critical role in reducing part of the required 50% reduction in GHG emissions by 2030. Therefore no alternatives to PV installation have been identified.

COST BENEFITS

The cost benefits of the overall GHG management plan lead to \$76M in financial return to the City of Edmonton above the total capital costs for all projects, over the lifetime of the plan. One piece of this financial return due to the electrical cost savings from producing our own electricity through solar photovoltaics.

KEY RISKS & MITIGATING STRATEGY

Structural requirements of facilities may limit number of existing buildings & total roof area per building that can be used without significant structural upgrades, are not included in the capital cost request. Mitigation to consider other types of space such as facade mounted, new construction, & ground mounted installations.

Design of new facilities may not prioritize solar PV installation, which may limit the total PV that can be installed. Mitigation to begin discussion about changing design guidelines to help maximize solar installation capacity on City facilities.

CAPITAL PROFILE REPORT

RESOURCES

Projects will use internal and external resources. Internal for project management, technical review & support, inspections & survey, operational health & safety oversight. External, following relevant corporate procurement directives & policies. to undertake &/or manage design & construction work.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to be secured to fund the delivery of On-Site Microgeneration Solar Photovoltaics projects once PDDM Checkpoint 3 is reached (after planning and design) in order to adhere to the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to fund delivery work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **On-Site Microgeneration Solar Photovoltaics**

FUNDED

PROFILE NUMBER: **CM-10-1012**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500
Current Approved Budget		-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500
Approved Funding Sources													
Tax-Supported Debt		-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500
Current Approved Funding Sources		-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500
Requested Funding Source													
Tax-Supported Debt		-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500
Requested Funding Source		-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	700	2,700	5,700	6,500	-	-	-	-	-	15,600
	Design	-	-	300	300	300	-	-	-	-	-	-	900
	Total	-	-	1,000	3,000	6,000	6,500	-	-	-	-	-	16,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: On-Site Microgeneration Solar Photovoltaics

PROFILE NUMBER: CM-10-1012

BUDGET CYCLE: 2019-2022

Project Number	Project Name	Start Date	End Date	Description
000001	TBD			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	POLICE STATION WEST DIVISION BUILDING REHABILITATION	FUNDED
PROFILE NUMBER:	15-75-0105	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Rod Knecht
PARTNER:	Police Service	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: March, 2019

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,560
9	91	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,560

PROFILE DESCRIPTION

This profile addresses the building maintenance rehabilitation work at Police Station West Division.

The scope of work will include upgrades to and/or replacement of:

- Interior construction and finishes
- Plumbing system
- Heating Ventilation and Air Conditioning (HVAC) system
- Security and fire alarm system
- Site works

PROFILE BACKGROUND

The Police Station West Division building houses over 190 police officers and support staff that help provide a safe, vibrant city through innovative, responsive and progressive policing. The building was constructed in 1994 with a gross area of 3,770 square metres (40,580 sq. ft.). Most of the building components and systems were installed when the building was constructed and has since deteriorated. In a recent building condition assessment, completed in 2014, several major components, systems and structure of the building are beyond its economic useful life. Major repairs and upgrades are necessary to prevent facility shutdown and interruptions to Edmonton Police Services operations.

PROFILE JUSTIFICATION

As buildings and facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operations, maintenance, repair and retrofitting of existing facilities. The main objective is to transform the portfolio of City facilities into one that is more economically, physically and environmentally sustainable over their life cycles.

The Police Station West Division building rehabilitation project addresses the deficiencies outlined in the building condition assessment report which extends the overall lifespan and improves the physical condition of the building. Police Station is an essential asset to our first responders – Edmonton Police Services, who strives to make communities safe.

STRATEGIC ALIGNMENT

This profile contributes to corporate outcome “The City of Edmonton has sustainable and accessible infrastructure” as it ensures that Infrastructure continues to operate and is maintained so that it is accessible to all Edmontonians as intended.

ALTERNATIVES CONSIDERED

Excess, underutilized, and obsolete facilities constitute a drain on the FM's budget in costs and in forgone opportunities to invest in the maintenance and repair of facilities and to reduce energy use, water use, and greenhouse gas emissions.

To manage and mitigate the risks posed by the ownership of older and obsolete facilities, do the following:

- Systematically dispose of excess and underutilized facilities.
- Pursue a proactive strategy to minimize their total facilities “footprint.”
- Link maintenance and repair activities to the organization's business or mission and set priorities among them.
- Correlate the effects of systems-related failures with the business or mission.
- Correlate delays in timely maintenance and repair with sustainment cost.

COST BENEFITS

Tangible Benefits: Improved Reliability, improved productivity, and fewer accidents and injuries.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and will fail. Failure of these systems poses various risks on the users of the facility and the lack of rehabilitation activities can lead to the closure of the facility.

CAPITAL PROFILE REPORT

RESOURCES

This project will be managed by BD&C of Facility and Landscape Infrastructure from design to construction.

CONCLUSIONS AND RECOMMENDATIONS

Renewing City facilities is vital to ensure continual operation. Since project costs exceeds \$5M, a standalone profile is required. Therefore, \$6M from the Building Rehabilitation Composite Profile (CM-75-0100) is being transferred to this profile.

CHANGES TO APPROVED PROFILE

2015 Fall SCBA (CA#40): (3.1.10) To create a new stand alone profile for Police Strn West Division Building Rehab. 15-75-0105 as costs exceeds \$5.0M. Transfer \$6.007M from CM-75-0100 Building & Rehabilitation.

2017 Fall (#17-40) 2.2-05): Funding of \$553K is required to implement energy efficiency retrofit that will reduce greenhouse emissions attributable to the 15-75-0105 Police Station West Division building operations. This adjustment is to consolidate funding source for into one profile. In an effort to align the Facility Renewal Program with the Sustainable Building Policy (C532), Administration is recommending enhanced energy improvement initiatives within some facilities. Funding for these improvements is recommended to be sourced from profile CM-75-0100, and can be accommodated within the existing program funding.

2017 Fall SCBA (CA#40): 2.9-07 The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model (PDDM) and is being adjusted to reflect its implementation. The completion date for this profile is being revised to Q1 2019

CAPITAL PROFILE REPORT

PROFILE NAME: **Police Station West Division Building Rehabilitation**
 PROFILE NUMBER: **15-75-0105**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	6,007	-	-	-	-	-	-	-	-	-	-	6,007
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-5,764	6,205	112	-	-	-	-	-	-	-	-	553
2017 Cap Carry Forward	-12	12	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	232	6,216	112	-	-	-	-	-	-	-	-	6,560
Approved Funding Sources												
Munc Sustain. Initiative - MSI	183	2,992	55	-	-	-	-	-	-	-	-	3,230
Pay-As-You-Go	49	3,224	57	-	-	-	-	-	-	-	-	3,330
Current Approved Funding Sources	232	6,216	112	-	-	-	-	-	-	-	-	6,560

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	232	6,216	112	-	-	-	-	-	-	-	-	6,560
Requested Funding Source												
Munc Sustain. Initiative - MSI	183	2,992	55	-	-	-	-	-	-	-	-	3,230
Pay-As-You-Go	49	3,224	57	-	-	-	-	-	-	-	-	3,330
Requested Funding Source	232	6,216	112	-	-	-	-	-	-	-	-	6,560

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	232	6,216	112	-	-	-	-	-	-	-	-	6,560
	Total	232	6,216	112	-	-	-	-	-	-	-	-	6,560

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **SHAW CONFERENCE CENTRE RENEWAL**
 PROFILE NUMBER: **15-99-3030**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Economic Development Corporation**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Cliff Higuchi
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	September, 2019

Service Category: **Building Renewal**

Major Initiative:

GROWTH
27

RENEWAL
73

PREVIOUSLY APPROVED:	13,559
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	13,559

PROFILE DESCRIPTION

This profile is for renewal of the infrastructure of the Shaw Conference Center. Replacement of Atrium sealed glass units, air handling units damper & actuators, freight elevators, hydraulic piston, kitchen exhaust fan, heat exchangers, renew a range of equipment, devices and parts of the water system, HVAC upgrade and cleaning system.

Upgrading of service transformers, sound system, lighting, fire alarm, security and paging system reorganize wiring, electrical panel boards, door access controls and surveillance.

Loading dock - repaving/expansion joints, renew sliding doors, exterior landscaping, wood soffits, washroom upgrades, carpets, resurface asphalt pavement, roof, ceramic tile, floor and acoustic partitions.

PROFILE BACKGROUND

The renewal work under this profile are related to the access and utilization of the conference centre including maintaining the property in good condition as well as meeting safety standards and providing a safe environment and facility for our customers and staff. Maintaining the mechanical systems of the building in good order and maintaining the internal system of the building in good order for utilization of the conference centre.

PROFILE JUSTIFICATION

Rehabilitation of the property to maintain good condition, to meet safety standards and regulations and provide quality customer service to aid in the marketability of the Centre. The existing glass to the atrium space is in need of replacement because the glazing is beyond the normal service life of 25 years for the sealed glass units. The glass units have been failing at steady pace for some time.

STRATEGIC ALIGNMENT

To assist in operating the facility with the best economic impact. Meet the safety standard, ensuring protecting property, people and image.

ALTERNATIVES CONSIDERED

Renewal as needed; delay renewal as per new assessment. In regards to the atrium glass, replace failed glass panels and its seals to prevent leaks into the building.

COST BENEFITS

Long term savings due to reduction in on-going repairs, and reducing the potential for lost business due to inability to meet customer expectations. Reduction in the amount of down time and mitigate risks in liability and property damage. (Atrium Glass).

KEY RISKS & MITIGATING STRATEGY

Liability due to personal injury; decrease in marketability of conference centre, negative customer experience due to malfunction of equipment, water leaks, personal injury or property damage resulting in decreased revenue.

RESOURCES

The Shaw Conference Center will conform to the City of Edmonton's requirements during the tender process.

CONCLUSIONS AND RECOMMENDATIONS

Renewals and replacements are required to maintain a safe facility, generate revenue, extend the useful life of the property, prevent further damage, and operate the facility without disruption by preventing electrical and mechanical failures.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2017 Fall SCBA (AA#41) CM-4: Funds allocated within the Roof Rehabilitation profile to replace leaking units in SCC Atrium

Spring SCBA 2018: (2.2-09) Transfer \$2.2M from 15-75-3102 Facility Energy Retrofits and Greenhouse Gas Reduction for Atrium Glazing Replacement project

Spring SCBA 2018: (2.2-12) Funding required to support the integrated photovoltaic glazing for the Shaw Conference Centre.

Spring SCBA 2018: (2.9-03) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted to reflect its implementation. Due to funding uncertainty, scope and sustainability increases, and procurement preparation, we request that the schedule be extended to end of Q3 2019. Proposed cashflow also includes funding transfers requested in the SCBA.

CAPITAL PROFILE REPORT

PROFILE NAME: **Shaw Conference Centre Renewal**
 PROFILE NUMBER: **15-99-3030**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	6,030	1,900	-	-	-	-	-	-	-	-	7,930	
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Administrative	-	700	-	-	-	-	-	-	-	-	700	
	2017 Cap Carry Forward	-4,812	4,812	-	-	-	-	-	-	-	-	-	
	2018 Cap Council	-	-160	5,089	-	-	-	-	-	-	-	-	4,929
	Current Approved Budget	1,218	7,252	5,089	-	-	-	-	-	-	-	-	13,559
	Approved Funding Sources												
	Munc Sustain. Initiative - MSI	-	1,917	-	-	-	-	-	-	-	-	-	1,917
Pay-As-You-Go	1,218	5,335	5,089	-	-	-	-	-	-	-	-	11,642	
Current Approved Funding Sources	1,218	7,252	5,089	-	-	-	-	-	-	-	-	13,559	

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	1,218	7,252	5,089	-	-	-	-	-	-	-	13,559
Requested Funding Source											
Munc Sustain. Initiative - MSI	-	1,917	-	-	-	-	-	-	-	-	1,917
Pay-As-You-Go	1,218	5,335	5,089	-	-	-	-	-	-	-	11,642
Requested Funding Source	1,218	7,252	5,089	-	-	-	-	-	-	-	13,559

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-4,812	5,352	5,089	-	-	-	-	-	-	-	-	5,629
	Other Costs	6,030	1,900	-	-	-	-	-	-	-	-	-	7,930
	Total	1,218	7,252	5,089	-	-	-	-	-	-	-	-	13,559

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	STADIUM LRT STATION UPGRADE (ABEYANCE)	FUNDED	
PROFILE NUMBER:	19-10-1011	PROFILE STAGE: Approved	
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone	
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER:	Jason Meleifste
PROGRAM NAME:		PARTNER MANAGER:	Eddie Robar
PARTNER:	Edmonton Transit	ESTIMATED START:	January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION:	December, 2022

Service Category: Public Transit**Major Initiative:****GROWTH****RENEWAL**
100

PREVIOUSLY APPROVED:	27,500
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	27,500

PROFILE DESCRIPTION

The project includes rebuilding the Stadium LRT station to align with urban LRT design principles. Major elements include improvement to public safety, security, barrier-free accessibility, and means of integrating the station into the future Stadium Transit Oriented Development Plans, and alignment with the recently approved Stadium Area Redevelopment Plan (Council-approved February 2018).

Development phase for this project is estimated at \$1.5M (+- 50%) to advance the project from Checkpoint 2 to 3. Total cost for design and construction for the upgrades is estimated at \$27.5M (+- 50%).

PROFILE BACKGROUND

The station opened in 1978 as part of the original LRT line. It is nearing 40 years of age and is in need of upgrades to replace aging infrastructure. There is also a desire to improve public safety, accessibility and security. Upgrades of this station will align with a number of the City's plans and operations including the the Stadium Transit Oriented Development. Conceptual planning is funded under the PTIF program and will be completed in 2018.

This project will complete the design and build, the project is considered 'growth' due to significant upgrades proposed to the existing facility to address safety, security, barrier-free accessibility, and urban integration.

PROFILE JUSTIFICATION

Stadium station is more than 40 years of age and is in need of significant upgrades to replace aging infrastructure and improve public safety, security, and accessibility. Integrating the station with the future Stadium Transit Oriented Development plans and alignment with the Stadium Area Redevelopment Plan has also been identified as a requirement.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience, by creating a community to connect people to what matters to them. This profile also aligns to the City of Edmonton's Transportation Master Plan: Enhancing transit safety and security measures.

ALTERNATIVES CONSIDERED

Main alternatives are:

- Status quo: continued use and maintenance of the existing facility without renewal or enhancement. The Stadium Area Redevelopment Plan identifies a future station location to the south, nearer to the new "Main Street" crossing. This relocation is not anticipated for 25+ years, and may include retaining the existing station location as a Commonwealth Stadium "event-only" station.
- Renewal: reduce scope of the project to minor rehabilitation, mainly update of finishes and rehabilitation of main building systems.

In both instances, the main concerns for safety, security and accessibility are not addressed and the rider experience is not improved.

COST BENEFITS

Tangible Benefits:

- Improved station safety and security
- Improved barrier-free accessibility
- Improved convenience and comfort
- Improved architectural appearance
- Integration with future area development plans

Intangible Benefits:

- Will promote Transit use as the preferred mode of transportation
- Will promote development of the Stadium Transit Oriented Development and implementation of the Stadium Area Redevelopment Plan

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Tender prices may exceed the available budget:

Contingencies will be built into the scope and budget of the work

The work scope will be reduced so as not to exceed approved funding amounts.

A budget adjustment or budget transfer from other Transit profiles could be evaluated.

Project deadline not met: Scope reduction.

Maintaining a functional station and LRT line during construction: project phasing and constructability considerations analyzed and planned during design.

RESOURCES

The project will be delivered using a combination of internal and external resources of Integrated Infrastructure Services. All procurement of external resources will follow relevant corporate procurement Administrative Directives & Procedures and Council policies.

CONCLUSIONS AND RECOMMENDATIONS

Approval of this capital profile is required to fund the detailed design and construction of the upgrades to Stadium LRT Station so that this important infrastructure asset can continue to serve the citizens of Edmonton by improving the safety, security, barrier-free accessibility, and integration with the neighbourhood.

CONTINGENCY OF APPROVAL

CAP#18/Motion 10.2: Held in abeyance subject to approval of ACT grant funding. Report returns to Committee at the Spring SCBA.

CAPITAL PROFILE REPORT

PROFILE NAME: **Stadium LRT Station Upgrade (Abeyance)**
 PROFILE NUMBER: **19-10-1011**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	750	750	10,000	16,000	-	-	-	-	-	27,500
Current Approved Budget		-	-	750	750	10,000	16,000	-	-	-	-	-	27,500
Approved Funding Sources													
Alberta Community Transit Fund		-	-	-	-	4,000	6,400	-	-	-	-	-	10,400
Pay-As-You-Go		-	-	750	750	-	-	-	-	-	-	-	1,500
Tax-Supported Debt		-	-	-	-	6,000	9,600	-	-	-	-	-	15,600
Current Approved Funding Sources		-	-	750	750	10,000	16,000	-	-	-	-	-	27,500

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	750	750	10,000	16,000	-	-	-	-	-	27,500
Requested Funding Source													
Alberta Community Transit Fund		-	-	-	-	4,000	6,400	-	-	-	-	-	10,400
Pay-As-You-Go		-	-	750	750	-	-	-	-	-	-	-	1,500
Tax-Supported Debt		-	-	-	-	6,000	9,600	-	-	-	-	-	15,600
Requested Funding Source		-	-	750	750	10,000	16,000	-	-	-	-	-	27,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	-	-	10,000	16,000	-	-	-	-	-	26,000
	Design	-	-	750	750	-	-	-	-	-	-	-	1,500
	Total	-	-	750	750	10,000	16,000	-	-	-	-	-	27,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TRANSIT FACILITY AND ROW RENEWAL**
 PROFILE NUMBER: **CM-61-3235**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Eddie Robar
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Public Transit**

Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,486
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,486

PROFILE DESCRIPTION

This profile includes general renewal and upgrades for Transit Facilities (Bus and LRT) and ROW Assets that are managed by Transit including: Transit Shelters; Bus Pads; Furniture & Fixtures at Bus Terminals (bike racks, garbage receptacles, recycle bins, benches), Bus Stops and LRT Stations; Auxiliary Support Equipment (ballast regulator); track inventory (rail ballast, direct fixations, frogs, switchpoints) and rail lubricators. The work within this profile reflects industry standards for managing transit infrastructure and is in alignment with the recommended RIMS allocation.

PROJECT LIST

2019-2022 BUDGET CYCLE: Bus Pre-Cast Pad Replacement; Replace Shelters (2240 shelters currently); Transit Furniture replacements (Bike Racks, Garbage Receptacles, Recycle Bins, Benches); Auxiliary Equipment Rehabilitation & Renewal; Inventory Purchase (rail, ballast, direct fixations, frogs, switch points); Lubricators - Life Cycle Replacement.

PROFILE BACKGROUND

A number of assets have exceeded their useful life. Life cycle replacements are required to maintain existing infrastructure at bus facilities, LRT stations and track to keep in a safe and reliable state and to meet customer needs and maintain an efficient operation.

PROFILE JUSTIFICATION

The work in this profile is required to maintain the safety, reliability and condition of these assets.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by providing safe and reliable facilities and amenities. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social and environmental systems.

ALTERNATIVES CONSIDERED

Alternatives include proceeding with the full scope of work or deferring a portion of the work based on the level of funding available.

COST BENEFITS

Tangible Benefits:

- Well maintained infrastructure
- Improved barrier-free accessibility
- Increase in service reliability
- Extended asset life span
- Reduced operating costs (in some cases maintenance costs currently exceed the approved budget amount)
- Reduction in service impacts
- Increased ad revenue (potential)

Intangible Benefits:

- Improvement to the customer experience when taking Transit
- Improved sense of safety and security

KEY RISKS & MITIGATING STRATEGY

Tender prices may exceed the available budget. If required, the work scope will be reduced so as not to exceed approved funding amounts.

RESOURCES

These projects are managed by Transit.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of Shelters, Bus Pads, Benches Auxiliary Equipment and ROW. It is recommended that these projects be funded.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transit Facility and ROW Renewal**
 PROFILE NUMBER: **CM-61-3235**
 BRANCH: **Edmonton Transit**

FUNDED

PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council		2,073	1,486	-	-	-	-	-	-	-	-	-	3,559
2017 Cap Carry Forward		-1,069	1,069	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle		-	-	1,240	1,737	1,028	922	-	-	-	-	-	4,927
Current Approved Budget		1,004	2,555	1,240	1,737	1,028	922	-	-	-	-	-	8,486
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	738	-	-	-	-	-	738
Munc Sustain. Initiative - MSI		991	1,659	992	1,390	822	-	-	-	-	-	-	5,854
Pay-As-You-Go		12	896	248	347	206	184	-	-	-	-	-	1,894
Current Approved Funding Sources		1,004	2,555	1,240	1,737	1,028	922	-	-	-	-	-	8,486

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		1,004	2,555	1,240	1,737	1,028	922	-	-	-	-	-	8,486
Requested Funding Source													
MSI Replacement		-	-	-	-	-	738	-	-	-	-	-	738
Munc Sustain. Initiative - MSI		991	1,659	992	1,390	822	-	-	-	-	-	-	5,854
Pay-As-You-Go		12	896	248	347	206	184	-	-	-	-	-	1,894
Requested Funding Source		1,004	2,555	1,240	1,737	1,028	922	-	-	-	-	-	8,486

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		764	1,795	200	202	205	208	-	-	-	-	-
Design		92	10	-	-	-	-	-	-	-	-	-	102
Equip FurnFixt		-5	93	1,040	1,535	823	714	-	-	-	-	-	4,199
Fleet Equipment		153	657	-	-	-	-	-	-	-	-	-	810
Total		1,004	2,555	1,240	1,737	1,028	922	-	-	-	-	-	8,486

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transit Facility and ROW Renewal****PROFILE NUMBER: CM-61-3235****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Replace Shelters at end of 15 year life	1/1/2015	12/31/2018	
000003	Bus Pad Life Cycle Replacement	1/1/2015	12/31/2018	Bus Pad Life Cycle Replacement
000008	Transit Centre Bench Replacement	1/1/2015	12/31/2018	Transit Centre Bench Replacement
000018	LRT Station Bench Replacement	1/1/2015	12/31/2018	LRT Station Bench Replacement
000020	Bus Pre-Cast Pad Life Cycle Replacement	1/1/2019	12/31/2022	This is for material purchase only. Bus Shelter precast pads are required to replace bus shelters that are currently constructed on wooden bases. The wooden bases are being phased out because of safety concerns, the wood rots and then the shelters can become unstable and blow over in high wind storms.
000021	Replace Shelters at end of useful 20 year life cycle (2240 shelters currently)	1/1/2019	12/31/2022	ETS has many shelters in service that have exceeded their useful life. This project is for materials purchase only to replace the end of life bus shelters
000022	Transit Furniture replacements (Bike Racks, Garbage Receptacles, Recycle Bins, Benches)	1/1/2019	12/31/2022	Replacement of Transit furnishings that have reached the end of their useful life such as bike racks, benches, and garbage receptacles
000023	Auxiliary Equipment Rehabilitation & Renewal	1/1/2019	12/31/2022	Replacement of auxiliary support equipment that has reached the end of its useful life. (Ballast Regulator \$900K)
000024	Inventory Purchase (rail, ballast, direct fixations, frogs, switch points)	1/1/2019	12/31/2022	Replacement of Track inventory items that have reached the end of useful life
000025	Lubricators - Life Cycle Replacement	1/1/2019	12/31/2022	Replacement of lubricators that have reached the end of useful life
000026	Unallocated	1/1/2019	12/31/2022	Emergent funding for when high value repairs are required to Transit Facilities. Examples could include repairs to bridge structures, roof structures, track components, and roadways. These are for repairs that are all over \$100K.
001000	Auxiliary Equipment Rehabilitation & Renewal	1/1/2015	12/31/2018	Auxiliary Equipment Rehabilitation & Renewal
001002	Mark II Liner	1/1/2015	12/31/2018	Mark II Liner is 39 years old. It is slow, unreliable, lacks motive power, and poses safety hazards. It needs to be replaced with a more current version that has more advanced features.
007341	Rail Lubricators	1/1/2015	12/31/2018	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **VICTORIA CLUBHOUSE ELEVATOR**
 PROFILE NUMBER: **18-75-1012**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	April, 2018
ESTIMATED COMPLETION:	December, 2020

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH
5

RENEWAL
95

PREVIOUSLY APPROVED:	753
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	753

PROFILE DESCRIPTION

Victoria Clubhouse is a year-round public recreation and leisure facility that does not currently meet the accessible and inclusive needs of citizens. In order to access the second level, where the restaurant and social room rental is located, a lift or elevator is required. This profile is to fund the elevator and all necessary renovations required to accommodate this work. With the installation of an elevator, the Victoria Clubhouse has the opportunity to meet the needs of all citizens by providing a barrier free recreational facility that supports Edmontonians of all ages and abilities.

PROFILE BACKGROUND

The Victoria Golf Course Clubhouse was built in 1976. Despite numerous upgrades, the facility does not adequately meet the needs of citizens with mobility challenges or limited mobility. The facility's food services, event/meeting space, rental space and programmable areas are located on the second floor of the facility. Currently the only access to the second floor of the facility is by an interior staircase therefore restricting citizens with limited mobility or mobility challenges from fully accessing or utilizing the space.

Over the years the Municipal Golf Courses have been committed to providing vibrant spaces for citizens to gather, fostering the 2010 Council Initiative "The Way We Live". The Victoria Golf Course Clubhouse originally established to serve the golf community from April to October has opened the facility to external rentals for events and functions year-round, providing the public with the opportunity to host events year round in a beautiful, centrally located space. This increased usage of the facility by the public for food services as well as this new year-round activation has increased the need for a fully accessible and inclusive facility.

PROFILE JUSTIFICATION

Drivers for Change

- Growing and diverse population
- Increasing age of golfers
- Focused Federal Government attention on accessibility and an accessible Canada
- Expanded public use of facility infrastructure for year-round dining, meetings and events
- Public pressure

Anticipated Outcomes

- Increase overall accessibility to the Victoria Clubhouse amenities.
- Increase current golfer usage of the food and beverage services by creating barrier free access
- Increase public satisfaction with the facility
- Create opportunity for accessible winter programming

Objectives

The City of Edmonton has made a civic commitment to ensure that over time all City of Edmonton owned and occupied buildings are safely usable and provide reasonable access to persons with disabilities.

STRATEGIC ALIGNMENT

"Healthy City": Improve Livability, Edmonton is a Vibrant, Connected, Engaged Community

Corporate outcome "Urban Places" is met, as City of Edmonton Disability Commitment is maintained, improving the accessibility of COE recreation facilities.

ALTERNATIVES CONSIDERED

1. Construct a Wheelchair Accessible Ramp Interior of the Building: This alternative is not feasible due to space constraints and the current layout of the building.
2. Wheelchair Accessible Ramp Exterior of the Building: Not feasible due to the excessive grading of the ramp that would be required. Access to the balcony door once on the second level was problematic due to varying door threshold elevations and would require extensive re-engineering.
3. Leave the Infrastructure in its Current State do not Upgrade Facility to Increase Accessibility: Status Quo is not feasible due to changing social pressures and commitment from the City of Edmonton to improve the accessibility of City recreation facilities including leisure centres, arenas, parks, golf courses, and other attractions. In addition, the City is committed to providing and promoting recreational opportunities for people with special needs.

CAPITAL PROFILE REPORT

COST BENEFITS

Seniors or those with mobility or physical disabilities will be able to access the facility food services and event space, increasing accessibility into public spaces, and potentially increasing golf course revenues year round. This initiative also increases the public perception of accessibility being a high priority for the corporation, and promotes the use of recreational spaces for those with special needs.

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the project progresses. Some key risks identified are as follows:

Special interest stakeholders impact budget, scope and schedule: To mitigate this risk, collaboration with Citizen Services to engage and inform internal and external stakeholder groups to ensure needs are being met.

Unforeseen conditions with existing facilities may exceed budgets and push schedule: Ensure as much planning as possible can be done prior to construction commencing, include adequate contingency to address unforeseen conditions, and monitor the schedule closely with a clear action plan if there is the potential to impact the golf season.

RESOURCES

City of Edmonton seeks to purchase goods, services, and construction fairly and based on best value. Departments will follow the Human Resource Management policies and procedures for all aspects of the project.

CONCLUSIONS AND RECOMMENDATIONS

As the City of Edmonton is committed to providing quality services to all Edmontonians, including those with disabilities, the lack of accessibility at the Victoria Golf Course Clubhouse must be addressed. By installing an elevator within Clubhouse, the City can enhance the ability of Victoria Golf Course to meet the needs of all citizens, including those with reduced mobility.

It is recommended that the Victoria Clubhouse Elevator profile be approved for funding. This will allow for the installation a functioning elevator which would provide those with limited mobility access to the second level of the Clubhouse.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-09) The second floor of the Victoria Golf Course Clubhouse is currently not accessible and is regularly the source of complaints from Citizens and visitors who cannot access the amenities and the restaurant. Based on public pressure it is recommended funding be approved for this profile.

Project has been developed to checkpoint 3 through the Infrastructure Planning and Design composite.

CAPITAL PROFILE REPORT

PROFILE NAME: **Victoria Clubhouse Elevator**

FUNDED

PROFILE NUMBER: **18-75-1012**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	226	486	-	-	-	-	-	-	-	-	712
2018 Cap Capital Budget Adj (one-off)	-	41	-	-	-	-	-	-	-	-	-	41
Current Approved Budget	-	267	486	-	-	-	-	-	-	-	-	753
Approved Funding Sources												
Enterprise Reserve	-	226	486	-	-	-	-	-	-	-	-	712
Pay-As-You-Go	-	41	-	-	-	-	-	-	-	-	-	41
Current Approved Funding Sources	-	267	486	-	-	-	-	-	-	-	-	753

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	-	267	486	-	-	-	-	-	-	-	753
Requested Funding Source											
Enterprise Reserve	-	226	486	-	-	-	-	-	-	-	712
Pay-As-You-Go	-	41	-	-	-	-	-	-	-	-	41
Requested Funding Source	-	267	486	-	-	-	-	-	-	-	753

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Construction	-	226	486	-	-	-	-	-	-	-	-
Design	-	41	-	-	-	-	-	-	-	-	-	-	41
Total	-	267	486	-	-	-	-	-	-	-	-	-	753

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fleet & Facility Services	-	4	4	.1	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	4	4	.1	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	WESTWOOD SITE MES/CENTRAL STORES BUILDING REHABILITATION	FUNDED
PROFILE NUMBER:	15-75-0109	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Eddie Robar
PARTNER:	Edmonton Transit	ESTIMATED START: January, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: March, 2019

Service Category: Building Renewal**Major Initiative:**

GROWTH	RENEWAL
9	91

PREVIOUSLY APPROVED:	11,525
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	11,525

PROFILE DESCRIPTION

This profile addresses the building maintenance rehabilitation work at Westwood Site MES/Central Stores.

The scope of work will include upgrades to and replacement of:

- Superstructure and exterior enclosures
- Interior constructions
- Heating Ventilation and Air Conditioning (HVAC) system
- Plumbing system
- Electrical systems
- Site works

PROFILE BACKGROUND

The Westwood Site MES/Central Stores facility is a maintenance garage for Edmonton Transit buses with office spaces and storage yard that houses all City departments' materials and supplies inventories. The building is a steel framed structure constructed in 1982. The total structure is approximately 17,309 square metres in area.

Most of the building components and systems were installed when the building was constructed and has since deteriorated. Building condition assessment was conducted in 2010 and several deficiencies to the building structure, mechanical and electrical systems were identified. Major repairs and upgrades are necessary to prevent facility shutdown that can cause interruptions to the City's transit system operational needs.

PROFILE JUSTIFICATION

As buildings and facilities age, there is a need to rehabilitate or replace various components to maximize the life of the facility, to provide a safe environment for staff and the general public and to meet the current service needs of citizens.

Since most facilities will still be in use for the next 20 to 30 years, the primary methods for meeting those goals will be through efficient operations, maintenance, repair and retrofitting of existing facilities. The main objective is to transform the portfolio of City facilities into one that is more economically, physically and environmentally sustainable over their life cycles.

The Westwood Site MES/Central stores building rehabilitation project responds to the poor condition assessment and supports the Edmonton Transit System operational needs and growth as the bus fleet expands.

STRATEGIC ALIGNMENT

This profile contributes to corporate outcome "The City of Edmonton has sustainable and accessible infrastructure" as it ensures that Infrastructure continues to operate and is maintained so that it is accessible to all Edmontonians as intended.

ALTERNATIVES CONSIDERED

Excess, underutilized, and obsolete facilities constitute a drain on the FM's budget in costs and in forgone opportunities to invest in the maintenance and repair of facilities and to reduce energy use, water use, and greenhouse gas emissions.

COST BENEFITS

Tangible Benefits: Improved Reliability, improved productivity, and fewer accidents and injuries.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As facilities deteriorate, their components and systems age and tend to fail. Failure of these systems poses various safety and environmental risks to all users.

RESOURCES

This project will be managed by BD&C of Facility and Landscape Infrastructure from design to construction.

CAPITAL PROFILE REPORT**CONCLUSIONS AND RECOMMENDATIONS**

Renewing City facilities is vital to ensure continual operation. Since project costs exceeds \$5M, a standalone profile is required. Therefore, \$9.1M from the Building Rehabilitation Composite Profile (CM-75-0100) is being transferred to this profile.

CHANGES TO APPROVED PROFILE

(3.1.14) To create a new stand alone profile for Westwood Site MES/Central Stores Building Rehabilitation 15-75-0109 as costs exceed \$5.0M. Transfer \$9.146M from CM-75-0100 Building and Facility Rehabilitation.

2017 Fall (#17-40) 2.2-06: Funding of \$724K is required to implement energy efficiency retrofit that will reduce greenhouse emissions attributable to 15-75-0109 Westwood Site MES Fleet services centre building operations. This adjustment is to consolidate funding source for into one profile. In an effort to align the Facility Renewal Program with the Sustainable Building Policy (C532), Administration is recommending enhanced energy improvement initiatives within some facilities. Funding for these improvements is recommended to be sourced from profile CM-75-0100, and can be accommodated within the existing program funding.

2017 Fall (CA#40) 2.3-29: Validation of scope, contingency and escalation of project estimate to 2018 dollar values has resulted in the need for an increase to funding in order to complete the full scope of the rehabilitation project.

The scope of work on the 15-75-0107 has been reduced (\$2.8M) in response to the development of a PTIF project for the design of an expansion to the facility. The expansion would impact existing mechanical and electrical systems, so the replacement and upgrade to those building systems will be deferred until the next budget cycle.

Spring SCBA 2018: (2.9-11) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted. Extended procurement time period and scope validation exercise resulted in project completion projected Q1 2019

Sept 18, 2018 (BA# 18-10): That Capital Profile 18-12-1101 Fort Edmonton Park Train Barn Rehabilitation, be funded, as outlined in the September 10, 2018, Integrated Infrastructure Services report CR_6196.

Release funding of MSI and Pay-as-you-Go funds made available through tender savings and reevaluations of other similar facility rehabilitation priorities for the purpose of funding new profile 18-12-1101 FEP Train Barn Rehab. (#18-10):

- \$3,551,719 from 15-75-0106 Davies Site Richard Paterson Garage Building Rehab capital profile,
- \$1,285,827 from 15-75-0108 Mitchel Transit Garage Building Rehab Capital profile,
- \$1,135,955 from 15-75-0109 Westwood Transit Site MES/Central Stores Building Rehab capital profile,
- \$385,499 from the CM-75-0100 Building and Facility Rehab Capital composite profile.

As such, each of the these transfers is considered to be within the same renewal category and will not impact the overall progress.

CAPITAL PROFILE REPORT

PROFILE NAME: **Westwood Site MES/Central Stores Building Rehabilitation**

FUNDED

PROFILE NUMBER: **15-75-0109**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	5,259	3,887	-	-	-	-	-	-	-	-	-	9,146
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	3,515	-	-	-	-	-	-	-	-	-	-	3,515
2017 Cap Carry Forward	-8,681	8,681	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-4,194	4,194	-	-	-	-	-	-	-	-	-
2018 Cap Capital Budget Adj (one-off)	-	-	-1,136	-	-	-	-	-	-	-	-	-1,136
Current Approved Budget	93	8,374	3,058	-	-	-	-	-	-	-	-	11,525
Approved Funding Sources												
Munc Sustain. Initiative - MSI	89	8,137	1,037	-	-	-	-	-	-	-	-	9,264
Pay-As-You-Go	3	237	2,021	-	-	-	-	-	-	-	-	2,261
Current Approved Funding Sources	93	8,374	3,058	-	-	-	-	-	-	-	-	11,525

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	93	8,374	3,058	-	-	-	-	-	-	-	-	11,525
Requested Funding Source												
Munc Sustain. Initiative - MSI	89	8,137	1,037	-	-	-	-	-	-	-	-	9,264
Pay-As-You-Go	3	237	2,021	-	-	-	-	-	-	-	-	2,261
Requested Funding Source	93	8,374	3,058	-	-	-	-	-	-	-	-	11,525

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	93	8,374	3,058	-	-	-	-	-	-	-	-	11,525
	Total	93	8,374	3,058	-	-	-	-	-	-	-	-	11,525

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **WINDERMERE FIRE STATION**
 PROFILE NUMBER: **15-70-0004**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Fire Rescue Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Ken Block
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	June, 2021

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	16,830
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	16,830

PROFILE DESCRIPTION

To design, construct and equip a new 3-bay (approx 13,000ft²) fire station in Windermere (3865 Allan Drive) and to purchase and equip a Pumper and Rescue truck for the station (to be staffed 24x7x365) and all associated equipment required to make the station fully operational. The station will provide "first in" response to the Windermere ASP and will immediately improve response times to the area when operational. Recent history indicates an improvement in response of approximately 40 - 50% in the neighbourhoods around a new station.

The initiative will fund the purchase of the land, land servicing, design and construction of the station. To date, the city has acquired and rezoned the land for the station, however FRS has not yet paid for it. As land has been acquired, the station is anticipated to be operational by mid 2017.

The station is not a district station so does not include a district office, a training room, a hose tower or space for fire prevention officers.

PROFILE BACKGROUND

The FRS Station Location Master Plan identifies a need for a future fire station in the south west of the city, in the Windermere ASP. Current service is provided by the Terwilliegar station (#24), with support from Callingwood (#19) and Rainbow Valley (#13) stations, however travel times from these stations are well outside council endorsed response time service level targets. Overall response time for the first arriving pumper into the area is at 17%, well below the Service Level Target of 90%. Call volume into the area has increased almost 150% since 2011.

Land for the station has been acquired and rezoned at 3865 Allan Drive (Ambleside neighbourhood). This site is strategically located to maximize service efficiency and effectiveness and to minimize overlap with existing station deployment areas.

The Windermere fire station will be a standard 3-bay fire station (13,000ft²) that will initially house a pumper and a rescue crew.

PROFILE JUSTIFICATION

The FRS Station Location Master Plan identifies a need for a future fire station in the south west of the city, in the Windermere ASP. Current service is provided by the Terwilliegar station (#24), with support from Callingwood (#19) and Rainbow Valley (#13) stations, however travel times for the first pumper unit is at 17%, well outside council endorsed response time service level target of 90%. As population and call volume continues to increase in this ASP, response times are expected to deteriorate. Note, call volume is up almost 150% since 2011.

Immediately upon opening, the pumper crew based at the station will respond to emergency events and the response time for the first arriving pumper unit will be improved across the whole of the Windermere ASP. Response times across the rest of the city are also incrementally improved as other units are not required to respond as frequently into this area. Full First Alarm response times will also be incrementally improved.

STRATEGIC ALIGNMENT

Fire Rescue Services, through its Master Plan and its mission to protect life, property and the environment, plays an integral role in "Healthy City" by ensuring Edmonton is a safe city and "Climate Resilience", that Edmonton is an environmentally sustainable city.

ALTERNATIVES CONSIDERED

FRS employs an industry accepted station based deployment model for service provision and as such there are no practical alternatives to this model that will allow the required level of service to be provided.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits

- Improved travel and response time around the station
- Improved full alarm assignment to events
- Incremental improvement in response city-wide

Intangible

- Improved building development options
- Improved public education and awareness
- Improved community engagement

Cost estimate +/-20%. Defined program statement, land has been purchased, other 2013/2014 fire station tenders and 2014 fire apparatus tenders.

KEY RISKS & MITIGATING STRATEGY

FRS experience with new stations shows that anticipated benefits and business outcomes are realized immediately upon the station opening.

The main project risk is unexpected inflation increases that may require an additional funding request.

RESOURCES

All procurement, purchasing and staff hiring activities for the initiative will follow standards administrative directions and policies (A1439 and A1104A).

CONCLUSIONS AND RECOMMENDATIONS

Fire Rescue Services strongly recommends that funding for the station construction and pumper truck purchase be approved beginning in 2015 to allow for a projected station opening of mid 2017.

CHANGES TO APPROVED PROFILE

2017 Fall (#17-40) 2.2-03): Additional funding of \$2.1M is required to support either implementation of the building principles contained in the updated Sustainable Building Policy or incorporating the principles of a net-zero facility per the request from Council following the approval of the updated Sustainable Building Policy and ETAC recommendations.

Spring SCBA 2018: (2.9-15) The project has reached checkpoint 3 and the cashflow/schedule is being aligned to the current estimate Q2 2021

CAPITAL PROFILE REPORT

PROFILE NAME: **Windermere Fire Station**

FUNDED

PROFILE NUMBER: **15-70-0004**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	13,221	1,469	-	-	-	-	-	-	-	-	-	14,690
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-	2,140	-	-	-	-	-	-	-	-	-	2,140
2017 Cap Carry Forward	-12,547	12,547	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-15,703	5,732	6,703	3,268	-	-	-	-	-	-	-
Current Approved Budget	674	453	5,732	6,703	3,268	-	-	-	-	-	-	16,830
Approved Funding Sources												
Munc Sustain. Initiative - MSI	671	453	5,732	6,703	2,303	-	-	-	-	-	-	15,862
Pay-As-You-Go	3	-	-	-	965	-	-	-	-	-	-	968
Current Approved Funding Sources	674	453	5,732	6,703	3,268	-	-	-	-	-	-	16,830

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	674	453	5,732	6,703	3,268	-	-	-	-	-	16,830
Requested Funding Source											
Munc Sustain. Initiative - MSI	671	453	5,732	6,703	2,303	-	-	-	-	-	15,862
Pay-As-You-Go	3	-	-	-	965	-	-	-	-	-	968
Requested Funding Source	674	453	5,732	6,703	3,268	-	-	-	-	-	16,830

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-2,985	453	5,732	6,703	3,268	-	-	-	-	-	-	13,171
	Land	1,430	-	-	-	-	-	-	-	-	-	-	1,430
	Other Costs	2,229	-	-	-	-	-	-	-	-	-	-	2,229
	Total	674	453	5,732	6,703	3,268	-	-	-	-	-	-	16,830

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	-	-	45.0	-	605	605	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-	-	45.0	-	605	605	-	-	-	-	-	-	-	-	-

FLEET

CAPITAL PROFILE REPORT

PROFILE NAME: **BUS EQUIPMENT RENEWAL**
 PROFILE NUMBER: **CM-61-3609**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Eddie Robar
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Public Transit **Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,837
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,837

PROFILE DESCRIPTION

This capital profile supports the replacement of aging transit bus onboard technology systems. The onboard systems must be replaced on a regular and predictable basis in order to develop and implement a life cycle replacement plan to ensure reliable service. Four types of Bus Equipment are up for renewal, due to end of life, and to maintain our systems in a state of good repair. The systems required are Automatic Passenger Counters (APC), the Bus Camera systems, Smart Bus Technology, and The DATS Mobile Data Terminals. The work within this profile reflects industry standards for managing transit infrastructure and is in alignment with the recommended RIMS allocation.

PROJECT LIST

2019-2022 BUDGET CYCLE:
 Bus Camera System Equipment; DATS MDT Equipment; Smart Bus Mobile Gateway Equipment

PROFILE BACKGROUND

Overview of the Onboard Systems

1. Automatic Passenger Counter (APC): APC is a system utilized to gather passenger data and record travel time. There are currently 270 buses equipped with APC.
2. Bus Camera System: There are 433 buses with bus camera systems. The 232 camera systems installed in 2008, have now reached the end of their life. The Bus Camera System provides recorded occurrence of unusual activities on ETS buses and they are used as an investigating tool by the Safety and Security section and also by risk management in processing accident claims.
3. Smart Bus Technology: This technology dramatically changes the way ETS plans and delivers service and responds to incidents by providing real-time information. The technology improves the City's transit experience for those making the nearly 90 million transit trips every year. The system has 10 years life cycle.
4. The DATS Mobile Data Terminals: This solution presents the DATS operator with a route manifest of trip pick-ups and drop offs with efficient communication between dispatch and vehicle operators.

PROFILE JUSTIFICATION

Failure to replace the systems in a timely fashion result in an increased cost of having to make constant repairs, losing productivity due to downtime, and missing out on the performance-enhancing solutions of the latest technologies.

STRATEGIC ALIGNMENT

This profile will impact how we manage our business by ensuring continued, reliable service delivery. The profile also supports the connection of people to what matters to them.

ALTERNATIVES CONSIDERED

- Status quo - Do nothing at all
- Replace Bus Equipment as required

COST BENEFITS

- Operators would not be affected
- Development costs and prototype costs are higher than static print based displays but unit costs will be comparable
- Quality of information provided to customers will be vastly superior to print information
- Potential for increased advertising revenue through shared screen/advertising component
- Ability to implement new advertising model
- Increased safety
- Enhanced customer communications

KEY RISKS & MITIGATING STRATEGY

- Existing technology components might be outdated and no longer supported
- Old technology will cause decrease in productivity and be prone to downtime
- Foreign Currency

CAPITAL PROFILE REPORT

RESOURCES

- Digital content created/approved by COE Communications as per advertising process currently in place.
- Digital content reviewed via Desktop Dashboard
- Development of prototype through partnership with Pattison Outdoor Advertising
- Support provided by ETS Technical Services

CONCLUSIONS AND RECOMMENDATIONS

It is recommended this profile be approved.

CAPITAL PROFILE REPORT

PROFILE NAME: **Bus Equipment Renewal**
 PROFILE NUMBER: **CM-61-3609**
 BRANCH: **Edmonton Transit**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	278	658	2,515	2,385	-	-	-	-	-	5,837
	Current Approved Budget	-	-	278	658	2,515	2,385	-	-	-	-	-	5,837
APPROVED FUNDING SOURCES	Approved Funding Sources												
	MSI Replacement	-	-	-	-	-	1,875	-	-	-	-	-	1,875
	Munc Sustain. Initiative - MSI	-	-	119	421	2,012	-	-	-	-	-	-	2,552
	Other	-	-	129	131	-	-	-	-	-	-	-	261
	Pay-As-You-Go	-	-	30	105	503	511	-	-	-	-	-	1,149
	Current Approved Funding Sources	-	-	278	658	2,515	2,385	-	-	-	-	-	5,837

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	278	658	2,515	2,385	-	-	-	-	-	5,837
REQUESTED FUNDING SOURCE	Requested Funding Source												
	MSI Replacement	-	-	-	-	-	1,875	-	-	-	-	-	1,875
	Munc Sustain. Initiative - MSI	-	-	119	421	2,012	-	-	-	-	-	-	2,552
	Other	-	-	129	131	-	-	-	-	-	-	-	261
	Pay-As-You-Go	-	-	30	105	503	511	-	-	-	-	-	1,149
	Requested Funding Source	-	-	278	658	2,515	2,385	-	-	-	-	-	5,837

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	278	658	2,515	2,385	-	-	-	-	-	5,837
	Total	-	-	278	658	2,515	2,385	-	-	-	-	-	5,837

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Bus Equipment Renewal****PROFILE NUMBER: CM-61-3609****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Bus Equipment Renewal			
000020	Bus Camera System Equipment	1/1/2019	12/31/2022	Lifecycle replacement of Bus Camera Equipment. Cameras & DVR will be at End of Life and End of Support.
000021	DATS MDT Replacement	1/1/2019	12/31/2022	Replacement of DATS vehicle Mobile Data Terminals (MDT's). Current MDT's are at End of Life and End of Support. Any failures of these devices would affect operations.
000022	Smart Bus Mobile Gateway (Equipment)	1/1/2019	12/31/2022	Lifecycle replacement of Smart Bus Mobile Gateways. Gateways will be at End of Life and End of Support.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **BUS SAFETY & SECURITY ENHANCEMENTS**
 PROFILE NUMBER: **CM-61-3616**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 PARTNER: **Fleet & Facility Services**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Eddie Robar
PARTNER MANAGER:	Steve Rapanos
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Public Transit**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	12,228
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	12,228

PROFILE DESCRIPTION

This profile is required to install retractable bus shields on the existing fleet and retrofit existing buses that currently do not have air conditioning with an HVAC system. In priority order, Administration will install driver enclosure shields on current buses with air conditioning (159), include shields in the procurement of replacement buses (179 will be replaced by 2022 plus 8 Articulated buses for Heritage Valley Park & Ride) and retrofit older buses (roughly 635) with heating, ventilation and air conditioning units to regulate temperature in the operator's workspace when the shields are installed. Planned bus replacements in the 2019-22 cycle under profile CM-66-3600 will have HVAC and retractable bus shields as part of the specifications.

Along with retractable shields, Administration will review the operators compartment to ensure that all auxiliary equipment including seatbelts, radio and mobile data terminals are optimized for safety and security.

Five additional support vehicles are required, related to the the request for additional Transit Inspectors (2) and Peace Officers (3).

PROJECT LIST

2019-2022 BUDGET CYCLE:
 Bus Shields; HVAC Retrofits; Vehicle Purchases

PROFILE BACKGROUND

Every year, Edmonton Transit Service provides roughly 87 million trips. With 65 million trips to-date in 2018, there have been 2,072 transit-related incidents reported to the Edmonton Police Service. Of those, 230 resulted in criminal investigations (roughly one investigation for every 282,000 trips).

In recent weeks, the Edmonton Transit Service has experienced serious incidents. On September 26, an Edmonton Transit Service bus operator was assaulted at the Mill Woods Transit Centre. Administration and Edmonton Police Service are collaborating to address transit safety and security concerns, including ongoing integrated efforts to keep transit patrons and operators safe and affirm the City's commitment to improve safety.

PROFILE JUSTIFICATION

Installation of bus shields on all buses will improve the safety and well being of Transit Operators with the expectation of reduced operator incidents. Installation of ventilation and air conditioning units on buses without air conditioning will regulate temperature in the operator's workspace when the shields are installed.

STRATEGIC ALIGNMENT

This profile will impact how we manage our business by keeping our employees safe.

ALTERNATIVES CONSIDERED

Alternatives include:
 Wait until the 2023-2026 capital cycle for implementation
 Include shields and air conditioning as standard equipment on all renewal buses until all are replaced.
 Rely on other enhanced security measures
 Expedite the plans to install retractable bus shields on all Transit Buses (Recommended)

COST BENEFITS

Cost benefits are: Reduce the number of potential incidents against operators; reduce liability risk of the City due to incidents; and reduced WCB claims due to fewer incidents.

KEY RISKS & MITIGATING STRATEGY

There are risks associated with capital cost estimates as there is limited data available for comparison with other jurisdictions. Operating impacts are not known at this time without any data comparison. Once a more detailed plan is developed, capital cost estimates and operating impacts may be subject to change.

CAPITAL PROFILE REPORT

RESOURCES

Installation of retractable bus shields and HVAC retrofits on existing fleet will be managed by Fleet Services. It is expected the bus shield installations and HVAC retrofits will be outsourced.

CONCLUSIONS AND RECOMMENDATIONS

The City of Edmonton is committed to providing a safe and secure transit system for staff and the public. Despite having safety features, devices, and protocols in place, recent incidents on transit property have indicated that further safety and security improvements should be accelerated. This profile is proposing safety and security recommendations including retractable bus shield installation and HVAC Retrofit on buses without air conditioning. Recommendation is to proceed with this capital profile.

CAPITAL PROFILE REPORT

PROFILE NAME: **Bus Safety & Security Enhancements**
 PROFILE NUMBER: **CM-61-3616**
 BRANCH: **Edmonton Transit**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	4,317	2,644	2,644	2,624	-	-	-	-	-
Current Approved Budget		-	-	4,317	2,644	2,644	2,624	-	-	-	-	-	12,228
Approved Funding Sources	Pay-As-You-Go	-	-	4,317	2,644	2,644	2,624	-	-	-	-	-	12,228
Current Approved Funding Sources		-	-	4,317	2,644	2,644	2,624	-	-	-	-	-	12,228

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	4,317	2,644	2,644	2,624	-	-	-	-	12,228
Requested Funding Source	Pay-As-You-Go	-	-	4,317	2,644	2,644	2,624	-	-	-	-	12,228
Requested Funding Source		-	-	4,317	2,644	2,644	2,624	-	-	-	-	12,228

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	-	-	3,817	2,644	2,644	2,624	-	-	-	-	-	11,728
	Fleet Equipment	-	-	500	-	-	-	-	-	-	-	-	500
	Total	-	-	4,317	2,644	2,644	2,624	-	-	-	-	-	12,228

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	571	571	-	-	250	250	-	-	250	250	-	-	250	250	-
Total Operating Impact	-	571	571	-	-	250	250	-	-	250	250	-	-	250	250	-

CAPITAL PROFILE REPORT**PROFILE NAME: Bus Safety & Security Enhancements****PROFILE NUMBER: CM-61-3616****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Bus Shields	1/1/2019	12/31/2022	Retractable Bus Shields installed will enclose the driver compartment.
000002	HVAC Retrofits	1/1/2019	12/31/2022	Heating, ventilation and air conditioning units specifically for the driver compartment of the bus will be installed on buses that do not have air conditioning. The HVAC will regulate temperature in the operator's workspace when bus shields are installed
000003	Vehicle Purchases	1/1/2019	12/31/2020	Auxillary vehicles to support Transit Inspectors and Transit Peace Officers. 2 for Inspectors 7 for Peace Officers

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **ELECTRIC BUSES - ACT FUNDED (ABEYANCE)**
 PROFILE NUMBER: **CM-61-3620**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Eddie Robar
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Public Transit**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	25,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	25,000

PROFILE DESCRIPTION

The City of Edmonton has already secured funding for 25-40 electric buses through the Public Transportation Infrastructure Fund. We anticipate that based on pricing information, that we will only be able to secure the minimum of 25. There is capacity for an additional 15 buses at the new Kathleen Andrews Transit Garage, with electric buses in service in the summer of 2020.

In support of the City's Greenhouse Gas Management Plan 2019-2030, the project requests funding for an additional 15 Electric Buses and 9 Charging Stations. Bringing the City's total of 40 electric buses better meets GHG and criteria air contaminant (CAC) emission reduction targets. This leads to improved environmental outcomes supporting the Government of Alberta's transition to a lower-carbon economy.

PROJECT LIST

2019-22 Budget Cycle:
Electric Buses

PROFILE BACKGROUND

As the City population continues to grow, additional buses are needed in order to continually invest in system maintenance to ensure reliable service and to strategically grow service to respond to growing demand. As current transit garage facilities are at capacity, additions to the fleet is dependent upon a new transit garage being completed in 2026 that can accommodate up to 370 buses (forty foot equivalents) plus 50 DATS vehicles. (Profile# 19-61-3552) Operating impacts of the profile include increased service hours, increasing cost for maintenance (staff, parts, tires, fluids), fuel, Operators and training, control and peace officers and increasing revenue associated with increasing fare box revenue.

PROFILE JUSTIFICATION

Fleet growth is necessary for ridership growth and to facilitate the shift away from single occupancy vehicles. ETS is committed to improving service reliability and strategically enhancing service levels, which leads to greater customer satisfaction and ridership gains.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by providing vehicles that meet the increasing demand for transit services. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social and environmental systems.

ALTERNATIVES CONSIDERED

If growth buses aren't purchased, there are two alternatives:

- 1) Choose to defer growth to a future capital cycle.
- 2) Reallocate service or reduce service in order to free up resources for growth.
- 3) Extend the use of existing older buses, thereby creating increasing risk of failure and service disruption, and reducing ability to manage fleet at industry standard.

COST BENEFITS

Costs include vehicle cost and associated equipment.

Benefits include improved reliability, reduced greenhouse gas emissions, increased ridership and customer satisfaction, and the ability to continue meeting metrics for system performance as outlined the transit service Council Policy.

KEY RISKS & MITIGATING STRATEGY

Key risks include:

- Cost overruns or time delays, which can be mitigated by rigorous procurement process.
- Delay from other capital projects (i.e. new transit garage) causing delays to this project.
- Insufficient operating resources to utilize capital growth.

RESOURCES

Bus purchases, testing, setup, and maintenance is the responsibility of Fleet Services. Service planning and technology implementation are the responsibility of Edmonton Transit Service. Procurement is managed collaboratively between ETS, Fleet Services and Corporate Procurement & Supply Services.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Application is being made for the Alberta Community Transit Fund for electric buses within this profile.

CONTINGENCY OF APPROVAL

CAP#18/Motion 10.2: Funding will be held in abeyance until announcements of successful projects for funding under the Alberta Community Transit Fund application.

CAPITAL PROFILE REPORT

PROFILE NAME: **Electric Buses - ACT Funded (Abeyance)**

FUNDED

PROFILE NUMBER: **CM-61-3620**

PROFILE TYPE: **Composite**

BRANCH: **Edmonton Transit**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	6,250	6,250	6,250	6,250	-	-	-	-	-	25,000
Current Approved Budget		-	-	6,250	6,250	6,250	6,250	-	-	-	-	-	25,000
Approved Funding Sources													
Alberta Community Transit Fund		-	-	3,125	3,125	3,125	3,125	-	-	-	-	-	12,500
Tax-Supported Debt		-	-	3,125	3,125	3,125	3,125	-	-	-	-	-	12,500
Current Approved Funding Sources		-	-	6,250	6,250	6,250	6,250	-	-	-	-	-	25,000

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	6,250	6,250	6,250	6,250	-	-	-	-	-	25,000
Requested Funding Source													
Alberta Community Transit Fund		-	-	3,125	3,125	3,125	3,125	-	-	-	-	-	12,500
Tax-Supported Debt		-	-	3,125	3,125	3,125	3,125	-	-	-	-	-	12,500
Requested Funding Source		-	-	6,250	6,250	6,250	6,250	-	-	-	-	-	25,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Fleet Equipment	-	-	6,250	6,250	6,250	6,250	-	-	-	-	-	25,000
	Total	-	-	6,250	6,250	6,250	6,250	-	-	-	-	-	25,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Personnel

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	533	533	5.0	-	683	683	7.2	-	235	235	2.0	-	213	213	2.6
Total Operating Impact	-	533	533	5.0	-	683	683	7.2	-	235	235	2.0	-	213	213	2.6

CAPITAL PROFILE REPORT**PROFILE NAME: Electric Buses - ACT Funded (Abeyance)****PROFILE NUMBER: CM-61-3620****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	CIO - Growth Bus Purchases			
000002	Paratransit Buses			Paratransit Buses are used for DATS service. Includes bus, MDT, radio, fuel telemetry, cameras, PDI, Inspection, specification/procurement
000003	Forty Foot Electric Bus			Forty Foot Electric Buses are used for conventional transit service. Includes bus, radio, APC, Camera, Electronic Farebox, PDI/Modifications, inspection/travel, specification/procurement
000004	Thirty Foot Diesel Buses			Thirty Foot Diesel buses are used for conventional and community transit service. The smaller buses allow ETS to operate on roads that cannot accommodate a forty foot bus, to provide service for lower demand areas and to provide service for populations with mobility challenges such as seniors centres. Includes bus, PDI/modifications, Inspection/travel, farebox, specification/procurement, engineering fees.
000005	Sixty Foot Diesel Buses			Sixty foot (articulated) diesel buses are used for conventional transit routes with higher ridership. Includes bus, radio/APC, Camera, Farebox, PDI/Modifications, Inspection/Travel, Specification/procurement, contingency for US exchange.
000006	First/Last KM Vehicles			First/Last KM Vehicles will be used to provide service in neighbourhoods with limited access or longer walking distances to conventional service. These are smaller 15 Foot vans that will connect neighbourhoods to the nearest transit centre or major bus route.

CAPITAL PROFILE REPORT

PROFILE NAME: **FIRE FLEET GROWTH**
 PROFILE NUMBER: **19-70-0020**
 DEPARTMENT: **Citizen Services**
 LEAD BRANCH: **Fire Rescue Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Ken Block
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2021

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	6,058
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	6,058

PROFILE DESCRIPTION

The Fire Fleet Growth initiative will fund four additional major fire apparatus units (3 Pumpers and 1 Ladder) to ensure the Fire Rescue Services fleet has sufficient capacity to keep all active fire stations operational and still allow all planned and unplanned apparatus maintenance to be completed without having a detrimental impact on operational requirements and public safety. Additionally, FRS will be able to call in off-duty personnel to staff these additional units in the case of a major event to provide coverage to the rest of the city while the major event progresses, thus enhancing citizen safety. FRS will also be better positioned to manage the unanticipated loss of a front line fire unit. This will provide a buffer between the loss of the apparatus and the ability to repair or order and receive a replacement unit. These additional units will enable regular training to take place when the training requires a pump or ladder as part of the training. Apparatus to be purchased will be compatible with the existing fleet specifications. Funding requested will also ensure that all apparatus purchased are fully equipped with the necessary on-board fire rescue equipment so they can be fully operational while part of the fleet. Apparatus will be ordered in 2019 and 2020 in conjunction with end of life replacement purchases that are scheduled to limit the impact on Fire Rescue Services and Fleet Services apparatus acquisition and logistics programs. A commitment of funds is required in advance to initiate the order for new units and ensure delivery by 2020.

PROFILE BACKGROUND

FRS and Fleet Services previously established the minimum fleet requirement for front line emergency response apparatus which incorporated the number of units needed to ensure that required vehicle maintenance is performed. However due to growth of the fleet and increased maintenance requirements, FRS has retained 10 major units above the established fleet level that are obsolete and beyond life cycle to ensure the reserve fleet is large enough. Additional units should be added to the fleet to ensure the reserve is large enough to meet operational requirements.

The fleet cannot accommodate the unanticipated loss of a front line unit, specifically specialty units such as ladders. The only available units are end of life-cycle and obsolete units.

Major events leave large portions of the city without coverage. FRS has the ability to call in off duty firefighters to provide service cover however there are no reserve apparatus units that these firefighters can use.

Training sessions were cancelled in 2016 and 2017 due to the unavailability of apparatus for training.

PROFILE JUSTIFICATION

FRS and Fleet Services established the minimum fleet requirement for front line emergency response in the late 2000's which incorporated the number of units needed to ensure that required vehicle maintenance is performed. This fleet establishment was intended to ensure sufficient units are available to swap units out of service for maintenance & provide a replacement unit.

However, due to the growth of the fleet and increased maintenance requirements, in order to maintain the active fleet and keep all stations in service, FRS has retained 10 major units above the established fleet level that are obsolete and beyond life-cycle to ensure the reserve fleet is large enough. This places significant risk of FRS not being able to keep all active fire stations operational. Training sessions were cancelled in 2016 and 2017 due to the unavailability of apparatus for training.

The vehicles are equipped with an Auxillary Power Unit to decrease greenhouse gas emissions by limiting the use of main engine.

STRATEGIC ALIGNMENT

This profile contributes to Council's goals of "Healthy City" by ensuring the Fire Rescue Fleet can meet the needs of Edmontonians for emergency response", and " Climate Resilience" as it replaces obsolete apparatus and decreases environmental impact.

ALTERNATIVES CONSIDERED

An alternate approach could be to increase operational funding for the repair and maintenance of some of these vehicles. This approach of retaining obsolete units that have already been life-cycled out of the fleet is operationally expensive and carries significant risk. These units can not be maintained indefinitely and when they can no longer be kept in service, the size of the established fleet will not be sufficient to keep all active fire stations operational.

COST BENEFITS

2019- 2 pumper trucks & 1 ladder truck \$4.4 million 2020-1 pumper truck \$1.3 million

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

The major risk to the project is the ability of the apparatus manufacturer to meet the required timelines, however the projected build time of 18-24 months is based on recent experience and should be valid.

RESOURCES

All procurement, purchasing, and staff hiring activities for the initiative will follow standard administrative directions and policies, including the Administrative Directive A1439 Purchasing Goods Services and Construction and Administrative Directive A1104A Hiring Policy.

CONCLUSIONS AND RECOMMENDATIONS

Fire Rescue Services has determined that the current level of reserve apparatus included in the established fleet is insufficient to meet operational needs. The service is relying on five obsolete and out of life-cycle units to ensure that all active fire stations and apparatus are operational 24x7x365. While this leads to training and operational challenges, it is also inefficient and adds to vehicle maintenance costs. More importantly it places Fire Rescue Services at considerable risk. Should it no longer be possible to keep these obsolete apparatus units in service, Fire Rescue Services faces the real risk of having to temporarily close fire stations due to the lack of availability of maintained apparatus as there is no funding available to replace these units.

CAPITAL PROFILE REPORT

PROFILE NAME: **Fire Fleet Growth**

FUNDED

PROFILE NUMBER: **19-70-0020**

PROFILE TYPE: **Standalone**

BRANCH: **Fire Rescue Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,176	3,834	1,048	-	-	-	-	-	-	6,058
Current Approved Budget		-	-	1,176	3,834	1,048	-	-	-	-	-	-	6,058
Approved Funding Sources													
Munc Sustain. Initiative - MSI		-	-	1,153	3,736	1,027	-	-	-	-	-	-	5,916
Pay-As-You-Go		-	-	24	97	21	-	-	-	-	-	-	142
Current Approved Funding Sources		-	-	1,176	3,834	1,048	-	-	-	-	-	-	6,058

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
	Revised Budget (if Approved)		-	-	1,176	3,834	1,048	-	-	-	-	-	-
Requested Funding Source													
Munc Sustain. Initiative - MSI		-	-	1,153	3,736	1,027	-	-	-	-	-	-	5,916
Pay-As-You-Go		-	-	24	97	21	-	-	-	-	-	-	142
Requested Funding Source		-	-	1,176	3,834	1,048	-	-	-	-	-	-	6,058

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Fleet Equipment		-	-	1,176	3,834	1,048	-	-	-	-	-	-
Total		-	-	1,176	3,834	1,048	-	-	-	-	-	-	6,058

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Material & Equipment, Uncategorized Expenses

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	-	-	-	-	1,268	1,268	1.0	-	1,702	1,702	-	-	1,907	1,907	-
Total Operating Impact	-	-	-	-	-	1,268	1,268	1.0	-	1,702	1,702	-	-	1,907	1,907	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **FRS SOUTH HAZMAT UNIT**
 PROFILE NUMBER: **18-70-0002**
 DEPARTMENT: **Citizen Services**
 LEAD BRANCH: **Fire Rescue Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Ken Block
PARTNER MANAGER:	
ESTIMATED START:	April, 2018
ESTIMATED COMPLETION:	December, 2020

Service Category: **Protection**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	1,720
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,720

PROFILE DESCRIPTION

This initiative includes the purchase of a hazardous materials response unit and associated equipment to be deployed as a South Edmonton HazMat Unit. The complete HazMat response includes a response by the nearest fire pumper unit which secures the scene prior to arrival of HazMat. This will provide Edmontonians with improved emergency response to hazardous materials events on both the south side and city wide. The HazMat response vehicle will respond with HazMat technician trained firefighters and all required equipment to deal with HazMat emergencies involving the release of hazardous substances in air, land and water. Public safety as well as firefighter safety are improved by the addition of the South HazMat unit. The HazMat team provides other non-emergency services such as air monitoring and initial substance testing for drugs to support the Edmonton Police Service.

FRS has identified a short-term alternative staffing model that will not require the addition of FTE positions to the operating budget. FRS will station the HazMat vehicle at an existing fire station that is staffed with firefighters on a pumper truck. These firefighters will respond on the pumper truck for non-HazMat events and respond on the HazMat truck for HazMat events. There are some limitation using this model, for example both pumper and Hazmat trucks cannot respond at the same time which may lead to the northside HazMat responding to a southside event or a pumper from a neighbouring station responding when the HazMat truck is on an event. FRS feels this staffing model is manageable with minimal risk to the citizens while minimizing increases to the operating budget.

PROFILE BACKGROUND

Fire Rescue Services' (FRS) Hazardous Materials (HazMat) Team provides city-wide HazMat response from a north side fire station (#10 Lauderdale). FRS predicts the need for a south HazMat unit in 2020.

In June 2016 Council received a report for information on the need for a second HazMat team between 2020 and 2030 and that FRS would bring this forward in future capital budget processes.

In December 2016 Council approved the transfer of \$2.9 million, for FRS vehicles, to the Fleet Services Vehicle Replacement Reserve from revenue that the city received from FRS' response to the Fort McMurray wildfire fire.

In December 2017 Council approved the use of \$1.2 million, from the Fleet Services Vehicle Replacement Reserve, for a FRS Tanker vehicle.

The opportunity now exists to use the remaining \$1.7 million to purchase a HazMat unit to be deployed in the southside of the city. This specialized vehicle requires an 18 to 24 month lead time for procurement, ordering, build and delivery.

Funding for this initiative comes from funds received for FRS response to Fort McMurray Fire which is currently in the Fleet Services Replacement Reserve.

PROFILE JUSTIFICATION

HazMat event responses are increasing. HazMat response times on the north side of the city have remained consistent, however the average response time for HazMat calls on the south side is 2.2 times longer than calls on the north side. This gap continued to widen over the past 2 years. Increasing call volume on the south side and increased petrochemical transportation activity will continue to widen the gap between north and south response times and begin to increase overall City HazMat response times.

Leduc County annexation will increase the southside response area of EFRS. This includes Highway 19 between Nisku and Devon. The QEII highway is not included in the annexation area however Edmonton provides HazMat support to neighbouring municipalities. Both QEII and highway 19 are major truck routes. FRS predicts the need for a south HazMat unit in 2020. The time from decision to order a HazMat unit to delivery of the vehicle is 18 to 24 months because a HazMat unit is less common than other types of fire apparatus and not available "off the shelf".

STRATEGIC ALIGNMENT

This profile contributes to Council's goals of "Climate Resilience" by improving the response to hazardous materials spills, and "Edmonton is a Healthy City" by improving the emergency response for citizens.

ALTERNATIVES CONSIDERED

Alternatives include delaying the purchase of the South HazMat unit and maintaining the status quo indefinitely, thus leaving south HazMat response and response to annexation areas the same into future years.

COST BENEFITS

The cost of the HazMat unit will enable FRS to significantly improve response times across the south side of the City and impact response times to HazMat events city wide.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

The key risk to implementing this profile is a delay in the manufacturer delivering the HazMat unit. This risk will be mitigated by completing the HazMat unit specifications and ordering the unit as early as possible in 2018.

RESOURCES

Staffing the HazMat unit will be done using the existing firefighters. City Corporate Procurement and Supply Services and Fleet Services will be involved in the procurement of this unit.

CONCLUSIONS AND RECOMMENDATIONS

A South HazMat unit is required in 2020 to meet the demand on the south side of the City. The opportunity to use funds allocated for a FRS fleet capital purchase currently exists. FRS recommends using funds, \$1.7 million, in the Fleet Services Replacement Reserve, from the Fort McMurray fire response revenue, to purchase a HazMat unit for south Edmonton.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-07) \$1.7 million to purchase a HazMat unit to be deployed in the south side of the city. This specialized vehicle requires an 18 to 24 month lead time for procurement, ordering, build and delivery. Funding for this initiative comes from funds received for FRS' response to the Fort McMurray Fire which is currently in the Fleet Services Replacement Reserve.

CAPITAL PROFILE REPORT

PROFILE NAME: **FRS South HazMat Unit**
 PROFILE NUMBER: **18-70-0002**
 BRANCH: **Fire Rescue Services**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	20	387	1,313	-	-	-	-	-	-	-	1,720
	Current Approved Budget	-	20	387	1,313	-	-	-	-	-	-	-	1,720
Approved Funding Sources	Fleet Services Replacement Rsv	-	20	387	1,313	-	-	-	-	-	-	-	1,720
	Current Approved Funding Sources	-	20	387	1,313	-	-	-	-	-	-	-	1,720

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	20	387	1,313	-	-	-	-	-	-	-	1,720
Requested Funding Source	Fleet Services Replacement Rsv	-	20	387	1,313	-	-	-	-	-	-	-	1,720
	Requested Funding Source	-	20	387	1,313	-	-	-	-	-	-	-	1,720

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	-	20	387	581	-	-	-	-	-	-	-	988
	Fleet Equipment	-	-	-	733	-	-	-	-	-	-	-	733
	Total	-	20	387	1,313	-	-	-	-	-	-	-	1,720

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2020				2021				2022				2023			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Fire Rescue Services	-	130	130	-	-	18	18	-	-	3	3	-	-	-	-	-
Total Operating Impact	-	130	130	-	-	18	18	-	-	3	3	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **GPS/AVL INITIATIVE**
 PROFILE NUMBER: **18-25-4000**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Fleet & Facility Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Steve Rapanos
PARTNER MANAGER:	
ESTIMATED START:	January, 2018
ESTIMATED COMPLETION:	December, 2019

Service Category:	Corporate Support	Major Initiative:
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GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	2,820
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	2,820

PROFILE DESCRIPTION

Citizen safety is City of Edmonton's (CoE) primary responsibility. Through a combination of evolving technologies, optimized business process integrations and informed decision making capabilities, CoE is slated to further enhance its stature as a safer city for its citizens. This project is one of the strategic initiatives in this direction.

The mandate of this project is to implement a state of the art enterprise wide GPS/AVL solution to achieve the desired safety and productivity goals. A brief summary about the project benefits are underscored as below:

Safety and Oversight: GPS/ Telematics can do more than just report vehicles' locations and how long drivers spend at each job site. It can also help promote safety and encourage drivers to engage in safe driving practices giving fleet managers the ability and oversight to hold them accountable.

It can determine how fast vehicles are moving and whether they are accelerating too quickly, braking too harshly or whether the driver's seatbelt is fastened. These diagnostic data can create patterns of behavior that fleet managers can use to coach, discipline and reward drivers.

Productivity: GPS/Telematics today have become a fleet necessity, providing tools to improve employee accountability and productivity while decreasing fleet costs. Fleet managers can set customized parameters, including, but not limited to, fuel transaction monitoring, stolen vehicle location, GPS navigation and routing capabilities, driver behavior and location monitoring, accident reporting, maintenance alerts, asset optimization and organized timekeeping.

\$420K will be recovered from Waste profiles (\$300K from CM-33-2018 and \$120K from CM-33-2009).

PROFILE BACKGROUND

Over the years various branches have adopted different telematics solutions and operated in silos. As of today there are 12 different types of telematics solutions operating within our IT landscape.

There have been numerous attempts to procure a corporate solution in the past, that did not succeed due to obstacles such as lack of alignment with timelines and the breadth / complexities of business requirements.

Recently, Waste management branch in consultation with procurement followed a NRFP process to evaluate and shortlist a telematics solution that meets their branch needs and also compatible to the corporate requirements.

This process resulted in shortlisting (CalAmp) solution through a POC to satisfy the following conditions:

- To meet the current and the future corporate requirements
- A corporate standard that strategically aligned with the restructuring goals and organizational safety objectives including collision reduction
- To enhance productivity and asset utilization goals
- Compliance with FOIP and PIA guidelines
- To reduce IT and procurement overhead costs by replacing many of the existing solutions.

CAPITAL PROFILE REPORT**PROFILE JUSTIFICATION**

There is a strong business need to incorporate a state of the art corporate GPS solution to enhance driver's safety, service levels, employee productivity, decision making and overall citizen's experience

An extremely conservative approach has been adopted to calculate harvestable benefits vis-a-vis industry standards. The estimated cost for the project is \$2.82M (Phase I - \$1.62M and Phase II - \$1.20M) and a maintenance Cost of \$900K per year

Annual Benefits - 15% less collisions - \$160K + 15% reduction in fuel costs - \$ 1M + 10% reduction in fuel costs (only for Waste Mgt) - \$ 355K

Planned harvestable benefit:

- 15 minutes saving per driver per day \$800K annually -Piloting with detailed level analysis before committing

Key intangible benefits - (Higher level of service, citizen safety, productivity gains) far outweigh the quantifiable benefits making it to be a strategic investment proposition.

STRATEGIC ALIGNMENT

This profile primarily supports the delivery of excellent services to our community by providing greater data and intelligence to enhance driver safety, employee productivity and the overall user experience. The profile also supportst the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Two alternatives were considered to address the problem and exploit the opportunity.

Alternative 1 – Implementing a Passive Telematics solution,designed to store information inside of the passive tracker. Data need to be downloaded when the vehicle drives within range of a receiver (City designated Hotspots). These solutions do not require cellular connectivity but without geofence capabilities.

Alternative 2 – Implementing an Active Telematics solution. This device requires no manual interaction to send data, it uses a wireless network to send real-time updates. It tracks real time information about the vehicle and driver behavior. Assist with theft prevention and recover stolen vehicles. Of late the cellular cost has become very inexpensive and removed the cost constraint from the equation for active GPS

Conclusion: Alternative 2 is the clear winner considering huge operational advantage and alignment with strategic imperatives & safety objectives of the organization

COST BENEFITS

Operating impact of this project includes subscription fee and management costs as well as the savings on fuel, preventative collisions, route optimization and overhead costs reduction.

KEY RISKS & MITIGATING STRATEGY

Big Brother watching syndrome - Engage/ buy-in from the unions, Capture quick wins, engage change management early in the project life cycle

Functional compatibility with Snow Removal requirements - Proof of concept (POC)

Data Residency and Privacy - To incorporate terms and conditions in the contract

Project schedule - Constraints based to remain responsive to dynamic market situation with a phased deployment strategy

Reporting and BI - A dedicated team for data & reporting analysis

There is a contingency provision of \$400K in the project budget. This will help to address all cost variance emanating due to unknown risks at this stage. Once the negotiation phase is complete the final agreed costs can be updated into the charter and the ROI can be adjusted appropriately.

RESOURCES

Functional experts, Data management specialists, System integrators, Data architects are some of the core functions. Resources will be secured from internal pool or hired / recruited based on the needs and tenure.

CONCLUSIONS AND RECOMMENDATIONS

Based on the stakeholders' need analysis and key findings , it is evident that there is a strong need to deploy a state of the art corporate wide Active GPS solution. The proposed CalAmp solution is capable of meeting the City's current and future corporate requirements, as this is vindicated by 2 strong reasons:

1. Successful Pilot of this solution at Waste & drainage mgt. branch
2. Strongly supported by industry trends, Gartner and Forrester market research.

Few critical/mandatory steps

- A dedicated steering and working committees
- Incorporate Privacy Impact Assessment terms into the contract
- Establish a support model for AVL as a corporate solution; and

CAPITAL PROFILE REPORT

PROFILE NAME: **GPS/AVL Initiative**

FUNDED

PROFILE NUMBER: **18-25-4000**

PROFILE TYPE: **Standalone**

BRANCH: **Fleet & Facility Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Council	-	1,619	1,201	-	-	-	-	-	-	-	-	2,820
	Current Approved Budget	-	1,619	1,201	-	-	-	-	-	-	-	-	2,820
Approved Funding Sources													
	Fleet Services Replacement Rsv	-	600	-	-	-	-	-	-	-	-	-	600
	Other	-	420	-	-	-	-	-	-	-	-	-	420
	Pay-As-You-Go	-	599	1,201	-	-	-	-	-	-	-	-	1,800
	Current Approved Funding Sources	-	1,619	1,201	-	-	-	-	-	-	-	-	2,820

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	1,619	1,201	-	-	-	-	-	-	-	-	2,820
Requested Funding Source													
	Fleet Services Replacement Rsv	-	600	-	-	-	-	-	-	-	-	-	600
	Other	-	420	-	-	-	-	-	-	-	-	-	420
	Pay-As-You-Go	-	599	1,201	-	-	-	-	-	-	-	-	1,800
	Requested Funding Source	-	1,619	1,201	-	-	-	-	-	-	-	-	2,820

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	1,619	1,201	-	-	-	-	-	-	-	-	2,820
	Total	-	1,619	1,201	-	-	-	-	-	-	-	-	2,820

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	-260	-260	3.0	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-260	-260	3.0	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **HELICOPTER REPLACEMENT (ABEYANCE)**
 PROFILE NUMBER: **19-60-1402**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	D/C Alan Murphy
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2020

Service Category: **Protection**

Major Initiative:

GROWTH	RENEWAL
	100

PREVIOUSLY APPROVED:	6,200
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	6,200

PROFILE DESCRIPTION

This capital project will replace the remaining EC-120 helicopter (Air-2) with a new H-125 helicopter. This will be the same model purchased in the 2015-2018 budget cycle to replace Air-1. This replacement is considered a renewal of the asset.

With the new H-125 in use, the Edmonton Police Service has two different models of helicopters in service. This is not ideal as pilots will need to certify on two different models annually. The pilots need to rely on muscle memory and training when there is an emergency. One common airframe is a significant advantage to ensure successful response.

During the procurement process, the EPS became aware that the re-sale value of the current Air-2 helicopter had dropped to a quarter or one third of the previously identified remaining value. The EC-120 is being phased out of production as market demand declines in favor of models with higher capabilities and improved performance. Parts are becoming more difficult to source and some must come from the manufacturer in France.

PROFILE BACKGROUND

The EPS helicopter program began in 2001 using a proactive strategy to reduce risks associated with police pursuits, effectively deal with in-progress crime and efficiently police a rapidly growing geographic area.

The helicopter program significantly increases public and officer safety by providing police response within minutes. Through effective airborne coordination the helicopter is able to direct ground resources for maximum effectiveness and manage police pursuits safely. Another major benefit is the ability to rapidly assess situations and re-deploy scarce ground resources to other critical calls for service. The program commenced operations from the City Centre airport and, based on demonstrated success, expanded to a second helicopter in 2009. The program flies approximately 1,700 hours per year, split between its two aircraft.

Approved in the 2015-2018 Capital Budget, a more capable helicopter has been purchased and became operational in Quarter 4 of 2017. The successful model chosen was the Airbus H-125 (formerly Airbus AS-350 B3e). The unit provides additional capacity, functionality and operability enabling a broader range of services.

PROFILE JUSTIFICATION

One of the primary values of the Helicopter Flight Operations Unit (HFOU) program is its ability to manage police pursuits. Each police involved pursuit where a collision involving personal or property damage occurs has the potential to incur costs of \$1.0 million to \$2.0 million or more for civil litigation settlements. This cost is avoided when the pursuit can be more safely managed. In addition, when the helicopter is first on scene, they have the ability to assess the call and potentially redeploy some responding ground units to other calls, generating productivity savings of close to \$1.0 million dollars annually.

During the procurement process, it became obvious that both of the existing models have reached the end of their economic life. The market indicates that even with a major overhaul, the value of the remaining unit will not increase. The overhaul cost may exceed the economic value and will not provide the needed increase in service capabilities.

STRATEGIC ALIGNMENT

This profile provides the Edmonton Police Service with increased ability to utilize all available resources to meet critical demands and create safe Urban Places and a Healthy City.

ALTERNATIVES CONSIDERED

The only alternative is that the EPS could continue to fly the original EC-120 but the model is declining in use and parts are becoming more difficult to source with some having to come from Europe. Pairing with the more capable helicopter, the EPS would not be able to provide the necessary coverage and capability the program expects to provide. Declined calls would likely decrease and the new unit would likely be heavily relied upon. Overuse of the new unit would lead to increased maintenance costs and potential downtime.

Maintenance costs for the remaining 2009 unit are anticipated to increase over the next several years with a significant overhaul in 2021 (approx.) for a 12,000 flying hour overhaul. This is an extensive overhaul that may exceed the resale value of the helicopter.

EPS pilots would continue to be required to certify annually on both models which is an increased cost both in dollars and efficiency.

CAPITAL PROFILE REPORT

COST BENEFITS

If the HFOU program was curtailed or cancelled, the EPS would lose an aerial advantage that could not be replicated by adding more officers on the ground. The increase to public and officer safety is invaluable.

Air-1 safely manages police pursuits. This avoids many civil suits for damages as a result of accidents and injuries to bystanders as well as officer safety impacts; a significant decrease in liability occurs as a result.

KEY RISKS & MITIGATING STRATEGY

A risk assessment identified the following high level risks:

Operational, External Environment, Legal and Regulatory, Human Resources and Financial and Capital. Most risks are identified as High risks including failure to provide effective customer service, mitigation of risks resulting from criminal flights, provision of specialized equipment necessary for enforcement and response to calls, and the failure to respond to demographic changes within the City of Edmonton among other risks.

RESOURCES

Many of the fixed costs of operating the new H-125 will already be in place as a result of the purchase of the new unit in 2016-17. There are anticipated to be additional operating costs for the second unit of \$380,000.

CONCLUSIONS AND RECOMMENDATIONS

As the remaining Air 2 unit reaches the end of its economic life, the EPS recommends the replacement of this unit with a new H-125 model helicopter outfitted for police use. Based on the current procurement process, expected inflation and US exchange rates, the purchase is anticipated to cost \$6.2 million in 2019-20.

The EPS proposes to purchase the H-125 model helicopter. This was chosen in 2016 as the unit that best meets the needs of the EPS after an extensive Request for Procurement process and review of existing models and capabilities. The EPS intends to sole source the replacement proposed in this profile to the vendor selected for the purchase of the first replacement model. Procurement activities are expected to proceed in 2019 following budget approval.

CONTINGENCY OF APPROVAL

FUNDS HELD IN ABEYANCE - Subject to a report on efficiency

CAPITAL PROFILE REPORT

PROFILE NAME: **Helicopter Replacement (Abeyance)**
 PROFILE NUMBER: **19-60-1402**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	3,100	3,100	-	-	-	-	-	-	-	6,200
Current Approved Budget		-	-	3,100	3,100	-	-	-	-	-	-	-	6,200
Approved Funding Sources													
Self Supporting-Tax Guaranteed		-	-	3,100	3,100	-	-	-	-	-	-	-	6,200
Current Approved Funding Sources		-	-	3,100	3,100	-	-	-	-	-	-	-	6,200

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	3,100	3,100	-	-	-	-	-	-	6,200
Requested Funding Source												
Self Supporting-Tax Guaranteed		-	-	3,100	3,100	-	-	-	-	-	-	6,200
Requested Funding Source		-	-	3,100	3,100	-	-	-	-	-	-	6,200

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Fleet Equipment	-	-	3,100	3,100	-	-	-	-	-	-	-	6,200
	Total	-	-	3,100	3,100	-	-	-	-	-	-	-	6,200

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2021				2022				2023				2024			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Police Service	-	380	380	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	380	380	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **VEHICLE AND EQUIPMENT REPLACEMENT**
 PROFILE NUMBER: **CM-25-1001**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Fleet & Facility Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Steve Rapanos
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category:	Corporate Support	Major Initiative:
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GROWTH	RENEWAL
3	97

PREVIOUSLY APPROVED:	182,847
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	182,847

PROFILE DESCRIPTION

This composite project includes the total replacement cost of City Department fleets, which are within the Fleet replacement fund. All units proposed have reached their operational life cycle.

PROFILE BACKGROUND

Fleet Services manages annual vehicle and equipment replacement for units that are at the end of their useful service life. Based on an internal life cycle review, there are approximately 974 units scheduled for replacement from 2019 – 2022.

PROFILE JUSTIFICATION

Timely replacement of vehicles and equipment past their operational life cycle is critical as it affects the ability of the line departments to provide service to citizens if the reliability of the fleet is in question.

STRATEGIC ALIGNMENT

This profile primarily supports the delivery of excellent services by ensuring continued, reliable service delivery. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Other Alternatives:

1. Performing costly repairs exceeding the value of the asset
2. Paying monthly rental fees in the event that a like-unit rental would be available

COST BENEFITS

Tangible Benefits

- Reduced cost in unscheduled repairs due to vehicle/equipment exceeding its useful service life
- Access to newer technology and higher efficiency vehicles/equipment reduces fuel costs and emissions
- Minimize the total life-cycle costs of the fleet
- Increased service reliability

Intangible Benefits

- Access to newer and more efficient technology
- Reduced down time for unscheduled repair work

KEY RISKS & MITIGATING STRATEGY

Key Risks:

- Decreased fleet utilization
- Disruption or delays in City services
- Increased operating costs
- Increased load on City maintenance/repair facilities

RESOURCES

Assets identified for replacement are purchased with consideration given to the best financial and operational benefit, and utilize the open procurement processes of a tender call.

CONCLUSIONS AND RECOMMENDATIONS

This report recommends the approval for the replacement of approximately 974 vehicles and equipment participating in the Replacement Fund Program that will be at the end of their useful service life between 2019 and 2022.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2015 Spring SCBA (AA#21):

(BM.1) The overall municipal city fleet replacement plan is created based on current set life cycles, projected usage patterns and expected conditions of all flagged units. The first phase of implementation of the overall plan is to confirm unit requirements with each customer for the particular budget year. Once requirements are confirmed then each project/baseline (e.g. Drainage Light Truck) are adjusted to meet the effective replacement plan. This adjustment does not affect overall financing as all projects are funded out of the Fleet Replacement Reserve. In addition this adjustment will not affect the overall annual budgeted replacement which ensures alignment to RIMS.

2017 Spring (#17-20) 2.6-1: To combine 12-25-1000 Fleet Vehicle Replacement profile with CM-25-1001 Vehicle and Equipment Replacement profile for more effective management of the Fleet Replacement budget. This is a transfer of Green Fleet Funding from 12-25-1000 to CM-25-1001. The description and objective of CM-25-1001 includes those of 12-25-1000 and both profiles are funded by Fleet Replacement Reserve.

2017 Fall SCBA (#17-40) 2.1-01: Transfer \$600K to 18-25-4000 GPS/AVL Initiative

Spring SCBA 2018: (2.5-01) To remove the budgeted expenditures for Drainage Services fleet. No longer funded as part of the Fleet Services Replacement Reserve.

CAPITAL PROFILE REPORT

PROFILE NAME: **Vehicle and Equipment Replacement**
 PROFILE NUMBER: **CM-25-1001**
 BRANCH: **Fleet & Facility Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	61,036	26,208	-	-	-	-	-	-	-	-	-	87,243
2015 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	6,917	-600	-	-	-	-	-	-	-	-	-	6,317
2017 Cap Carry Forward	-19,358	19,358	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-4,693	-	-	-	-	-	-	-	-	-	-4,693
2018 Cap Budget Request for Next Cycle	-	-	28,008	28,385	18,987	18,599	-	-	-	-	-	93,980
Current Approved Budget	48,594	40,273	28,008	28,385	18,987	18,599	-	-	-	-	-	182,847
Approved Funding Sources												
Fleet Services Replacement Rsv	48,437	40,273	28,008	28,385	18,987	18,599	-	-	-	-	-	182,690
Pay-As-You-Go	157	-	-	-	-	-	-	-	-	-	-	157
Current Approved Funding Sources	48,594	40,273	28,008	28,385	18,987	18,599	-	-	-	-	-	182,847

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	48,594	40,273	28,008	28,385	18,987	18,599	-	-	-	-	182,847
Requested Funding Source											
Fleet Services Replacement Rsv	48,437	40,273	28,008	28,385	18,987	18,599	-	-	-	-	182,690
Pay-As-You-Go	157	-	-	-	-	-	-	-	-	-	157
Requested Funding Source	48,594	40,273	28,008	28,385	18,987	18,599	-	-	-	-	182,847

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Fleet Equipment	48,594	40,873	28,008	28,385	18,987	18,599	-	-	-	-	-	183,447
	Technology	-	-600	-	-	-	-	-	-	-	-	-	-600
	Total	48,594	40,273	28,008	28,385	18,987	18,599	-	-	-	-	-	182,847

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Vehicle and Equipment Replacement****PROFILE NUMBER: CM-25-1001****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Drainage Operations Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000002	Drainage Operations Heavy Truck Replacement	1/1/2015	1/31/2018	Heavy Truck
000003	Drainage Operations Equipment Replacement	1/1/2015	1/31/2018	Equipment
000004	Drainage Operations Trailer Replacement	1/1/2016	1/31/2018	Trailers
000005	Drainage Operations Attachment Replacement	1/1/2016	1/31/2016	Attachments
000006	Drainage Design & Construction Sedan Replacement	1/1/2017	1/31/2017	Cars
000007	Drainage Design & Construction Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000008	Drainage Design & Construction Heavy Truck Replacement	1/1/2015	1/31/2018	Heavy Truck
000009	Drainage Design & Construction Equipment Replacement	1/1/2015	1/31/2018	Equipment
000010	Drainage Development Services Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000011	Building Design & Construction Light Truck Replacement	1/1/2016	1/31/2018	Light Truck
000012	Building Design & Construction Heavy Truck Replacement	1/1/2017	1/31/2018	Heavy Truck
000013	Building Design & Construction Equipment Replacement	1/1/2015	1/31/2018	Equipment
000014	Building Design & Construction Trailer Replacement	1/1/2016	1/31/2016	Trailers
000015	Building & Facility Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000016	Waste Management Collections Heavy Truck Replacement 2015-2016	1/1/2015	1/31/2016	Heavy Truck
000017	Waste Management Collections Heavy Truck Replacement 2017-2018	1/1/2017	1/31/2018	Heavy Truck
000018	Waste Management Collection Services Equipment Replacement	1/1/2015	1/31/2015	Equipment
000019	Waste Management Processing & Disposal Light Truck Replacement	1/1/2015	1/31/2015	Light Truck
000020	Waste Management Processing & Disposal Heavy Truck Replacement	1/1/2017	1/31/2017	Heavy Truck
000021	Waste Management Processing & Disposal Equipment Replacement	1/1/2017	1/31/2017	Equipment

CAPITAL PROFILE REPORT

000022	Waste Management Processing & Disposal Trailer Replacement	1/1/2016	1/31/2016	Trailers
000023	Materials Management Light Truck Replacement	1/1/2017	1/31/2018	Light Truck
000024	Materials Management Equipment Replacement	1/1/2018	1/31/2018	Equipment
000025	Fleet Services Light Truck Replacement	1/1/2017	1/31/2018	Light Truck
000026	Fleet Services Heavy Truck Replacement	1/1/2015	1/31/2018	Heavy Truck
000027	Fleet Services Equipment Replacement	1/1/2015	1/31/2018	Equipment
000028	Fire Rescue Light Truck Replacement	1/1/2015	1/31/2017	Light Truck
000029	Fire Rescue Equipment Replacement	1/1/2015	1/31/2015	Equipment
000030	Fire Rescue Heavy Truck Replacement 2015-2016	1/1/2015	1/31/2016	Heavy Truck
000031	Fire Rescue Heavy Truck Replacement 2017	1/1/2017	1/31/2017	Heavy Truck
000032	Fire Rescue Heavy Truck Replacement 2018	1/1/2018	1/31/2018	Heavy Truck
000033	Fire Rescue Trailer Replacement	1/1/2015	1/31/2015	Trailers
000034	Community Facility Services Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000035	Community Facility Services Heavy Truck Replacement	1/1/2015	1/31/2017	Heavy Truck
000036	Community Facility Services Equipment Replacement	1/1/2015	1/31/2018	Equipment
000037	Community Facility Services Trailer Replacement	1/1/2015	1/31/2018	Trailers
000038	Community Standards Sedan Replacement	1/1/2017	1/31/2017	Cars
000039	Community Standards Light Truck Replacement	1/1/2015	1/31/2017	Light Truck
000040	Community Standards Equipment Replacement	1/1/2015	1/31/2018	Equipment
000041	Community Standards Trailer Replacement	1/1/2016	1/31/2016	Trailers
000042	Community Standards Attachment Replacement	1/1/2016	1/31/2016	Attachments
000043	Parks Operations Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000044	Parks Operations Heavy Truck Replacement	1/1/2015	1/31/2018	Heavy Truck
000045	Parks Operations Equipment Replacement	1/1/2015	1/31/2018	Equipment
000046	Parks Operations Trailer Replacement	1/1/2015	1/31/2018	Trailers
000047	Parks Operations Attachment Replacement	1/1/2016	1/31/2018	Attachments
000048	Parking Enforcement Sedan Replacement	1/1/2016	1/31/2017	Cars
000049	SD - Current Planning Sedan Replacement	1/1/2018	1/31/2018	Cars

CAPITAL PROFILE REPORT

000050	SD - Urban Planning & Environment - Light Truck Replacement	1/1/2017	1/31/2017	Light Truck
000051	SD - Parking Operations Light Truck Replacement	1/1/2016	1/31/2016	Light Truck
000052	Transportation Planning Light Truck Replacement	1/1/2015	1/31/2017	Light Truck
000053	Transportation Roadway Mtce Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000054	Transportation Roadway Mtce Heavy Truck Replacement 2015	1/1/2015	1/31/2015	Heavy Truck
000055	Transportation Roadway Mtce Heavy Truck Replacement 2016	1/1/2016	1/31/2016	Heavy Truck
000056	Transportation Roadway Mtce Heavy Truck Replacement 2017	1/1/2017	1/31/2017	Heavy Truck
000057	Transportation Roadway Mtce Heavy Truck Replacement - 2017 - 2	1/1/2017	1/31/2017	Heavy Truck
000058	Transportation Roadway Mtce Heavy Truck Replacement 2018 - 1	1/1/2018	1/31/2018	Heavy Truck
000059	Transportation Roadway Mtce Heavy Truck Replacement 2018 - 2	1/1/2018	1/31/2018	Heavy Truck
000060	Transportation Roadway Mtce Equipment Replacement 2015	1/1/2015	1/31/2015	Equipment
000061	Transportation Roadway Mtce Equipment Replacement 2016	1/1/2016	1/31/2016	Equipment
000062	Transportation Roadway Mtce Equipment Replacement 2017	1/1/2017	1/31/2017	Equipment
000063	Transportation Roadway Mtce Equipment Replacement 2018	1/1/2018	1/31/2018	Equipment
000064	Transportation Roadway Mtce Trailer Replacement	1/1/2016	1/31/2018	Trailers
000065	Transportation Roadway Mtce Attachments Replacement	1/1/2016	1/31/2018	Attachments
000066	Traffic Operations Sedan Replacement	1/1/2017	1/31/2017	Cars
000067	Traffic Operations Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000068	Traffic Operations Heavy Truck Replacement	1/1/2018	1/31/2018	Heavy Truck
000069	Transportation Engineering Services Light Truck Replacement	1/1/2015	1/31/2018	Light Truck
000070	ETS DATS Light Truck Replacement	1/1/2015	1/31/2016	Light Truck
000071	ETS Auxiliary Sedan Replacement	1/1/2016	1/31/2018	Cars
000072	ETS Auxiliary Heavy Truck Replacement	1/1/2016	1/31/2018	Heavy Truck
000073	ETS Auxiliary Equipment Replacement	1/1/2015	1/31/2018	Equipment
000074	ETS Auxiliary Light Truck Replacement	1/1/2015	1/31/2018	Light Truck

CAPITAL PROFILE REPORT

000075	ETS Auxiliary Trailer Replacement	1/1/2015	1/31/2015	Trailers
000076	ETS Auxiliary Attachment Replacement	1/1/2018	1/31/2018	Attachments
000077	Vehicle for Hire Commission Light Truck Replacement	1/1/2016	1/31/2016	Light Truck
000080	Parking Enforcement Light Truck Replacement			Light Truck
000081	Traffic Safety Light Truck Replacement			Light Truck Replacement
001000	General			
002000	Green Fleet Funding	1/1/2017	12/31/2017	To manage Green Fleet Funding transferred from CPP 12-25-1000
007000	Summary Fort Edmonton Park Unit Repl			
009200	Accident Write-offs - 2015-2018	1/1/2015	1/31/2018	Accident Write-offs - Allocation (Change requests required for transfers)
009300	Life Cycle corrections 2015-2018	1/1/2015	1/31/2018	Life Cycle corrections
101994	Budget Carrier FS Veh & Equip Replacemt			

CAPITAL PROFILE REPORT

PROFILE NAME: **VEHICLE REPLACEMENTS**
 PROFILE NUMBER: **CM-60-1765**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	Brian Kisilevich
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Protection** Major Initiative:

GROWTH	RENEWAL
4	96

PREVIOUSLY APPROVED:	56,782
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	56,782

PROFILE DESCRIPTION

This renewal capital project CM-60-1765 Vehicle Replacements describes the planned replacement for the police fleet of marked, unmarked and specialty vehicles including the costs related to outfitting the vehicles with police specific equipment such as mobile data workstations, radios and light bars.

PROJECT LIST

2019-2022 BUDGET CYCLE:
 Vehicle Replacements

PROFILE BACKGROUND

The EPS utilizes 735 (2015-2018 Budget cycle) vehicles of various types and utility. Life cycles are determined by a combination of years of service and mileage.

PROFILE JUSTIFICATION

Patrol vehicles are very much a frontline officer's office – their workplace. It needs to be reliable, efficiently organized and capable of being the workhorse of the patrol function to get a member to calls, enforce traffic safety and transport prisoners when required. The vehicle is a strategic organizational tool for the EPS.

Replacement of fleet vehicles involves not only the vehicle itself but switching over the technology and radios from the original vehicle to the next and outfitting the vehicle with lights and other equipment such as cages for the backseat. Life cycle replacement of radios and computers are covered by other capital replacement projects.

STRATEGIC ALIGNMENT

By providing sustainable infrastructure that supports the safety of the entire City of Edmonton, this profile contributes to the achievement of a Healthy City.

ALTERNATIVES CONSIDERED

The only option available from planned replacement would be to replace when there is a failure to the vehicle.

COST BENEFITS

Anticipated outcomes of replacing the fleet in a fiscally and operationally responsible manner includes: The ability to maintain the reliability of the fleet, replacement with more fuel-efficient models and types, and increased officer satisfaction.

KEY RISKS & MITIGATING STRATEGY

The EPS expects to continue with a life cycle replacement program that will mitigate all identified risks including: operational, health & safety, equipment, liability and litigation risks.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

CONCLUSIONS AND RECOMMENDATIONS

This profile intends to continue the life cycle replacement of the Edmonton Police Service fleet based on the approved life cycle plan. This plan will proceed on an on-going basis and will be managed by the EPS Fleet Management Branch.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2015 Spring SCBA (CA#20): (2.5.1) There is a need of additional capital funds for Vehicle Replacements, resulting from new positions being added in the operating budget. Funding was included in approval of EPS operating budget, this recognizes this funding in the capital budget.

2015 Fall SCBA (CA#40): (3.5.2) The purchases of additional police vehicles for new positions are funded from the Edmonton Police Service (EPS) Operating Budget but meet the Tangible Capital Assets (TCA) criteria, therefore, as per the accounting standard, the expenditure is capitalized.

2016 Spring SCBA (CA#20): (2.5.1) To match approved 2016 Operating Budget.

2016 Spring SCBA (AA#21): (GM.1) To transfer the budget from old profile to new profile.

2016 Spring SCBA (16-21-CM): To cover the budget shortfall of Specialized Equipment profile.

2017 Spring (#17-20) 2.5-1: To match approved 2017 Operating Budget.

2017 Fall SCBA (CA#40): 2.8-02 The purchases of additional police vehicles of \$2.8M are funded from the Edmonton Police Service (EPS) Operating Budget but meet the Tangible Capital Assets (TCA) criteria, therefore, as per the accounting standard, the expenditure is capitalized.

Spring SCBA 2018: (2.5-13) To match approved 2018 Operating Budget.

CAPITAL PROFILE REPORT

PROFILE NAME: **Vehicle Replacements**
 PROFILE NUMBER: **CM-60-1765**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	15,665	5,629	-	-	-	-	-	-	-	-	-	21,294
2015 Cap Council	2,294	-	-	-	-	-	-	-	-	-	-	2,294
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	137	-	-	-	-	-	-	-	-	-	-	137
2016 Cap Council	2,239	-	-	-	-	-	-	-	-	-	-	2,239
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	2,718	-	-	-	-	-	-	-	-	-	-	2,718
2017 Cap Carry Forward	-3,625	3,625	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-94	-	-	-	-	-	-	-	-	-	-94
2018 Cap Budget Request for Next Cycle	-	-	6,587	7,820	7,802	5,985	-	-	-	-	-	28,194
Current Approved Budget	19,428	9,160	6,587	7,820	7,802	5,985	-	-	-	-	-	56,782
Approved Funding Sources												
Pay-As-You-Go	-	-	700	1,400	700	-	-	-	-	-	-	2,800
Pay-As-You-Go - Police	19,428	9,160	5,887	6,420	7,102	5,985	-	-	-	-	-	53,982
Current Approved Funding Sources	19,428	9,160	6,587	7,820	7,802	5,985	-	-	-	-	-	56,782

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	19,428	9,160	6,587	7,820	7,802	5,985	-	-	-	-	-	56,782
Requested Funding Source												
Pay-As-You-Go	-	-	700	1,400	700	-	-	-	-	-	-	2,800
Pay-As-You-Go - Police	19,428	9,160	5,887	6,420	7,102	5,985	-	-	-	-	-	53,982
Requested Funding Source	19,428	9,160	6,587	7,820	7,802	5,985	-	-	-	-	-	56,782

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Equip FurnFixt		16,019	5,629	-	-	-	-	-	-	-	-	-	21,648
Fleet Equipment		-	-	6,587	7,820	7,802	5,985	-	-	-	-	-	28,194
Other Costs		3,409	3,531	-	-	-	-	-	-	-	-	-	6,940
Total		19,428	9,160	6,587	7,820	7,802	5,985	-	-	-	-	-	56,782

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2021				2022				2023				2024			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Police Service	-	200	200	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	200	200	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Vehicle Replacements****PROFILE NUMBER: CM-60-1765****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000002	2016 Vehicle Replacements	1/1/2016	12/31/2016	Planned replacement of 111 marked and unmarked units and 1 specialty unit.
000003	2017 Vehicle Life Cycle Replacement	1/1/2017	12/31/2017	2017 Vehicle Replacements for marked, unmarked, and specialty vehicles
000004	2018 Vehicle Life Cycle Replacement	1/1/2018	12/31/2018	2018 Vehicle Replacements for marked, unmarked, and specialty vehicles
000005	2019-2024 Vehicle Replacement	1/1/2019	1/31/2024	2019 - 2024 Vehicle Replacements for marked, unmarked, and specialty vehicles
000006	2019 Vehicle Replacements	1/1/2019	12/31/2019	Replacement of EPS Fleet vehicles including specialized vehicles and allowing for growth vehicles currently estimated at 3% of total per year.
000007	2020 Vehicle Replacements	1/1/2020	12/31/2020	Replacement of EPS Fleet vehicles including specialized vehicles and allowing for growth vehicles currently estimated at 3% of total per year.
000008	2021 Vehicle Replacements	1/1/2021	12/31/2021	Replacement of EPS Fleet vehicles including specialized vehicles and allowing for growth vehicles currently estimated at 3% of total per year.
000009	2022 Vehicle Replacements	1/1/2022	12/31/2022	Replacement of EPS Fleet vehicles including specialized vehicles and allowing for growth vehicles currently estimated at 3% of total per year.
000010	2023-2028 Vehicle Replacements			Replacement of EPS Fleet vehicles including specialized vehicles and allowing for growth vehicles currently estimated at 3% of total per year.
005177	2015 Vehicle Replacements	1/1/2015	12/31/2017	2015 Vehicle Replacements for marked, unmarked, and specialty vehicles

Information Technology

CAPITAL PROFILE REPORT

PROFILE NAME: **EPROCUREMENT**
 PROFILE NUMBER: **19-18-1902**
 DEPARTMENT: **Financial & Corporate Services**
 LEAD BRANCH: **Open City & Technology**
 PROGRAM NAME:
 PARTNER: **Corporate Procurement & Supply Services**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Wendy Gnezz
PARTNER MANAGER:	Roxanne Kits
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2019

Service Category:	Corporate Support	Major Initiative:
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GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	3,957
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	3,957

PROFILE DESCRIPTION

eProcurement is a collective term describing initiatives under Phase II of the Procure to Pay (P2P) program. Its aim is to deploy a technology solution that will facilitate and sustain the new Corporate Procurement and Supply Services (CPSS) business model, frameworks and processes.

SAP Ariba, the City's chosen technology solution, is an industry standard suite of applications which will be integrated with the City's existing legacy SAP solution. SAP Ariba will enable our recently improved, newly adopted practices and procedures through automation, monitoring, tracking and ease of use. It will also become a platform for the ongoing, continuous improvement of our procurement and contract management processes and procedures.

This profile is for the completion of the ongoing eProcurement program which is underway (the technical environment is implemented, and the design specifications and workplan are almost complete for upstream modules, with the downstream module design and configuration scheduled for Q1 2019). This profile will fund program activities to the completion of the program, scheduled for 2019. The program will introduce the SAP Ariba integrated solution, cleaned data, a standardized taxonomy, streamlined and optimized processes, as well as extensive training across all impacted business areas.

PROFILE BACKGROUND

The City currently processes over 1,700 contracts and supports over 29,000 purchase orders each year. Currently, these are all managed through manual processes. The Procure to Pay (P2P) program encompasses two phases. Phase I addressed personnel, process, governance and controls within the limits of the current technology platforms; this created a foundation for the organization that is now prepared and ready for the implementation of a new technology solution. Phase II addresses the implementation of a procurement and contract management technology solution which will improve process efficiency and effectiveness while minimizing risks.

The goal of P2P Phase II is the successful implementation of SAP Ariba, interconnecting it with the City's existing SAP backend and payment processes through AP Dolphin DMS, as well completing the necessary organizational-transformative efforts across all facets of procurement, contract management, supplier management, and payment - to ensure the successful uptake of the new solution.

PROFILE JUSTIFICATION

Currently a lack of standardization in data, processes and tools, as well as a high degree of dependence on manual processes and approvals, and inconsistent adherence to contract terms contribute to the erosion of performance, quality and trust. Employees spend undue effort on non-value-adding work, and lose time during the review and approval processes. Additionally, due to the manual nature of the current environment, there is a significant risk of non-compliance with the CPSS Administrative Directives and Procedures.

eProcurement will enhance the City's ability to gain oversight and to systematically enforce procurement and contract management compliance by implementing a software solution that integrates with the City's existing system. Due to automated, repeatable processes, CPSS will bring process efficiencies, the reduction of risk and an increase in productivity.

STRATEGIC ALIGNMENT

This profile is driven by the Corporate Objective to manage the corporation for our community, and supports the following Business Technology Strategy principles which improve how we manage technology and data as a corporation:

- Provide Reliable Information
- Promote Collaboration
- Think City-Wide

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits:

- Cost savings through strategic sourcing initiatives
- Increased efficiencies due to streamlined processes
- Transfer manual process to a standardized & highly automated process

Intangible Benefits:

- Adoption of innovation and increased technology resiliency
- Better access to process metrics & reporting, allowing for data-driven decision making
- Recognition as a Public Sector Procurement & Contract Mgmt technology leader

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: The project involves a large coordination effort & requires multiple resources.

Mitigation Strategy: The Project Manager will develop work plans in collaboration with key stakeholders, to plan & schedule resource needs and utilization.

Low Adoption Risk: The City will align its processes to SAP industry standard processes, which could cause frustration & discontent to end users.

Mitigation Strategies: Will build stakeholder support by engagement with City suppliers, end users, IT and SAP teams throughout the pre-project and all stages of the P2P Phase II implementation. Will deliver a staged rollout to allow time for training. And a dedicated team of change management & communication experts to ensure delivery of unified & consistent messages to end users.

RESOURCES

Resourcing will likely be a combination of internal Open City & Technology employees, Corporate Procurement and Supply Services employees, vendors, contractors, and impacted business users.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: eProcurement will improve procurement and contract management compliance, will bring automation and process efficiencies, will reduce risk and will increase in productivity. All business areas are impacted by the results of this initiative.

Recommendation: Fund this initiative in order to ensure the completion of the project and the realization of its benefits (e.g., long term sustainability and viability of procurement services and standards).

CAPITAL PROFILE REPORT

PROFILE NAME: **eProcurement**

FUNDED

PROFILE NUMBER: **19-18-1902**

PROFILE TYPE: **Standalone**

BRANCH: **Open City & Technology**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	3,957	-	-	-	-	-	-	-	-	3,957
Current Approved Budget		-	-	3,957	-	-	-	-	-	-	-	-	3,957
Approved Funding Sources													
Pay-As-You-Go		-	-	3,957	-	-	-	-	-	-	-	-	3,957
Current Approved Funding Sources		-	-	3,957	-	-	-	-	-	-	-	-	3,957

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	3,957	-	-	-	-	-	-	-	3,957
Requested Funding Source												
Pay-As-You-Go		-	-	3,957	-	-	-	-	-	-	-	3,957
Requested Funding Source		-	-	3,957	-	-	-	-	-	-	-	3,957

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	3,957	-	-	-	-	-	-	-	-	3,957
	Total	-	-	3,957	-	-	-	-	-	-	-	-	3,957

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	INFORMATION SECURITY AND DISASTER RECOVERY ENHANCEMENTS	FUNDED
PROFILE NUMBER:	19-18-1901	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Open City & Technology	LEAD MANAGER: Wendy Gneuz
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category: Corporate Support**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	11,500
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	11,500

PROFILE DESCRIPTION

Information Security and Disaster Recovery is about protecting the City, from ensuring that only those specific individuals requiring access can distribute, see, change or delete information to putting in place the people, processes and technology to provide continued delivery of key technologies in the case of a disaster.

It also ensures that permissions to access and change information are regularly reviewed through technical controls. The City of Edmonton requires significant corporate-wide investments to ensure network and access controls are robust and continually adapting to reflect the increasing possibility of cyber security incidents.

A robust, secure and integrated experience is made possible through the following activities:

1. Implementing organizational-wide standards
2. Utilizing commercially available products and solutions when possible and deploying with minimal customization
3. Centralizing information security and Disaster Recovery infrastructure, data flow and management process for productivity, consistency, security, and reduced cost
4. Streamlining and expediting identity work flow through automated provisioning, deprovisioning, and self-services
5. Ensuring alignment of the information security and compliance objectives with business objectives

PROFILE BACKGROUND

The cybersecurity landscape is evolving and new threats are discovered every day (ransomware, worms, viruses, social engineering). Cybersecurity threat actors (criminal organizations, hackers) are becoming highly sophisticated in their attacks and governmental organizations are becoming increasingly targeted. Edmontonians expect their data and information to be safeguarded against these types of cyber threats.

Investments in information security and compliance are essential to ensure:

1. Secure and easy access to technology resources
2. Timely delivery of applications and services
3. Increased ability for collaboration
4. Enhanced security and compliance

PROFILE JUSTIFICATION

The City of Edmonton must further enhance security controls to protect business and citizen information, protect systems, data and technology from unauthorized access, ensure integrity and confidentiality of information and provide timely recovery mechanisms to ensure business availability and usefulness of City information and technology assets.

Through investments in Security and Compliance, the City of Edmonton will be capable of continued swift coordination and action to enable prevention when potential threats are evident and mitigate threats when they are realized.

STRATEGIC ALIGNMENT

This profile is driven by the Corporate Objective to manage the corporation for our community, and supports the following Business Technology Strategy principles which improve how we manage technology and data as a corporation:

- Enhance Citizen Experience
- Provide Reliable Information
- Think City-Wide

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits:

- Increase operational efficiency
- Improve user experience through single sign on
- Simplify processes for user provisioning
- Further enhance security through controls
- Ensure compliance with legislation/regulations

Intangible Benefits:

- Promote tech & culture changes towards info security
- Ensure the success of any future tech projects
- Provide all stakeholders confidence that data and info is stored securely

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: The project involves a large coordination effort and requires multiple resources to be involved. Where needed, vendors will be engaged to provide deep technical support.

Mitigation Strategy: The Project Manager will develop detailed work plans, in collaboration with key stakeholders, to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing may vary but would include a combination of internal Open City & Technology employees, business area employees and vendors with deep technical capabilities.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: Funding for this profile ensures that the City can maintain Security and Compliance requirements to continue to secure both internal and external data.

Recommendation: Fund this profile in order to maintain business services and to ensure the long term security and compliance of the data held by the City of Edmonton.

CAPITAL PROFILE REPORT

PROFILE NAME: **Information Security and Disaster Recovery Enhancements**
 PROFILE NUMBER: **19-18-1901**
 BRANCH: **Open City & Technology**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	5,700	2,050	2,050	1,700	-	-	-	-	-
	Current Approved Budget	-	-	5,700	2,050	2,050	1,700	-	-	-	-	-	11,500
Approved Funding Sources	Pay-As-You-Go	-	-	5,700	2,050	2,050	1,700	-	-	-	-	-	11,500
	Current Approved Funding Sources	-	-	5,700	2,050	2,050	1,700	-	-	-	-	-	11,500

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	5,700	2,050	2,050	1,700	-	-	-	-	11,500
Requested Funding Source	Pay-As-You-Go	-	-	5,700	2,050	2,050	1,700	-	-	-	-	11,500
	Requested Funding Source	-	-	5,700	2,050	2,050	1,700	-	-	-	-	11,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	5,700	2,050	2,050	1,700	-	-	-	-	-	11,500
	Total	-	-	5,700	2,050	2,050	1,700	-	-	-	-	-	11,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **IT INFRASTRUCTURE GROWTH**
 PROFILE NUMBER: **CM-20-0053**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Public Library**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Pilar Martinez
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Corporate Support**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	2,500
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	2,500

PROFILE DESCRIPTION

This project provides for new IT Infrastructure that is critical to maintaining EPL's ability to provide equitable access to digital resources and a source of innovation to all Edmontonians. Funding is requested for several projects including providing customers with a more personal EPL experience through interactive applications, a Digital Interactive Visualization Wall, expansion of services to include exploratory and development services within the Augmented Reality and Virtual Reality domains, creating automated materials handling and check out service and an increase in public computing.

PROJECT LIST

There is no project listing other than the Digital Wall is the one and only project.

PROFILE BACKGROUND

The following projects will allow EPL to remain as a leader in providing Edmontonians barrier free access to technology:

- Digital Interactive Visualization Wall - this will be integrated within the Stanley Milner revitalization and will allow customers, researchers and other partners to experience learning and exploration through touch, sight and sound.
- Personalization applications - this will enable EPL customers the opportunity to utilize personal characteristics to customize their experience in person, online or through native "app's".
- Makerspace Standalone Branch - building on the success of the Makerspace program within EPL, future service could include a standalone branch offering only Makerspace services.
- Book Retrieval System - an automated materials retrieval system would reduce physical space within branch locations.
- Barrier Free Checkout - An automated materials handling and check out service would improve workflow efficiency and extend services to customers.
- Augmented Reality/virtual Reality domain - would ensure EPL consistently offer innovative and relevant services.

PROFILE JUSTIFICATION

In order for EPL to continue to provide creative and innovative digital services, investment must be made in new technology. This technology will ensure that Edmontonians have access to new and innovative technology, allow for automation of retrieval and check out service, which will improve workflow efficiency, personalize their library experience through "app's" that enable customers to be directed to curated services and collections which are most meaningful, and ensure that all Edmontonians continue to have the opportunity to access technology and build digital literacy skills.

STRATEGIC ALIGNMENT

This project aligns with City Council's "The Way We Live" plan of connecting individuals, families, groups, cultures and communities to the services they need to thrive and realize their potential

ALTERNATIVES CONSIDERED

- There are no competitive alternatives for an interactive digital wall and is technologically unique
- EPL will be the first library in North America to develop this technology and experience
- This digital interactive installation is modelled after the Queensland University of Technology's, The Cube.

COST BENEFITS

- Value engineering approach has been used in developing this initiative
- Costs have been developed in consultation with Queensland University of Technology's

KEY RISKS & MITIGATING STRATEGY

- Technological obsolesces and project costs
- Technology is a key element for the success of this project and as a mitigating strategy; EPL has leveraged the expertise of Queensland University of Technology and Stantec to assess best technology, investment and value to mitigate technology risk

RESOURCES

- EPL Info. Tech and FAO staff are key resources in advancing this project
- Consultation with the City's Integrated Infrastructure Services Dept. will be important in coordinating the installation of the digital wall
- Stantec and Queensland University consultants are also engaged in this project

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

- This experiential technology supports EPL Board strategic direction and business plan
- Technological experts have been secured to support the project
- Risks have been minimized and managed
- Preliminary design is in place that supports the project can be completed within the funding being provided by EPL through donations
- Operating Costs for the project are being funded by EPL as part of the operating budget
- EPL Board and Executive Team supports the digital wall project proceeding

CAPITAL PROFILE REPORT

PROFILE NAME: **IT Infrastructure Growth**
 PROFILE NUMBER: **CM-20-0053**
 BRANCH: **Public Library**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	2,000	500	-	-	-	-	-	-	-	2,500
Current Approved Budget		-	-	2,000	500	-	-	-	-	-	-	-	2,500
Approved Funding Sources													
Partnership Funding		-	-	2,000	500	-	-	-	-	-	-	-	2,500
Current Approved Funding Sources		-	-	2,000	500	-	-	-	-	-	-	-	2,500

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	2,000	500	-	-	-	-	-	-	-	2,500
Requested Funding Source													
Partnership Funding		-	-	2,000	500	-	-	-	-	-	-	-	2,500
Requested Funding Source		-	-	2,000	500	-	-	-	-	-	-	-	2,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	2,000	500	-	-	-	-	-	-	-	2,500
	Total	-	-	2,000	500	-	-	-	-	-	-	-	2,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: IT Infrastructure Growth

PROFILE NUMBER: CM-20-0053

BUDGET CYCLE: 2019-2022

Project Number	Project Name	Start Date	End Date	Description
000001	Infrastructure Growth	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **IT INFRASTRUCTURE RENEWAL**
 PROFILE NUMBER: **CM-20-0050**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Public Library**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Pilar Martinez
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	15,824
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	15,824

PROFILE DESCRIPTION

This project provides for replacement of IT Infrastructure that will reach the end of its useful life in the current budget cycle.

Infrastructure has been identified for replacement over the current budget cycle to ensure uninterrupted library services to the public and reliable internal operations. An evergreening strategy is in place for replacement of self-service checkout systems, automatic sortation units, hardware/software, data network infrastructure, network servers, as well as storage and back-up equipment which support library business applications, web, online and wireless public services. Investment over the current and next budget cycle is summarized below:

2015-2018 Budget Cycle (\$5.6 Million)

- \$3.5 million in customer / staff desktops and devices
- \$1.2 million IT infrastructure / network servers
- \$0.9 million in customer self-check-in / check-out and sortation devices

2019-2022 Budget Cycle (\$10 Million)

- \$5.6 million in customer / staff desktops and devices
- \$1.6 million IT infrastructure / network servers
- \$2.8 million in customer self-check-in / check-out and sortation devices

PROFILE BACKGROUND

EPL is becoming more and more dependent on IT infrastructure in the delivery of library services and it is critical that renewal and replacement occur on a timely manner. IT infrastructure has a relatively short life compared to other capital assets and requires replacement before equipment or system failures occur and adversely impact services to library customers and internal operations.

This project addresses the need to replace Information Technology (IT) infrastructure that will reach the end of its useful life during the current budget cycle. IT infrastructure has an average life of 3-5 years at which time it needs to be replaced. The Library continuously and regularly monitors all technology infrastructure and determines when replacement is required to ensure that equipment or system failures are avoided.

PROFILE JUSTIFICATION

The Library relies on its technology infrastructure to provide core services to customers and to support its internal operations. Failure to replace EPL hardware/software related to core public and internal business processes in a timely fashion will increase the risk of failure and result in adverse impacts on service to Library customers and staff. Of significant IT investment held by EPL is the self-service system implemented in 2008. Since installation was completed, the customer self-check-out and automated sortation system has enabled EPL to respond to a 38% increase in circulation activity without increasing staffing levels. The majority of check-outs are performed by customers, freeing up staff to provide more value added customer service.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to improve Edmonton's livability by ensuring Edmontonians have appropriate and accessible infrastructure; Edmonton is a safe and caring community; and Edmonton has robust infrastructure that ensures the continuity of critical services.

ALTERNATIVES CONSIDERED

EPL continually reviews alternatives to the procurement of technology equipment used by the public, internal operations and administrative areas.

COST BENEFITS

EPL assesses IT investment purchases and will always look for the best value solution which may include purchase, lease or service agreements in securing IT technology for service delivery.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Delays in replacement of IT infrastructure put library customer service at significant risk since the current service delivery model is highly reliant on a robust technology infrastructure being in place. Strategies are in place to mitigate interruption in service through EPL's work in assessing risks.

RESOURCES

IT infrastructure requirements are tendered, and replacement is carried out by EPL staff and contractors.

CONCLUSIONS AND RECOMMENDATIONS

The Library supports the timely replacement of IT infrastructure and recommends that funding for this project be approved.

CHANGES TO APPROVED PROFILE

2016 Fall SCBA (CA#40): (2.5) This adjustment is required to align the 2016 - 2018 capital budget for project CM-20-0050 (IT infrastructure renewal) with the funding (Library PAYG) included in the 2016 - 2018 EPL operating budget as approved by City Council. Additional funding is targeted to IT infrastructure renewal and reflects better information on 2017 and 2018.

2017 Spring (#17-20) 2.3-1: Lower renewal needs for 2016. Balance returned to Library Reserves.

CAPITAL PROFILE REPORT

PROFILE NAME: **IT Infrastructure Renewal**
 PROFILE NUMBER: **CM-20-0050**
 BRANCH: **Public Library**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Approved Budget										
Original Budget Approved	3,889	1,698	-	-	-	-	-	-	-	-	-	5,587
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	187	187	-	-	-	-	-	-	-	-	-	374
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-187	-	-	-	-	-	-	-	-	-	-	-187
2017 Cap Carry Forward	-1,113	1,113	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	2,685	3,530	2,285	1,550	-	-	-	-	-	10,050
Current Approved Budget	2,776	2,998	2,685	3,530	2,285	1,550	-	-	-	-	-	15,824
Approved Funding Sources												
Pay-As-You-Go	2,611	2,789	2,685	3,530	2,285	1,550	-	-	-	-	-	15,450
Pay-As-You-Go - Library	165	209	-	-	-	-	-	-	-	-	-	374
Current Approved Funding Sources	2,776	2,998	2,685	3,530	2,285	1,550	-	-	-	-	-	15,824

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	2,776	2,998	2,685	3,530	2,285	1,550	-	-	-	-	15,824
Requested Funding Source											
Pay-As-You-Go	2,611	2,789	2,685	3,530	2,285	1,550	-	-	-	-	15,450
Pay-As-You-Go - Library	165	209	-	-	-	-	-	-	-	-	374
Requested Funding Source	2,776	2,998	2,685	3,530	2,285	1,550	-	-	-	-	15,824

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	2,776	2,998	2,685	3,530	2,285	1,550	-	-	-	-	-	15,824
	Total	2,776	2,998	2,685	3,530	2,285	1,550	-	-	-	-	-	15,824

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: IT Infrastructure Renewal****PROFILE NUMBER: CM-20-0050****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	IT Infrastructure Renewal	1/1/2015	12/31/2018	IT Infrastructure Renewal
000002	Network Servers	1/1/2019	12/31/2022	
000003	Desktops and Peripherals	1/1/2019	12/31/2022	
000004	RFID	1/1/2019	12/31/2022	
000005	Software	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **POLICE IT - APPLICATIONS ENHANCEMENT**
 PROFILE NUMBER: **CM-60-1461**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	Brock Kahanyshyn
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Protection**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	13,632
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	13,632

PROFILE DESCRIPTION

This composite project (growth project CM-60-1461) encompasses various initiatives that enhance the capability of EPS software applications and systems deployed in support of police operations. The focus over the next four years will see the continued leverage of technologies that realize organizational efficiencies and further enhance the intelligent analysis of existing data and information sources. This will require the ability to identify, implement and support new applications, tools and techniques in an agile and timely manner.

For the 2015-2018 Budget cycle, the EPS advanced projects related to continuity and disaster planning, automating various administrative functions currently done manually if at all, and implementing an e-ticketing function for traffic tickets.

Projects considered for inclusion are identified by business users working with IT. Assessment and prioritization of the individual projects will be undertaken through the EPS IT Strategy Committee.

PROJECT LIST

2019 - 2022 BUDGET CYCLE:

Operational Dispatch Systems (Business Continuity, Disaster Management); Operational Records Systems (Business Continuity, GIS, Online Reports, Property & Exhibit); Communications Systems (Websites, Collaboration Tools); Administration HR Systems; Administration Records Systems

PROFILE BACKGROUND

Given the changing needs and priorities of operational policing, coupled with the dynamic nature of IT applications, the ability to effectively identify and implement relevant IT projects requires an agile funding model.

The EPS, in conjunction with internal business owners, continues to identify new business requirements and emergent technology that will add value to operations.

Supporting dedicated capital funding for IT applications provides a realistic and supportable funding model that the EPS has the capability and capacity to manage. Capital funding allows the EPS to respond to emergent needs in a coordinated and consistent manner, and ensure that the development of the EPS application portfolio is responsive to policing needs. It would also help to sustain the momentum and benefits already realized.

PROFILE JUSTIFICATION

EPS Information Technology continues to assist the organization to determine technology that will lead to productivity gains. Automating internal processes where it is deemed to provide advantage as well as providing new functionalities. Consideration is being given to increasing mobile applications to the members to the records management system, dispatch and enabling management of mobile devices; radio frequency identification for inventory management; software for EPS Continuity Planning and disaster recovery from the business side; among others.

Practically this means the EPS will be able to:

- Better meet requests for intelligence and information from its systems;
- Effectively collaborate and share information, both internally and externally;
- Provide timely responses to public interactions;
- Assist with crime management by equipping front line officers with the tools and administrative support systems they need to do their jobs; and
- Respond effectively to disasters

STRATEGIC ALIGNMENT

This profile provides the Edmonton Police Service with increased ability to support policing functions to meet critical demands and create safe Urban Places and a Healthy City. It also provides increased quality of service delivery through increased productivity.

ALTERNATIVES CONSIDERED

The EPS can continue to use paper based or other manual systems to accomplish the same functionality. This would be more labour intensive and result in continuing decreases in productivity and potentially non-compliance to government standards.

CAPITAL PROFILE REPORT

COST BENEFITS

The aim of all projects under consideration is to leverage the abilities of the front line and support staff of the EPS to be more productive and minimize labour-intensive manual processes.

Each project will be assessed to determine its ability to deliver positive value to the EPS in the long term. Productivity gains, timely availability of information and compliance with external and internal standards are primary considerations.

KEY RISKS & MITIGATING STRATEGY

The key risks for these types of projects include the ability to gather user requirements and develop solutions that will be cost effective and usable. Change management processes are critical to success as is gathering benchmark information.

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors

CONCLUSIONS AND RECOMMENDATIONS

Upgraded and replacement application technology infrastructure within the EPS are assessed and reviewed by the IT Strategy Committee to determine their value to the EPS offset by their cost and other factors. Business need is a primary consideration

CHANGES TO APPROVED PROFILE

2017 Fall SCBA (CA#40): 2.8-01 The development costs of \$2.7M for the IT applications are funded from the Edmonton Police Service (EPS) Operating Budget but meet the Tangible Capital Assets (TCA) criteria, therefore, as per the accounting purposes, the expenditure is capitalized.

CAPITAL PROFILE REPORT

PROFILE NAME: **Police IT - Applications Enhancement**
 PROFILE NUMBER: **CM-60-1461**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	1,480	225	-	-	-	-	-	-	-	-	1,705	
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Council	2,650	-	-	-	-	-	-	-	-	-	2,650	
	2017 Cap Carry Forward	-1,842	1,842	-	-	-	-	-	-	-	-	-	
	2018 Cap Budget Request for Next Cycle	-	-	2,933	2,547	1,939	1,858	-	-	-	-	-	9,277
	Current Approved Budget	2,288	2,067	2,933	2,547	1,939	1,858	-	-	-	-	-	13,632
	Approved Funding Sources												
	Other Grants - Provincial	-	-	339	-	-	-	-	-	-	-	-	339
Pay-As-You-Go	1,480	225	2,594	2,547	1,939	1,858	-	-	-	-	-	10,643	
Pay-As-You-Go - Police	808	1,842	-	-	-	-	-	-	-	-	-	2,650	
Current Approved Funding Sources	2,288	2,067	2,933	2,547	1,939	1,858	-	-	-	-	-	13,632	

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	2,288	2,067	2,933	2,547	1,939	1,858	-	-	-	-	-	13,632
	Requested Funding Source												
	Other Grants - Provincial	-	-	339	-	-	-	-	-	-	-	-	339
	Pay-As-You-Go	1,480	225	2,594	2,547	1,939	1,858	-	-	-	-	-	10,643
	Pay-As-You-Go - Police	808	1,842	-	-	-	-	-	-	-	-	-	2,650
Requested Funding Source	2,288	2,067	2,933	2,547	1,939	1,858	-	-	-	-	-	13,632	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Other Costs	808	1,842	-	-	-	-	-	-	-	-	-	2,650
	Technology	1,480	225	2,933	2,547	1,939	1,858	-	-	-	-	-	10,982
	Total	2,288	2,067	2,933	2,547	1,939	1,858	-	-	-	-	-	13,632

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel, Uncategorized Expenses

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Police Service	-	-	-	-	-	63	63	-	-	829	829	-	-	169	169	-
Police Service (old)	-	288	288	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	288	288	-	-	63	63	-	-	829	829	-	-	169	169	-

CAPITAL PROFILE REPORT

PROFILE NAME: Police IT - Applications Enhancement

PROFILE NUMBER: CM-60-1461

BUDGET CYCLE: 2015-2018

Project Number	Project Name	Start Date	End Date	Description
000001	Administrative Records Systems - Enhancements	1/1/2015	1/31/2016	<p>Examples Include:</p> <p>Automated Key Management System Computerized key boxes tied to employee ID cards automatically track what vehicles are signed out and by whom. This will assist in managing vehicle usage, loss of keys / key fobs and determining ownership of automated traffic violations.</p> <p>Automated Fueling and Vehicle Telematics System Improve vehicle maintenance planning (both preventive and reactive) and reduce downtime. Wireless access points located at COE fuelling & EPS divisional stations will automate the collection of vehicle usage information and eliminate the need to have drivers manually enter data.</p> <p>Inventory Management – RFID (Radio Frequency Identification) Provide a better means of tracking, controlling and issuing EPS equipment which is high value and/or sensitive in nature. The use of RFID in conjunction with the inventory management system (SAP) should provide better information flow and accuracy during the movement of this equipment throughout EPS.</p> <p>EPS Vehicle Inspection Safety Checklist Design and Integration of a Patrol Vehicle Inspection Sheet into the MWS Log on and Log off screens. Vehicle Inspections are currently carried out by filling out a paper form and submitting it to the Administration of each Division. The current process is cumbersome and does not allow for qualitative, effective and consistent fleet inspections. This will also eliminate the existing paper inspection process currently generating 25,000 - 30,000 inspection sheets per year which are kept on file for one year prior to destruction.</p> <p>Victim Services Develop a streamlined administrative management system for the tracking of criminal charge files through the Court process to ensure Victim Services Unit obligations are met in a timely, efficient and effective manner, and to subsequently collect statistical data as mandated by the Alberta Solicitor General. Failure to pursue this may result in delays in fulfilling obligations mandated in legislation to provide support to victims of crime, creating a legal and public perception liability for the Service.</p> <p>In summary, these administrative records systems support the Service's mandated, legislative, investigative, and administrative business processes and citizen and other stakeholder interactions of various natures.</p>
000003	EPS Continuity Planning and Disaster Recovery	1/1/2015	1/31/2016	<p>Currently, EPS is not well positioned to continue through or recover from a catastrophic event such as fire, flood, contamination, terrorism, utility and/or system failure directly affecting its operations.</p> <p>As this is recognized as an issue within the EPS, an organizational "continuity of operations initiative" is being executed. Part of this initiative is to ensure mission critical systems are available in the event of a disaster.</p> <p>There is a current initiative being run to provide a secondary network and server infrastructure to enable a second location; however the current initiative does not include the implementation of the applications that will run on this backup infrastructure. Therefore, this request is to fill this gap, by enabling several mission critical systems to run on this secondary infrastructure. These mission critical systems have been identified as the police dispatch and EPROS records management systems.</p>

CAPITAL PROFILE REPORT

000004	Administrative Records Systems - Enhancements	1/1/2017	1/31/2017	<p>Example includes:</p> <p>Online Ordering System This project is intended to provide EPS with a better means of tracking, tracing and controlling orders for materials, equipment and services. The online ordering system should increase customer service by providing better flow and accuracy of information while reducing redundancies and the reliance on paper forms within the procurement process. The system should work in conjunction with current systems utilized within EPS such as SAP.</p> <p>In summary, these administrative records systems support the Service's mandated, legislative, investigative, and administrative business processes and citizen and other stakeholder interactions of various natures.</p>
000005	Operational Records Systems - Enhancement	1/1/2017	12/31/2018	<p>Examples Include:</p> <p>Gateway Mobile The vision to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices requires the following application enhancements:</p> <ul style="list-style-type: none"> • Modify current front end for mobile users (HTML5 interface) • Add two factor authentication • Develop separate mobile phone interface for Query functionality ONLY <p>E-Ticketing This will provide the capability to collect traffic violation information electronically (by scanning driver's licenses), produce traffic tickets at the scene and provide this information electronically to stakeholders. The Calgary Police Service has currently deployed this type of technology within their Traffic Section and is field testing the technology and associated business processes. A report on the implementation is expected sometime this year. EPS will review and adjust plans accordingly.</p> <p>The value to the Service comes from the current inefficiency of enforcement and reporting:</p> <ul style="list-style-type: none"> • Violation tickets continue to be written manually by issuing officers. • Manual entry and sharing delays do not allow for timely enforcement and intelligence analysis based upon violation information. • This will improve efficiencies for officers to issue tickets, allowing for more time for other duties, including the ability to issue more violation tickets. • Entry will be automatic upon scanning of operators' licenses. • To ensure the safety and security of officers by providing real-time, accurate information in a reliable and timely manner.
000006	Emerging Technology	1/1/2019	1/31/2024	<p>Given the four year budget horizon and the 10 year capital plan timeframe, this project is intended to reflect the rapid pace of technological change that will occur over those time periods and allocate funding against emergent business requirements and new technologies that may be applicable to law enforcement.</p>
000007	Operational Records Systems Enhancement	1/1/2021	1/31/2022	<p>This project intends to provide enhancements to the Gateway Mobile and E-Ticketing Applications proposed to be implemented in 2015-2019.</p>
000008	2019 Operational Dispatch Systems	1/1/2019	12/31/2019	<p>The vision is to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. This applies to EPS members to access administrative, logistical and tactical information readily, as well as to the public to access public safety information. This is in support of the EPS mission to increase public safety through excellence in the prevention, intervention and suppression of crime and disorder.</p>
000009	2020 Operational Dispatch Systems	1/1/2020	12/31/2020	<p>The vision is to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. This applies to EPS members to access administrative, logistical and tactical information readily, as well as to the public to access public safety information. This is in support of the EPS mission to increase public safety through excellence in the prevention, intervention and suppression of crime and disorder.</p>

CAPITAL PROFILE REPORT

000010	2021 Operational Dispatch Systems	1/1/2021	12/31/2021	The vision is to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. This applies to EPS members to access administrative, logistical and tactical information readily, as well as to the public to access public safety information. This is in support of the EPS mission to increase public safety through excellence in the prevention, intervention and suppression of crime and disorder.
000011	2022 Operational Dispatch Systems	1/1/2022	12/31/2022	The vision is to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. This applies to EPS members to access administrative, logistical and tactical information readily, as well as to the public to access public safety information. This is in support of the EPS mission to increase public safety through excellence in the prevention, intervention and suppression of crime and disorder.
000012	2023-2028 Operational Dispatch Systems			The vision is to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. This applies to EPS members to access administrative, logistical and tactical information readily, as well as to the public to access public safety information. This is in support of the EPS mission to increase public safety through excellence in the prevention, intervention and suppression of crime and disorder.
000014	2019 Operational Records Systems	1/1/2019	12/31/2019	<p>Enhancements and Improvements to the Police Records Management System generate significant operating efficiencies, and have a large impact on the intelligence that is available to EPS members, as well as the community.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>
000015	2020 Operational Records Systems	1/1/2020	12/31/2020	<p>Enhancements and Improvements to the Police Records Management System generate significant operating efficiencies, and have a large impact on the intelligence that is available to EPS members, as well as the community.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>
000016	2021 Operational Records Systems	1/1/2021	12/31/2021	<p>Enhancements and Improvements to the Police Records Management System generate significant operating efficiencies, and have a large impact on the intelligence that is available to EPS members, as well as the community.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>

CAPITAL PROFILE REPORT

000017	2022 Operational Records Systems	1/1/2022	12/31/2022	<p>Enhancements and Improvements to the Police Records Management System generate significant operating efficiencies, and have a large impact on the intelligence that is available to EPS members, as well as the community.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>
000018	2023-2028 Operational Records Systems			<p>Enhancements and Improvements to the Police Records Management System generate significant operating efficiencies, and have a large impact on the intelligence that is available to EPS members, as well as the community.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>
000019	2019-2022 Operational Intelligence Systems	1/1/2019	12/31/2019	<p>The vision is to deliver operational intelligence information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. In order to achieve this, the Service will look at platform diversification, information system changes, and infrastructure changes to support the use of multiple devices and operating systems, and meet the security requirements identified.</p>
000020	2023-2028 Operational Intelligence Systems			<p>The vision is to deliver operational intelligence information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. In order to achieve this, the Service will look at platform diversification, information system changes, and infrastructure changes to support the use of multiple devices and operating systems, and meet the security requirements identified.</p>
000021	2020 Public Communications Systems	1/1/2020	12/31/2020	<p>This request represents the implementation of the following projects:</p> <ul style="list-style-type: none"> • Streaming Video Solution • External Web Content Management System Enhancements • Intranet Web Content Management System Enhancements • Intranet Collaboration Tools Implementation <p>The scope of this request includes content management and collaboration enhancements to:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • crimemapping.edmontonpolice.ca: This is the public facing website with crime represented on an online map. • EPSnet: The Edmonton Police Service's corporate intranet
000022	2021 Public Communications Systems	1/1/2021	12/31/2021	<p>This request represents the implementation of the following projects:</p> <ul style="list-style-type: none"> • Streaming Video Solution • External Web Content Management System Enhancements • Intranet Web Content Management System Enhancements • Intranet Collaboration Tools Implementation <p>The scope of this request includes content management and collaboration enhancements to:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • crimemapping.edmontonpolice.ca: This is the public facing website with crime represented on an online map. • EPSnet: The Edmonton Police Service's corporate intranet

CAPITAL PROFILE REPORT

000023	2022 Public Communications Systems	1/1/2022	12/31/2022	<p>This request represents the implementation of the following projects:</p> <ul style="list-style-type: none"> • Streaming Video Solution • External Web Content Management System Enhancements • Intranet Web Content Management System Enhancements • Intranet Collaboration Tools Implementation <p>The scope of this request includes content management and collaboration enhancements to:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • crimemapping.edmontonpolice.ca: This is the public facing website with crime represented on an online map. • EPSnet: The Edmonton Police Service's corporate intranet
000024	2023-2028 Public Communications Systems			<p>This request represents the implementation of the following projects:</p> <ul style="list-style-type: none"> • Streaming Video Solution • External Web Content Management System Enhancements • Intranet Web Content Management System Enhancements • Intranet Collaboration Tools Implementation <p>The scope of this request includes content management and collaboration enhancements to:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • crimemapping.edmontonpolice.ca: This is the public facing website with crime represented on an online map. • EPSnet: The Edmonton Police Service's corporate intranet
000025	2019-2022 Administrative HR Systems	1/1/2019	12/31/2019	Human Resources Division at EPS currently has no electronic Records Management System (RMS). This request is to implement an electronic system to replace current paper-based records and processes.
000026	2023-2028 Administrative HR Systems			Human Resources Division at EPS currently has no electronic Records Management System (RMS). This request is to implement an electronic system to replace current paper-based records and processes.
000027	2019 Administrative Records Systems	1/1/2019	12/31/2019	<p>Examples Include:</p> <p>Automated Key Management System Computerized key boxes tied to employee ID cards automatically track what vehicles are signed out and by whom. This will assist in managing vehicle usage, loss of keys / key fobs and determining ownership of automated traffic violations.</p> <p>Online Ordering System This project is intended to provide EPS with a better means of tracking, tracing and controlling orders for materials, equipment and services. The online ordering system should increase customer service by providing better flow and accuracy of information while reducing redundancies and the reliance on paper forms within the procurement process. The system should work in conjunction with current systems utilized within EPS such as SAP.</p> <p>In summary, these administrative records systems support the Service's mandated, legislative, investigative, and administrative business processes and citizen and other stakeholder interactions of various natures.</p>

CAPITAL PROFILE REPORT

000028	2020 Administrative Records Systems	1/1/2020	12/31/2020	<p>Examples Include: Automated Key Management System Computerized key boxes tied to employee ID cards automatically track what vehicles are signed out and by whom. This will assist in managing vehicle usage, loss of keys / key fobs and determining ownership of automated traffic violations.</p> <p>Online Ordering System This project is intended to provide EPS with a better means of tracking, tracing and controlling orders for materials, equipment and services. The online ordering system should increase customer service by providing better flow and accuracy of information while reducing redundancies and the reliance on paper forms within the procurement process. The system should work in conjunction with current systems utilized within EPS such as SAP.</p> <p>In summary, these administrative records systems support the Service's mandated, legislative, investigative, and administrative business processes and citizen and other stakeholder interactions of various natures.</p>
000029	2022 Administrative Records Systems	1/1/2022	12/31/2022	<p>Examples Include: Automated Key Management System Computerized key boxes tied to employee ID cards automatically track what vehicles are signed out and by whom. This will assist in managing vehicle usage, loss of keys / key fobs and determining ownership of automated traffic violations.</p> <p>Online Ordering System This project is intended to provide EPS with a better means of tracking, tracing and controlling orders for materials, equipment and services. The online ordering system should increase customer service by providing better flow and accuracy of information while reducing redundancies and the reliance on paper forms within the procurement process. The system should work in conjunction with current systems utilized within EPS such as SAP.</p> <p>In summary, these administrative records systems support the Service's mandated, legislative, investigative, and administrative business processes and citizen and other stakeholder interactions of various natures.</p>
000030	2023-2028 Administrative Records Systems			<p>Examples Include: Automated Key Management System Computerized key boxes tied to employee ID cards automatically track what vehicles are signed out and by whom. This will assist in managing vehicle usage, loss of keys / key fobs and determining ownership of automated traffic violations.</p> <p>Online Ordering System This project is intended to provide EPS with a better means of tracking, tracing and controlling orders for materials, equipment and services. The online ordering system should increase customer service by providing better flow and accuracy of information while reducing redundancies and the reliance on paper forms within the procurement process. The system should work in conjunction with current systems utilized within EPS such as SAP.</p> <p>In summary, these administrative records systems support the Service's mandated, legislative, investigative, and administrative business processes and citizen and other stakeholder interactions of various natures.</p>
005655	Operational Records Systems - Enhancements	1/1/2015	12/31/2015	<p>Examples include: Gateway Mobile The vision to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices requires the following application enhancements:</p> <ul style="list-style-type: none"> • Modify current front end for mobile users (HTML5 interface) • Add two factor authentication • Develop separate mobile phone interface for Query functionality ONLY
007685	1461 Operational Intelligence Sy Summary			
102005	1460 IT App Enhancement BC Summary			

CAPITAL PROFILE REPORT

PROFILE NAME: **POLICE IT - APPLICATIONS SUSTAINMENT**
 PROFILE NUMBER: **CM-60-1460**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	Brock Kahanyshyn
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: Protection **Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	23,036
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	23,036

PROFILE DESCRIPTION

This composite project (renewal project CM-60-1460) encompasses various initiatives that maintain the capability of EPS software applications and systems deployed in support of police operations. The focus over the next four years will see the continued leverage of technologies that realize organizational efficiencies and further enhance the intelligent analysis of existing data and information sources. This will require the ability to identify, implement and support new applications, tools and techniques in an agile and timely manner.

PROJECT LIST

2019 - 2022 BUDGET CYCLE:
 Operational Dispatch Systems; Operational Records Systems; Communications Systems; Administration HR Systems; Administration Records Systems

PROFILE BACKGROUND

Given the changing needs and priorities of operational policing, coupled with the dynamic nature of IT applications, the ability to effectively identify and implement relevant IT projects requires an agile funding model.

Supporting dedicated capital funding for IT applications provides a realistic and supportable funding model that the EPS has the capability and capacity to manage. Capital funding allows the EPS to respond to emergent needs in a coordinated and consistent manner, and ensure that the development of the EPS application portfolio is responsive to policing needs. It would also help to sustain the momentum and benefits already realized.

PROFILE JUSTIFICATION

The focus of IT-related capital investment has shifted over time. The initial emphasis was on building the infrastructure necessary to support the communication and application systems. Once a stable and robust foundation was in place, the focus changed to the provision of operational systems that supported front-line members. This included the upgrade of the CAD (Computer Aided Dispatch) System, the replacement of the operational RMS (Records Management System – EPROS) and the investment in business intelligence tools that mine the data available from the CAD and RMS systems.

This plan expresses that the EPS will continue to focus efforts on the development and upgrades of the EPROS Gateway, mobile computing environment, On Line Reporting, application modernization and business intelligence and analysis suites. Both EPROS Gateway and Business Intelligence business requirements align with improving EPS abilities to target “Hot Spots” for criminal activity and traffic safety.

STRATEGIC ALIGNMENT

This profile provides the Edmonton Police Service with increased ability to support policing functions to meet critical demands and create safe Urban Places and a Healthy City. It also provides increased quality of service delivery through increased productivity.

ALTERNATIVES CONSIDERED

Renewal projects of this type have only one alternative - delay renewal and accept that maintenance costs will increase and reliability will decrease.

COST BENEFITS

The aim of projects under consideration is to leverage the abilities of the front line and support staff to continue expected levels of productivity and minimize labour-intensive manual processes.

Other outcomes include:

- Better meet requests for intelligence and other information
- Effectively collaborate internally and externally for information sharing.
- Assist with crime management by providing the tools needed to do the job.

KEY RISKS & MITIGATING STRATEGY

The key risks for these types of projects include the ability to gather user requirements and develop solutions that will be cost effective and usable. Change management processes are critical to success.

CAPITAL PROFILE REPORT**RESOURCES**

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors

CONCLUSIONS AND RECOMMENDATIONS

Upgraded and replacement application technology infrastructure within the EPS are assessed and reviewed by the IT Strategy Committee to determine value to the EPS offset by their cost and other factors. Business need is a primary consideration.

CHANGES TO APPROVED PROFILE

2017 Spring (#17-20) 2.7-1: Expenditures that do not qualify for Tangible Capital Asset.

2017 Fall SCBA (CA#40):

2.8-03 \$280K transferred to Capital funded by 2017 E911 Grant which is Provincial grant received in 2017.

2.8-05 Transfer \$80K from Operating to Capital to support the purchase of Mobile Responder software.

CAPITAL PROFILE REPORT

PROFILE NAME: **Police IT - Applications Sustainment**
 PROFILE NUMBER: **CM-60-1460**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	5,970	2,350	-	-	-	-	-	-	-	-	-	8,320
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	315	-	-	-	-	-	-	-	-	-	-	315
2017 Cap Carry Forward	-1,951	1,951	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	3,882	3,825	3,389	3,305	-	-	-	-	-	14,401
Current Approved Budget	4,334	4,301	3,882	3,825	3,389	3,305	-	-	-	-	-	23,036
Approved Funding Sources												
Other Grants - Provincial	131	149	330	-	346	-	-	-	-	-	-	956
Pay-As-You-Go	4,203	4,072	3,552	3,825	3,043	3,305	-	-	-	-	-	22,000
Pay-As-You-Go - Police	-	80	-	-	-	-	-	-	-	-	-	80
Current Approved Funding Sources	4,334	4,301	3,882	3,825	3,389	3,305	-	-	-	-	-	23,036

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	4,334	4,301	3,882	3,825	3,389	3,305	-	-	-	-	23,036
Requested Funding Source											
Other Grants - Provincial	131	149	330	-	346	-	-	-	-	-	956
Pay-As-You-Go	4,203	4,072	3,552	3,825	3,043	3,305	-	-	-	-	22,000
Pay-As-You-Go - Police	-	80	-	-	-	-	-	-	-	-	80
Requested Funding Source	4,334	4,301	3,882	3,825	3,389	3,305	-	-	-	-	23,036

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Other Costs	-1,636	1,951	-	-	-	-	-	-	-	-	-	315
	Technology	5,970	2,350	3,882	3,825	3,389	3,305	-	-	-	-	-	22,721
	Total	4,334	4,301	3,882	3,825	3,389	3,305	-	-	-	-	-	23,036

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment

Branch:	2016				2017				2018				2019			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Police Service (old)	-	-	-	2.5	-	-	-	2.5	-	120	120	-	-	-	-	-
Total Operating Impact	-	-	-	2.5	-	-	-	2.5	-	120	120	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Police IT - Applications Sustainment****PROFILE NUMBER: CM-60-1460****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Administrative Records Systems - Sustainment	1/1/2015	12/31/2016	<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000002	Operational Dispatch System - Sustainment	1/1/2015	12/31/2015	<p>The current version of the Operational Dispatch System will at some point become unsupported based on previous system lifespans. In order to eliminate the risks associated with running unsupported software, an upgrade is required. It is recommended that EPS upgrade to the most recent version of Computer Aided Dispatch (CAD) and at the same time upgrade all mobile and Police Dispatch 911 (PD911) desktop workstations to the latest Windows operating system.</p> <p>The upgrade will include 3 components of CAD; iDispatcher, iNetViewer and MPS - Mobile for Public Safety. The backend database will also be migrated from SQL Server 2008 to the latest SQL version to bring it into compliance with EPS' technology standards. This will require associated business intelligence reports to be redeveloped. The mobile workstation technology would also be reviewed/updated at that time.</p>
000003	Operational Intelligence Systems - Sustainment	1/1/2015	12/31/2016	<p>The Business Intelligence (BI) platform at EPS is comprised of a number of data integration and analytical tools that are used to extract, integrate and analyze crime data from multiple data sources including CAD (computer aided dispatch) and EPROS (operational records management system) to support criminal investigations and strategic and tactical decision making around crime reduction, reducing victimization, and improving operational performance. The primary data integration tools are in the Informatica suites and the primary intelligence tools are IBM Cognos BI and IBM i2.</p> <p>Cognos BI reports are relied upon on a daily basis to assess and direct operational and tactical deployments and to measure and manage Service performance. The IBM i2 integrated suite of visual analysis and database applications are used to by criminal intelligence analysts to identify relationships, patterns and trends in crime data and to simplify the creation and dissemination of actionable intelligence products to support intelligence-led operations. GIS tools are used in combination with Cognos and i2 to understand the geospatial relationships inherent in crime data, to identify risk factors for future occurrences of crime and to plan and manage police patrol workload. Combined with the Neighbourhood Crime Mapping web application, these tools provide accurate and timely crime data to our front line officers to enable specific, targeted and directed proactive policing.</p> <p>The BI program has been in existence since 2007 and is constantly adapting and enhancing to meet the changing needs of policing and to incorporate additional and changed data sources. This maintenance includes but is not limited to software upgrades to the various BI applications, changes to the data integration processes arising from upgrades/changes to source systems, additions of new data sources as well as data elements from existing data sources as needed to solve crime, manage performance, deploy resources and plan strategically.</p>

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000004	Operational Records Systems - Sustainment	1/1/2015	12/31/2016	<p>This program contains the applications that enable the reporting and retrieval of police records with respect to police occurrence criminal activity and public interaction.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p> <p>The core software application, "Niche", requires upgrades to maintain a vendor supported version of the software. The planned upgrade cycle is every 12-18 months. Associated applications and interfaces must also be kept current and synchronized with the core applications.</p>
000005	Public Communication Systems - Sustainment	1/1/2015	12/31/2016	<p>The Public Communications Systems project is required to ensure the sustainability and development of both the internal and external websites. The project deals with a suite of technology applications which support an external and internal web presence including: Content Management, Enterprise Search, Web Reporting and Streaming video software.</p> <p>The project supports the following corporate communications media:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • EPSnet: The Edmonton Police Service's corporate intranet <p>These sites represent a considerable amount of external and internal stakeholder consultation, involvement and organizational effort. This project is intended to sustain and protect that investment by keeping the sites "technologically" current. This includes the evaluation and application of new electronic communications media.</p>
000006	Administrative HR Systems - Sustainment	1/1/2017	12/31/2018	<p>The Human Resource Information Management/Technology (HRIM/T) project was initiated to look at ways of improving EPS information management capabilities related to human resources management in order to increase efficiency and effectiveness. The primary focus is on automated technology solutions, however, business process change/improvement options are also pursued if appropriate.</p> <p>HRIM/T is an integrated suite of applications that provide human resource information to the organization. These include:</p> <ul style="list-style-type: none"> o OrgPlus - Intelligent organizational charting technology for Senior Management and general EPS availability. o City of Edmonton PeopleSoft 9.1 - this the systems of record for human resource information in the Service. o CARM (Computer Aided Resource Management) - a workforce and schedule management system. The system tracks officer hours effectively (i.e. Regular Duty, Special Event Duty, training hours, etc.), supports the optimal deployment of officers and supports information analysis and reporting requirements needed to ensure occupational health and safety risks are addressed appropriately. o Learning Management System - an enterprise-wide Learning Management system provides a single enterprise-wide solution to track and manage: <ul style="list-style-type: none"> • Employee certifications, education and accomplishments • EPS-managed training, regardless of which organizational area delivers the training. • EPS-managed online training content, including Service Directives • Course registrations and • Organizational reporting on employee training information. o Early Intervention - a case management and early intervention application used to proactively identify police members at risk from various work related stressors such as complaints, use of force, collisions, discretionary charges, critical incidents, and pursuits. <p>This project will continue the evolution of the HRIM/T by keeping the applications current, taking advantage of new features and implementing required enhancements.</p>

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000007	Administrative Records Systems - Sustainment	1/1/2017	12/31/2017	<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000008	Operational Dispatch System - Sustainment	1/1/2017	12/31/2017	<p>The current version of the Operational Dispatch System will at some point become unsupported based on previous system lifespans. In order to eliminate the risks associated with running unsupported software, an upgrade is required. It is recommended that EPS upgrade to the most recent version of Computer Aided Dispatch (CAD) and at the same time upgrade all mobile and Police Dispatch 911 (PD911) desktop workstations to the latest Windows operating system.</p> <p>The upgrade will include 3 components of CAD; iDispatcher, iNetViewer and MPS - Mobile for Public Safety. The backend database will also be migrated from SQL Server 2008 to the latest SQL version to bring it into compliance with EPS' technology standards. This will require associated business intelligence reports to be redeveloped. The mobile workstation technology would also be reviewed/updated at that time.</p>
000009	Operational Dispatch Systems - Sustainment	1/1/2018	12/31/2018	<p>The current version of the Operational Dispatch System will at some point become unsupported based on previous system lifespans. In order to eliminate the risks associated with running unsupported software, an upgrade is required. It is recommended that EPS upgrade to the most recent version of Computer Aided Dispatch (CAD) and at the same time upgrade all mobile and Police Dispatch 911 (PD911) desktop workstations to the latest Windows operating system.</p> <p>The upgrade will include the following component of CAD; MPS - Mobile for Public Safety.</p>
000010	Operational Records Systems - Sustainment	1/1/2017	12/31/2018	<p>This program contains the applications that enable the reporting and retrieval of police records with respect to police occurrence criminal activity and public interaction.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p> <p>The core software application, "Niche", requires upgrades to maintain a vendor supported version of the software. The planned upgrade cycle is every 12-18 months. Associated applications and interfaces must also be kept current and synchronized with the core applications.</p>
000011	Public Communication Systems - Sustainment	1/1/2017	12/31/2018	<p>The Public Communications Systems project is required to ensure the sustainability and development of both the internal and external websites. The project deals with a suite of technology applications which support an external and internal web presence including: Content Management, Enterprise Search, Web Reporting and Streaming video software.</p> <p>The project supports the following corporate communications media:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • EPSnet: The Edmonton Police Service's corporate intranet <p>These sites represent a considerable amount of external and internal stakeholder consultation, involvement and organizational effort. This project is intended to sustain and protect that investment by keeping the sites "technologically" current. This includes the evaluation and application of new electronic communications media.</p>

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000012	Administrative HR Systems	1/1/2022	1/31/2023	<p>The Human Resource Information Management/Technology (HRIM/T) project was initiated to look at ways of improving EPS information management capabilities related to human resources management in order to increase efficiency and effectiveness. The primary focus is on automated technology solutions, however, business process change/improvement options are also pursued if appropriate.</p> <p>HRIM/T is an integrated suite of applications that provide human resource information to the organization. These include:</p> <ul style="list-style-type: none"> o OrgPlus - Intelligent organizational charting technology for Senior Management and general EPS availability. o City of Edmonton PeopleSoft 9.1 - this the systems of record for human resource information in the Service. o CARM (Computer Aided Resource Management) - a workforce and schedule management system. The system tracks officer hours effectively (i.e. Regular Duty, Special Event Duty, training hours, etc.), supports the optimal deployment of officers and supports information analysis and reporting requirements needed to ensure occupational health and safety risks are addressed appropriately. o Learning Management System - an enterprise-wide Learning Management system provides a single enterprise-wide solution to track and manage: <ul style="list-style-type: none"> • Employee certifications, education and accomplishments • EPS-managed training, regardless of which organizational area delivers the training. • EPS-managed online training content, including Service Directives • Course registrations and • Organizational reporting on employee training information. o Early Intervention - a case management and early intervention application used to proactively identify police members at risk from various work related stressors such as complaints, use of force, collisions, discretionary charges, critical incidents, and pursuits. <p>This project will continue the evolution of the HRIM/T by keeping the applications current, taking advantage of new features and implementing required enhancements.</p>
000013	Administrative Records Systems - Sustainment	1/1/2019	1/31/2023	<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000014	Operational Dispatch Systems - Sustainment	1/1/2019	1/31/2023	<p>The current version of the Operational Dispatch System will at some point become unsupported based on previous system lifespans. In order to eliminate the risks associated with running unsupported software, an upgrade is required. It is recommended that EPS upgrade to the most recent version of Computer Aided Dispatch (CAD) and at the same time upgrade all mobile and Police Dispatch 911 (PD911) desktop workstations to the latest Windows operating system.</p> <p>The upgrade will include 3 components of CAD; iDispatcher, iNetViewer and MPS - Mobile for Public Safety. The backend database will also be migrated from SQL Server 2008 to the latest SQL version to bring it into compliance with EPS' technology standards. This will require associated business intelligence reports to be redeveloped. The mobile workstation technology would also be reviewed/updated at that time.</p>

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000015	Operational Intelligence Systems - Sustainment	1/1/2019	1/31/2022	<p>The Business Intelligence (BI) platform at EPS is comprised of a number of data integration and analytical tools that are used to extract, integrate and analyze crime data from multiple data sources including CAD (computer aided dispatch) and EPROS (operational records management system) to support criminal investigations and strategic and tactical decision making around crime reduction, reducing victimization, and improving operational performance. The primary data integration tools are in the Informatica suites and the primary intelligence tools are IBM Cognos BI and IBM i2.</p> <p>Cognos BI reports are relied upon on a daily basis to assess and direct operational and tactical deployments and to measure and manage Service performance. The IBM i2 integrated suite of visual analysis and database applications are used to by criminal intelligence analysts to identify relationships, patterns and trends in crime data and to simplify the creation and dissemination of actionable intelligence products to support intelligence-led operations. GIS tools are used in combination with Cognos and i2 to understand the geospatial relationships inherent in crime data, to identify risk factors for future occurrences of crime and to plan and manage police patrol workload. Combined with the Neighbourhood Crime Mapping web application, these tools provide accurate and timely crime data to our front line officers to enable specific, targeted and directed proactive policing.</p> <p>The BI program has been in existence since 2007 and is constantly adapting and enhancing to meet the changing needs of policing and to incorporate additional and changed data sources. This maintenance includes but is not limited to software upgrades to the various BI applications, changes to the data integration processes arising from upgrades/changes to source systems, additions of new data sources as well as data elements from existing data sources as needed to solve crime, manage performance, deploy resources and plan strategically.</p>
000016	Operational Records Systems - Sustainment	1/1/2021	1/31/2024	<p>This program contains the applications that enable the reporting and retrieval of police records with respect to police occurrence criminal activity and public interaction.</p> <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p> <p>The core software application, "Niche", requires upgrades to maintain a vendor supported version of the software. The planned upgrade cycle is every 12-18 months. Associated applications and interfaces must also be kept current and synchronized with the core applications.</p>
000017	Public Communications Systems - Sustainment	1/1/2019	1/31/2024	<p>The Public Communications Systems project is required to ensure the sustainability and development of both the internal and external websites. The project deals with a suite of technology applications which support an external and internal web presence including: Content Management, Enterprise Search, Web Reporting and Streaming video software.</p> <p>The project supports the following corporate communications media:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • EPSnet: The Edmonton Police Service's corporate intranet <p>These sites represent a considerable amount of external and internal stakeholder consultation, involvement and organizational effort. This project is intended to sustain and protect that investment by keeping the sites "technologically" current. This includes the evaluation and application of new electronic communications media.</p>

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000018	2019 Operational Dispatch Systems	1/1/2019	12/31/2019	<p>The Computer Aided Dispatch (CAD) system is used by the EPS Public Service Answering Point (PSAP) staff to support 9-1-1 and Police Dispatch operations.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the 9-1-1 and CAD systems required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • Hexagon I/Calltaker • Hexagon I/Dispatcher • Hexagon I/Netviewer • Hexagon Mobile Responder • Genesis GenTracker • Priority Dispatch ProQA
000019	2021 Operational Dispatch Systems	1/1/2021	12/31/2021	<p>The Computer Aided Dispatch (CAD) system is used by the EPS Public Service Answering Point (PSAP) staff to support 9-1-1 and Police Dispatch operations.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the 9-1-1 and CAD systems required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • Hexagon I/Calltaker • Hexagon I/Dispatcher • Hexagon I/Netviewer • Hexagon Mobile Responder • Genesis GenTracker • Priority Dispatch ProQA
000020	2023-2028 Operational Dispatch Systems			<p>The Computer Aided Dispatch (CAD) system is used by the EPS Public Service Answering Point (PSAP) staff to support 9-1-1 and Police Dispatch operations.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the 9-1-1 and CAD systems required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • Hexagon I/Calltaker • Hexagon I/Dispatcher • Hexagon I/Netviewer • Hexagon Mobile Responder • Genesis GenTracker • Priority Dispatch ProQA

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000021	2019 Operational Records Systems	1/1/2019	12/31/2019	<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the EPROS applications are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • Niche Records Management System (RMS) • Edmonton Police Records & Occurrence System (EPROS) Gateway • Edmonton Police Records & Occurrence System (EPROS) iReporter • EMUGS (Mugshots) • EPLUS (Photo Lineup) • Beacon (Occurrence Monitoring) <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>
000022	2020 Operational Records Systems	1/1/2020	12/31/2020	<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the EPROS applications are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • Niche Records Management System (RMS) • Edmonton Police Records & Occurrence System (EPROS) Gateway • Edmonton Police Records & Occurrence System (EPROS) iReporter • EMUGS (Mugshots) • EPLUS (Photo Lineup) • Beacon (Occurrence Monitoring) <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>
000023	2022 Operational Records Systems	1/1/2022	12/31/2022	<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the EPROS applications are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • Niche Records Management System (RMS) • Edmonton Police Records & Occurrence System (EPROS) Gateway • Edmonton Police Records & Occurrence System (EPROS) iReporter • EMUGS (Mugshots) • EPLUS (Photo Lineup) • Beacon (Occurrence Monitoring) <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>

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000024	2023-2028 Operational Records Systems			<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the EPROS applications are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • Niche Records Management System (RMS) • Edmonton Police Records & Occurrence System (EPROS) Gateway • Edmonton Police Records & Occurrence System (EPROS) iReporter • EMUGS (Mugshots) • EPLUS (Photo Lineup) • Beacon (Occurrence Monitoring) <p>EPROS is the core operational records management system for the EPS while Gateway is the customized front-end application used to provide simplified access for police reporting and information retrieval specific to the Service. As such these applications are mission critical and support the core reporting, investigative and record keeping requirements of policing and disclosure of the records to the criminal justice system. This is the main system that enables the EPS to comply with FOIP and federal requirements and legislation.</p>
000025	2019 Operational Intelligence Systems	1/1/2019	12/31/2019	<p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • IBM Cognos BI • IBM i2 • ESRI GIS, EM4C • Daily Highlights <p>The Business Intelligence (BI) platform at EPS is comprised of a number of data integration and analytical tools that are used to extract, integrate and analyze crime data from multiple data sources including CAD (computer aided dispatch) and EPROS (operational records management system) to support criminal investigations and strategic and tactical decision making around crime reduction, reducing victimization, and improving operational performance. The primary data integration tools are in the Informatica suites and the primary intelligence tools are IBM Cognos BI and IBM i2.</p> <p>Cognos BI reports are relied upon on a daily basis to assess and direct operational and tactical deployments and to measure and manage Service performance. The IBM i2 integrated suite of visual analysis and database applications are used to by criminal intelligence analysts to identify relationships, patterns and trends in crime data and to simplify the creation and dissemination of actionable intelligence products to support intelligence-led operations. GIS tools are used in combination with Cognos and i2 to understand the geospatial relationships inherent in crime data, to identify risk factors for future occurrences of crime and to plan and manage police patrol workload. Combined with the Neighbourhood Crime Mapping web application, these tools provide accurate and timely crime data to our front line officers to enable specific, targeted and directed proactive policing.</p> <p>The BI program has been in existence since 2007 and is constantly adapting and enhancing to meet the changing needs of policing and to incorporate additional and changed data sources. This maintenance includes but is not limited to software upgrades to the various BI applications, changes to the data integration processes arising from upgrades/changes to source systems, additions of new data sources as well as data elements from existing data sources as needed to solve crime, manage performance, deploy resources and plan strategically.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the Business Intelligence systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p>

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000026	2020 Operational Intelligence Systems	1/1/2020	12/31/2020	<p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • IBM Cognos BI • IBM i2 • ESRI GIS, EM4C • Daily Highlights <p>The Business Intelligence (BI) platform at EPS is comprised of a number of data integration and analytical tools that are used to extract, integrate and analyze crime data from multiple data sources including CAD (computer aided dispatch) and EPROS (operational records management system) to support criminal investigations and strategic and tactical decision making around crime reduction, reducing victimization, and improving operational performance. The primary data integration tools are in the Informatica suites and the primary intelligence tools are IBM Cognos BI and IBM i2.</p> <p>Cognos BI reports are relied upon on a daily basis to assess and direct operational and tactical deployments and to measure and manage Service performance. The IBM i2 integrated suite of visual analysis and database applications are used to by criminal intelligence analysts to identify relationships, patterns and trends in crime data and to simplify the creation and dissemination of actionable intelligence products to support intelligence-led operations. GIS tools are used in combination with Cognos and i2 to understand the geospatial relationships inherent in crime data, to identify risk factors for future occurrences of crime and to plan and manage police patrol workload. Combined with the Neighbourhood Crime Mapping web application, these tools provide accurate and timely crime data to our front line officers to enable specific, targeted and directed proactive policing.</p> <p>The BI program has been in existence since 2007 and is constantly adapting and enhancing to meet the changing needs of policing and to incorporate additional and changed data sources. This maintenance includes but is not limited to software upgrades to the various BI applications, changes to the data integration processes arising from upgrades/changes to source systems, additions of new data sources as well as data elements from existing data sources as needed to solve crime, manage performance, deploy resources and plan strategically.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the Business Intelligence systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p>
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CAPITAL PROFILE REPORT

000027	2021 Operational Intelligence Systems	1/1/2021	12/31/2021	<p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • IBM Cognos BI • IBM i2 • ESRI GIS, EM4C • Daily Highlights <p>The Business Intelligence (BI) platform at EPS is comprised of a number of data integration and analytical tools that are used to extract, integrate and analyze crime data from multiple data sources including CAD (computer aided dispatch) and EPROS (operational records management system) to support criminal investigations and strategic and tactical decision making around crime reduction, reducing victimization, and improving operational performance. The primary data integration tools are in the Informatica suites and the primary intelligence tools are IBM Cognos BI and IBM i2.</p> <p>Cognos BI reports are relied upon on a daily basis to assess and direct operational and tactical deployments and to measure and manage Service performance. The IBM i2 integrated suite of visual analysis and database applications are used to by criminal intelligence analysts to identify relationships, patterns and trends in crime data and to simplify the creation and dissemination of actionable intelligence products to support intelligence-led operations. GIS tools are used in combination with Cognos and i2 to understand the geospatial relationships inherent in crime data, to identify risk factors for future occurrences of crime and to plan and manage police patrol workload. Combined with the Neighbourhood Crime Mapping web application, these tools provide accurate and timely crime data to our front line officers to enable specific, targeted and directed proactive policing.</p> <p>The BI program has been in existence since 2007 and is constantly adapting and enhancing to meet the changing needs of policing and to incorporate additional and changed data sources. This maintenance includes but is not limited to software upgrades to the various BI applications, changes to the data integration processes arising from upgrades/changes to source systems, additions of new data sources as well as data elements from existing data sources as needed to solve crime, manage performance, deploy resources and plan strategically.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the Business Intelligence systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p>
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CAPITAL PROFILE REPORT

000028	2022 Operational Intelligence Systems	1/1/2022	12/31/2022	<p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • IBM Cognos BI • IBM i2 • ESRI GIS, EM4C • Daily Highlights <p>The Business Intelligence (BI) platform at EPS is comprised of a number of data integration and analytical tools that are used to extract, integrate and analyze crime data from multiple data sources including CAD (computer aided dispatch) and EPROS (operational records management system) to support criminal investigations and strategic and tactical decision making around crime reduction, reducing victimization, and improving operational performance. The primary data integration tools are in the Informatica suites and the primary intelligence tools are IBM Cognos BI and IBM i2.</p> <p>Cognos BI reports are relied upon on a daily basis to assess and direct operational and tactical deployments and to measure and manage Service performance. The IBM i2 integrated suite of visual analysis and database applications are used to by criminal intelligence analysts to identify relationships, patterns and trends in crime data and to simplify the creation and dissemination of actionable intelligence products to support intelligence-led operations. GIS tools are used in combination with Cognos and i2 to understand the geospatial relationships inherent in crime data, to identify risk factors for future occurrences of crime and to plan and manage police patrol workload. Combined with the Neighbourhood Crime Mapping web application, these tools provide accurate and timely crime data to our front line officers to enable specific, targeted and directed proactive policing.</p> <p>The BI program has been in existence since 2007 and is constantly adapting and enhancing to meet the changing needs of policing and to incorporate additional and changed data sources. This maintenance includes but is not limited to software upgrades to the various BI applications, changes to the data integration processes arising from upgrades/changes to source systems, additions of new data sources as well as data elements from existing data sources as needed to solve crime, manage performance, deploy resources and plan strategically.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the Business Intelligence systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p>
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CAPITAL PROFILE REPORT

000029	2023-2028 Operational Intelligence Systems			<p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • IBM Cognos BI • IBM i2 • ESRI GIS, EM4C • Daily Highlights <p>The Business Intelligence (BI) platform at EPS is comprised of a number of data integration and analytical tools that are used to extract, integrate and analyze crime data from multiple data sources including CAD (computer aided dispatch) and EPROS (operational records management system) to support criminal investigations and strategic and tactical decision making around crime reduction, reducing victimization, and improving operational performance. The primary data integration tools are in the Informatica suites and the primary intelligence tools are IBM Cognos BI and IBM i2.</p> <p>Cognos BI reports are relied upon on a daily basis to assess and direct operational and tactical deployments and to measure and manage Service performance. The IBM i2 integrated suite of visual analysis and database applications are used to by criminal intelligence analysts to identify relationships, patterns and trends in crime data and to simplify the creation and dissemination of actionable intelligence products to support intelligence-led operations. GIS tools are used in combination with Cognos and i2 to understand the geospatial relationships inherent in crime data, to identify risk factors for future occurrences of crime and to plan and manage police patrol workload. Combined with the Neighbourhood Crime Mapping web application, these tools provide accurate and timely crime data to our front line officers to enable specific, targeted and directed proactive policing.</p> <p>The BI program has been in existence since 2007 and is constantly adapting and enhancing to meet the changing needs of policing and to incorporate additional and changed data sources. This maintenance includes but is not limited to software upgrades to the various BI applications, changes to the data integration processes arising from upgrades/changes to source systems, additions of new data sources as well as data elements from existing data sources as needed to solve crime, manage performance, deploy resources and plan strategically.</p> <p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the Business Intelligence systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p>
000030	2020 Public Communications Systems	1/1/2020	12/31/2020	<p>The Public Communications Systems project is required to ensure the sustainability and development of both the internal and external websites. The project deals with a suite of technology applications which support an external and internal web presence including: Content Management, Enterprise Search, Web Reporting and Streaming video software.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • crimemapping.edmontonpolice.ca: This is the public facing website with crime represented on an online map. • EPSnet: The Edmonton Police Service's corporate intranet <p>These sites represent a considerable amount of external and internal stakeholder consultation, involvement and organizational effort. This project is intended to sustain and protect that investment by keeping the sites "technologically" current. This includes the evaluation and application of new electronic communications media.</p>

CAPITAL PROFILE REPORT

000031	2022 Public Communications Systems	1/1/2022	12/31/2022	<p>The Public Communications Systems project is required to ensure the sustainability and development of both the internal and external websites. The project deals with a suite of technology applications which support an external and internal web presence including: Content Management, Enterprise Search, Web Reporting and Streaming video software.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • crimemapping.edmontonpolice.ca: This is the public facing website with crime represented on an online map. • EPSnet: The Edmonton Police Service's corporate intranet <p>These sites represent a considerable amount of external and internal stakeholder consultation, involvement and organizational effort. This project is intended to sustain and protect that investment by keeping the sites "technologically" current. This includes the evaluation and application of new electronic communications media.</p>
000032	2023-2028 Public Communications Systems			<p>The Public Communications Systems project is required to ensure the sustainability and development of both the internal and external websites. The project deals with a suite of technology applications which support an external and internal web presence including: Content Management, Enterprise Search, Web Reporting and Streaming video software.</p> <p>The scope of this request includes application maintenance releases and patches, application upgrades, and application data migrations for:</p> <ul style="list-style-type: none"> • www.edmontonpolice.ca: This website is the public facing website of the Edmonton Police Service • www.joinEPS.ca: The Edmonton Police Service recruiting website • crimemapping.edmontonpolice.ca: This is the public facing website with crime represented on an online map. • EPSnet: The Edmonton Police Service's corporate intranet <p>These sites represent a considerable amount of external and internal stakeholder consultation, involvement and organizational effort. This project is intended to sustain and protect that investment by keeping the sites "technologically" current. This includes the evaluation and application of new electronic communications media.</p>
000033	2019 Administrative HR Systems	1/1/2019	12/31/2019	<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the HR systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>HRIM/T is an integrated suite of applications that provide human resource information to the organization. These include:</p> <ul style="list-style-type: none"> • OrgPlus - Intelligent organizational charting technology for Senior Management and general EPS availability. • HR PeopleSoft Interfaces - Interfaces to the City of Edmonton PeopleSoft system. • CARM (Computer Aided Resource Management) - a workforce and schedule management system. The system tracks officer hours effectively (i.e. Regular Duty, Special Event Duty, training hours, etc.), supports the optimal deployment of officers and supports information analysis and reporting requirements needed to ensure occupational health and safety risks are addressed appropriately. • Learning Management System - an enterprise-wide Learning Management system provides a single enterprise-wide solution to track and manage: <ul style="list-style-type: none"> • Employee certifications, education and accomplishments • EPS-managed training, regardless of which organizational area delivers the training. • EPS-managed online training content, including Service Directives • Course registrations and • Organizational reporting on employee training information. • Early Intervention - a case management and early intervention application used to proactively identify police members at risk from various work related stressors such as complaints, use of force, collisions, discretionary charges, critical incidents, and pursuits. <p>This project will continue the evolution of the HRIM/T by keeping the applications current, taking advantage of new features and implementing required enhancements.</p>

CAPITAL PROFILE REPORT

000034	2020 Administrative HR Systems	1/1/2020	12/31/2020	<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the HR systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>HRIM/T is an integrated suite of applications that provide human resource information to the organization. These include:</p> <ul style="list-style-type: none"> • OrgPlus - Intelligent organizational charting technology for Senior Management and general EPS availability. • HR PeopleSoft Interfaces - Interfaces to the City of Edmonton PeopleSoft system. • CARM (Computer Aided Resource Management) - a workforce and schedule management system. The system tracks officer hours effectively (i.e. Regular Duty, Special Event Duty, training hours, etc.), supports the optimal deployment of officers and supports information analysis and reporting requirements needed to ensure occupational health and safety risks are addressed appropriately. • Learning Management System - an enterprise-wide Learning Management system provides a single enterprise-wide solution to track and manage: <ul style="list-style-type: none"> • Employee certifications, education and accomplishments • EPS-managed training, regardless of which organizational area delivers the training. • EPS-managed online training content, including Service Directives • Course registrations and • Organizational reporting on employee training information. • Early Intervention - a case management and early intervention application used to proactively identify police members at risk from various work related stressors such as complaints, use of force, collisions, discretionary charges, critical incidents, and pursuits. <p>This project will continue the evolution of the HRIM/T by keeping the applications current, taking advantage of new features and implementing required enhancements.</p>
000035	2021 Administrative HR Systems	1/1/2021	12/31/2022	<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the HR systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>HRIM/T is an integrated suite of applications that provide human resource information to the organization. These include:</p> <ul style="list-style-type: none"> • OrgPlus - Intelligent organizational charting technology for Senior Management and general EPS availability. • HR PeopleSoft Interfaces - Interfaces to the City of Edmonton PeopleSoft system. • CARM (Computer Aided Resource Management) - a workforce and schedule management system. The system tracks officer hours effectively (i.e. Regular Duty, Special Event Duty, training hours, etc.), supports the optimal deployment of officers and supports information analysis and reporting requirements needed to ensure occupational health and safety risks are addressed appropriately. • Learning Management System - an enterprise-wide Learning Management system provides a single enterprise-wide solution to track and manage: <ul style="list-style-type: none"> • Employee certifications, education and accomplishments • EPS-managed training, regardless of which organizational area delivers the training. • EPS-managed online training content, including Service Directives • Course registrations and • Organizational reporting on employee training information. • Early Intervention - a case management and early intervention application used to proactively identify police members at risk from various work related stressors such as complaints, use of force, collisions, discretionary charges, critical incidents, and pursuits. <p>This project will continue the evolution of the HRIM/T by keeping the applications current, taking advantage of new features and implementing required enhancements.</p>

CAPITAL PROFILE REPORT

000036	2022 Admsintrative HR Systems		<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the HR systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>HRIM/T is an integrated suite of applications that provide human resource information to the organization. These include:</p> <ul style="list-style-type: none"> • OrgPlus - Intelligent organizational charting technology for Senior Management and general EPS availability. • HR PeopleSoft Interfaces - Interfaces to the City of Edmonton PeopleSoft system. • CARM (Computer Aided Resource Management) - a workforce and schedule management system. The system tracks officer hours effectively (i.e. Regular Duty, Special Event Duty, training hours, etc.), supports the optimal deployment of officers and supports information analysis and reporting requirements needed to ensure occupational health and safety risks are addressed appropriately. • Learning Management System - an enterprise-wide Learning Management system provides a single enterprise-wide solution to track and manage: <ul style="list-style-type: none"> • Employee certifications, education and accomplishments • EPS-managed training, regardless of which organizational area delivers the training. • EPS-managed online training content, including Service Directives • Course registrations and • Organizational reporting on employee training information. • Early Intervention - a case management and early intervention application used to proactively identify police members at risk from various work related stressors such as complaints, use of force, collisions, discretionary charges, critical incidents, and pursuits. <p>This project will continue the evolution of the HRIM/T by keeping the applications current, taking advantage of new features and implementing required enhancements.</p>
000037	2023-2028 Administrative HR Systems		<p>In order to comply with vendor lifecycle roadmaps and maintain appropriate levels of vendor support, the HR systems are required to follow a two or three year upgrade cycle. This would also enable the business areas to take advantage of new features and functionality in a timely manner.</p> <p>HRIM/T is an integrated suite of applications that provide human resource information to the organization. These include:</p> <ul style="list-style-type: none"> • OrgPlus - Intelligent organizational charting technology for Senior Management and general EPS availability. • HR PeopleSoft Interfaces - Interfaces to the City of Edmonton PeopleSoft system. • CARM (Computer Aided Resource Management) - a workforce and schedule management system. The system tracks officer hours effectively (i.e. Regular Duty, Special Event Duty, training hours, etc.), supports the optimal deployment of officers and supports information analysis and reporting requirements needed to ensure occupational health and safety risks are addressed appropriately. • Learning Management System - an enterprise-wide Learning Management system provides a single enterprise-wide solution to track and manage: <ul style="list-style-type: none"> • Employee certifications, education and accomplishments • EPS-managed training, regardless of which organizational area delivers the training. • EPS-managed online training content, including Service Directives • Course registrations and • Organizational reporting on employee training information. • Early Intervention - a case management and early intervention application used to proactively identify police members at risk from various work related stressors such as complaints, use of force, collisions, discretionary charges, critical incidents, and pursuits. <p>This project will continue the evolution of the HRIM/T by keeping the applications current, taking advantage of new features and implementing required enhancements.</p>

CAPITAL PROFILE REPORT

000038	2019 Administrative Records Systems	1/1/2019	12/31/2019	<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000039	2020 Administrative Records Systems	1/1/2020	12/31/2020	<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000040	2021 Administrative Records Systems	1/1/2021	12/31/2021	<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000041	2022 Administrative Records Systems	1/1/2022	12/31/2022	<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000042	2023-2028 Administrative Records Systems			<p>This investment in technology is required to address the requirements for the administrative systems required to support the Service. These systems support the administrative business processes required for the programs and services provided by the EPS.</p> <p>Examples include:</p> <ul style="list-style-type: none"> • reference documentation and materials; • inventory management and asset tracking; and • program status and schedule management of stakeholders, activities, certifications, registrations and permitting.
000043	2021 Operational Records Systems	1/1/2021	12/31/2021	Replacemnet/upgrade of existing police Operational records systems.
000044	2022 Operational Dispatch Systems			The vision is to deliver operational and administrative information and services anywhere, anytime on a range of approved EPS owned mobile devices, targeted to specific roles and needs. This applies to EPS members to access administrative, logistical and tactical information readily, as well as to the public to access public safety information. This is in support of the EPS mission to increase public safety through excellence in the prevention, intervention and suppression of crime and disorder.
005482	1460 2015-18 Apps Proj Mgmt Summary			
005499	1460 Administrative Records Sys Summary			

CAPITAL PROFILE REPORT

005628	1460Operational Dispatch Systems Summary			
005629	1460 Operational Records Systems Summary	1/1/2017	12/31/2017	
005630	1460 Operational Intelligence Sy Summary			
005635	1460 Public Communication System Summary			
006945	EPROS Service Summary			
007485	ANI/ALI - ICLU Summary			
007952	1460 Admin HR			
102000	1460 IT App Sustainment BC Summary			

CAPITAL PROFILE REPORT

PROFILE NAME: **POLICE IT - INFRASTRUCTURE SUSTAINMENT**
 PROFILE NUMBER: **CM-60-1433**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Police Service**
 PROGRAM NAME:
 PARTNER: **Police Service**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	CAO Linda Revell
PARTNER MANAGER:	Brock Kahanyshyn
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category:	Protection	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	23,969
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	23,969

PROFILE DESCRIPTION

This composite program encompasses various initiatives to ensure high availability and operability of mission-critical police operational systems. These initiatives include lifecycle management and best practices.

1. Lifecycle Management

Each technology deployed at the EPS has a limited life span. Obsolescence and succession planning of these technologies ensures future capability and reliability.

2. Best Practice

Best practices are used to maintain quality. EPS IT best practices encompass the many frameworks and processes that are used to efficiently and effectively accomplish IT tasks.

For the 2015-2018 Budget cycle, the EPS renewed technology infrastructure related to mobile workstations in vehicles, network, server and storage hardware, and software utilized for infrastructure operations including authentication and overall system management.

PROJECT LIST

2019-2022 BUDGET CYCLE:

MWS Hardware; Storage Hardware; Server Hardware; Network Hardware; Infrastructure Software - Sustainment; Network Hardware - Sustainment; Server Hardware - Sustainment; Storage Hardware - Sustainment; Mobile Work Stations;

PROFILE BACKGROUND

Information Technology Branch's (ITB) server, storage and network infrastructures provide state-of-the-art IT resources, innovative technologies, and an array of IT services and support. The IT strategic planning process provides the blueprint for building out a stable, accessible IT infrastructure.

The foundation of the Information Technology Branch's service delivery model is based on two basic principles that align with the core mission of the EPS:

- Ensure the Availability, Security and Integrity of Existing Information Technology Systems.
- Develop, Promote and Implement Effective Technology in Support of Business Strategy.

PROFILE JUSTIFICATION

Police maintain their own information technology networks including the mobile data terminals in police vehicles, desktop and laptop computers, servers, storage area networks and firewalls among other hardware equipment. These assets require regular replacement to ensure their continuing functionality and capacity.

The EPS has a significant investment in Information Technology. In order to maintain the value of that investment, active requirements planning and formal project management is employed. Security and availability of police information is a top priority and must be maintained for officer safety, organization liability, and business continuity/resiliency purposes. In order to meet these requirements, Information technologies are implemented using a combination of hardware and software. These components require ongoing upgrades and enhancements as the EPS work environment becomes more technologically complex and information requirements increase.

STRATEGIC ALIGNMENT

This profile provides the Edmonton Police Service with increased ability to support policing functions to meet critical demands and create safe Urban Places and a Healthy City.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

Renewal projects of this type have only one alternative - delay renewal and accept that maintenance costs will increase and reliability will decrease.

The City of Edmonton has a new governance model for technology investments. The Information Technology Investment Committee (ITIC) has developed a set of criteria to determine the greatest needs across the organization. The EPS has been a part of this committee and other various subcommittees as technology projects have been scrutinized.

EPS renewal or sustainment projects have been considered under the same terms as other City technology projects. Internally, the EPS also has its IT Strategy Committee which vets all projects to determine that they are delivering a high degree of value to the organization. This committee is similar in mandate and design to other departmental committees pursuing the same objective - a wise investment in technology.

COST BENEFITS

The primary desired outcome of this capital project is to ensure the reliability and dependability of the EPS network for day to day operations and to aim to continuously improve the network for cost and efficiency. As a first responder agency, reliability of the network for operations related to human and natural catastrophic events is a critical requirement.

KEY RISKS & MITIGATING STRATEGY

High Risks:

Operational Safety

Failure to ensure that appropriate mechanisms, processes, and equipment are available.

Technology and Systems

Risks associated with technology and systems that are not available, unreliable, or costly to maintain

RESOURCES

The EPS will conform to all City of Edmonton procurement policies and procedures for securing materials, supplies, equipment and contractors.

This plan for replacement of existing infrastructure is expected to add some additional operating costs.

CONCLUSIONS AND RECOMMENDATIONS

Upgraded and replacement technology infrastructure within the EPS are assessed and reviewed by the EPS IT Strategy Committee to determine their value to the EPS offset by their cost and other factors. Business need is a primary consideration.

CAPITAL PROFILE REPORT

PROFILE NAME: **Police IT - Infrastructure Sustainment**
 PROFILE NUMBER: **CM-60-1433**
 BRANCH: **Police Service**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	8,143	1,600	-	-	-	-	-	-	-	-	9,743	
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Carry Forward	-1,711	1,711	-	-	-	-	-	-	-	-	-	
	2018 Cap Budget Request for Next Cycle	-	-	3,901	5,193	2,444	2,688	-	-	-	-	-	14,226
	Current Approved Budget	6,432	3,311	3,901	5,193	2,444	2,688	-	-	-	-	-	23,969
	Approved Funding Sources												
	Other Grants - Provincial	-	-	-	-	410	-	-	-	-	-	-	410
	Pay-As-You-Go	6,432	3,311	3,901	5,193	2,034	2,688	-	-	-	-	-	23,559
Current Approved Funding Sources	6,432	3,311	3,901	5,193	2,444	2,688	-	-	-	-	-	23,969	

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	6,432	3,311	3,901	5,193	2,444	2,688	-	-	-	-	23,969
	Requested Funding Source											
	Other Grants - Provincial	-	-	-	-	410	-	-	-	-	-	410
	Pay-As-You-Go	6,432	3,311	3,901	5,193	2,034	2,688	-	-	-	-	23,559
Requested Funding Source	6,432	3,311	3,901	5,193	2,444	2,688	-	-	-	-	-	23,969

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Other Costs	-1,711	1,711	-	-	-	-	-	-	-	-	-	-
Technology	8,143	1,600	3,901	5,193	2,444	2,688	-	-	-	-	-	-	23,969
Total	6,432	3,311	3,901	5,193	2,444	2,688	-	-	-	-	-	-	23,969

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:	2017				2018				2019				2020				
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	
Police Service (old)	-	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-	-	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Police IT - Infrastructure Sustainment****PROFILE NUMBER: CM-60-1433****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Mobile Workstations - Sustainment	1/1/2015	12/31/2016	<ul style="list-style-type: none"> • Lifecycle replacement of Mobile Workstations (computers used by members in patrol vehicles). Approximately 25% of 300 units, replaced annually (75). • Lifecycle replacement of desktop computers. Approximately 25% of 1600 units, replaced annually (400) • Replacement of desktop peripherals as required. • Purchase of computer hardware and peripherals as required, to meet growth needs of the organization.
000002	Infrastructure Software - Sustainment	1/1/2015	12/31/2016	<p>System Management: Identify, evaluate, and select a system management solution (SMS) that provides comprehensive management of the IT Infrastructure in order to optimize the way IT resources are utilized and managed.</p> <p>Authentication System: Renewal of the authentication system software so that it operates with a high level of security and reliability, using the latest technology available.</p>
000003	Network Hardware - Sustainment	1/1/2015	12/31/2016	<ul style="list-style-type: none"> • Replace end-of-life wireless infrastructure components that provide network access to over 20 locations • Replace end-of-life Wi-Fi infrastructure components that provide Wi-fi internet access for users at key locations. • Replace hardware that provides application load balancing over the network, based on end-of-life guidelines. • Replace network security devices that have reached end-of-life. These devices securely transmit sensitive police information over the network to various EPS facilities. • Replace the core network; responsible for all network communication at EPS. The core network is replaced every 5 years. • Replace the corporate firewalls; EPS's primary defense against network attacks from external sources. The firewalls are replaced every 5 years.
000004	Server Hardware - Sustainment	1/1/2015	12/31/2016	<ul style="list-style-type: none"> • Replacement of approximately 25 percent of servers (~30) on annual basis based on end-of-life criteria (warranty expiration, expanding system requirements) • Server hardware includes additional hardware components such as network and power modules required for the servers to operate. • Replacement of proxy and antivirus servers on a 4-year cycle, in adherence with IT industry best-practice.
000005	Storage Hardware - Sustainment	1/1/2015	12/31/2016	To maintain, upgrade, replace and when necessary, expand, aspects of the pre-existing storage hardware systems at EPS. This includes disk storage, backup systems, Storage Area Networks (SAN) for Production, Development and Certification systems, and virtualization hardware.
000006	Computers/Printers/Peripherals	1/1/2017	12/31/2018	<ul style="list-style-type: none"> • Lifecycle replacement of Mobile Workstations (computers used by members in patrol vehicles). Approximately 25% of 300 units, replaced annually (75). • Lifecycle replacement of desktop computers. Approximately 25% of 1600 units, replaced annually (400) • Replacement of desktop peripherals as required. • Purchase of computer hardware and peripherals as required, to meet growth needs of the organization.
000007	Network Hardware - Sustainment	1/1/2017	12/31/2018	<ul style="list-style-type: none"> • Replace end-of-life wireless infrastructure components that provide network access to over 20 locations • Replace end-of-life Wi-Fi infrastructure components that provide Wi-fi internet access for users at key locations. • Replace hardware that provides application load balancing over the network, based on end-of-life guidelines. • Replace network security devices that have reached end-of-life. These devices securely transmit sensitive police information over the network to various EPS facilities. • Replace the core network; responsible for all network communication at EPS. The core network is replaced every 5 years. • Replace the corporate firewalls; EPS's primary defense against network attacks from external sources. The firewalls are replaced every 5 years.

CAPITAL PROFILE REPORT

000008	Server Hardware - Sustainment	1/1/2017	12/31/2018	<ul style="list-style-type: none"> • Replacement of approximately 25 percent of servers (~30) on annual basis based on end-of-life criteria (warranty expiration, expanding system requirements) • Server hardware includes additional hardware components such as network and power modules required for the servers to operate. • Replacement of proxy and antivirus servers on a 4-year cycle, in adherence with IT industry best-practice.
000009	Storage Hardware - Sustainment	1/1/2017	12/31/2018	To maintain, upgrade, replace and when necessary, expand, aspects of the pre-existing storage hardware systems at EPS. This includes disk storage, backup systems, Storage Area Networks (SAN) for Production, Development and Certification systems, and virtualization hardware.
000010	2019 MWS Hardware	1/1/2019	12/31/2019	<p>Lifecycle replacement of Mobile Workstations (computers used by members in patrol vehicles). Approximately 20% of 330 units, replaced annually (70).</p> <ul style="list-style-type: none"> • To keep equipment in vehicles up to date and capable of running EPS dispatch system • Up to date hardware allows for better response times of the EPS applications(MPS, EPROS, eCollision) in the vehicles
000011	2022 Infrastructure Software - Sustainment	1/1/2022	12/31/2022	<p>System Management: Identify, evaluate, and select a system management solution (SMS) that provides comprehensive management of the IT Infrastructure in order to optimize the way IT resources are utilized and managed.</p> <p>Authentication System: Renewal of the authentication system software so that it operates with a high level of security and reliability, using the latest technology available.</p> <p>These infrastructure software solutions have a limited life span. Obsolescence and succession planning of this technology ensures future capability and reliability.</p> <p>The systems must be replaced on a pre-determined, industry-standards based lifecycle in order to maintain reliability and functionality. This lifecycle is typically every 5 years.</p>
000012	2019 Network Hardware - Sustainment	1/1/2019	12/31/2019	<ul style="list-style-type: none"> • Replace end-of-life wireless infrastructure components that provide network access to over 20 locations • Replace end-of-life Wi-Fi infrastructure components that provide Wi-fi internet access for users at key locations. • Replace hardware that provides application load balancing over the network, based on end-of-life guidelines. • Replace network security devices that have reached end-of-life. These devices securely transmit sensitive police information over the network to various EPS facilities. • Replace the core network; responsible for all network communication at EPS. The core network is replaced every 5 years. • Replace the corporate firewalls; EPS's primary defense against network attacks from external sources. The firewalls are replaced every 5 years.
000013	2019 Server Hardware - Sustainment	1/1/2019	12/31/2019	<ul style="list-style-type: none"> • Replacement of approximately 25 percent of servers (~30) on annual basis based on end-of-life criteria (warranty expiration, expanding system requirements) • Server hardware includes additional hardware components such as network and power modules required for the servers to operate. • Replacement of proxy and antivirus servers on a 4-year cycle, in adherence with IT industry best-practice.
000014	2019 Storage Hardware - Sustainment	1/1/2019	12/31/2019	To maintain, upgrade, replace and when necessary, expand, aspects of the pre-existing storage hardware systems at EPS. This includes disk storage, backup systems, Storage Area Networks (SAN) for Production, Development and Certification systems, and virtualization hardware.
000015	2020 Mobile Work Stations	1/1/2020	12/31/2020	<ul style="list-style-type: none"> • Lifecycle replacement of Mobile Workstations (computers used by members in patrol vehicles). Approximately 25% of 300 units, replaced annually (75).
000016	2020 Storage Hardware - Sustainment	1/1/2020	12/31/2020	To maintain, upgrade, replace and when necessary, expand, aspects of the pre-existing storage hardware systems at EPS. This includes disk storage, backup systems, Storage Area Networks (SAN) for Production, Development and Certification systems, and virtualization hardware.

CAPITAL PROFILE REPORT

000017	2020 Network Hardware - Sustainment	1/1/2020	12/31/2020	<ul style="list-style-type: none"> • Replace end-of-life wireless infrastructure components that provide network access to over 20 locations • Replace end-of-life Wi-Fi infrastructure components that provide Wi-fi internet access for users at key locations. • Replace hardware that provides application load balancing over the network, based on end-of-life guidelines. • Replace network security devices that have reached end-of-life. These devices securely transmit sensitive police information over the network to various EPS facilities. • Replace the core network; responsible for all network communication at EPS. The core network is replaced every 5 years. • Replace the corporate firewalls; EPS's primary defense against network attacks from external sources. The firewalls are replaced every 5 years.
000018	2020 Server Hardware - Sustainment	1/1/2020	12/31/2020	<ul style="list-style-type: none"> • Replacement of approximately 25 percent of servers (~30) on annual basis based on end-of-life criteria (warranty expiration, expanding system requirements) • Server hardware includes additional hardware components such as network and power modules required for the servers to operate. • Replacement of proxy and antivirus servers on a 4-year cycle, in adherence with IT industry best-practice.
000019	2021 Storage Hardware	1/1/2021	12/31/2021	To maintain, upgrade, replace and when necessary, expand, aspects of the pre-existing storage hardware systems at EPS. This includes disk storage, backup systems, Storage Area Networks (SAN) for Production, Development and Certification systems, and virtualization hardware.
000020	2022 Storage Hardware	1/1/2022	12/31/2022	To maintain, upgrade, replace and when necessary, expand, aspects of the pre-existing storage hardware systems at EPS. This includes disk storage, backup systems, Storage Area Networks (SAN) for Production, Development and Certification systems, and virtualization hardware.
000022	2023-2028 Storage Hardware			To maintain, upgrade, replace and when necessary, expand, aspects of the pre-existing storage hardware systems at EPS. This includes disk storage, backup systems, Storage Area Networks (SAN) for Production, Development and Certification systems, and virtualization hardware.
000023	2023-2028 Infrastructure Software			<p>System Management: Identify, evaluate, and select a system management solution (SMS) that provides comprehensive management of the IT Infrastructure in order to optimize the way IT resources are utilized and managed.</p> <p>Authentication System: Renewal of the authentication system software so that it operates with a high level of security and reliability, using the latest technology available.</p> <p>These infrastructure software solutions have a limited life span. Obsolescence and succession planning of this technology ensures future capability and reliability.</p> <p>The systems must be replaced on a pre-determined, industry-standards based lifecycle in order to maintain reliability and functionality. This lifecycle is typically every 5 years.</p>
000024	2021 Mobile Workstations	1/1/2021	12/31/2021	<p>Lifecycle replacement of Mobile Workstations (computers used by members in patrol vehicles). Approximately 20% of 330 units, replaced annually (70).</p> <ul style="list-style-type: none"> • To keep equipment in vehicles up to date and capable of running EPS dispatch system • Up to date hardware allows for better response times of the EPS applications(MPS, EPROS, eCollision) in the vehicles
000025	2022 Mobile Workstations	1/1/2022	12/31/2022	<p>Lifecycle replacement of Mobile Workstations (computers used by members in patrol vehicles). Approximately 20% of 330 units, replaced annually (70).</p> <ul style="list-style-type: none"> • To keep equipment in vehicles up to date and capable of running EPS dispatch system • Up to date hardware allows for better response times of the EPS applications(MPS, EPROS, eCollision) in the vehicles
000026	2023-2028 Mobile Workstations			<p>Lifecycle replacement of Mobile Workstations (computers used by members in patrol vehicles). Approximately 20% of 330 units, replaced annually (70).</p> <ul style="list-style-type: none"> • To keep equipment in vehicles up to date and capable of running EPS dispatch system • Up to date hardware allows for better response times of the EPS applications(MPS, EPROS, eCollision) in the vehicles

CAPITAL PROFILE REPORT

000027	2021 Network Hardware	1/1/2021	12/31/2021	<ul style="list-style-type: none"> • Replace end-of-life wireless infrastructure components that provide network access to over 20 locations • Replace end-of-life Wi-Fi infrastructure components that provide Wi-fi internet access for users at key locations. • Replace hardware that provides application load balancing over the network, based on end-of-life guidelines. • Replace network security devices that have reached end-of-life. These devices securely transmit sensitive police information over the network to various EPS facilities. • Replace the core network; responsible for all network communication at EPS. The core network is replaced every 5 years. • Replace the corporate firewalls; EPS's primary defense against network attacks from external sources. The firewalls are replaced every 5 years.
000028	2022 Network Hardware	1/1/2022	12/31/2022	<ul style="list-style-type: none"> • Replace end-of-life wireless infrastructure components that provide network access to over 20 locations • Replace end-of-life Wi-Fi infrastructure components that provide Wi-fi internet access for users at key locations. • Replace hardware that provides application load balancing over the network, based on end-of-life guidelines. • Replace network security devices that have reached end-of-life. These devices securely transmit sensitive police information over the network to various EPS facilities. • Replace the core network; responsible for all network communication at EPS. The core network is replaced every 5 years. • Replace the corporate firewalls; EPS's primary defense against network attacks from external sources. The firewalls are replaced every 5 years.
000029	2023-2028 Network Hardware			<ul style="list-style-type: none"> • Replace end-of-life wireless infrastructure components that provide network access to over 20 locations • Replace end-of-life Wi-Fi infrastructure components that provide Wi-fi internet access for users at key locations. • Replace hardware that provides application load balancing over the network, based on end-of-life guidelines. • Replace network security devices that have reached end-of-life. These devices securely transmit sensitive police information over the network to various EPS facilities. • Replace the core network; responsible for all network communication at EPS. The core network is replaced every 5 years. • Replace the corporate firewalls; EPS's primary defense against network attacks from external sources. The firewalls are replaced every 5 years.
000030	2021 Server Hardware	1/1/2021	12/31/2021	<p>Replacement of approximately 25 percent of servers (~30) on annual basis based on end-of-life criteria (warranty expiration, expanding system requirements)</p> <ul style="list-style-type: none"> • Server hardware includes additional hardware components such as network and power modules required for the servers to operate. • Replacement of proxy and antivirus servers on a 4-year cycle, in adherence with IT industry best-practice.
000031	2022 Server Hardware	1/1/2022	12/31/2022	<p>Replacement of approximately 25 percent of servers (~30) on annual basis based on end-of-life criteria (warranty expiration, expanding system requirements)</p> <ul style="list-style-type: none"> • Server hardware includes additional hardware components such as network and power modules required for the servers to operate. • Replacement of proxy and antivirus servers on a 4-year cycle, in adherence with IT industry best-practice.
000032	2023-2028 Server Hardware			<p>Replacement of approximately 25 percent of servers (~30) on annual basis based on end-of-life criteria (warranty expiration, expanding system requirements)</p> <ul style="list-style-type: none"> • Server hardware includes additional hardware components such as network and power modules required for the servers to operate. • Replacement of proxy and antivirus servers on a 4-year cycle, in adherence with IT industry best-practice.
005481	1433 2015-18 Infra Proj Mgmt Summary			
005487	Divisional Corporate WIFI Summary			

CAPITAL PROFILE REPORT

005488	MWS Lifecycle 2015 Summary			
005489	Switch Lifecycle 2015 Summary			
005490	VPN Lifecycle 2015 Summary			
005491	Server Lifecycle 2015 Summary			
005492	SAN Lifecycle 2015 Summary			
005493	Infrastructure Software Summary			
005636	1433 SE DR Enhancement Summary			
006775	Infrastructure Lifecycle 2016 Summary			
006776	MWS Lifecycle 2016 Summary			
007545	Infrastructure Lifecycle 2017 Summary			
008071	Infrastructure Lifecycle 2018			
008072	MWS Lifecycle 2018			MWS Lifecycle 2018
102001	IT Infrastructure Renewal BC Summary			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	RECREATION AND ATTRACTIONS MANAGEMENT (RAMS) PROGRAM	FUNDED
PROFILE NUMBER:	19-18-1903	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Open City & Technology	LEAD MANAGER: Wendy Gnenz
PROGRAM NAME:		PARTNER MANAGER: Roger Jevne
PARTNER:	Community & Recreation Facilities	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2019

Service Category: Corporate Support**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	1,707
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,707

PROFILE DESCRIPTION

The Recreation and Attractions Management System (RAMS) Program is a collection of projects slated to replace the existing discontinued CLASS system being used to facilitate \$70 million in revenue and over 1 million transactions annually for the Community and Recreations Facilities branch and other stakeholders within and outside of the City. This program also includes replacement of the online registration platform (eReg), golf application (GEN), corresponding hardware used across all points-of-sale locations as well as various configurations.

This profile is to fund the RAMS implementation phase, which is well underway, and to see RAMS through to full implementation.

PROFILE BACKGROUND

The CLASS application is a critical citizen-facing solution which is used to manage facility bookings, program and course registrations, point-of-sale (POS) for admissions and merchandise, client records, membership management, revenue tracking and reporting. It supports the delivery of numerous customer service functions at City recreation centres and attractions, Edmonton Transit Service (Ride Transit Program), the Edmonton Service Centre, the 311 Contact Centre, the Reuse Centre, all three School Boards, as well as Fort Edmonton Park.

This system is foundational to allow Community & Recreation Facilities to provide services to the residents and visitors of Edmonton. Several other areas also using CLASS to provide services, include branches in Financial & Corporate Services, Regional & Economic Development, and Urban Form & Corporate Strategic Development.

GEN is used to manage financial transactions, golf memberships, tee times, pro shop inventory, and golf club and cart rentals at City owned golf courses. Citizens are able to access GEN as an online self-serve channel to book their tee time. GEN currently supports over \$5 million dollars in annual revenue for the City.

PROFILE JUSTIFICATION

CLASS has reached its end-of-life and the current vendor, Active Network, will be withdrawing support following November 2019. To mitigate risk and explore best options, the City chose to release an RFP through the tender process to select a new solution.

Not replacing CLASS with a new solution before it reaches its end of life, carries with it notable implications, including no longer having a support agreement in place, losing PCI compliance (which threatens certification for the entire City), eliminating the capability of all City recreation and attraction facilities to deliver service as well as facilitate any revenue generation activities in line with City cash handling policy.

Community and Recreation Facilities is in the midst of transitioning from the current software program, CLASS, provided by Active Network to a new software program, IntelliLeisure, provided by Intelligenz Solutions.

January 2019 milestones, include production migration and the go-live of phase one. Activities corresponding to phase two of implementation are scheduled to be completed by the end of 2019.

STRATEGIC ALIGNMENT

This profile is driven by the Corporate Objective to manage the corporation for our community, and supports the following Business Technology Strategy principles which improve how we manage technology and data as a corporation:

- Enhance Citizen Experience
- Provide Reliable Information
- Think City-Wide

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits:

- Facilitate over 1M customer transactions annually
- Facilitate the generation of approximately \$70M annually
- Supports over 1,000 employees in the delivery of services
- Increased efficiencies due to streamlined processes

Intangible Benefits:

- Increased accuracy and availability of data, allowing for data-driven decisions
- Consistent, integrated delivery of services
- Align with City cash handling policy and procedure

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: The program involves a large coordination effort of internal stakeholders, including Citizen Services, OCT, Finance, 311, Urban Form and Corporate Strategic Development, and Fort Edmonton Park.

Mitigation Strategy: Detailed work plans, will be developed in collaboration with key stakeholders, to plan and schedule resource requirements and utilization. The RAMS Program governance structure has included representatives from all key user areas in configuration decisions and user testing.

RESOURCES

Resourcing includes Open City and Technology employees, the vendor (Intelligenz Solutions), contractors, and representatives from various lines of business.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: Acquiring and implementing this new system is fundamental to ensuring citizens are able to access leisure and recreational services. Multiple business areas and the public are impacted by the results of this initiative.

Recommendation: Fund this initiative in order to ensure the completion of the project and the realization of its benefits (e.g., long term sustainability and accessibility of recreational and leisure services).

CAPITAL PROFILE REPORT

PROFILE NAME: **Recreation and Attractions Management (RAMS) Program**
 PROFILE NUMBER: **19-18-1903**
 BRANCH: **Open City & Technology**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,707	-	-	-	-	-	-	-	-	1,707
Current Approved Budget		-	-	1,707	-	-	-	-	-	-	-	-	1,707
Approved Funding Sources													
Pay-As-You-Go		-	-	1,707	-	-	-	-	-	-	-	-	1,707
Current Approved Funding Sources		-	-	1,707	-	-	-	-	-	-	-	-	1,707

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,707	-	-	-	-	-	-	-	-	1,707
Requested Funding Source													
Pay-As-You-Go		-	-	1,707	-	-	-	-	-	-	-	-	1,707
Requested Funding Source		-	-	1,707	-	-	-	-	-	-	-	-	1,707

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	1,707	-	-	-	-	-	-	-	-	1,707
	Total	-	-	1,707	-	-	-	-	-	-	-	-	1,707

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **TECHNOLOGY APPLICATIONS - RENEWAL**
 PROFILE NUMBER: **CM-18-1510**
 DEPARTMENT: **Financial & Corporate Services**
 LEAD BRANCH: **Open City & Technology**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Wendy Gneuz
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category:	Corporate Support	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	12,340
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	12,340

PROFILE DESCRIPTION

This profile encompasses the work required to manage and maintain the City's existing technology applications. These investments provide the necessary and ongoing renewal, upgrades or replacements, thus allowing business areas across the City to deliver diverse programs and services to Edmontonians and employees alike.

CAPITAL PROFILE REPORT**PROJECT LIST**

Renewing the following applications, listed in alphabetical order, will be essential for the City during the next budget cycle 2019-2022:

Departmental Applications:

- Adobe Live Cycle
- APEX
- BeeOn RMS
- BETS (Bylaw Enforcement Tracking System)
- Bylaws Databases
- CAD
- CARDEX
- CCURE
- CHICO (Check In/Check Out)
- COBS (Capital & Operating Budget System)
- DETS (Daily Electronic Time-Sheets) Sustainment
- ETDS (Edmonton Transit Dispatch Service)
- ETS Parking
- ETS Pass
- FINES
- HASTUS
- iNovah
- Intelex
- iVOS
- Kinnosa
- Kofax
- LandSCAPE
- M5 (FleetFocus Assetworks, Interface Issues)
- Primavera P6
- RAMS IntelliLeisure
- Quicken Lite Funds
- Replace MS Access Suite
- Ride Transit Interim DB (til SmartFare)
- RIMS
- ROB (Runs Operators Buses)
- Sampling System
- Telestaff
- Trirga
- uPerform
- Web Applications Renewal

Enterprise Applications:

- General and required POSSE Sustainment
- POSSE Pegasus Phase 2-Workflow/function improve
- POSSE Security Project Phase 2
- SAP Changes - Treasury Management for Accounts Payable
- SAP Changes - Treasury Management for Cash Control
- FICO - Segment Re-Org
- FICO Closing Cockpit
- Removing data duplication for Employee Business Expense Reimbursement. Pursue implementation of CONCUR.
- Corporate use of Solution Manager. External Consultant may be required
- Human Capital Management (PeopleSoft, Visier HR Analytics, Recruitment and Onboarding) - Sustainment

PROFILE BACKGROUND

Funding is required for renewal, upgrade and replacement of the City's existing applications. Technology applications require regular updates to ensure that they continue to meet the needs of the City business areas and incorporate required changes for functionality and security.

For vendor-supported applications, updates are provided in varying cycles, anywhere from monthly to bi-annually. It is essential to keep the technology applications at vendor-supported levels, as defined by service agreements. Vendors provide assistance with timely support to ensure the sustainability of applications and experience improved business service. Costs incurred for maintaining applications at current vendor-supported levels are considered to be non-discretionary expenditures.

The City also has multiple custom-developed applications which require periodic reviews and regular maintenance. When justified, consideration will be given for replacing these with vendor-supported solutions.

PROFILE JUSTIFICATION

Renewal ensures the City's portfolio of technology assets is relevant, current and in line with industry advances. Applications naturally depreciate over time as they move towards their end-of-life. Performing timely updates and upgrades ensures the in-use period is maximized or in some cases extended beyond the original timeframe. Maintaining applications at optimum levels allows them to be used as building blocks for larger solutions integrating multiple systems or technological components.

Failure to ensure applications are maintained at vendor-supported levels increases exposure to security, business operations, sustainability and data risks. Not upgrading or replacing applications when required could result in significant outages, leading to downtime and additional support costs for business areas in every department and potentially negatively and significantly impacting services to citizens.

CAPITAL PROFILE REPORT

STRATEGIC ALIGNMENT

This profile is driven by the Corporate Objective to manage the corporation for our community, and supports the following Business Technology Strategy principles which improve how we manage technology and data as a corporation:

- Provide Reliable Information
- Think City-Wide

COST BENEFITS

Tangible Benefits:

- Business areas are able to continue providing their services
- Continued vendor support and ability to receive assistance with resolving problems if they occur

Intangible Benefits:

- Business units can rely on their business applications being sustained
- Open City & Technology services are sustainable

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: Upgrading or replacing applications often requires a large coordination effort, and many areas must be available for successful planning, testing and implementation. Renewal is increasingly difficult, and sometimes impossible, if resources are lacking.

Mitigation Strategy: Project Managers will develop detailed work plans, in collaboration with key stakeholders, to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing for each aspect of application renewal may vary but would likely be a combination of Open City & Technology employees, vendors, contractors, and impacted application users.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: Ensuring applications perform to optimal levels is essential for supporting business operations and maintaining security. All City business areas are likely impacted by the results of the initiatives under this profile.

Recommendation: Fund this composite profile in order to maintain business services and to ensure the long term sustainability of our applications.

CAPITAL PROFILE REPORT

PROFILE NAME: **Technology Applications - Renewal**
 PROFILE NUMBER: **CM-18-1510**
 BRANCH: **Open City & Technology**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340
Current Approved Budget		-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340
Approved Funding Sources													
Pay-As-You-Go		-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340
Current Approved Funding Sources		-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340
Requested Funding Source													
Pay-As-You-Go		-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340
Requested Funding Source		-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340
	Total	-	-	2,698	3,081	3,345	3,215	-	-	-	-	-	12,340

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Technology Applications - Renewal****PROFILE NUMBER: CM-18-1510****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Technology Applications - Renewal	1/1/2019	12/31/2022	Budget Carrier.
000002	Adobe Live Cycle	1/1/2019	12/31/2022	Ongoing maintenance for the enterprise suite of Adobe applications, providing the backbone for all electronic pdf forms and solutions.
000003	APEX	1/1/2019	12/31/2022	Ongoing maintenance for software used to build custom forms and databases for various business uses, such as the BTIR (Business Technology Investment Request) process.
000004	BeeOn RMS	1/1/2019	12/31/2022	Ongoing maintenance for the client/server application used by Edmonton Fire Rescue Services (EFRS) for documentation and creating records for Operations and Investigations.
000005	BETS (Bylaw Enforcement Tracking System)	1/1/2019	12/31/2022	Ongoing maintenance for the Bylaw Enforcement Tracking System, which tracks court dates, generates various letters, memos and court documents to facilitate the prosecution of Municipal Bylaw Infractions.
000006	Bylaws Databases	1/1/2019	12/31/2022	Ongoing maintenance for the Bylaws Databases, which is an internally-developed application that houses City Bylaw information. This database will be migrated from a legacy platform to a modern architecture, allowing for ongoing support and maintenance.
000007	CAD	1/1/2019	12/31/2022	Ongoing maintenance for the Computer Aided Dispatch solution providing a geo-spatial incident/response management system.
000008	CARDEX replacement	1/1/2019	12/31/2022	Ongoing maintenance for the custom built solution for filing and tracking roadways mapping drawings; the architecture is obsolete and at end of life. This project will migrate from legacy Powerbuilder platform.
000009	CCURE	1/1/2019	12/31/2022	Ongoing maintenance for the solution which manages the security and access to all City facilities.
000010	CHICO (Check In/Check Out)	1/1/2019	12/31/2022	Ongoing maintenance for the version control software for managing Microstation design files for Drainage Planning and Development Services.
000011	COBS (Capital & Operating Budget System)	1/1/2019	12/31/2022	Ongoing maintenance for software used for Capital and Operating budgeting management.
000012	DETS (Daily Electronic Time-Sheets) Sustainment	1/1/2019	12/31/2022	Ongoing maintenance for this custom built application used by City Rec Centres to plan lifeguard schedules, track certifications, perform time approval and to ultimately pass the data off to Peoplesoft for payroll.
000013	ETDS (Edmonton Transit Dispatch Service) Replacement	1/1/2019	12/31/2022	This custom built application is used to manage planned work, planned absences such as vacation, daily absences, as well as converting operators' work hours to pay hours. This project will replace this failing system, allowing for increased integration with Transit Master and others.
000014	ETS Parking	1/1/2019	12/31/2022	Ongoing maintenance for the system used to track and control employee parking at various ETS locations throughout the City, and providing an important service in the daily operations of the City's transit system.
000015	ETS Pass	1/1/2019	12/31/2022	Ongoing maintenance of the solution that manages the sale and tracking of CoE employee transit passes. The current solution is at the end of its life.
000016	FINES	1/1/2019	12/31/2022	Ongoing maintenance for software used for issuing fines. This application used for processing City of Edmonton ByLaw Enforcement fines, tickets, and fees – requires modernization, as recent projects have shown the limits of the outdated design that is generating risk and ongoing costs.
000017	HASTUS	1/1/2019	12/31/2022	This package enables Edmonton Transit vehicle schedulers to build and schedule regular fixed routes for buses. That information is then used by shift designers to break up the route/run into pieces of work that can be combined into a shift that can be worked by a transit operator. Through this investment, we will be managing planned upgrades which maintain currency of the application, and will ensure the necessary support across required updates.
000018	iNovah	1/1/2019	12/31/2022	Ongoing maintenance for one of the primary cash management systems used in the CoE as well as EPS, EPL and Epcor.
000019	Intelx	1/1/2019	12/31/2022	Ongoing maintenance for software used for Safety Data Management and Envivo. The investment is to complete the previously-started environment migration work and to migrate customizations through planned upgrades.
000020	iVOS	1/1/2019	12/31/2022	Ongoing maintenance for the risk management system designed to handle multiple lines of insurance for the CoE.

CAPITAL PROFILE REPORT

000021	Kinnosa	1/1/2019	12/31/2022	Ongoing maintenance for the system which manages technical documents for Facilities, currently at the end of its life. Through this investment, we will maintain supportability as the Vendor no longer supports the application past its end of life.
000022	Kofax	1/1/2019	12/31/2022	Ongoing maintenance for the system which provides the backbone for our Accounts Payable section in managing incoming invoices.
000023	LandSCAPE (LAND Survey Collection And Processing Environment) replacement	1/1/2019	12/31/2022	Ongoing maintenance for the application which provides survey information used to design roads, and connects roadway design to survey office for transfer of survey data files.
000024	M5 (FleetFocus Assetworks, Interface Issues)	1/1/2019	12/31/2022	Ongoing maintenance for software used for management of Fleet and Facilities inventory.
000025	Primavera P6	1/1/2019	12/31/2022	Ongoing maintenance for the project management software suite designed to handle large-scale and complex projects.
000026	RAMS IntelliLeisure	1/1/2019	12/31/2022	Ongoing maintenance for the Recreation and Attraction Management solution that provides end to end service for all of our public facilities.
000027	Quicken Lite Funds	1/1/2019	12/31/2022	Ongoing maintenance for the solution which tracks a portion of City Financial investments.
000028	Replace MS Access Suite	1/1/2019	12/31/2022	Replace MS Access Suite for managing the Parking Meter Inventory, Equipment Inventory and Urban Overhead Sign inventory. The project will migrate the application database from an ACCESS database to a more modern architecture, allowing for ongoing support to be maintained.
000029	Ride Transit Interim DB	1/1/2019	12/31/2022	Ride Transit Interim DB (until SmartFare) - updating the Ride Transit functionality to maintain compliance with regulatory requirements from the Government of Alberta.
000030	RIMS	1/1/2019	12/31/2022	Ongoing maintenance for Edmonton's Risk-Based Infrastructure Management System, which helps form the basis for decisions on how invest in capital assets for long term financial sustainability. The application is at the end of its life.
000031	ROB (Runs Operators Buses)	1/1/2019	12/31/2022	Ongoing maintenance for the application used by Transit bookers for parking Vehicles in garages and storing attributes and problems with buses.
000032	Sampling System	1/1/2019	12/31/2022	Sampling System (Sample Testing Engineering) replacement, migrating from legacy Powerbuilder platform.
000033	Telestaff	1/1/2019	12/31/2022	Ongoing maintenance for the scheduling and adherence management solution for fire rescue.
000034	Tririga	1/1/2019	12/31/2022	Ongoing maintenance for the application which provides Facility information, such as floor plans, square footage, etc. for all City-owned facilities.
000035	uPerform	1/1/2019	12/31/2022	uPerform is an authoring and content management tool that allows authors to create, edit, and publish procedures, task-based simulations, and eLearning courses; and deploy content through the web. This tool is at the end of its life, and this project will ensure its ongoing maintenance.
000036	Web Applications Renewal	1/1/2019	12/31/2022	A few examples of citizen-facing apps requiring ongoing maintenance: TripPlanner, eCommerce apps, AccountsReceivable Web, Web video feeds, Front Yards in Bloom. In addition, there are some large internal-only apps needing regular renewal and functional improvements such as: UserID Creation, SPA, OffBoarding, PeopleOrg, EPA.
000037	General and required POSSE Sustainment	1/1/2019	12/31/2022	POSSE automates, integrates, monitors and enforces business process rules for multiple Departments across the City. This activity will maintain application currency through planned patches and version requirements.
000038	POSSE Pegasus Phase 2	1/1/2019	12/31/2022	Workflow/function improvements for business: manage workflows that no longer conform to the application requirement and update them. This will also reduce the barrier to migrating services into newer self-service channels.
000039	POSSE Security Project Phase 2	1/1/2019	12/31/2022	This project will complete the audit requirements for alterations to POSSE's security solution.
000040	SAP Changes - A/P	1/1/2019	12/31/2022	SAP Changes - Treasury Management for Accounts Payable – is a SAP module managing integrated processes for managing cash and liquidity, payments and bank communications, investment and debt, and forecasting.
000041	SAP Changes - Cash Control	1/1/2019	12/31/2022	SAP Changes - Treasury Management for Cash Control – is a SAP module managing integrated processes for managing cash and liquidity, payments and bank communications, investment and debt, and forecasting.
000042	FICO - Segment Re-Org	1/1/2019	12/31/2022	Implementing this project will allow finance the restructure FICO (Financial Accounting and Controlling) master data to a more acceptable industry best practice.

CAPITAL PROFILE REPORT

000043	FICO Closing Cockpit	1/1/2019	12/31/2022	Implementing this project will empower business to take on month end responsibilities; efficiency and confidence in data will be gained corporate wide.
000044	Employee Business Expense Reimbursement	1/1/2019	12/31/2022	Removing data duplication for Employee Business Expense Reimbursement. Pursue implementation of CONCUR. . Implementing this project will introduce workflow and automation to the existing manual process.
000045	Solution Manager	1/1/2019	12/31/2022	Corporate use of Solution Manager – an end-to-end application lifecycle management solution. External Consultant may be required. This project will allow business units to document business flows in a central location.
000046	Human Capital Management	1/1/2019	12/31/2022	Includes sustainment of PeopleSoft, Visier HR Analytics, Recruitment and Onboarding.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TECHNOLOGY IMPLEMENTATION - GROWTH**
 PROFILE NUMBER: **CM-18-1514**
 DEPARTMENT: **Financial & Corporate Services**
 LEAD BRANCH: **Open City & Technology**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Wendy Gnez
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Corporate Support**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	7,771
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	7,771

PROFILE DESCRIPTION

This profile funds the implementation phase of approved technology projects, including the acquisition, implementation, testing and training activities for or related to those projects. All projects funded from this profile will require a business case that is reviewed and approved under the Business Technology Governance process to ensure that they are strategically aligned with Council's Strategic Vision, provide demonstrable value, enable the delivery of City programs and services, and are sustainable for long-term use.

PROJECT LIST

In order to advance the Business Technology Strategy and ensure that the City is continuing to provide value to Edmontonians through technology operation and innovation, it is anticipated that significant implementation work will be required under the following investments:

- Computer Aided Dispatch (CAD) Upgrade Completion Project
- Meeting Management Technology Integration (operating)
- Service Transformation (eServices - Enhance digital-based service delivery, Integrate /automate end to end workflows, POSSE integration with Corporate Identity Management Solution, Maintain online self-service)
- Enterprise Systems Transformation (EST) Program
- Learning Compliance (legislative requirement regarding employee safety training)
- Learning Management System Replacement
- MGA - data governance of property owner mailing addresses
- edmonton.ca replacement (Content Management System (CMS) Upgrade)
- Mobile Incident and Near Miss Reporting
- Contractor Pre-Qualification Service Project (OHS requirement)

PROFILE BACKGROUND

The activities and initiatives within this profile are technology projects which will have received multiple reviews to ensure these investments advance the Council's Strategic Vision and the Business Technology Strategy.

To move into the implementation phase and receive funding under this profile, each project will have completed a formal business case for review and approval by business technology governing bodies.

PROFILE JUSTIFICATION

Under the proposed approach of developing and validating business cases prior to committing to the delivery of technology projects, the function of the implementation phase is to ensure that the plans approved through the planning phase are executed and materialized. Undergoing implementation is essential for any potential investment benefit to be realized, value to be derived, or any business need to be addressed. Projects which pass through to implementation via the rigorous approval process do so with increased confidence that their business case aligns with the City's needs, and that the essential project parameters (i.e., Scope, Cost and Schedule) have been well defined, leading to increased project success rates.

STRATEGIC ALIGNMENT

This profile is driven by the Corporate Objective to manage the corporation for our community, and supports the following Business Technology Strategy principles which improve how we manage technology and data as a corporation:

- Enhance Citizen Experience
- Provide Reliable Information
- Transform Through Innovation
- Think City-Wide

COST BENEFITS

Tangible Benefits:

- Only projects deemed to meet the City's outcomes are prioritized and funded
- Maximizing the long-term investment benefits, for distinct Business areas and for the overall City alike

Intangible Benefits:

- Future-proofing the City's technology ecosystem: technology investments improve organizational readiness
- Closely aligned technology solutions result in more flexibility and agility when delivering future solutions

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: Delivering complex projects often requires a large coordination effort and multiple resources involved in order for the projects to be successful.

Mitigation Strategy: The Project Manager will develop detailed work plans, in collaboration with key stakeholders, to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing for each aspect of delivery may vary but would include a combination of internal Open City & Technology employees, business area employees, vendors, and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: Inspired by the Integrated Infrastructure Services department, the proposed approach is to create and validate business cases prior to committing to the delivery of projects. In this model, decision-makers and governing bodies can have increased confidence that investments approved to the implementation phase support the City's needs, and that the essential project parameters (i.e., Scope, Cost and Schedule) have been well defined.

Recommendation: Fund this composite profile to ensure implementation of projects deemed most beneficial to the City.

CAPITAL PROFILE REPORT

PROFILE NAME: **Technology Implementation - Growth**
 PROFILE NUMBER: **CM-18-1514**
 BRANCH: **Open City & Technology**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771
Current Approved Budget		-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771
Approved Funding Sources													
Pay-As-You-Go		-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771
Current Approved Funding Sources		-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771
Requested Funding Source													
Pay-As-You-Go		-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771
Requested Funding Source		-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771
	Total	-	-	3,066	2,145	1,280	1,280	-	-	-	-	-	7,771

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Technology Implementation - Growth****PROFILE NUMBER: CM-18-1514****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Technology Implementation - Growth	1/1/2019	12/31/2022	Budget Carrier.
000002	Computer Aided Dispatch (CAD) Upgrade Completion Project	1/1/2019	12/31/2019	The CAD Upgrade project was initially struck in 2017/2018 with the goal of modernizing Fire Rescue Services Dispatch and Technology based event response technologies. It includes a refresh of substantially all of the hardware and software that supports this critical public safety response function. This in-flight project will be completed.
000003	Meeting Management Technology Integration (operating)	1/1/2019	12/31/2019	Project aimed at replacing the current solution with discontinued support from the vendor. The new solution will include new functionalities such as meeting management, broadcast and publishing capabilities and increased partnership with public, council and civic administration committees. This in-flight project will be completed.
000004	Service Transformation	1/1/2019	12/31/2022	Service Transformation (eServices - Enhance digital-based service delivery, Integrate /automate end to end workflows, POSSE integration with Corporate Identity Management Solution, Maintain online self-service) - This in-flight project will be completed.
000005	Enterprise Systems Transformation (EST) Program	1/1/2019	12/31/2022	The EST Program addresses the planning, design, acquisition and implementation of an integrated software solution to transform the current Enterprise Applications ecosystem. It will involve business processes, data, applications (e.g., SAP, PeopleSoft, POSSE), infrastructure and change management components to integrate the core enterprise systems and utilize cloud and open platforms. This program will most likely require significant investments over several years. A business case is currently being developed in order to provide details around the necessary investment and timeframe commitments.
000006	Learning Compliance	1/1/2019	12/31/2020	This is a legislative requirement regarding employee safety training. The purpose of this investment is to provide a technology solution supporting the business function that ensures ensure Employees have the required training and competency for their roles at work, and that the information is properly documented. The goal is to identify gaps in training and ensure they are closed in a timely manner as Alberta's occupational health and safety (OHS) regulations require all Employers to ensure Workers are competent before carrying out work duties. The information captured in this solution will be used when the City of Edmonton undergoes an external audit of its OHS system. This project will ensure that City of Edmonton is able to demonstrate a work environment where all workers can be trained and work in full compliance and/or alignment with relevant statutory, standards, requirements or other guidelines (i.e. Safety legislation) imposed by outside parties or mandated by the City.
000007	Learning Management System Replacement	1/1/2019	12/31/2020	Learning Management System Replacement is to replace the existing learning management system with an integrated learning management system which will deliver new capabilities for identifying training gaps, tracking and reporting on training including safety and mandatory compliance training for the City's workforce. The goal is to improve overall training administration and training content management functionalities to support the training compliance and competency of the City's workforce (including individuals performing services on behalf of the City) and provide better information for decision making. This project promotes a Corporate approach to learning and development within the City of Edmonton, and gives the City the ability to adapt to future needs.
000008	MGA - data governance of property owner mailing addresses	1/1/2019	12/31/2019	The City is required through legislation and bylaw to send a range of notices (mail outs) as part of a number of land development applications and development permit processes.
000009	edmonton.ca replacement (Content Management System (CMS) Upgrade)	1/1/2019	12/31/2020	edmonton.ca and oneCity are both hosted and managed by a vendor. Since this contract is coming due in 2020 and CMS system is at the end of life, the City needs to ensure a new contract and CMS system is in place before 2020 so that a planned transition can occur.
000010	Mobile Incident and Near Miss Reporting	1/1/2019	12/31/2020	Mobile capabilities for near miss and incident reporting will ensure timely reporting and immediate notification and awareness of the incident with supervisors, managers, and OH&S professionals while on the field. This project reinforces the commitment to health and safety of employees and public by removing administrative delay in existing reporting process.

CAPITAL PROFILE REPORT

000011	Contractor Pre- Qualification Service Project (OHS requirement)	1/1/2019	12/31/2022	The type of contract work done include construction, demolition, renovations, installation of printers, moves, building maintenance and office work to name a few. As an employer, the City has an obligation to ensure that contracted employers have good health and safety systems in place so that work is done in a healthy and safe manner and follows OH&S (occupational health and safety) legislative requirements.
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CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TECHNOLOGY INFRASTRUCTURE - RENEWAL**
 PROFILE NUMBER: **CM-18-1515**
 DEPARTMENT: **Financial & Corporate Services**
 LEAD BRANCH: **Open City & Technology**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Wendy Gnezz
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Corporate Support**

Major Initiative:

GROWTH	RENEWAL
	100

PREVIOUSLY APPROVED:	22,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	22,000

PROFILE DESCRIPTION

This profile includes the foundational work required to manage and maintain the City's physical technology infrastructure. Technology infrastructure includes all the physical hardware and related software used to support and connect computers and users. Upgrades to technology infrastructure ensure that adequate capacity and capability are available as the City continues to experience rapid growth in the use of data, information and technology.

PROJECT LIST

The following infrastructure renewal projects, listed in alphabetical order, will be essential for the City during the next budget cycle 2019-2022:

- Asset Management (desktop hardware & software)
- Connecting Technologies
- Corporate Backup/Recovery Platforms for Municipal Data
- Corporate Storage Platforms for Municipal Data
- Data Centre Facilities
- Databases (Oracle, MS Sql, WebLogic)
- To begin the migration to Hyperconverged Infrastructure (HCI)
- Network Fibre relocation from Coronation EPCOR Drainage Site
- Network Infrastructure Evergreen
- Server Infrastructure for Mission-Critical ERP Applications and Systems
- Voice & Mobility
- Windows Servers

PROFILE BACKGROUND

- The City of Edmonton's physical technology assets continue to grow:
- Since 2009 the City's data storage has grown by 415% since 2009.
 - Since 2008 there has been a 58% increase in the volume of computing devices.
 - Since 2008 the City have experiences a 73% increase in mobile devices.

This profile ensures that the City is upgrading its infrastructure components and software to versions that are supported by vendors, enabling the City to continue to operate its various lines of business. Costs incurred for maintaining infrastructure at vendor supported levels, or replacing components when needed, are considered to be non-discretionary expenditures and required to maintain uninterrupted business services.

PROFILE JUSTIFICATION

Technology infrastructure is the enabler for the City's technology operations. It includes hardware, software and services used in data centre facilities, infrastructure and traffic management, servers, network components, and storage. Technology applications require physical infrastructure in order to operate and provide benefit to City employees and the Edmontonians we serve.

Advances in computing technology continue to occur at an extremely rapid pace. Maintaining infrastructure to vendor-supported levels will ensure that the City has current infrastructure in place that is robust and reliable. This reduces the risk of failure, the cost of maintenance, and minimizes the risk of extended service interruptions due to obsolete equipment or equipment at greater risk of failure.

Technology vendors provide support for hardware products for a specific period of years (varying by technology) based on expected failure rates; utilizing technology beyond these periods comes at not only an exponentially larger cost for maintenance, but also at an increased risk of failure. Failure to maintain and replace the technology infrastructure components in a timely manner places them at risk of failure, which can disrupt City services and lead to additional recovery costs.

STRATEGIC ALIGNMENT

This profile is driven by the Corporate Objective to manage the corporation for our community, and supports the following Business Technology Strategy principles which improve how we manage technology and data as a corporation:

- Enhance Citizen Experience
- Promote Collaboration
- Think City-Wide

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits:

- Continued vendor support ensuring uninterrupted business services
- Decreased downtime as a result of outages, further leading to lower maintenance and support costs

Intangible Benefits:

- Open City & Technology services are sustainable

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: Upgrading or replacing infrastructure often requires a large coordination effort, and many areas must be available for successful planning, testing and implementation. Renewal is increasingly difficult, and sometimes impossible, if resources are lacking.

Mitigation Strategy: Project Managers will develop detailed work plans, in collaboration with key stakeholders, to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing for each aspect of infrastructure renewal may vary but would include a combination of internal Open City & Technology employees, vendors and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: Funding for this profile ensures that the City can maintain the technology infrastructure, allowing City businesses to operate. All business areas are impacted by the results of the initiatives under this profile.

Recommendation: Fund this composite profile in order to maintain business services and to ensure the long term sustainability of our infrastructure.

CAPITAL PROFILE REPORT

PROFILE NAME: **Technology Infrastructure - Renewal**
 PROFILE NUMBER: **CM-18-1515**
 BRANCH: **Open City & Technology**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	7,484	4,076	4,309	6,132	-	-	-	-	-
Current Approved Budget		-	-	7,484	4,076	4,309	6,132	-	-	-	-	-	22,000
Approved Funding Sources	Pay-As-You-Go	-	-	7,484	4,076	4,309	6,132	-	-	-	-	-	22,000
Current Approved Funding Sources		-	-	7,484	4,076	4,309	6,132	-	-	-	-	-	22,000

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	7,484	4,076	4,309	6,132	-	-	-	-	22,000
Requested Funding Source	Pay-As-You-Go	-	-	7,484	4,076	4,309	6,132	-	-	-	-	22,000
Requested Funding Source		-	-	7,484	4,076	4,309	6,132	-	-	-	-	22,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	7,484	4,076	4,309	6,132	-	-	-	-	-	22,000
	Total	-	-	7,484	4,076	4,309	6,132	-	-	-	-	-	22,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Technology Infrastructure - Renewal****PROFILE NUMBER: CM-18-1515****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Technology Infrastructure - Renewal	1/1/2019	12/31/2022	Budget Carrier.
000002	Asset Management (desktop hardware & software)	1/1/2019	12/31/2022	Ongoing maintenance, which includes patches, upgrades, renewals, replacements, and reporting of the City's end user devices. Timely and responsible application of security patches will ensure City's devices reliability, security, and resiliency against cyber threats.
000003	Connecting Technologies	1/1/2019	12/31/2022	Ongoing maintenance, which includes patches, upgrades, renewals, replacements of key technical solutions used across the enterprise including the Citrix environment, RightFax and Application Portal solutions.
000004	Corporate Backup/Recovery Platforms for Municipal data	1/1/2019	12/31/2022	Manage sustainability of backup/recovery platforms along with the supplementary infrastructure to ensure that all of the corporation's mission-critical data assets are protected and available in long-term archives.
000005	Corporate Storage Platforms for Municipal Data	1/1/2019	12/31/2022	Manage sustainability of storage platforms along with supplementary infrastructure storing the Corporation's mission-critical data.
000006	Data Center Facilities	1/1/2019	12/31/2022	Ongoing sustainment (patches, upgrades, renewals, replacement) of Data Center facilities.
000007	Databases (Oracle, MS Sql, WebLogic)	1/1/2019	12/31/2022	Manage sustainability of database platforms, which include Oracle, Microsoft SQL, Data Masking Tools, and WebLogic to ensure that all of the City's mission-critical databases are secured and at industry standards.
000008	Hyperconverged Infrastructure (HCI)	1/1/2019	12/31/2022	To begin the migration to Hyperconverged Infrastructure (HCI) - that will provide faster outcomes and simpler technology to the business. It will simplify the City's digital transformation and modernize data centers.
000009	Network Fibre relocation from Coronation EPCOR Drainage Site	1/1/2019	12/31/2022	EPCOR has requested the City to relocate its network fibre infrastructure and network equipment from the Coronation drainage site by end of year 2020; this is a result of the previous sale of Drainage to EPCOR including the Coronation Facility, which was a key site for the City network.
000010	Network Infrastructure Evergreen	1/1/2019	12/31/2022	Ongoing sustainment (patches, upgrades, renewals, replacement) of network equipment, access points, and firewalls. Hardware and supporting software will be maintained at vendor supported levels to ensure they are reliable, secure, and continue to meet the business requirements.
000011	Server Infrastructure for Mission-Critical ERP Applications and Systems	1/1/2019	12/31/2022	Manage sustainment of server platforms along with supplementary infrastructure required to run mission-critical ERP Applications and Systems. All applicable hardware and software will be maintained at vendor supported levels, through ongoing patches, upgrades, renewals, and replacements, to ensure they are reliable, secure, and continue to meet the Corporations business needs.
000012	Voice & Mobility	1/1/2019	12/31/2022	Ongoing maintenance, which includes patches, upgrades, renewals, replacements, and reporting of the City's telephony system and Mobile Device Management.
000013	Windows Servers	1/1/2019	12/31/2022	Ongoing sustainment of Windows Server equipment for both CoE and PCI domains. Maintenance of the on-premise and Cloud-based servers infrastructure. Equipment must be maintained with latest patches, firmware and operating systems as these servers are hosts to the business applications for internal and external City services and core infrastructure services for the CoE domain/network.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TECHNOLOGY PLANNING - GROWTH**
 PROFILE NUMBER: **CM-18-1517**
 DEPARTMENT: **Financial & Corporate Services**
 LEAD BRANCH: **Open City & Technology**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Wendy Gneuz
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Corporate Support**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	725
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	725

PROFILE DESCRIPTION

This composite profile provides the necessary funding for planning and business case development activities for projects which are either mandated/legislated, or represent corporate-wide technology initiatives such as the Enterprise System Transformation (EST) Program.

To ensure maximum value is provided to the organization, the resulting plans and business cases will follow the new, streamlined governance model, and will be evaluated for priority to receive additional funding for project implementation.

Approval of this composite ensures funding is allocated for developing business cases for a select group of projects which address mandated/legislated requirements as well as tangible, important, underlying corporate needs.

PROJECT LIST

In order to advance the Business Technology Strategy and ensure that the City is continuing to provide value to Edmontonians through technology operation and innovation, it is anticipated that planning and business case development effort will be required for the following investments:

- Enterprise Systems Transformation (EST) Program - The EST Program addresses the planning, design, acquisition and implementation of an integrated software solution to transform the current Enterprise Applications ecosystem. It will involve business processes, data, applications (e.g., SAP, PeopleSoft, POSSE), infrastructure and change management components to integrate the core enterprise systems and utilize cloud and open platforms.
- Next Generation 911 (NG911) Business Case - for an Emergency Services (9-1-1) Internet Protocol based telephone system that allows digital information (e.g. voice, photos, video, text) to flow seamlessly from the public to emergency dispatch centres. This is mandated by CRTC.
- Learning Compliance (legislative requirement regarding employee safety training)
- Learning Management System Replacement - This project will ensure that City of Edmonton is able to demonstrate a work environment where all workers can be trained and work in full compliance and/or alignment with relevant statutory, standards, requirements or other guidelines (i.e. Safety legislation) imposed by outside parties or mandated by the City.

PROFILE BACKGROUND

The process to request funding for projects involves the business area completing the Business Technology Investment Request form. The business area's submission outlines project vision, goals and outcomes, identifies risks, and demonstrates alignment with corporate strategic direction. The form is then reviewed through the Business Technology Governance process. Final approval for the project to proceed to business case development is given by the Business Technology Steering Committee. Only projects that have reached this level of approval would move forward to receive funding under this profile.

PROFILE JUSTIFICATION

Proper planning and governance over technology investments and projects ensure that the City is in a position to generate increased demonstrable value. Assigning a specific budget to business case development will ensure better understanding of the full cost and potential benefits to be derived from each investment. Business cases will provide critical information to decision-makers and governing bodies, resulting in better investment decisions.

STRATEGIC ALIGNMENT

This profile is driven by the Corporate Objective to manage the corporation for our community, and supports the following Business Technology Strategy principles which improve how we manage technology and data as a corporation:

- Enhance Citizen Experience
- Provide Reliable Information
- Promote Collaboration
- Transform Through Innovation
- Think City-Wide

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits:

- Judicious business case development ensures only those technology investments which provide the most demonstrable value will move forward
- Rigorous business cases will help to ensure accurate financial and timeline estimates

Intangible Benefits:

- Strong business cases make for more successful projects
- Increased transparency into the City's technology investment decision-making creates increased accountability

KEY RISKS & MITIGATING STRATEGY

Human Resource Availability Risk: Planning and business case development often requires significant coordination efforts and multiple resources in order to be successful.

Mitigation Strategy: The Project Manager will develop detailed work plans, in collaboration with key stakeholders, to plan and schedule resource requirements and utilization.

RESOURCES

Resourcing may vary but would include a combination of internal Open City & Technology employees, business area employees and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Conclusion: Inspired by the Integrated Infrastructure Services department, the proposed approach is to create and validate business cases prior to committing to the delivery of projects. In this model, decision-makers and governing bodies can have increased confidence that investments approved to the implementation phase support the City's needs, and that the essential project parameters (i.e., Scope, Cost and Schedule) have been well defined.

Recommendation: Fund this composite profile in order to ensure that proposed technology investments are well-planned and strategically aligned.

CAPITAL PROFILE REPORT

PROFILE NAME: **Technology Planning - Growth**
 PROFILE NUMBER: **CM-18-1517**
 BRANCH: **Open City & Technology**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	350	125	125	125	-	-	-	-	-
	Current Approved Budget	-	-	350	125	125	125	-	-	-	-	-	725
Approved Funding Sources	Pay-As-You-Go	-	-	350	125	125	125	-	-	-	-	-	725
	Current Approved Funding Sources	-	-	350	125	125	125	-	-	-	-	-	725

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Revised Budget (if Approved)		-	-	350	125	125	125	-	-	-	-
Requested Funding Source	Pay-As-You-Go	-	-	350	125	125	125	-	-	-	-	725
	Requested Funding Source	-	-	350	125	125	125	-	-	-	-	725

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Technology	-	-	350	125	125	125	-	-	-	-	-
	Total	-	-	350	125	125	125	-	-	-	-	-	725

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Technology Planning - Growth****PROFILE NUMBER: CM-18-1517****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Technology Planning - Growth	1/1/2019	12/31/2022	Budget Carrier.
000002	Enterprise Systems Transformation (EST) Program	1/1/2019	12/31/2022	The EST Program addresses the planning, design, acquisition and implementation of an integrated software solution to transform the current Enterprise Applications ecosystem. It will involve business processes, data, applications (e.g., SAP, PeopleSoft, POSSE), infrastructure and change management components to integrate the core enterprise systems and utilize cloud and open platforms. This program will most likely require significant investments over several years. A business case is currently being developed in order to provide details around the necessary investment and timeframe commitments.
000003	Next Generation 911 (NG911) Business Case	1/1/2019	12/31/2019	Completing a Business Case for an Emergency Services (9-1-1) Internet Protocol based telephone system that allows digital information (e.g. voice, photos, video, text) to flow seamlessly from the public to emergency dispatch centres. This is mandated by CRTC.
000004	Learning Compliance	1/1/2019	12/31/2019	This is a legislative requirement regarding employee safety training. The purpose of this investment is to provide a technology solution supporting the business function that ensures ensure Employees have the required training and competency for their roles at work, and that the information is properly documented. The goal is to identify gaps in training and ensure they are closed in a timely manner as Alberta's occupational health and safety (OHS) regulations require all Employers to ensure Workers are competent before carrying out work duties. The information captured in this solution will be used when the City of Edmonton undergoes an external audit of its OHS system. This project will ensure that City of Edmonton is able to demonstrate a work environment where all workers can be trained and work in full compliance and/or alignment with relevant statutory, standards, requirements or other guidelines (i.e. Safety legislation) imposed by outside parties or mandated by the City.
000005	Learning Management System Replacement	1/1/2019	12/31/2019	Learning Management System Replacement is to replace the existing learning management system with an integrated learning management system which will deliver new capabilities for identifying training gaps, tracking and reporting on training including safety and mandatory compliance training for the City's workforce. The goal is to improve overall training administration and training content management functionalities to support the training compliance and competency of the City's workforce (including individuals performing services on behalf of the City) and provide better information for decision making. This project promotes a Corporate approach to learning and development within the City of Edmonton, and gives the City the ability to adapt to future needs.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	TRANSIT SMART FARE SYSTEM (SMART CARD)	FUNDED
PROFILE NUMBER:	13-66-1294	PROFILE STAGE: Approved
DEPARTMENT:	City Operations	PROFILE TYPE: Standalone
LEAD BRANCH:	Edmonton Transit	LEAD MANAGER: Eddie Robar
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2013
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION: December, 2020

Service Category:	Public Transit	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	53,536
90	10	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	53,536

PROFILE DESCRIPTION

The Smart Fare initiative will undertake the necessary steps to procure and deploy an account based, open payment electronic fare system that will scale to accommodate the size and scope of the region and provide Edmonton Transit and its regional transit partners the ability to introduce innovative fare policy options.

The requirements gathering, currently underway, and procurement will require approximately one to 1.5 years to complete. It is anticipated that the Smart Fare initiative will be implemented in two years following the selection of a preferred Smart Fare vendor.

Much of the on-board equipment and communications infrastructure that supports Smart Fare will also support a potential future Smart Bus initiative (11-66-1293).

PROFILE BACKGROUND

ETS has seen significant growth in recent years and the capacity to accommodate continued growth is constrained by the limitations of the current fare collection system. In 2013 ETS sold over 8 million tickets, 60,000 U-Passes and 900,000 other types of passes. All are individually bar-coded and manually tracked and reconciled throughout the production, distribution and sales cycle. As ridership grows, this manual process is increasingly expensive. The manual fare system constrains Transit's ability to manage fares efficiently.

\$7 million was approved in the 2012-14 capital budget cycle to undertake the ground work for a regional smart fare system. Both Strathcona and St. Albert councils have approved motions to participate in the Smart Fare program. The current proposal would see Edmonton apply for GreenTRIP funding for 2/3 of the project costs, including St. Albert and Strathcona. A tri-party agreement would ensure an equitable distribution of the non-GreenTRIP funding.

PROFILE JUSTIFICATION

Smart Fare enables Transit to efficiently manage transit fare products by reducing / eliminating paper products, reducing the use of cash, easily introduce new fare products and reduce fare evasion.

Transit riders will use electronic account based products that are accessed through the use of a contactless card. Using this card, the Smart Fare initiative will allow transit riders to load / purchase additional fare products electronically and immediately ride the transit system. Similarly, if a rider loses their card, they will be able to disable it and assign a replacement card in real time / near real-time. Transit riders will be able to use Smart Fare to travel across the Capital Region, using one fare media.

The other Capital Region public transit agencies support the introduction of Smart Fare. This innovation is one of the top priorities defined by the Capital Region Board as part of the regional transit network program.

Each transit agency has unique characteristics depending on the nature of their operations. For example, both St. Albert and Strathcona operations have a much greater proportion of their service focused on regional and intermunicipal service and consequently they rely much more on interlining routes. Therefore, GPS and on-bus technology needs are much greater for their fleet as they implement Smart Fare and as a result their costs on a per-bus basis is greater than that for ETS.

STRATEGIC ALIGNMENT

This profile will impact how we manage our business as it will provide a modernized means to purchase transit fares and allow for innovative fare policy options. The profile also supports the connection of people to what matters to them now and takes into account the impact of our actions on our social and economic systems.

ALTERNATIVES CONSIDERED

Implementation alternatives were assessed with respect to a sequential (phased-in) approach as well as a parallel (accelerated) approach in conjunction with Smart Bus.

The primary alternatives that were assessed for fare collection systems are:

- Smart Fare - using an account based system
- Smart Fare - using a card based system
- using existing cash a pass based system

CAPITAL PROFILE REPORT

COST BENEFITS

Measurable tangible benefits are expected with reduced fare evasion, reduced fare sale and distribution costs, reduced fare media production, reduced commission fees, reduced cash handling costs, and reduced administration, marketing, and research costs. Intangible benefits are expected with reduced fare disputes, better data to support service planning and marketing improved fare policy flexibility, and improved customer experience.

KEY RISKS & MITIGATING STRATEGY

The primary risks involve uncertainty in entering a partnership model, ensuring fare autonomy, public acceptance of fare policy changes, as well as legislative privacy concerns.

RESOURCES

The project will involve coordination between internal and external resources. Specific allocation of responsibility between external and internal resources will be dependent on the results of the RFP.

CONCLUSIONS AND RECOMMENDATIONS

Administration recommends the implementation of an account based smart faring solution.

CHANGES TO APPROVED PROFILE

2015 Spring SCBA (AA#21): (GM.6) Transfer funds to cover shortfall in PAYG in 13-66-1294.

2015 Fall SCBA (CA#40):

(3.5.13) To amend funding source from MSI to ACP (Alberta Community Partnership) grant funds. Released MSI funds were re-allocated in the 2015 Spring SCBA.

(3.6.2) Switch funding source to cover MSI ineligible costs. Swap MSI/GF with profile 14-66-1041.

May 6th, 2016: Removed an operating impact line item that was entered in error.

June 13, 2017 #17-09: CR_4871: Allocate \$1,000,000 funding from Smart Bus profile (11-66-1293) to Smart Fare Profile (13-66-1294); \$8.3M additional funding required due to schedule delays, procurement of experienced program manager, and other scope issues.

July 10/11, 2018 Council Meeting (#18-06): The project scope and present funding included participation by Edmonton, St. Albert and Strathcona County only. A project scope change to include the other municipalities must be approved by City Council. The incremental capital cost to add these agencies is projected to be \$1,350,000, with funding to be provided by the new agencies to offset incremental costs. There will be no financial impact on the City of Edmonton. Refer to CR_5773, going to Executive Committee July 5, 2018, then to Council on July 10, 2018.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transit Smart Fare System (Smart Card)**
 PROFILE NUMBER: **13-66-1294**
 BRANCH: **Edmonton Transit**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	7,000	-	-	-	-	-	-	-	-	-	-	7,000
2013 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2014 Cap Budget Request for Next Cycle	27,200	8,019	-	-	-	-	-	-	-	-	-	35,219
2014 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2014 SCBA Within Dept <\$250K	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Capital Budget Adj (one-off)	1,000	-	3,756	4,641	-	-	-	-	-	-	-	9,397
2017 Cap Carry Forward	-25,528	25,528	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	570	-	-	-	-	-	-	-	-	570
2018 Cap Capital Budget Adj (one-off)	-	500	500	350	-	-	-	-	-	-	-	1,350
Current Approved Budget	9,672	34,047	4,826	4,991	-	-	-	-	-	-	-	53,536
Approved Funding Sources												
Alberta Community Partnership - ACP	4,689	780	-	-	-	-	-	-	-	-	-	5,469
Green-trip	202	27,308	570	-	-	-	-	-	-	-	-	28,080
Munc Sustain. Initiative - MSI	4,519	827	2,731	3,375	-	-	-	-	-	-	-	11,453
Partnership Funding	-	2,850	1,525	1,616	-	-	-	-	-	-	-	5,991
Pay-As-You-Go	262	2,282	-	-	-	-	-	-	-	-	-	2,544
Current Approved Funding Sources	9,672	34,047	4,826	4,991	-	-	-	-	-	-	-	53,536

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		REVISED BUDGET (IF APPROVED)										
Revised Budget (if Approved)	9,672	34,047	4,826	4,991	-	-	-	-	-	-	-	53,536
Requested Funding Source												
Alberta Community Partnership - ACP	4,689	780	-	-	-	-	-	-	-	-	-	5,469
Green-trip	202	27,308	570	-	-	-	-	-	-	-	-	28,080
Munc Sustain. Initiative - MSI	4,519	827	2,731	3,375	-	-	-	-	-	-	-	11,453
Partnership Funding	-	2,850	1,525	1,616	-	-	-	-	-	-	-	5,991
Pay-As-You-Go	262	2,282	-	-	-	-	-	-	-	-	-	2,544
Requested Funding Source	9,672	34,047	4,826	4,991	-	-	-	-	-	-	-	53,536

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			REVISED BUDGET (IF APPROVED)										
Construction	-4,240	5,240	4,326	4,641	-	-	-	-	-	-	-	-	9,967
Design	2,555	10,404	-	-	-	-	-	-	-	-	-	-	12,959
Equip FurnFixt	4,358	18,402	500	350	-	-	-	-	-	-	-	-	23,610
Other Costs	7,000	-	-	-	-	-	-	-	-	-	-	-	7,000
Total	9,672	34,047	4,826	4,991	-	-	-	-	-	-	-	-	53,536

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel, Revenue, Utilities

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	4,792	4,792	-	2,400	-3,131	-5,531	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	4,792	4,792	-	2,400	-3,131	-5,531	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **URBAN FORM SERVICE TRANSFORMATION**
 PROFILE NUMBER: **CM-17-2040**
 DEPARTMENT: **Urban Form & Corporate Strategic Development**
 LEAD BRANCH: **Corporate Strategy**
 PROGRAM NAME:
 PARTNER: **Development Services**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Stephanie McCabe
PARTNER MANAGER:	David Hales
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Corporate Support

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	5,436
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	5,436

PROFILE DESCRIPTION

Investment in technology, business process optimization, and staff capability related to services in scope for the Fiscal Policy for the Planning and Development Business (City Policy C610), such as Land Development, Permitting, and Licensing. The funding source is the Planning and Development Reserve.

Work streams include:

- Enhance customer experience by expanding digital service offerings, integrating and aligning channels of service delivery, and improving the customer's journey across services and systems.
- Improve and optimize service delivery through technology augmentation and automation.
- Maintain technology enablers to support regular business changes and growth of digital services.

PROJECT LIST

2019-2022 BUDGET CYCLE: Urban Form Service Transformation (including enhancements to eServices).

PROFILE BACKGROUND

The Development Services Branch had undertaken a new eServices program in 2015 to establish a capability to offer and deliver Planning and Development services digitally, including investments in process redesign, software, hardware, and associated training. A number of Permitting and Licensing services were transformed from paper-based to digital services, providing simpler, clearer, and faster access to citizens and businesses. Continued investment is required to further transform services, add more services to the digital channel, and keep current with changes as requested by council, industry, and regulators.

The Urban Form Business Transformation initiative was started in 2017 to better support quality of life for Edmontonians and economic vibrancy of the City by enabling efficient and effective planning and development. The initiative will require a number of technology enhancements in 2019 to enable the process improvement and customer experience projects identified.

PROFILE JUSTIFICATION

Planning and Development services are critical to the growth and development of the City, having a sustainable tax base, and increasing the City's competitiveness in attracting and keeping investment.

Administration struggles to deliver these services consistently and meet customer expectations. There are high levels of variability of customer demand, and the volume and complexity of applications have increased over the years. People rightly expect the government to deliver public services effectively and at speed.

The City must continue to look for new ways to improve Planning and Development services for citizens, businesses, and industry in order to stay relevant. A key component of this is through the use of technology to advance the City's position to provide services in the ways expected and desired by our service users. Edmonton currently lags behind other municipalities in the breadth and depth of services offered digitally. The eServices program had initiated several technology and business process changes in 2015 - 2018 to offer digital services for Planning and Development. These require continued investment to enable the transformation to be fully realized.

STRATEGIC ALIGNMENT

This profile will make an impact to how we manage our business including support for core department services: planning and analysis, approvals and inspections, customer access, and corporate strategy. The profile aligns with the UFCSO department strategic plan and Open City and Technology strategy.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

A lack of investment in this program will:

- Induce the need for additional staff and facility resources and/or additional time for application processing.
- Increased operating costs to perform workarounds and offer services via non-digital channels.
- Limit the advancement of accountable business practices for application processing.
- Limit the ability to respond to changes desired by council, community, industry, and other stakeholders.
- Inability to realize the vision of Urban Form Business Transformation initiative by aligning technology enablers with process improvements.
- Not support the shift of how citizens and businesses would like to interact with the City's services.
- By not maintaining, online self-service capabilities will erode over time and no longer meet the needs of customers and staff and result in negative external reputational risk.

COST BENEFITS

Tangible Benefits:

- Improved land development related application processing timelines, consistency, and efficiency
- Improved customer service and satisfaction
- Cost savings and reduced effort for clients and customers

Intangible Benefits:

- Improved coordination and collaboration between internal and external partners for permits and licences
- Efficient coordination for residential, commercial, and industrial development

KEY RISKS & MITIGATING STRATEGY

Key risks for the business due to insufficient investment and support for this program would include:

- Public perception (poor public image, bad reputation)
- Customers/Citizens (increasing pressure, demand for services exceeds resources)
- Financial (satisfy cost-recovery business model)
- Technology (obsolescence to enable business processes)
- Information (unreliable, irrelevant, untimely, insecure)
- Legal/Regulatory (non-compliance with provincial and municipal regulations)

RESOURCES

Internal and external investments will include:

- Contractors and staff support: project management, analysis, software development, and change management
- Technology: new software and/or hardware purchases

CONCLUSIONS AND RECOMMENDATIONS

These investments are intended to augment the productivity, accountability, and communication of the work undertaken in line with the business model's need for clear accountability and cost recovery.

CONTINGENCY OF APPROVAL

N/A

CHANGES TO APPROVED PROFILE

N/A

CAPITAL PROFILE REPORT

PROFILE NAME: **Urban Form Service Transformation**
 PROFILE NUMBER: **CM-17-2040**
 BRANCH: **Corporate Strategy**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	2,436	1,000	1,000	1,000	-	-	-	-	-
	Current Approved Budget	-	-	2,436	1,000	1,000	1,000	-	-	-	-	-	5,436
Approved Funding Sources	Other Reserve	-	-	2,436	1,000	1,000	1,000	-	-	-	-	-	5,436
	Current Approved Funding Sources	-	-	2,436	1,000	1,000	1,000	-	-	-	-	-	5,436

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	2,436	1,000	1,000	1,000	-	-	-	-	5,436
Requested Funding Source	Other Reserve	-	-	2,436	1,000	1,000	1,000	-	-	-	-	5,436
	Requested Funding Source	-	-	2,436	1,000	1,000	1,000	-	-	-	-	5,436

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Technology	-	-	2,436	1,000	1,000	1,000	-	-	-	-	-	5,436
	Total	-	-	2,436	1,000	1,000	1,000	-	-	-	-	-	5,436

OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Corporate Strategy	-	250	250	-	-	250	250	-	-	250	250	-	-	250	250	-
Total Operating Impact	-	250	250	-	-	250	250	-	-	250	250	-	-	250	250	-

CAPITAL PROFILE REPORT**PROFILE NAME: Urban Form Service Transformation****PROFILE NUMBER: CM-17-2040****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Urban Form Service Transformation	1/1/2019	12/31/2022	
008373	eServices			eServices

Land

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	AFFORDABLE HOUSING LAND ACQUISITION & SITE DEVELOPMENT	FUNDED
PROFILE NUMBER:	19-90-4100	PROFILE STAGE: Approved
DEPARTMENT:	Citizen Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Social Development	LEAD MANAGER: Jackie Foord
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2026

Service Category:	Land	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	53,000
50	50	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	53,000

PROFILE DESCRIPTION

Through various programs and activities, the City of Edmonton supports the creation of new and redeveloped affordable housing units. This overarching composite will support the capital requirements for the Social Development Branch in the fulfillment of its mandate for the 2019-2022 Capital Investment Outlook and in the achievement of the policy directions identified under policy C601 Affordable Housing Investment Guidelines. This scope of work will include the following:

Acquisition of parcels of land in neighbourhoods where there is limited or no affordable housing which supports achievement of the goal of ensuring affordable housing is located in all areas of the City. The acquisition of land and existing buildings to further Council's goals of creating new units of permanent supportive housing. Supporting the redevelopment of City-owned social housing sites that have reached the end of their economic life with potential to increase density on these sites. Purchase of inclusionary housing units through the Developer Sponsored program. This composite profile will provide flexible access to funding to allow the City of Edmonton to align to evolving opportunities to leverage funding from other orders of government in the achievement of the City's goals.

An unfunded service package has been included in the 2019-2022 operating budget for 2 FTES at \$0.2 million/year.

PROJECT LIST

2019-2022 BUDGET CYCLE:

Land Acquisition program, Purchase Existing Buildings program, Social Housing Redevelopment program and Inclusionary Housing program

PROFILE BACKGROUND

Approved in 2016, the City of Edmonton's Affordable Housing Strategy identifies a set of goals and strategies to guide the City's involvement in affordable housing. This profile directly supports a number of strategies defined in the Strategy, including acquiring and developing affordable housing units, dedicating land for affordable housing, and leveraging City housing assets to increase the supply of permanent supportive housing. Affordable housing is fundamental to the physical, economic and social well-being of individuals and families and is a core component of diverse and inclusive communities. Affordable housing is also identified in the EndPovertyEdmonton Road Map as a fundamental "game changer" in addressing poverty and in A Place to Call Home: Edmonton's 10 Year Plan to End Homelessness as foundational to ending homelessness.

PROFILE JUSTIFICATION

Significant unmet housing needs exist in Edmonton, over 48 000 households struggle to pay their rent each month. Ensuring an adequate supply of affordable housing is important to Edmonton's overall health and prosperity. This initiative is a core component of the City's strategy related to affordable housing development and acquisition. This approach will help achieve City Council's priorities, including affordable housing, in all areas of the city and increase the supply of permanent supportive housing. The funding requested is critical to position the City of Edmonton to leverage financial contributions from other orders of government, non-profit and private sector partners and significantly enhance the City's ability to play a leadership role in increasing the supply of affordable housing in all areas of the city through the creation of a pipeline of investment-ready projects that can attract substantial capital and operating funding contributions from other orders of government.

STRATEGIC ALIGNMENT

This profile supports "Healthy City" as it aids in Edmonton's evolution to a sustainable, healthy and compact city where citizens are healthy and fulfilled living in a safe and caring community with accessible and affordable housing options. Also contributes to "Urban Places" as it assists in providing a greater range of housing, living and work place choice. Also aids City Council's goal of "Regional Prosperity" by supporting City Council's approved Affordable Housing Strategy and End Poverty Edmonton.

ALTERNATIVES CONSIDERED

Reduced opportunities to ensure local housing needs are met. Reduced ability to leverage funding from the other orders of government and partners. Re-purpose existing surplus school sites for any type of affordable housing development (amend Policy C583). Fund acquisition of new land through sale of existing surplus sites.

CAPITAL PROFILE REPORT**COST BENEFITS**

- Increased ability to leverage City assets in conjunction with federal and provincial investments through the National Co-Investment Fund and other programs
- Achieving the permanent supportive housing targets defined in A Place to Call Home: Edmonton's Updated Plan to Prevent and End Homelessness, which has positive impacts to a range of City services, including Edmonton Police, economic development, and parks and river valley operations

KEY RISKS & MITIGATING STRATEGY

Not funding this profile would reduce the City's ability to meet the affordable housing needs of Edmonton's, and reduce its ability to attract funding from other orders of government.

RESOURCES

"The City of Edmonton seeks to purchase goods, services and construction fairly and based on best value. Whenever possible, consideration of environmentally sound products and services and in particular the utilization of post consumer waste will be incorporated."

CONCLUSIONS AND RECOMMENDATIONS

The funding requested through this profile would be significantly enhance the City's ability to play a leadership role in increasing the supply of affordable housing in all areas of the city through the creation of a pipeline of investment ready projects that can attract substantial contributions from other orders of government.

CAPITAL PROFILE REPORT

PROFILE NAME: **Affordable Housing Land Acquisition & Site Development**
 PROFILE NUMBER: **19-90-4100**
 BRANCH: **Social Development**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	6,564	-	53,000
Current Approved Budget		-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	6,564	-	53,000
Approved Funding Sources													
Pay-As-You-Go		-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	6,564	-	53,000
Current Approved Funding Sources		-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	6,564	-	53,000

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	-	53,000
Requested Funding Source												
Pay-As-You-Go		-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	-	53,000
Requested Funding Source		-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	-	53,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	6,564	-	53,000
	Total	-	-	3,664	9,109	4,124	9,847	6,564	6,564	6,564	6,564	-	53,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2019				2020				2021				2022			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Social Development	-	400	400	4.0	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	400	400	4.0	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	DISTRICT PARK LAND ACQUISITION (FMP REPAYMENT)	FUNDED
PROFILE NUMBER:	CM-17-1024	PROFILE STAGE: Approved
DEPARTMENT:	Urban Form & Corporate Strategic Development	PROFILE TYPE: Composite
LEAD BRANCH:	City Planning	LEAD MANAGER: Peter Ohm
PROGRAM NAME:		PARTNER MANAGER: Chris Hodgson
PARTNER:	Real Estate	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category: Land**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	12,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	12,000

PROFILE DESCRIPTION

This profile funds the repayment to Corporate Properties for District Activity Parks acquired in 2010/2011 for Windermere and Heritage Valley through the Future Municipal Purposes (FMP) strategy. This profile commits some reserve funding for FMP repayment while ensuring the reserve accounts are not over extended.

PROFILE BACKGROUND

This profile funds the repayment towards District Activity Parks acquired in 2010/2011 for Windermere and Heritage Valley for future municipal purposes (FMP).

PROFILE JUSTIFICATION

These sites form the basis of public district open space in new suburban structure plans. Budget approval is required to authorize repayment of the FMP account.

STRATEGIC ALIGNMENT

This profile will make a positive impact on how we manage our business in terms of financial sustainability. By processing these repayments, we are consciously taking into account the impact of our actions on our economic systems.

ALTERNATIVES CONSIDERED

There are no alternatives that provide the same outcome. The lands required for district level park requirements have been purchased using corporate resources and must be reimbursed.

COST BENEFITS

Acquisition of public space and compliance with the Joint Use Agreement. Tangible benefits include title to the land with existing landscaping and greenspace benefits of water retention, landscape shading, carbon advantages and recreational programming. Intangible benefits include civic pride/participation.

KEY RISKS & MITIGATING STRATEGY

As inflationary pressure on land values increases and area structure plans build out, a business case for early purchase was approved by Council in 2010/2011 and land was acquired at that time.

RESOURCES

This is a required repayment for land acquisitions through Corporate Properties. Requires planner time from Urban Planning and Environment and accounting time for administration. Funding is provided from the Funds In Lieu of Reserves account.

CONCLUSIONS AND RECOMMENDATIONS

District Activity Parks for high schools, recreation facilities and field use are the formal mechanism providing public infrastructure to a population of approximately 80,000. Recommend systematic repayment as reserve cash flows allow.

CHANGES TO APPROVED PROFILE

2015 Fall SCBA (CA#40): (3.1.21) This budget adjustment will provide Administration the authority to use \$3.0 million of the Municipal Reserve revenues generated from subdivisions for FMP repayment to Corporate Properties.

2017 Fall SCBA (CA#40): 2.5-08 Administration has evaluated the current balances of the Funds in Lieu of Reserve (FILR) and Parkland Purchase Reserve (PPR) accounts and recommends partial reimbursement to the Land Enterprise Retained Earnings (LERE). Sufficient revenues from the Windermere basin have been collected to contribute \$3.0M to the Windermere District Park debt and \$2.0M from the PPR will act as a bridge financing for the Heritage Valley District Park debt.

CAPITAL PROFILE REPORT

PROFILE NAME: **District Park Land Acquisition (FMP Repayment)**
 PROFILE NUMBER: **CM-17-1024**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council	2,000	1,000	-	-	-	-	-	-	-	-	-	3,000
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	5,000	-	-	-	-	-	-	-	-	-	-	5,000
2018 Cap Budget Request for Next Cycle	-	-	1,000	1,000	1,000	1,000	-	-	-	-	-	4,000
Current Approved Budget	7,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	12,000
Approved Funding Sources												
Funds-in-Lieu Reserve	5,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	10,000
Parkland Purchase Reserve	2,000	-	-	-	-	-	-	-	-	-	-	2,000
Current Approved Funding Sources	7,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	12,000

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	7,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	12,000
Requested Funding Source												
Funds-in-Lieu Reserve	5,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	10,000
Parkland Purchase Reserve	2,000	-	-	-	-	-	-	-	-	-	-	2,000
Requested Funding Source	7,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	12,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	7,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	12,000
	Total	7,000	1,000	1,000	1,000	1,000	1,000	-	-	-	-	-	12,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: District Park Land Acquisition (FMP Repayment)****PROFILE NUMBER: CM-17-1024****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	FMP Repayment	1/1/2019	12/31/2022	This project will transfer funds to Corporate Properties for the FMP repayment of the Windermere and Heritage Valley District Parks
006947	(BC) District Park Land Acquisition (FMP Repayment)	1/1/2015	12/31/2018	Budget Carrier
007336	HERITAGE VALLEY (FMP REPAY)	1/1/2019	12/31/2022	
007337	WINDERMERE PARK (FMP REPAY)	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **DISTRICT PARK LAND ACQUISITION (NEW ASPS)**
 PROFILE NUMBER: **CM-17-1022**
 DEPARTMENT: **Urban Form & Corporate Strategic Development**
 LEAD BRANCH: **City Planning**
 PROGRAM NAME:
 PARTNER: **Real Estate**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Peter Ohm
PARTNER MANAGER:	Chris Hodgson
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: Land

Major Initiative:

GROWTH
47

RENEWAL
53

PREVIOUSLY APPROVED:	8,500
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	8,500

PROFILE DESCRIPTION

This profile funds the acquisition of land for District Activity Parks in concert with the subdivision process and approved suburban growth. This represents the initial phase of district park development which accommodates amenities to serve the district. Acquisition timing should allow for school and facility development and encouraging partnering opportunities. The profile identifies funding from the Parkland Purchase account, in an effort to provide a bridge financing source until the Funds In Lieu account is able to sustain repayment based on revenues generated through development of the associated districts.

PROFILE BACKGROUND

Acquires land for district activity parks use in concert with the subdivision process. Acquisition timing should allow for school and facility development and encouraging partnering opportunities.

PROFILE JUSTIFICATION

Acquisition of land to support district park base level development is necessary to advance the construction of identified school and major recreational facility. This profile fulfills City obligations and compliance with the Joint Use Agreement by acquiring land identified for school construction, field development and major recreational facilities, in a timely manner.

STRATEGIC ALIGNMENT

The profile primarily supports maintaining or improving service levels by strategically acquiring land for District Activity Parks in concert with the subdivision process and approved suburban growth. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Consideration could be given to acquire less parkland, but this reduces district facility and field space below standards set out in the Urban Parks Management Plan. Acquiring less school land would require negotiation with school boards and the Province.

COST BENEFITS

This profile will provide Administration with the authority to negotiate land acquisitions required for district parks efficiently during the subdivision process and/or the pre-purchase of land on an opportunity basis. The bridge financing will enable administration to manage the municipal reserves in an efficient manner.

KEY RISKS & MITIGATING STRATEGY

Risks include escalating land values due to timing and inflation costs. Authorizing Administration to negotiate and purchase land identified in approved structure plans will accelerate land negotiations and reduce risks of escalating land values.

RESOURCES

Requires staff resources from Corporate Properties and Urban Planning and Environment for land acquisitions. The Parkland Purchase Reserve account provides bridge financing until the Funds In Lieu of Reserves account is able to sustain repayment.

CONCLUSIONS AND RECOMMENDATIONS

This profile supports land acquisition for District Activity Parks that will not be dedicated through the subdivision process. Recommendation is for full funding required to meet the land acquisition needs for school and community development.

CHANGES TO APPROVED PROFILE

2015 Fall SCBA (CA#40): (3.1.20) This profile provides \$4 million of funds for the acquisition of land for District Activity Parks in concert with the subdivision process and approved suburban growth. This represents the initial phase of district park development which accommodates amenities to serve the district. Acquisition timing should allow for school and facility development and encouraging partnering opportunities. The profile proposes funding from the Parkland Purchase Reserve in an effort to provide a bridge financing source until the Funds In Lieu account is able to sustain repayment based on actual revenues generated through development of the associated districts.

CAPITAL PROFILE REPORT

PROFILE NAME: **District Park Land Acquisition (New ASPs)**
 PROFILE NUMBER: **CM-17-1022**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council		4,000	-	-	-	-	-	-	-	-	-	-	4,000
2016 Cap Capital Budget Adj (one-off)		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward		-3,941	3,941	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle		-	-	-	1,500	1,500	1,500	-	-	-	-	-	4,500
Current Approved Budget		59	3,941	-	1,500	1,500	1,500	-	-	-	-	-	8,500
Approved Funding Sources													
Funds-in-Lieu Reserve		-	-	-	1,500	1,500	1,500	-	-	-	-	-	4,500
Parkland Purchase Reserve		59	3,941	-	-	-	-	-	-	-	-	-	4,000
Current Approved Funding Sources		59	3,941	-	1,500	1,500	1,500	-	-	-	-	-	8,500

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		59	3,941	-	1,500	1,500	1,500	-	-	-	-	-	8,500
Requested Funding Source													
Funds-in-Lieu Reserve		-	-	-	1,500	1,500	1,500	-	-	-	-	-	4,500
Parkland Purchase Reserve		59	3,941	-	-	-	-	-	-	-	-	-	4,000
Requested Funding Source		59	3,941	-	1,500	1,500	1,500	-	-	-	-	-	8,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Construction		-3,941	3,941	-	-	-	-	-	-	-	-	-	-
Land		4,000	-	-	1,500	1,500	1,500	-	-	-	-	-	8,500
Total		59	3,941	-	1,500	1,500	1,500	-	-	-	-	-	8,500

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: District Park Land Acquisition (New ASPs)****PROFILE NUMBER: CM-17-1022****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Land Acquisition	1/1/2020	12/31/2022	This project will purchase land for District Activity Parks.
006943	(BC) District Park Land Acquisition (New ASPs)	1/1/2015	12/31/2018	Budget Carrier
007052	CM-17-1022 - MCCONACHIE - WALTON	1/1/2020	12/31/2022	This project will facilitate the partial land acquisition for the assembly of the Pilot Sound District Park in the McConachie neighbourhood.
007984	District Park Land Acq (New ASPs)	1/1/2020	12/31/2022	This project will provide administration the ability to acquire land for District Parks in new suburban neighbourhoods on an opportunity bases.
102115	CM-17-1022 - 17303 - 50 ST NW - PARTIAL	1/1/2020	12/31/2022	This project will facilitate the partial land acquisition for the assembly of the Pilot Sound District Park in the McConachie neighbourhood.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	HERITAGE VALLEY LAND DEVELOPMENT (ABEYANCE)	FUNDED
PROFILE NUMBER:	19-16-5055	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Real Estate	LEAD MANAGER: Chris Hodgson
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Land	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,800
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,800

PROFILE DESCRIPTION

There are approximately 2 km of public roads and servicing to construct on land the City acquired in 2009 to 2011. This development will serve both land for municipal purposes and remnant land to be brought to market. This profile funds required site investigations and detailed design costs associated with future roadways and site servicing connections to remnant lands and also supports future municipal development planned for the site.

PROFILE BACKGROUND

Between 2009-2011, the City acquired 119.39 acres of land for future municipal uses. Approximately 69 acres of land will be used for future municipal purposes (recreation centre, district park site, and LRT). Approximately 40 acres of remnant land not required for City purposes will be brought to market to recover City acquisition costs and support private development consistent with the Council approved statutory plan.

PROFILE JUSTIFICATION

The design of public roadways and servicing infrastructure is required to support future municipal developments and development of remnant surplus city lands consistent with the approved statutory plan direction. This expenditure supports the City's planned development and future development by private developers in the area.

STRATEGIC ALIGNMENT

This capital profile directly contributes to the proposed Council 10-Year Strategic Goals
 Healthy City - Heritage Valley land development promotes community progression and citizen involvement.
 Urban Places - Appropriately developed municipal-use land creates urban places for communities.

ALTERNATIVES CONSIDERED

No alternatives are available to support this initiative.

COST BENEFITS

It is important to complete land planning, engineering and design to

- plan for future course of action
- request capital dollars for construction
- understand future opportunity for land sales and exchange
- understand future cost of servicing

KEY RISKS & MITIGATING STRATEGY

Future development of civic and private land, and related capital projects may be delayed if the planning and design is not complete.
 City program needs may have changed since the site was acquired in 2009-2011
 Soil conditions may pose challenges for planned development
 Changes to expected level of infrastructure required for development or changes to standards for infrastructure
 Uncertainty about future demand for land for mid to higher density development

RESOURCES

The funding support will come from Land Enterprise Retained Earnings. Some expenses may be recovered as part of recoverables from Arterial Roadway Assessment (ARA), Permanent Area Contribution (PAC), and EPCOR Water expenses.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Ongoing funding is recommended as this initiative is required to complete a comprehensive analysis and provide a thorough understanding of Heritage Valley Town Center infrastructure requirements which will inform future capital funding requests. Funding this profile will enable Administration to develop a complete community supporting the development of land acquired in 2009-2011 for municipal purposes.

CONTINGENCY OF APPROVAL

Motion: Funding for Land Enterprise funded profiles be held in Abeyance as follows:

- 1) except for \$4.83 million in Capital Profile CM-16-2010
- 2) except for \$11.1 million in Capital Profile CM-16-2020
- 3) the remainder of the funds are to be held in abeyance until the report CR_5328 on Land Governance Strategy is received by Council at the end of February, 2019

CAPITAL PROFILE REPORT

PROFILE NAME: **Heritage Valley Land Development (Abeyance)**
 PROFILE NUMBER: **19-16-5055**
 BRANCH: **Real Estate**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	4,400	2,400	2,000	-	-	-	-	-	8,800
Current Approved Budget		-	-	-	4,400	2,400	2,000	-	-	-	-	-	8,800
Approved Funding Sources													
Land Fund Retained Earnings		-	-	-	4,400	2,400	2,000	-	-	-	-	-	8,800
Current Approved Funding Sources		-	-	-	4,400	2,400	2,000	-	-	-	-	-	8,800

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	-	4,400	2,400	2,000	-	-	-	-	8,800
Requested Funding Source												
Land Fund Retained Earnings		-	-	-	4,400	2,400	2,000	-	-	-	-	8,800
Requested Funding Source		-	-	-	4,400	2,400	2,000	-	-	-	-	8,800

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land Improvements	-	-	-	4,400	2,400	2,000	-	-	-	-	-	8,800
	Total	-	-	-	4,400	2,400	2,000	-	-	-	-	-	8,800

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	INDUSTRIAL-COMMERCIAL-INVESTMENT LAND ACQUISITION (ABEYANCE)	FUNDED
PROFILE NUMBER:	CM-16-2015	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Composite
LEAD BRANCH:	Real Estate	LEAD MANAGER: Chris Hodgson
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category: Land**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	61,093
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	61,093

PROFILE DESCRIPTION

Enterprise Land Development (ELD) is a self funded business model that acquires raw land and invests in planning, engineering and site servicing to bring lots to sale. Revenue from the sale of the serviced land is used to reinvest into retained earnings as well as to offset the City's operational costs through an annual dividend.

ELD acquires land to replenish a supply of Industrial-Commercial-Investment (ICI). Land purchases occur 3-7 years in advance of land development activities to align with Land Development Policy C511 and to enable the City to maintain existing revenues over a ten year forecast period.

Land development projects are multi-year initiatives (5+ years) requiring reinvestment of retained earnings to further activities.

Land development activities comprise 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

This capital profile report supports phase 1.

ICI land development project activities, as outlined in CM-16-2010, diminish land supply as projects deliver serviced lots to market for sale. Therefore, capital funding to replenish land supply is required to further the ongoing activities of Enterprise Land Development.

PROFILE BACKGROUND

ICI land development projects are multi-year initiatives (5+ years) requiring reinvestment of retained earnings to further activities. Land development activities create serviced lots, generating revenue and return on investment to the City while contributing to Council priorities, the City's strategic initiatives and ensuring a three year supply of serviced industrial land in accordance with Land Development Policy C511.

Profile name changed from ICI Land Development Acquisition to Industrial-Commercial-Investment Land Acquisition (October 4, 2018).

PROFILE JUSTIFICATION

Approval of ongoing capital investment for land development acquisition is required to ensure a continuous cycle of land development prior to sale.

Capital investment in ICI land development projects generate profit and provide an dividend of 25% annually to the City in accordance with Land Enterprise Dividend Policy C516B. Land development activities are completed in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of ... industrial development land sufficient to enable the City to maintain existing [...] development activities."

STRATEGIC ALIGNMENT

Enterprise Land Development ICI land acquisition is the first capital investment in land development activities, contributing to Council's priorities and the City's strategic goals, specifically the ten-year goal of regional prosperity and the Industrial Land Strategy as well as supporting climate resilience.

ALTERNATIVES CONSIDERED

The feasibility of land acquisition is evaluated prior to purchase which includes evaluation of requirements such as capital, costs including land costs and servicing costs as well as other servicing and resources required versus financial return. In addition, projects are evaluated annually for revenue and profitability.

CAPITAL PROFILE REPORT

COST BENEFITS

Land acquisition is typically completed at market value.

Retained earnings are reinvested in land acquisition to further development activity, as outlined in CM-16-2010, creating serviced ICI land for sale and public amenities (eg. stormwater management facilities, parks).

KEY RISKS & MITIGATING STRATEGY

Key risks for land development acquisition activities are market risk and unforeseen site specific risks. Market risks include economic and local market condition changes, both supply and demand, which impacts forecast profitability. Unforeseen site specific risks may include servicing challenges or soils/environmental issues. These risks are mitigated through the due diligence prior to purchase.

RESOURCES

ELD identifies and evaluates strategic opportunity land purchases in collaboration with the City's Property Acquisition team. Appraisers identify market valuation while project team members evaluate project feasibility. External consultants may be retained for soils and environmental investigations.

CONCLUSIONS AND RECOMMENDATIONS

Funding is recommended to enable Enterprise Land Development to continue to purchase land to be improved and readied for Industrial-Commercial-Investment and to advance goals in the City's Strategic Plan, such as regional prosperity, as well as contributing to the Industrial Land Strategy.

CONTINGENCY OF APPROVAL

Motion: Funding for Land Enterprise funded profiles be held in Abeyance as follows:

- 1) except for \$4.83 million in Capital Profile CM-16-2010
- 2) except for \$11.1 million in Capital Profile CM-16-2020
- 3) the remainder of the funds are to be held in abeyance until the report CR_5328 on Land Governance Strategy is received by Council at the end of February, 2019

CAPITAL PROFILE REPORT

PROFILE NAME: **Industrial-Commercial-Investment Land Acquisition (Abeyance)**

FUNDED

PROFILE NUMBER: **CM-16-2015**

PROFILE TYPE: **Composite**

BRANCH: **Real Estate**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	46,973	-	-	-	-	-	-	-	-	-	-	46,973
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-46,788	46,788	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	10,000	4,007	-	113	-	-	-	-	-	14,120
Current Approved Budget	185	46,788	10,000	4,007	-	113	-	-	-	-	-	61,093
Approved Funding Sources												
Land Fund Retained Earnings	185	46,788	10,000	4,007	-	113	-	-	-	-	-	61,093
Current Approved Funding Sources	185	46,788	10,000	4,007	-	113	-	-	-	-	-	61,093

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	185	46,788	10,000	4,007	-	113	-	-	-	-	-	61,093
Requested Funding Source												
Land Fund Retained Earnings	185	46,788	10,000	4,007	-	113	-	-	-	-	-	61,093
Requested Funding Source	185	46,788	10,000	4,007	-	113	-	-	-	-	-	61,093

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	185	46,788	10,000	4,007	-	113	-	-	-	-	-	-
Total	185	46,788	10,000	4,007	-	113	-	-	-	-	-	-	61,093

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Industrial-Commercial-Investment Land Acquisition (Abeyance)****PROFILE NUMBER: CM-16-2015****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	ICI Land Development Acquisition	1/1/2015	1/31/2018	
005631	(BC) CM-16-2015 ICI Land Development Acquisition	1/1/2019	12/31/2022	Budget Carrier
005974	ELD Composite ICI Land Acq 2015-18	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	INDUSTRIAL-COMMERCIAL-INVESTMENT LAND DEVELOPMENT	FUNDED
PROFILE NUMBER:	CM-16-2010	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Composite
LEAD BRANCH:	Real Estate	LEAD MANAGER: Chris Hodgson
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category:	Land	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	126,878
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	126,878

PROFILE DESCRIPTION

Enterprise Land Development (ELD) is a self funded business model that acquires raw land and invests in planning, engineering and site servicing to bring lots to sale. Revenue from the sale of the serviced land is used to reinvest into retained earnings as well as to offset the City's operational costs through an annual dividend.

ELD owns land supply intended for Industrial-Commercial-Investment (ICI) development in Ellerslie, Goodridge Corners, Southeast Industrial, Rampart and Roper, and other land as acquired. Raw land is purchased, as outlined in CM-16-2015 and invested in to prepare it for future sale as detailed in Land Development Policy C511. Reinvestment in retained earnings furthers land development activities in these developments and other land as acquired.

Land development activities comprise 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

This capital profile report supports phase 2 and 3.

Project specific costs include planning, engineering design and construction costs as well as fees and assessments. Construction costs include off-site construction, such as servicing sewer and roadways, and on-site servicing costs such as earthwork, municipal infrastructure and collector roads. Fees and assessments include subdivision fees, MR cash in lieu, boundary conditions, and Permanent Area Contributions (PAC's) and Arterial Roadway Assessments (ARA's).

PROJECT LIST

Goodridge Corners, Southeast Industrial, Rampart, Roper, Ellerslie, Pylypow and other land as acquired.

PROFILE BACKGROUND

Enterprise Land Development ICI land development projects are multi-year initiatives (5+ years) requiring reinvestment of retained earnings to further activities. Land development activities create serviced lots, generating revenue and return on investment to the City while contributing to Council priorities, the City's strategic initiatives, and ensuring a three year supply of serviced industrial land in accordance with Land Development Policy C511.

Profile name changed from ICI Land Development to Industrial-Commercial-Investment Land Development (October 4, 2018).

PROFILE JUSTIFICATION

Approval of ongoing capital investment for land development activities is required to ensure a continuous cycle of land development prior to sale. Land development activities generate revenue and provide an annual dividend return to the City in accordance with Land Enterprise Dividend Policy C516B.

Land development activities are completed in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of...industrial development land sufficient to enable the City to maintain existing [...] development activities." In addition activities contribute to Council's priorities and the City's strategic initiatives, in particular, regional prosperity and the Industrial Land Strategy as development activities attract business investment and promote economic diversity and prosperity.

STRATEGIC ALIGNMENT

ICI land development undertaken by ELD contributes to Council's priorities, specifically the ten-year goal of regional prosperity and the Industrial Land Strategy as well as supporting climate resilience.

ALTERNATIVES CONSIDERED

Financial statements, in the form of project proformas, evaluate land development projects including analysis of requirements such as capital costs, servicing costs as well as other & resource required versus financial return. Individual project activities and staging are adapted to respond to competitive market conditions.

CAPITAL PROFILE REPORT

COST BENEFITS

While land development activities require capital investment, the sale of serviced industrial land generates profit, contributes to strategic municipal initiatives, constructs infrastructure and may additionally serve as a catalyst for private sector land development.

KEY RISKS & MITIGATING STRATEGY

Key risks for land development activities are project risk and market risk. Market risks include economic and local market condition changes, both supply and demand, which impact saleability and project profitability.

RESOURCES

Enterprise Land Development project managers lead project activities with the support of internal staff and external consultants and contractors. Property Sales staff negotiate and sell lots.

CONCLUSIONS AND RECOMMENDATIONS

Given the City's strategic goal of regional prosperity and the Industrial Land Strategy objectives, ongoing funding is recommended to ensure ongoing Industrial-Commercial-Investment land development activity to provide lot supply contributing to economic diversification, prosperity and business attraction.

CONTINGENCY OF APPROVAL

Motion: Funding for Land Enterprise funded profiles be held in Abeyance as follows:

- 1) except for \$4.83 million in Capital Profile CM-16-2010
- 2) except for \$11.1 million in Capital Profile CM-16-2020
- 3) the remainder of the funds are to be held in abeyance until the report CR_5328 on Land Governance Strategy is received by Council at the end of February, 2019

These exempt amounts were developed by the business area and would allow them to complete Goodridge Stage 1 and 2, required warranty work in Rampart Industrial, payment of builders lien judgement in SE Industrial and AEP required remediation work, required warranty work in Laurel 10, and finishing construction to bring lots to market in Laurel 22.

CAPITAL PROFILE REPORT

PROFILE NAME: **Industrial-Commercial-Investment Land Development**
 PROFILE NUMBER: **CM-16-2010**
 BRANCH: **Real Estate**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	63,207	24,041	-	-	-	-	-	-	-	-	-	87,248
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-54,998	54,998	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	14,790	13,800	8,160	2,880	-	-	-	-	-	39,630
Current Approved Budget	8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	-	126,878
Approved Funding Sources												
Land Fund Retained Earnings	8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	-	126,878
Current Approved Funding Sources	8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	-	126,878

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	126,878
Requested Funding Source											
Land Fund Retained Earnings	8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	126,878
Requested Funding Source	8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	126,878

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land		8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	-
Total		8,209	79,039	14,790	13,800	8,160	2,880	-	-	-	-	-	126,878

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Industrial-Commercial-Investment Land Development****PROFILE NUMBER: CM-16-2010****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	ICI Land Development	1/1/2015	12/31/2018	
003758	ELD ROPE INDUSTRIAL DEVELOPMENT	1/1/2019	12/31/2022	ELD ROPE INDUSTRIAL DEVELOPMENT
003835	ELD SE INDUSTRIAL DEVELOPMENT	1/1/2019	12/31/2022	ELD SE INDUSTRIAL DEVELOPMENT
005614	(BC) CM-16-2010 ICT Land Development	1/1/2019	12/31/2022	Budget Carrier
005795	RAMP ELD INDUSTRIAL PROJECT	1/1/2019	12/31/2022	
005815	ELLE INDUSTRIAL ELD PROJECT	1/1/2019	12/31/2022	
005816	ELD GOODRIDGE CORNERS DEVELOPMENT	1/1/2019	12/31/2022	ELD GRC DEVELOPMENT
006085	ELD ICI FAC 2015	1/1/2019	12/31/2022	
007001	GATE ELD ICI PROJECT	1/1/2019	12/31/2022	
101602	LE 2016 ICI RECOVERIES	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **MATURE AREA LAND ACQUISITION**
 PROFILE NUMBER: **CM-17-1020**
 DEPARTMENT: **Urban Form & Corporate Strategic Development**
 LEAD BRANCH: **City Planning**
 PROGRAM NAME:
 PARTNER: **Real Estate**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Peter Ohm
PARTNER MANAGER:	Chris Hodgson
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: Land

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	7,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	7,000

PROFILE DESCRIPTION

This profile identifies funding for land acquisition in mature areas not funded by CRLs, focusing on existing commitments (i.e. plans where specific properties have been identified for acquisition) in mature neighbourhood level plans, including: Central McDougall/Queen Mary Park ARP, McKernan Belgravia Station ARP and the Riverdale ARP. Should an opportunity arise to fulfill existing commitments in other mature area plans or to acquire unique opportunity sites (e.g. surplus non-reserve school sites), Administration will re-evaluate and prioritize commitments based on available funding. The Parkland Purchase Reserve account has been identified as a funding source, in an effort to provide a bridge financing source until the Funds In Lieu of Reserves account is able to sustain repayment based on revenues generated through development of the associated mature areas.

PROFILE BACKGROUND

This profile funds land purchase to address existing commitments identified in the following mature area neighbourhood level plans: Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP), McKernan Belgravia Station ARP and the Riverdale ARP, as well as unique or unanticipated opportunity purchases that may arise during the 2015-2018 capital budget cycle. These plans have identified open space shortages and recommended specific sites for acquisition. Acquisition of public land is not often achievable through reserve dedication due to a lack of subdivision in mature areas. Land purchases to create parks at new locations or to expand existing parks for active and passive recreation are opportunity driven

PROFILE JUSTIFICATION

Implement recommendations for new parks in mature areas. Budget needed to start negotiations. Acquisition is opportunity based. Where identified, further land acquisition is needed to meet or maintain parkland provision levels.

STRATEGIC ALIGNMENT

The profile primarily supports maintaining or improving service levels by strategically acquiring land in mature areas for future development, focusing primarily on existing commitments. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

There are no alternatives that produce similar outcomes. Delay of acquisition is possible, but many of these neighbourhoods have already experienced delays leading to escalating land costs.

COST BENEFITS

Tangible benefits include acquisition of public space through title to the land, existing landscaping and green space benefits of water retention, landscape shading, and carbon sequestration. Intangible benefits include the potential for department and community league development and programming, social focal point encouraging civic pride/participation; and potential for green space connectivity in the future.

KEY RISKS & MITIGATING STRATEGY

Key risks include failed negotiations resulting in unmet open space needs despite budget approval. A mitigating strategy is to purchase less land overall.

RESOURCES

The Parkland Purchase Reserve account has been identified as a bridge funding source until the Funds In Lieu of Reserves account is able to sustain repayment based of revenues generated through development of associated mature areas.

CONCLUSIONS AND RECOMMENDATIONS

This profile funds park land acquisition in mature areas to address open space shortages that have been identified through the planning process. Recommend full funding of land acquisition in mature areas.

CHANGES TO APPROVED PROFILE

2015 Fall SCBA (CA#40): (3.1.19) An approved funding source for mature area land acquisition is required to enable Administration to proactively pursue acquisition of existing commitments and opportunity purchases.

CAPITAL PROFILE REPORT

PROFILE NAME: **Mature Area Land Acquisition**
 PROFILE NUMBER: **CM-17-1020**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2015 Cap Council	1,500	-	-	-	-	-	-	-	-	-	-	1,500
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Carry Forward	-1,497	1,497	-	-	-	-	-	-	-	-	-	-
	2018 Cap Budget Request for Next Cycle	-	-	5,500	-	-	-	-	-	-	-	-	5,500
	Current Approved Budget	3	1,497	5,500	-	-	-	-	-	-	-	-	7,000
	Approved Funding Sources												
	Funds-in-Lieu Reserve	-	-	1,000	-	-	-	-	-	-	-	-	1,000
Parkland Purchase Reserve	3	1,497	-	-	-	-	-	-	-	-	-	1,500	
Pay-As-You-Go	-	-	4,500	-	-	-	-	-	-	-	-	4,500	
Current Approved Funding Sources	3	1,497	5,500	-	-	-	-	-	-	-	-	7,000	

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	3	1,497	5,500	-	-	-	-	-	-	-	-	7,000
	Requested Funding Source												
	Funds-in-Lieu Reserve	-	-	1,000	-	-	-	-	-	-	-	-	1,000
	Parkland Purchase Reserve	3	1,497	-	-	-	-	-	-	-	-	-	1,500
	Pay-As-You-Go	-	-	4,500	-	-	-	-	-	-	-	-	4,500
Requested Funding Source	3	1,497	5,500	-	-	-	-	-	-	-	-	7,000	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Construction	-1,497	1,497	-	-	-	-	-	-	-	-	-	-
	Land	1,500	-	5,500	-	-	-	-	-	-	-	-	7,000
	Total	3	1,497	5,500	-	-	-	-	-	-	-	-	7,000

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Neighbourhoods	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Mature Area Land Acquisition****PROFILE NUMBER: CM-17-1020****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Land Acquisition	1/1/2019	12/31/2019	Project will purchase land in mature areas
006942	(BC) Mature Area Land Acquisition	1/1/2019	12/31/2019	Acquiring land in mature areas.
007777	CM-17-1020 - KOPPE PROPERTY -BORDEN PARK			CM-17-1020 - KOPPE PROPERTY -BORDEN PARK
007983	1020 Mature Area Land Acquisition			1020 Mature Land - Internal Staff Time
101000	Queen Mary Park north edge park	1/1/2019	12/31/2019	This project facilitates land acquisition in the Queen Mary Park neighbourhood as identified in the ARP. This project will integrates with the neighbourhood renewal work currently advancing for that neighbourhood and will contribute to the over community building and placemaking.
102000	Jasper Place	1/1/2019	12/31/2019	This project facilitates the land acquisition in the Jasper Place neighbourhood as identified in the ARP.
103000	Ritchie park acquisition	1/1/2019	12/31/2019	This project facilitates the land acquisition in the Ritchie neighbourhood as identified in the ARP.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	REAL ESTATE INVESTMENT PURCHASE (ABEYANCE)	FUNDED
PROFILE NUMBER:	CM-16-5110	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Composite
LEAD BRANCH:	Real Estate	LEAD MANAGER: Chris Hodgson
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:	Land Enterprise	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION:

Service Category:	Land	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	8,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	8,000

PROFILE DESCRIPTION

This profile contemplates a real estate acquisition when the following conditions are met:

- A) Purchase of a property for the purpose of enhancing the value or marketability of a surplus civic use property provided the projected net sale proceeds of the surplus (consolidated) property exceeds the projected net sale proceeds of the existing surplus property.
- B) Purchase of a whole property instead of a portion of a property when the following conditions are met:
- 1) A portion of the property has been identified for a municipal project and the municipal project has funding approved for the partial acquisition.
 - 2) The projected cost of the partial acquisition, including both the market value of the partial acquisition plus all probable damages and costs assuming full expropriation, is less than the projected cost to acquire the whole property.
 - 3) The acquisition will result in the creation of surplus property (ie. area of the whole property minus area of the partial acquisition).
 - 4) The projected cost of the whole acquisition minus the projected cost of the partial acquisition is lower than the market value of the surplus property (ie. area of the whole property minus area of the partial acquisition).

The decision to acquire real estate meeting the requirements of this Profile shall, subject to delegated authority, be at the discretion of the Real Estate Branch.

PROFILE BACKGROUND

This Profile replaces CM-16-5100 Strategic Land Acquisition Profile. The Strategic Land Acquisition Account (SLAA) capital profile was created to align with the land management strategy approved June 2003. The land management strategy from 2003 allowed for the type of real estate acquisition contemplated by The Real Estate Investment Purchase profile plus major strategic civic use real estate acquisitions and real estate acquisitions for civic purposes requiring bridge / interim funding pending approval of alternate funding sources.

This Profile aligns with a new land management framework that will replace the 2003 land management strategy. Compared with the CM-16-5100 Strategic Land Acquisition Profile, this Profile is more specific relative to the type of property acquisition that is eligible for funding. It is not intended for major real estate acquisitions nor for acquisitions of real estate requiring bridge / interim funding.

PROFILE JUSTIFICATION

This Profile shall provide the following benefits to the Corporation:

- A) Acquiring other land and consolidating it with the surplus property in circumstances where the acquisition would result in greater net value and a more marketable surplus property.
- B) Acquiring a whole parcel resulting in a benefit the Corporation by avoiding delays and additional, difficult to quantify, costs (expropriation damages).

STRATEGIC ALIGNMENT

This capital profile directly contributes to the proposed Council 0-Year Strategic Goals:

- Urban Places - REIP contribute municipal-use land to create urban places for communities.
- Regional Prosperity - This profile uses defined, financially sound asset management practices and processes for the acquisition of real estate.

ALTERNATIVES CONSIDERED

Opportunities can be approved by Council on a case by case basis via a supplemental capital budget adjustment or supported by a stand alone report; however, both options result in delay and potentially missed opportunities.

COST BENEFITS

Avoidance of costs associated with acquiring property from unwilling or unmotivated sellers and enhancing the value and / or marketability of surplus civic use property.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Key risks include:

- Opportunities arising at uncertain times / prioritizing opportunities
- Economic shocks between time of acquisition and time of eventual sale of surplus component

Options to mitigate risk:

- The new land management framework will establish the processes and procedures upon which opportunities shall be assessed and prioritized
- Real Estate Branch to time the sale of the surplus property to ensure maximum benefit, which may include selling the parcel quickly, or, if market conditions deteriorate, holding the property until the economy rebounds

RESOURCES

This initiative bears no additional demand on existing resources. The REIP is managed internally by the the Real Estate Branch.

CONCLUSIONS AND RECOMMENDATIONS

Approval is recommended as this Profile will result in enhanced value, improved marketability of surplus civic use property and cost avoidance for the City. The REIP strategy allows for certainty of funding so that Administration can react quickly to emerging real estate opportunities meeting the requirements of this Profile.

CONTINGENCY OF APPROVAL

Motion: Funding for Land Enterprise funded profiles be held in Abeyance as follows:

- 1) except for \$4.83 million in Capital Profile CM-16-2010
- 2) except for \$11.1 million in Capital Profile CM-16-2020
- 3) the remainder of the funds are to be held in abeyance until the report CR_5328 on Land Governace Strategy is received by Council at the end of February, 2019

CAPITAL PROFILE REPORT

PROFILE NAME: **Real Estate Investment Purchase (Abeyance)**
 PROFILE NUMBER: **CM-16-5110**
 BRANCH: **Real Estate**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	2,000	2,000	2,000	2,000	-	-	-	-	-
Current Approved Budget		-	-	2,000	2,000	2,000	2,000	-	-	-	-	-	8,000
Approved Funding Sources	Land Fund Retained Earnings	-	-	2,000	2,000	2,000	2,000	-	-	-	-	-	8,000
Current Approved Funding Sources		-	-	2,000	2,000	2,000	2,000	-	-	-	-	-	8,000

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	2,000	2,000	2,000	2,000	-	-	-	-	8,000
Requested Funding Source	Land Fund Retained Earnings	-	-	2,000	2,000	2,000	2,000	-	-	-	-	8,000
Requested Funding Source		-	-	2,000	2,000	2,000	2,000	-	-	-	-	8,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	-	-	2,000	2,000	2,000	2,000	-	-	-	-	-	8,000
	Total	-	-	2,000	2,000	2,000	2,000	-	-	-	-	-	8,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Real Estate Investment Purchase (Abeyance)****PROFILE NUMBER: CM-16-5110****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	NW Real Estate Investment Purchase	1/1/2019	12/31/2022	
000002	SW Real Estate Investment Purchase	1/1/2019	12/31/2022	
000003	SE Real Estate Investment Purchase	1/1/2019	12/31/2022	
000004	NE Real Estate Investment Purchase	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **RESIDENTIAL/MIXED-USE LAND DEVELOPMENT**
 PROFILE NUMBER: **CM-16-2020**
 DEPARTMENT: **Financial & Corporate Services**
 LEAD BRANCH: **Real Estate**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Chris Hodgson
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: Land

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	120,261
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	120,261

PROFILE DESCRIPTION

Enterprise Land Development (ELD) is a self funded business model that acquires raw land and invests in planning, engineering and site servicing to bring lots to sale. Revenue from the sale of the serviced land is used to reinvest into retained earnings as well as to offset the City's operational costs through an annual dividend.

ELD owns land supply intended for Residential/Mixed-Use development in Goodridge Corners, Laurel, Schonsee, and other land as acquired. Raw land is purchased, as outlined in CM-16-2025, and invested in order to bring serviced Residential/Mixed-Use lots to sale. Reinvestment of retained earnings furthers land development activities in these developments and other land as acquired.

Land development activities comprise 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

This capital profile report supports phase 2 and 3.

Project specific costs include planning, engineering design and construction costs as well as fees and assessments. Construction costs include established off-site charges, such as servicing sewers, arterial roads and on-site servicing costs such as earthwork, municipal infrastructure and collector roads. Fees and assessments include subdivision related fees, MR cash in lieu, and Permanent Area Contributions (PAC's) and Arterial Roadway Assessments (ARA's).

PROJECT LIST

Goodridge Corners, Laurel, Schonsee and other land as acquired.

PROFILE BACKGROUND

Residential/mixed-use land development projects are multi-year initiatives (5+ years) requiring reinvestment of retained earnings to further activities. Land development activities create serviced lots, generating revenue and profit while land development, as outlined in City Policy C511 and C516B, contributes to the City's strategic plan.

PROFILE JUSTIFICATION

Approval of ongoing capital investment for land development activities is required to ensure a continuous cycle of land development prior to sale. Land development activities generate revenue and provide an annual dividend return to the City in accordance with Land Enterprise Dividend Policy C516B.

Land development activities are completed in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of residential... development land sufficient to enable the City to maintain existing [...] development activities."

Residential/Mixed-Use land development provides diverse and affordable residential lot options for the general public, while facilitating community building and livability.

STRATEGIC ALIGNMENT

Residential land development by Enterprise Land Development contributes to the City's Strategic Plan by supporting climate resilience, development of urban places and promoting regional prosperity.

ALTERNATIVES CONSIDERED

Project proformas evaluate requirements such as capital costs, servicing costs and other resources as well as and project profitability. Individual project activities and staging are adapted to respond to competitive market conditions.

COST BENEFITS

While land development activities require capital investment, the sale of serviced residential / mixed-use lots generates profit, contributes to strategic municipal initiatives, constructs infrastructure and may additionally serve as a catalyst for private sector land development.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Key risks for land development activities are project risk and market risk. Market risks include economic and local market condition changes, both supply and demand, which impact saleability and project profitability.

RESOURCES

Enterprise Land Development project managers lead project activities with the support of internal staff and external consultants and contractors. The City's Property Sales team negotiate and sell lots.

CONCLUSIONS AND RECOMMENDATIONS

Funding is recommended to advance goals in the City's Strategic Plan through residential land development activities which contribute to residential supply, housing affordability, and community building.

CONTINGENCY OF APPROVAL

Motion: Funding for Land Enterprise funded profiles be held in Abeyance as follows:

- 1) except for \$4.83 million in Capital Profile CM-16-2010
- 2) except for \$11.1 million in Capital Profile CM-16-2020
- 3) the remainder of the funds are to be held in abeyance until the report CR_5328 on Land Governance Strategy is received by Council at the end of February, 2019

These exempt amounts were developed by the business area and would allow them to complete Goodridge Stage 1 and 2, required warranty work in Rampart Industrial, payment of builders lien judgement in SE Industrial and AEP required remediation work, required warranty work in Laurel 10, and finishing construction to bring lots to market in Laurel 22.

CAPITAL PROFILE REPORT

PROFILE NAME: **Residential/Mixed-Use Land Development**
 PROFILE NUMBER: **CM-16-2020**
 BRANCH: **Real Estate**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	55,364	18,757	-	-	-	-	-	-	-	-	-	74,121
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-55,571	55,571	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	11,100	2,820	13,800	18,420	-	-	-	-	-	46,140
Current Approved Budget	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	-	120,261
Approved Funding Sources												
Land Fund Retained Earnings	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	-	120,261
Current Approved Funding Sources	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	-	120,261

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	120,261
Requested Funding Source											
Land Fund Retained Earnings	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	120,261
Requested Funding Source	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	120,261

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	-	120,261
	Total	-208	74,328	11,100	2,820	13,800	18,420	-	-	-	-	-	120,261

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Residential/Mixed-Use Land Development****PROFILE NUMBER: CM-16-2020****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000000	-			
000001	Residential/Mixed-Use Land Development	1/1/2015	12/31/2018	
000500	ELD OXFORD Residential	1/1/2019	12/31/2022	
003656	ELD LAUREL 10 RESIDENTIAL DEVELOPMENT	1/1/2019	12/31/2022	ELD LAUREL 10 RESIDENTIAL DEVELOPMENT
005632	(BC) CM-16-2020 Res/Mixed - Use Land Acquisition	1/1/2019	12/31/2022	Budget Carrier
005817	SCHO ELD RESIDENTIAL DEVELOPMENT	1/1/2019	12/31/2022	
005923	Marketing	1/1/2019	12/31/2022	
006355	ELD LAUREL RESIDENTIAL DEVELOPMENT	1/1/2019	12/31/2022	
006481	ELD RES FAC	1/1/2019	12/31/2022	
020002	LE 2016 RES RECOVERIES	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	RESIDENTIAL/MIXED-USE LAND DEVELOPMENT ACQUISITION(ABEYANCE)	FUNDED
PROFILE NUMBER:	CM-16-2025	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Composite
LEAD BRANCH:	Real Estate	LEAD MANAGER: Chris Hodgson
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category: Land**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	23,716
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	23,716

PROFILE DESCRIPTION

Enterprise Land Development (ELD) is a self funded business model that acquires raw land and invests in planning, engineering and site servicing to bring lots to sale. Revenue from the sale of the serviced land is used to reinvest into retained earnings as well as to offset the City's operational costs through an annual dividend.

ELD acquires land to replenish a supply of Residential/Mixed-Use land to be serviced and sold. Land purchases occur 3-7 years in advance of land development activities to align with Land Development Policy C511 and enable the City to maintain existing revenues over a ten year forecast period. Land development projects are multi-year initiatives (5+ years) requiring reinvestment of retained earnings to further activities.

Land development activities comprise 4 phases:

1. Land acquisition & conceptual planning
2. Development detailed design
3. Development construction
4. Development sales

This capital profile report supports phase 1.

Residential / mixed-use land development project activities, as outlined in CM-16-2020, diminish land supply as projects deliver serviced lots to market for sale. Therefore, capital funding to replenish land supply is required to further the ongoing activities of Enterprise Land Development.

PROFILE BACKGROUND

Enterprise Land Development land development projects are multi-year initiatives (5+ years) requiring reinvestment of retained earnings to further activities. Land development activities create serviced lots, generating revenue and return on investment to the City while contributing to Council priorities, the City's strategic initiatives and creating affordable housing opportunities in accordance with Land Development Policy C511.

PROFILE JUSTIFICATION

Approval of ongoing capital funding is required to ensure a continuous cycle of land development prior to sale. Capital investment is a key success factor for land development. Funding invests in residential and mixed-use land development activities to generate profit and provide a dividend annually to the City in accordance with Land Enterprise Dividend Policy C516B. Land development activities are completed in accordance with Land Development Policy C511 to ensure "Administration will maintain an inventory of residential ...development land sufficient to enable the City to maintain [...] existing development activities."

Profits from land development activities are reinvested as capital for future land development activities and to provide a 25% annual dividend to the City.

STRATEGIC ALIGNMENT

Residential/ Mixed-Use land development undertaken by ELD contributes to the City's Strategic Plan, advancing Council approved strategic objectives while striving to enhance citizen's lives and build Edmonton's global reputation. In particular, ELD residential land development supports the City goals of developing urban place, promoting regional prosperity and supporting climate resilience.

ALTERNATIVES CONSIDERED

The feasibility of land acquisition is evaluated prior to purchase which includes evaluation of requirements such as capital, costs including land costs and servicing costs as well as other servicing, and resources required versus financial return. In addition, projects are evaluated annually for revenue and profitability.

COST BENEFITS

Land acquisition is typically acquired at market value.

Retained earnings are reinvested in land acquisition to further development activity, as outlined in CM-16-2020, creating serviced residential/mixed-use lots for sale and public amenities (eg. stormwater management facilities, parks).

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Key risks for land development acquisition activities are market risk and unforeseen site specific risks. Market risks include economic and local market condition changes, both supply and demand, which impacts forecast profitability. Unforeseen site specific risks may include servicing challenges or soils/environmental issues. These risks are mitigated through the due diligence prior to purchase.

RESOURCES

ELD evaluates strategic opportunity land purchases in collaboration with the City's Property Acquisition team. Appraisers identify market valuation while development project team members evaluate project feasibility. External consultants may be retained for soils and environmental investigations.

CONCLUSIONS AND RECOMMENDATIONS

Funding is recommended to enable Enterprise Land Development to continue to purchase land for Residential/Mixed-use land development and to advance goals in the City's Strategic Plan through residential land development activities which contribute to residential supply, housing affordability, community building and livability.

CONTINGENCY OF APPROVAL

Motion: Funding for Land Enterprise funded profiles be held in Abeyance as follows:

- 1) except for \$4.83 million in Capital Profile CM-16-2010
- 2) except for \$11.1 million in Capital Profile CM-16-2020
- 3) the remainder of the funds are to be held in abeyance until the report CR_5328 on Land Governance Strategy is received by Council at the end of February, 2019

CAPITAL PROFILE REPORT

PROFILE NAME: **Residential/Mixed-Use Land Development Acquisition(Abeyance)**

FUNDED

PROFILE NUMBER: **CM-16-2025**

PROFILE TYPE: **Composite**

BRANCH: **Real Estate**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	4,078	12,137	-	-	-	-	-	-	-	-	-	16,216
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-3,742	3,742	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	1,000	1,000	500	5,000	-	-	-	-	-	7,500
Current Approved Budget	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716
Approved Funding Sources												
Land Fund Retained Earnings	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716
Current Approved Funding Sources	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716
Requested Funding Source												
Land Fund Retained Earnings	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716
Requested Funding Source	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716
	Total	336	15,880	1,000	1,000	500	5,000	-	-	-	-	-	23,716

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Residential/Mixed-Use Land Development Acquisition(Abeyance)****PROFILE NUMBER: CM-16-2025****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Residential Land Development Acquisition	1/1/2015	12/31/2018	
005633	(BC) CM-16-2025 Res/Mixed - Use Land Acquisition	1/1/2019	12/31/2022	Budget Carrier
106354	ELD RESIDENTIAL LAND ACQ.	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **RIVER VALLEY LAND ACQUISITION**
 PROFILE NUMBER: **CM-17-1001**
 DEPARTMENT: **Urban Form & Corporate Strategic Development**
 LEAD BRANCH: **City Planning**
 PROGRAM NAME:
 PARTNER: **Real Estate**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Peter Ohm
PARTNER MANAGER:	Chris Hodgson
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	20,500
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	20,500

PROFILE DESCRIPTION

This profile funds the acquisition of remaining private properties within the boundary of the North Saskatchewan River Valley and Ravine system. The City is under obligation to respond to property offers as the Way We Grow policy directs public acquisition of the remaining properties.

PROFILE BACKGROUND

Since early 1900's the City has placed special emphasis on its river valley system and is deeply involved in planning, acquisition, development, and system management. Approximately seventy-five private properties remain to be acquired by the City.

PROFILE JUSTIFICATION

The North Saskatchewan River Valley is the largest regional park in the City, often mentioned as its best feature. The Way We Grow directs Administration to act proactively to acquire land in the River Valley for park purposes and natural area protection.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by strategically acquiring land for future development. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

The provision of public access rights-of-way does not relieve the City of its obligation to own all river valley land. RVA funding through Federal/Provincial grants will be sought and may be available during the budget period.

COST BENEFITS

Acquisition of public space. Added operational costs for maintenance including trail maintenance and forestry. Tangible benefits include title to the land with existing landscaping and continued greenspace benefits of carbon sequestration, water retention, landscape shading etc. Intangible benefits include the potential for recreation and greenspace programming by partners and the City. Social focal point encouraging civic pride/participation.

KEY RISKS & MITIGATING STRATEGY

Risks include a need to negotiate with multiple land owners concurrently, not knowing if we will be successful with some, or any. A mitigating strategy is the use of expropriation, although seldom used. RVA funding has not been assigned to the City.

RESOURCES

Acquisition budget could include site design, zoning and other property transactions, or demolition if required. Acquisition is through Corporate Properties, and requires Planner resources from Urban Planning and Environment.

CONCLUSIONS AND RECOMMENDATIONS

Acquisition remains a high priority and we continue to negotiate. Recommendation: Continue responding to all offers and to approach owners where land is required for capital development.

CHANGES TO APPROVED PROFILE

2015 Spring SCBA (CA#20): (2.5.32) The acquisition of land within the North Saskatchewan River Valley Area Redevelopment Plan is opportunity based. Administration has recently entered into negotiations for several properties within the River Valley and are seeking approval to increase the approved expenditure amount in the profile and continue to use the Reserve Funds in the Parkland Purchase Reserve Account for their intended purpose.

CAPITAL PROFILE REPORT

PROFILE NAME: **River Valley Land Acquisition**
 PROFILE NUMBER: **CM-17-1001**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET	Approved Budget									
	Original Budget Approved	5,500	-	-	-	-	-	-	-	-	-	5,500
	2015 Cap Council	2,500	2,500	-	-	-	-	-	-	-	-	5,000
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Carry Forward	-2,340	2,340	-	-	-	-	-	-	-	-	-
	2018 Cap Budget Request for Next Cycle	-	-	2,500	2,500	2,500	2,500	-	-	-	-	10,000
	Current Approved Budget	5,660	4,840	2,500	2,500	2,500	2,500	-	-	-	-	20,500
	Approved Funding Sources											
	Parkland Purchase Reserve	5,660	4,340	2,500	2,500	2,500	2,500	-	-	-	-	20,000
	Partnership Funding	-	500	-	-	-	-	-	-	-	-	500
	Current Approved Funding Sources	5,660	4,840	2,500	2,500	2,500	2,500	-	-	-	-	20,500

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		5,660	4,840	2,500	2,500	2,500	2,500	-	-	-	-	20,500
Requested Funding Source												
	Parkland Purchase Reserve	5,660	4,340	2,500	2,500	2,500	2,500	-	-	-	-	20,000
	Partnership Funding	-	500	-	-	-	-	-	-	-	-	500
Requested Funding Source		5,660	4,840	2,500	2,500	2,500	2,500	-	-	-	-	20,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-2,340	2,340	-	-	-	-	-	-	-	-	-	-
	Land	8,000	2,500	2,500	2,500	2,500	2,500	-	-	-	-	-	20,500
	Total	5,660	4,840	2,500	2,500	2,500	2,500	-	-	-	-	-	20,500

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: River Valley Land Acquisition****PROFILE NUMBER: CM-17-1001****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	River Valley Land Acquisition	1/1/2015	12/31/2022	This is acquisition of river valley lands to complete the river valley park system or preserve natural heritages. Lands will be targeted that are not subject to further subdivision or lands that need to be protected (SW).
000002	Southwest Properties	1/1/2019	12/31/2022	This project will provide Administration the ability to acquire land in the southwest portion of the North Saskatchewan River Valley and Ravine System on an opportunity basis.
000003	Northeast	1/1/2019	12/31/2022	This project will provide Administration the ability to acquire land in the northeast portion of the North Saskatchewan River Valley and Ravine System on an opportunity basis.
000004	Central	1/1/2019	12/31/2022	This project will provide Administration the ability to acquire land in the central portion of the North Saskatchewan River Valley and Ravine System on an opportunity basis.
005391	CM-17-1001 - RVA LAND - WHITEMUD CREEK	1/1/2019	12/31/2022	This project will facilitate acquisition of land adjacent Whitemud Creek.
006490	CM-17-1001 - HEIL PROPERTY	1/1/2019	12/31/2022	This project will facilitate acquisition of land adjacent Mill Creek.
006914	(BC) River Valley Land Acquisition	1/1/2019	12/31/2022	Acquisition of river valley lands.
007010	CM-17-1001 - PROUDFOOT PROPERTY	1/1/2019	12/31/2022	This project will facilitate acquisition of land adjacent in the central part of the North Saskatchewan River Valley adjacent Ada Boulevard.
007198	TERRY MACLEAN IPR	1/1/2019	12/31/2022	This project will facilitate the acquisition of an easement to facilitate construction of the river valley trails in the northeast.
008244	CM-17-1001 SHAMLOM PARK ACQUISITION	1/1/2019	12/31/2022	This project will facilitate a three way acquisition between the landowner, the RVA and the City. The lands are currently located in the annexation area and Administration is preparing a report for Council's consideration.
102102	CM-17-1001 - RIVER VALLEY LAND - BUDGET	1/1/2019	12/31/2022	This project will provide Administration the ability to acquire land and/or easements for miscellaneous river valley projects such as trail extension or access points.
102104	CM-17-1001 - 36 RIVERSIDE DRIVE - OGG	1/1/2019	12/31/2022	This project will facilitate acquisition of land adjacent in the central part of the North Saskatchewan River Valley.
102105	CM-17-1001 - SUREWAY PROPERTY - PARTIAL	1/1/2019	12/31/2022	This project will facilitate the acquisition of an easement to facilitate construction of the river valley trails in the northeast.
102106	CM-17-1001 - RAMME PROPERTY - 2016	1/1/2019	12/31/2022	This project will facilitate the acquisition of land in adjacent the North Saskatchewan River Valley in the northeast portion of the city.
102107	CM-17-1001 - MACTAGGART COTTAGE	1/1/2019	12/31/2022	This project will facilitate acquisition of land adjacent Whitemud Creek.
102108	DEMOLITION 9711 - 93 AVE	1/1/2019	12/31/2022	This project will facilitate land preparation of a newly acquired property adjacent Mill Creek.
105498	CM-17-1001 - MILL CREEK - 5904 51 AVE NW	1/1/2019	12/31/2022	This project will facilitate acquisition of land adjacent Mill Creek.
106781	CM-17-1001 - 34 RIVERSIDE DRIVE - MILLER	1/1/2019	12/31/2022	This project will facilitate acquisition of land adjacent in the central part of the North Saskatchewan River Valley.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **STRATEGIC LAND ACQUISITION**
 PROFILE NUMBER: **CM-16-5100**
 DEPARTMENT: **Financial & Corporate Services**
 LEAD BRANCH: **Real Estate**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Chris Hodgson
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: Land

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	16,977
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	16,977

PROFILE DESCRIPTION

Provision of funding for strategic land purchases consistent with the provisions of the approved Land Management Strategy and tracked in the Strategic Land Acquisition Account (SLAA). Funding to be utilized as follows:

- A) Purchase of a land parcel where only a portion of the parcel is required for a municipal project. Future net sale proceeds from the surplus land to be credited back to the SLAA.
- B) Purchase of land for a future municipal project meeting all the following conditions:
- 1) Land is available for purchase in advance of funding available in the CPP,
 - 2) Municipal project is in an approved plan,
 - 3) Current year CPP budget funds for the project are not available, but are funded in future years and the SLAA will be reimbursed from the municipal project when CPP funds are available.

The SLAA will be managed as a distinct account within Land Enterprise and will operate on a revolving basis to provide bridge financing that is repaid in future years as outlined.

PROFILE BACKGROUND

The original SLAA capital profile was created to align with the current Land Management Strategy approved June 2003. Section 2.3 of that document discusses the decision to create a Strategic Land Acquisition Account as a separate account within Land Enterprise. This profile is required to consolidate past SLAA capital profiles (09-16-2022 and 12-16-2022) in order to streamline reporting.

PROFILE JUSTIFICATION

- A) A landowner may be reluctant to sell only the portion of land required for the project, but be prepared to sell the entire parcel. Acquisition of the entire parcel would minimize compensation claims and other costs to the Corporation and make good economic sense by avoiding delays and additional costs.
- B) Approved CPP funding would be in place to purchase land included in an approved plan for a municipal project at the time an owner is willing to sell, ensuring timely and cost effective land assembly for municipal projects.

STRATEGIC ALIGNMENT

This capital profile directly contributes to the proposed Council 10-Year Strategic Goals

Urban Places - Strategic Land Acquisition contributes municipal-use land to create urban places for communities and improved land opportunities

ALTERNATIVES CONSIDERED

No alternatives to this program currently exist.

COST BENEFITS

Avoidance of costs associated with acquiring property from unwilling or unmotivated sellers.

KEY RISKS & MITIGATING STRATEGY

Key risks include:

- Misuse of profile to fund land acquisitions that do not meet the profile criteria

Options to mitigate risk:

- Ensure proper process is followed that aligns with the profile criteria

CAPITAL PROFILE REPORT

RESOURCES

This initiative bears no additional demand on existing resources. The SLAA is managed internally by the Property Sales & Acquisitions section of the Real Estate and Housing Branch.

CONCLUSIONS AND RECOMMENDATIONS

Ongoing funding is recommended as this initiative provides cost avoidance for the City. Funding this profile potentially supports the realization of many Council approved capital projects that contribute to the achievement of goals set out in The Way Ahead strategic plan.

CHANGES TO APPROVED PROFILE

2016 Spring SCBA (CA#20): 2.1.7 To clean up capital reporting and combine resources for the same project as recommended by CPPC/CLT. No financial impact as the amounts have previously been approved.

2016 Fall SCBA (CA#40): (2.2) To provide for land purchases linking the City's road network to the regional and provincial highway systems.

2017 Dec 5 #17-26 - Based on Council approval Dec 5th, 2017 to acquire Four residential lots Northland:

4. That the 2017 capital budget for the City of Edmonton be increased by \$713,000 for the acquisition of four residential lots transferred to the City of Edmonton as part of the Land Agreement (Attachment 4) with onetime funding from the Financial Stabilization Reserve.

CAPITAL PROFILE REPORT

PROFILE NAME: **Strategic Land Acquisition**
 PROFILE NUMBER: **CM-16-5100**
 BRANCH: **Real Estate**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	15,764	-	-	-	-	-	-	-	-	-	-	15,764
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Capital Budget Adj (one-off)	713	-	-	-	-	-	-	-	-	-	-	713
2017 Cap Carry Forward	-15,951	15,951	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	500	-	-	-	-	-	-	-	-	500
Current Approved Budget	526	15,951	500	-	-	-	-	-	-	-	-	16,977
Approved Funding Sources												
Developer ARA	-	500	500	-	-	-	-	-	-	-	-	1,000
Financial Stabilization Resrv.	713	-	-	-	-	-	-	-	-	-	-	713
Land Fund Retained Earnings	-187	15,451	-	-	-	-	-	-	-	-	-	15,264
Current Approved Funding Sources	526	15,951	500	-	-	-	-	-	-	-	-	16,977

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	526	15,951	500	-	-	-	-	-	-	-	-	16,977
Requested Funding Source												
Developer ARA	-	500	500	-	-	-	-	-	-	-	-	1,000
Financial Stabilization Resrv.	713	-	-	-	-	-	-	-	-	-	-	713
Land Fund Retained Earnings	-187	15,451	-	-	-	-	-	-	-	-	-	15,264
Requested Funding Source	526	15,951	500	-	-	-	-	-	-	-	-	16,977

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	526	15,951	500	-	-	-	-	-	-	-	-	16,977
	Total	526	15,951	500	-	-	-	-	-	-	-	-	16,977

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Strategic Land Acquisition****PROFILE NUMBER: CM-16-5100****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Strategic Land Acquisition	5/1/2016	12/31/2018	Strategic Land Acquisition
000002	Strategic Land Acquisition - CM-16-5100	1/2/2016	12/31/2019	
000003	Land linking regional & provincial highways	1/1/2019	12/31/2022	Land purchases linking the City's road network to the regional and provincial highway systems.
007879	Strategic Land Acquisition	1/1/2019	12/31/2022	
008014	Northland - Four Residential Lots	1/1/2017	12/31/2017	
101603	(BC) Strategic Land Acquisition	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	SUBURBAN SCHOOL AND PARK LAND ACQUISITION	FUNDED
PROFILE NUMBER:	CM-17-1004	PROFILE STAGE: Approved
DEPARTMENT:	Urban Form & Corporate Strategic Development	PROFILE TYPE: Composite
LEAD BRANCH:	City Planning	LEAD MANAGER: Peter Ohm
PROGRAM NAME:		PARTNER MANAGER: Chris Hodgson
PARTNER:	Real Estate	ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category: Parks**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	22,066
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	22,066

PROFILE DESCRIPTION

This profile is for the acquisition of land for suburban school and park use in concert with the subdivision process, for lands not acquired through municipal reserve (i.e., compensation for a parkland over-dedication). Acquisition timing is developer-driven through the subdivision process and should allow for school construction and neighbourhood partnering opportunities. Analysis of development patterns identifies the potential need to purchase park space in Albany, Eaux Claires, Edgemont, Heritage Valley Towne Centre, Hollick Kenyon, Hudson, Matson, McConachie, Rapperswill, Rosenthal, Starling, Secord, and The Meadows Neighbourhood 5. As development patterns change, administration requires the ability to respond to subdivisions and land purchase needs that could potentially change.

PROFILE BACKGROUND

Acquires land for suburban school and park use in concert with the subdivision process for lands beyond the municipal reserve dedication level (i.e., parkland over-dedication). Acquisition timing is developer-driven.

PROFILE JUSTIFICATION

The City has a policy directive to acquire school and park sites, and a contractual obligation to assemble school sites and provide community league sites. These sites form the basis of public open space in new suburban neighbourhoods.

STRATEGIC ALIGNMENT

The profile primarily supports maintaining or improving service levels by strategically acquiring land for future development. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Consideration could be given to acquire less land for suburban park/school needs in order to reduce the amount of the over-dedication owing to the developer. However, this would require negotiation with school partners and Community Services.

COST BENEFITS

This initiative will provide the City with an opportunity to purchase land for public space, with continued operational costs for maintenance. Tangible benefits include title to the land with existing landscaping and greenspace benefits of water retention, landscape shading, carbon advantages. Intangible benefits include the potential for Department and community league development, programming, social development, civic pride/participation.

KEY RISKS & MITIGATING STRATEGY

Inflation results in higher land acquisition costs for the City due to urbanization. Early land acquisition will result in cost savings. The City could negotiate acquiring less land, but would require support from schools and Community Services.

RESOURCES

This is an acquisition requirement. Acquisition is through Corporate Properties and requires planner time from Urban Planning and Environment.

CONCLUSIONS AND RECOMMENDATIONS

This profile supports land acquisition for suburban school/park development, specifically for lands not available through MR dedication. Recommendation is for full funding required to meet subsequent school/community recreational/development needs.

CAPITAL PROFILE REPORT

PROFILE NAME: **Suburban School and Park Land Acquisition**
 PROFILE NUMBER: **CM-17-1004**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	11,749	4,217	-	-	-	-	-	-	-	-	-	15,966
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-8,234	8,234	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	1,300	1,800	1,600	1,400	-	-	-	-	-	6,100
Current Approved Budget	3,515	12,451	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066
Approved Funding Sources												
Funds-in-Lieu Reserve	3,515	12,451	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066
Current Approved Funding Sources	3,515	12,451	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	3,515	12,451	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066
Requested Funding Source												
Funds-in-Lieu Reserve	3,515	12,451	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066
Requested Funding Source	3,515	12,451	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-8,234	8,234	-	-	-	-	-	-	-	-	-	-
	Land	11,749	4,217	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066
	Total	3,515	12,451	1,300	1,800	1,600	1,400	-	-	-	-	-	22,066

OPERATING IMPACT OF CAPITAL

Type of Impact: Material & Equipment, Personnel

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Suburban School and Park Land Acquisition****PROFILE NUMBER: CM-17-1004****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Suburban School and Park Land Acquisition	1/1/2015	12/31/2022	This profile funds the acquisition of Municipal Reserves required from land owners who have over dedicated their 10% required under the Municipal Government Act.
006915	(BC) Suburban School and Park Land Acquisition	1/1/2019	12/31/2022	Acquisition of land for suburban school and park use.
007393	9550 - 217 ST NW - HOPEWELL	1/1/2019	12/31/2022	This project will facilitate acquisition of planned park space in the Second neighbourhood.
007595	13451 - 199 ST NW - PARTIAL	1/1/2019	12/31/2022	This project will facilitate acquisition of planned park space in the Starling neighbourhood.
008162	CM-17-1004 Marquis Neighborhood			
102109	CM-17-1004 - DESROCHERS NATURAL AREA	1/1/2019	12/31/2022	This project will facilitate acquisition of planned park space in the Desrochers neighbourhood.
102110	CM-17-1004 - 3303 - 141 ST SW - PARTIAL	1/1/2019	12/31/2022	Acquisition of land for suburban school and park use.
102111	CM-17-1004 - 3304 - 127 ST SW - PARTIAL	1/1/2019	12/31/2022	Acquisition of land for suburban school and park use.
102112	CM-17-1004 - 9615 - 231 ST NW - PARTIAL	1/1/2019	12/31/2022	This project will facilitate acquisition of planned park space in the Second neighbourhood.
102113	CM-17-1004 - 9831 - 231 ST NW - PARTIAL	1/1/2019	12/31/2022	This project will facilitate acquisition of planned park space in the Second neighbourhood.
105000	Horse Hill Neighborhood I	1/1/2019	12/31/2022	This project will facilitate acquisition of planned school natural area in the Marquis neighbourhood.
105100	Secord	1/1/2019	12/31/2022	This project will facilitate acquisition of planned school/ park space in the Secord neighbourhood.
105200	Rivers Edge (Riverview Neighborhood 3)	1/1/2019	12/31/2022	This project will facilitate acquisition of planned school/ park space in the Rivers Edge neighbourhood.
105300	Starling	1/1/2019	12/31/2022	This project will facilitate acquisition of planned school/ park space in the Starling neighbourhood.
105400	Aster	1/1/2019	12/31/2022	This project will facilitate acquisition of planned school/ park space in the Aster neighbourhood.
105500	Edgemont	1/1/2019	12/31/2022	This project will facilitate acquisition of planned school/ park space in the Edgemont neighbourhood.
105600	Hays Ridge	1/1/2019	12/31/2022	This project will facilitate acquisition of planned school/ park space in the Hays Ridge neighbourhood.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **SURPLUS SCHOOL SITES - FIRST PLACE PROGRAM****FUNDED**PROFILE NUMBER: **CM-17-5037****PROFILE STAGE: Approved**DEPARTMENT: **Financial & Corporate Services****PROFILE TYPE: Composite**LEAD BRANCH: **Real Estate**LEAD MANAGER: **Chris Hodgson**

PROGRAM NAME:

PARTNER MANAGER:

PARTNER:

ESTIMATED START: **January, 2015**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2022****Service Category: Economic Development****Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:****5,289****BUDGET REQUEST:****-****TOTAL PROFILE BUDGET:****5,289****PROFILE DESCRIPTION**

Real Estate, Housing and Economic Sustainability is responsible for overseeing the implementation of the Council Approved First Place Program on 20 Surplus School Sites land in various locations in the city. The First Place Home Ownership Program (formerly known as the First Time Home Buyer Program) is a City of Edmonton program that gives home buyers who have never before owned property in Alberta the opportunity to purchase their first home. The First Place Home Ownership Program transforms undeveloped building sites into housing options for first-time home buyers by offering deferred land payments.

PROJECT LIST

2019-2022 BUDGET CYCLE: Surplus School Site Development; First Place Program 2.0.

PROFILE BACKGROUND

In 2006, the City acquired 20 surplus school sites. The Council directed administration to use 20 sites for the First Time Home Buyer Program (now First Place Home Ownership Program) and required community design engagement occur in each neighbourhood.

This profile was originally approved as 15-17-5037 in the Fall 2015 as a standalone profile. However, it is deemed to be a composite profile and therefore re-numbered as CM-17-5037 (Jan 24, 2017)

PROFILE JUSTIFICATION

Development of vacant surplus school sites generate revenue to the City (approximately 30+ million in gross revenue from the First Place Program- COE will get 50% of net revenue). In order to realize this revenue potential, Real Estate, Housing and Economic Sustainability, acting as landowner on behalf of the City, must cover the upfront cost of subdivision, environmental testing, public consultation and other costs associated with development. These development costs are born upfront at the beginning of a project, whereas the revenue from each site is only recovered after the sale of the land, which occurs five years after the initial investment, due to deferral of land costs. This capital profile will utilize a reserve to provide the necessary funding to bridge this gap in time and allow each of the 20 sites to be developed in a timely manner.

STRATEGIC ALIGNMENT

This capital profile directly contributes to the proposed Council 10-Year Strategic Goals, which shall be confirmed alongside the 2019-2022 Corporate Business Plan:

Healthy City - The First Place Program exemplifies the ideals of a neighbourly city with community and personal wellness that promotes equity for all Edmontonians.

Urban Places - First Place Program neighbourhoods are more vibrant as density increases support for local schools, where people are provided opportunities to thrive and where greater housing choices are offered.

ALTERNATIVES CONSIDERED

No alternative funding mechanism exists to support the development of First Place Program. Failure to fund this capital profile will result in the inability to proceed with this Council-approved initiative.

COST BENEFITS

Developing underutilized surplus school site land to create housing options for first time home buyers is a sustainable method of using existing infrastructure, increase vibrancy in neighbourhood and increase tax base. The First Place Program alone will add \$1.6 million to the annual tax base, plus revenue from land sales.

KEY RISKS & MITIGATING STRATEGY

Risk mitigation strategies include:

- Environmental testing of land
- Employing an extensive public engagement process that includes series of design engagement

RESOURCES

This initiative bears no additional demand on existing resources. First Place development is managed internally by the Strategic Planning section in collaboration with various other branches in the City.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Ongoing funding is recommended as this initiative has been given Council approval. Funding this profile will enable the First Place program to continue to achieve goals in The Way Ahead strategic plans.

CHANGES TO APPROVED PROFILE

2016 Spring SCBA (CA#20): (2.3.6)

Council approval to spend an additional \$1.7M from the Affordable Housing Reserve will allow administration to fund the program costs of the First Place Program. The \$1.7M increase from the original Council approved budget relates to unforeseen site development costs which require funding. This increase also allows administration to change the staging of the project - sites are forecasted to be developed earlier than originally planned - resulting in an increase in revenues in 2016-2018.

2016 Fall SCBA (CA#40): (2.5) For the First Place Program, the funding source (Other) is ultimately the sales from the program; however, the Affordable Housing Reserve is being utilized as a mechanism to achieve this (so that sales in one year can be used to fund the capital costs in a later year). At the end of the program, there will be leftover revenues from the program which are to settle to the Affordable Housing Reserve. This funding source update will assist in achieving this.

This profile was originally approved as 15-17-5037 in the Fall 2015 as a standalone profile. However, it is deemed to be a composite profile and therefore re-numbered as CM-17-5037 (Jan 24, 2017)

CAPITAL PROFILE REPORT

PROFILE NAME: **Surplus School Sites - First Place Program**
 PROFILE NUMBER: **CM-17-5037**
 BRANCH: **Real Estate**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Approved Budget										
Original Budget Approved	2,421	108	-	-	-	-	-	-	-	-	-	2,530
2015 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	1,518	215	-	-	-	-	-	-	-	-	-	1,733
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-744	744	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	421	307	298	-	-	-	-	-	-	1,026
Current Approved Budget	3,195	1,068	421	307	298	-	-	-	-	-	-	5,289
Approved Funding Sources												
Affordable Housing Reserve	3,195	1,068	421	307	298	-	-	-	-	-	-	5,289
Current Approved Funding Sources	3,195	1,068	421	307	298	-	-	-	-	-	-	5,289

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	3,195	1,068	421	307	298	-	-	-	-	-	5,289
Requested Funding Source											
Affordable Housing Reserve	3,195	1,068	421	307	298	-	-	-	-	-	5,289
Requested Funding Source	3,195	1,068	421	307	298	-	-	-	-	-	5,289

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Construction	774	960	-	-	-	-	-	-	-	-	-
Design	2,421	108	-	-	-	-	-	-	-	-	-	-	2,530
Land Improvements	-	-	421	307	298	-	-	-	-	-	-	-	1,026
Total		3,195	1,068	421	307	298	-	-	-	-	-	-	5,289

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, General Costs, Revenue, Transfer to Reserves

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Real Estate, Housing & Economic Sustainability (old)	3,437	3,307	-130	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	3,437	3,307	-130	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Surplus School Sites - First Place Program****PROFILE NUMBER: CM-17-5037****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Surplus School Sites	1/1/2015	12/31/2018	
005649	Surplus School Site Development	1/1/2019	12/31/2022	
006922	(BC) Surplus School Sites - First Place Program	1/1/2019	12/31/2022	
195037	First Place Program 2.0	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	TRANSFORMING SURPLUS CITY LANDS (ABEYANCE)	FUNDED
PROFILE NUMBER:	CM-17-5045	PROFILE STAGE: Approved
DEPARTMENT:	Financial & Corporate Services	PROFILE TYPE: Composite
LEAD BRANCH:	Real Estate	LEAD MANAGER: Chris Hodgson
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category:	Land	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	12,746
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	12,746

PROFILE DESCRIPTION

This profile is to manage the transformation of City-owned, surplus land into fully serviced developable land and re-purpose in line with Council direction. The work involves mandatory planning and engineering work.

PROFILE BACKGROUND

City land holdings are reviewed periodically and result in some land being declared surplus to City needs. These lands are often located within developed areas of the City. Upon a review of each site a determination is made regarding the potential to develop the surplus land into a new use aligned with "The Ways" City Strategic Plans. This development requires capital funding associated soil testing, site servicing, public engagement activities, rezoning, subdivision, and other related land development expenses.

Real Estate, Housing and Economic Sustainability is responsible for overseeing the review and development of surplus City land, and to change the use of surplus land based on strategic directions provided in "The Ways" documents. We transform surplus City land and support efforts of staff throughout the City.

This profile was originally approved as 16-17-5045 in the Fall 2015 as a standalone profile. However, it is deemed to be a composite profile and therefore re-numbered as CM-17-5045 (Jan 13, 2017).

PROFILE JUSTIFICATION

Development of surplus City land are proposed if it provides a positive return on investment or meets important City building objectives. Development allows Administration to transform surplus land into new uses aligned with Councils strategic directions contained within "The Ways". Development allows new uses that increase housing choice, density and neighbourhood vitality in residential areas, and increase employment and tax levy earning in commercial and industrial areas. REHES, acting as landowner on behalf of the City, must expend the upfront cost of soil testing, site servicing, public engagement activities, rezoning, subdivision, and other related land development expenses. These development costs are born upfront at the beginning of a project, with associated revenue from each site generated after the sale of the land. This capital profile will provide the necessary funding to bridge this gap in time and allow each of the surplus City land to be developed in a timely manner.

STRATEGIC ALIGNMENT

This profile contributes to the corporate outcomes of "Edmonton is attractive and compact" and "The City of Edmonton has a resilient financial position" by developing surplus lands and providing a positive return to the City.

ALTERNATIVES CONSIDERED

No alternative funding mechanism exists to support the development of Surplus City Land. Failure to fund this capital profile will result in the inability to proceed with this Council-approved initiative. The profile previously funded by Land Enterprise fund.

COST BENEFITS

Developing unutilized municipal land to create more options for development will revitalize neighbourhoods and communities. This is a sustainable way to create vibrant neighbourhoods and increase tax base. The funds invested to make these lands ready for development will be recovered from future land sale proceeds. This profile is urgently needed as there are currently no means of funding to support the repurpose and development of these lands.

KEY RISKS & MITIGATING STRATEGY

Land transactions are sensitive to the market. Residential, Commercial, and Industrial property development will mitigate this risk. There are also environmental and community risks which are mitigated through site assessments and public engagements.

RESOURCES

This initiative bears no additional demand on existing resources. Surplus municipal land development is managed internally by the Civic Property Services section in collaboration with various other branches in the City.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

This profile will allow for the development and sale of Surplus Lands. The profile has both a capital request and an operating impact. The site development costs (to ready the holdings for sale) must be capitalized to the land holding which is done through the capital process. The actual sale of the land holdings is the operating impact. As the sites are developed and sold they will provide a positive return to the City, through the Land Fund Retained Earnings, of over \$18M. The profile is expected to provide a positive return in each of the three years.

Civic Property Services section under Real Estate, Housing and Economic Sustainability branch is requesting funding approval for profile #16-17-5045 to support the re-purpose and development of surplus municipal land.

CONTINGENCY OF APPROVAL

Motion: Funding for Land Enterprise funded profiles be held in Abeyance as follows:

- 1) except for \$4.83 million in Capital Profile CM-16-2010
- 2) except for \$11.1 million in Capital Profile CM-16-2020
- 3) the remainder of the funds are to be held in abeyance until the report CR_5328 on Land Governance Strategy is received by Council at the end of February, 2019

CHANGES TO APPROVED PROFILE

2015 Fall SCBA (CA#40): (3.1.18) City land holdings are reviewed periodically and result in some land being declared surplus to City needs. These lands are often located within developed areas of the City. These lands required capital investment associated soil testing, site servicing, public engagement activities, rezoning, subdivision, and other related land development expenses. This profile contemplates the development of approximately 18-20 sites between 2016 and 2018. This profile proposes a capital outlay of \$12.3 million on lands holding a book value of \$3.7 million, and currently projects revenues of \$34.6 million. This will be funded via Land Enterprise Retained Earnings.

This profile was originally approved as 16-17-5045 in the Fall 2015 as a standalone profile. However, it is deemed to be a composite profile and therefore re-numbered as CM-17-5045 (Jan 13, 2017).

CAPITAL PROFILE REPORT

PROFILE NAME: **Transforming Surplus City Lands (Abeyance)**
 PROFILE NUMBER: **CM-17-5045**
 BRANCH: **Real Estate**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Council		8,203	4,100	-	-	-	-	-	-	-	-	-	12,303
2016 Cap Capital Budget Adj (one-off)		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Release to Corp Pool		-6,824	-	-	-	-	-	-	-	-	-	-	-6,824
2018 Cap Budget Request for Next Cycle		-	-	5,479	1,314	369	104	-	-	-	-	-	7,266
Current Approved Budget		1,379	4,100	5,479	1,314	369	104	-	-	-	-	-	12,746
Approved Funding Sources													
Land Fund Retained Earnings		1,379	4,100	5,479	1,314	369	104	-	-	-	-	-	12,746
Current Approved Funding Sources		1,379	4,100	5,479	1,314	369	104	-	-	-	-	-	12,746

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		1,379	4,100	5,479	1,314	369	104	-	-	-	-	-	12,746
Requested Funding Source													
Land Fund Retained Earnings		1,379	4,100	5,479	1,314	369	104	-	-	-	-	-	12,746
Requested Funding Source		1,379	4,100	5,479	1,314	369	104	-	-	-	-	-	12,746

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land		1,379	4,100	-	-	-	-	-	-	-	-	-
Land Improvements		-	-	5,479	1,314	369	104	-	-	-	-	-	7,266
Total		1,379	4,100	5,479	1,314	369	104	-	-	-	-	-	12,746

OPERATING IMPACT OF CAPITAL

Type of Impact: General Costs, Revenue

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Land Enterprise (old)	9,100	5,488	-3,612	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Operating Impact	9,100	5,488	-3,612	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transforming Surplus City Lands (Abeyance)****PROFILE NUMBER: CM-17-5045****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
006837	Ambleside IntegratedFMP final siteworks	1/1/2019	12/31/2022	
006838	(BC) Transforming Surplus City Lands	1/1/2019	12/31/2022	Budget Carrier
006885	Pylypow Lot2 4803RoperRd Holdg1007131	1/1/2019	12/31/2022	
006926	Edm Research Pk Lot 6 Split for EEDC	1/1/2019	12/31/2022	
006934	15330YellowhdTr H1008804 enhancemt to se	1/1/2019	12/31/2022	
006952	Montrose surplus hldgs ESAs/Remediation	1/1/2019	12/31/2022	
006953	PMC Riverdale 10173-93st H43822 Demo	1/1/2019	12/31/2022	16-17-5045
006954	2018AuxierPtSW Trsnfrm H1007745 toSell	1/1/2019	12/31/2022	16-17-5045
006955	CPR Irvine 9940-65av ESAs/Remediati	1/1/2019	12/31/2022	
006956	Cashman HwyComm Transformatn 1212CalgTr	1/1/2019	12/31/2022	
006957	Rosedale Ind 6040-91st H1008431	1/1/2019	12/31/2022	
007019	McCauley Eof95st N106av landtransfrmtn	1/1/2019	12/31/2022	McCauley Eof95st N106av landtransfrmtn
007055	Enhance 11206-100Av holdgs 82967+1008703	1/1/2019	12/31/2022	
007065	Glenriding1/4sec staged SubdivDevelopmt	1/1/2019	12/31/2022	
007121	Enhance 10188-92 ST city holding 81048	1/1/2019	12/31/2022	Enhance 10188-92 ST city holding 81048
007200	KingEdwPk SCL Transformatn for sale	1/1/2019	12/31/2022	KingEdwPk SCL Transformatn for sale
007471	Balwin house demolitn holdg1009475 Sales	1/1/2019	12/31/2022	16-17-5045
007683	Beacon Hts 4418-118Av PropertyTransfrmtn	1/1/2019	12/31/2022	16-17-5045
007714	TheQuarters Alldritt DevSite Transformatn	1/1/2019	12/31/2022	16-17-5045
007932	Calder Lots transformatn 124-125st N127a	1/1/2019	12/31/2022	Calder Lots transformatn 124-125st N127a
102123	Glenwood URCH 16315-100av H1007478	1/1/2019	12/31/2022	
102124	Pleasantview subdiv enhanc city holdings	1/1/2019	12/31/2022	
102125	Parkdale 8505-115Av Holdgs(2) Enhancmt	1/1/2019	12/31/2022	
175045	Transforming Surplus City Lands	12/1/2015	12/31/2018	
195045	Surplus Lands CIA	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	BUILDING GREAT NEIGHBOURHOODS DELIVERY - GROWTH	FUNDED
PROFILE NUMBER:	CM-40-9000	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Building Great Neighbourhoods	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	25,383
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	25,383

PROFILE DESCRIPTION

This composite program supports the development and delivery of growth infrastructure projects by Building Great Neighbourhoods. The provision of funding for a placeholder delivery composite aligns with the corporate requirements of adopting the Capital Governance Policy (C591) and implementing the Project Development and Delivery Model (PDDM) and Project Management Reference Guide (PMRG) to enhance capital infrastructure project oversight. Planning and Design composite profiles allow for the advancement of growth projects from PDDM Checkpoint 1 (strategy handover) through to PDDM Checkpoint 3 (completion of preliminary design) before a project is brought forward to Council for further funding consideration through PDDM Checkpoint 5. The funding for PDDM Checkpoint 3 to PDDM Checkpoint 5 will be provided through standalone capital profiles approved by Council based on the scope, budget and schedule determined at PDDM Checkpoint 3.

Funding for these project-specific standalone profiles will be held within this Building Great Neighbourhoods Delivery composite until PDDM Checkpoint 3 is reached. By doing so, projects brought for funding consideration by Council aim to increase the reliability, accuracy, and transparency of estimates of budget and schedule.

Funding of this profile is essential to the implementation and continued utilization of the PDDM as it provides a funding source for the advancement of delivery of priority capital projects.

PROFILE BACKGROUND

In 2016, the Integrated Infrastructure Services (IIS) Transformation program developed the Project Development and Delivery Model (PDDM) which has been endorsed by Council through the approval of the Capital Governance Policy (C591). The PDDM is a framework to managing capital infrastructure projects, and aims to achieve the following outcomes:

- Better information to make capital investment decisions.
- Improved project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.
- Systematic evaluation of projects against the initial project business case and scope.

PROFILE JUSTIFICATION

To adhere with the PDDM, planning and design work should be completed on projects prior to the project's budget being approved in its entirety by Council. The Building Great Neighbourhoods Delivery composite profile holds funding for the implementation so Administration can provide Council with better information regarding the scope, schedule and budget prior to funding the entire project, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

Funding of this profile will enhance the reliability, accuracy and transparency of estimates of budget and schedule for projects. Project teams will work together through all phases of the projects, resulting in successful project delivery:

- Meeting time and budget expectations
- Identifying and managing risks effectively
- Engaging and collaborating with internal and external stakeholders.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, including a detailed business case, ensuring that budget and schedule adjustments may be made prior to the tender process.

CAPITAL PROFILE REPORT

COST BENEFITS

PDDM provide better information to make capital investment decisions:

Early investment in design to support detailed business cases.

Structured process to evaluate readiness, scope and prioritization.

Increased confidence around budget and schedule estimates.

There is the opportunity to make major changes in project scope if there are problems identified during the early planning and design phases.

KEY RISKS & MITIGATING STRATEGY

One key risk of the PDDM approach surrounds what would occur should a capital project not be approved after spending resources on planning and design. Current mitigation is the ongoing reporting to City Council regarding capital priorities while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

RESOURCES

Use of internal for project mgmt, technical review, support, inspections, survey, operational health & safety oversight. External resources to undertake/manage the design & construction work. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to be secured to fund the delivery of capital growth projects once PDDM Checkpoint 3 is reached (after planning and design) in order to adhere to the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to fund delivery work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Building Great Neighbourhoods Delivery - Growth**
 PROFILE NUMBER: **CM-40-9000**
 BRANCH: **Building Great Neighbourhoods**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	500	3,150	9,200	12,533	-	-	-	-	-
	Current Approved Budget	-	-	500	3,150	9,200	12,533	-	-	-	-	-	25,383
APPROVED BUDGET	Approved Funding Sources												
	Financial Stabilization Resrv.	-	-	-	-	270	-	-	-	-	-	-	270
	Munc Sustain. Initiative - MSI	-	-	-	-	1,530	-	-	-	-	-	-	1,530
	Pay-As-You-Go	-	-	500	3,150	7,400	12,533	-	-	-	-	-	23,583
	Current Approved Funding Sources	-	-	500	3,150	9,200	12,533	-	-	-	-	-	25,383

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	500	3,150	9,200	12,533	-	-	-	-	-	25,383
	Requested Funding Source												
	Financial Stabilization Resrv.	-	-	-	-	270	-	-	-	-	-	-	270
	Munc Sustain. Initiative - MSI	-	-	-	-	1,530	-	-	-	-	-	-	1,530
	Pay-As-You-Go	-	-	500	3,150	7,400	12,533	-	-	-	-	-	23,583
	Requested Funding Source	-	-	500	3,150	9,200	12,533	-	-	-	-	-	25,383

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	500	3,150	9,200	12,533	-	-	-	-	-	25,383
	Total	-	-	500	3,150	9,200	12,533	-	-	-	-	-	25,383

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Building Great Neighbourhoods Delivery - Growth****PROFILE NUMBER: CM-40-9000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	BGN Delivery Growth Budget Carrier	1/1/2019	12/31/2022	Budget Carrier
100002	Corner Stores	1/1/2019	12/31/2022	Public realm infrastructure improvements are a major component of the program. These typically involve upgrades to road right of way surrounding commercial sites and may include: new landscaping, sidewalks, street lights and street furnishings, and other landscape/infrastructure elements that support commercial vibrancy and placemaking.
100003	Community Hubs	1/1/2019	12/31/2022	Community Hubs is a new initiative within the City. A Community Hub represents a multi use facility or amenity that leverages community connection and improves vibrancy.
100004	Neighbourhood Revitalizations	1/1/2019	12/31/2022	The program goal is to improve the livability of Edmonton's mature and established neighbourhoods, support development, and mobilize community relationships, leadership, and commitments for community-led action.
100005	Minimum Bike Grid (Phase 2 - Strathcona & Garneau)	1/1/2019	12/31/2022	Design and construction of new or expanded bicycle and pedestrian infrastructure.
100006	CP Rail Shared Use Path in Strathcona and Garneau (CAP#4)	1/1/2019	12/31/2022	(CAP#4) Planning and design of a multiuse trail along the CR Rail line that extends from 83 Avenue to 106 Street or 107 Street.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	BUILDING GREAT NEIGHBOURHOODS: PLANNING AND DESIGN - GROWTH	FUNDED
PROFILE NUMBER:	CM-40-4040	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Building Great Neighbourhoods	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: January, 2022

Service Category:**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	5,051
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	5,051

PROFILE DESCRIPTION

This composite program supports preliminary planning and design work on the enhancements to neighbourhoods for Building Great Neighbourhoods Infrastructure capital projects prior to budget approval. This approach is consistent with Administration's implementation of the Project Development & Delivery Model (PDDM), as well as the Capital Governance Policy that was approved by Council. Funding in the profile will be used to support project development (concept, preliminary planning and schematic design). This composite profile will develop projects that may move to delivery in the current budget cycle and into the start of the next budget cycle.

PROFILE BACKGROUND

In 2016, the Integrated Infrastructure Services (IIS) Transformation program developed the Project Development and Delivery Model (PDDM) which has been endorsed by Council through the approval of the Capital Governance Policy (C591). The PDDM is a framework to managing capital infrastructure projects, and aims to achieve the following outcomes:

- Better information to make capital investment decisions.
- Improved project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.
- Systematic evaluation of projects against the initial project business case and scope.

PROFILE JUSTIFICATION

To adhere with the PDDM, planning and design work should be completed on projects prior to the project's budget being approved in its entirety by Council. This planning and design composite profile fund this work so Administration can provide Council with better information regarding the scope, schedule and budget prior to funding the entire project, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Planning work for the next budget cycle too late will increase the risk of not meeting the completion schedule and budget. Lack of planning can also lead to increased risk during delivery, increased costs and delays.

Additionally, funding for the planning and design work is crucial as it allows the projects identified to utilize the PDDM approach, as mandated by Council. Implementation of PDDM will not be possible if funding is unavailable to carry out the planning and design work as indicated.

Alternatives to funding these composite planning and design profiles is for each individual project or each category of projects to go forward for funding for planning and design on its own. This process would be onerous for Administration and Council and has the potential to significantly hinder or delay delivery efforts.

COST BENEFITS

The planning and design composite profiles provide better information to make capital investment decisions:

- Early investment in design to support detailed business cases.
- Structured process to evaluate readiness, scope and prioritization.
- Increased confidence around budget and schedule estimates.
- There is the opportunity to make major changes in project scope if there are problems identified during the early planning and design phases.

KEY RISKS & MITIGATING STRATEGY

One key risk of the PDDM approach surrounds what would occur should a capital project not be approved after spending resources on planning and design. Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

CAPITAL PROFILE REPORT

RESOURCES

Projects identified in this profile will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to fund planning and design work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Building Great Neighbourhoods: Planning and Design - Growth**

FUNDED

PROFILE NUMBER: **CM-40-4040**

PROFILE TYPE: **Composite**

BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	1,150	800	800	2,301	-	-	-	-	-
	Current Approved Budget	-	-	1,150	800	800	2,301	-	-	-	-	-	5,051
Approved Funding Sources	Pay-As-You-Go	-	-	1,150	800	800	2,301	-	-	-	-	-	5,051
	Current Approved Funding Sources	-	-	1,150	800	800	2,301	-	-	-	-	-	5,051

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	1,150	800	800	2,301	-	-	-	-	-	5,051
	Requested Funding Source	-	-	1,150	800	800	2,301	-	-	-	-	-	5,051
	Requested Funding Source	-	-	1,150	800	800	2,301	-	-	-	-	-	5,051

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Design	-	-	1,150	800	800	2,301	-	-	-	-	-
	Total	-	-	1,150	800	800	2,301	-	-	-	-	-	5,051

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Building Great Neighbourhoods: Planning and Design - Growth****PROFILE NUMBER: CM-40-4040****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	BGN - Planning and Design Growth	1/1/2019	12/31/2022	Budget Carrier, BGN-Planning and Design GROWTH
100001	Neighbourhood Revitalizations	1/1/2019	12/31/2022	The program goal is to improve the livability of Edmonton's mature and established neighbourhoods, support development, and mobilize community relationships, leadership, and commitments for community-led action. Funding will allow for completion of design of one project to Checkpoint #3 and second to checkpoint #5.
100002	Corner Stores	1/1/2019	12/31/2022	Public realm infrastructure improvements are a major component of the program. These typically involve upgrades to road right of way surrounding commercial sites and may include: new landscaping, sidewalks, street lights and street furnishings, and other landscape/infrastructure elements that support commercial vibrancy and placemaking. Funding will allow for completion of design to Checkpoint #5.
100003	Community Hubs	1/1/2019	12/31/2022	Community Hubs is a new initiative within the City. A Community Hub represents a multi use facility or amenity that leverages community connection and improves vibrancy. Funding will allow for completion of design to Checkpoint #5.
100004	Industrial Roads	1/1/2019	12/31/2022	Planning and Design of improvement to road infrastructure within industrial neighbourhoods. Funding will allow for completion of design to checkpoint #3.
100005	Minimum Bike Grid (Phase 2 - Strathcona & Garneau)	1/1/2018	12/31/2022	This work includes the design of new or expanded bicycle and pedestrian infrastructure based on the approved Southside Bike Network in Strathcona and Garneau. Funding will allow for completion of design to Checkpoint #3.
100006	CP Rail Shared Use Path in Strathcona and Garneau (CAP#4)	1/1/2019	12/31/2022	(CAP#4) Planning and design of a multiuse trail along the CR Rail line that extends from 83 Avenue to 106 Street or 107 Street.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	DOWNTOWN CRL	FUNDED
PROFILE NUMBER:	CM-74-4100	PROFILE STAGE: Approved
DEPARTMENT:	Urban Form & Corporate Strategic Development	PROFILE TYPE: Composite
LEAD BRANCH:	Economic & Environmental Sustainability	LEAD MANAGER: Paul Ross
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2020
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Economic Development	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	83,503
67	33	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	83,503

PROFILE DESCRIPTION

This composite profile includes funding for delivery of four Catalyst Projects included in the Downtown Community Revitalization Levy Plan, to occur between 2019 and 2023. Funding for the design costs of these projects is included in Capital Profile CM-50-5050. As each project progresses through the design process, standalone Capital Profiles for each project will be created, drawing on CRL funding approved as part of this profile. The projects are: Warehouse Campus Neighbourhood Central Park: Construction of a large, urban park within the Warehouse Campus area in Downtown. The park will accelerate residential development in the area by providing needed amenity space, and will be a high-quality park easily accessible to all Edmontonians. The program and design of the park will be developed in 2019-2021 in consultation with Edmontonians, with construction expected to occur in 2022-23. Jasper Avenue New Vision, Phase 3 This includes streetscape upgrades to Jasper Avenue, building upon work that has been funded through previous Capital budget cycles. Similar to the initial phase, future improvements to Jasper Avenue will include a widened sidewalk, narrowed roadway, high quality materials, street furniture, lighting, trees, planters, and public art. This project will support a vibrant, pedestrian-oriented "Main Street" for Downtown Edmonton. Streetscaping and roadworks will be coordinated with necessary rehabilitative work on underground infrastructure. This phase will include streetscape improvements from 102 Street westward to 105 or 106 Streets (the construction scope will be confirmed through the design process), as well as recommended repairs to Bay/Enterprise Square LRT station. Concept design for this section was completed in 2018. Green and Walkable Downtown, Phase 2 This project includes streetscape upgrades throughout the CRL area to be implemented gradually over the CRL term. Streetscape improvements may include improved paving, street furniture, lighting, trees, planters, pedestrian wayfinding, etc. Several street segments in Downtown Edmonton are expected to be improved, including, but not limited to: 107 Street south of Jasper Avenue, 106 Street (100 Ave-104 Ave), 103 Avenue (100-101 Streets), 99 Street (Jasper Avenue-102 Avenue). This project may also include opportunistic streetscape improvements in conjunction with roadway reconstruction, tactical projects to improve walkability and beauty, and partnerships with other organizations to improve Downtown's streets. Some of these projects may be funded in whole or in part by other profiles carried over from the 2015-2018 Capital Budget. Projects in the Civic Precinct (Centennial Plaza) Projects in the Civic Precinct as defined in the Capital City Downtown Community Revitalization Levy Plan will include aesthetic and functional improvements to the Civic Precinct area surrounding City Hall, Churchill Square and the Stanley A. Milner Library. This project includes improvements to Centennial Plaza located immediately south of the Stanley A. Milner Library, the adjacent sidewalk and roadway areas, Post Office Clock Tower Park, and structures therein. The improvements may include, but are not limited to, high quality surface materials, street furnishings, lighting, planting, alterations to or removal of the bandshell and other structures, play elements, and public art. This project will renew aging infrastructure and capitalize on the revitalization of the library itself. The improvements will enhance the attractiveness of the area, and improve the usability and potential for vibrancy of the space, which is currently underutilized.

PROJECT LIST

The projects that will be funded by the Downtown CRL in this budget cycle are:
Warehouse Campus Neighbourhood Central Park Construction
Jasper Avenue New Vision, Phase 3 (102 Street to 106 Street)
Projects in the Civic Precinct (Centennial Plaza and adjacent sidewalks)
Green and Walkable Downtown, Phase 2

PROFILE BACKGROUND

The Capital City Downtown Plan (Bylaw 15200) was approved by City Council in 2010. It acknowledged that a thriving Downtown is an essential component of any city, and that a prosperous Downtown where people choose to live, do business, shop, and study benefits the entire city. It laid out a vision of Downtown Edmonton as Well-Designed, Accessible, Sustainable, and Vibrant, and described a bold plan to achieve that vision. Central to the plan are a series of Catalyst Projects - strategic public investments in infrastructure that will make the area more attractive to private development and investment. The Capital City Downtown Community Revitalization Levy (CRL) Plan (Bylaw 16521) was approved by City Council in 2013 and came into effect on January 1, 2015. The CRL provides a dedicated funding source for implementation of the Catalyst Projects included in the CRL Plan. To date, the CRL has funded Rogers Place and associated infrastructure, Alex Decoteau Park, major Downtown Stormwater Servicing upgrades, Green and Walkable Streetscaping, Jasper Avenue New Vision, and acquisition of land for a major new park in the Warehouse area.

PROFILE JUSTIFICATION

All Catalyst Projects were developed in consultation with the public and industry stakeholders who confirmed the potential for these projects to accelerate the transformation of Downtown Edmonton, attract private investment, encourage more people to live and do business Downtown, and to make it a more vibrant and beautiful community for all Edmontonians to enjoy. The Catalyst Projects that have been made to date are demonstrating the potential returns to these investments. Since the CRL began in 2015, there has been more than \$3.0 billion in investment in Downtown Edmonton (completed or under construction), not including City-led projects. That includes more than 3,000 new residential units and close to 2 million square feet of new office space. As a result of this new development, there is projected to be sufficient revenue over the 20-year life of the CRL to fund these projects. Other benefits have included new community amenities like Alex Decoteau Park and the environmental benefits of improved stormwater servicing. The projects selected for 2019-2022 will continue to advance the transformation of Downtown, building upon the momentum created in 2015-2018. Specific to each project, other justifications are:

Projects in the Civic Precinct: The 2019-2022 budget cycle is the ideal period to complete this work, because:

a) The renovations to the Stanley A Milner Library will finish, providing more opportunities for openness and movement between the Plaza and the library. Revitalization of the Plaza will leverage the investment in the library to create a more vibrant space, and one that may include child-friendly amenities which are lacking in this area of Downtown.

b) The library parkade, which extends underneath Centennial Plaza, 99 Street, and the adjacent sidewalks, requires a lifecycle review of the waterproofing system to determine if repairs are required. It is timely for this assessment, as the repairs will disturb the existing surface of Centennial Plaza and the adjacent areas. This presents synergies such that the waterproofing renewal and surface improvements can take place together, minimizing costs and disruption.

Warehouse Campus Neighbourhood Central Park: Attractive park spaces are an essential building block of a vibrant Downtown where people will want to live, work, and play. The Warehouse area, which is the Downtown district with the greatest potential for redevelopment, currently lacks park space. This is a deterrent to investment and development. This park is essential to creating an attractive community, and is particularly important for attracting families with children to the Downtown.

Jasper Avenue New Vision: The streetscape of Jasper Avenue, constructed in the 1980s, is dilapidated and in need of improvement. Existing infrastructure like streetlights are deteriorating, and the wide roadway and narrow sidewalks do not reflect Council's vision of Downtown as pedestrian-friendly and vibrant. The initial phase of construction between 100 and 102 Streets has created an attractive, more pedestrian-friendly corridor. Concurrent improvements have been made to multiple abutting properties, demonstrating that the streetscaping has brought renewed private sector investment to the area. Continuing the reconstruction of Jasper Avenue westward will improve the appearance of Edmonton's original Main Street, facilitate use of the street by patios and other vibrant activities, improve safety and accessibility for all road users, and encourage private investment. This project also presents an opportunity to extend the service life of underground infrastructure including Bay/Enterprise Square LRT station by undertaking recommended rehabilitation works.

Green and Walkable Downtown: Streetscape improvements have been an integral component of Downtown revitalizations across North America. Sidewalks and streets form an essential part of the public realm Downtown and therefore are critical to the attractiveness of Downtown to residents, workers, visitors, and investors. Along with the aesthetic improvements to Edmonton's Downtown, streetscape improvements are expected to generate increased property values, to increase pedestrian traffic and vibrancy, and to spark additional investment in the Downtown core. The 104th Street Promenade is an example of the positive effect streetscaping can have. In the 17 years since the street was rebuilt, nearly 1700 new residential units have been constructed within 100 metres of the street, with nearly 400 more units proposed or under construction.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to advance ongoing transformation of Edmonton's downtown. The profile supports downtown community development to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown were contemplated during the consultation phase of the Downtown Plan. At this point, the alternative would be to do nothing. Doing nothing at this point would limit the attractiveness of the Downtown to new development (particularly the Warehouse Campus area), and fail to meet the needs of a growing number of Downtown residents and workers. There would be significant reputational impact and loss of trust with the community, stakeholders, and developers.

COST BENEFITS

Benefits of these projects include:

- Increase in park space
- Stimulate private sector residential and commercial investment
- Increased tree canopy
- Improved Downtown attractiveness, vibrancy, and quality of life
- Improved streetscape on multiple Downtown streets
- Improved Safety and Universal Accessibility
- Public health benefits
- Opportunity for Child-friendly facilities in the heart of Downtown
- Positive impression for visitors to the City

KEY RISKS & MITIGATING STRATEGY

Each component project of this profile has unique risks that will be assessed and mitigated as an essential part of each project. In general, key risks for projects of these types are:

- Discovery of environmental contamination
- Coordination with nearby infrastructure projects and private developments
- Coordination with utilities
- Discovery of unexpected underground structures

These risks will be mitigated by following Integrated Infrastructure Services project management practices, proactively meeting with utility agencies and other stakeholders, and carrying adequate contingency allowances within each project budget.

RESOURCES

Implementation teams in Integrated Infrastructure Services and Urban Renewal will retain external consultants and contractors as appropriate through the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend implementation of four Catalyst Projects identified in the Downtown Community Revitalization Levy Plan during the 2019-2022 Capital Budget Cycle:

- Jasper Avenue New Vision Phase 3
- Green and Walkable Downtown Phase 2
- Projects in the Civic Precinct (Centennial Plaza)
- Warehouse Campus Neighbourhood Central Park Construction

Design work for these projects is funded separately through CM-50-5050. As each project progresses through the design process, standalone Capital Profiles for each project will be created, drawing on CRL funding approved as part of this profile.

CAPITAL PROFILE REPORT

PROFILE NAME: **Downtown CRL**

FUNDED

PROFILE NUMBER: **CM-74-4100**

PROFILE TYPE: **Composite**

BRANCH: **Economic & Environmental Sustainability**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	12,942	22,841	47,720	-	-	-	-	-	83,503
Current Approved Budget		-	-	-	12,942	22,841	47,720	-	-	-	-	-	83,503
Approved Funding Sources													
Debt CRL Downtown		-	-	-	12,653	22,637	47,193	-	-	-	-	-	82,484
Downtown CRL Reserve		-	-	-	289	204	527	-	-	-	-	-	1,019
Current Approved Funding Sources		-	-	-	12,942	22,841	47,720	-	-	-	-	-	83,503

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
	Revised Budget (if Approved)		-	-	-	12,942	22,841	47,720	-	-	-	-	-
Requested Funding Source													
Debt CRL Downtown		-	-	-	12,653	22,637	47,193	-	-	-	-	-	82,484
Downtown CRL Reserve		-	-	-	289	204	527	-	-	-	-	-	1,019
Requested Funding Source		-	-	-	12,942	22,841	47,720	-	-	-	-	-	83,503

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	-	12,653	22,637	47,193	-	-	-	-	-
Percent for Art		-	-	-	289	204	527	-	-	-	-	-	1,019
Total		-	-	-	12,942	22,841	47,720	-	-	-	-	-	83,503

OPERATING IMPACT OF CAPITAL

Type of Impact: Personnel

Branch:	2021				2022				2023				2024			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Parks & Roads Services	-	9	9	-	-	34	34	-	-	73	73	-	-	73	73	-
Total Operating Impact	-	9	9	-	-	34	34	-	-	73	73	-	-	73	73	-

CAPITAL PROFILE REPORT

PROFILE NAME: Downtown CRL

PROFILE NUMBER: CM-74-4100

BUDGET CYCLE: 2019-2022

Project Number	Project Name	Start Date	End Date	Description
004103	Jasper Avenue New Vision Phase 3			<p>This project includes streetscape upgrades to Jasper Avenue, building upon work that has been funded through previous Capital budget cycles. Similar to the initial phase, future improvements to Jasper Avenue will include a widened sidewalk, narrowed roadway, high quality materials, street furniture, lighting, trees, planters, and public art. This project will support a vibrant, pedestrian-oriented "Main Street" for Downtown Edmonton. Streetscaping and roadworks will be coordinated with necessary rehabilitative work on underground infrastructure.</p> <p>This project will fund preliminary design, detailed design, and construction of roadway and streetscape improvements from 102 Street westward to 105 or 106 Streets (the construction scope will be confirmed through the design process), as well as recommended repairs to Bay/Enterprise Square LRT station. Concept design for this section was completed in 2018.</p>
004104	Warehouse Campus Neighbourhood Central Park			<p>Design and construction of a large, urban park within the Warehouse Campus area in Downtown. This project is identified as a Catalyst Project in the Capital City Downtown Plan (Bylaw 15200) and Community Revitalization Levy Plan (Bylaw 16521). The park will accelerate residential development in the area by providing needed amenity space, and will be a high-quality park easily accessible to all Edmontonians. The program and design of the park will be developed in 2019-2021 in consultation with Edmontonians, with construction expected to occur in 2022-23.</p>
004109	Green and Walkable Phase 2			<p>The Capital City Downtown Community Revitalization (CRL) Plan (as approved by Council and the Province) has identified "Green and Walkable Downtown" as a Catalyst Project. This project includes streetscape upgrades throughout the CRL area to be implemented gradually over the CRL term. Streetscape improvements may include improved paving, street furniture, lighting, trees, planters, pedestrian wayfinding, etc.</p> <p>The 2019-2022 Capital Budget phase of work is planned to include design and construction of improvements to several street segments in Downtown Edmonton, including, but not limited to: 107 Street south of Jasper Avenue, 106 Street (100 Ave-104 Ave), 103 Avenue (100-101 Streets), 99 Street (Jasper Avenue-102 Avenue). This project is also intended to fund opportunistic streetscape improvements in conjunction with roadway reconstruction, tactical projects to improve walkability and beauty, and to partner with other organizations to improve Downtown's streets.</p>
004110	Projects in the Civic Precinct (Centennial Plaza)			<p>Projects in the Civic Precinct as defined in the Capital City Downtown Community Revitalization Levy Plan will include aesthetic and functional improvements to the Civic Precinct area surrounding City Hall, Churchill Square and the Stanley A. Milner Library.</p> <p>This project includes design and construction of improvements to Centennial Plaza located immediately south of the Stanley A. Milner Library, the adjacent sidewalk and roadway areas, Post Office Clock Tower Park, and structures therein. The improvements may include, but are not limited to, high quality surface materials, street furnishings, lighting, planting, alterations to or removal of the bandshell and other structures, play elements, and public art.</p> <p>This project will renew aging infrastructure and capitalize on the revitalization of the library itself. The improvements will enhance the attractiveness of the area, and improve the usability and potential for vibrancy of the space, which is currently underutilized.</p>

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NRP RECON - ALLENDALE****FUNDED**PROFILE NUMBER: **21-66-4036****PROFILE STAGE: Approved**DEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE: Standalone**LEAD BRANCH: **Building Great Neighbourhoods**LEAD MANAGER: **Craig Walbaum**

PROGRAM NAME:

PARTNER MANAGER: **Anna Dechamplain**PARTNER: **Parks & Roads Services**ESTIMATED START: **January, 2016**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2019****Service Category: Neighbourhood Renewal****Major Initiative:****GROWTH**
5**RENEWAL**
95**PREVIOUSLY APPROVED:****23,475****BUDGET REQUEST:****-****TOTAL PROFILE BUDGET:****23,475****PROFILE DESCRIPTION**

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Allendale Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Allendale**

FUNDED

PROFILE NUMBER: **21-66-4036**

PROFILE TYPE: **Standalone**

BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		1,080	14,679	7,717	-	-	-	-	-	-	-	-	23,475
2016 Cap Capital Budget Adj (one-off)		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward		-658	658	-	-	-	-	-	-	-	-	-	-
Current Approved Budget		422	15,337	7,717	-	-	-	-	-	-	-	-	23,475
Approved Funding Sources													
Local Improvements Prop. Share		-	1,575	772	-	-	-	-	-	-	-	-	2,347
Neighborhood Renewal Reserve		422	13,762	6,945	-	-	-	-	-	-	-	-	21,128
Current Approved Funding Sources		422	15,337	7,717	-	-	-	-	-	-	-	-	23,475

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		422	15,337	7,717	-	-	-	-	-	-	-	-	23,475
Requested Funding Source													
Local Improvements Prop. Share		-	1,575	772	-	-	-	-	-	-	-	-	2,347
Neighborhood Renewal Reserve		422	13,762	6,945	-	-	-	-	-	-	-	-	21,128
Requested Funding Source		422	15,337	7,717	-	-	-	-	-	-	-	-	23,475

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-658	15,190	7,639	-	-	-	-	-	-	-	-	22,171
	Design	1,080	-	-	-	-	-	-	-	-	-	-	1,080
	Land	-	147	78	-	-	-	-	-	-	-	-	224
	Total	422	15,337	7,717	-	-	-	-	-	-	-	-	23,475

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NRP RECON - BELLEVUE****FUNDED**PROFILE NUMBER: **16-66-4015**PROFILE STAGE: **Approved**DEPARTMENT: **Integrated Infrastructure Services**PROFILE TYPE: **Standalone**LEAD BRANCH: **Building Great Neighbourhoods**LEAD MANAGER: **Craig Walbaum**

PROGRAM NAME:

PARTNER MANAGER: **Anna Dechamplain**PARTNER: **Parks & Roads Services**ESTIMATED START: **January, 2016**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2019**Service Category: **Neighbourhood Renewal**

Major Initiative:

GROWTH
5

RENEWAL
95

PREVIOUSLY APPROVED:

11,337

BUDGET REQUEST:

-

TOTAL PROFILE BUDGET:

11,337

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Bellevue Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Bellevue**

FUNDED

PROFILE NUMBER: **16-66-4015**

PROFILE TYPE: **Standalone**

BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		519	5,356	5,462	-	-	-	-	-	-	-	-	11,337
2016 Cap Capital Budget Adj (one-off)		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward		-380	380	-	-	-	-	-	-	-	-	-	-
Current Approved Budget		139	5,735	5,462	-	-	-	-	-	-	-	-	11,337
Approved Funding Sources													
Local Improvements Prop. Share		-	587	546	-	-	-	-	-	-	-	-	1,133
Neighborhood Renewal Reserve		139	5,149	4,916	-	-	-	-	-	-	-	-	10,204
Current Approved Funding Sources		139	5,735	5,462	-	-	-	-	-	-	-	-	11,337

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		139	5,735	5,462	-	-	-	-	-	-	-	-	11,337
Requested Funding Source													
Local Improvements Prop. Share		-	587	546	-	-	-	-	-	-	-	-	1,133
Neighborhood Renewal Reserve		139	5,149	4,916	-	-	-	-	-	-	-	-	10,204
Requested Funding Source		139	5,735	5,462	-	-	-	-	-	-	-	-	11,337

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Construction		-380	5,680	5,407	-	-	-	-	-	-	-	-	10,707
Design		519	-	-	-	-	-	-	-	-	-	-	519
Land		-	55	55	-	-	-	-	-	-	-	-	110
Total		139	5,735	5,462	-	-	-	-	-	-	-	-	11,337

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NRP RECON - KILKENNEY**
 PROFILE NUMBER: **15-66-4011**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Craig Walbaum
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2019

Service Category: **Neighbourhood Renewal**

Major Initiative:

GROWTH
5

RENEWAL
95

PREVIOUSLY APPROVED:	29,479
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	29,479

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Kilkenny Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels (to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Kilkenney**

FUNDED

PROFILE NUMBER: **15-66-4011**

PROFILE TYPE: **Standalone**

BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	10,717	9,572	9,189	-	-	-	-	-	-	-	29,479
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Carry Forward	1,078	-1,078	-	-	-	-	-	-	-	-	-
Current Approved Budget	11,796	8,494	9,189	-	-	-	-	-	-	-	-	29,479
Approved Funding Sources	Local Improvements Prop. Share	1,954	76	919	-	-	-	-	-	-	-	2,949
	Neighborhood Renewal Reserve	9,841	8,418	8,271	-	-	-	-	-	-	-	26,530
	Current Approved Funding Sources	11,796	8,494	9,189	-	-	-	-	-	-	-	29,479

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	11,796	8,494	9,189	-	-	-	-	-	-	-	29,479
Requested Funding Source											
Local Improvements Prop. Share	1,954	76	919	-	-	-	-	-	-	-	2,949
Neighborhood Renewal Reserve	9,841	8,418	8,271	-	-	-	-	-	-	-	26,530
Requested Funding Source	11,796	8,494	9,189	-	-	-	-	-	-	-	29,479

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Construction	10,358	8,398	9,098	-	-	-	-	-	-	-	-	27,854
	Design	1,342	-	-	-	-	-	-	-	-	-	-	1,342
	Land	95	96	91	-	-	-	-	-	-	-	-	282
	Total	11,796	8,494	9,189	-	-	-	-	-	-	-	-	29,479

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NRP RECON - NEWTON (S/123 AVE)**
 PROFILE NUMBER: **15-66-4050**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Craig Walbaum
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2016
ESTIMATED COMPLETION:	December, 2019

Service Category: **Neighbourhood Renewal**

Major Initiative:

GROWTH
5

RENEWAL
95

PREVIOUSLY APPROVED:	20,755
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	20,755

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Newton (S/123 Avenue) Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure renewal work occurs at an optimum intervals.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Recon projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings and investments.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live)).

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Newton (S/123 Ave)**
 PROFILE NUMBER: **15-66-4050**
 BRANCH: **Building Great Neighbourhoods**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		949	6,645	13,161	-	-	-	-	-	-	-	-	20,755
2016 Cap Capital Budget Adj (one-off)		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward		-774	774	-	-	-	-	-	-	-	-	-	-
Current Approved Budget		175	7,420	13,161	-	-	-	-	-	-	-	-	20,755
Approved Funding Sources													
Local Improvements Prop. Share		-	759	1,316	-	-	-	-	-	-	-	-	2,075
Neighborhood Renewal Reserve		175	6,661	11,845	-	-	-	-	-	-	-	-	18,681
Current Approved Funding Sources		175	7,420	13,161	-	-	-	-	-	-	-	-	20,755

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		175	7,420	13,161	-	-	-	-	-	-	-	-	20,755
Requested Funding Source													
Local Improvements Prop. Share		-	759	1,316	-	-	-	-	-	-	-	-	2,075
Neighborhood Renewal Reserve		175	6,661	11,845	-	-	-	-	-	-	-	-	18,681
Requested Funding Source		175	7,420	13,161	-	-	-	-	-	-	-	-	20,755

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-774	7,353	13,029	-	-	-	-	-	-	-	-	19,608
	Design	949	-	-	-	-	-	-	-	-	-	-	949
	Land	-	66	132	-	-	-	-	-	-	-	-	198
	Total	175	7,420	13,161	-	-	-	-	-	-	-	-	20,755

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NRP RECON - PRINCE CHARLES**
 PROFILE NUMBER: **18-66-4029**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Craig Walbaum
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2016
ESTIMATED COMPLETION:	December, 2019

Service Category: **Neighbourhood Renewal**

Major Initiative:

GROWTH	RENEWAL
5	95

PREVIOUSLY APPROVED:	17,570
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	17,570

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Prince Charles Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.5-04) To recognize \$16,800 funding received from the Developer for 18-66-4029 NRP Recon - Prince Charles

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Prince Charles**

FUNDED

PROFILE NUMBER: **18-66-4029**

PROFILE TYPE: **Standalone**

BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	809	13,341	3,403	-	-	-	-	-	-	-	-	17,553
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-538	538	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	17	-	-	-	-	-	-	-	-	-	17
Current Approved Budget	270	13,896	3,403	-	-	-	-	-	-	-	-	17,570
Approved Funding Sources												
Developer Financing	-	17	-	-	-	-	-	-	-	-	-	17
Local Improvements Prop. Share	-	1,414	340	-	-	-	-	-	-	-	-	1,754
Neighborhood Renewal Reserve	270	12,465	3,063	-	-	-	-	-	-	-	-	15,799
Current Approved Funding Sources	270	13,896	3,403	-	-	-	-	-	-	-	-	17,570

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		270	13,896	3,403	-	-	-	-	-	-	-	17,570
Requested Funding Source												
Developer Financing		-	17	-	-	-	-	-	-	-	-	17
Local Improvements Prop. Share		-	1,414	340	-	-	-	-	-	-	-	1,754
Neighborhood Renewal Reserve		270	12,465	3,063	-	-	-	-	-	-	-	15,799
Requested Funding Source	270	13,896	3,403	-	-	-	-	-	-	-	-	17,570

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			REVISED BUDGET (IF APPROVED)										
Construction		-538	13,746	3,369	-	-	-	-	-	-	-	-	16,577
Design		809	17	-	-	-	-	-	-	-	-	-	825
Land		-	134	34	-	-	-	-	-	-	-	-	167
Total		270	13,896	3,403	-	-	-	-	-	-	-	-	17,570

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NRP RECON - SPRUCE AVENUE**
 PROFILE NUMBER: **18-66-4024**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Building Great Neighbourhoods**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Craig Walbaum
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2016
ESTIMATED COMPLETION:	December, 2019

Service Category: **Neighbourhood Renewal**

Major Initiative:

GROWTH	RENEWAL
5	95

PREVIOUSLY APPROVED:	17,627
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	17,627

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Spruce Avenue Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live .

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Spruce Avenue**

FUNDED

PROFILE NUMBER: **18-66-4024**

PROFILE TYPE: **Standalone**

BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		806	5,642	11,178	-	-	-	-	-	-	-	-	17,627
2016 Cap Capital Budget Adj (one-off)		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward		-536	536	-	-	-	-	-	-	-	-	-	-
Current Approved Budget		270	6,179	11,178	-	-	-	-	-	-	-	-	17,627
Approved Funding Sources													
Local Improvements Prop. Share		-	644	1,118	-	-	-	-	-	-	-	-	1,762
Neighborhood Renewal Reserve		270	5,535	10,061	-	-	-	-	-	-	-	-	15,865
Current Approved Funding Sources		270	6,179	11,178	-	-	-	-	-	-	-	-	17,627

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		270	6,179	11,178	-	-	-	-	-	-	-	-	17,627
Requested Funding Source													
Local Improvements Prop. Share		-	644	1,118	-	-	-	-	-	-	-	-	1,762
Neighborhood Renewal Reserve		270	5,535	10,061	-	-	-	-	-	-	-	-	15,865
Requested Funding Source		270	6,179	11,178	-	-	-	-	-	-	-	-	17,627

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Construction		-536	6,124	11,067	-	-	-	-	-	-	-	-	16,654
Design		806	-	-	-	-	-	-	-	-	-	-	806
Land		-	55	111	-	-	-	-	-	-	-	-	167
Total		270	6,179	11,178	-	-	-	-	-	-	-	-	17,627

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NRP RECON - VIRGINIA PARK****FUNDED**PROFILE NUMBER: **16-66-4020**PROFILE STAGE: **Approved**DEPARTMENT: **Integrated Infrastructure Services**PROFILE TYPE: **Standalone**LEAD BRANCH: **Building Great Neighbourhoods**LEAD MANAGER: **Craig Walbaum**

PROGRAM NAME:

PARTNER MANAGER: **Anna Dechamplain**PARTNER: **Parks & Roads Services**ESTIMATED START: **January, 2016**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2019**Service Category: **Neighbourhood Renewal**

Major Initiative:

GROWTH
5

RENEWAL
95

PREVIOUSLY APPROVED:

6,392

BUDGET REQUEST:

-

TOTAL PROFILE BUDGET:

6,392

PROFILE DESCRIPTION

Neighbourhood Renewal that includes replacement of roadway base, paving, curbs, gutters, sidewalks, and street lights and coordinates related work for mature tree management, and minor geometric and active modes connections/facilities improvements.

PROFILE BACKGROUND

Virginia Park Neighbourhood Reconstruction is part of the Neighbourhood Renewal Program (NRP) that outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of roads, sidewalks, and streetlights.

PROFILE JUSTIFICATION

Neighbourhood infrastructure should be maintained in accordance to its asset life cycle as outlined in the City's Neighbourhood Investment Model, with sufficient funding to ensure work occurs at an optimum interval.

STRATEGIC ALIGNMENT

The Way We Move: Well Maintained Infrastructure, Sustainability, Access and Mobility, Transportation Mode Shift, Health and Safety. The Way We Green. The Way We Live.

ALTERNATIVES CONSIDERED

Do Nothing: significant operating dollars will be expended to provide temporary repairs of potholes to maintain traffic safety and the road will provide a poor level of service.

Band Aid Renewal: provides a lower overall level of service at higher cost over the full life cycle of the road compared to timely reconstruction.

COST BENEFITS

Reconstruction is required to achieve committed service levels.

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety and livability of neighbourhoods for residents, and reducing environmental impacts.

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches end of its service life. To "do nothing" allows:

- further deterioration and poorer level of service
- higher risk to safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

External contractors (via tender process) will be used to complete design and construction. Long term contracts for NBHD Reconstruction projects will be coordinated with Drainage Services and other City initiatives to optimize cost savings.

CONCLUSIONS AND RECOMMENDATIONS

Reconstruction required to achieve committed service levels to effectively manage aging local/collector roads, improve accessibility/efficient movement for people, increase service level and customer satisfaction (attractive place to live).

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.3-04) Funding transfer (\$1,010K) to the Neighbourhood Renewal composite CM-66-4000 from savings in single neighbourhood Recon 16-66-4020 Virginia Park. Finalizing the scope and detailed design identified funding available for release.

CAPITAL PROFILE REPORT

PROFILE NAME: **NRP Recon - Virginia Park**

FUNDED

PROFILE NUMBER: **16-66-4020**

PROFILE TYPE: **Standalone**

BRANCH: **Building Great Neighbourhoods**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	340	3,496	3,566	-	-	-	-	-	-	-	7,402
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Carry Forward	-311	311	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	-	-1,010	-	-	-	-	-	-	-	-
Current Approved Budget	29	3,807	2,556	-	-	-	-	-	-	-	-	6,392
Approved Funding Sources	Local Improvements Prop. Share	-	384	357	-	-	-	-	-	-	-	741
	Neighborhood Renewal Reserve	29	3,423	2,199	-	-	-	-	-	-	-	5,651
	Current Approved Funding Sources	29	3,807	2,556	-	-	-	-	-	-	-	6,392

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	29	3,807	2,556	-	-	-	-	-	-	-	6,392
Requested Funding Source											
Local Improvements Prop. Share	-	384	357	-	-	-	-	-	-	-	741
Neighborhood Renewal Reserve	29	3,423	2,199	-	-	-	-	-	-	-	5,651
Requested Funding Source	29	3,807	2,556	-	-	-	-	-	-	-	6,392

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Construction	-311	3,772	2,521	-	-	-	-	-	-	-	-	5,983
	Design	340	-	-	-	-	-	-	-	-	-	-	340
	Land	-	35	35	-	-	-	-	-	-	-	-	70
	Total	29	3,807	2,556	-	-	-	-	-	-	-	-	6,392

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

OPEN SPACES

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **BULYEA HEIGHTS PARK DEVELOPMENT**
 PROFILE NUMBER: **19-30-1000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Real Estate**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Chris Hodgson
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2020

Service Category: **Parks**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	1,096
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,096

PROFILE DESCRIPTION

This profile is to complete the design and construction of portions of the Bulyea Neighbourhood Park Concept Plan that was developed in response to the development of the adjacent First Place Site.

PROJECT LIST

The projects included in this profile include, sports field realignment, parking lot construction and installation of plant materials to meet base level park development. Not included in this profile are projects that may be completed with the Neighbourhood Park Development Program or projects fully funding by the community.

PROFILE BACKGROUND

The Brookview Community League approved a Concept plan for the redevelopment of the Bulyea Neighbourhood Park (GHV Bulyea Park). The Concept plan was developed in response to a number of changes to the park site, including the surplus of two school sites which were identified to be developed as part of the City of Edmonton's First Place Housing Program and community-led park development projects that were proposed by the Brookview Community League. Design work was initiated to advance the Concept plan – resulting in the Bulyea Park Preliminary Plan. This proposed strategy honors commitments made by the City of Edmonton throughout the process and endeavours to yield a positive outcome for the park site and the community.

The projects included in this profile include, sports field realignment, parking lot construction and installation of plant materials to meet base level park development. Not included in this profile are projects that may be completed with the Neighbourhood Park Development Program or projects fully funding by the community.

PROFILE JUSTIFICATION

This profile allows the commitments made by the City under the First Place Program to the community to be fulfilled.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

To fully complete all of the projects identified the community will need to contribute funding. If the community does not contribute their portion of the work will be reduced to meet the funding available.

COST BENEFITS

Developing underutilized surplus school site land to create housing options for first time home buyers is a sustainable method of using existing infrastructure, increase vibrancy in neighbourhood and increase tax base. Some of the work in this profile is related to expenses from the development of the First Place site and others are being funded through sale proceeds

RESOURCES

The project management of this work will be completed by the Open Space groups. As required consultants and contractors will be hired to complete the design and construction when required.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this profile be approved to move forward.

CAPITAL PROFILE REPORT

PROFILE NAME: **Bulyea Heights Park Development**
 PROFILE NUMBER: **19-30-1000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,000	96	-	-	-	-	-	-	-	1,096
Current Approved Budget		-	-	1,000	96	-	-	-	-	-	-	-	1,096
Approved Funding Sources													
Affordable Housing Reserve		-	-	761	73	-	-	-	-	-	-	-	834
Partnership Funding		-	-	239	23	-	-	-	-	-	-	-	262
Current Approved Funding Sources		-	-	1,000	96	-	-	-	-	-	-	-	1,096

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	1,000	96	-	-	-	-	-	-	-	1,096
Requested Funding Source													
Affordable Housing Reserve		-	-	761	73	-	-	-	-	-	-	-	834
Partnership Funding		-	-	239	23	-	-	-	-	-	-	-	262
Requested Funding Source		-	-	1,000	96	-	-	-	-	-	-	-	1,096

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	962	96	-	-	-	-	-	-	-	1,058
	Design	-	-	38	-	-	-	-	-	-	-	-	38
	Total	-	-	1,000	96	-	-	-	-	-	-	-	1,096

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **COUNCIL AMENITIES AND BENCHMARK**
 PROFILE NUMBER: **CM-33-3001**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Parks & Roads Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Anna Dechamplain
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Corporate Support

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	800
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	800

PROFILE DESCRIPTION

This profile addresses work focused on improving outdoor amenities. Below are the two programs described within this composite profile:

1) The City Council Parks Amenity Program: can be accessed by the Mayor and City Councillors to provide minor park amenities on parkland to improve community outdoor space and promote urban wellness. Eligible items include trees, benches, picnic tables and aggregate garbage containers.

2) The Benchmark Program: is fully partner funded and was established to offer citizens the opportunity to honour loved ones, or to celebrate special events. This is done through the refurbishment of an existing park bench or the installation of a new bench and installation of a bronze plaque on the bench to serve as a lasting tribute.

The City Council Parks Amenity Program and the Benchmark Program have been combined into one new profile to better manage the implementation of the projects and allow the City to capitalize the assets.

PROFILE BACKGROUND

The City Council Parks Amenity Program and the Benchmark Program provide park amenities (including benches) on parkland. These two programs have been combined into one profile to better manage the projects and meet tangible capital asset requirements.

PROFILE JUSTIFICATION

City Council Parks Amenity Program Outcomes:

Annual addition of approximately 30 park amenities valued collectively at \$100,000 to parks spaces as requested by Mayor and City Councillors.

Benchmark Program Outcomes:

Annual addition of approximately 50 benches valued collectively at \$100,000 to City parkland fully partner funded through the Benchmark Program.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by providing amenities that enhance and improve the community's open spaces. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social, cultural and environmental systems.

ALTERNATIVES CONSIDERED

Partial funding of this profile would allow prioritization of the capital infrastructure council deems most important.

COST BENEFITS

Annual addition of approximately 80 park amenities of which 50 are full cost-recovered.

Increased park visitation and sustainability of parks.

Intangible Benefits: healthier citizens, quality of parks experience is improved and increased civic pride.

KEY RISKS & MITIGATING STRATEGY

Each individual project within the composite profile has individual risks. Overall risks include timing, escalating costs and budget limitations.

Each project will have a clear scope that meets the budget and schedule to reduce these risks.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The amenities will be maintained by the City and will follow the Human Resource Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

Administration recommends this profile for funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **Council Amenities and Benchmark**
 PROFILE NUMBER: **CM-33-3001**
 BRANCH: **Parks & Roads Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	200	200	200	200	-	-	-	-	-	800
Current Approved Budget		-	-	200	200	200	200	-	-	-	-	-	800
Approved Funding Sources													
Partnership Funding		-	-	100	100	100	100	-	-	-	-	-	400
Pay-As-You-Go		-	-	100	100	100	100	-	-	-	-	-	400
Current Approved Funding Sources		-	-	200	200	200	200	-	-	-	-	-	800

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	200	200	200	200	-	-	-	-	-	800
Requested Funding Source													
Partnership Funding		-	-	100	100	100	100	-	-	-	-	-	400
Pay-As-You-Go		-	-	100	100	100	100	-	-	-	-	-	400
Requested Funding Source		-	-	200	200	200	200	-	-	-	-	-	800

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	200	200	200	200	-	-	-	-	-	800
	Total	-	-	200	200	200	200	-	-	-	-	-	800

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Council Amenities and Benchmark****PROFILE NUMBER: CM-33-3001****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Council Amenities and Benchmark			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	DRY POND LAND ACQUISITION	FUNDED
PROFILE NUMBER:	CM-16-1232	PROFILE STAGE: Approved
DEPARTMENT:	Urban Form & Corporate Strategic Development	PROFILE TYPE: Composite
LEAD BRANCH:	City Planning	LEAD MANAGER: Peter Ohm
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Land	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	26,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	26,000

PROFILE DESCRIPTION

The Flood mitigation program is being developed by EPCOR to address flooding issues in Edmonton, upgrading of storm and sanitary pipes and Storm Water Management Facilities (SWMF) ponds, new storage, sewers and sealing of manholes improving overland drainage routes. The Land will remain under title to the City and as such there will be locations where a purchase will be required. The source of funding for these purchases will be from EPCOR Drainage utility as part of their capital projects. However, the land will need to be secured as the first stage. The overall program for flood mitigation will be presented and approved in Q2 2019 so exact locations are not confirmed to date but we are able to anticipate general locations and preliminary budgets based on current information.

PROJECT LIST

Exact location will be determined upon approval of EPCOR's Stormwater Integrated Resource Planning (SIRP).

PROFILE BACKGROUND

Heavy rains caused flooding and sewer backup in more than 1,200 homes city-wide. Neighbourhoods in Mill Woods and southwest Edmonton were heavily impacted. Many of these neighbourhoods also experienced severe flooding in 2004. Since 2006, a number of projects have been completed in southwest Edmonton and Mill Woods to reduce the risk of flooding. However, these neighbourhoods are still at risk of flooding. Some of the neighbourhoods do not have defined major drainage systems as they were constructed prior to the implementation of the dual storm drainage system requirement for both major (surface) and minor (piped) drainage system, which was introduced in the late 1980's. In addition, the sanitary systems have limited capacities.

PROFILE JUSTIFICATION

Council directed flood prevention to protect citizens and property from further flood events. This program is to meet the City Council's direction for flood prevention. Implementation of the extended flood prevention program will ensure that an acceptable level of service is provided to Drainage Services customers.

STRATEGIC ALIGNMENT

The profile primarily supports maintaining or improving service levels by strategically acquiring land in mature areas for future development, focusing primarily on existing commitments. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Large storage tunnel or underground storage tank.

COST BENEFITS

The drainage improvements will benefit neighbourhoods throughout the City. It will also ensure that an acceptable level of service is provided to Drainage Services customers, and the City's resources are spent in an effective manner and optimized for flood protection purpose.

KEY RISKS & MITIGATING STRATEGY

Neighbourhoods will be at- risk of flooding during similar storm events; The City will not fulfill the promise to address flooding in at- risk neighbourhoods.

RESOURCES

EPCOR drainage will fund land acquisitions from the utility rate. City planning will coordinate land purchases with support from Real estate.

CONCLUSIONS AND RECOMMENDATIONS

EPCOR drainage will fund land acquisitions from the utility rate on a project to project basis.

CAPITAL PROFILE REPORT

PROFILE NAME: **Dry Pond Land Acquisition**
 PROFILE NUMBER: **CM-16-1232**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	4,000	6,000	8,000	8,000	-	-	-	-	-
Current Approved Budget		-	-	4,000	6,000	8,000	8,000	-	-	-	-	-	26,000
Approved Funding Sources	EPCOR Contribution	-	-	4,000	6,000	8,000	8,000	-	-	-	-	-	26,000
Current Approved Funding Sources		-	-	4,000	6,000	8,000	8,000	-	-	-	-	-	26,000

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	4,000	6,000	8,000	8,000	-	-	-	-	26,000
Requested Funding Source	EPCOR Contribution	-	-	4,000	6,000	8,000	8,000	-	-	-	-	26,000
Requested Funding Source		-	-	4,000	6,000	8,000	8,000	-	-	-	-	26,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Land	-	-	4,000	6,000	8,000	8,000	-	-	-	-	-	26,000
	Total	-	-	4,000	6,000	8,000	8,000	-	-	-	-	-	26,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: Dry Pond Land Acquisition

PROFILE NUMBER: CM-16-1232

BUDGET CYCLE: 2019-2022

Project Number	Project Name	Start Date	End Date	Description
000001	Dry Pond Land Acquisition	1/1/2019	12/31/2022	
000005	Parkallen	1/1/2019	12/31/2022	

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **HERITAGE VALLEY DISTRICT PARK**
 PROFILE NUMBER: **18-28-1014**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	May, 2018
ESTIMATED COMPLETION:	December, 2019

Service Category: **Parks**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	500
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	500

PROFILE DESCRIPTION

The base level development of the Heritage Valley District Park Site that includes two school sites and numerous sports fields. This profile does not include any facilities located within the site.

PROFILE BACKGROUND

At the February 13, 2018, City Council meeting, a motion to create a new capital funding profile for the Heritage Valley Recreation Centre and to explore integration and partnership with the Edmonton Public School Board's new high school project was passed. This funding would go towards the Heritage Valley Site Design in order to advance the EPSB high school project.

PROFILE JUSTIFICATION

Funding would be put towards the site design in order to start the integration with EPSB to create recreation opportunities in the Heritage Valley community. The Heritage Valley Recreation Centre is likely 10 years away from being built and operational, if approved by council as a priority. This initiative would give the community an opportunity for recreation within an integrated school building before a full Recreation Centre can be realized. EPSB has tight timelines with a plan to have the school constructed in June 2019. This funding would be a show of good faith in partnership and integration with EPSB as they move forward with the design and build of their school in 2018.

STRATEGIC ALIGNMENT

This profile contributes to the corporate outcomes "Edmonton is a healthy city", the Live Active Strategy and the Recreation Facility Master Plan by providing recreation opportunities for the community who would otherwise have none.

ALTERNATIVES CONSIDERED

Through planning of the greater area this site would have been identified as the district park. No further alternatives will be reviewed.

COST BENEFITS

N/A

KEY RISKS & MITIGATING STRATEGY

N/A

RESOURCES

The project will be managed by City staff and a consultant will be contracted to completed the design work.

CONCLUSIONS AND RECOMMENDATIONS

This profile is needed to ultimately prepare the site for future developed including a school and sports fields in the short term and a recreation centre in the long term.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-05) \$500K of PAYGO funding would go towards the design of the district park and would be the first step in understanding and developing integration opportunities with the Edmonton Public School Board.

CAPITAL PROFILE REPORT

PROFILE NAME: **Heritage Valley District Park**

FUNDED

PROFILE NUMBER: **18-28-1014**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	150	350	-	-	-	-	-	-	-	-	500
	Current Approved Budget	-	150	350	-	-	-	-	-	-	-	-	500
Approved Funding Sources													
	Pay-As-You-Go	-	150	350	-	-	-	-	-	-	-	-	500
	Current Approved Funding Sources	-	150	350	-	-	-	-	-	-	-	-	500

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	150	350	-	-	-	-	-	-	-	-	500
Requested Funding Source													
	Pay-As-You-Go	-	150	350	-	-	-	-	-	-	-	-	500
	Requested Funding Source	-	150	350	-	-	-	-	-	-	-	-	500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	150	350	-	-	-	-	-	-	-	-	500
	Total	-	150	350	-	-	-	-	-	-	-	-	500

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **KINISTINAW PARK**
 PROFILE NUMBER: **17-28-1009**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	November, 2017
ESTIMATED COMPLETION:	December, 2020

Service Category:**Major Initiative:**

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	6,050
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	6,050

PROFILE DESCRIPTION

As part of The Quarters Downtown redevelopment, the City of Edmonton is developing a new park for the neighbourhood. The vision for this park is to create a community space for people to gather and to attract further redevelopment to the area.

PROFILE BACKGROUND

The armature which extends along 96 Street from Jasper Avenue to 103 A Avenue will be a pedestrian friendly street and is expected to be the heart of the Quarters Downtown redevelopment. This profile is for Phase 1 of the project which is 0.35ha at 96 St & 102 Ave for concept, design & build of a new park development. It also includes the concept design for Phase 2 located at 96 St & 103 Ave.

PROFILE JUSTIFICATION

It supports corporate and departmental goals of an attractive Downtown with residential growth. Downtown is severely deficient in park space, even compared to the modest target of 1.1 hectares per 1000 residents contained in the Downtown Plan. Residential development on the scale envisioned in the Downtown plan is unlikely if park space is not provided. As such, this project will be an important catalyst for residential development in the area.

STRATEGIC ALIGNMENT

10 Year Strategic Goals: "Transform Edmonton's Urban Form" and "Improve Edmonton's Livability". The Way We Grow goals: "Urban Design" and "Complete, Healthy, and Livable Communities. Also aligned with the Capital City Downtown Plan.

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown were contemplated during the consultation phase of the Capital City Downtown Plan. At this point, the only alternative is the "do nothing" option, which contributes nothing to Downtown revitalization.

COST BENEFITS**Tangible Benefits:**

Increase downtown park space, value of nearby properties, tree canopy, surface permeability
 Stimulate private sector residential and commercial investment
 Reduced stormwater runoff

Intangible Benefits:

Improve Downtown attractiveness and quality of life
 Provide space for gatherings and events
 Community involvement in park planning will strengthen community links and create a sense of 'ownership'

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the project is further defined

RESOURCES

City of Edmonton seeks to purchase goods, services, construction fairly and based on best value.

CONCLUSIONS AND RECOMMENDATIONS

This park will advance key corporate and departmental goals by creating park space and encouraging investment in an underdeveloped area.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.2-03) Move \$50K CRL funding from 15-74-4031 to fund an environmental assessmetn in 17-28-1009 Kinistinaw Park.

Spring SCBA 2018: (2.9-01) The schedule and cash flow for this project was set prior to the implementation of the Project Development and Delivery Model and is being adjusted to reflect its implementation. The cashflow reflects what is expected to be spent through the lifecycle of the project

CAPITAL PROFILE REPORT

PROFILE NAME: **Kinistinaw Park**
 PROFILE NUMBER: **17-28-1009**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Approved Budget										
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	374	5,626	-	-	-	-	-	-	-	-	-	6,000
2017 Cap Carry Forward	-115	115	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-4,353	3,850	552	-	-	-	-	-	-	-	50
Current Approved Budget	259	1,388	3,850	552	-	-	-	-	-	-	-	6,050
Approved Funding Sources												
Debt CRL Quarters	259	1,388	3,850	552	-	-	-	-	-	-	-	6,050
Current Approved Funding Sources	259	1,388	3,850	552	-	-	-	-	-	-	-	6,050

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	259	1,388	3,850	552	-	-	-	-	-	-	6,050
Requested Funding Source											
Debt CRL Quarters	259	1,388	3,850	552	-	-	-	-	-	-	6,050
Requested Funding Source	259	1,388	3,850	552	-	-	-	-	-	-	6,050

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Construction	259	5,741	-	-	-	-	-	-	-	-	-
Design	-	-4,353	3,850	552	-	-	-	-	-	-	-	-	50
Total		259	1,388	3,850	552	-	-	-	-	-	-	-	6,050

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **MALCOLM TWEDDLE & EDITH ROGERS DRY PONDS**
 PROFILE NUMBER: **16-23-9805**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	
ESTIMATED START:	September, 2016
ESTIMATED COMPLETION:	December, 2023

Service Category: **Utilities**

Major Initiative:

GROWTH
50

RENEWAL
50

PREVIOUSLY APPROVED:	78,463
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	78,463

PROFILE DESCRIPTION

Following the July 2012 storm events, Administration commissioned three consulting firms to investigate the flood and sewer backup problems in Mill Woods and southwest Edmonton communities, and recommend solutions that will reduce the risk of potential flooding in the future. The recommended solutions consist of the installation of stormwater management facilities, and storm and sanitary sewer upgrades. This project was identified in the Expanded Neighbourhood Flood Mitigation Program as a high priority project based on risk level, need and cost-benefit analysis.

The goal is to reduce flooding risk in the Tweddle Place, Michaels Park, Lee Ridge and Richfield neighbourhoods by constructing a 64,000 m³ dry pond with two cells and approximately 3,300 m of storm and sanitary sewer upgrades in the neighborhoods. Design started in 2015 and construction of the ponds is scheduled for 2017, with other sewer works to follow from 2019 to 2022.

PROFILE BACKGROUND

Problem/Opportunity

In July 2012, unusually heavy rains caused flooding of streets and onto adjacent property in the Tweddle Place, Michaels Park, Lee Ridge and Richfield neighbourhoods in the Millbourne area of Mill Woods. This reinforced the need for an upgrade of the drainage system to improve the level of flood protection.

Current Situation

The Tweddle Place, Michaels Park, Lee Ridge and Richfield neighbourhoods do not have defined major drainage systems as they were constructed prior to the implementation of the dual storm drainage system requirement for both major (surface) and minor (piped) drainage systems, which was introduced in the late 1980s. As a result, surface runoff often ponds to unacceptable levels in certain natural low areas which could inundate homes. Also, stormwater enters the sanitary sewers through low lying manholes which could cause sanitary sewer backup during heavy rains.

PROFILE JUSTIFICATION

Both sanitary and storm systems in these neighborhoods have limited capacities for major rainfall events such as those that occurred in July 2012. These systems were designed to convey runoff from small and frequent rainfall events without major drainage systems or overland drainage. The storms that occurred in 2012 were more than 5 times the rainfall intensity that the drainage piping systems were designed to convey. In addition, these neighborhoods have low trapped/sag areas with no outlet for storm surface water to drain away.

These neighborhoods experienced extensive surface flooding and significant public and private property damage during the intense rainfall events in 2012. Citizens expressed concerns and frustration related to the flood damage and want to see the project be implemented as quickly as possible. They also have concerns about the drainage system impacts of the First Place development proposed for Michaels Park.

STRATEGIC ALIGNMENT

It is consistent with and complements the City's overall goals for environmental protection as articulated in The Way Ahead, and contributes to achieving the City's strategic vision.

ALTERNATIVES CONSIDERED

Alternative 1 (Do-nothing) – For this alternative, the neighbourhoods will be at the same risk level of flooding based on the design standards at the time development occurred. Given the frequency and severity of recent major storm events in Edmonton, the risk of flooding will increase.

During concept design in 2013 a dry pond and sewer upgrades were proposed to mitigate the flood risk in these neighbourhoods. Through further hydraulic modelling, value engineering, risk analysis and constructability reviews the concepts have been refined to the current proposed works as the most cost effective solution.

CAPITAL PROFILE REPORT

COST BENEFITS

The benefits include:

- reduced risk of flooding in the Tweddle Place, Michaels Park, Lee Ridge and Richfield neighbourhoods.
- improved customer service and public satisfaction.

The total estimated project cost is \$78.46 million.

KEY RISKS & MITIGATING STRATEGY

1. Land Acquisition: Land must be acquired from the Edmonton Public School Board to construct the ponds on the Malcolm Tweddle Park site. The project cannot proceed until the land is acquired. The mitigation is that land acquisition from the Edmonton Public School Board has been initiated and expected to be completed in January 2017.

2. Lack of support from stakeholders.

Mitigation: Align project with stakeholder needs and implement effective public engagement plan.

RESOURCES

Internal project management, design and construction resources, external engineering consultants and contractors will be required for the design and construction. Community Services resources will be required to maintain it.

CONCLUSIONS AND RECOMMENDATIONS

Project entails the design and construction of a 64,000 m³ dry pond with two cells and approximately 3,300 m of storm and sanitary sewer upgrades in the Tweddle Place, Michaels Park, Lee Ridge and Richfield neighbourhoods with a total estimate of \$78.46 million. Design started in 2015 and construction of the ponds is scheduled for 2017, with other sewer works to follow from 2019 to 2022.

This project is expected to provide up to 1 in 100 year level of flood protection for these neighborhoods and reduce the risk of flooding on the street and sanitary sewer backups into basements. This project is consistent with and complements the City's strategic vision of providing cost effective flood mitigation, improving environmental protection and maintaining public health and safety.

CONTINGENCY OF APPROVAL

Sept 6, 2016 Council Minutes:

"That the Capital Budget Adjustments for the Tawa Dry Pond and Malcolm Tweddle/Edith Rogers Dry Pond projects ... be approved, with the release of funding subject to the City of Edmonton receiving funding approval from the Building Canada Fund.

CAPITAL PROFILE REPORT

PROFILE NAME: **Malcolm Tweddle & Edith Rogers Dry Ponds**
 PROFILE NUMBER: **16-23-9805**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	15,361	8,847	22,250	17,527	9,751	2,738	1,989	-	-	-	-	-	78,463
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-13,482	13,482	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	1,879	22,330	22,250	17,527	9,751	2,738	1,989	-	-	-	-	-	78,463
Approved Funding Sources													
Drainage Retained Earnings	600	3,071	4,596	3,735	2,078	583	424	-	-	-	-	-	15,088
Federal Bldg Canada Fund	-	6,526	6,929	5,076	2,824	793	576	-	-	-	-	-	22,723
Other Grants - Provincial	364	5,906	-	-	-	-	-	-	-	-	-	-	6,270
Self-Liquid. Debent.-Sanitary	915	6,828	10,725	8,716	4,849	1,361	989	-	-	-	-	-	34,383
Current Approved Funding Sources	1,879	22,330	22,250	17,527	9,751	2,738	1,989	-	-	-	-	-	78,463

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		1,879	22,330	22,250	17,527	9,751	2,738	1,989	-	-	-	-	78,463
Revised Budget (if Approved)													
Requested Funding Source													
Drainage Retained Earnings	600	3,071	4,596	3,735	2,078	583	424	-	-	-	-	-	15,088
Federal Bldg Canada Fund	-	6,526	6,929	5,076	2,824	793	576	-	-	-	-	-	22,723
Other Grants - Provincial	364	5,906	-	-	-	-	-	-	-	-	-	-	6,270
Self-Liquid. Debent.-Sanitary	915	6,828	10,725	8,716	4,849	1,361	989	-	-	-	-	-	34,383
Requested Funding Source	1,879	22,330	22,250	17,527	9,751	2,738	1,989	-	-	-	-	-	78,463

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	1,879	22,330	22,250	17,527	9,751	2,738	1,989	-	-	-	-	78,463
	Total	1,879	22,330	22,250	17,527	9,751	2,738	1,989	-	-	-	-	78,463

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	NEIGHBOURHOOD PARK DEVELOPMENT PROGRAM - NEW	FUNDED
PROFILE NUMBER:	CM-36-3636	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	11,296
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	11,296

PROFILE DESCRIPTION

The Neighbourhood Park Development Program is a grant program that provides matching funding for community partners for park development projects on City-owned parkland classified as neighbourhood parks. Examples of projects include playgrounds, landscaping, shelters, community gardens, spray decks, benches, trails, signs, and seniors amenities. The City provides support to partners through the strategy phases, and project management through the concept, design and build phases of park projects on new neighbourhood park sites. This profile addresses both new park development and new elements for more mature parks. These enhanced and unique park amenities are then accessible for all Edmontonians to use and enjoy.

There are three levels of matching funding available per neighbourhood: Basic (\$15,000 once every five years), Intermediate (up to \$75,000 once every ten years), Extensive (up to \$250,000 once every 15 years), plus the Outdoor Aquatic Strategy (up to \$125,000 one time per neighbourhood). Community groups may also apply for \$15,000 unmatched funding for project planning. The profile also funds the City costs to deliver the projects.

PROFILE BACKGROUND

The Neighbourhood Park Development Program fund was established in 1983, in response to concerns expressed by residents about the timing of neighbourhood park development, particularly in new neighbourhoods where parkland remains developed only to base level. Community partner groups expressed interest in forming a partnership with the City to speed up the pace of new neighbourhood park development and improve the quality of parkland. The program has been revised, enhanced and updated over the years, most recently in 2009, and continues to provide an opportunity for communities to undertake park development projects in their own neighbourhoods to better meet the needs of their residents. This profile also provides funding for park projects under the Outdoor Aquatic Strategy. Community needs assessments define the new park development priorities. Projects may include the development of new park amenities including playgrounds, spray parks, landscaping, shelters, trails, benches, linkages, and access. City parks are located in neighbourhoods throughout Edmonton and are accessible for all residents to use and enjoy.

PROFILE JUSTIFICATION

There are approximately 700 neighbourhood parks in Edmonton. New parks are added to the City's inventory annually and these sites are developed to base level directly by the City or developers. This includes grading, leveling, seeding, trees, sport field fixtures and a park sign. Neighbourhood park development projects provide an opportunity for community residents to enhance park spaces by adding playgrounds, benches and other park features, in partnership with the City, through a shared funding model. Enhancing new neighbourhood recreation and park amenities, allows more programming for a variety of age groups and seasons while considering changing community needs. This allows community groups to leverage City funding to develop higher quality park and public spaces in a timelier manner which then are accessible for all Edmontonians to use and enjoy. It also provides an opportunity for new elements to be added in mature parks to meet the changing needs of a neighbourhood.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Alternative: Not to provide shared funding for new park development projects. The City would then be responsible for both base level development and all enhanced park development costs that are currently shared with partners. New parks would only be developed to base level, with no enhanced park amenities. City funding requirements would increase to develop parks.

Alternative: Developers could be asked to develop new park spaces in new neighbourhoods.

COST BENEFITS

Tax dollars invested by the City are leveraged by community partner funds contributed to the project, increased park visitation and increased sustainability of parks.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

The risk management framework will be applied to all aspects of the project. Key risks associated include: Financial and Partnership – community engagement is critical to program success. If partners do not have funds available, projects will not be advanced. If capital or partner funding becomes reduced, community opportunities and success will be reduced. Each individual project will have individual risks including: construction timing, contractor availability, escalating costs, budget limitations, internal resources to manage the project and operational limitations. Key risks will be managed by developing clear scopes, schedules and budgets for each individual project. Project plans will then be reviewed by key internal stakeholders prior to approval to proceed.

RESOURCES

The administration of funds will be completed by City of Edmonton employees. IIS will manage the individual projects (concept, design and build). Support in strategy of developing projects will be provided through Citizen Services Neighbourhoods Branch

CONCLUSIONS AND RECOMMENDATIONS

The Neighbourhood Park Development Program - New is one means by which neighbourhood parkland is enhanced beyond base level development and park amenities are added in cooperation with community partners. Community partners contribute funds and collaborate with the City to develop unique park spaces and amenities that meet neighbourhood needs.

In order to continue to develop great public spaces and leverage community partner funds it is recommended that this request be fully funded. The continuation of this 30 year City Council approved program is recommended.

CAPITAL PROFILE REPORT

PROFILE NAME: **Neighbourhood Park Development Program - New**
 PROFILE NUMBER: **CM-36-3636**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	2,824	2,824	2,824	2,824	-	-	-	-	-	11,296
Current Approved Budget		-	-	2,824	2,824	2,824	2,824	-	-	-	-	-	11,296
Approved Funding Sources													
Partnership Funding		-	-	706	706	706	706	-	-	-	-	-	2,824
Pay-As-You-Go		-	-	2,118	2,118	2,118	2,118	-	-	-	-	-	8,472
Current Approved Funding Sources		-	-	2,824	2,824	2,824	2,824	-	-	-	-	-	11,296

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	2,824	2,824	2,824	2,824	-	-	-	-	-	11,296
Requested Funding Source													
Partnership Funding		-	-	706	706	706	706	-	-	-	-	-	2,824
Pay-As-You-Go		-	-	2,118	2,118	2,118	2,118	-	-	-	-	-	8,472
Requested Funding Source		-	-	2,824	2,824	2,824	2,824	-	-	-	-	-	11,296

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	-	2,824	2,824	2,824	2,824	-	-	-	-	-	11,296
	Total	-	-	2,824	2,824	2,824	2,824	-	-	-	-	-	11,296

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Neighbourhood Park Development Program - New****PROFILE NUMBER: CM-36-3636****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Neighbourhood Park Development Program (New)	1/1/2019	12/31/2022	Planning and design for projects in the Neighbourhood Park Development Program including playgrounds, skate parks, pathways, lighting and landscaping. These projects are completed in partnership with community groups. Funding will allow for completion of design up to Checkpoint #3 for various locations.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NORTH SHORE PROMENADE**
 PROFILE NUMBER: **18-28-1015**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	May, 2018
ESTIMATED COMPLETION:	December, 2019

Service Category: **Parks**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	1,600
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,600

PROFILE DESCRIPTION

This profile will include the development of a North Shore Promenade on the north side of the North Saskatchewan River from Government House Park to the Walterdale Bridge. This work will also connect to the Touch the Water Project.

PROFILE BACKGROUND

Through a committee motion, administration was directed to create two high level visions for a promenade from Government House Park to the Walterdale Bridge. Subsequent to this motion another was made for administration to include the planning and design work of this promenade with Touch the Water Promenade. These two projects are adjacent to one another however at this time these profiles will be kept separate.

PROFILE JUSTIFICATION

Development of the North Shore Promenade will enhance the urban form and riverwalk experience through the potential development of gathering nodes, viewing decks, active transportation corridors, integrated seating and enhanced access points. It will also become a destination that will draw citizens and visitors to the River Valley and support non automotive transportation connections to the downtown.

STRATEGIC ALIGNMENT

This project supports a number of the corporate outcomes related to the Way Ahead including creating spaces that Edmontonians are connected to in the city and developing areas sustainably which will allow for a resilient city. This work also aligns with visions indicated in The Way we Green.

ALTERNATIVES CONSIDERED

The North Shore Promenade is an idea that is being developed. Through the development of the concept plan and public engagement alternatives will be developed prior to finalizing one concept.

COST BENEFITS

Through the concept development costing for this project will be developed along with any analysis for various options reviewed.

KEY RISKS & MITIGATING STRATEGY

N/A

RESOURCES

The project will be led and managed by City resources in Integrated Infrastructure Services. The completion of the work will be contracted out as the capacity is not available with City resources and due to the complex nature of the work.

CONCLUSIONS AND RECOMMENDATIONS

The North Shore Promenade will create a unique destination to the river valley which the draw people to the river valley and support an active transportation corridor to the downtown core. Concept development of this project at this time will allow it and the adjacent Touch the Water Project to be integrated and aligned and it will allow future financial planning and programming to be developed.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-04) Planning and concept design of the North Shore Promenade, from Government House Park to the Walterdale bridge. The North Shore Promenade, if funded, would be led in alignment with Touch the Water, which has planning and design funded.

CAPITAL PROFILE REPORT

PROFILE NAME: **North Shore Promenade**

FUNDED

PROFILE NUMBER: **18-28-1015**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	300	1,300	-	-	-	-	-	-	-	-	1,600
	Current Approved Budget	-	300	1,300	-	-	-	-	-	-	-	-	1,600
Approved Funding Sources													
	Pay-As-You-Go	-	300	1,300	-	-	-	-	-	-	-	-	1,600
	Current Approved Funding Sources	-	300	1,300	-	-	-	-	-	-	-	-	1,600

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Revised Budget (if Approved)	-	300	1,300	-	-	-	-	-	-	-	-	1,600
	Requested Funding Source												
	Pay-As-You-Go	-	300	1,300	-	-	-	-	-	-	-	-	1,600
	Requested Funding Source	-	300	1,300	-	-	-	-	-	-	-	-	1,600

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	300	1,300	-	-	-	-	-	-	-	-	1,600
	Total	-	300	1,300	-	-	-	-	-	-	-	-	1,600

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **OPEN SPACE: ENVIRONMENTAL - RENEWAL**
 PROFILE NUMBER: **CM-34-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	31,037
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	31,037

PROFILE DESCRIPTION

The Environmental Renewal Composite provides funding to support the Geo-technical Landslide and Erosion Repair and Protection Projects, as well as Contaminated Site Remediation and Exposure Control.

PROFILE BACKGROUND

The Environmental Renewal Composite will respond to emergent and unexpected impacts to existing infrastructure and public safety caused by landslides and creek erosion. The profile would also fund the remediation of City-owned contaminated lands.

PROFILE JUSTIFICATION

The Environmental Renewal Composite is intended to respond to the inherent yet unpredictable hazards within the North Saskatchewan River valley and ravine system and the associated impacts to existing lands and infrastructure, and public safety. The range of affected lands includes the river valley, Whitemud and Blackmud Creeks, Mill Creek, Fulton Creek, Gold Bar Creek, Wedgewood Creek, and Horsehills Creek as well as road right-of-way encompassing natural and constructed slopes. A holistic asset management perspective is proposed that takes into account the dynamic natural changes that occur in these environments. The profile will also mitigate the risk to the City posed by contaminated sites and control exposure to contaminants.

Geotechnical Landslide and Erosion Repair:

This program is intended to manage the inherent risk due to prevalent slope instability and erosion hazards. Such hazards may pose an immediate or longer term threat to existing infrastructure and public safety, and must be addressed in a timely manner. These risks will be managed and lessened through careful prioritization of work and proactive engineering assessment, design, and construction remediation.

Creek Erosion Control and Protection:

This program entails the implementation of creek erosion protection measures to address the adverse impacts of increased runoff discharge to the creek systems arising from urban development. Payment for applicable work conducted under this program will be reimbursed through Permanent Area Contribution funds collected from the development industry.

Contaminated Site Remediation and Exposure Control:

The risk to the City posed by contaminated sites is real and substantial. Unmanaged contaminated lands are a financial & environmental liability. An immediate gross estimate of current contaminated site liabilities is over \$36M. By legislation, contamination must be reported to Alberta Environment & Parks and managed according to the Environmental Protection & Enhancement Act.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Alternatives include partial funding or no funding. Insufficient funding will impede the City's ability to meet strategic goals and capital plans. Insufficient funding may also lead to requests for unbudgeted funding, delays, and a backlog to remediate critical failure conditions, and poses additional risk to public safety and infrastructure. In addition, insufficient funding may lead to enforcement action from Alberta Environment & Parks.

COST BENEFITS

Tangible benefits: restoration of compromised land assets, legislative compliance, management of risk to public & environmental health, and fewer unbudgeted costs.

Intangible benefits: environmental stewardship, public safety preservation, public perception and avoidance of costly reactionary actions.

KEY RISKS & MITIGATING STRATEGY

Natural instability and erosion hazards, legislative non-compliance, fines, environmental damage, human health effects, financial risk and potential lawsuits present a significant risk to City infrastructure and public safety. These risks can be lessened through careful prioritization and proactive engineering assessment, design, and construction remediation.

CAPITAL PROFILE REPORT

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this profile be approved. Investment into this profile is minimal compared to the risk and liability that are inherent in relation to the adverse impacts of natural hazards and unmanaged environmental contamination. Safe and well-maintained public infrastructure and the environmental sustainability and integrity of public lands and the City's natural areas is essential to the City of Edmonton.

CAPITAL PROFILE REPORT

PROFILE NAME: **Open Space: Environmental - Renewal**
 PROFILE NUMBER: **CM-34-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	7,734	7,734	7,734	7,834	-	-	-	-	-	31,037
Current Approved Budget		-	-	7,734	7,734	7,734	7,834	-	-	-	-	-	31,037
Approved Funding Sources													
Developer Financing		-	-	1,513	1,513	1,513	1,513	-	-	-	-	-	6,053
MSI Replacement		-	-	-	-	-	5,925	-	-	-	-	-	5,925
Munc Sustain. Initiative - MSI		-	-	5,825	5,825	5,825	-	-	-	-	-	-	17,474
Pay-As-You-Go		-	-	396	396	396	396	-	-	-	-	-	1,586
Current Approved Funding Sources		-	-	7,734	7,734	7,734	7,834	-	-	-	-	-	31,037

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	7,734	7,734	7,734	7,834	-	-	-	-	-	31,037
Requested Funding Source													
Developer Financing		-	-	1,513	1,513	1,513	1,513	-	-	-	-	-	6,053
MSI Replacement		-	-	-	-	-	5,925	-	-	-	-	-	5,925
Munc Sustain. Initiative - MSI		-	-	5,825	5,825	5,825	-	-	-	-	-	-	17,474
Pay-As-You-Go		-	-	396	396	396	396	-	-	-	-	-	1,586
Requested Funding Source		-	-	7,734	7,734	7,734	7,834	-	-	-	-	-	31,037

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Equip FurnFixt	-	-	108	108	108	108	-	-	-	-	-	433
	Land Improvements	-	-	7,626	7,626	7,626	7,726	-	-	-	-	-	30,604
	Total	-	-	7,734	7,734	7,734	7,834	-	-	-	-	-	31,037

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Open Space: Environmental - Renewal****PROFILE NUMBER: CM-34-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Environmental	1/1/2019	12/31/2022	Budget Carrier
100001	Contaminated Sites- Various Sites	1/1/2019	12/31/2022	This program will mitigate the risk to the City posed by contaminated sites and control exposure to contaminants.
100002	Geotechnical and Landslide Repair Program - Various sites	1/1/2019	12/31/2022	This program includes the monitoring, investigation, and repair of unpredictable and emergent geotechnical instability and erosion impacts to City lands and existing infrastructure, including road right-of-way, retaining structures, and ravine and river valley trail systems and related infrastructure.
100003	Mill Creek Bridges - Approach Erosion Control	1/1/2019	12/31/2022	Various bridge approaches within Mill Creek require erosion control
100004	Old Timer's Cabin Erosion Control	1/1/2019	12/31/2022	This project will address erosion control at the Old Timer's Cabin location.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **OPEN SPACE: OPEN SPACES - RENEWAL**
 PROFILE NUMBER: **CM-33-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	15,377
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	15,377

PROFILE DESCRIPTION

This capital profile supports the planned replacement and rehabilitation of open space assets within municipal golf courses and cemeteries, Fort Edmonton Park, and the Edmonton Valley Zoo. Roadway landscaping and City owned assets such as trails, plazas, and site furniture surrounding storm water retention facilities will also be replaced and rehabilitated with this these funds.

PROFILE BACKGROUND

The Open Space program allows for the renewal of sites to meet service requirements, correct safety problems, and respond to poor and very poor assets. Commonly noted renewal requirements include: road, parking lot resurfacing and renewal, utility renewal, trail / cart path rehabilitation, realignment & widening, furniture amenities, and green spaces renewal within municipal golf courses, cemeteries, Fort Edmonton Park, and the Edmonton Valley Zoo.

PROFILE JUSTIFICATION

These open space amenities experience degradation due to weather and usage impacts. The composite profile provides critical funds to enable the necessary rehabilitation work to occur. In order to keep up with the ongoing replacement needs and realignment requirements of these assets, a source of funding must be identified to respond to emerging issues and proactively replace aging infrastructure. Failure to keep up with required rehabilitation work could result in failure, increased corrective or major maintenance costs at a later date or closure of amenities such as but not limited to, open space sections of Fort Edmonton Park and the Edmonton Valley Zoo, and partial to full closures of the municipal golf courses, cemeteries and assets next to storm water retention facilities.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

In order to effectively sustain excellence within municipal golf courses, cemeteries, Fort Edmonton Park, the Edmonton Valley Zoo, and Rodway Landscaping, funding for ongoing renewal work is required. Instead of composite funding, projects could be approved as individual capital projects. This approach would be less efficient & effective.
 or Maintain status quo – maintain existing infrastructure. There will be a reduction in the functionality and capacity of infrastructure and service provided will not reflect the needs of the citizens.

COST BENEFITS

Tangible Benefits:

1. Improved amenities and infrastructure conditions to meet user needs, current standards, safety and legislative requirements.
2. Increased usage and revenue generation opportunities.
3. Reduction in injuries and maintenance costs.

Intangible Benefits:

1. Healthy citizens.
2. Quality of amenities experience is improved.
3. Contribution to civic pride.

KEY RISKS & MITIGATING STRATEGY

Failure of these open space assets poses various risks to the users of the facilities and staff and the lack of rehabilitation activities can lead to unplanned closures resulting citizen dissatisfaction. Funding in conjunction with the Project Development & Delivery model (PDDM) will allow administration to address planned needs in a timely and proactive manner on an yearly basis, ranking the highest priority issues first.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Open space assets at these facilities are of significant importance to Edmontonians and experience high usage. Investment in life cycle rehabilitation is a cost-effective method of maximizing the life of park assets to ensure a high level of service is provided to Citizens. It is recommended that the composite be fully funded for 2019-2022.

CAPITAL PROFILE REPORT

PROFILE NAME: **Open Space: Open Spaces - Renewal**
 PROFILE NUMBER: **CM-33-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,538	3,075	4,613	6,151	-	-	-	-	-	15,377
Current Approved Budget		-	-	1,538	3,075	4,613	6,151	-	-	-	-	-	15,377
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	4,858	-	-	-	-	-	4,858
Munc Sustain. Initiative - MSI		-	-	1,214	2,429	3,643	-	-	-	-	-	-	7,286
Pay-As-You-Go		-	-	304	607	911	1,214	-	-	-	-	-	3,036
Perpetual Care Reserve		-	-	20	39	59	79	-	-	-	-	-	197
Current Approved Funding Sources		-	-	1,538	3,075	4,613	6,151	-	-	-	-	-	15,377

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	1,538	3,075	4,613	6,151	-	-	-	-	-	15,377
Requested Funding Source													
MSI Replacement		-	-	-	-	-	4,858	-	-	-	-	-	4,858
Munc Sustain. Initiative - MSI		-	-	1,214	2,429	3,643	-	-	-	-	-	-	7,286
Pay-As-You-Go		-	-	304	607	911	1,214	-	-	-	-	-	3,036
Perpetual Care Reserve		-	-	20	39	59	79	-	-	-	-	-	197
Requested Funding Source		-	-	1,538	3,075	4,613	6,151	-	-	-	-	-	15,377

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	1,076	2,153	3,691	4,921	-	-	-	-	-	11,841
	Design	-	-	461	923	923	1,230	-	-	-	-	-	3,537
	Total	-	-	1,538	3,075	4,613	6,151	-	-	-	-	-	15,377

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Open Space: Open Spaces - Renewal****PROFILE NUMBER: CM-33-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Open Spaces - Renewal	1/1/2019	12/31/2022	Budget Carrier
100001	Cemeteries - Renewal Program	1/1/2019	12/31/2022	Scope of the program includes: Cemeteries - various sites Cemeteries - Grade beams (Renewal project funded by Perpetual Care Reserve) Cemetery Monument Base Restoration Mount Pleasant Cemetery-Unistone Repair
100002	Golf courses - various sites	1/1/2019	12/31/2022	This project scope includes: Golf courses - various sites Victoria Golf Course Renewal (Paths, Drainage & Tees)
100003	Valley zoo - various projects	1/1/2019	12/31/2022	This program includes Valley Zoo Fencing and other minor repairs
100004	Beaumaris Lake Amenities	1/1/2019	12/31/2022	The open spaces and amenities surrounding Beaumaris Lake are in need of rehabilitation to address asset conditions and safety. Building upon the 2016 condition assessment of the storm water management function of the lake, the project will address these open space issues and create a revitalized asset.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **OPEN SPACE: PARKS - RENEWAL**
 PROFILE NUMBER: **CM-32-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	56,184
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	56,184

PROFILE DESCRIPTION

The Parks Renewal Composite provides funding to support the renewal requirements of city park assets on table lands outside the River Valley including but not limited to underground utilities, play space structures (renewal of play equipment, spray parks and skateboard parks to addresses code changes, unsafe equipment and worn out play features), site amenities (eg. tables, seating and signage), sport fields and fixtures (to refurbish worn out and heavily used neighbourhood and district sports fields), running tracks, artificial turf fields and fixtures, and access systems (trails, staircases, roads and parking lots) on neighbourhood and district parks. The projects undertaken within the program extend the life of existing capital assets, reduce longer term repair costs, and correct potential or impending safety concerns within the parks system. Renewal projects for parks, park amenities, parkland utilities and park access features are eligible for funding. Projects are generally required in order to improve condition; meet user requirements; reduce/prevent injuries, maintenance costs and closures.

PROFILE BACKGROUND

Edmonton's 840 parks range greatly in size, function and amenities provided. As parks age, experience high usage, and have continued exposure to the elements, they develop condition and safety issues that warrant reconstruction or replacement in order to meet user requirements and safety and mitigate poor and very poor asset condition. Commonly noted renewal requirements include landscape rehabilitation of sports fields including natural and artificial turf, park area drainage systems, roadway & parking lot resurfacing, utility renewal, trail rehabilitation, running tracks rehabilitation and renewal, park furniture and amenities renewal.

PROFILE JUSTIFICATION

Parks, their amenities, sports fields and play spaces experience degradation due to weather and usage impacts. This profile provides critical funds to enable the necessary rehabilitation work to occur to extend the life of an asset, reduce ongoing maintenance costs, prevent service reductions or closures of parks, sports fields, and increase level of service. In order to keep up with the ongoing replacement needs and realignment requirements of these park assets, a source of funding must be identified to respond to emerging issues and proactively replace aging infrastructure. Failure to keep up with required rehabilitation work could result in structural failure, increased user injuries, closure of parks and/or amenities, and increased corrective or major maintenance costs at a later date.

Anticipated outcomes are as follow:

1. Parks are safe and enjoyable for all users and meet safety/legislative requirements.
2. Assets are maintained in good condition until the end of their life cycle.
3. Service reduction/closures are avoided; visitation increases.
4. Improved level of service, customer satisfaction

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Alternatives include seeking funding through the Capital Supplementary Budget Adjustment process on an yearly basis for urgent projects as a reactive measure. If funding is not received, rehabilitation of neighbourhood and district parks may not occur in a timely manner which may result in safety issues and increased customer complaints.

COST BENEFITS

Tangible Benefits:

1. Improved park conditions to meet user needs, current standards, safety and legislative requirements.
2. Increased usage and revenue generation opportunities.
3. Reduction in injuries and maintenance costs.

Intangible Benefits:

1. Healthy citizens.
2. Quality of parks experience is improved.
3. Contribution to civic pride.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Failure of these parks assets poses various risks to the users and staff and the lack of rehabilitation activities can lead to unplanned closures resulting citizen dissatisfaction. Funding in conjunction with the Project Development & Delivery model (PDDM) will allow administration to address planned needs in a timely and proactive manner on an yearly basis, ranking the highest priority issues first.

RESOURCES

Renewal projects will be managed by the Integrated Infrastructure Services (IIS) department. Where projects require external design consultants and construction contractors, vendors will be selected through a competitive tendering process.

CONCLUSIONS AND RECOMMENDATIONS

Parks are of significant importance to Edmontonians and experience high usage. Investment in life cycle rehabilitation is a cost-effective method of maximizing the life of park assets to ensure a high level of service is provided to Citizens. It is recommended that the Parks composite be fully funded for 2019-2022.

CAPITAL PROFILE REPORT

PROFILE NAME: **Open Space: Parks - Renewal**

FUNDED

PROFILE NUMBER: **CM-32-0000**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	5,618	11,237	16,855	22,474	-	-	-	-	-	56,184
Current Approved Budget		-	-	5,618	11,237	16,855	22,474	-	-	-	-	-	56,184
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	12,979	-	-	-	-	-	12,979
Munc Sustain. Initiative - MSI		-	-	4,495	8,989	13,484	-	-	-	-	-	-	26,968
Pay-As-You-Go		-	-	1,124	2,247	3,371	9,495	-	-	-	-	-	16,237
Current Approved Funding Sources		-	-	5,618	11,237	16,855	22,474	-	-	-	-	-	56,184

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	5,618	11,237	16,855	22,474	-	-	-	-	-	56,184
Requested Funding Source													
MSI Replacement		-	-	-	-	-	12,979	-	-	-	-	-	12,979
Munc Sustain. Initiative - MSI		-	-	4,495	8,989	13,484	-	-	-	-	-	-	26,968
Pay-As-You-Go		-	-	1,124	2,247	3,371	9,495	-	-	-	-	-	16,237
Requested Funding Source		-	-	5,618	11,237	16,855	22,474	-	-	-	-	-	56,184

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	3,371	8,989	13,484	12,979	-	-	-	-	-	38,824
	Design	-	-	2,247	2,247	3,371	9,495	-	-	-	-	-	17,361
	Total	-	-	5,618	11,237	16,855	22,474	-	-	-	-	-	56,184

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Open Space: Parks - Renewal****PROFILE NUMBER: CM-32-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Parks - Renewal	1/1/2019	12/31/2022	Budget Carrier
100001	Parks Renewal Program - various sites	1/1/2019	12/31/2022	This program will provide funding for the renewal of the following assets at various locations: Signage Rehabilitation/Replacement Parks Pre-Fab Curb Renewal Parks Pad Rehabilitation/Renewal Parks Furniture Renewal Parks Fence Rehabilitation/Renewal Parks Curb Rehabilitation/Renewal
100002	Parks Road Rehabilitation/Renewal - various sites	1/1/2019	12/31/2022	Road rehabilitation at various sites, except river valley roads
100003	Parks Trail Rehabilitation/Renewal - various sites	1/1/2019	12/31/2022	Trail rehabilitation at various sites, except river valley trails
100004	Playground Conservation (Poor) - Various sites	1/1/2019	12/31/2022	Playground conservation at various sites
100005	Sports Field Renewal - various sites	1/1/2019	12/31/2022	Sports fields rehabilitation at various sites
100006	Gallagher Park Renewal - Planning & Design	1/1/2019	12/31/2022	Master Plan design
100007	Hawrelak Park Capital Investment Plan Completion & Implementation	1/1/2019	12/31/2022	Continued development of the William Hawrelak Park Capital Investment Plan will guide the future capital investment of the park, which will address renewal of park infrastructure and improvements in the infrastructure functionality to better support the existing program and service goals of the park.
100008	MacKinnon & Ramsey Ravine Renewal	1/1/2019	12/31/2022	This project would repair drainage issues and renew the trail in Mackinnon Ravine from Government House Park to 149 Street and north into Ramsey Ravine. Lookout points along the trail would also be renewed.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **OPEN SPACE: PARTNER - RENEWAL**
 PROFILE NUMBER: **CM-36-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	19,000
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	19,000

PROFILE DESCRIPTION

The Neighbourhood Park Development Program (NPDP) - Renewal is a grant program that provides matching funding for community partners for park renewal projects on established neighbourhood parks. Examples of projects include playgrounds, landscaping, community gardens, spray decks, benches, trails, and signage.

PROFILE BACKGROUND

The Neighbourhood Park Development Program, commonly referred to as NPDP, was launched in 1983 in response to concerns expressed by the residents of Edmonton over the timing of neighbourhood park development. Community groups expressed interest in forming a partnership with the City to help speed up the pace of neighbourhood park development and improve the quality of parkland. The desire to partner with the City resulted in the NPDP. Over many years, the program has been revised, enhanced and updated.

PROFILE JUSTIFICATION

There are approximately 840 neighbourhood parks located within Edmonton neighbourhoods. Many of these older neighbourhood parks have aging infrastructure, poor connectivity and lack activities for a variety of age groups and seasons. Neighbourhood park renewal projects provide an opportunity for communities to undertake park renewal in partnership with the City through a shared funding model, in their own neighbourhoods to better meet the needs of their residents. The intent of NPDP is: To guide, facilitate and support the creation of great spaces and fun places for the neighbourhood play, wellness and learning through active partnerships with the community.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The City could choose to no longer provide shared funding for partners for park renewal projects. This would result in the City being solely responsible for park amenity rehabilitation and replacement whereas this program leverages financial contribution from partner and community groups.

COST BENEFITS

Tangible Benefits:

1. Improved park conditions to meet user needs, current standards, safety and legislative requirements.
2. Increased usage.
3. Reduction in injuries and maintenance costs.

Intangible Benefits:

1. Healthy citizens.
2. Quality of parks experience is improved.
3. Contribution to civic pride and neighbourhood engagement.

KEY RISKS & MITIGATING STRATEGY

Failure of these open space assets poses various risks to the users of the facilities and staff and the lack of rehabilitation activities can lead to unplanned closures resulting citizen dissatisfaction. Funding in conjunction with the Project Development & Delivery model (PDDM) will allow administration to address planned neighbourhoods initiated needs in a timely and proactive manner on an yearly basis.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

The Neighbourhood Park Development Program - Renew is the means by which neighbourhood parks are renewed. In order to continue to renew great public spaces and leverage community funds it is recommended that this request is fully funded.

CAPITAL PROFILE REPORT

PROFILE NAME: **Open Space: Partner - Renewal**

FUNDED

PROFILE NUMBER: **CM-36-0000**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	1,900	3,800	5,700	7,600	-	-	-	-	-
	Current Approved Budget	-	-	1,900	3,800	5,700	7,600	-	-	-	-	-	19,000
APPROVED BUDGET	Approved Funding Sources												
	Partnership Funding	-	-	900	1,800	2,700	3,600	-	-	-	-	-	9,000
	Pay-As-You-Go	-	-	1,000	2,000	3,000	4,000	-	-	-	-	-	10,000
	Current Approved Funding Sources	-	-	1,900	3,800	5,700	7,600	-	-	-	-	-	19,000

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	1,900	3,800	5,700	7,600	-	-	-	-	-	19,000
	Requested Funding Source												
	Partnership Funding	-	-	900	1,800	2,700	3,600	-	-	-	-	-	9,000
	Pay-As-You-Go	-	-	1,000	2,000	3,000	4,000	-	-	-	-	-	10,000
	Requested Funding Source	-	-	1,900	3,800	5,700	7,600	-	-	-	-	-	19,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	1,520	3,040	4,560	6,080	-	-	-	-	-
Design		-	-	380	760	1,140	1,520	-	-	-	-	-	3,800
	Total	-	-	1,900	3,800	5,700	7,600	-	-	-	-	-	19,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Open Space: Partner - Renewal****PROFILE NUMBER: CM-36-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Open Spaces - Partner Renewal	1/1/2019	12/31/2022	Budget Carrier
100001	Neighbourhood Park Development Program - Renewal	1/1/2019	12/31/2022	This program provides funding for renewal of playspaces (eg. playgrounds, spraydecks, skateparks and etc.) in partnership with the community.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **OPEN SPACE: PLANNING AND DESIGN - GROWTH**
 PROFILE NUMBER: **CM-30-3030**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	7,180
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	7,180

PROFILE DESCRIPTION

This composite program supports preliminary planning and design work on Open Space capital projects prior to budget approval. This approach is consistent with Administration's implementation of the Project Development & Delivery Model (PDDM), as well as the Capital Governance Policy that was approved by Council. Funding in the profile will be used to support project development (concept, preliminary planning and schematic design). This composite profile will develop projects that may move to delivery in the current budget cycle and into the start of the next budget cycle.

PROFILE BACKGROUND

In 2016, Administration developed the Project Development and Delivery Model (PDDM) as the procedure to implement Council approved Capital Governance Policy C591. The PDDM is a framework to managing capital infrastructure projects, and aims to achieve the following outcomes:

Better information to make capital investment decisions.
 Improved project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.
 Systematic evaluation of projects against the initial project business case and scope.

During the subsequent Fall 2016 Supplemental Capital Budget Adjustments (SCBA), Council approved the CM-99-0001 - Infrastructure, Planning and Design - Composite Growth profile, which provided capital funding for the planning and design of projects with the Infrastructure Planning and Design branch through to PDDM Checkpoint 3.
 This profile includes the development of only Open Space Growth Projects.

PROFILE JUSTIFICATION

To adhere with the PDDM, planning and design work should be completed on projects prior to the project's budget being approved in its entirety. This composite profile funds that work so Administration can provide Council with better information regarding the scope, schedule and budget prior to funding the entire project, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Planning work for the next budget cycle too late will increase the risk of not meeting the completion schedule and budget. Lack of planning can also lead to increased risk during delivery, increased costs and delays.

Additionally, funding for the planning and design work is crucial as it allows the projects identified to utilize the PDDM approach, as mandated by Council. Implementation of PDDM will not be possible if funding is unavailable to carry out the planning and design work as indicated.

COST BENEFITS

The planning and design composite profiles are intended to improve information to Council to make better-informed capital investment decisions:

Early investment in design to support detailed business cases.
 Structured process to evaluate readiness, scope and prioritization.
 Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

One key risk of the PDDM approach surrounds what would occur should a capital project not be approved after spending resources on planning and design. Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

CAPITAL PROFILE REPORT

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to fund planning and design work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Open Space: Planning and Design - Growth**

FUNDED

PROFILE NUMBER: **CM-30-3030**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180
Current Approved Budget		-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180
Approved Funding Sources													
Pay-As-You-Go		-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180
Current Approved Funding Sources		-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180
Requested Funding Source													
Pay-As-You-Go		-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180
Requested Funding Source		-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180
	Total	-	-	1,713	1,580	1,434	2,453	-	-	-	-	-	7,180

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Open Space: Planning and Design - Growth****PROFILE NUMBER: CM-30-3030****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	BC- Open Space Growth P&D	1/1/2019	12/31/2022	This is the main funding pool for Planning and Design for Open Space projects. Individual projects will be identified and funded through development (to Checkpoint 3).
100001	Cemeteries Master Plan Implementation	1/1/2019	12/31/2022	Planning and design of new burial sections, gardens for cremation ash scatterings, new access roads and planting at South Haven Cemetery and Northern Lights Cemetery. Funding will allow for work to Checkpoint #3.
100002	Dogs and Open Spaces	1/1/2019	12/31/2022	Planning and Design for the development and amenities of off leash dog areas. Funding will allow for work to Checkpoint #3 for limited high priority improvements.
100003	Naturalization & Urban Canopy Expansion	1/1/2019	12/31/2022	Planning and design of both naturalization areas and new trees in the City. Funding will allow for work to Checkpoint #3.
100005	Heritage Valley District Park	1/1/2019	12/31/2022	Planning and Design of base park development of a park site with a proposed school development. Work to Checkpoint #2 is funded and this funding will allow for completion of design from Checkpoint #2 to Checkpoint #3.
100006	Rollie Miles Athletics Grounds - Park Redevelopment	1/1/2019	12/31/2022	Planning and design of the redevelopment of Rollie Miles Park. Funding will allow for completion of design up to Checkpoint #3.
100007	School Park Site Development	1/1/2019	12/31/2022	Planning and design of base park development of multiple park sites with a school proposed. These sites include: McConachie West, The Orchards North, Chappelle East, Secord South and McConachie School GLS. Funding will allow for completion of design up to Checkpoint #3.
100008	Terwillegar Heights District Park - Master Plan Review	1/1/2019	12/31/2022	Review and update the concept plan for Terwillegar Heights District Park to include a library. Funding will allow for work to Checkpoint #2.
100009	Terwillegar River Valley Park (Cancelled)	1/1/2019	12/31/2022	[CAP#28B-1: Project deleted and funding decreased by \$1,422K] Preliminary design of washrooms, parking and access infrastructure and other amenities. Funding will allow for design to Checkpoint #3.
100010	Turf Management-Sportsfields Upgrades	1/1/2019	12/31/2022	Planning and design of irrigation systems for City sportfields. Funding will allow for work to Checkpoint #3 for high priority locations.
100011	Glengarry Park Redevelopment Upgrade (CAP#20)	1/1/2019	12/31/2019	(CAP#20) Preliminary design of the Glengarry Park Concept Plan. Funding will allow work from Checkpoint #2 to Checkpoint #3.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **OPEN SPACE: RIVER VALLEY SYSTEM - RENEWAL****FUNDED**PROFILE NUMBER: **CM-31-0000****PROFILE STAGE: Approved**DEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE: Composite**LEAD BRANCH: **Infrastructure Planning & Design**LEAD MANAGER: **Jason Meliefste**

PROGRAM NAME:

PARTNER MANAGER:

PARTNER:

ESTIMATED START: **January, 2019**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2022****Service Category: Parks****Major Initiative:****GROWTH**
10**RENEWAL**
90**PREVIOUSLY APPROVED: 15,047****BUDGET REQUEST: -****TOTAL PROFILE BUDGET: 15,047****PROFILE DESCRIPTION**

This composite provides funding for major trail rehabilitation and the renewal and/or refurbishment of aging trails, staircases, river access, and roads located in the river valley. When natural forces impact a trail they can become unsafe for recreational use and for City maintenance activities. This leads to accelerated trail degradation and resulting trail closures. As the river valley and ravine system is ever changing, trails in these areas are more vulnerable to the potential adverse impacts arising from flooding, erosion, and instability. This can lead to degradation of trails ranging from minor distresses to more extensive failures, undermining and damage, and must be factored into the asset management of the trails. Administration is committed to managing the trails' condition through a holistic asset management perspective that takes into account the ever present natural changes that occur in this environment. This profile will fund trail rehabilitation to deal with structural stability to further reduce the potential of any trail collapse and ecological damage. The projects undertaken within the profile will also replace or renew infrastructure in the existing river valley and ravine system which extends the life of existing capital assets or renews aging infrastructure such as staircases, river access, and roads.

PROFILE BACKGROUND

Currently, a number of trails in the river valley and ravine areas require attention to rehabilitate and/or replace due to aging infrastructure, erosion and slope instability. If infrastructure is not replaced or rehabilitated, it will lead to trail closures, river valley and ravine areas in disrepair and unsafe conditions for the users of the river valley and ravine.

This profile does not cover pedestrian bridges in the river valley as they are included in profile CM-99-3300 Transportation: Bridges & Auxiliary Structures Renewal. All other assets within the river valley parks system would be renewed in the Open Space: Parks Renewal composite profile CM-99-2100. Emerging trail issues that require geotechnical involvement would be funded from the Open Space: Environmental Renewal composite profile CM-99-2300.

PROFILE JUSTIFICATION

Edmonton's River Valley is the longest stretch of urban parkland in North America and is one of the most important tourist attractions for Edmonton with attendance of over 10,000,000 visitors a year. There are approximately 2,753 maintained multi-use trails over 170 km long, 67 staircases that are 1,931 meter long and 388 roads over 26 km long that are maintained within the River Valley. A river valley system that has failing infrastructure can and has led to trail closures, programming and scheduling challenges. The River Valley is a valued asset that requires continual rehabilitation and renewal due to aging infrastructure and trail damage. Ongoing funding is needed for re-investment in the River Valley to prevent further deterioration. By providing composite funding, this allows administration to address planned needs in a timely and proactive manner on an yearly basis, ranking the highest priority issues first.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Alternatives include seeking funding through the Capital Supplementary Budget Adjustment process on an yearly basis for urgent projects as a reactive measure. If funding is not received, repairs to trails, staircases, river access and roads may not occur in a timely manner which may result in closures or detours to address safety issues.

COST BENEFITS

Tangible benefits include having a safe and accessible river valley system for citizens, significant costs are avoided by rehabilitating aging park infrastructure, improved services and amenities which will attract more visitors, events and festivals. Intangible benefits include repeat visits which may result in more revenues for city programs and local businesses, meeting citizen's expectations and improving the quality of life of Edmontonians.

KEY RISKS & MITIGATING STRATEGY

Failure of these river valley trails, stairs and other access systems poses various risks to the users and staff within the river valley and the lack of rehabilitation activities can lead to unplanned closures resulting citizen dissatisfaction. Funding in conjunction with the Project Development & Delivery model (PDDM) will allow administration to address planned needs in a timely and proactive manner on an yearly basis, ranking the highest priority issues first.

CAPITAL PROFILE REPORT

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

Given the ongoing needs for continued investment in the River Valley to manage trail rehabilitation, staircases, river access, roads, and park renewals, it is recommended that this profile be funded for 2019-2022.

CAPITAL PROFILE REPORT

PROFILE NAME: **Open Space: River Valley System - Renewal**
 PROFILE NUMBER: **CM-31-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,505	3,009	4,514	6,019	-	-	-	-	-	15,047
Current Approved Budget		-	-	1,505	3,009	4,514	6,019	-	-	-	-	-	15,047
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	4,815	-	-	-	-	-	4,815
Munc Sustain. Initiative - MSI		-	-	1,204	2,408	3,611	-	-	-	-	-	-	7,223
Pay-As-You-Go		-	-	301	602	903	1,204	-	-	-	-	-	3,009
Current Approved Funding Sources		-	-	1,505	3,009	4,514	6,019	-	-	-	-	-	15,047

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	1,505	3,009	4,514	6,019	-	-	-	-	-	15,047
Requested Funding Source													
MSI Replacement		-	-	-	-	-	4,815	-	-	-	-	-	4,815
Munc Sustain. Initiative - MSI		-	-	1,204	2,408	3,611	-	-	-	-	-	-	7,223
Pay-As-You-Go		-	-	301	602	903	1,204	-	-	-	-	-	3,009
Requested Funding Source		-	-	1,505	3,009	4,514	6,019	-	-	-	-	-	15,047

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	1,204	2,558	4,063	5,417	-	-	-	-	-	13,241
	Design	-	-	301	451	451	602	-	-	-	-	-	1,806
	Total	-	-	1,505	3,009	4,514	6,019	-	-	-	-	-	15,047

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Open Space: River Valley System - Renewal****PROFILE NUMBER: CM-31-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) River Valley Roadways System - Renewal	1/1/2019	12/31/2022	Budget Carrier
100001	Keillor Point	1/1/2019	12/31/2022	A viewpoint will be constructed on top of the current concrete pillars using the existing trails for access along with other safety and security improvements to the site.
100003	Mill Creek Trails - Renewal	1/1/2019	12/31/2022	Mill Creek Trail rehabilitation at the following locations: -Mill Creek Trail Site #9 -Mill Creek Trail @ Shamrock Curling Club
100004	Patricia Heights Trail	1/1/2019	12/31/2022	Patricia Heights trail rehabilitation
100005	River Valley Stair Replacement Program	1/1/2019	12/31/2022	Stair replacement at the following locations: - Emily Murphy Stairs - Kinsmen / Highlevel Diner Stairs - Grandview Heights Stairs - Jackson Heights Stairs - Highlands Stairs and Granular Trail Realignment
100006	Riverside Trail Realignment	1/1/2019	12/31/2022	Trail rehabilitation
100007	Rossdale Park trail repair	1/1/2019	12/31/2022	Trail rehabilitation
100008	Whitemud Creek Trail Repairs	1/1/2019	12/31/2022	Realignment of the trail away from the creek due to erosion issues at the following locations: - Whitemud Creek North - Site #1 - Trail Realignment - Whitemud Creek @ 51 Avenue (Trail Erosion & Abandoned Utility Services)
100009	River Valley Roadways Rehabilitation/Renewal - various sites	1/1/2019	12/31/2022	Various road rehabilitation locations within the River Valley.
100010	River Valley Trail Rehabilitation/Renewal - various sites	1/1/2019	12/31/2022	This program will provide funding to rehabilitate and renew river valley trails.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **OPEN SPACE: SOFT LANDSCAPING: RENEWAL**
 PROFILE NUMBER: **CM-35-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	14,400
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	14,400

PROFILE DESCRIPTION

This profile will fund the renewal of the urban forest canopy within the city and rebuild horticulture beds. Led by the objectives of the Urban Forest Management Plan, The Way We Green, and the guiding principles of the Natural Connections Strategic Plan, street and park trees and shrub beds will be replaced and or rebuilt through the following objectives:

- Aligning with the Urban Forest Management Plan objective to effectively manage and sustain Edmonton's urban forest by replacing lost canopy; including the replacement of street and park trees that have reached the end of their natural lifecycle.
- Aligning with the Urban Forest Management Plan objective to effectively manage and sustain Edmonton's urban forest by consistently realizing a net gain in tree replacements over same year tree removals.
- Addressing the increasing profile of our business improvement areas by replacing, renewing and rebuilding horticultural elements of hardscape components.
- Horticulture rehabilitation of shrub and annual beds.

PROFILE BACKGROUND

Tree health assessments show a loss of 1% of our tree canopy annually (~3000 street and park trees), more than the City has budgeted to plant operationally. Combined with a vacancy rate of almost 7%, expanding the tree canopy is currently not possible without capital funds. This initiative aids restoration of the urban canopy by addressing two areas of tree deficiency: 1) Ornamental Tree Replacement - a no net loss tactic to urban tree replacement. 2) Natural Areas Replacement and Renewal - restore hectares of vital biologically diverse stepping stones lost through development.

Shrubs and trees on boulevards and medians are subject to significant salt and vehicle damage as roads are maintained. Salt is a major operational aspect in Roadways' Environmental Management System. Options to lessen salt impacts via research and the Transportation Standards and Landscape Design & Construction Standards are explored. Research shows revisions to beds and boulevards by raising them above the salt splash and adding concrete verges beside curb faces saves plant species and allows for winter road maintenance.

PROFILE JUSTIFICATION

The urban forest has a value greater than \$1.3B and is appreciating. Since 2000, Edmonton has lost almost 50,000 trees primarily due to drought and associated pests. Despite a combination of operational measures and capital funding over the years, more than half of these trees are yet to be replaced. In addition, the City lose 3,000 additional street and park trees per year that also require replacement. The City of Edmonton needs to plant trees for future generations. Trees and shrub beds provide environmental (reduced heat island effect & storm water runoff, improved air quality, essential habitat and corridors for wildlife movement), economic (reduced energy costs, attracts & maintains businesses, extends life of hard infrastructure) and social benefits (aesthetic value, privacy reduced crime, health benefits of reduced pollution and stress) beyond what we can successfully measure. Edmonton has placed a value on maintaining, preserving, and enhancing the urban forest in numerous strategic plans. A healthy, growing, thriving urban forest is part of Edmonton's future vision.

Exposure to salt from road maintenance and vehicle damage causes significant plant stress and death. To preserve plant material and the aesthetic Edmonton citizens expect, physical modifications must be made to limit salt exposure along roadways and improve growing conditions of trees and shrubs. This profile allows for the re-installation of trees with improved growing conditions if necessary (e.g. soil cell technologies).

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Alternatives include partial funding or no funding. Insufficient funding will impede the City's ability to meet strategic goals and capital plans. Insufficient funding may also lead to a reduction in the functionality and capacity of parks and neighbourhoods that do not reflect the needs of citizens. In addition, insufficient or no funding will lead to a continued decline in Edmonton's tree canopy.

COST BENEFITS

The urban forest and other soft infrastructure contribute to all of the Ways plans. Some of the tangible benefits include removing an estimated 531.31 tonnes of pollutants valued at over \$3M, reduce heat island effect, reduce stormwater runoff, reduce energy need and improve site services/amenities. The intangible benefits include improved quality of life, aesthetic value, sense of privacy, and reduced crime.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

A preliminary risk analysis has been completed. The risk management framework will be applied to all aspects of the project and will continue to develop and evolve as the projects are defined.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

City of Edmonton's urban forest and soft infrastructure are important components of the Ways plans in making this a great city.

Recommend that this profile be fully funded. Plant trees today for the well being and quality of life for today's and future generations.

CAPITAL PROFILE REPORT

PROFILE NAME: **Open Space: Soft Landscaping: Renewal**
 PROFILE NUMBER: **CM-35-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,440	2,880	4,320	5,760	-	-	-	-	-	14,400
Current Approved Budget		-	-	1,440	2,880	4,320	5,760	-	-	-	-	-	14,400
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	4,608	-	-	-	-	-	4,608
Munc Sustain. Initiative - MSI		-	-	1,152	2,304	3,456	-	-	-	-	-	-	6,912
Pay-As-You-Go		-	-	288	576	864	1,152	-	-	-	-	-	2,880
Current Approved Funding Sources		-	-	1,440	2,880	4,320	5,760	-	-	-	-	-	14,400

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	1,440	2,880	4,320	5,760	-	-	-	-	-	14,400
Requested Funding Source													
MSI Replacement		-	-	-	-	-	4,608	-	-	-	-	-	4,608
Munc Sustain. Initiative - MSI		-	-	1,152	2,304	3,456	-	-	-	-	-	-	6,912
Pay-As-You-Go		-	-	288	576	864	1,152	-	-	-	-	-	2,880
Requested Funding Source		-	-	1,440	2,880	4,320	5,760	-	-	-	-	-	14,400

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	1,296	2,592	3,888	5,184	-	-	-	-	-	12,960
	Design	-	-	144	288	432	576	-	-	-	-	-	1,440
	Total	-	-	1,440	2,880	4,320	5,760	-	-	-	-	-	14,400

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Open Space: Soft Landscaping: Renewal****PROFILE NUMBER: CM-35-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Soft Landscaping - Renewal	1/1/2019	12/31/2022	Budget Carrier
100001	Bed (Flower & Shrub) Renewal - various sites	1/1/2019	12/31/2022	Shrub rehabilitation at various sites
100002	Tree Replacement - various sites	1/1/2019	12/31/2022	This program provides funding for tree replacements on established neighbourhood school/park sites.
100003	Urban Tree Replacement - various sites	1/1/2018	12/31/2022	This program will fund the replacement of trees primarily in the downtown core, business improvement areas, and major transportation corridors.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	RIVER CROSSING/WEST ROSSDALE REDEVELOPMENT	FUNDED
PROFILE NUMBER:	19-17-0601	PROFILE STAGE: Approved
DEPARTMENT:	Urban Form & Corporate Strategic Development	PROFILE TYPE: Standalone
LEAD BRANCH:	City Planning	LEAD MANAGER: Peter Ohm
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2020

Service Category:	Economic Development	Major Initiative:	West Rosedale Redevelopment
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	9,732
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	9,732

PROFILE DESCRIPTION

This profile will initiate the implementation of the River Crossing Business Plan and redevelopment of West Rosedale. The profile will follow the implementation strategy outlined in the business plan for the programming, design and construction of required road and utility infrastructure, public realm/streetscaping, and potentially investment into the reuse of the Rosedale generating station and pump houses. Proceeds, from the sale of land in the area, are committed for capital improvements in West Rosedale, as outlined in September 27, 2016, Sustainable Development report CR_3957. Capital improvements are needed to allow and attract new residential, commercial, and business opportunities to the area, to improve multi-modal access, and create public places that contribute to desired city-building outcomes. The implementation will be staged and the design and construction will be staged appropriately and as outlined in the business plan.

PROJECT LIST

The individual projects and initial investments will be identified in the River Crossing Business Plan, anticipated to be complete December 2018. Administration will follow the implementation of capital investments as outlined in the River Crossing Business Plan. It is expected that the design process will commence in Q3 of 2019 and initial construction will commence Q1 2021.

PROFILE BACKGROUND

The West Rosedale Urban Design Plan was adopted in 2011. It envisions the creation of a mixed-use urban village in the area, including the development of new housing, shops, parks, and people-friendly streets. Subsequent to the plan's adoption, City Council approved \$10.6 million in capital funding to initiate supporting arterial roadway improvements. In 2013, this funding was reallocated for emergent transportation needs outside of the project area, curtailing the advancement of the planned capital improvements in West Rosedale.

In 2015, City Council renewed its commitment to advancing change in West Rosedale and endorsed a vision for the wider River Crossing project, which includes redevelopment of West Rosedale, adaptive reuse of the Rosedale Generating Station, creation of a promenade along the north bank of the North Saskatchewan River, and the integration and celebration of the project area's rich heritage in the new community and its related gathering places. The River Crossing Business Plan will be complete by the end of 2018 and will provide a framework for implementation and decision making in West Rosedale and at adjacent facilities.

PROFILE JUSTIFICATION

Redeveloping the neighbourhood as part of the River Crossing project will support realization of City Council's vision for a vibrant new community and gathering place in the heart of the city and river valley. The River Crossing Business Plan will identify investments, actions and governance models related to the capital improvements required for redevelopment of West Rosedale. Previous work to implement the West Rosedale Urban Design Plan identified the need for infrastructure improvements in the range of \$60 million. The Rosedale neighbourhood is currently scheduled for arterial road renewal in 2020 and neighbourhood renewal in 2023. Combining the needed renewal work with the redevelopment work will provide significant efficiencies with the maintenance of infrastructure and provide required servicing to support redevelopment of West Rosedale.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to advance ongoing transformation of Edmonton's West Rosedale area and river crossing options. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Alternative 1: Not to invest public funding into the redevelopment of the area and rely on private investment. However; without some public investment into the area, the redevelopment of the area has not attracted private investment to date.

Alternative 2: Delay public investment into the area, however the City may lose efficiencies with combining the redevelopment with the neighbourhood renewal program and require additional investment in the future to realize Council's vision for the area.

COST BENEFITS

Combining the design and construction of the West Rosedale redevelopment with the neighbourhood and arterial road renewal will ensure the City is investing money in a integrated model that provides efficiencies in design, public consultation, mobilization and ultimately construction. Implementation of the River Crossing Business Plan will create local job opportunities and increase the residential tax base in the area.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

If the River Crossing Business Plan identifies initial investments that are beyond the City's financial ability, delays in the implementation may occur as the City explores investment partnerships with other orders of government and/or private investment groups or companies. If the residential market conditions are not favorable for immediate residential development, Administration will explore the potential for investment in public infrastructure to create a destination to be supported by development in the future.

RESOURCES

Implementation will follow the Project Design and Delivery Model in collaboration with the arterial road and neighbourhood renewal projects. No additional FTE's are anticipated for the delivery of this profile.

CONCLUSIONS AND RECOMMENDATIONS

The River Crossing Project is identified as a major Council Initiative that will take several years and multiple budget cycles to fully deliver. Approval of this profile will provide Administration the ability to begin implementation of the River Crossing Business Plan, once approved by Council.

CAPITAL PROFILE REPORT

PROFILE NAME: **River Crossing/West Rosedale Redevelopment**
 PROFILE NUMBER: **19-17-0601**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,293	3,832	4,186	422	-	-	-	-	-	9,732
Current Approved Budget		-	-	1,293	3,832	4,186	422	-	-	-	-	-	9,732
Approved Funding Sources													
Land Fund Retained Earnings		-	-	1,293	3,832	4,186	422	-	-	-	-	-	9,732
Current Approved Funding Sources		-	-	1,293	3,832	4,186	422	-	-	-	-	-	9,732

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	1,293	3,832	4,186	422	-	-	-	-	9,732
Requested Funding Source												
Land Fund Retained Earnings		-	-	1,293	3,832	4,186	422	-	-	-	-	9,732
Requested Funding Source		-	-	1,293	3,832	4,186	422	-	-	-	-	9,732

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	-	1,293	3,832	4,186	422	-	-	-	-	-	9,732
	Total	-	-	1,293	3,832	4,186	422	-	-	-	-	-	9,732

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	RIVER VALLEY ALLIANCE PHASE 2-PLANNING AND DESIGN	FUNDED
PROFILE NUMBER:	CM-30-3131	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category: Parks**Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:****3,125****BUDGET REQUEST:****-****TOTAL PROFILE BUDGET:****3,125****PROFILE DESCRIPTION**

This profile is to complete the planning and preliminary design of three projects identified in the River Valley Alliance Draft Capital Program 2017-2022:

- (1) A pedestrian bridge into Terwillegar Park.
- (2) Bridge to Strathcona County as a joint undertaking between the City and Strathcona County.
- (3) SW River Valley Trail a primary river valley trail from Ellerslie Road to the Anthony Henday Drive.

PROFILE BACKGROUND

In August 2016, Committee approved the River Valley Alliance Draft Capital Program 2017-2022. Approval of the Draft Program was subject to finalization of a cost-sharing proposal between the COE and RVA and completion of feasibility studies. Administration must return to Committee with a recommended shortlist of projects following completion of the feasibility studies. In September/October 2016, Administration did a more detailed evaluation of the RVA Program to identify high priority projects meriting immediate consideration. The three RVA projects above were judged highest priority.

PROFILE JUSTIFICATION

The further planning and design of these project will ensure that capital priorities that are recommended to Council can be built within the timeframe of the forthcoming funding agreement. The RVA projects, if constructed, would improve access to and within the City's most cherished amenity, the North Saskatchewan River Valley, continuing the decades-long project of creating a continuous valley park.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The alternative is to not go forward with this planning and design work, in which case the City is foregoing available funding and missing an opportunity to develop river valley connections and connectivity in conjunction with other funding.

COST BENEFITS

These Projects would move forward in partnership with the RVA and Strathcona County. This collaboration allows the City to develop infrastructure in the City and share the cost with Partners. The high-level cost estimate for the three projects for the next phase of the RVA Program is \$75,000,000.

KEY RISKS & MITIGATING STRATEGY

The feasibility studies that are ongoing themselves represent a mitigating strategy that will inform Administration's ongoing discussions with the RVA on their Draft Capital Program 2017-2022. Failure to complete planning and design can result in unforeseen issues which may delay or jeopardize the delivery of the projects identified in the RVA Draft Program.

RESOURCES

These projects will be led by Infrastructure Planning and Design. The Strathcona Bridge feasibility study will be a collaborative undertaking between the COE and Strathcona County. The relationship will be formalized via a Memorandum of Understanding.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this profile be approved to move forward the RVA's plan of action.

CAPITAL PROFILE REPORT

PROFILE NAME: **River Valley Alliance Phase 2-Planning and Design**
 PROFILE NUMBER: **CM-30-3131**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	1,042	1,042	1,042	-	-	-	-	-	3,125
Current Approved Budget		-	-	-	1,042	1,042	1,042	-	-	-	-	-	3,125
Approved Funding Sources													
Pay-As-You-Go		-	-	-	1,042	1,042	1,042	-	-	-	-	-	3,125
Current Approved Funding Sources		-	-	-	1,042	1,042	1,042	-	-	-	-	-	3,125

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	-	1,042	1,042	1,042	-	-	-	-	3,125
Requested Funding Source												
Pay-As-You-Go		-	-	-	1,042	1,042	1,042	-	-	-	-	3,125
Requested Funding Source		-	-	-	1,042	1,042	1,042	-	-	-	-	3,125

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	-	-	1,042	1,042	1,042	-	-	-	-	-	3,125
	Total	-	-	-	1,042	1,042	1,042	-	-	-	-	-	3,125

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: River Valley Alliance Phase 2-Planning and Design****PROFILE NUMBER: CM-30-3131****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
100001	River Valley Alliance - Phase 2	1/1/2019	12/31/2022	Planning and design for the River Valley Alliance - Phase 2 projects including a second pedestrian bridge in Terwillegar Park, a pedestrian bridge from Edmonton to Strathcona County and expansion of the river valley trails in the southwest. Funding will allow for completion of design to Checkpoint #3.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **ROOT FOR TREES**
 PROFILE NUMBER: **CM-33-3004**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Parks & Roads Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Anna Dechamplain
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	1,540
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	1,540

PROFILE DESCRIPTION

This profile addresses the annual planting of 45,000 native trees and shrubs as well as 5,000 native flowering perennials in parks and roadways throughout the city with continued partnership with businesses, residents and community groups.

PROJECT LIST

Projects are identified in partnership with communities and businesses.

PROFILE BACKGROUND

This profile has been enabling the expansion of our urban canopy through ongoing partnerships with communities, schools, individuals and businesses. The efforts of all partners and city staff to organize these events beautify the city and provide tree planting and educational opportunities to citizens throughout the city.

PROFILE JUSTIFICATION

Volunteers, in-kind partners and city staff have planted over 400,000 trees and shrubs from 2013-2017. This workforce includes over 18,000 volunteers, over 44,000 volunteer hours and over 150 hectares of grass converted to stage one naturalized areas. The benefits of this effort not only provide valuable experiences and interactions for our citizens and staff but also efficiencies to operations by converting high-touch mown areas to beautiful natural pockets of vegetation, in which our citizens take pride.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels through the provision of trees, shrubs and perennials, expanding Edmonton's urban canopy. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social, cultural and environmental systems.

COST BENEFITS

Trees provide environmental (reduced heat island effect & stormwater run-off, improved air quality, essential habitat & corridors for wildlife movement), economic (reduced energy costs, attracts & maintains businesses, extends life of hard infrastructure) & social benefits (aesthetic value, privacy, reduced crime) beyond what we can successfully measure.

KEY RISKS & MITIGATING STRATEGY

This profile helps address the loss in tree canopy due to climatic and developmental losses. Without capital funding this work will not occur.

RESOURCES

All procurement processes will adhere to the City's Procurement of Goods, Services and Construction directive. The amenities will be maintained by the City and will follow the Human Resource Management policies and procedures.

CONCLUSIONS AND RECOMMENDATIONS

Administration recommends this profile for funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **Root for Trees**

FUNDED

PROFILE NUMBER: **CM-33-3004**

PROFILE TYPE: **Composite**

BRANCH: **Parks & Roads Services**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	385	385	385	385	-	-	-	-	-	1,540
Current Approved Budget		-	-	385	385	385	385	-	-	-	-	-	1,540
Approved Funding Sources													
Pay-As-You-Go		-	-	385	385	385	385	-	-	-	-	-	1,540
Current Approved Funding Sources		-	-	385	385	385	385	-	-	-	-	-	1,540

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	385	385	385	385	-	-	-	-	-	1,540
Requested Funding Source													
Pay-As-You-Go		-	-	385	385	385	385	-	-	-	-	-	1,540
Requested Funding Source		-	-	385	385	385	385	-	-	-	-	-	1,540

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Other Costs	-	-	385	385	385	385	-	-	-	-	-	1,540
	Total	-	-	385	385	385	385	-	-	-	-	-	1,540

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: Root for Trees

PROFILE NUMBER: CM-33-3004

BUDGET CYCLE: 2019-2022

Project Number	Project Name	Start Date	End Date	Description
000001	Root for Trees			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **SHARED PARK DEVELOPMENT PROGRAM**
 PROFILE NUMBER: **CM-17-1010**
 DEPARTMENT: **Urban Form & Corporate Strategic Development**
 LEAD BRANCH: **City Planning**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Peter Ohm
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Parks**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	5,200
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	5,200

PROFILE DESCRIPTION

This profile funds park development to a base level standard and provides some enhanced level amenities through a cost shared program with developer participation. The base level development includes utilities, grade, level, seed, landscaping etc. and the enhanced amenities consist of elements such as playgrounds and spray parks. This is a voluntary program and this profile will enable administration the ability to enter into park development partnerships. Administration as been proceeding with a pilot program that has seen 12 parks site partnerships enter the program and will have a potential cost saving to the City and community of \$13M, once the developments are completed.

PROFILE BACKGROUND

This profile funds base level park and school site development through a cost-shared program with developers. Includes grade, level, seed, utilities, landscaping etc. Shared/enhanced park development can occur upon the base level development.

PROFILE JUSTIFICATION

Open space/school site development must respond to school and community recreational needs in a timely fashion. Neighbourhood sites must be ready to receive further shared/enhanced park development and compliance with the Joint Use Agreement (JUA) regarding school site and sportsfield needs.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to continue Edmonton parks development. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Without developer contributions as part of a cost shared program, open space development is entirely funded by the City. Alternatively, request Provincial funding as part of education programming space or full funding from developers.

COST BENEFITS

Tangible benefits include property title and added greenspace benefits including carbon sequestration, water retention, pollution removal and urban heat reduction. Fewer in-house resources will be required for construction. Intangible benefits include the ability to build capital in the community, become more physically active to reduce stress, lose weight, etc. Costs include added operational responsibility for landscaping maintenance.

KEY RISKS & MITIGATING STRATEGY

Non-residential construction index may not be adequate for park construction needs. No site testing until after approval of design/construction budgets, with potentially greater costs. Cost sharing will be subject to negotiation.

RESOURCES

This is a construction requirement that is typically undertaken in-house or by tender. Requires planner time from Urban Planning and Environment. If there are acquisition costs, they are under profile CM-17-1004.

CONCLUSIONS AND RECOMMENDATIONS

Development will provide a base level of neighbourhood public service and ready sites for community and educational use. Recommendation is for full funding required to meet subsequent school/community recreational and educational development needs.

CHANGES TO APPROVED PROFILE

2018 Spring SCBA: BM.11 To transfer \$57,000 in Pay-As-You-Go funding from CM-17-1010 Shared Park Development Program to 12-17-0002 Parks Land Acquisition to pay for the Environmental Site Assessments (Phase II) associated with the rezoning of park inventory from agriculture to parks zones, in order to ensure the sites meet environmental standards for their intended use.

CAPITAL PROFILE REPORT

PROFILE NAME: **Shared Park Development Program**
 PROFILE NUMBER: **CM-17-1010**
 BRANCH: **City Planning**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	1,812	1,444	-	-	-	-	-	-	-	-	3,257
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Carry Forward	-1,807	1,807	-	-	-	-	-	-	-	-	-
	2018 Cap Administrative	-	-57	-	-	-	-	-	-	-	-	-
	2018 Cap Budget Request for Next Cycle	-	-	500	500	500	500	-	-	-	-	-
Current Approved Budget	5	3,195	500	500	500	500	-	-	-	-	-	5,200
Approved Funding Sources												
Pay-As-You-Go	5	3,195	500	500	500	500	-	-	-	-	-	5,200
Current Approved Funding Sources	5	3,195	500	500	500	500	-	-	-	-	-	5,200

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	5	3,195	500	500	500	500	-	-	-	-	5,200
Requested Funding Source											
Pay-As-You-Go	5	3,195	500	500	500	500	-	-	-	-	5,200
Requested Funding Source	5	3,195	500	500	500	500	-	-	-	-	5,200

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	5	3,195	500	500	500	500	-	-	-	-	-	5,200
	Total	5	3,195	500	500	500	500	-	-	-	-	-	5,200

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment, Personnel, Utilities

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Neighbourhoods	-	135	135	-	-	137	137	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	135	135	-	-	137	137	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Shared Park Development Program****PROFILE NUMBER: CM-17-1010****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Suburban Developer Cost Shared Program (City Wide)	1/1/2015	1/31/2018	This profile supplements establishment of capital assets built by the developers.
006880	(BC) Shared Park Development Program			Budget Carrier
008098	CM-17-1010 Stewart Greens Stage 6 UVP			
102114	CM-17-1010 SHARED PARK DEV-BUDGET ONLY	1/1/2019	12/31/2022	This profile supplements establishment of capital assets built by the developers.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TOUCH THE WATER****FUNDED**PROFILE NUMBER: **17-28-1012****PROFILE STAGE: Approved**DEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE: Standalone**LEAD BRANCH: **Infrastructure Planning & Design**LEAD MANAGER: **Jason Meliefste**

PROGRAM NAME:

PARTNER MANAGER: **Anna Dechamplain**PARTNER: **Parks & Roads Services**ESTIMATED START: **November, 2017**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2019****Service Category: Recreation & Culture****Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:****1,500****BUDGET REQUEST:****-****TOTAL PROFILE BUDGET:****1,500****PROFILE DESCRIPTION**

The Touch the Water Promenade will create a waterfront public space that bridges between the existing river valley trail, Rossdale Generating Station/pump houses, the new Walterdale Bridge and create a series of spaces that can be used for public gathering or individual enjoyment of the river and River Valley. Work completed under this profile will include concept and preliminary design including environmental and geotechnical investigations.

PROFILE BACKGROUND

Touch the Water Promenade is a connected extension of the work currently occurring around the River Crossing Initiative. It is one of the linking components between the ongoing development proposed in West Rossdale, the vision which is developing for the Rossdale Generating Station and the new Walterdale Bridge. It also offers the opportunity to begin to link the rich history of the site, with a dynamic future. The work described in this profile was originally contemplated in, and funded by, the RVA Connective Infrastructure (12-17-6100) profile and subsequently Touch the Water Promenade (16-17-6160).

PROFILE JUSTIFICATION

Design and future building of the Touch the Water Promenade will significantly advance the desire to create a regional destination within the River Valley.

STRATEGIC ALIGNMENT

The project has been identified as contributing to one of the City's transformational projects (River Crossing).

ALTERNATIVES CONSIDERED

Given the long history associated with this site, it is a suitable location for both interpretation and development of public spaces.

COST BENEFITS

The project will result in tangible assets including plazas, trails, site furniture and signage as well as intangible assets such as healthier lifestyles through access to the river valley, interaction between users and a celebration of the rich history of the area.

KEY RISKS & MITIGATING STRATEGY**Key Risks & Mitigation Strategy**

A SWOT analysis is summarized in the RVA Connectivity and Access Initiative report. Supplementary to the SWOT analysis, the following project specific risks were identified:

- Regulatory approvals to construct within the river valley. (This risk will be mitigated by obtaining in a timely manner all required permits and completing an Environmental Impact Assessment).
- Site contamination (this risk will be mitigated with detailed Environmental Site Assessments and proposed mitigation measures).
- Risks will also be mitigated through the the implementation of the Project Development and Delivery Model established by Integrated Infrastructure Services.

CONCLUSIONS AND RECOMMENDATIONS

This profile is necessary to advance the development of the River Crossing Plan, trail system and access to the River Valley. The approval of this budget is to complete the concept and preliminary design work that is critical to advancing the Touch the Water Project as requested by City Council. If this profile is not approved the concept and preliminary design development will not proceed and the project will be placed on hold pending funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **Touch the Water**

FUNDED

PROFILE NUMBER: **17-28-1012**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council		100	1,100	300	-	-	-	-	-	-	-	-	1,500
2017 Cap Carry Forward		-100	100	-	-	-	-	-	-	-	-	-	-
Current Approved Budget		-	1,200	300	-	-	-	-	-	-	-	-	1,500
Approved Funding Sources													
Pay-As-You-Go		-	1,200	300	-	-	-	-	-	-	-	-	1,500
Current Approved Funding Sources		-	1,200	300	-	-	-	-	-	-	-	-	1,500

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	1,200	300	-	-	-	-	-	-	-	-	1,500
Requested Funding Source													
Pay-As-You-Go		-	1,200	300	-	-	-	-	-	-	-	-	1,500
Requested Funding Source		-	1,200	300	-	-	-	-	-	-	-	-	1,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-100	100	-	-	-	-	-	-	-	-	-	-
	Design	100	1,100	300	-	-	-	-	-	-	-	-	1,500
	Total	-	1,200	300	-	-	-	-	-	-	-	-	1,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TRANSPORTATION

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **50 STREET CPR GRADE SEPARATION**
 PROFILE NUMBER: **18-66-6503**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	June, 2018
ESTIMATED COMPLETION:	December, 2023

Service Category: **Roads**

Major Initiative:

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	86,600
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	86,600

PROFILE DESCRIPTION

This rail crossing has been identified as one of the City's priority locations for a grade separation to improve traffic flow along 50 Street. The grade separation includes accommodation for future widening of 50 Street but the widening of the road outside the limits of this project is not included with this project. The City has applied for Federal and Provincial funding for the project, and has received funding commitments from both orders of government. A formal agreement with the Federal government, through the National Trade Corridors Fund, is expected in mid-2018 and is contingent on the City demonstrating a commitment to funding the work.

Separate profiles will be advanced for the replacement and widening of the 50 Street over Sherwood Park Freeway bridge, as well as widening of 50 Street between Sherwood Park Freeway and 76 Avenue.

The work includes land acquisition, design and construction.

Preliminary design is currently ongoing to confirm scope, schedule and budget. The scope, schedule, and budget presented in this profile are based on conceptual level analysis that has been completed to date. Adjustments to scope, schedule, and budget will be required in the future as the process progresses.

PROFILE BACKGROUND

This rail crossing has been identified as one of the priority locations for grade separation to improve traffic flow along 50 Street. The grade separation includes widening of 50 Street at the underpass, between Sherwood Park Freeway and 90 Avenue.

Replacement and widening of the 50 Street over Sherwood Park Freeway bridge, as well as widening of 50 Street between Sherwood Park Freeway and 76 Avenue will be brought forward as separate profiles.

The City has secured Federal and Provincial funding commitments for the work, and is working towards formal funding agreements which require a commitment from City Council for funding. Preliminary design work is underway.

PROFILE JUSTIFICATION

The 50 Street railway crossing ranks highly on the City's priority list for grade separation due to high traffic volumes and frequent train blockages. The crossing is adjacent to the CP Lambton yards, resulting in multiple, frequent, irregular, and lengthy train crossing and blockages of 50 Street.

The City has made applications to the Provincial and Federal governments for funding commitments. The Provincial government has earmarked funding for this project, and a Federal commitment through the National Trade Corridors Fund is forthcoming. In order to tap into these funding sources, a commitment to fund the balance of the work from City Council is required.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for goods and services and commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the city.

ALTERNATIVES CONSIDERED

Railway grade separation is required to eliminate significant traffic delays caused by train blockages. The alternative to grade separation is to maintain the existing roadway infrastructure which has delays due to train blockages of the roadway.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved goods and service movement and improved business and citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Coordination will be required with CP throughout the project to ensure that operations of the railway line are accommodated during construction. Land acquisition and substantial utility relocations will also be necessary, and should be initiated as soon as possible.

CAPITAL PROFILE REPORT

RESOURCES

The project will require an external Consultant and Contractor to complete design and construction, who will be selected via a competitive process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this widening project be approved to grade separate the railway crossing and decrease congestion in the area.

A funding commitment from City Council will allow for execution of a funding agreement with the Federal Government.

Release of \$6.5M of funding immediately will allow for land acquisition to begin, as well as initiation of design work for utility relocations.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-01) Recent indications are that the City will be successful in obtaining federal funding for the grade separation project. This adjustment is to provide funding to begin land acquisition and utility relocation work in anticipation of a formal funding announcement.

The full funding request will be brought forward to City Council for funding as part of the 2019-22 Capital Budget.

CAPITAL PROFILE REPORT

PROFILE NAME: **50 Street CPR Grade Separation**
 PROFILE NUMBER: **18-66-6503**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	-	86,600
Current Approved Budget	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	-	86,600
Approved Funding Sources												
Federal Grant	-	250	3,200	5,000	12,500	15,000	3,850	-	-	-	-	39,800
Partnership Funding	-	-	-	-	1,500	-	-	-	-	-	-	1,500
Pay-As-You-Go	-	-	-	-	-	-	200	-	-	-	-	200
Provincial Grant	-	-	-	-	9,650	15,000	3,650	-	-	-	-	28,300
Tax-Supported Debt	-	7,250	3,200	5,000	1,350	-	-	-	-	-	-	16,800
Current Approved Funding Sources	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	-	86,600

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
	Revised Funding Sources (if approved)											
	Federal Grant	-	-	-	-	-	-	-	-	-	-	-
	Tax-Supported Debt	-	-	-	-	-	-	-	-	-	-	-
	Requested Funding Source	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	86,600
	Requested Funding Source											
	Federal Grant	-	250	3,200	5,000	12,500	15,000	3,850	-	-	-	39,800
	Partnership Funding	-	-	-	-	1,500	-	-	-	-	-	1,500
	Pay-As-You-Go	-	-	-	-	-	-	200	-	-	-	200
	Provincial Grant	-	-	-	-	9,650	15,000	3,650	-	-	-	28,300
	Tax-Supported Debt	-	7,250	3,200	5,000	1,350	-	-	-	-	-	16,800
	Requested Funding Source	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	86,600

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			REVISED BUDGET (IF APPROVED)										
	Construction	-	-	-	3,500	25,000	30,000	7,700	-	-	-	-	66,200
	Design	-	-	2,000	1,400	-	-	-	-	-	-	-	3,400
	Land	-	7,500	4,400	5,100	-	-	-	-	-	-	-	17,000
	Total	-	7,500	6,400	10,000	25,000	30,000	7,700	-	-	-	-	86,600

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **AHD / 135 STREET (HERITAGE VALLEY TRAIL) RAMPS****FUNDED**PROFILE NUMBER: **16-66-2306**PROFILE STAGE: **Approved**DEPARTMENT: **Integrated Infrastructure Services**PROFILE TYPE: **Standalone**LEAD BRANCH: **Infrastructure Delivery**LEAD MANAGER: **Brian Latte**

PROGRAM NAME:

PARTNER MANAGER: **Anna Dechamplain**PARTNER: **Parks & Roads Services**ESTIMATED START: **January, 2017**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2019**Service Category: **Roads**

Major Initiative:

GROWTH**RENEWAL****100**

PREVIOUSLY APPROVED:

14,100

BUDGET REQUEST:

-

TOTAL PROFILE BUDGET:

14,100**PROFILE DESCRIPTION**

Construction of the ramps and initial road work to complete the initial connection to Anthony Henday Drive at 135 Street.

PROFILE BACKGROUND

Stage 1 of the Heritage Valley Trail (135 Street) Interchange includes construction of the eastbound ramps to replace the existing 127 Street access to Anthony Henday Drive.

PROFILE JUSTIFICATION

Ongoing development in the Heritage Valley area will ultimately require the construction of this additional interchange at 135 Street to provide access to and from Anthony Henday Drive.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the City.

ALTERNATIVES CONSIDERED

Construction and paving of the ultimate interchange ramps is required to accommodate growth. The alternative would be to maintain the existing roadway infrastructure as-is, which does not provide adequate access to Anthony Henday Drive, and will be closed by the Province.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to increase roadway capacity and decrease congestion in the area.

CHANGES TO APPROVED PROFILE

2016 Fall SCBA (CA#40): (2.1) To provide funding for Stage 1 of the Heritage Valley Trail (135 Street) Interchange includes construction of the south ramps to replace the existing 127 Street access to Anthony Henday Drive.

Spring SCBA 2018: (2.3-11) Additional costs of \$1.0M to the project profile for work on Anthony Henday Drive to tie 135 Street into the provincial roadway as per Alberta Transportation requirements. Request for \$900K MSI and \$100K PayGo.

CAPITAL PROFILE REPORT

PROFILE NAME: **AHD / 135 Street (Heritage Valley Trail) Ramps**
 PROFILE NUMBER: **16-66-2306**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council		1,365	8,820	2,915	-	-	-	-	-	-	-	-	13,100
2017 Cap Carry Forward		-1,015	1,015	-	-	-	-	-	-	-	-	-	-
2018 Cap Council		-	1,000	-	-	-	-	-	-	-	-	-	1,000
Current Approved Budget		350	10,835	2,915	-	-	-	-	-	-	-	-	14,100
Approved Funding Sources													
Munc Sustain. Initiative - MSI		309	10,432	2,679	-	-	-	-	-	-	-	-	13,420
Pay-As-You-Go		41	403	236	-	-	-	-	-	-	-	-	680
Current Approved Funding Sources		350	10,835	2,915	-	-	-	-	-	-	-	-	14,100

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		350	10,835	2,915	-	-	-	-	-	-	-	-	14,100
Requested Funding Source													
Munc Sustain. Initiative - MSI		309	10,432	2,679	-	-	-	-	-	-	-	-	13,420
Pay-As-You-Go		41	403	236	-	-	-	-	-	-	-	-	680
Requested Funding Source		350	10,835	2,915	-	-	-	-	-	-	-	-	14,100

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-1,015	10,835	2,915	-	-	-	-	-	-	-	-	12,735
	Design	1,365	-	-	-	-	-	-	-	-	-	-	1,365
	Total	350	10,835	2,915	-	-	-	-	-	-	-	-	14,100

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **AURUM ROAD (TUC TO 17 STREET NE) 3 LANES**
 PROFILE NUMBER: **16-66-1615**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	May, 2016
ESTIMATED COMPLETION:	December, 2019

Service Category: **Roads**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	40,373
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	40,373

PROFILE DESCRIPTION

Construction of the first three urban lanes of Aurum Road between 9 Street NE and 17 Street NE. The interchange at Anthony Henday Drive and Aurum Road to 9 Street NE are presently being constructed by Alberta Transportation as part of the Northeast Anthony Henday Drive (NE AHD) project. Aurum Road east of 17 Street NE is a recently constructed developer project. This profile also includes construction of a crossing over Clover Bar Ravine designed to also be a wildlife passage.

PROFILE BACKGROUND

With construction of the NE AHD P3 project, a new interchange is being constructed at the ultimate Aurum Road (130 Avenue) and the first two lanes of Aurum Road is being constructed to 9 Street NE. The new capital profile connection of Aurum Road between 9 Street NE and 17 Street NE will provide direct access between AHD to the Aurum Industrial area, as well as Strathcona County and Highway 21 to the east.

PROFILE JUSTIFICATION

Completion of the NE AHD interchange is anticipated for Fall 2016. The missing link in the Aurum Road alignment will force traffic on to existing poor quality gravel rural roads or 17 Street NE to Highway 16. If the missing link were completed Aurum Road would provide the main east connection in the Aurum Industrial Park. Upgrades and improvements are required to accommodate new and existing development in the Aurum Industrial Park.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving the level of service for the movement of goods and services in the area. This project will lead to the efficient movement of goods and services in the area.

ALTERNATIVES CONSIDERED

An alternative would be to utilize the existing 127 Avenue roadway as a temporary connector. To utilize 127 Avenue, it would need to be upgraded as it is presently a rural, gravel roadway in poor condition that would not be able to accommodate traffic between Anthony Henday Drive and 17 Street NE. Several ravine crossing options were considered. The selected option comprises an earthen embankment with an open, steel arch crossing for wildlife. It is the least costly option that still provides the necessary wildlife passage.

COST BENEFITS

Tangible benefits include less travel time, lower collision rates and lower emissions and less maintenance costs compared to using 127 Avenue. Intangible benefits include business satisfaction and confidence with the connectivity and roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to increase provide a high quality connection to the Aurum Industrial Park.

CHANGES TO APPROVED PROFILE

2016 Spring SCBA (#16-20): Approved as part of SCBA.

2017 Fall (CA#40) 2.3-17: This \$4,290K is to reflect the revised cost estimate of the underground work required from \$7.5M to \$11.8M. The Local Improvement Bylaw 18111 that approves the LI borrowing was already approved on July 11, 2017.

Spring SCBA 2018: (2.3-12) Additional Developer ARA funding is required to complete this work.

CAPITAL PROFILE REPORT

PROFILE NAME: **Aurum Road (TUC to 17 Street NE) 3 Lanes**
 PROFILE NUMBER: **16-66-1615**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Council	11,000	18,000	4,000	-	-	-	-	-	-	-	33,000	
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Council	-	4,290	-	-	-	-	-	-	-	-	4,290	
	2017 Cap Carry Forward	-10,971	10,971	-	-	-	-	-	-	-	-	-	
	2018 Cap Council	-	-	3,083	-	-	-	-	-	-	-	-	3,083
	Current Approved Budget	29	33,261	7,083	-	-	-	-	-	-	-	-	40,373
	Approved Funding Sources												
Developer ARA	29	22,471	6,083	-	-	-	-	-	-	-	-	28,583	
Local Improvements Prop. Share	-	10,790	1,000	-	-	-	-	-	-	-	-	11,790	
Current Approved Funding Sources	29	33,261	7,083	-	-	-	-	-	-	-	-	40,373	

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	29	33,261	7,083	-	-	-	-	-	-	-	40,373
Requested Funding Source											
Developer ARA	29	22,471	6,083	-	-	-	-	-	-	-	28,583
Local Improvements Prop. Share	-	10,790	1,000	-	-	-	-	-	-	-	11,790
Requested Funding Source	29	33,261	7,083	-	-	-	-	-	-	-	40,373

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	29	33,261	7,083	-	-	-	-	-	-	-	-	40,373
	Total	29	33,261	7,083	-	-	-	-	-	-	-	-	40,373

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	BUS FLEET & EQUIPMENT REHAB & REPLACEMENT	FUNDED
PROFILE NUMBER:	CM-66-3600	PROFILE STAGE: Approved
DEPARTMENT:	City Operations	PROFILE TYPE: Composite
LEAD BRANCH:	Edmonton Transit	LEAD MANAGER: Eddie Robar
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2015
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category:	Public Transit	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	239,287
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	239,287

PROFILE DESCRIPTION

Replacement and mid-life refurbishment of existing bus fleet. Replacement is based on the expected useful life of various buses, with mid-life refurbishments extending the useful life of the larger buses. The average age for all bus types is 12.53 years. The industry standard is 7-8 years. The future plan is to move towards an average fleet age of 7 years and continue mechanical mid-life between 5-7 years depending on bus type, and discontinue body mid-life (except for a partial mid-life for 60 foot articulated buses), depending on funding level. The work within this profile reflects industry standards for managing transit fleet and is in alignment with the recommended RIMS allocation.

PROJECT LIST

2019-2022 BUDGET CYCLE: Bus Rehabilitation (includes body and mechanical); Bus Replacements at end of life (includes 40 foot, 60 Foot, 30 foot, Paratransit).

PROFILE BACKGROUND

This profile contains replacement and mid-life refurbishment of the bus fleet as well as the replacement of onboard equipment. Replacement is based on the expected useful life cycles, with mid-life refurbishments extending the useful life of buses.

PROFILE JUSTIFICATION

Necessary to maintain integrity and reliability of current bus fleet. Failure to adequately replace and refurbish fleet would result in considerable increases in maintenance costs, unscheduled downtime, and poorer / reduced bus service

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by ensuring continued, reliable service delivery. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social and environmental systems.

ALTERNATIVES CONSIDERED

Because routine bus replacement is central to providing reliable bus service, the main alternative is to reduce bus service by removing buses from the fleet as they age past their useful lives. This would have major negative impacts on ridership.

COST BENEFITS

Tangible Benefits:

- optimized life cycle costs (capital & operating)
- more predictable and stable operating costs
- reduced emissions as cleaner technologies are integrated into replacement buses

Intangible Benefits:

- enhanced bus service, reliability, and safety
- ability to maintain ridership

KEY RISKS & MITIGATING STRATEGY

The primary risks associated with this profile are:

- capacity limitations for refurbishments
- risk of purchasing vehicles that are not as reliable or efficient as potential alternatives

RESOURCES

Bus assets and the related maintenance and refurbishment is the responsibility of Fleet Services.

CAPITAL PROFILE REPORT**CONCLUSIONS AND RECOMMENDATIONS**

Reliable bus service is central to meeting Transit's strategic goals, and the bus replacement and refurbishment program must be continued. Opportunities to integrate emerging technology and optimize life cycle costs should be continuously evaluated.

CONTINGENCY OF APPROVAL

CAP#18/Motion 10.2: That the funding source for profile CM-66-3600 Bus Fleet & Equipment Rehab & Replacement be changed from PAYG to include \$6M of ACT funding (representing 40% of a total 15M of eligible transit infrastructure renewal) subject to approval of the grant application. The ACT funding source is held in ABEYANCE until receiving project funding approval from the Provincial Government and subsequent reporting to City Council.

CHANGES TO APPROVED PROFILE

2016 Spring SCBA (CA#20): (2.3.1)

Foreign exchange rate requires additional funding. The \$10.8 M of funding shortage results in a shortage of 20 buses. \$4.9 M of funding is recommended in Spring 2016 SCBA.

2017 Spring SCBA BM-6: 12-66-1281 over expenditure covered by CM-66-3600 / Budget transfer to cover over expenditure in 12-66-1281

2018 Spring SCBA: (BM.1) Projects with overages in funding at 2017 Year End to be covered from other projects with available funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **Bus Fleet & Equipment Rehab & Replacement**
 PROFILE NUMBER: **CM-66-3600**
 BRANCH: **Edmonton Transit**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	44,406	31,854	-	-	-	-	-	-	-	-	-	76,260
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	4,893	-	-	-	-	-	-	-	-	-	-	4,893
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	-24	-	-	-	-	-	-	-	-	-	-	-24
2017 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-23,367	23,367	-	-	-	-	-	-	-	-	-	-
2018 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	46,077	37,061	37,413	37,607	-	-	-	-	-	158,158
Current Approved Budget	25,908	55,221	46,077	37,061	37,413	37,607	-	-	-	-	-	239,287
Approved Funding Sources												
Alberta Community Transit Fund	-	-	3,000	3,000	-	-	-	-	-	-	-	6,000
Federal Gas Tax Fund	5,011	6,499	10,016	9,836	10,917	12,020	-	-	-	-	-	54,299
MSI Replacement	-	-	-	-	-	18,065	-	-	-	-	-	18,065
Munc Sustain. Initiative - MSI	9,868	44,342	26,845	19,813	19,014	-	-	-	-	-	-	119,882
Pay-As-You-Go	11,028	4,381	6,215	4,412	7,483	7,521	-	-	-	-	-	41,041
Current Approved Funding Sources	25,908	55,221	46,077	37,061	37,413	37,607	-	-	-	-	-	239,287

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	25,908	55,221	46,077	37,061	37,413	37,607	-	-	-	-	-	239,287
Requested Funding Source												
Alberta Community Transit Fund	-	-	3,000	3,000	-	-	-	-	-	-	-	6,000
Federal Gas Tax Fund	5,011	6,499	10,016	9,836	10,917	12,020	-	-	-	-	-	54,299
MSI Replacement	-	-	-	-	-	18,065	-	-	-	-	-	18,065
Munc Sustain. Initiative - MSI	9,868	44,342	26,845	19,813	19,014	-	-	-	-	-	-	119,882
Pay-As-You-Go	11,028	4,381	6,215	4,412	7,483	7,521	-	-	-	-	-	41,041
Requested Funding Source	25,908	55,221	46,077	37,061	37,413	37,607	-	-	-	-	-	239,287

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction		-545	-	-	-	-	-	-	-	-	-	-	-545
Fleet Equipment		26,476	55,221	46,077	37,061	37,413	37,607	-	-	-	-	-	239,855
Other Costs		-24	-	-	-	-	-	-	-	-	-	-	-24
Total		25,908	55,221	46,077	37,061	37,413	37,607	-	-	-	-	-	239,287

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Bus Fleet & Equipment Rehab & Replacement****PROFILE NUMBER: CM-66-3600****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Bus Replacement	1/1/2015	1/31/2018	Bus Replacement
000002	Bus Refurbishment	1/1/2015	1/31/2018	Bus Refurbishment
000020	Bus Rehabilitation 2019-22	1/1/2019	12/31/2022	Bus Rehabilitation: Includes Body and Mechanical rehabilitation
000021	Bus Replacements 2019-22	1/1/2019	12/31/2022	Bus Bus Replacements at end of life: Includes 40 foot, 60 Foot, 30 foot, Paratransit
005346	2015 Refurbishment			The SAP SP number was attached to Project 00002. This project was created as a duplicate through an upload.
102270	BC CM-66-3600 Bus Fleet & Equipment Reha			
102271	E-Bus Procurement			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **ELLERSLIE ROAD (127 ST - 135 ST) 4 LANE WIDENING****FUNDED**PROFILE NUMBER: **18-66-2309**PROFILE STAGE: **Approved**DEPARTMENT: **Integrated Infrastructure Services**PROFILE TYPE: **Standalone**LEAD BRANCH: **Infrastructure Delivery**LEAD MANAGER: **Brian Latte**

PROGRAM NAME:

PARTNER MANAGER: **Anna Dechamplain**PARTNER: **Parks & Roads Services**ESTIMATED START: **May, 2018**BUDGET CYCLE: **2015-2018**ESTIMATED COMPLETION: **December, 2019**Service Category: **Roads**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	5,550
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	5,550

PROFILE DESCRIPTION

Construction of widening of the existing two lane urban first stage of Ellerslie Road between east of 127 Street and west of 135 Street to a four lane divided arterial standard, including improvements at the existing 127 Street intersection, to accommodate traffic which will be generated with the opening of the Heritage Valley Park and Ride in late 2019.

PROFILE BACKGROUND

Construction of the Heritage Valley Park and Ride facility requires additional improvements to the roadway network to accommodate opening day traffic volumes. The first urban stage of Ellerslie Road in this area was constructed by area developers. Traffic analysis completed in support of the Park and Ride indicated a need for substantial capacity improvements in the form of widening along Ellerslie Road between 127 Street and 135 Street to accommodate commuter and transit traffic.

PROFILE JUSTIFICATION

Widening of Ellerslie Road is required to accommodate anticipated traffic which will be generated by the new Heritage Valley Park and Ride, existing traffic growth in the Heritage Valley area and traffic rerouting due to the opening of the 135 Street connection to Anthony Henday Drive. If this work is not funded, there will be increased congestion in the area, leading to reduced operational efficiency of the Ellerslie Park and Ride for both commuters and buses. Interim intersection improvements at Ellerslie Road and 127 Street were evaluated as part of the Heritage Valley Park and Ride TIA and were demonstrated to be ineffective in dealing with anticipated demand, as well as being throwaway costs (not in alignment with ultimate widening).

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters and accessibility to transit to encourage mode shift while decreasing congestion and improving Edmontonians' ability to move efficiently through the City.

ALTERNATIVES CONSIDERED

If funding is not provided, widening work will not be completed, which will have knock-on effects. Opening day Heritage Valley Park and Ride traffic volumes are projected to exceed the capacity of the existing two lane Ellerslie Road. There will be traffic congestion to commuters, park and ride patrons, and transit if work is not completed before opening of park and ride. Further, a change order to the Heritage Valley Park and Ride contract (to be awarded May 2018) will be required to ensure 127 Street reconstruction, north of Ellerslie Road, is properly aligned with the intersection.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Key risks include lack of funding for the widening work, which will result in substantial traffic congestion on opening day of the park and ride in late 2019. Funding is required to complete the work to coincide with Park and Ride opening.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process. Detailed design has been completed.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to accommodate Heritage Valley Park and Ride opening day traffic.

CAPITAL PROFILE REPORT

PROFILE NAME: **Ellerslie Road (127 St - 135 St) 4 Lane Widening**
 PROFILE NUMBER: **18-66-2309**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	800	4,750	-	-	-	-	-	-	-	-	5,550
	Current Approved Budget	-	800	4,750	-	-	-	-	-	-	-	-	5,550
Approved Funding Sources													
	Munc Sustain. Initiative - MSI	-	225	4,275	-	-	-	-	-	-	-	-	4,500
	Pay-As-You-Go	-	575	475	-	-	-	-	-	-	-	-	1,050
	Current Approved Funding Sources	-	800	4,750	-	-	-	-	-	-	-	-	5,550

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	800	4,750	-	-	-	-	-	-	-	-	5,550
Requested Funding Source													
	Munc Sustain. Initiative - MSI	-	225	4,275	-	-	-	-	-	-	-	-	4,500
	Pay-As-You-Go	-	575	475	-	-	-	-	-	-	-	-	1,050
	Requested Funding Source	-	800	4,750	-	-	-	-	-	-	-	-	5,550

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	250	4,750	-	-	-	-	-	-	-	-	5,000
	Design	-	550	-	-	-	-	-	-	-	-	-	550
	Total	-	800	4,750	-	-	-	-	-	-	-	-	5,550

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	FORT ROAD (YELLOWHEAD TRAIL - 66 STREET) 6 LANE WIDENING	FUNDED
PROFILE NUMBER:	16-66-2214	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2017
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	36,397
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	36,397

PROFILE DESCRIPTION

This profile consists of the extension of the 6-lane cross section of Fort Road from 66 Street to Yellowhead Trail. The profile includes widening and increasing the vertical clearance along Fort Road at the existing CN Rail underpass to meet current standards. Land acquisition and access management will be required, including changes to the local roadway network north of Fort Road, and a new collector roadway connection to 66 Street. The intersection of the new collector roadway with Fort Road will be signalized.

PROFILE BACKGROUND

Yellowhead Trail is the highest truck volume Goods Movement corridor in the City and is designated as a future freeway facility. Traffic volumes will continue to grow along this corridor to almost double in 30 years. In 2047, traffic will be over 120,000 vehicles per day and the existing intersections will operate well over capacity with significant delays for all users. Truck volumes on this corridor will also continue to grow, keeping Yellowhead Trail as the top goods movement corridor in the City. This intersection has consistently ranked as one of the highest collision locations in the City and making changes here is a high priority and will go a long way to reducing annual collision rates and costs. These improvements will optimize traffic capacity and flow along the corridor.

PROFILE JUSTIFICATION

This profile is required due to the closure of 66 Street as part of the Yellowhead Trail freeway conversion to accommodate goods movement and access to local businesses. Widening of Fort Road north and south of the proposed limits has already occurred to 6 lanes. This project will complete widening along the corridor to accommodate existing and future traffic growth, and address safety concerns due to the current limited vertical clearance under the CN railway.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the City.

ALTERNATIVES CONSIDERED

Upgrades and improvements are required to accommodate growth. The alternative would be to maintain the existing roadway infrastructure as is, which is currently nearing capacity, and is expected to become insufficient to handle projected traffic demand. The current state does not address safety issues for large vehicles due to vertical clearance restrictions under the CN rail.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved goods and service movement and improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Coordination will be required with CN Rail throughout the project to ensure that operations of the railway line are maintained during construction.

RESOURCES

The project will require an external Consultant and Contractor to complete design and construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this improvement project be approved to increase roadway capacity, improve safety, and decrease congestion in the area.

CAPITAL PROFILE REPORT

PROFILE NAME: **Fort Road (Yellowhead Trail - 66 Street) 6 Lane Widening**
 PROFILE NUMBER: **16-66-2214**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Capital Budget Adj (one-off)		1,235	1,892	1,825	2,295	12,905	16,245	-	-	-	-	-	36,397
2017 Cap Carry Forward		-527	527	-	-	-	-	-	-	-	-	-	-
2018 Cap Capital Budget Adj (one-off)		-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget		708	2,419	1,825	2,295	12,905	16,245	-	-	-	-	-	36,397
Approved Funding Sources													
Federal Bldg Canada Fund		-	-	608	765	4,302	5,415	-	-	-	-	-	11,090
Pay-As-You-Go		-	-	-	-	129	162	-	-	-	-	-	292
Tax-Supported Debt		708	2,419	1,217	1,530	8,474	10,668	-	-	-	-	-	25,016
Current Approved Funding Sources		708	2,419	1,825	2,295	12,905	16,245	-	-	-	-	-	36,397

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		708	2,419	1,825	2,295	12,905	16,245	-	-	-	-	-	36,397
Revised Budget (if Approved)		708	2,419	1,825	2,295	12,905	16,245	-	-	-	-	-	36,397
Requested Funding Source													
Federal Bldg Canada Fund		-	-	608	765	4,302	5,415	-	-	-	-	-	11,090
Pay-As-You-Go		-	-	-	-	129	162	-	-	-	-	-	292
Tax-Supported Debt		708	2,419	1,217	1,530	8,474	10,668	-	-	-	-	-	25,016
Requested Funding Source		708	2,419	1,825	2,295	12,905	16,245	-	-	-	-	-	36,397

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-527	527	-	-	5,776	16,083	-	-	-	-	-
Design		-	-	1,825	2,295	-	-	-	-	-	-	-	4,120
Land		1,235	1,892	-	-	7,000	-	-	-	-	-	-	10,127
Percent for Art		-	-	-	-	129	162	-	-	-	-	-	292
Total		708	2,419	1,825	2,295	12,905	16,245	-	-	-	-	-	36,397

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	FUTURE PHASE GREEN AND WALKABLE - OTHER STREETS	FUNDED
PROFILE NUMBER:	15-74-4109	PROFILE STAGE: Approved
DEPARTMENT:	Community Revitalization Levies	PROFILE TYPE: Standalone
LEAD BRANCH:	Capital City Downtown CRL	LEAD MANAGER: Mary Ann Debrinski
PROGRAM NAME:		PARTNER MANAGER: Paul Ross
PARTNER:	Economic & Environmental Sustainability	ESTIMATED START: January, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category: Economic Development**Major Initiative:**

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	8,672
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	8,672

PROFILE DESCRIPTION

The Capital City Downtown Community Revitalization Levy (CRL) Plan (as approved by Council and the Province) has identified "Green and Walkable Downtown" as a Catalyst Project. This project includes streetscape upgrades throughout the CRL area to be implemented gradually over the CRL term. Streetscape improvements may include improved paving, street furniture, lighting, trees, planters, etc. As a "Future Catalyst Project", this project will proceed if adequate CRL revenues are available or as otherwise prioritized by Council.

The specific streets or avenues to be improved will be selected after approval of funding. Criteria for selecting streets for improvements are included in the CRL Plan (Section 10.1.4). The funding proposed in this capital profile would allow for improvements to two to three blocks of a roadway.

PROFILE BACKGROUND

Green and Walkable Downtown was identified as a Catalyst Project in the Downtown Plan. The Downtown Community Revitalization Levy (CRL) Plan identified \$62 million for Green and Walkable Downtown as a "Future Project" for implementation depending on the level of revenues generated.

The pedestrian realm in the Downtown requires improvement. Sidewalks are often narrow and in poor condition, and street trees often suffer from poor planting conditions. Thus, many areas Downtown are not an attractive place to walk, or invest. The Green and Walkable Project will improve Downtown streetscapes to spark a rejuvenation of the area.

PROFILE JUSTIFICATION

Streetscape improvements have been an integral component of Downtown revitalizations across North America. Sidewalks and streets form a major part of the public realm Downtown and therefore are critical to the attractiveness of Downtown to residents, workers, visitors, and investors.

Along with the aesthetic improvements to Edmonton's Downtown, streetscape improvements are expected to generate increased property values, to increase pedestrian traffic and vibrancy, and to spark additional investment in the Downtown core. The 104th Street promenade is an example of the positive effect streetscaping can have. In the 15 years since the street was rebuilt, nearly 1300 new units have been constructed within 100 metres of the street, with nearly 800 additional units proposed or under construction.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to advance ongoing transformation of Edmonton's downtown. The profile supports downtown community development to connect people to what matters to them today and in the future.

ALTERNATIVES CONSIDERED

Alternative approaches to revitalizing the Downtown were considered during the development of the Capital City Downtown Plan. Today, the only alternative in this situation is to do nothing.

COST BENEFITS

Tangible Benefits:

- Improved streetscape on 2-3 blocks of downtown
- Increased tree canopy
- Increased property values and development activity

Intangible Benefits:

- Creation of an attractive, vibrant pedestrian realm
- Create a positive impression for visitors to the City

KEY RISKS & MITIGATING STRATEGY

Potential Risks for which mitigation strategies are in place include:

- CRL Revenues insufficient
- Unforeseen cost escalation
- Short-term traffic congestion

CAPITAL PROFILE REPORT

RESOURCES

It is not anticipated that additional Full Time Employees will be required to implement this project. Implementation teams will retain external consultants and contractors as appropriate through the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend approval of the Future Projects Green and Walkable Downtown - Other Streets project for the 2015-2018 Capital Budget. Implementation will proceed in 2018 as long as incoming Community Revitalization Levy (CRL) Revenues are sufficient.

CAPITAL PROFILE REPORT

PROFILE NAME: **Future Phase Green and Walkable - Other Streets**
 PROFILE NUMBER: **15-74-4109**
 BRANCH: **Capital City Downtown CRL**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
	Original Budget Approved	-	827	7,845	-	-	-	-	-	-	-	-	8,672
	2017 Cap Carry Forward	121	-121	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	121	706	7,845	-	-	-	-	-	-	-	-	8,672
Approved Funding Sources													
	Debt CRL Downtown	121	706	7,845	-	-	-	-	-	-	-	-	8,672
	Current Approved Funding Sources	121	706	7,845	-	-	-	-	-	-	-	-	8,672

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		121	706	7,845	-	-	-	-	-	-	-	-	8,672
Requested Funding Source													
	Debt CRL Downtown	121	706	7,845	-	-	-	-	-	-	-	-	8,672
	Requested Funding Source	121	706	7,845	-	-	-	-	-	-	-	-	8,672

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	7,845	-	-	-	-	-	-	-	-	7,845
	Design	121	706	-	-	-	-	-	-	-	-	-	827
	Total	121	706	7,845	-	-	-	-	-	-	-	-	8,672

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Other

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Downtown Arena	-	41	41	-	-	430	430	-	-	-310	-310	-	-	-	-	-
Total Operating Impact	-	41	41	-	-	430	430	-	-	-310	-310	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **GROAT ROAD OVER N. SASK. RIVER**
 PROFILE NUMBER: **12-66-1044**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2012-2014**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Brian Latte
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2012
ESTIMATED COMPLETION:	December, 2020

Service Category: **Roads**

Major Initiative:

GROWTH

RENEWAL
100

PREVIOUSLY APPROVED:	47,215
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	47,215

PROFILE DESCRIPTION

This single project is in conjunction with the CM-66-2400 Composite Bridge Program, and includes renewal of the Groat Road over North Saskatchewan River, Groat Road over Victoria Park Road and Emily Murphy Park Road over Groat Road Bridges. Based on a recent evaluation of these bridges the Groat Road over the North Saskatchewan River structure does not have the capacity to carry the Alberta Legal Design Truck Loading nor the present day design loading. This project would include major rehabilitation of the Groat Road over North Saskatchewan River and Groat Road over Victoria Park Road bridges, as well as a minor rehabilitation of the Emily Murphy Park Road over Groat Road bridge. Renewal work may include bridge strengthening, concrete rehabilitation, bridge rail upgrading and possible sidewalk widening.

PROFILE BACKGROUND

Renewal of the Groat Road bridges is recommended due to deteriorating conditions and the requirement to strengthen the structural members to support current design loads. This renewal will provide the opportunity to improve the functionality of the structures.

PROFILE JUSTIFICATION

Bridges must be maintained to ensure structural integrity to prevent collapse. Public safety is a key risk of this program. Population growth and other demographic factors result in an increasing usage rate of arterial roads and bridges. To ensure the safety of vehicle, bus and pedestrian safety, bridges must be maintained and proactively renewed before its condition requires major reconstruction. Bridge networks move traffic efficiently through and around the City. Deteriorating conditions will significantly and negatively impact the efficient movement of traffic. The Groat Road over the North Saskatchewan River and Groat Road over Victoria Park Road bridges were built in 1955 and last rehabilitated in 1990. The Emily Murphy Park Road over Groat Road Bridge was built in 1967 and last rehabilitated in 1985. Renewal of these bridges is required to address load carrying capacity, functional deficiency and ongoing deterioration.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By providing a shared use path on the bridge, this project will provide a safe passage for cyclists and pedestrians.

ALTERNATIVES CONSIDERED

An alternative strategy is to "do nothing" - defer the renewal to a later date, however the bridge condition will continue to deteriorate increasing the scope of the work.

COST BENEFITS

The tangible benefits to be realized from this investment include renewing the bridges before they deteriorate to a condition deemed unsafe for use. Bridge designs proactively consider emerging trends and effects of travelers to achieve benefits over its full asset life. Intangible benefits include more efficient movement of goods, services and people.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to renew the bridges.

CHANGES TO APPROVED PROFILE

#15-49: To re-align funding source related to MSI, Fuel Rebate and Pay-as-you-Go to their appropriate balances.

2017 Fall (CA#40) 2.3-18: This was discussed in the Spring SCBA. The addition of \$10M will be in 2020, next budget cycle in order the tender the construction contract. This includes inflation and going with option of replacing the super structure. With this adjustment, a revised completion date of December 2020 is being requested.

CAPITAL PROFILE REPORT

PROFILE NAME: **Groat Road over N. Sask. River**
 PROFILE NUMBER: **12-66-1044**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	650	-	-	-	-	-	-	-	-	-	-	650
2012 CBS Budget Adjustment	2	-	-	-	-	-	-	-	-	-	-	2
2013 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2013 CBS Budget Adjustment	98	-	-	-	-	-	-	-	-	-	-	98
2014 Cap Budget Request for Next Cycle	4,000	15,000	17,465	-	-	-	-	-	-	-	-	36,465
2014 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2014 SCBA Within Branch	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-	-	-	10,000	-	-	-	-	-	-	-	10,000
2017 Cap Carry Forward	-1,407	1,407	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	3,343	16,407	17,465	10,000	-	-	-	-	-	-	-	47,215
Approved Funding Sources												
Fuel Rebate	198	-	-	-	-	-	-	-	-	-	-	198
Munc Sustain. Initiative - MSI	2,611	15,928	16,592	9,000	-	-	-	-	-	-	-	44,131
Pay-As-You-Go	534	479	873	1,000	-	-	-	-	-	-	-	2,886
Current Approved Funding Sources	3,343	16,407	17,465	10,000	-	-	-	-	-	-	-	47,215

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	3,343	16,407	17,465	10,000	-	-	-	-	-	-	47,215
Requested Funding Source											
Fuel Rebate	198	-	-	-	-	-	-	-	-	-	198
Munc Sustain. Initiative - MSI	2,611	15,928	16,592	9,000	-	-	-	-	-	-	44,131
Pay-As-You-Go	534	479	873	1,000	-	-	-	-	-	-	2,886
Requested Funding Source	3,343	16,407	17,465	10,000	-	-	-	-	-	-	47,215

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	593	16,407	17,465	10,000	-	-	-	-	-	-	-	44,465
	Design	2,000	-	-	-	-	-	-	-	-	-	-	2,000
	Other Costs	750	-	-	-	-	-	-	-	-	-	-	750
	Total	3,343	16,407	17,465	10,000	-	-	-	-	-	-	-	47,215

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **INITIAL PHASE JASPER AVENUE NEW VISION**
 PROFILE NUMBER: **15-74-4103**
 DEPARTMENT: **Community Revitalization Levies**
 LEAD BRANCH: **Capital City Downtown CRL**
 PROGRAM NAME:
 PARTNER: **Economic & Environmental Sustainability**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Mary Ann Debrinski
PARTNER MANAGER:	Paul Ross
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2019

Service Category: **Economic Development**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	18,077
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	18,077

PROFILE DESCRIPTION

This profile includes streetscape upgrades to Jasper Avenue in addition to the initial phase between 100 and 102 Streets, which are nearing completion. Similar to the initial phase, future improvements to Jasper Avenue will include a widened sidewalk, a narrowed roadway, high quality paving materials, street furniture, street lighting, trees, planters, and public art.

This project will be implemented in a number of phases from 97 Street to 109 Street. It is anticipated that one phase will be completed during this four-year budget cycle. Work will begin at 109 Street, and progress eastward, in order to mitigate traffic congestion impacts.

Jasper Avenue sits above a wide range of underground infrastructure, most notably LRT Stations. Underground assessments of subsurface infrastructure will identify any repairs that may be required. This project contains an allowance for underground infrastructure work that may be required prior to streetscaping (as directed by the CRL Plan).

PROFILE BACKGROUND

The streetscape of Jasper Avenue, constructed in the 1980s, is dilapidated and in need of improvement. The wide roadway and narrow sidewalks do not reflect Council's vision of Downtown as pedestrian-friendly and vibrant.

The Jasper Avenue New Vision project is listed in the Downtown Community Revitalization Levy Plan as an Initial Catalyst Project.

The initial phase of construction between 100 and 102 Streets has created an attractive, pedestrian-friendly corridor. Significant investments have been made to several abutting properties, similar to what has occurred following other streetscaping initiatives (e.g. the 104 Street promenade).

The remaining phases of streetscape improvements on Jasper Avenue will stimulate downtown development, as well as rehabilitate underground infrastructure if necessary.

PROFILE JUSTIFICATION

This project was identified as an Initial Catalyst Project in the Capital City Downtown Community Revitalization Levy (CRL) Plan, as approved by Council and the Province. The initial phase of construction between 100 and 102 Streets has created an attractive, pedestrian-friendly corridor. Significant investments have been made to several abutting properties, similar to what has occurred following other streetscaping initiatives (e.g. the 104 Street promenade).

Improvements to Jasper Avenue are expected to spark investment in the area and improve street-level vibrancy and attractiveness. The design will promote pedestrian activity and transit use, supporting Council's strategic goals. Additionally, this project will assess the condition of underground infrastructure and includes an allowance for underground infrastructure work that may be required to extend the lifespan of critical municipal infrastructure.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to advance ongoing transformation of Edmonton's downtown. The profile supports downtown community development to connect people to what matters to them today and in the future.

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown core were considered during the development of the Capital City Downtown Plan. At this point, the only alternative is the "do nothing" option.

CAPITAL PROFILE REPORT

COST BENEFITS

Tangible Benefits:

- Enhanced street retail viability along Jasper Avenue
- Increased property values along Jasper Avenue
- Rehabilitation of LRT Stations (if required)
- Increased tree canopy coverage
- Attract private sector investment to Jasper Avenue

Intangible:

- Higher quality public realm for Edmonton's Main Street
- Enhanced Civic pride
- Improved pedestrian safety
- Improved sense of safety and security

KEY RISKS & MITIGATING STRATEGY

Risks associated with this project include discovering structural issues with LRT Stations, unforeseen cost escalation, as well as the potential for short-term disruption to traffic and local businesses.

RESOURCES

Project implementation will be carried out by existing City staff. External consultants and/or contractors will be retained as appropriate throughout the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend implementation of the Jasper Avenue New Vision to create an attractive, vibrant, main street. Undertake a phased approach, moving eastwards from 109 street and extend the life of infrastructure by repairing LRT Stations if necessary.

CHANGES TO APPROVED PROFILE

2017 Spring (#17-20) 2.1-10: Transfer to 17-74-4103 Jasper Ave New Vision Phase 2.

CAPITAL PROFILE REPORT

PROFILE NAME: **Initial Phase Jasper Avenue New Vision**
 PROFILE NUMBER: **15-74-4103**
 BRANCH: **Capital City Downtown CRL**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	3,823	8,273	8,656	-	-	-	-	-	-	-	-	20,752
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-1,025	-1,650	-	-	-	-	-	-	-	-	-	-2,675
2017 Cap Carry Forward	-2,422	2,422	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	376	9,045	8,656	-	-	-	-	-	-	-	-	18,077
Approved Funding Sources												
Debt CRL Downtown	376	9,045	8,656	-	-	-	-	-	-	-	-	18,077
Current Approved Funding Sources	376	9,045	8,656	-	-	-	-	-	-	-	-	18,077

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	376	9,045	8,656	-	-	-	-	-	-	-	-	18,077
Requested Funding Source												
Debt CRL Downtown	376	9,045	8,656	-	-	-	-	-	-	-	-	18,077
Requested Funding Source	376	9,045	8,656	-	-	-	-	-	-	-	-	18,077

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction		65	9,846	8,656	-	-	-	-	-	-	-	-	18,568
Design		310	-801	-	-	-	-	-	-	-	-	-	-491
Total		376	9,045	8,656	-	-	-	-	-	-	-	-	18,077

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Other

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Downtown Arena	-	471	471	-	-	619	619	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	471	471	-	-	619	619	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **LED STREETLIGHT CONVERSION**
 PROFILE NUMBER: **CM-66-2566**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Parks & Roads Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Gord Cebryk
PARTNER MANAGER:	Gord Cebryk
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category:	Roads	Major Initiative:	
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	20,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	20,000

PROFILE DESCRIPTION

LED conversion program was recognized with the Charles Labatiuk Award for its contribution to environmental stewardship in 2014, and nominated 2012. This project seeks to replace 46,000 high pressure sodium luminaires, low hanging fruit, with LED in order to contribute to environmental stewardship (lower greenhouse gas emission), financial savings (maintenance and power), and innovation (use of technologies). The profile contributes to the overall City's GHG Management Plan.

PROFILE BACKGROUND

The City has approximately 117,000 streetlights. Starting in 2010, the City began installing LED luminaires in coordination with neighbourhood renewal projects. In 2013, LED installations were also being used on arterial roadway construction projects, and walkway projects. As such, there have been approximately 38% of the City's luminaires converted to LED technology, translating into cost savings for maintenance and power. This project seeks to replace additional 46,000 high pressure sodium luminaires, low hanging fruit, with LED in order to contribute to environmental stewardship (lower greenhouse gas emission), financial savings (maintenance and power), and innovation (use of technologies).

PROFILE JUSTIFICATION

COE streetlight energy reduction consumption by an average of up to 40%;
 Reducing green house gasses by approximately 208 tonnes per year per 1,000 luminaires upgraded;
 Reduced light pollution and light trespass;
 Proposed funding identified is an internally funded option.

STRATEGIC ALIGNMENT

This profile will impact the following objectives:
 Service: The profile primarily supports maintaining or improving service levels

The capital profile also advances Council's principle of "connected": We care about the impact of our actions on our environmental systems.

ALTERNATIVES CONSIDERED

Alternative is to provide partial funding, no funding.

COST BENEFITS

LED technology has improved, prices have dropped. Opportunity to replace all the City's streetlights with LED luminaires at current prices, estimated simple payback of approx. 10 years. Tangible benefits: cost savings from energy and maintenance. Intangible benefits: environmental stewardship, reduction of greenhouse gas emissions, social cost due to GHG emission reduction.

KEY RISKS & MITIGATING STRATEGY

Risk is that the financial estimates upon which this project has been based upon, can change which will affect the payback period and cost savings provided.

RESOURCES

Resources will be required to either manage the project or implement the project, depending on the alternative that is chosen.

CAPITAL PROFILE REPORT

PROFILE NAME: **LED Streetlight Conversion**
 PROFILE NUMBER: **CM-66-2566**
 BRANCH: **Parks & Roads Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	6,680	6,670	6,650	-	-	-	-	-	-
Current Approved Budget		-	-	6,680	6,670	6,650	-	-	-	-	-	-	20,000
Approved Funding Sources	Tax-Supported Debt	-	-	6,680	6,670	6,650	-	-	-	-	-	-	20,000
Current Approved Funding Sources		-	-	6,680	6,670	6,650	-	-	-	-	-	-	20,000

BUDGET REQUEST		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	6,680	6,670	6,650	-	-	-	-	-	20,000
Requested Funding Source	Tax-Supported Debt	-	-	6,680	6,670	6,650	-	-	-	-	-	20,000
Requested Funding Source		-	-	6,680	6,670	6,650	-	-	-	-	-	20,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	6,580	6,670	6,650	-	-	-	-	-	-
Design		-	-	100	-	-	-	-	-	-	-	-	100
Total		-	-	6,680	6,670	6,650	-	-	-	-	-	-	20,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: LED Streetlight Conversion****PROFILE NUMBER: CM-66-2566****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	LED STREETLIGHT CONVERSION	6/1/2019	6/30/2021	replace 46,000 high pressure sodium luminaires, low hanging fruit, with LED in order to contribute to environmental stewardship (lower greenhouse gas emission), financial savings (maintenance and power), and innovation (use of technologies). The profile contributes to the overall City's GHG Management Plan.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **LRT SIGNALS AND ELECTRIFICATION RENEWAL**
 PROFILE NUMBER: **CM-66-3300**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Eddie Robar
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Public Transit**

Major Initiative:

GROWTH**RENEWAL****100**

PREVIOUSLY APPROVED:

21,013

BUDGET REQUEST:

-

TOTAL PROFILE BUDGET:

21,013**PROFILE DESCRIPTION**

This profile is to address a number of LRT Electrification & Signal system assets that have exceeded their useful life, including overhead catenary components & wire, traction power substation components, LRT impedance bonds, signal system components, crossing warning systems, switch machines, cabling and control circuitry, and signal system equipment. The work within this profile reflects industry standards for managing transit infrastructure and is in alignment with the recommended RIMS allocation.

PROJECT LIST

2019-2022 BUDGET CYCLE: SPO Switch Machine & Control Circuit Replacement; LRT Catenary; Impedance bonds moves outside the rails and bonds cable replacement (copper to aluminium); LRT Signal System - Life Cycle Replacement; NE Crossing Equipment (Full replacement); LRT Substation; UNI Signal Room - Signals Vital circuit upgrade + battery backup addition.

PROFILE BACKGROUND

The proposed LRT electrification & signal renewal program addresses the priority issues and aging infrastructure that has reached end of useful life.

PROFILE JUSTIFICATION

Life cycle replacements and upgrades required to keep the LRT signals and overhead electrification system in a reliable state. The LRT signal system is safety critical to the operation of the LRT.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by ensuring continued, reliable service delivery. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social and environmental systems.

ALTERNATIVES CONSIDERED

The engineering or the engineering and procurement portions of the work could be performed in advance to improve readiness for when funding is available or failures mandate immediate replacement. This will reduce the total funding demand by only completing the engineering and/or procurement portions first.

COST BENEFITS

Tangible benefits include: new equipment at start of life cycle; reduced maintenance costs; improved system reliability; improved system functionality.

Intangible benefits include: improved vendor support; increased staff & contractor knowledge of components.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The projects will require external Consultants to complete design and external Contractors to complete construction. The consultants and contractors will be selected through a tender process except where existing contracts mandate the use of EPCOR.

CONCLUSIONS AND RECOMMENDATIONS

That funding be approved for this profile to improve the long term viability of the LRT as a safe and reliable method of transportation within the City.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2016 Spring SCBA (CA#20): (2.1.2)

Replacement/upgrade of the existing substation equipment and connected infrastructure at the DL MacDonald Garage Traction Power Substation. Funding to be requested 50% from Federal Grant and remainder to come from multiple Transit profiles and one IIS profile.

2016 Spring SCBA (#16-20-2.5): Budget funds required to cover the expenditures in 2016 in 12-66-1270 will come from the 2015-2018 composite profiles

2017 Spring SCBA BM-9: 12-66-1270 transfer remaining budget back to profile CM-66-3300/CM-66-3200/CM-66-3400, where it came from in Spring 2016 SCBA

2018 Spring SCBA: (BM.1) Projects with overages in funding at 2017 Year End to be covered from other projects with available funding.

July 13, 2018 (#18-07): There is insufficient funds under PTIF project 16-66-3304 to complete the project. ETS has funds under CM-66-3300 with an almost identical scope and designated for renewal of the aging substation equipment. The amount of the transfer is \$1,281,699. This fund transfer will allow sufficient funding to complete the project. The NE LRT Traction Power System Upgrade has a strategic importance since the system upgrade is required to enable the Capital line to operate with the 5 car train and 5 minute headway schedule that is expected to be put in operation in the near future.

CAPITAL PROFILE REPORT

PROFILE NAME: **LRT Signals and Electrification Renewal**
 PROFILE NUMBER: **CM-66-3300**
 BRANCH: **Edmonton Transit**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	4,576	2,859	-	-	-	-	-	-	-	-	-	7,435
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	-301	-	-	-	-	-	-	-	-	-	-	-301
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	163	-	-	-	-	-	-	-	-	-	-	163
2017 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-2,701	2,701	-	-	-	-	-	-	-	-	-	-
2018 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	1,538	3,706	6,179	3,575	-	-	-	-	-	14,997
2018 Cap Capital Budget Adj (one-off)	-	-1,282	-	-	-	-	-	-	-	-	-	-1,282
Current Approved Budget	1,738	4,278	1,538	3,706	6,179	3,575	-	-	-	-	-	21,013
Approved Funding Sources												
MSI Replacement	-	-	-	-	-	2,860	-	-	-	-	-	2,860
Munc Sustain. Initiative - MSI	1,729	3,553	1,230	2,965	4,943	-	-	-	-	-	-	14,420
Pay-As-You-Go	9	725	308	741	1,236	715	-	-	-	-	-	3,733
Current Approved Funding Sources	1,738	4,278	1,538	3,706	6,179	3,575	-	-	-	-	-	21,013

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	1,738	4,278	1,538	3,706	6,179	3,575	-	-	-	-	21,013
Requested Funding Source											
MSI Replacement	-	-	-	-	2,860	-	-	-	-	-	2,860
Munc Sustain. Initiative - MSI	1,729	3,553	1,230	2,965	4,943	-	-	-	-	-	14,420
Pay-As-You-Go	9	725	308	741	1,236	715	-	-	-	-	3,733
Requested Funding Source	1,738	4,278	1,538	3,706	6,179	3,575	-	-	-	-	21,013

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
Construction	296	2,296	733	1,275	4,017	2,966	-	-	-	-	-	-	11,582
Design	354	684	805	981	983	478	-	-	-	-	-	-	4,284
Equip FurnFixt	1,088	1,298	-	-	-	-	-	-	-	-	-	-	2,386
Technology	-	-	-	1,450	1,179	131	-	-	-	-	-	-	2,760
Total	1,738	4,278	1,538	3,706	6,179	3,575	-	-	-	-	-	-	21,013

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:													
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: LRT Signals and Electrification Renewal****PROFILE NUMBER: CM-66-3300****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	LRT NE Power Distribution System Upgrade (Feeders) - Life Cycle Replacement	1/1/2017	1/31/2018	LRT Signals and Electrification Renewal
000002	LRT Catenary - Life Cycle Replacement	1/1/2015	1/31/2018	
000003	LRT Substation - Life Cycle Replacement	1/1/2015	1/31/2018	
000004	Knife Switch upgrade to rectify Bypass safety issue	1/1/2015	1/31/2015	
000005	Upgraded Dataloggers	1/1/2015	1/31/2015	
000006	SLRT Lighting Circuit Upgrade (replace non-vital)	1/1/2015	1/31/2016	
000007	SLRT Crossing Standby Power Upgrade	1/1/2016	1/31/2016	
000008	SLRT Routing Logic	1/1/2017	1/31/2017	
000009	SLRT Crossing Reactivation	1/1/2015	1/31/2018	
000010	SLRT Crossing Timing Upgrades	1/1/2017	1/31/2017	
000011	Crossing Knife Switch Modifications to rectify SLRT single tracking functionality problem	1/1/2016	1/31/2016	
000012	Traffic Interface Upgrade on SLRT	1/1/2015	1/31/2017	
000013	SLRT Signal Life Cycle Replacement	1/1/2015	1/31/2018	
000014	LRT Signal System - Life Cycle Replacement	1/1/2015	1/31/2018	
000015	NorthEast Signals - Life Cycle Replacement	1/1/2015	1/31/2018	
000016	NE Crossing Equipment (Full replacement) - Life Cycle Replacement	1/1/2015	1/31/2017	
000017	Downtown SPI install - Life Cycle Replacement	1/1/2016	1/31/2016	
000020	LRT Catenary - Life Cycle Replacement	1/1/2019	12/31/2022	Replacement of overhead catenary components and wire to deal with lifecycle issues.
000021	LRT Substation - Life Cycle Replacement	1/1/2019	12/31/2022	Replacement of LRT traction power substation components to deal with lifecycle issues.
000022	Impedance bonds moves outside the rails and bonds cable replacement (copper to aluminium)	1/1/2019	12/31/2022	Movement of LRT impedance bonds to the outside of the rails to decrease false brake applications.
000023	LRT Signal System - Life Cycle Replacement	1/1/2019	12/31/2022	Replacement of LRT signal system components to deal with lifecycle issues.
000024	NE Crossing Equipment (Full replacement) - Life Cycle Replacement	1/1/2019	12/31/2022	Replacement of LRT crossing warning systems on Capital Line north of downtown tunnel to deal with lifecycle issues.
000025	SPO Switch Machine & Control Circuit Replacement	1/1/2019	12/31/2022	Replacement of switch machines, cabling, and control circuitry to eliminate non-vital components from the LRT signal system.
000026	UNI Signal Room - Signals Vital circuit upgrade + battery backup addition	1/1/2019	12/31/2022	Replacement of signal system equipment in University signal room to eliminate non-vital components.
000027	Unallocated	1/1/2019	12/31/2022	Unallocated funds will be available for any emergent projects as they arise.

CAPITAL PROFILE REPORT

005680	SECTION ISOLATOR REPLACEMENT PROGRAM			
006357	LIGHTING ARRESTOR REPLACEMENT (CAPITAL L			
102264	BC CM-66-3300 LRT Signals & Electrificat			

CAPITAL PROFILE REPORT

PROFILE NAME: **LRV FLEET & EQUIPMENT RENEWAL**
 PROFILE NUMBER: **CM-66-3400**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Eddie Robar
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category:	Public Transit	Major Initiative:	
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	5,304
	100	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	5,304

PROFILE DESCRIPTION

This profile is to address a number of Light Rail Vehicles (LRV) assets that have exceeded their useful life such as LRV wheels, passenger information system components, sandblaster/bead blaster, and Electronic Test Bench. The work within this profile reflects industry standards for managing transit infrastructure and is in alignment with the recommended RIMS allocation.

PROJECT LIST

2019-2022 BUDGET CYCLE: LRV Wheels - Life Cycle Replacement; Passenger Information System (signs and audio); Sandblaster / Bead Blaster Replacement; Workshop - Electronic Test bench capable of testing APUs; Camera Systems (Cameras and Storage) - Tie to Train to Wayside.

PROFILE BACKGROUND

A number of LRV related assets have exceeded their useful life. Life cycle replacements are required to maintain existing LRV Fleet components, and equipment to keep in a safe and reliable state, to meet customer needs and maintain an efficient operation.

The average age of the existing fleet is 40 years for the U2 Fleet, and 10 year for the SD160 Fleet. Industry standards are 20-30 years. U2 fleet is planned to be replaced in 2020-2026. Existing SD160 car bodies are seeing higher rates of corrosion than U2's and will require refurbishment at their 15-20 years of life.

PROFILE JUSTIFICATION

Life cycle replacements are required to keep the LRV's, support equipment and shop equipment in a reliable state.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by ensuring continued, reliable service delivery. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social and environmental systems.

ALTERNATIVES CONSIDERED

Alternatives include proceeding with the full scope of work or deferring a portion of the work based on the level of funding available.

COST BENEFITS

- Tangible Benefits:
 - Well maintained infrastructure
 - Increase in service reliability
 - Reduction in service impacts
- Intangible Benefits:
 - Improvement to the customer experience when taking Transit
 - Improved sense of equipment safety and security

KEY RISKS & MITIGATING STRATEGY

Risks include, Higher pricing than available budget, replacement equipment doesn't meet operational requirements, and the maintainability of the replacement equipment is low. Risks can be mitigated in the tendering process.

RESOURCES

Lifecycle replacements for LRV's and LRV equipment is managed by Transit.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of LRV Components, Systems and maintenance equipment. It is recommended this work be funded.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2015 Spring SCBA (CA#20): (2.6.4) Transfer projects due to internal reorganization. Auxiliary Equipment is now part of LRT Facilities and ROW area.

2016 Spring SCBA (AA#21): (BM.9) To correct negative funding source resulting from carryforward.

2016 Spring SCBA (#16-20-2.5): Budget funds required to cover the expenditures in 2016 in 12-66-1270 will come from the 2015-2018 composite profiles.

2016 Fall SCBA (AA#41): (CM.4) To switch funding sources between profiles to correct negative PAYGO funding in profile CM66-3400 in 2016.

2016 Fall SCBA (CA#40): (2.2) During the Spring 2016 SCBA, budget was transferred from CM-66-3400 to support another initiative, the scope in this profile was revised to include only Life Cycle replacement of the wheel lathe and wash rack and therefore no change to the profile approved budget.

2017 Spring (#17-20) 2.2-2: Scope change to add Internal/External Camera & Video Server, Gantry Catwalk Upgrade - Track 11.

2017 Spring SCBA BM-9: 12-66-1270 transfer remaining budget back to profile CM-66-3300/CM-66-3200/CM-66-3400, where it came from in Spring 2016 SCBA

2017 Spring SCBA DCM-1: Transfer of budget from CM-66-3500 to fund an LRV Maintenance Tooling Kit; including a Gantry Crane, electrical test bench and cart for testing the HVAC units on the SD160 vehicles.

2017 Fall (#17-40) 2.2-09: Transfer funding of \$1.2M from CM-66-3400 LRV Fleet and Equipment Renewal to CM-66-3500 Bus Facilities Renewal Composite to fund electrical upgrades to Centennial Garage to accommodate the 5 electric bus charging station test project.

2017 Fall (#17-40) 2.2-22: Original budget request was based on information provided by RIMS. An evaluation will be done to determine the remaining life and condition of the asset. The funds will be re-requested in a future budget cycle based on the recommendations from the evaluation. Release \$3,317,676.25.

Spring SCBA 2018: (2.3-01) This change request includes all the released budgets for the Edmonton Transit profiles:

07-66-1280 - Release \$2.9M. Remaining \$1.5M relates to \$0.5M spent by end of 2018 and \$1.0M required for 2019.

CM-66-3100-000002 (TVM Components) - Remaining budget not required. Ticket vending machines will be replaced by SmartFare equipment in 2020.

CM-66-3400-000006 (Washrack) - Remaining budget not required. This functionality will be completed as part of new Cromdale facility.

2018 Spring SCBA: (BM.1) Projects with overages in funding at 2017 Year End to be covered from other projects with available funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **LRV Fleet & Equipment Renewal**
 PROFILE NUMBER: **CM-66-3400**
 BRANCH: **Edmonton Transit**

FUNDED

PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	6,942	782	-	-	-	-	-	-	-	-	-	7,724
2015 Cap Council	-1,946	-278	-	-	-	-	-	-	-	-	-	-2,224
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	-66	-	-	-	-	-	-	-	-	-	-	-66
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Administrative	202	-	-	-	-	-	-	-	-	-	-	202
2017 Cap Council	-4,518	-	-	-	-	-	-	-	-	-	-	-4,518
2017 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-330	330	-	-	-	-	-	-	-	-	-	-
2018 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	-685	-	-	-	-	-	-	-	-	-	-685
2018 Cap Budget Request for Next Cycle	-	-	957	889	1,337	1,686	-	-	-	-	-	4,869
Current Approved Budget	285	150	957	889	1,337	1,686	-	-	-	-	-	5,304
Approved Funding Sources												
MSI Replacement	-	-	-	-	-	1,349	-	-	-	-	-	1,349
Munc Sustain. Initiative - MSI	284	150	765	711	1,070	-	-	-	-	-	-	2,981
Pay-As-You-Go	-	-	191	178	267	337	-	-	-	-	-	974
Current Approved Funding Sources	285	150	957	889	1,337	1,686	-	-	-	-	-	5,304

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	285	150	957	889	1,337	1,686	-	-	-	-	5,304
Requested Funding Source											
MSI Replacement	-	-	-	-	-	1,349	-	-	-	-	1,349
Munc Sustain. Initiative - MSI	284	150	765	711	1,070	-	-	-	-	-	2,981
Pay-As-You-Go	-	-	191	178	267	337	-	-	-	-	974
Requested Funding Source	285	150	957	889	1,337	1,686	-	-	-	-	5,304

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Construction	46	-	189	99	142	155	-	-	-	-	-	632
	Design	-	-	253	268	661	977	-	-	-	-	-	2,160
	Equip FurnFixt	911	706	-	-	-	-	-	-	-	-	-	1,616
	Fleet Equipment	-672	-556	514	522	534	554	-	-	-	-	-	896
	Total	285	150	957	889	1,337	1,686	-	-	-	-	-	5,304

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: LRV Fleet & Equipment Renewal****PROFILE NUMBER: CM-66-3400****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	LRV Fleet & Equipment Renewal	1/1/2015	1/31/2024	LRV Fleet & Equipment Renewal
000002	Road to Rail Mover (Kaltrak) - Life Cycle Replacement	1/1/2016	1/31/2016	
000003	Internal/External Camera & Video Server	1/1/2015	12/31/2018	
000004	Data Loggers - Life Cycle Replacement	1/1/2015	12/31/2018	
000005	Wheel Lathe - Life Cycle Replacement	1/1/2016	12/31/2017	Replace wheel lathe at end of life.
000006	Washrack - Life Cycle Replacement	1/1/2018	1/31/2018	
000007	LRV wheels - Life Cycle Replacement	1/1/2015	12/31/2018	
000008	LRV Operating Systems - Life Cycle Replacement	1/1/2015	12/31/2018	
000009	LRV Maintenance Tooling	1/1/2017	12/31/2017	
000010	Purchase of LRV Components From Calgary Transit	11/6/2017	2/28/2018	Purchase used LRV scrap vehicles from Calgary Transit to be used for parts.
000020	Camera Systems (Cameras and Storage) - Tie to Train to Wayside	1/1/2019	12/31/2022	This will renew the camera systems in order to be compatible with upcoming technology like the train to wayside.
000021	LRV Wheels - Life Cycle Replacement	1/1/2019	12/31/2022	A regular life cycle requirement for LRV wheels.
000022	Passenger Information System (signs and audio) - Tie to train to wayside.	1/1/2019	12/31/2022	Renewal of signs, audio equipment on the LRVs with the ability to connect with train to wayside technology
000023	Sandblaster / Bead Blaster Replacement	1/1/2019	12/31/2022	Replacement of a Sandbaster/Beadblaster which is key piece of equipment in the Light Rail Vehicle shop
000024	Workshop - Electronic Test bench capable of testing APUs	1/1/2019	12/31/2022	Replacement of Electronic Test bench which is capable of testing APU's and is a key piece of equipment in the Light Rail Vehicle shop
000025	Unallocated	1/1/2019	12/31/2022	Unallocated funds will be used for any emergent projects and failures from accidents, or unexpected requirements as they arise.
005340	WHEEL LATHE - LIFE CYCLE REPLACEMENT			
006572	GANTRY CATWALK UPGRADE - TRACK 11	1/1/2016	12/31/2017	
102265	BC CM-66-3400 LRV Fleet & Equipment Ren			
102266	BRIDGE CRANE EXPANSION - D BLDG.			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NLRT (DOWNTOWN TO NAIT)****FUNDED**PROFILE NUMBER: **08-66-1672**PROFILE STAGE: **Approved**DEPARTMENT: **Integrated Infrastructure Services**PROFILE TYPE: **Standalone**LEAD BRANCH: **LRT Expansion & Renewal**LEAD MANAGER: **Bruce Ferguson**

PROGRAM NAME:

PARTNER MANAGER: **Eddie Robar**PARTNER: **Edmonton Transit**ESTIMATED START: **January, 2008**BUDGET CYCLE: **2008**ESTIMATED COMPLETION: **December, 2015**Service Category: **Public Transit**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:

700,393

BUDGET REQUEST:

-

TOTAL PROFILE BUDGET:

700,393**PROFILE DESCRIPTION**

This project provides funding for detailed design, land acquisition, and construction of the North LRT extension from Churchill Station to NAIT. Included in this project is the purchase of 20 light rail vehicles, construction of the cut and cover concrete tunnel under the Qualico Development and tunnel to connect to Churchill Station, 3 LRT Stations (MacEwan, Kingsway/Royal Alex, NAIT), one bus transit centre (Kingsway), all track, communications systems, train control signal system, traction power system, land and related road work and utility relocations.

The construction schedule is as follows:

2009 Preliminary and detailed design, commence land acquisition, utility relocations, commence tunnelling from Churchill to MacEwan, order LRVs
 2010 Detailed design, tunnelling from Churchill to MacEwan, complete land acquisition
 2011 Tunnelling from Churchill to MacEwan, commence construction from MacEwan to NAIT
 2012 Complete tunneling from Churchill to MacEwan, continue construction from MacEwan to NAIT
 2013 Complete construction, delivery of LRV's, commissioning
 2014 Open for service

The LRT line is expected to be operational for a 75-100 year period. Various equipment, structures, and assets in facilities and along the right of way will have design life ranging from 10 to 50 years. Design life for the light rail vehicles is 35 years.

Funding for Concept Planning and Preliminary Engineering is in Transportation Department Program 05-66-1665. Funding for limited opportunity land purchases is also in program 05-66-1665.

Subject to receiving Green Trip funds, which requires that the City funds 1/3 of the Project.

An additional 10 LRVs were added to the project 2012 Spring SBA:

#34: Recognize the availability of rental revenue as a source of financing in 2011 totalling \$74K.

Spring SBA: #11-34 Recognize the use of Rental Revenue in 2010.

Fall SBA: #11-88: Cashflow \$25,000k due to a slower than anticipated construction startup, which was related to contractor staffing issues.

PROFILE JUSTIFICATION

Extending the LRT to NAIT meets the objectives of the Transportation Master Plan and the approved LRT NAIT alignment bylaw approved by Council.

The project supports Council's goal of Shifting Edmonton's Transportation Mode with increasing the use of Transit by the citizens.

CHANGES TO APPROVED PROFILE

2015 Spring SCBA (CA#20): (2.5.14) To recognize Developer Funding received.

2016 Spring SCBA (#16-20-2.5): To Add budget for additional Developer funds received.

2016 Spring SCBA (#16-20-2.6): Transfer of funding is required for Arena / LRT Interface works for landscaping and 105 Avenue roadway development.

2016 Fall SCBA (AA#41): (CM.7) Budget was moved in the Spring SCBA to support work around the LRT in the area of 104 - 105 Avenue. These additional funds are no longer required.

Spring SCBA 2018: (2.4-23) To recognize Developer Funding \$28,162 Received in 2017

July 10, 2018 Council Meeting (#18-09): Budget adjustment to increase funding by \$34.5 million, provided by tax-supported debt to pursue the recommended approach outlined in July 10, 2018 – Integrated Infrastructure Services CR_6157. The \$34.5 million will bring the total budget for capital profile 08-66-1672 to \$700.4 million.

CAPITAL PROFILE REPORT

PROFILE NAME: **NLRT (Downtown to NAIT)**
 PROFILE NUMBER: **08-66-1672**
 BRANCH: **LRT Expansion & Renewal**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	927,970	-	-	-	-	-	-	-	-	-	927,970
	2008 CBS Budget Adjustment	2,987	-	-	-	-	-	-	-	-	-	2,987
	2009 CBS Budget Adjustment	-4,027	-	-	-	-	-	-	-	-	-	-4,027
	2010 CBS Budget Adjustment	-105,609	-	-	-	-	-	-	-	-	-	-105,609
	2011 CBS Budget Adjustment	-49,130	-	-	-	-	-	-	-	-	-	-49,130
	2012 CBS Budget Adjustment	-106,797	-	-	-	-	-	-	-	-	-	-106,797
	2013 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2013 CBS Budget Adjustment	89,568	-	-	-	-	-	-	-	-	-	89,568
	2014 Cap Capital Budget Adj (one-off)	-89,634	-	-	-	-	-	-	-	-	-	-89,634
	2014 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2014 SCBA >\$1MM or New	-53	-	-	-	-	-	-	-	-	-	-53
	2014 SCBA Within Dept <\$250K	53	-	-	-	-	-	-	-	-	-	53
	2015 Cap Council	517	-	-	-	-	-	-	-	-	-	517
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Administrative	-605	-	-	-	-	-	-	-	-	-	-605
	2016 Cap Council	626	-	-	-	-	-	-	-	-	-	626
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Carry Forward	-13,600	13,600	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	28	-	-	-	-	-	-	-	-	28	
2018 Cap Capital Budget Adj (one-off)	-	18,600	15,500	400	-	-	-	-	-	-	34,500	
Current Approved Budget	652,265	32,228	15,500	400	-	-	-	-	-	-	-	700,393
APPROVED FUNDING SOURCES	Approved Funding Sources											
	Developer Financing	721	-	-	-	-	-	-	-	-	-	721
	Federal Bldg Canada Fund	100,000	-	-	-	-	-	-	-	-	-	100,000
	Green-trip	423,820	13,091	-	-	-	-	-	-	-	-	436,911
	Munc Sustain. Initiative - MSI	-	-	-	-	-	-	-	-	-	-	-
	Other	224	-	-	-	-	-	-	-	-	-	224
	Other Reserve	10,000	1,037	-	-	-	-	-	-	-	-	11,037
	Pay-As-You-Go	-	-	-	-	-	-	-	-	-	-	-
	Tax-Supported Debt	117,500	18,100	15,500	400	-	-	-	-	-	-	151,500
Current Approved Funding Sources	652,265	32,228	15,500	400	-	-	-	-	-	-	-	700,393

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	652,265	32,228	15,500	400	-	-	-	-	-	-	700,393
	Requested Funding Source											
	Developer Financing	721	-	-	-	-	-	-	-	-	-	721
	Federal Bldg Canada Fund	100,000	-	-	-	-	-	-	-	-	-	100,000
	Green-trip	423,820	13,091	-	-	-	-	-	-	-	-	436,911
	Munc Sustain. Initiative - MSI	-	-	-	-	-	-	-	-	-	-	-
	Other	224	-	-	-	-	-	-	-	-	-	224
	Other Reserve	10,000	1,037	-	-	-	-	-	-	-	-	11,037
	Pay-As-You-Go	-	-	-	-	-	-	-	-	-	-	-
	Tax-Supported Debt	117,500	18,100	15,500	400	-	-	-	-	-	-	151,500
Requested Funding Source	652,265	32,228	15,500	400	-	-	-	-	-	-	-	700,393

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

CAPITAL PROFILE REPORT

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-102,750	32,228	15,500	400	-	-	-	-	-	-	-	-54,622
	Other Costs	755,015	-	-	-	-	-	-	-	-	-	-	755,015
	Total	652,265	32,228	15,500	400	-	-	-	-	-	-	-	700,393

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	RABBIT HILL ROAD (TUC - MACTAGGART DRIVE) 4 LANE WIDENING	FUNDED
PROFILE NUMBER:	18-66-2113	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	4,500
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	4,500

PROFILE DESCRIPTION

Completion of widening from the first stage two lane roadway to a four lane divided arterial standard between MacTaggart Drive and Anthony Henday Drive.

PROFILE BACKGROUND

Growth in south west Edmonton continues to provide an increased demand on existing roadway infrastructure. In order to accommodate continuing growth, completion of widening of Rabbit Hill Road.

PROFILE JUSTIFICATION

Development in the adjacent residential areas has resulted in an increase in traffic demand. Widening is required to accommodate anticipated traffic volumes while improving road user safety and decreasing congestion. This project will complete the widening work along the corridor north of the TUC.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the City.

ALTERNATIVES CONSIDERED

Upgrades and improvements are required to accommodate growth. The alternative would be to maintain the existing roadway infrastructure as-is, which is currently at capacity, and is expected to become insufficient to handle projected traffic demand.

COST BENEFITS

Tangible benefits include decreased travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

None.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this widening project be approved to increase roadway capacity and decrease congestion in the area.

CAPITAL PROFILE REPORT

PROFILE NAME: **Rabbit Hill Road (TUC - MacTaggart Drive) 4 Lane Widening**
 PROFILE NUMBER: **18-66-2113**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Approved Budget										
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	-	530	3,970	-	-	-	-	-	-	-	-	4,500
2017 Cap Carry Forward	19	-19	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	19	511	3,970	-	-	-	-	-	-	-	-	4,500
Approved Funding Sources												
Munc Sustain. Initiative - MSI	-	250	3,800	-	-	-	-	-	-	-	-	4,050
Pay-As-You-Go	19	261	170	-	-	-	-	-	-	-	-	450
Current Approved Funding Sources	19	511	3,970	-	-	-	-	-	-	-	-	4,500

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	19	511	3,970	-	-	-	-	-	-	-	4,500
Requested Funding Source											
Munc Sustain. Initiative - MSI	-	250	3,800	-	-	-	-	-	-	-	4,050
Pay-As-You-Go	19	261	170	-	-	-	-	-	-	-	450
Requested Funding Source	19	511	3,970	-	-	-	-	-	-	-	4,500

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	19	-19	3,970	-	-	-	-	-	-	-	-	3,970
	Design	-	530	-	-	-	-	-	-	-	-	-	530
	Total	19	511	3,970	-	-	-	-	-	-	-	-	4,500

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **SNOW PLOW AND CLEARING**
 PROFILE NUMBER: **CM-66-2721**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Parks & Roads Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Anna Dechamplain
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Roads**

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	4,070
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	4,070

PROFILE DESCRIPTION

This profile addresses the capital requirements of a snow and ice control program using the anti icing agent Calcium chloride as presented in CR_5033 and CR_6320. Council has requested a capital request be brought forward to implement the recommendations from this report.

PROFILE BACKGROUND

During the 2017-2018 winter season, City Operations ran a pilot of this product, applying a thin layer to roadways prior to snow events. The anti icing properties prevent snow from sticking to pavement, helping roads stay clear longer, and making snow removal easier. This reduced the need to plow and or sand roadways. Treated lanes stay bare longer, road surface friction is increased and stopping distances are reduced, compared to non treated roadways.

PROFILE JUSTIFICATION

Calibrated automatic spreaders help reduce unnecessary salty application. This profile addresses the purchase of units appropriately sized and capable of storing, pumping and applying Calcium chloride mix to city streets according to manufacturer instructions. Included in this is baffling for surge and slosh suppression., In small quantities, anti-icer is safe for humans and animals.

STRATEGIC ALIGNMENT

This profile will impact the following objective:

Service: The profile primarily supports maintaining or improving service levels

The capital profile also advances Council's principle of "connected": We care about the impact of our actions on our environmental systems.

ALTERNATIVES CONSIDERED

The alternative to funding this profile is to partially fund, thereby allowing for a reduced deployment of anti icing processes or to not fund and remain with standard snow and ice control measures.

COST BENEFITS

Anti icing allows for less sand product to be used on city roadways thereby reducing spring sweeping efforts. Additionally, motorists drive on clear dry pavement sooner and with greater traction thereby reducing accident and injury,.

KEY RISKS & MITIGATING STRATEGY

Not funding this profile restricts city road operations crews to standard snow and ice control processes. The pilot was run using equipment not meant or designed for this process and was severely inefficient by comparison. Funding this profile enables efficient snow and ice control as well as providing safer streets for the citizens of Edmonton

RESOURCES

The coordination of funds will be by City employees and will align with A1439B Purchasing Goods, Services and Construction and Project Management guidelines. All acquisitions will also follow Fleet Services' vehicle procurement procedures.

CONCLUSIONS AND RECOMMENDATIONS

After a highly successful pilot season using the anti icing product Calcium chloride, administration recommends the funding of this profile to expand the pilot through out the city for snow and ice control.

CAPITAL PROFILE REPORT

PROFILE NAME: **Snow Plow and Clearing**
 PROFILE NUMBER: **CM-66-2721**
 BRANCH: **Parks & Roads Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070
Current Approved Budget		-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070
Approved Funding Sources													
Pay-As-You-Go		-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070
Current Approved Funding Sources		-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070
Requested Funding Source													
Pay-As-You-Go		-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070
Requested Funding Source		-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Fleet Equipment	-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070
	Total	-	-	1,018	1,018	1,018	1,018	-	-	-	-	-	4,070

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Snow Plow and Clearing****PROFILE NUMBER: CM-66-2721****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Brine Storage and Pumps (4)	1/1/2019	12/31/2022	\$1.2M SBS Brine Maker w/ batch tank & onboard 2" brine pump system. Salt brine specific (0-26.4% scale) hydrometer and HD PVC Beaker. 6100 USG (23,000L) 1.5 Pecific gravity design, white brine storage tanks with fittings and all plumbing required to interconnect brine maker, storage tank and pumps.
000002	Graders (3)	1/1/2019	12/31/2022	\$1.5M Graders to complete additional plowing
000003	Brine Spray Applicator	1/1/2019	12/31/2022	\$840K Brine spray applicators including flow meters, electrical valves and other electrical components with latch bar assembly
000004	Front Mount Plows (replacements 48)	1/1/2019	12/31/2022	\$1.68M Front mount plows for replacement tandem trucks 2019-2023

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	TERWILLEGAR DRIVE EXPRESSWAY UPGRADES STAGE 1 (ABEYANCE)	FUNDED
PROFILE NUMBER:	19-22-9004	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: March, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: November, 2022

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	101,300
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	101,300

PROFILE DESCRIPTION

This project is for the design for the construction for expanding Terwillegar Drive to an expressway from Whitemud Drive to Anthony Henday Drive. An expressway is a high capacity, relatively high speed roadway with controlled access spacing, and signalization at intersections. This work expands Terwillegar Drive to four lanes in each direction, upgrading existing signalized intersections, potential use of smart signal and ITS technology, potential transit in the fourth lanes in each direction, and shared use path construction along the corridor. The expressway does not require the construction of the ultimate interchanges at Whitemud Drive or Anthony Henday Drive, although upgrades to those interchanges may be required in the future due to growing traffic demand.

PROFILE BACKGROUND

Terwillegar Drive is currently a major arterial with traffic signals at major intersections, including Haddow Drive, 23 Avenue, Rabbit Hill Road and 40 Avenue. Terwillegar Drive was constructed starting in the 1980's with the intention that Terwillegar Drive would ultimately be converted to a freeway.

To convert Terwillegar to a freeway, the intersections at 23 Avenue, Rabbit Hill Road and 40 Avenue were built along the ultimate interchange ramps and space in the middle was protected to construct the ultimate interchanges. Haddow Drive was built at a later date and has not been constructed to allow for an interchange to be constructed.

Administration has conducted numerous planning studies to develop designs, cost estimates, project scheduling and construction staging for Terwillegar Drive to address some of the concerns related to a freeway (cost, access, design standards, community impacts) and based on feedback from Council and the public, Administration explored an expressway as an alternative to a freeway.

PROFILE JUSTIFICATION

During peak hours, traffic along portions of Terwillegar Drive approaches the available capacity thresholds, with congestion occurring at major intersections. Additional capacity improvements are required to address these issues, as traffic volumes along Terwillegar will continue to increase with ongoing development in Southwest Edmonton.

Upgrading Terwillegar Drive to an expressway will provide additional capacity to address congestion in this part of SW Edmonton.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience, by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Widening is required to accommodate existing traffic and short term growth, as well as anticipated long term traffic increases. One alternative would be to maintain the existing roadway infrastructure as-is, which is currently approaching capacity, and is expected to become insufficient to handle projected traffic demand.

Another alternative would be to fund the construction of interchanges at key intersections to address capacity constraints and pursue a freeway for Terwillegar Drive.

COST BENEFITS

Tangible benefits include decreased travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Key risks for this project include interruptions to motorists and transit routes, in terms of congestion and travel delay during construction of the expressway. To mitigate, communication with the public, including commuters and other stakeholders will be critical to share detour plan and construction timelines. Additional risks are typical of all construction projects, and include schedule delays and cost overruns. These risks can be mitigated through proper project management.

CAPITAL PROFILE REPORT

RESOURCES

Planning and design can be completed internally or externally depending on capacity and technical knowledge. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

To address long standing congestion issues along this corridor, it is recommended that funding for this project be approved.

CONTINGENCY OF APPROVAL

CAP#26/Motion 10.2: Held in abeyance subject to approval of ACT grant funding. All funding held in abeyance until a report returns to Council at the Spring SCBA outlining actual grant funding received and revised funding sources if needed.

CAPITAL PROFILE REPORT

PROFILE NAME: **Terwillegar Drive Expressway Upgrades Stage 1 (Abeysance)**
 PROFILE NUMBER: **19-22-9004**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,300	8,800	16,400	33,600	41,200	-	-	-	-	101,300
Current Approved Budget		-	-	1,300	8,800	16,400	33,600	41,200	-	-	-	-	101,300
Approved Funding Sources													
Alberta Community Transit Fund		-	-	-	1,200	1,200	10,800	10,800	-	-	-	-	24,000
Pay-As-You-Go		-	-	1,300	-	-	-	-	-	-	-	-	1,300
Tax-Supported Debt		-	-	-	7,600	15,200	22,800	30,400	-	-	-	-	76,000
Current Approved Funding Sources		-	-	1,300	8,800	16,400	33,600	41,200	-	-	-	-	101,300

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	1,300	8,800	16,400	33,600	41,200	-	-	-	-	101,300
Requested Funding Source													
Alberta Community Transit Fund		-	-	-	1,200	1,200	10,800	10,800	-	-	-	-	24,000
Pay-As-You-Go		-	-	1,300	-	-	-	-	-	-	-	-	1,300
Tax-Supported Debt		-	-	-	7,600	15,200	22,800	30,400	-	-	-	-	76,000
Requested Funding Source		-	-	1,300	8,800	16,400	33,600	41,200	-	-	-	-	101,300

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	-	8,800	16,400	33,600	41,200	-	-	-	-	100,000
	Design	-	-	1,300	-	-	-	-	-	-	-	-	1,300
	Total	-	-	1,300	8,800	16,400	33,600	41,200	-	-	-	-	101,300

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	TERWILLEGAR DRIVE EXPRESSWAY UPGRADES STAGE 2 (ABEYANCE)	FUNDED
PROFILE NUMBER:	19-22-9005	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	12,000
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	12,000

PROFILE DESCRIPTION

This project is for the planning and design for Stage 2 of the Terwillegar Drive expressway project. The work includes reconfiguration of the Terwillegar Drive / Whitemud Drive interchange, expansion of Whitemud Drive east of Terwillegar Drive, widening and / or rehabilitation of the Rainbow Valley Bridges, and a pedestrian / cyclist bridge over Whitemud Drive at approximately 142 Street. This work is required to address growing traffic demand in Southwest Edmonton.

PROJECT LIST

The work included in this profile is planning and design for Whitemud Drive / Terwillegar Drive interchange improvements, widening of Whitemud Drive and Rainbow Valley Bridges and a pedestrian / cyclist bridge over Whitemud Drive at approximately 142 Street.

PROFILE BACKGROUND

Terwillegar Drive is currently a major arterial with traffic signals at major intersections, including Haddow Drive, 23 Avenue, Rabbit Hill Road and 40 Avenue. Terwillegar Drive was constructed starting in the 1980's with the intention that Terwillegar Drive would ultimately be converted to a freeway.

Administration has conducted numerous planning studies to develop designs, cost estimates, project scheduling and construction staging for Terwillegar Drive to address some of the concerns related to a freeway (cost, access, design standards, community impacts) and based on feedback from Council and the public, Administration explored an expressway as an alternative to a freeway.

To ensure long term operations for the Terwillegar Drive corridor, enhancements at Whitemud Drive / Terwillegar interchange and on Whitemud Drive will be required, including widening of the Rainbow Valley Bridges.

PROFILE JUSTIFICATION

During peak hours, traffic along portions of Terwillegar Drive and Whitemud Drive approach the available capacity thresholds, with congestion occurring at major intersections and at transition points (merges / diverges). Additional capacity improvements are required to address these issues, as traffic volumes increase with ongoing development in Southwest Edmonton.

Upgrades will provide additional capacity to address congestion in this part of SW Edmonton.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience, by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Planning and design is required to prepare for upgrades needed to achieve the ultimate requirements for the Terwillegar Drive expressway.

The upgrades are need to accommodate growing traffic demand. One alternative would be to maintain the existing roadway infrastructure as-is, which is currently approaching capacity, and is expected to become insufficient to handle projected traffic demand.

COST BENEFITS

Tangible benefits include decreased travel time, improved infrastructure condition, decreased collision rates, and decreased emissions.

Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Key risks for this project include interruptions to motorists and transit routes, in terms of congestion and travel delay during construction of the expressway. To mitigate, communication with the public, including commuters and other stakeholders will be critical to share detour plan and construction timelines. Additional risks are typical of all construction projects, and include schedule delays and cost overruns. These risks can be mitigated through proper project management.

RESOURCES

Planning and design can be completed internally or externally depending on capacity and technical knowledge. All procurement of external resources will follow relevant corporate procurement directives and policies.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

To address long standing congestion issues along this corridor, it is recommended that funding for this project be approved.

CONTINGENCY OF APPROVAL

CAP#26/Motion 10.2: Held in abeyance subject to approval of ACT grant funding. All funding held in abeyance until a report returns to Council at the Spring SCBA outlining actual grant funding received and revised funding sources if needed.

CAPITAL PROFILE REPORT

PROFILE NAME: **Terwillegar Drive Expressway Upgrades Stage 2 (Abeysance)**

FUNDED

PROFILE NUMBER: **19-22-9005**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000
Current Approved Budget		-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000
Approved Funding Sources													
Tax-Supported Debt		-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000
Current Approved Funding Sources		-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000
Requested Funding Source													
Tax-Supported Debt		-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000
Requested Funding Source		-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000
	Total	-	-	-	2,000	5,000	5,000	-	-	-	-	-	12,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TRAFFIC CONTROLLER SYSTEM CONVERSION**
 PROFILE NUMBER: **15-66-2511**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Parks & Roads Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Anna Dechamplain
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2020

Service Category: **Roads**

Major Initiative:

GROWTH

RENEWAL
100

PREVIOUSLY APPROVED:	12,166
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	12,166

PROFILE DESCRIPTION

This profile is to equip 544 traffic controllers with new Ethernet based and wireless technologies in order to communicate remotely with the CENTRACS central traffic signal management system. The implementation of CENTRACS was completed in 2011. The CENTRACS system incorporates the newest signal controller technology, allowing wireless communication and remote management of traffic signals to effectively and immediately respond to unexpected traffic issues. There are currently 544 traffic signals in the City that are not compatible with the CENTRACS system, and must be replaced in order to maximize the value from the CENTRACS investment.

PROFILE BACKGROUND

This profile is to equip 544 traffic controllers with new Ethernet based and wireless technologies in order to communicate remotely with the current CENTRACS central traffic signal management system.

PROFILE JUSTIFICATION

Traffic controllers have a service life of 10 to 15 years and must be replaced to ensure functionality and effectiveness. 76% of the signal controllers have or will soon exceed its life cycle. Since the life cycle of technology continues to diminish, the conversion program must be done within a short period of time in order to maximize the value of its investment. This program aims to equip approximately 100 controllers annually, to complete the conversion in 5.5 years. Total cost is estimated at \$14.4M.

STRATEGIC ALIGNMENT

This profile will impact how we manage our business by ensuring the City has well-managed and sustainable assets. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Alternative is to provide no funding and allow the controllers to fail, which will negatively impact traffic movement. Or partial funding, which will delay the conversion process and result in lesser benefits than intended.

COST BENEFITS

Tangible benefits include cost savings from decommissioning the CRC, and improved efficiency of remote traffic management.

Intangible benefits include shorter lead times for resolving traffic emergencies and incidents, operational efficiencies through minimizing manual processes, compatibility with other systems.

KEY RISKS & MITIGATING STRATEGY

Risk of traffic controller failure is imminent and evident, and inhibits the ability to achieve goals outlined in The Way We Move. Technological advances should be maintained in order to maximize beneficial value from investments.

RESOURCES

Dedicated resources (Signals Technician II) will be required to implement this project, if approved. As well, EPCOR Technologies will be contracted to carryout some functions of this project.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this profile be approved in order to take advantages of operational efficiencies and cost savings available with new technologies in signal controllers.

CHANGES TO APPROVED PROFILE

#16-29: Transfer \$700K to 16-66-2622 Downtown Bicycle Grid. With significant upgrading of traffic signals required to enable the Downtown bike grid, the objectives in this capital profile are be met by funding the Downtown bike grid.

Spring SCBA 2018: (2.3-02) Anticipated \$1.5M cost savings to be achieved in 2018 as well as project efficiencies by overlapping the work through coordination with other existing projects.

CAPITAL PROFILE REPORT

PROFILE NAME: **Traffic Controller System Conversion**
 PROFILE NUMBER: **15-66-2511**
 BRANCH: **Parks & Roads Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		7,916	2,665	2,614	1,171	-	-	-	-	-	-	-	14,366
2015 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)		-700	-	-	-	-	-	-	-	-	-	-	-700
2016 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward		-4,662	4,662	-	-	-	-	-	-	-	-	-	-
2018 Cap Council		-	-1,500	-	-	-	-	-	-	-	-	-	-1,500
Current Approved Budget		2,554	5,827	2,614	1,171	-	-	-	-	-	-	-	12,166
Approved Funding Sources													
Munc Sustain. Initiative - MSI		2,542	5,231	2,353	1,054	-	-	-	-	-	-	-	11,180
Pay-As-You-Go		12	596	261	117	-	-	-	-	-	-	-	987
Current Approved Funding Sources		2,554	5,827	2,614	1,171	-	-	-	-	-	-	-	12,166

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		2,554	5,827	2,614	1,171	-	-	-	-	-	-	-	12,166
Revised Budget (if Approved)		2,554	5,827	2,614	1,171	-	-	-	-	-	-	-	12,166
Requested Funding Source													
Munc Sustain. Initiative - MSI		2,542	5,231	2,353	1,054	-	-	-	-	-	-	-	11,180
Pay-As-You-Go		12	596	261	117	-	-	-	-	-	-	-	987
Requested Funding Source		2,554	5,827	2,614	1,171	-	-	-	-	-	-	-	12,166

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	2,396	5,774	2,562	1,147	-	-	-	-	-	-	-	11,880
	Design	158	53	52	24	-	-	-	-	-	-	-	287
	Total	2,554	5,827	2,614	1,171	-	-	-	-	-	-	-	12,166

OPERATING IMPACT OF CAPITAL

Type of Impact: Utilities

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	-	-100	-100	-	-	-100	-100	-	-	-100	-100	-	-	-	-	-
Total Operating Impact	-	-100	-100	-	-	-100	-100	-	-	-100	-100	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Traffic Controller System Conversion****PROFILE NUMBER: 15-66-2511****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Traffic Controller System Conversion	1/1/2015	1/31/2020	Traffic Controller System Conversion
005511	CPP2511 TRAFFIC CNTRLLER SYST CONVERSION			
102192	BC 15-66-2511 Traffic Controller Sys Con			

CAPITAL PROFILE REPORT

PROFILE NAME: **TRAFFIC SIGNALS - DEVELOPER AND ARA FUNDED**
 PROFILE NUMBER: **CM-66-2525**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Parks & Roads Services**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Anna Dechamplain
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category:	Roads	Major Initiative:	
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	30,438
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	30,438

PROFILE DESCRIPTION

Traffic signals required due to new developments. Fully funded by private developers and/or Arterial Road Assessments. The need for new signals will fluctuate dependent on the volume of development. Budget is estimated based on historical trends and based on an average cost per location, this profile would be able to construct 10 signals per year.

PROFILE BACKGROUND

Traffic signals required due to new developments. Fully funded by private developers and/or Arterial Road Assessments. The need for new signals will fluctuate dependent on the volume of development. Budget is estimated based on historical trends.

PROFILE JUSTIFICATION

Traffic signals are installed based on warrant guidelines to facilitate efficient flow of vehicle traffic while preventing congestion in specified areas. Traffic signals also provide safe crossing and mobility opportunities for pedestrians.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels by providing proper traffic controls to new developments. The profile also supports the connection of people to what matters to them and demonstrates we care about the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

This profile exists to capture cost of constructing City owned traffic signals assets. Funding is provided by external parties. Alternative is to remove this profile and consider all such externally funded construction as contributed assets.

COST BENEFITS

Tangible: new infrastructure at warranted locations such as in newly developed areas and locations of lengthy wait times.

Intangible benefits: efficient movement of goods and people, reduced environmental impacts from vehicle idling (gas emissions), enhanced public safety, efficient traffic management processes, reduced risk of collisions, reduced volume and severity of collisions, fatalities, and infrastructure damages, and others.

KEY RISKS & MITIGATING STRATEGY

Population growth and other demographic factors result in an increasing demand on the Transportation network. Sufficient funding should be provided to implement the appropriate infrastructure to meet the demand.

RESOURCES

Permanent resources to implement this program are currently available. Additional resources that may be required will be assessed in conjunction with the capital investment and project plans.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that this profile be created and used to separate the signals that are externally funded from the base tax levy.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2015 Fall SCBA (CA#40): (3.5.15) Profile currently shows all developer funding. This adjustment is to differentiate between Arterial Roadway Assessment funding and developer funding portions within the profile.

2017 Spring (#17-20) 2.5-14: Pay As You Go funding source should have been Developer ARA.

2017 Fall SCBA (CA#40): 2.5-06 This request of \$6.7M is to correct the existing funding sources. This is funded by external sources: Developer Financing \$1.6M and Developer ARA levy \$4.8M. The number of projects are based on industry demand. ARA funding should be sufficient and available, and Developers funding is secured and available. Local Improvements of \$288K is also secured and available. This profile is for construction of traffic signals projects, and is fully funded by Developer sources, ARA funding, and LI funding. Current profile requires amendments to reflect funding sources appropriately.

Through the 2015-2018 Capital Budget and subsequent SCBA approvals, we have allocated all the available MSI and PAYG funding. There are no Corporate funding sources available for new capital projects. Any new budget dollar requests will need to be funded from within the department through transfers or other guaranteed funding source(s).

2018 Spring SCBA: (CFO.2) Exchanging funding of this CM-66-2525 Traffic Signals - Developer and ARA Funded with IIS profile 06-66-1612 Ring Road Connectors. The objective is to eliminate the negative pay-as-you-go funding in CM-66-2525 by swapping this with the IIS profile. In order to have a zero impact on IIS City Operations also has to swap an offsetting amount of ARA funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **Traffic Signals - Developer and ARA Funded**
 PROFILE NUMBER: **CM-66-2525**
 BRANCH: **Parks & Roads Services**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	8,519	2,868	-	-	-	-	-	-	-	-	11,387
	2015 Cap Council	-	-	-	-	-	-	-	-	-	-	-
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Council	4,046	2,632	-	-	-	-	-	-	-	-	6,678
	2017 Cap Carry Forward	-3,702	3,702	-	-	-	-	-	-	-	-	-
	2018 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Budget Request for Next Cycle	-	-	2,906	3,026	3,153	3,288	-	-	-	-	12,373
	Current Approved Budget	8,863	9,202	2,906	3,026	3,153	3,288	-	-	-	-	30,438
Approved Funding Sources												
Developer ARA	1,462	4,498	1,453	1,513	1,577	1,644	-	-	-	-	12,147	
Developer Financing	7,117	4,684	1,453	1,513	1,576	1,644	-	-	-	-	17,987	
Local Improvements Prop. Share	268	20	-	-	-	-	-	-	-	-	288	
Pay-As-You-Go	16	-	-	-	-	-	-	-	-	-	16	
Current Approved Funding Sources	8,863	9,202	2,906	3,026	3,153	3,288	-	-	-	-	30,438	

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Requested Funding Source											
Developer ARA	1,462	4,498	1,453	1,513	1,577	1,644	-	-	-	-	12,147	
Developer Financing	7,117	4,684	1,453	1,513	1,576	1,644	-	-	-	-	17,987	
Local Improvements Prop. Share	268	20	-	-	-	-	-	-	-	-	288	
Pay-As-You-Go	16	-	-	-	-	-	-	-	-	-	16	
Requested Funding Source	8,863	9,202	2,906	3,026	3,153	3,288	-	-	-	-	30,438	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Construction	8,692	9,145	2,906	3,026	3,153	3,288	-	-	-	-	-
Design	170	57	-	-	-	-	-	-	-	-	-	-	228
Total	8,863	9,202	2,906	3,026	3,153	3,288	-	-	-	-	-	30,438	

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Traffic Signals - Developer and ARA Funded****PROFILE NUMBER: CM-66-2525****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Traffic Signals - Developer Funded	1/1/2015	1/31/2024	Traffic Signals - Developer and ARA Funded
000002	Traffic Signals -ARA Funded			Traffic signals required due to new developments. Fully funded by Arterial Road Assessments. The need for new signals will fluctuate dependent on the volume of development. Budget is estimated based on historical trends and based on an average cost per location.
000003	Traffic Signals -Local Improvement Funded			Traffic signals are installed based on warrant guidelines to facilitate efficient flow of vehicle traffic while preventing congestion in specified areas. Traffic signals also provide safe crossing and mobility opportunities for pedestrians.
005525	2015-18 66-2525 TRAFFIC SIGNALS DEV/ARA			
102193	BC CM-66-2525 Traffic Signals-Dev & ARA			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TRANSIT COMMUNICATIONS RENEWAL**
 PROFILE NUMBER: **CM-66-3000**
 DEPARTMENT: **City Operations**
 LEAD BRANCH: **Edmonton Transit**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Eddie Robar
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Public Transit**

Major Initiative:

GROWTH

RENEWAL
100

PREVIOUSLY APPROVED:	20,085
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	20,085

PROFILE DESCRIPTION

Replacement of various transit communications equipment and systems such as ticketing system, control room workstations and main servers that run LRT communication systems; datacentre/comm room upgrades at LRT stations & Bus Transit Centres; Traction Power Sub-stations (TPSS) and signal system upgrades; video storage system upgrades; safety/security devices upgrades (cameras, emergency phones, access control, key security); PIDS System Renewal (LED signs, audio devices, & public messaging). The work within this profile reflects industry standards for managing transit communications infrastructure and is in alignment with the recommended RIMS allocation.

PROJECT LIST

2019-2022 BUDGET CYCLE: Common Infrastructure Environment (Assurance and Service Management, Computer, Facilities, Network, Storage); ETS Security and Safety System Upgrade/Renewal; PIDS System Upgrade/Renewal.

PROFILE BACKGROUND

The communications systems used by ETS provide a way for fare collection, CCTV surveillance, building management, public address, LED message signs, emergency phones, two-way radio, train control, Edmonton Transit Dispatch System (ETDS) & Transit Operator Performance System (TOPS) replacement, and power substation control to function. These systems range from customer facing to mission critical back-end control systems that affect the functionality of the ETS system on a day to day basis.

PROFILE JUSTIFICATION

A number of communication systems and equipment are very old and have exceeded their expected life span. Remedial actions are required to maintain the safety and operating efficiency (reliability and serviceability) of the communications systems.

STRATEGIC ALIGNMENT

This profile will impact how we manage our business by ensuring continued, reliable service delivery. The profile also supports the connection of people to what matters to them.

ALTERNATIVES CONSIDERED

An alternative approach is to continue with the existing systems, leading to increased operating budget for system maintenance, potentially prolonged outages and reduced system flexibility.

COST BENEFITS

Costs are based on cost experience for previous similar work.

Tangible benefits include lower maintenance cost and increased reliability and serviceability of the communication system and equipment.

Intangible benefits include improvement in Transit operational efficiency and improved safety and security with the implementation of upgraded system and new technology and thus improving citizen's satisfaction.

KEY RISKS & MITIGATING STRATEGY

Risks include: Costs of goods and services increase at higher rate than projected and the City's available internal resources are not sufficient to manage the work.

RESOURCES

LRT Communications Group will be managing all the projects. The projects will require external Contractors for procurement, installation, testing, commissioning and documentation of the system and equipment.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this profile be approved to upgrade communication system, equipment and associated infrastructure.

CAPITAL PROFILE REPORT

CHANGES TO APPROVED PROFILE

2016 Spring SCBA (AA#21): (BM.8) A total cfwd of \$40,540 is required in 12-66-1240 (commitment is higher than budget). The remaining funds will be covered by CM-66-3000.

2016 Spring SCBA (#16-20-2.5): Budget reduced to offset funds required to carryforward in 09-66-1240.

2016 Fall SCBA (AA#41): (CM.5) To switch funding sources between profiles to correct negative PAYGO funding in profile CM66-3000 in 2016.

2017 Spring (#17-20) 2.5-4: Replace obsolete DATS Mobile Data Terminals. Funding to be received from Contractor Fee revenues.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transit Communications Renewal**
 PROFILE NUMBER: **CM-66-3000**
 BRANCH: **Edmonton Transit**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	6,445	2,283	-	-	-	-	-	-	-	-	-	8,728
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Administrative	-15	-	-	-	-	-	-	-	-	-	-	-15
2016 Cap Council	-259	-	-	-	-	-	-	-	-	-	-	-259
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	500	-	-	-	-	-	-	-	-	-	-	500
2017 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-4,531	4,531	-	-	-	-	-	-	-	-	-	-
2017 Cap Release to Corp Pool	-282	-	-	-	-	-	-	-	-	-	-	-282
2018 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2018 Cap Budget Request for Next Cycle	-	-	2,415	4,736	2,618	1,645	-	-	-	-	-	11,414
Current Approved Budget	1,858	6,814	2,415	4,736	2,618	1,645	-	-	-	-	-	20,085
Approved Funding Sources												
MSI Replacement	-	-	-	-	-	1,316	-	-	-	-	-	1,316
Munc Sustain. Initiative - MSI	1,686	5,930	1,932	3,789	2,094	-	-	-	-	-	-	15,431
Other	-	250	-	-	-	-	-	-	-	-	-	250
Pay-As-You-Go	172	634	483	947	524	329	-	-	-	-	-	3,088
Current Approved Funding Sources	1,858	6,814	2,415	4,736	2,618	1,645	-	-	-	-	-	20,085

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
Revised Budget (if Approved)	1,858	6,814	2,415	4,736	2,618	1,645	-	-	-	-	20,085	
Requested Funding Source												
MSI Replacement	-	-	-	-	-	1,316	-	-	-	-	1,316	
Munc Sustain. Initiative - MSI	1,686	5,930	1,932	3,789	2,094	-	-	-	-	-	15,431	
Other	-	250	-	-	-	-	-	-	-	-	250	
Pay-As-You-Go	172	634	483	947	524	329	-	-	-	-	3,088	
Requested Funding Source	1,858	6,814	2,415	4,736	2,618	1,645	-	-	-	-	20,085	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			REVISED BUDGET (IF APPROVED)										
Construction	-946	3,374	153	1,445	1,125	544	-	-	-	-	-	-	5,694
Design	-	-	194	569	-	-	-	-	-	-	-	-	763
Equip FurnFixt	2,041	2,344	-	-	-	-	-	-	-	-	-	-	4,385
Technology	763	1,096	2,069	2,722	1,492	1,101	-	-	-	-	-	-	9,243
Total	1,858	6,814	2,415	4,736	2,618	1,645	-	-	-	-	-	-	20,085

OPERATING IMPACT OF CAPITAL

Type of Impact: External Services, Material & Equipment

Branch:	2018				2019				2020				2021			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
(None)	-	-15	-15	-	-	-25	-25	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	-15	-15	-	-	-25	-25	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transit Communications Renewal****PROFILE NUMBER: CM-66-3000****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Communication Room Upgrade, including UPS, Cooling system	1/1/2015	1/31/2017	Transit Communications Renewal
000002	Digital Clock Upgrades (to make them network compatible)	1/1/2015	1/31/2015	
000003	Enhanced Video Editing Software on Omnicast System	1/1/2016	1/31/2016	
000004	Bus Terminals intercom system - Life Cycle Replacement	1/1/2015	1/31/2015	
000005	Bus Terminals\Garages - convert ADPRO to Omnicast (CCTV)	1/1/2015	1/31/2015	
000006	LRT CCTV - Life Cycle Station Camera Replacement	1/1/2015	1/31/2018	
000007	Bus Terminal CCTV - Life Cycle Replacements	1/1/2015	1/31/2018	
000008	BMS System - Life Cycle Replacement			
000009	LRT Card Access - Life Cycle Replacement	1/1/2015	1/31/2015	
000010	Keywatch - Life Cycle Replacement	1/1/2015	1/31/2016	
000011	LRT Fibre Optics - Cisco Network Life Cycle Replacement	1/1/2018	1/31/2018	
000012	Control Centre Workstation and Misc Equipment - Life Cycle replacement	1/1/2017	1/31/2017	
000013	Bus Transit Centre Communication Room Rehab	1/1/2015	1/31/2017	
000014	LRT Stations Emergency phone - Life Cycle Replacements	1/1/2015	1/31/2018	
000015	Voice Logging Recorder - Life Cycle Replacement	1/1/2018	12/31/2018	
000016	ETS Communications Systems - Life Cycle Replacement	1/1/2015	1/31/2017	
000017	Telephone System and equipment\phone - Life Cycle Replacement	1/1/2015	1/31/2018	
000018	PA Amplifier - Life Cycle Replacement	1/1/2015	1/31/2017	
000019	LRT Station PA Speaker - Life Cycle Replacement	1/1/2015	1/31/2017	
000020	Server Life Cycle Replacement plus OS Upgrade (Virtualized Data Centre)	1/1/2016	1/31/2016	
000021	Interstation Infrastructure (Copper, Cable,etc) - Life Cycle Replacement	1/1/2015	1/31/2016	

CAPITAL PROFILE REPORT

000022	Electronic Equipment Rooms power and environment (HVAC, Dust Mitigation) - Life Cycle Replacement	1/1/2015	1/31/2017	
000023	Network Monitoring Software system - Life Cycle Replacement			
000024	New Communication Room Construction at Stadium, Coliseum, and Belvedere	1/1/2015	1/31/2017	
000025	New Data Centre for Communication Systems	1/1/2015	1/31/2015	
000026	Train Camera Connectivity	1/1/2015	1/31/2015	
000027	BI Upgrades to Maintain System Compatibility with New and Upgraded Data Systems	1/1/2015	1/31/2017	
000028	Security Audit Recommendations	1/1/2015	1/31/2017	
000029	Officer Portable Communication Devices + software package			
000030	Bus/LRT Radio System - mobile and portable radios replacement (life cycle replacement)	1/1/2015	1/31/2017	
000031	DATS MDT Replacement	1/1/2017	12/31/2017	Replacement of existing MDTs that are obsolete
000032	Common Infrastructure Environment - Assurance and Service Management	1/1/2019	12/31/2022	Upgrades to current ticketing system and connection documentation system. The current asset has reached end of life.
000033	Common Infrastructure Environment - Computer	1/1/2019	12/31/2022	Upgrades and replacement of control room workstations and main servers that run all the LRT comms systems. The workstations and servers have reached the end of their useful life and require replacement.
000034	Common Infrastructure Environment - Facilities	1/1/2019	12/31/2022	Upgrades to the main data centres and comm rooms in LRT stations and Bus Transit Centres. The current data centres and comm rooms were designed to an older standard than is required today. This will fix this issue and address the current shortcomings.
000035	Common Infrastructure Environment - Network	1/1/2019	12/31/2022	Upgrades to the signals and TPSS networks. These current networks are at the end of their useful life and require replacement. Also replacement of other end of life network devices on the main LRT network that have reached the end of their useful life.
000036	Common Infrastructure Environment - Storage	1/1/2019	12/31/2022	Upgrades to the current storage system used for recording video and running all main servers. The current system is at the end of its useful life and requires replacement.
000037	ETS Security and Safety System Upgrade/Renewal	1/1/2019	12/31/2022	Upgrades to existing safety and security devices in the LRT and Bus stations as well as the backend systems. This includes cameras, emergency phones, access control, and key security. A lot of stations have very old devices that are end of life.
000038	PIDS System Upgrade/Renewal	1/1/2019	12/31/2022	Upgrades to the current LED signs, audio devices, and backend systems that drive the current public messaging system. The current devices used by ETS are end of life and require replacement.
005320	NEW DATA CENTER FOR COMMUNICATION SYSTEM			
007621	DO NOT USE TOYOTA TACOMA LEASE BUYOUTS			
007875	CONTROL WORKSTATION REFRESH			CONTROL WORKSTATION REFRESH
102259	BC CM-66-3000 Transit Communications Ren			

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	TRANSPORTATION: BRIDGES & AUXILIARY STRUCTURES - RENEWAL	FUNDED
PROFILE NUMBER:	CM-24-0000	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	82,361
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	82,361

PROFILE DESCRIPTION

The physical condition of an asset is an assessment made at a specific moment in time. Over the past 10 years, the physical condition of the city-wide assets in good and very good condition has seen an upward trend. Much of this can be attributed to the addition of new assets (growth), which would naturally raise the overall average physical condition. It's for this reason that a better measure of the effectiveness of the City's renewal programs is the percentage of assets in poor and very poor condition. This has ranged from 16 percent in 2007 to 12 per cent in 2016. This equates to more than one in every ten assets being in poor or very poor condition. While the trend over the past 10 years indicates a gradual improvement in the condition of the assets, there are problem areas requiring continuing attention.

The Bridge and Auxiliary Structure Renewal composite program outlines a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers.

PROJECT LIST**BRIDGES**

- Whitemud Creek Pedestrian Bridge - Abutment Protection
- 23rd Avenue over Whitemud Creek Pedestrian Bridge - Replacement
- 111th Street over Blackmud Creek Pedestrian Bridge - Replacement
- Mill Creek Ravine Pedestrian Bridges
- Low Level Bridge (north bound) - Rehabilitation
- Low Level Bridge (south bound) - Rehabilitation
- Scona Road Bridge over Connors Road - Rehabilitation
- Horsehills Road over Horsehills Creek - Rehabilitation
- Latta Bridge - Rehabilitation
- Kinnard Bridge - Rehabilitation
- Ada Boulevard over Wayne Gretzky Drive - Rehabilitation

NOISE ATTENUATION WALLS

- Wayne Gretzky Drive from 112 Ave to 118th Ave - Rehabilitation/Replacement
- Yellowhead Trail from 89th Street to Fort Road - Rehabilitation/Replacement
- Whitemud Drive (111th to 122 Street) - Rehabilitation/Replacement

PROFILE BACKGROUND

The Bridge and Auxiliary Structure Renewal program outlines a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers.

PROFILE JUSTIFICATION

Renewal of bridge structures improves the overall inventory condition, improves the selected structure's load carrying capacity, and increases the safety of all users. Additionally, auxiliary structures require renewal or replacement due to deterioration and upon reaching the end of the asset life. Maintaining access, public safety and maintaining urban form are key outcomes of this program.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Renewal of structures is necessary for safety and serviceability. The alternative to this work would be to maintain the existing structure in its as is condition (do nothing), recognizing that deterioration will continue and a later intervention will be more costly.

COST BENEFITS

The tangible benefits include: replacing structures before they deteriorate to a condition deemed unsafe for use; considering emerging trends and effects of travelers to achieve benefits over its full asset life. Intangible benefits include more efficient movement of goods, services and people; architectural innovations to enhance the cityscape; well maintained inventory, less congestion and enhancement of the lives of Edmontonians.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Cost: Tender prices may exceed the available budget limiting the quantity of projects able to be completed. Work scope can be reduced so as not to exceed approved amounts.

Schedule: Resources not sufficient to accommodate the work. Contractor delays.

Mitigations include improved planning and budgeting utilizing PDDM delivery. Bonus/penalty clauses, early construction mobilizations may be considered. Long lead items procured well in advance of construction.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of bridges and auxiliary structures. The cost to postpone renewals comes with ever increasing risk to the public transit infrastructure and ultimately risk to the public.

Recommendation: That funding be approved for this profile to improve the long term sustainability of the City's bridges and auxiliary structures.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transportation: Bridges & Auxiliary Structures - Renewal**

FUNDED

PROFILE NUMBER: **CM-24-0000**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Planning & Design**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	8,236	16,472	24,708	32,944	-	-	-	-	-
	Current Approved Budget	-	-	8,236	16,472	24,708	32,944	-	-	-	-	-	82,361
APPROVED BUDGET	Approved Funding Sources												
	MSI Replacement	-	-	-	-	-	21,356	-	-	-	-	-	21,356
	Munc Sustain. Initiative - MSI	-	-	6,589	13,178	19,767	-	-	-	-	-	-	39,533
	Pay-As-You-Go	-	-	1,647	3,294	4,942	11,589	-	-	-	-	-	21,472
	Current Approved Funding Sources	-	-	8,236	16,472	24,708	32,944	-	-	-	-	-	82,361

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Requested Funding Source												
	MSI Replacement	-	-	-	-	-	21,356	-	-	-	-	-	21,356
	Munc Sustain. Initiative - MSI	-	-	6,589	13,178	19,767	-	-	-	-	-	-	39,533
	Pay-As-You-Go	-	-	1,647	3,294	4,942	11,589	-	-	-	-	-	21,472
	Requested Funding Source	-	-	8,236	16,472	24,708	32,944	-	-	-	-	-	82,361

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	6,589	13,178	19,767	26,356	-	-	-	-	-
Design		-	-	1,647	3,294	4,942	6,589	-	-	-	-	-	16,472
	Total	-	-	8,236	16,472	24,708	32,944	-	-	-	-	-	82,361

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transportation: Bridges & Auxiliary Structures - Renewal****PROFILE NUMBER: CM-24-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Transportation: Bridge & Auxiliary Renewal	1/1/2019	12/31/2022	Budget Carrier for this renewal profile
100001	Culvert Replacement Program - Various/Emerging Projects	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100002	Whitemud Drive: 111 St. - 122 St., Retaining Wall/Noise Wall/Brick Erosion Cover Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100003	170 Street over CNR Nouthbound (B170), Bridge Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100004	170 Street over Yellowhead Trail Overpass (B185), Bridge Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100005	Ada Boulevard over Wayne Gretzky Drive (B114), Bridge Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100006	111 Street over Blackmud Creek (B128) Pedestrian Bridge, Structure Replacement	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100007	Horsehills Road over Horsehills Creek (B130), Bridge Replacement	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100008	Low Level Bridge (NBD) on Connors Rd./98 Ave. at N. Saskatchewan River (B1), Bridge Minor Rehab	1/1/2019	12/31/2022	Painting of Low Level Bridge North bound
100009	Low Level Bridge (SBD) on Connors Rd./98 Ave. at N. Saskatchewan River (B37), Bridge Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100010	Latta Bridge (B27), Bridge Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100011	Kinnaird Bridge on Jasper Ave at E/92 St. (B24), Bridge Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100012	Bridge Joint Replacement Program-Variou/Emerging Projects	1/1/2019	12/31/2022	Design only of Edmonton's bridge structures that supports the City's transportation system
100013	Aux Structure (Retaining Wall, Barrier, Bollards etc.)Renewal Program Various Projects	1/1/2019	12/31/2022	Design only of Edmonton's bridge structures that supports the City's transportation system.
100014	Mill Creek Pedestrian Bridges, Structure Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100015	23 Avenue over Whitemud Creek (B062) Pedestrian Bridge, Structure Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100016	Yellowhead Trail [EBD]: 82 St. - Fort Rd., Noisewall Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's auxiliary structures that supports the City's transportation system
100017	Wayne Gretzky Drive: 112 Ave. - 118 Ave. , Noisewall Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system
100018	Yellowhead Trail [EBD]: 97 St. - 82 St., Noisewall Rehab	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's bridge structures that support the City's transportation system

CAPITAL PROFILE REPORT

CAPITAL PROFILE REPORT

PROFILE NAME:	TRANSPORTATION: GOODS MOVEMENT - ARTERIAL RENEWAL	FUNDED
PROFILE NUMBER:	CM-22-0000	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	146,898
10	90	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	146,898

PROFILE DESCRIPTION

The Goods Movement Arterial Renewal Program outlines a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

Scope:

Provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks on existing major and minor arterial roadways, as well as upgrading of oiled/gravel rural arterial truck routes. Work also includes pavement markings, minor geometric improvements, minor active modes connection improvements, minor traffic signal/controller rehabilitation, streetlighting, and land acquisition. This profile also includes funding for the planned replacement of the City's ARAN data collection vehicle.

This program categories include: Arterial Recon, Arterial Rehab, Arterial Pavement Renewal, Rural Road Renewal and Pavement Investment Strategy, and arterial streetlight and traffic control asset renewal.

Out of Scope:

Alley, local, and collector roadways.

PROFILE BACKGROUND

The Goods Movement Arterial Renewal Program outlines a cost-effective, long-term strategic approach to address Edmonton's major road infrastructure needs via the renewal and rebuilding of roads, sidewalks, and streetlights.

Problem/Opportunity:

Population growth and other demographic factors result in higher usage of arterial roads and deteriorating rates that will negatively impact:
 -efficient movement of goods and people (transit, bike, pedestrian)
 -public satisfaction (potholes, disruption)
 -traffic safety

Arterial networks must be maintained and proactively renewed before its condition requires more costly major reconstruction.

Current Status:

If adequate renewal investment are not met will result in lower level of service, and costly maintenance and reconstruction investments.

PROFILE JUSTIFICATION

Arterial Road infrastructure should be maintained in accordance to its asset life cycle. Projects under this profile present a balanced approach of various capital improvement techniques (reconstruction, overlay, crack sealing) to maximize asset value and asset life.

Anticipated Outcomes:

Sufficient funding levels will allow for all City arterial classed roads to receive capital improvements during optimal renewal intervals.

Urgency of Need:

Need to create a stable/predictable funding to meet renewal needs of (aging) current and future major roads (because of population and demographic trends) and mitigate traffic disruption and maintenance (i.e. potholes). Arterial networks must be maintained and proactively renewed before its condition requires more costly major reconstruction.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

Using life cycle cost/benefit analysis demonstrates that the following alternatives are not as effective to fully funded arterial renewal (reconstruction, rehab) program:

Do Nothing/Unfunded Program - No renewal work occurs and allowing further deterioration that increases maintenance costs and increases the risk of asset failure.

Band Aid/Triage Renewal: Simple renewal is completed, even if more extensive renewal (reconstruction) is required, to bridge the time when funding is available for reconstruction.

Reconstruction First/Worse Only approach: Using Life cycle cost/benefit analysis demonstrates that a reconstruction-only program would take many more years to complete at a significantly higher cost versus the proposed holistic approach (reconstruction, rehab, and preventative maintenance).

COST BENEFITS

Require to achieve committed service levels (less than 10% of the arterial inventory in need of rehab and maintaining network pavement condition at good).

Tangible benefits: renewing aging infrastructure via cost-effective renewal investments, efficient movement of goods and people, increased service level and customer satisfaction.

Intangible benefits: reduced environmental impacts, enhanced traffic safety."

KEY RISKS & MITIGATING STRATEGY

Utility Conflict/Coordination: Provide 2 years of planning before construction begins.

Industry/Internal Capacity: Provide time for internal/external resource planning.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

Require program to achieve committed service levels to effectively manage aging arterial roads, ensure efficient movement of goods and people, increase service level and customer satisfaction (lower incidence of potholes). Approval of this capital profile is required to fund planning and design work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transportation: Goods Movement - Arterial Renewal**
 PROFILE NUMBER: **CM-22-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	36,787	36,787	36,787	36,537	-	-	-	-	-	146,898
Current Approved Budget		-	-	36,787	36,787	36,787	36,537	-	-	-	-	-	146,898
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	31,730	-	-	-	-	-	31,730
Munc Sustain. Initiative - MSI		-	-	29,430	27,930	29,430	-	-	-	-	-	-	86,789
Pay-As-You-Go		-	-	7,357	8,857	7,357	4,807	-	-	-	-	-	28,380
Current Approved Funding Sources		-	-	36,787	36,787	36,787	36,537	-	-	-	-	-	146,898

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	36,787	36,787	36,787	36,537	-	-	-	-	-	146,898
Requested Funding Source													
MSI Replacement		-	-	-	-	-	31,730	-	-	-	-	-	31,730
Munc Sustain. Initiative - MSI		-	-	29,430	27,930	29,430	-	-	-	-	-	-	86,789
Pay-As-You-Go		-	-	7,357	8,857	7,357	4,807	-	-	-	-	-	28,380
Requested Funding Source		-	-	36,787	36,787	36,787	36,537	-	-	-	-	-	146,898

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	33,108	33,108	33,108	32,858	-	-	-	-	-
Design		-	-	3,679	3,679	3,679	3,679	-	-	-	-	-	14,715
Total		-	-	36,787	36,787	36,787	36,537	-	-	-	-	-	146,898

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transportation: Goods Movement - Arterial Renewal****PROFILE NUMBER: CM-22-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Transportation: Goods Movement - Renewal	1/31/2019	12/31/2022	Budget Carrier
100001	103 Avenue: 101 St. - 104 St.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100002	103 Avenue: 104 St. - 109 St.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100003	112 Street: Castle Downs Rd. - 171 Ave.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100004	121 Street: Kingsway - Yellowhead Tr.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100005	137 Avenue [EBD]: 113A St. - 82 St.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100006	137 Avenue [WBD]: 97 St. - 127 St.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100007	137 Avenue: 40 St - Victoria Trail	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100008	137 Avenue: 58 St. - Manning Dr.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100009	167 Avenue: 112 St. - 127 St.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100010	51 Avenue: 86 St. - 99 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.

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100011	66 Street [SBD]: 23 Ave - Whitemud Dr.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100012	82 Street: N/113 Ave. - Yellowhead Trail	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100013	99 Street: 67 Ave. - 80 Ave.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100014	River Valley Road: 105 St. - Groat Rd.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can includes a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100015	122 Street: Whitemud Dr. - 51 Ave.	1/31/2019	12/31/2022	Arterial Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100016	124 Street: 111 Ave. - 118 Ave.	1/31/2019	12/31/2022	Arterial Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100017	Jasper Avenue: 109 St. - 114 St.	1/31/2019	12/31/2022	Arterial Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100018	101 Street: 111 Ave. - 118 Ave.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100019	106 Avenue: 101 St. - 109 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100020	107 Avenue: 142 St. - 149 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100021	107 Avenue: Groat Rd. - 142 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100022	112 Avenue: 68 St. - W/75 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.

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100023	118 Avenue: 142 St. - 149 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100024	127 Avenue: 82 St. - 97 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100025	163 Street: 87 Ave. - 95 Ave.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100026	178 Street: 87 Ave. - 90 Ave.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100027	178 Street: 90 Ave. - Stony Plain Rd.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100028	51 Avenue: 99 St. - 111 St.	1/31/2019	12/31/2022	Arterial Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can include a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100029	82 Avenue: 83 St. - Mill Creek Bridge	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100030	84 Street: 98 Ave. - 106 Ave.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100031	99 Street: 34 Ave. - Whitemud Dr.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100032	Gateway Boulevard: University Ave. - 82 Ave.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100034	Kingsway: 109 St - 118 Ave.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.

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100035	McDougall Hill: MacDonald Dr. - Rosedale Rd.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100037	Whitemud Drive [EBD]: 97 St. - 75 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100038	Wayne Gretzky Drive [SBD]: 124 Ave. - N/112 Ave.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100039	Wayne Gretzky Drive [SBD] Off Ramp: Wayne Gretzky Drive - 112 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100041	Whitemud Drive [EBD]: Rainbow Bridge - 97 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100042	Whitemud Drive [WBD] On Ramp: 75 St. - Whitemud Dr. [WBD]	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100043	Whitemud Drive Ramps: Whitemud Dr. - 91 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100044	Whitemud Drive Ramps: Whitemud Dr. - 99 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100045	Yellowhead Trail [EBD]: 82 St. Off Ramp - 66 St.	1/31/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100046	184 Street: 107 Ave. - 114 Ave.	1/31/2019	12/31/2022	Arterial Rural Roadway Pavement Renewal - where rural cross section paved road pavement structure is renewed. Pavement pavement renewal can includes a wide range of renewal options but the typical pavement renewal option for the rural roads pavement overlay with select spot repair to full depth recalculation with shoulder and ditch/drainage improvement as required.
100047	23 Avenue: 199 St. - 350m E/215 St.	1/31/2019	12/31/2022	Arterial Rural Roadway Pavement Renewal - where rural cross section paved road pavement structure is renewed. Pavement pavement renewal can includes a wide range of renewal options but the typical pavement renewal option for the rural roads pavement overlay with select spot repair to full depth recalculation with shoulder and ditch/drainage improvement as required.
100048	Traffic Lighting Renewal - Various/Emerging Projects	1/31/2019	12/31/2022	Traffic Lighting and Signal Renewal - projects where traffic light and/or signals are renewed outside of the arterial road renewal subprograms.
100049	Traffic Signals Renewal - Various/Emerging Projects	1/1/2019	12/31/2022	Traffic Lighting and Signal Renewal - projects where traffic light and/or signals are renewed outside of the arterial road renewal subprograms.

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100050	Wayne Gretzky Drive [NBD]: N/112 Ave. - 124 Ave.	1/1/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100051	Wayne Gretzky Drive [NBD]: Capilano Bridge - N/112 St. [On Ramp]	1/1/2019	12/31/2022	Arterial Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced traffic lighting and signals are renewed and bus stop pads are constructed in the roadway where required. Candidates for Arterial Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.

CAPITAL PROFILE REPORT

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PROFILE NAME:	TRANSPORTATION: NEIGHBOURHOODS - RENEWAL	FUNDED
PROFILE NUMBER:	CM-25-0000	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Building Great Neighbourhoods	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Neighbourhood Renewal	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	635,286
5	95	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	635,286

PROFILE DESCRIPTION

The Neighbourhood Renewal Program and Alley Renewal Program outlines a cost-effective, long-term strategic approach to address Edmonton's neighbourhood infrastructure needs, and the renewal and rebuilding of alleys, roads, sidewalks, and streetlights in existing (including industrial) neighbourhoods.

Scope:

The Neighbourhood Renewal Program (NRP) provides for the renewal of roadway base, paving, curbs, gutters, and sidewalks in existing local and collector roadways and coordinates related work for streetlighting renewal and upgrades, mature tree management, and minor geometric and active modes connections/facilities improvements (for sidewalk, bike, multi use paths). Additional focus includes mitigation of soft subgrade conditions that exist in the northeast area of the City (50 St-82 St, 153 Ave-167 Ave). Streetlight and traffic control system asset renewal on collector and local roads.

This program includes the following major categories: Neighbourhood Reconstruction, Neighbourhood Overlay, Northeast Roads Soft Subgrade Mitigation, Local/Collector Road Renewal, Rural-Unpaved Road Renewal, Neighbourhood LED/Pole Upgrade, Alley Renewal and Pavement Investment Strategy.

Out of Scope:

Arterial roadways, tree canopy renewal, and streetscape features/enhancements.

PROFILE BACKGROUND

The Neighbourhood Renewal Program outlines a cost-effective, long-term strategic approach to address renewal and rebuilding of alleys, roads, sidewalks, and streetlights needs in existing neighbourhoods.

Problem/Opportunity:

By effectively combining reconstruction, rehabilitation, and preventative maintenance, the program allows all neighbourhoods to receive improvements within 25 years (2009 - 2034), whereas a reconstruction-only program would take many more years to complete at a significantly higher cost.

Current Situation:

Annual Neighbourhood Renewal Tax Levy increases from 2009 - 2018 (1 - 2%), were required to build a sustainable Neighbourhood Renewal reserve funding source by 2019. Assuming low inflation environment, other non-local improvement (LI) sources will not be required to allow for the capacity to start the reconstruction of 5-6 neighbourhoods annually. In addition, council approved an Alley Renewal Program for implementation in 2017-2022 with a mandate similar to the Neighbourhood Renewal Program

PROFILE JUSTIFICATION

Neighborhood infrastructure should be maintained following its asset lifecycle with sufficient funding to ensure renewal work occurs at an optimum interval.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Using life-cycle cost/benefit analysis demonstrates a reconstruction-only program that would take many more years to complete at a significantly higher cost than a holistic approach (reconstruction, renewal, and preventative maintenance).

COST BENEFITS

Tangible benefits: renewing the aging infrastructure, maximizing roadway service life, and achieving long-term cost savings through reinvestment strategies, increased service level, and customer satisfaction.

Intangible benefits: enhancing the attractiveness, safety, and livability of neighborhoods for residents.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Reconstruction is required when infrastructure reaches the end of its service life. To "do nothing" results in:

- further deterioration and a poorer level of service
- higher risk of safety and failure
- higher maintenance and (triage) renewal costs

RESOURCES

The program coordination will be managed by Life Cycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

With neighbourhood alley, local, and collector roads being an integral part of the City's transportation network that provides access to residents, businesses and industries, an effective neighbourhood renewal strategy ensures the City meets its goals for sustainable and accessible infrastructure.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transportation: Neighbourhoods - Renewal**
 PROFILE NUMBER: **CM-25-0000**
 BRANCH: **Building Great Neighbourhoods**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	158,822	158,822	158,822	158,822	-	-	-	-	-	635,286
Current Approved Budget		-	-	158,822	158,822	158,822	158,822	-	-	-	-	-	635,286
Approved Funding Sources													
Local Improvements Prop. Share		-	-	11,682	11,169	10,760	10,531	-	-	-	-	-	44,142
Neighborhood Renewal Reserve		-	-	147,140	147,653	148,061	148,290	-	-	-	-	-	591,144
Current Approved Funding Sources		-	-	158,822	158,822	158,822	158,822	-	-	-	-	-	635,286

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	158,822	158,822	158,822	158,822	-	-	-	-	-	635,286
Requested Funding Source													
Local Improvements Prop. Share		-	-	11,682	11,169	10,760	10,531	-	-	-	-	-	44,142
Neighborhood Renewal Reserve		-	-	147,140	147,653	148,061	148,290	-	-	-	-	-	591,144
Requested Funding Source		-	-	158,822	158,822	158,822	158,822	-	-	-	-	-	635,286

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	142,939	142,939	142,939	142,939	-	-	-	-	-	571,757
	Design	-	-	15,882	15,882	15,882	15,882	-	-	-	-	-	63,529
	Total	-	-	158,822	158,822	158,822	158,822	-	-	-	-	-	635,286

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transportation: Neighbourhoods - Renewal****PROFILE NUMBER: CM-25-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Neighbourhoods Renewal	1/1/2019	12/31/2022	Budget Carrier
000002	(BC) Alleys - Renewal	1/1/2019	12/31/2022	Budget Carrier - Alleys
100001	Belmead Neighbourhood, Alley Renewal	1/1/2019	12/31/2022	Alley Reconstruction - complete roadway structure is reconstructed, and renewal or replacement of alley lighting as required. Candidates for reconstruction are those alleys in poor to very poor condition.
100002	Homesteader Neighbourhood, Alley Renewal	1/1/2019	12/31/2022	Alley Reconstruction - complete roadway structure is reconstructed, and renewal or replacement of alley lighting as required. Candidates for reconstruction are those alleys in poor to very poor condition.
100003	La Perle Neighbourhood, Alley Renewal	1/1/2019	12/31/2022	Alley Reconstruction - complete roadway structure is reconstructed, and renewal or replacement of alley lighting as required. Candidates for reconstruction are those alleys in poor to very poor condition.
100004	Sifton Neighbourhood, Alley Renewal	1/1/2019	12/31/2022	Alley Reconstruction - complete roadway structure is reconstructed, and renewal or replacement of alley lighting as required. Candidates for reconstruction are those alleys in poor to very poor condition.
100005	119 Avenue NE: 24 St. NE - E/24 St NE (Dead End)	1/1/2019	12/31/2022	Collector/Local Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100006	132 Avenue: 113A St. - 127 St.	1/1/2019	12/31/2022	Collector/Local Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100007	132 Avenue: 90 St. - 113A St.	1/1/2019	12/31/2022	Collector/Local Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100008	132 Avenue: Fort Rd. - 82 St.	1/1/2019	12/31/2022	Collector/Local Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100009	144 Avenue: 66 St. - 82 St.	1/1/2019	12/31/2022	Collector/Local Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100010	95 Avenue: 163 St. - 170 St.	9/1/2019	12/31/2022	Collector/Local Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100011	Airport Road: 270m N/Kingsway [N Service Rd.] - 119 St.	1/1/2019	12/31/2022	Collector/Local Reconstruction - complete roadway structure is reconstructed including road base, curbs and sidewalk, and renewal or replacement of traffic lighting and signals as required. Candidates for reconstruction are those roads in poor to very poor condition, failing road base and curb and sidewalks in poor to very poor condition overall.
100012	117 Street: 40 Ave. - 37 Ave.	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.

CAPITAL PROFILE REPORT

100014	37 Avenue: 117 St. - 111 St	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100015	82 Avenue: 50 St. - 73 St.	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100016	85 Street: 82 Ave. - 90 Ave. (Traffic Circle)	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100017	97 Street: 51 Ave. - 63 Ave.	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100018	Lakewood Road S: Mill Woods Rd. - 85 St.	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100019	Lakewood Road W: 85 St. - 28 Ave.	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100020	99 Avenue: 149 St. - N/151 St (Alley) / 151 Street: 98 Ave. - 100 Ave.	1/1/2019	12/31/2022	Collector/Local Roadway Pavement Renewal - only the road pavement structure is renewed. Pavement renewal can include a wide range of renewal options but the typical pavement renewal option is where the road surface is milled off typically to a depth of 50mm to 75mm, and a new asphalt surface is placed. Candidates for mill and overlay have fair to poor surface condition but good structural condition and the curbs and walks are in good condition
100021	Bonaventure Industrial Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100022	Bulyea Heights	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100023	Calgary Trail North Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100024	Canon Ridge Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100025	Carter Crescent Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100026	Cloverbar Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition

CAPITAL PROFILE REPORT

100027	Coronet Industrial	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100028	Eastgate Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100029	Hawin Park Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100030	High Park Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100031	Industrial Heights Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100032	Lambton Park Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100033	Oleskiw Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100034	Strathcona Junction	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100035	Youngstown Industrial Neighbourhood	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100036	Alberta Avenue Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100037	Alberta Avenue Neighbourhood (Phase II)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100038	Alberta Avenue Neighbourhood (Phase III)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100039	Alberta Avenue Neighbourhood (Phase IV)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100040	Baturyn Neighbourhood (Phase I)	1/1/2019	12/31/2022	Design only of Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100041	Beaumaris Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100042	Beaumaris Neighbourhood (Phase II)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100043	Belmead Neighbourhood (E/189 St) (Phase I)	1/1/2019	12/31/2022	Design only of Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100044	Calder Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100045	Calder Neighbourhood (Phase II)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100046	Canora Neighbourhood (S/102 Av)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100047	Central McDougall Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions

CAPITAL PROFILE REPORT

100069	Malmo Plains Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100070	Malmo Plains Neighbourhood (Phase II)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100071	Pleasantview Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100072	Royal Gardens Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100073	Royal Gardens Neighbourhood (Phase II)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100074	Strathcona Neighbourhood (Phase I)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100075	Strathcona Neighbourhood (Phase II)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100076	Strathcona Neighbourhood (Phase III)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100077	West Jasper Place (N/100 Av)	1/1/2019	12/31/2022	Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions
100078	Traffic Lighting and Signal Renewal - Various/Emerging Projects	1/1/2019	12/31/2022	Traffic Lighting and Signal Renewal - projects where traffic light and/or signals are renewed outside of the neighbourhoods road renewal subprograms.
100079	170 Street (W Service Road): 114 Ave-118 Ave	1/1/2019	12/31/2022	Collector/Local Rehabilitation - road surface is milled off and a new asphalt surface is placed, sections of road base are replaced, portions of adjacent curbs and sidewalks are replaced, traffic lighting and signals are renewed, and bus stop pads are constructed in the roadway where required. Candidates for Collector/Local Rehabilitation are roads in poor condition with some structural deficiencies and fair overall curb and sidewalk condition.
100080	Neighbourhood Overlay: Various/Emerging Projects	1/1/2019	12/31/2022	Neighbourhood Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards. Typically, these neighbourhood candidates have poor road condition and good sidewalk condition
100081	Alley Lighting Renewal - Various/Emerging Projects	1/1/2019	12/31/2022	Alley Lighting Renewal - projects where traffic alley lighting are renewed outside of the alley renewal subprograms.
100082	Alley Recon Program - Various/Emerging Projects	1/1/2019	12/31/2022	Alley Reconstruction - complete roadway structure is reconstructed, and renewal or replacement of alley lighting as required. Candidates for reconstruction are those alleys in poor to very poor condition.
100083	Ottewell Neighbourhood (Phase I)			Design only of Neighbourhood Reconstruction - roads are repaved; sidewalk, curb and gutter, and street lights are replaced. Reconstruction neighbourhood candidates have poor sidewalk and fair to poor road conditions

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	TRANSPORTATION: PLANNING AND DESIGN - GROWTH	FUNDED
PROFILE NUMBER:	CM-20-2020	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category: Roads**Major Initiative:**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,856
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,856

PROFILE DESCRIPTION

This composite program supports preliminary planning and design work on Transportation Infrastructure capital projects prior to budget approval. This approach is consistent with Administration's implementation of the Project Development & Delivery Model (PDDM), as well as the Capital Governance Policy that was approved by Council. Funding in the profile will be used to support project development (concept, preliminary planning and schematic design). This composite profile will develop projects that may move to delivery in the current budget cycle and into the start of the next budget cycle.

PROFILE BACKGROUND

In 2016, Administration developed the Project Development and Delivery Model (PDDM) to adhere to the Capital Governance Policy (C591) which has been endorsed. The PDDM is a framework to managing capital infrastructure projects, and aims to achieve the following outcomes:

- Better information to make capital investment decisions.
- Improved project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.
- Systematic evaluation of projects against the initial project business case and scope.

During the subsequent Fall 2016 Supplemental Capital Budget Adjustments (SCBA), Council approved the CM-99-0001 - Infrastructure, Planning and Design - Composite Growth profile, which provided capital funding for the planning and design of projects with the Infrastructure Planning and Design branch through to PDDM Checkpoint 3. This profile includes the development of only Open Space Growth Projects.

PROFILE JUSTIFICATION

To adhere with the PDDM, planning and design work should be completed on projects prior to the project's budget being approved in its entirety by Council. This composite profile will fund that work so Administration can provide Council with better information regarding the scope, schedule and budget prior to funding the entire project, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Planning work for the next budget cycle too late will increase the risk of not meeting the completion schedule and budget. Lack of planning can also lead to increased risk during delivery, increased costs and delays.

Additionally, funding for the planning and design work is crucial as it allows the projects identified to utilize the PDDM approach, as mandated by Council. Implementation of PDDM will not be possible if funding is unavailable to carry out the planning and design work as indicated.

COST BENEFITS

The planning and design composite profiles are intended to improve information to Council to make better-informed capital investment decisions:

- Early investment in design to support detailed business cases.
- Structured process to evaluate readiness, scope and prioritization.
- Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

One key risk of the PDDM approach surrounds what would occur should a capital project not be approved after spending resources on planning and design. Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

CAPITAL PROFILE REPORT

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to fund planning and design work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transportation: Planning and Design - Growth**
 PROFILE NUMBER: **CM-20-2020**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	1,920	2,880	1,325	1,731	-	-	-	-	-
Current Approved Budget		-	-	1,920	2,880	1,325	1,731	-	-	-	-	-	7,856
Approved Funding Sources	Pay-As-You-Go	-	-	1,920	2,880	1,325	1,731	-	-	-	-	-	7,856
Current Approved Funding Sources		-	-	1,920	2,880	1,325	1,731	-	-	-	-	-	7,856

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	1,920	2,880	1,325	1,731	-	-	-	-	-	7,856
	Requested Funding Source												
	Pay-As-You-Go	-	-	1,920	2,880	1,325	1,731	-	-	-	-	-	7,856
	Requested Funding Source	-	-	1,920	2,880	1,325	1,731	-	-	-	-	-	7,856

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Design	-	-	1,920	2,880	1,325	1,731	-	-	-	-	-
	Total	-	-	1,920	2,880	1,325	1,731	-	-	-	-	-	7,856

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transportation: Planning and Design - Growth****PROFILE NUMBER: CM-20-2020****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	BC- Transportation Growth P&D	1/1/2019	12/31/2022	This composite profile provides capital funding for the planning and design of growth Transportation projects. Individual projects will be identified and funded to complete project development to Checkpoint 3.
100001	Active Transportation	1/1/2019	12/31/2022	Design of various minor missing sidewalk links and transit connectors. Funding will allow for work to Checkpoint #3.
100002	Whitemud Drive (207-231 Street)	1/1/2019	12/31/2022	Design for permanent realignment and upgrading for Whitemud Drive from 207 Street to 231 Street. Funding will allow for completion of design to Checkpoint #3. This project does not include the funding for land acquisition required.
100003	Arterial Roadway - Operational Improvements	1/1/2019	12/31/2022	Planning & Design for high priority arterial roadway operational improvements (turnbays, channelization, signal improvements, etc.). Funding will allow for completion of design to Checkpoint #3.
100004	Center LRT	1/1/2019	12/31/2022	Completion of conceptual planning for Centre LRT connecting downtown and Bonnie Doon. The planning will include the determination of alignment, station locations, and other functional requirements for the Centre LRT corridor, in addition to engagement, communications and technical support to complete the plan. Funding will allow for completion of design to Checkpoint #2.
100005	101 Avenue (76 Street to 50 Street) Streetscape (CAP#6)	1/1/2019	12/31/2019	(CAP#6) Planning and design of streetscape improvements to the 101 Ave corridor (76 Street to 50 Street).

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TRANSPORTATION: PUBLIC TRANSIT - RENEWAL**
 PROFILE NUMBER: **CM-21-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Public Transit**Major Initiative:**

GROWTH	RENEWAL
5	95

PREVIOUSLY APPROVED:	42,212
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	42,212

PROFILE DESCRIPTION

This profile provides for the renewal of the existing public transit systems, equipment and associated infrastructure, incorporating new technology, design codes and City standards as required. This profile includes renewal and minor upgrades of LRT facilities, structures, ancillary equipment, LRT tunnels, bridges and track & right-of-way elements, crossings and turnouts, transit centres, busways and bus stops, system wide wayfinding and barrier free access renewals.

Critical projects include addressing safety, security and accessibility issues, track tie and fixation replacement, Backup power and generator systems replacements, elevator and escalator renewals and tunnel/station life safety systems replacements.

High priority projects include LRT track turnout replacements, replacement of bus stop pads at end of life, renewal of bus transit centre components, park & ride lot and busway renewal, replacement of mechanical, electrical and building systems equipment in the LRT and bus stations, leakage control, bus stop pad renewal, substations structures, washrooms, sprinkler systems and wayfinding renewals to meet the corporate standard. This profile is one of seven profiles dealing with the renewal of transit infrastructure. Totalled together, they present a complete package of funding for investment in transit within Edmonton.

PROFILE BACKGROUND

Edmonton Transit currently has 15 LRT stations, over 41 km of track and 5 km of tunnels, 26 Transit Centres and approximately 7,000 bus stops. A significant amount of transit infrastructure is approaching 40 years of age. A number of assets have exceeded their useful life. The proposed renewal program addresses the most critical of the known issues within this infrastructure. The work in this profile is required to maintain the safety, reliability and condition of ETS' bus and LRT base infrastructure. Systems range from customer facing to mission critical back-end systems that affect the functionality of the ETS system on a day to day basis.

Some of the original LRT track sections are more than 40 years old and have deteriorated to a very poor condition. Over the life of this track, ongoing maintenance efforts have kept the train traffic operable. However, due to failing condition, slow orders are often in place which lowers the speed of trains in the area to a safe speed of 30 km/h from an ideal operating speed of 70 km/h.

PROFILE JUSTIFICATION

Life cycle replacements are required to keep transit centers, LRT stations and track in a safe and reliable state. A number of the existing transit systems and equipment are very old and have exceeded their expected life span. Existing infrastructure renewal is required to meet customer needs and restore the safety and operating efficiency (reliability and serviceability) of the various systems. A number of accessibility issues have been identified to be addressed in order to align with barrier-free standards.

Recent condition assessments confirm the appropriateness of performing this work at this time. Deferring this work will result in higher operating and maintenance costs, increased risk to public safety and service impacts (including service delays to accommodate emergent maintenance).

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

Alternatives to proceeding with the full scope of work includes deferring a portion of the work based on the level of funding available. Projects could be staged to improve readiness for when funding is available or failures mandate immediate replacement. This will reduce the total funding demand by only completing the engineering and/or procurement portions first. An alternate approach is to continue with the existing systems, leading to an increased operating budget requirement for system maintenance, increased risk, potentially prolonged outages and reduced system flexibility.

COST BENEFITS

Increased reliability, serviceability, ETS operational efficiency, extended asset life, reduced operating & maintenance costs and in service impacts. Intangible: Supports mode shift to transit, improved Transit customer experience, safety & security, barrier-free accessibility, system functionality, vendor support, new technology advantages, code requirements met.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

Cost: Tender prices may exceed the available budget limiting the quantity of projects able to be completed. Work scope can be reduced so as not to exceed approved amounts.

Schedule: Resources not sufficient to accommodate the work. Contractor delays.

Mitigations include improved planning and budgeting utilizing PDDM delivery. Bonus/penalty clauses, early construction mobilizations may be considered. Long lead items procured well in advance of construction.

RESOURCES

The program coordination will be managed by Lifecycle Management. The projects will be delivered by Integrated Infrastructure Services utilizing a combination of internal and external resources.

CONCLUSIONS AND RECOMMENDATIONS

The work in this profile is required to maintain the safety, reliability and condition of Edmonton Transit Service infrastructure, particularly LRT facilities and track. The cost to postpone renewals comes with ever increasing risk to the public transit infrastructure and ultimately risk to the public. Approval of this capital profile is required to fund planning and design work in adherence to the PDDM process.

Recommendation: That funding be approved for this profile to improve the long term viability of public transit as a safe and reliable method of transportation within the City.

CONTINGENCY OF APPROVAL

CAP#18/Motion 10.2: That the funding source for profile CM-21-0000 Public Transit - Renewal be changed from PAYG to include \$6M of ACT funding (representing 40% of a total \$15M of eligible transit infrastructure renewal) subject to approval of the grant application. The ACT funding source is held in ABEYANCE until receiving project funding approval from the Provincial Government and subsequent reporting to City Council as well the release of \$6 PAYG funding is held.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transportation: Public Transit - Renewal**
 PROFILE NUMBER: **CM-21-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	4,221	8,442	12,664	16,885	-	-	-	-	-	42,212
Current Approved Budget		-	-	4,221	8,442	12,664	16,885	-	-	-	-	-	42,212
Approved Funding Sources													
Alberta Community Transit Fund		-	-	-	1,000	2,000	3,000	-	-	-	-	-	6,000
MSI Replacement		-	-	-	-	-	13,508	-	-	-	-	-	13,508
Munc Sustain. Initiative - MSI		-	-	3,377	6,754	10,131	-	-	-	-	-	-	20,262
Pay-As-You-Go		-	-	844	688	533	377	-	-	-	-	-	2,442
Current Approved Funding Sources		-	-	4,221	8,442	12,664	16,885	-	-	-	-	-	42,212

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	4,221	8,442	12,664	16,885	-	-	-	-	-	42,212
Requested Funding Source													
Alberta Community Transit Fund		-	-	-	1,000	2,000	3,000	-	-	-	-	-	6,000
MSI Replacement		-	-	-	-	-	13,508	-	-	-	-	-	13,508
Munc Sustain. Initiative - MSI		-	-	3,377	6,754	10,131	-	-	-	-	-	-	20,262
Pay-As-You-Go		-	-	844	688	533	377	-	-	-	-	-	2,442
Requested Funding Source		-	-	4,221	8,442	12,664	16,885	-	-	-	-	-	42,212

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-	-	3,377	6,754	12,030	16,041	-	-	-	-	-	38,202
	Design	-	-	844	1,688	633	844	-	-	-	-	-	4,010
	Total	-	-	4,221	8,442	12,664	16,885	-	-	-	-	-	42,212

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Transportation: Public Transit - Renewal****PROFILE NUMBER: CM-21-0000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	(BC) Public Transit - Renewal	1/1/2019	12/31/2022	Budget Carrier
100001	Elevator and escalator renewal program	1/1/2019	12/31/2022	Design and Delivery - Renewal of LRT escalators and elevators - Clareview and Central escalators, Bay and Corona and Churchill elevators are current priority
100002	Flooring Replacements	1/1/2019	12/31/2022	Delivery - Completion of tile replacements at Bay and Corona stations
100003	Power and Emergency Systems Replacements-Life Cycle Replacements	1/1/2019	12/31/2022	Design and Delivery - Replacement of life cycled UPS systems, emergency generators, Fire Alarm, Switchgear and electrical distribution equipment
100004	Accessible Bus Stop Program	1/1/2019	12/31/2022	Design and Delivery - Addresses renewals required for accessibility network
100005	Bus Stop Renewal	1/1/2019	12/31/2022	Design and Delivery - Renews poured concrete pads and links to sidewalks to address trip hazards and deteriorated conditions
100006	Transit Centre LED Conversion	1/1/2019	12/31/2022	Project concludes the upgrading of 25 transit centre platforms with LED lights.
100007	95 Street Tunnel Plinth Replacement	1/1/2019	12/31/2022	Design only for renewal of deteriorated track base structure at 95 St portal
100008	Capital Line Wood Tie Replacement - Life Cycle Replacement	1/1/2019	12/31/2022	Design and Delivery of Capital Line Wood Tie Replacement - Life Cycle Replacement

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **TRANSPORTATION: TRAFFIC SYSTEMS - RENEWAL**
 PROFILE NUMBER: **CM-26-0000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: **Roads**

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	7,675
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	7,675

PROFILE DESCRIPTION

This program funds the renewal design and construction of traffic systems such as signs (overhead and ground mount), electronic parking meters, and the traffic control centre and associated system infrastructure.

PROFILE BACKGROUND

Traffic Systems utilizes technology to manage traffic. This program includes funding for the renewal of existing or expanded traffic control strategies to make the most effective and efficient use of the City's existing multi-modal transportation system.

PROFILE JUSTIFICATION

The transportation system relies on the infrastructure covered by this profile for its optimal performance. Renewal of infrastructure is require at the appropriate time to mitigate risk of equipment failure.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

The alternative is to provide no funding and allow the Traffic Systems to fail, which will negatively impact traffic movement. Or partial funding, which will delay the conversion process and result in lesser benefits than intended.

COST BENEFITS

The benefits of this program include

- mitigation of delays and shorter travel times
- improved travel reliability
- improved safety through operational improvements and incident management
- environmental benefits due to less congestion (reduced fuel consumption and vehicle emissions)

KEY RISKS & MITIGATING STRATEGY

Technological advances should be maintained to maximize beneficial value from investments. Risk is mitigated with sufficient investment.

RESOURCES

Permanent resources are currently available within the City's existing complement of FTEs, budget and schedule. EPCOR Technologies will be contracted to carry out some functions of this project. Other consultants and contractors as needed will be assigned.

CONCLUSIONS AND RECOMMENDATIONS

Timely renewal is necessary to support traffic and pedestrian safety and manage efficient traffic flow. This profile is recommended for funding.

CAPITAL PROFILE REPORT

PROFILE NAME: **Transportation: Traffic Systems - Renewal**
 PROFILE NUMBER: **CM-26-0000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	1,919	1,919	1,919	1,919	-	-	-	-	-	7,675
Current Approved Budget		-	-	1,919	1,919	1,919	1,919	-	-	-	-	-	7,675
Approved Funding Sources													
MSI Replacement		-	-	-	-	-	1,727	-	-	-	-	-	1,727
Munc Sustain. Initiative - MSI		-	-	1,727	1,727	1,727	-	-	-	-	-	-	5,181
Pay-As-You-Go		-	-	192	192	192	192	-	-	-	-	-	768
Current Approved Funding Sources		-	-	1,919	1,919	1,919	1,919	-	-	-	-	-	7,675

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	1,919	1,919	1,919	1,919	-	-	-	-	-	7,675
Requested Funding Source													
MSI Replacement		-	-	-	-	-	1,727	-	-	-	-	-	1,727
Munc Sustain. Initiative - MSI		-	-	1,727	1,727	1,727	-	-	-	-	-	-	5,181
Pay-As-You-Go		-	-	192	192	192	192	-	-	-	-	-	768
Requested Funding Source		-	-	1,919	1,919	1,919	1,919	-	-	-	-	-	7,675

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	959	959	959	959	-	-	-	-	-
Design		-	-	384	384	384	384	-	-	-	-	-	1,535
Equip FurnFixt		-	-	384	384	384	384	-	-	-	-	-	1,535
Technology		-	-	192	192	192	192	-	-	-	-	-	768
Total		-	-	1,919	1,919	1,919	1,919	-	-	-	-	-	7,675

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME:** Transportation: Traffic Systems - Renewal**PROFILE NUMBER:** CM-26-0000**BUDGET CYCLE:** 2019-2022

Project Number	Project Name	Start Date	End Date	Description
000001	Traffic and Parking Systems Renewal - Various/Emerging Projects	1/1/2019	12/31/2022	Renewal design and construction of Edmonton's traffic systems such as signs (overhead and ground mount), electronic parking meters, and the traffic control centre and associated system infrastructure that supports the City's transportation system.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **VALLEY LINE LRT****FUNDED**PROFILE NUMBER: **11-66-1673****PROFILE STAGE: Approved**DEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE: Standalone**LEAD BRANCH: **LRT Expansion & Renewal**LEAD MANAGER: **Bruce Ferguson**

PROGRAM NAME:

PARTNER MANAGER: **Eddie Robar**PARTNER: **Edmonton Transit**ESTIMATED START: **January, 2012**BUDGET CYCLE: **2009-2011**ESTIMATED COMPLETION: **December, 2020****Service Category: Public Transit****Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:****1,755,818****BUDGET REQUEST:****-****TOTAL PROFILE BUDGET:****1,755,818****PROFILE DESCRIPTION**

This project provides funding requirements for detailed design, land acquisition, and construction of the Mill Woods to Lewis Estates LRT line. Also included in this project is the purchase of light rail vehicles and construction of a LRT maintenance facility. Phase 2 commencement is subject to funding from other orders of Government.

The conceptual schedule is as follows (subject to preliminary design and constructability reviews):

Phase 1

2012-2014: SE land acquisition (Centre West to Millwoods Town Centre) and critical land/opportunity land acquisitions west of Centre West (\$102 million). SE to W Preliminary design for \$39 million is funded under capital profile 11-66-1668.

Phase 2

2013-2026: Detailed design, utility relocations, land acquisition (\$114 million), maintenance facility construction, purchase of light rail vehicles, LRT line and station construction. LRT Construction would commence in 2014 or 2015 depending on funding and delivery method. Costs are based on a 2014 construction start and a 2017 completion with phase 1 and stage 1 of phase 2 proposed for this time horizon. Costs for the \$3.161 billion are based on a 2017 completion.

The LRT line is expected to be operational for a 75-100 year period. Various equipment, structures, and assets along the right of way will have design life ranging from 10 to 50 years. Design life for the light rail vehicles is 35 years.

PROFILE JUSTIFICATION

Strategic Objective 5.1 of The Transportation Master Plan (2009) Bylaw 15101, approved by City Council in December 2009.

Constructing the LRT from Mill Woods to Lewis Estates meets the objectives of the Transportation Master Plan and the High Speed Transit Strategic Plan.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2014 FSCBA - Changes to financing sources to reflect the timing of grant receive (Federal P3 Canada Grant in 2020)

Spring 2015 (CA#20): (2.5.15) To recognize Developer Funding Received.

2016 Spring SCBA (#16-20-2.5): To Add budget for additional Developer funds received.

2016 Spring SCBA (#16-22): Transfer budget for % for art to operating; which is not a Tangible Capital asset

2016 Fall SCBA (CA#40): (2.2) Removal of the SW staircase from Churchill Square, as part of the Valley Line construction with no change to the profile approved budget.

2017 Spring (#17-20) 2.5-6: To adjust for reduced amount of Green Trip Funding and increase Debt approved for profile 11-66-1673 Valley Line LRT.

2017 Fall SCBA (CA#40): 2.4-08

Historical budget adjustment for period 2012 - 2016. Reallocating \$21M from 11-66-1673 Valley Line LRT to 16-66-7017 Valley Line LRT: Dwtm to Lewis Farm.

Impact to the profile where the funding is being released from is the removal of the scope of work that relates to "opportunity land acquisitions west of Centre West". This adjustment reflects moving the budget currently in Valley Line Southeast to the Valley Line West project that relates specifically to the west opportunistic land purchases in an effort to ensure clear and transparent understanding of project costs for each separate project (Valley Line Southeast and Valley Line West).

Spring SCBA 2018: (2.4-25) Historical funding adjustment to recognize Developer Financing in 2017.

Spring SCBA 2018: (2.5-12) Agreement with Province signed to convert interest free loan \$175M into grant. Need to adjust funding source on project by reducing TSD and increasing Provincial Grant - Climate Leadership Plan.

Spring SCBA 2018: (2.7-06) Transfer \$70,000 LRT Reserve to operating for % for Art for Aboriginal Arts Park location. Transfer to LRT Delivery Branch.

Spring SCBA 2018: (2.7-07) Transfer \$390,000 LRT Reserve for % for Art for Valley Line LRT 11-66-1673. Transfer to LRT Delivery Branch.

CAPITAL PROFILE REPORT

PROFILE NAME: **Valley Line LRT**
 PROFILE NUMBER: **11-66-1673**
 BRANCH: **LRT Expansion & Renewal**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	102,000	-	-	-	-	-	-	-	-	-	102,000
	2012 CBS Budget Adjustment	-7,486	-	-	-	-	-	-	-	-	-	-7,486
	2013 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2013 CBS Budget Adjustment	67,847	-	-	-	-	-	-	-	-	-	67,847
	2014 Cap Capital Budget Adj (one-off)	532,197	266,098	233,591	581,114	-	-	-	-	-	-	1,613,000
	2014 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2014 SCBA >\$1MM or New	941	-	-	-	-	-	-	-	-	-	941
	2014 SCBA Change in Sources of Funding	-	-	-	-	-	-	-	-	-	-	-
	2015 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-
	2015 Cap Council	896	-	-	-	-	-	-	-	-	-	896
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Council	-667	-	-	-	-	-	-	-	-	-	-667
	2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Council	-20,571	-	-	-	-	-	-	-	-	-	-20,571
	2017 Cap Carry Forward	-229,950	229,950	-	-	-	-	-	-	-	-	-
	2018 Cap Council	-	-142	-	-	-	-	-	-	-	-	-142
	2018 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	445,207	495,906	233,591	581,114							
Approved Funding Sources	Climate Leadership Plan - Prov	-	105,077	35,013	35,609	-	-	-	-	-	-	175,700
	Developer Financing	3,264	-	-	-	-	-	-	-	-	-	3,264
	Federal Bldg Canada Fund	37,134	45,366	27,500	40,000	-	-	-	-	-	-	150,000
	Federal P3 Canada Grant	505	-505	-	250,000	-	-	-	-	-	-	250,000
	Green-trip	276,767	-14,267	87,500	74,420	-	-	-	-	-	-	424,420
	LRT Reserve	10,000	-1,690	-	-	-	-	-	-	-	-	8,310
	Munc Sustain. Initiative - MSI	20,915	-	-	-	-	-	-	-	-	-	20,915
	Other	-	-	-	-	-	-	-	-	-	-	-
	Other Reserve	-	-	-	-	-	-	-	-	-	-	-
	Pay-As-You-Go	379	-185	-	-	-	-	-	-	-	-	194
	Provincial BCF - matching	-	-	-	-	-	-	-	-	-	-	-
	Tax-Supported Debt	96,243	362,110	83,578	181,085	-	-	-	-	-	-	723,015
	Current Approved Funding Sources	445,207	495,906	233,591	581,114							

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	445,207	495,906	233,591	581,114	-	-	-	-	-	-	1,755,818	
	Requested Funding Source												
	Climate Leadership Plan - Prov	-	105,077	35,013	35,609	-	-	-	-	-	-	-	175,700
	Developer Financing	3,264	-	-	-	-	-	-	-	-	-	-	3,264
	Federal Bldg Canada Fund	37,134	45,366	27,500	40,000	-	-	-	-	-	-	-	150,000
	Federal P3 Canada Grant	505	-505	-	250,000	-	-	-	-	-	-	-	250,000
	Green-trip	276,767	-14,267	87,500	74,420	-	-	-	-	-	-	-	424,420
	LRT Reserve	10,000	-1,690	-	-	-	-	-	-	-	-	-	8,310
	Munc Sustain. Initiative - MSI	20,915	-	-	-	-	-	-	-	-	-	-	20,915
	Other	-	-	-	-	-	-	-	-	-	-	-	-
	Other Reserve	-	-	-	-	-	-	-	-	-	-	-	-
	Pay-As-You-Go	379	-185	-	-	-	-	-	-	-	-	-	194
	Provincial BCF - matching	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

REVISED BUDGET (IF APPROVED)	Tax-Supported Debt	96,243	362,110	83,578	181,085	-	-	-	-	-	-	-	-	-	723,015
	Requested Funding Source	445,207	495,906	233,591	581,114	-	-	-	-	-	-	-	-	-	1,755,818

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Construction	214,522	490,522	228,866	569,358	-	-	-	-	-	-	-
	Design	9,554	5,384	4,725	11,756	-	-	-	-	-	-	-	31,419
	Land	60,000	-	-	-	-	-	-	-	-	-	-	60,000
	Other Costs	162,361	-	-	-	-	-	-	-	-	-	-	162,361
	Percent for Art	-1,230	-	-	-	-	-	-	-	-	-	-	-1,230
	Total	445,207	495,906	233,591	581,114	-	-	-	-	-	-	-	1,755,818

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **VALLEY LINE LRT: DOWNTOWN TO LEWIS FARMS**
 PROFILE NUMBER: **16-66-7017**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **LRT Expansion & Renewal**
 PROGRAM NAME:
 PARTNER: **Edmonton Transit**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Bruce Ferguson
PARTNER MANAGER:	Eddie Robar
ESTIMATED START:	January, 2016
ESTIMATED COMPLETION:	December, 2019

Service Category:	Public Transit	Major Initiative:	Public Transit Infrastructure Fund
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	179,253
100		BUDGET REQUEST:	30,504
		TOTAL PROFILE BUDGET:	209,757

PROFILE DESCRIPTION

The profile includes the following work components:

Completion of preliminary design including evaluation of possible grade separations along the route. Completion of a project delivery assessment and development of a procurement framework and project agreement. Early engagement with utility companies and the City's Corporate Properties group to undertake utility relocation and land acquisition, respectively.

[Update May 23, 2017] Valley Line West is a 14km urban-style low-floor LRT system connecting downtown Edmonton to Lewis Farms Transit Centre. The delivery of this project will involve design, procurement, construction phases, in addition to operation and maintenance considerations. The profile name is being changed from "LRT Design: Valley Line, Downtown to Lewis Farms" to "Valley Line LRT: Downtown to Lewis Farms" to reflect additional work. Additional work includes land acquisition, utility relocations, detailed engineering, procurement, construction of necessary infrastructure, and purchase of light rail vehicles needed to operate this extension to the low floor LRT network. These components will be brought forward in different stages for Council approval.

PROFILE BACKGROUND

In 2009, Edmonton City Council adopted a long-term LRT Network Plan that defines the future size, scale and operation of Edmonton's LRT System. The Concept Plan for the West Valley line was approved on January 19, 2011 and the Concept Plan for the Downtown section of the Valley line was approved on February 15, 2012. Following two years of design and consultation, the preliminary design of the 27-kilometre urban style LRT from Mill Woods to Lewis Farms was completed on November 14, 2013. During the preliminary design more effort was placed on the Valley Line Stage 1 (Downtown to Mill Woods) as it was the next expansion stage to be funded. The preliminary Design on the west leg of the Valley Line was completed to approximately a 10% level as the funding was unknown and further in the future.

PROFILE JUSTIFICATION

Edmonton's LRT Network Plan is a long-term Vision to expand the City's LRT to five lines by 2040. Expanding the LRT system is a key priority for the City in order to meet Edmonton's transportation needs as it continues to grow. At the May 3/4, 2016 City Council meeting the following motion was approved; "1. That subject to confirming cost and available funding, the priority for LRT construction be approved as follows, and that the funding for design be the first priority in Phase 1 of the Federal Transit Stimulus funding: (a) Valley Line, Downtown to Lewis Farms (LW-1, LW-2, LW-3)." Proceeding with this work will ensure the City is shovel ready for Phase 2 of the Federal Transit Stimulus funding.

STRATEGIC ALIGNMENT

The Way We Move and The Way We Live, as well as the Transit Oriented Development (TOD) grow green and create a compact, more integrated urban environment; alternative transportation modes; the Strategic Objective for Light Rail Transit (LRT) Network

ALTERNATIVES CONSIDERED

No other alternatives are considered for this project.

COST BENEFITS

Proceeding with this work will ensure that the City will be ready to maximize stage 2 of the Federal Transit Stimulus funding. Reduction of GHG emissions.

KEY RISKS & MITIGATING STRATEGY

The key risk is not having the project ready when stage 2 funding is announced. Mitigation is an early start and will ensure enough resources are provided. Other risks include industry capacity (engineering, contract, utilities, and project management), public consultation, and project delivery risks.

RESOURCES

LRT Delivery of the IIS department will manage with external consulting services.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that the funding of this profile be approved in order to be shovel ready for Phase 2 of the Federal Transit Stimulus funding.

CONTINGENCY OF APPROVAL

July 12, 2016: Approval is contingent on the City of Edmonton receiving approval of Public Transit Infrastructure Fund grant, and Provincial match funding for individual projects represented in the profile.

CHANGES TO APPROVED PROFILE

May 30, 2017, #17-05: "That the updated capital profile 16-66-7017 Valley Line LRT - Downtown to Lewis Farms, and the added scope and funding for land acquisition as set out in Attachment 1 of the May 23, 2017, Integrated Infrastructure Services report CR_4721, be approved."

2017 Fall SCBA (CA#40): 2.4-08

Historical budget adjustment for period 2012 - 2016. Reallocating \$21M from 11-66-1673 Valley Line LRT to 16-66-7017 Valley Line LRT: Dwn to Lewis Farm.

Impact to the profile where the funding is being released from is the removal of the scope of work that relates to "opportunity land acquisitions west of Centre West". This adjustment reflects moving the budget currently in Valley Line Southeast to the Valley Line West project that relates specifically to the west opportunistic land purchases in an effort to ensure clear and transparent understanding of project costs for each separate project (Valley Line Southeast and Valley Line West).

December 6, 2017 Council Minutes Adjustment 17-15:

PTIF#5: Transfer \$4,500,000 from profile 16-66-7013 to profile 16-66-7017 to address additional project scope for the Design of Valley Line Downtown to Lewis Farms. The additional scope includes the costs of relocating utilities that was not originally contemplated as part of this project. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7013 to complete the work.

PTIF#6: Transfer \$100,000 from profile 16-66-7020 to profile 16-66-7017 to address additional project scope for Design of Valley Line Downtown to Lewis Farms. The additional scope includes the costs of relocating utilities that was not originally contemplated as part of this project. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 to complete the work.

Spring SCBA 2018: (2.4-24) To recognize Developer Funding \$81,717 Received in 2017

Budget Adjustment 18-16 November 19, 2018: To adjust funding sources on some PTIF projects to match what is on the Provincial application. In some cases, too much PAYG or MSI was being drawn from instead of federal and provincial funding. In other cases, too much federal provincial funding was being drawn from instead of PAYG or MSI.

CAPITAL PROFILE REPORT

PROFILE NAME: **Valley Line LRT: Downtown to Lewis Farms**
 PROFILE NUMBER: **16-66-7017**
 BRANCH: **LRT Expansion & Renewal**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	15,000	5,000	-	-	-	-	-	-	-	-	-	20,000
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	20,571	-	-	-	-	-	-	-	-	-	-	20,571
2017 Cap Capital Budget Adj (one-off)	38,600	60,000	40,000	-	-	-	-	-	-	-	-	138,600
2017 Cap Carry Forward	-40,585	40,585	-	-	-	-	-	-	-	-	-	-
2018 Cap Council	-	82	-	-	-	-	-	-	-	-	-	82
2018 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	33,586	105,667	40,000	-	-	-	-	-	-	-	-	179,253
Approved Funding Sources												
Developer Financing	82	-	-	-	-	-	-	-	-	-	-	82
Federal - Public Transit Infrastructure Fund	5,728	8,073	-	-	-	-	-	-	-	-	-	13,801
Munc Sustain. Initiative - MSI	2,641	4,371	-	-	-	-	-	-	-	-	-	7,012
Other Grants - Provincial	2,864	4,036	-	-	-	-	-	-	-	-	-	6,901
Pay-As-You-Go	37	850	-	-	-	-	-	-	-	-	-	887
Tax-Supported Debt	22,234	88,336	40,000	-	-	-	-	-	-	-	-	150,571
Current Approved Funding Sources	33,586	105,667	40,000	-	-	-	-	-	-	-	-	179,253

BUDGET REQUEST	Budget Request	-	-	20,336	10,168	-	-	-	-	-	-	-	30,504
	Revised Funding Sources (if approved)												
	Tax-Supported Debt	-	-	20,336	10,168	-	-	-	-	-	-	-	30,504
	Requested Funding Source	-	-	20,336	10,168	-	-	-	-	-	-	-	30,504

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	33,586	105,667	60,336	10,168	-	-	-	-	-	-	-	209,757
	Requested Funding Source												
	Developer Financing	82	-	-	-	-	-	-	-	-	-	-	82
	Federal - Public Transit Infrastructure Fund	5,728	8,073	-	-	-	-	-	-	-	-	-	13,801
	Munc Sustain. Initiative - MSI	2,641	4,371	-	-	-	-	-	-	-	-	-	7,012
	Other Grants - Provincial	2,864	4,036	-	-	-	-	-	-	-	-	-	6,901
	Pay-As-You-Go	37	850	-	-	-	-	-	-	-	-	-	887
	Tax-Supported Debt	22,234	88,336	60,336	10,168	-	-	-	-	-	-	-	181,075
	Requested Funding Source	33,586	105,667	60,336	10,168	-	-	-	-	-	-	-	209,757

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)													
	Construction	-40,585	40,667	-	-	-	-	-	-	-	-	-	82
	Design	23,600	5,000	20,336	10,168	-	-	-	-	-	-	-	59,104
	Land	50,571	60,000	40,000	-	-	-	-	-	-	-	-	150,571
	Total	33,586	105,667	60,336	10,168	-	-	-	-	-	-	-	209,757

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:												
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	YELLOWHEAD TR (50 STREET-RIVER) 6 LANE WIDENING	FUNDED
PROFILE NUMBER:	17-66-2216	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2017
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	35,073
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	35,073

PROFILE DESCRIPTION

Widening of Yellowhead Trail from the east side of 66th Street to the North Saskatchewan River Bridges to 6 lanes to accommodate existing traffic and projected growth along the corridor. The widening will generally occur into the median where an existing ditch is located. Streetlight and drainage modifications will be included. This profile includes interchange ramp modifications at Victoria Trail and the 50th Street due to the widening of the Yellowhead Trail corridor.

PROFILE BACKGROUND

Yellowhead Trail is the highest truck volume Goods Movement corridor in the City and is designated as a future freeway facility. Traffic volumes will continue to grow along this corridor to almost double in 30 years. In 2047, traffic will be over 120,000 vehicles per day and the existing intersections will operate well over capacity with significant delays for all users. Truck volumes on this corridor will also continue to grow, keeping Yellowhead Trail as the top goods movement corridor in the City.

PROFILE JUSTIFICATION

This profile is required to accommodate increasing traffic demand along Yellowhead Trail and rising collision frequency between east of 66 Street and the North Saskatchewan River crossing. This is based on the perspective of both traffic volume and road safety. Traffic volumes along the roadway are exceeding capacity, resulting in congestion and increased collision rates.

Anticipated Outcomes:

Increased safety and capacity with better operations along Yellowhead Trail.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the City.

ALTERNATIVES CONSIDERED

Widening is required to accommodate growth in the area. The alternative is to maintain the existing roadway infrastructure as-is, which is currently at capacity, and is expected to become insufficient to handle projected traffic demand in the area.

COST BENEFITS

Tangible benefits include decreased travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

The primary risks are typical of roadway construction projects and include potential construction delays, cost overruns, traffic disruption, and environmental contamination. These risks can be mitigated through proper project management practices.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this improvement project be approved to increase roadway capacity and decrease congestion in the area.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Tr (50 Street-River) 6 Lane Widening**
 PROFILE NUMBER: **17-66-2216**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Capital Budget Adj (one-off)	1,505	1,752	1,746	2,195	12,340	15,535	-	-	-	-	35,073	
	2017 Cap Carry Forward	-1,473	1,473	-	-	-	-	-	-	-	-	-	
	Current Approved Budget	33	3,224	1,746	2,195	12,340	15,535	-	-	-	-	35,073	
	Approved Funding Sources												
	Federal Bldg Canada Fund	-	-	582	732	4,113	5,178	-	-	-	-	-	10,605
	Pay-As-You-Go	-	102	-	-	123	155	-	-	-	-	-	381
	Tax-Supported Debt	33	3,122	1,164	1,463	8,103	10,201	-	-	-	-	-	24,087
	Current Approved Funding Sources	33	3,224	1,746	2,195	12,340	15,535	-	-	-	-	-	35,073

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	33	3,224	1,746	2,195	12,340	15,535	-	-	-	-	-	35,073
Requested Funding Source												
Federal Bldg Canada Fund	-	-	582	732	4,113	5,178	-	-	-	-	-	10,605
Pay-As-You-Go	-	102	-	-	123	155	-	-	-	-	-	381
Tax-Supported Debt	33	3,122	1,164	1,463	8,103	10,201	-	-	-	-	-	24,087
Requested Funding Source	33	3,224	1,746	2,195	12,340	15,535	-	-	-	-	-	35,073

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction	-1,473	1,473	-	-	12,217	15,380	-	-	-	-	-	27,597
	Design	102	-	1,746	2,195	-	-	-	-	-	-	-	4,043
	Land	1,404	1,752	-	-	-	-	-	-	-	-	-	3,155
	Percent for Art	-	-	-	-	123	155	-	-	-	-	-	279
	Total	33	3,224	1,746	2,195	12,340	15,535	-	-	-	-	-	35,073

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	YELLOWHEAD TRAIL - 149 STREET FREEWAY CONVERSION	FUNDED
PROFILE NUMBER:	17-66-2307	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2017
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: January, 2024

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	274,642
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	274,642

PROFILE DESCRIPTION

This profile includes the removal of the existing at-grade intersections at 149 Street and 142 Street, construction of one-way service roads parallel to Yellowhead Trail to provide access to existing businesses and roadways, as well as construction of minor improvements to the existing 156 Street and St. Albert Trail interchanges. 149 Street and 142 Street will have right-in/right-out access to the service road. Land acquisition and access management will be required as part of the profile to accommodate the service road. Upgrades along 123 Avenue, 124 Avenue, and 128 Avenue between 156 Street and St. Albert Trail will also be required to accommodate displaced traffic and provide improved access and circulation in the area.

PROFILE BACKGROUND

Yellowhead Trail is the highest truck volume Goods Movement corridor in the City and is designated as a future freeway facility. Traffic volumes will continue to grow along this corridor to almost double in 30 years. In 2047, traffic will be over 120,000 vehicles per day and the existing intersections will operate well over capacity with significant delays for all users. Truck volumes on this corridor will also continue to grow, keeping Yellowhead Trail as the top goods movement corridor in the City. This intersection has consistently ranked as one of the highest collision locations in the City and making changes here is a high priority and will go a long way to reducing annual collision rates and costs. These improvements will optimize traffic capacity and flow along the corridor.

PROFILE JUSTIFICATION

The improvements in this profile are required to fully convert Yellowhead Trail to a freeway facility. The removal of the signalized intersections and the recommended improvements to the local road network will improve roadway capacity, reduce delay for goods movements and improve overall safety.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters and goods movement. By improving capacity and decreasing congestion, this project will the ability to move goods and services efficiently through the City.

ALTERNATIVES CONSIDERED

Construction of the modifications to the existing configuration is required to accommodate growth in the area. The alternative to improvements would be to maintain the existing roadway infrastructure as-is, which is currently at capacity and as traffic volumes continue to grow in the future, delays for all users will grow substantially.

COST BENEFITS

Tangible benefits include decreased travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area, improved goods movement and improved economic outlook for the City and region by promoting and enhancing goods movement.

KEY RISKS & MITIGATING STRATEGY

Risks of not doing this project include delays and emissions and reduced economic viability for regional businesses. Risks of the project include significant land costs and possible claims due to changing accesses for some local businesses.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to increase roadway capacity and decrease congestion in the area.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - 149 Street Freeway Conversion**
 PROFILE NUMBER: **17-66-2307**
 BRANCH: **Infrastructure Planning & Design**

FUNDED

PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Capital Budget Adj (one-off)	61,651	94,272	5,636	5,799	2,988	46,171	58,124	-	-	-	274,642	
	2017 Cap Carry Forward	-61,376	61,376	-	-	-	-	-	-	-	-	-	
	Current Approved Budget	276	155,648	5,636	5,799	2,988	46,171	58,124	-	-	-	274,642	
	Approved Funding Sources												
	Federal Bldg Canada Fund	-	-	1,879	1,933	996	15,390	19,375	-	-	-	-	39,573
	Pay-As-You-Go	-	102	-	-	-	462	581	-	-	-	-	1,145
	Provincial BCF - matching	-	-	-	-	-	-	14,844	-	-	-	-	14,844
	Tax-Supported Debt	276	155,546	3,758	3,866	1,992	30,319	23,324	-	-	-	-	219,080
Current Approved Funding Sources	276	155,648	5,636	5,799	2,988	46,171	58,124	-	-	-	-	274,642	

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	276	155,648	5,636	5,799	2,988	46,171	58,124	-	-	-	274,642
Requested Funding Source											
Federal Bldg Canada Fund	-	-	1,879	1,933	996	15,390	19,375	-	-	-	39,573
Pay-As-You-Go	-	102	-	-	-	462	581	-	-	-	1,145
Provincial BCF - matching	-	-	-	-	-	-	14,844	-	-	-	14,844
Tax-Supported Debt	276	155,546	3,758	3,866	1,992	30,319	23,324	-	-	-	219,080
Requested Funding Source	276	155,648	5,636	5,799	2,988	46,171	58,124	-	-	-	274,642

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Construction	-61,376	61,376	-	-	-	45,709	57,543	-	-	-	-	103,251
	Design	102	-	5,636	5,799	2,988	-	-	-	-	-	-	14,526
	Land	61,549	94,272	-	-	-	-	-	-	-	-	-	155,821
	Percent for Art	-	-	-	-	-	462	581	-	-	-	-	1,043
	Total	276	155,648	5,636	5,799	2,988	46,171	58,124	-	-	-	-	274,642

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	YELLOWHEAD TRAIL - 89 ST & 66 ST IMPROVEMENTS	FUNDED
PROFILE NUMBER:	15-66-2224	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Anna Dechamplain
PARTNER:	Parks & Roads Services	ESTIMATED START: January, 2018
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	38,471
80	20	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	38,471

PROFILE DESCRIPTION

As recommended in the Yellowhead Trail Strategic Plan, this profile includes two projects which will contribute to the conversion of Yellowhead Trail into a freeway.

- Improvements at 89 Street include upgrades to the adjacent roadway network north of Yellowhead Trail to accommodate truck movements between 82 Street and 97 Street, including reconstruction of select curb radii, roadway widening through pinch points, construction of truck aprons, intersection improvements, and removal of the Yellowhead Trail/89 Street intersection and signals.
- Improvements at 66 Street include construction of a new connection between Yellowhead Trail and Fort Road as well as the removal of road, signals, alleyway, and private accesses to Yellowhead Trail and the removal of the 66 Street intersection. New culs-de-sac and alleyway connections will be constructed to accommodate displaced traffic and provide access to adjacent parcels. Existing sidewalks along Yellowhead Trail will be removed.

PROFILE BACKGROUND

Yellowhead Trail is the highest truck volume Goods Movement corridor in the City and is designated as a future freeway facility. Traffic volumes will continue to grow along this corridor to almost double in 30 years. In 2047, traffic will be over 120,000 vehicles per day and the existing intersections will operate well over capacity with significant delays for all users. Truck volumes on this corridor will also continue to grow, keeping Yellowhead Trail as the top goods movement corridor in the City.

PROFILE JUSTIFICATION

Improvements to the Yellowhead Trail are necessary for the conversion to a freeway facility. The removal of the 66 Street and 98 Street intersections will increase roadway capacity, reduce travel time, and increase roadway safety. The improvements to the adjacent roadways will allow for the access of Goods Movements to adjacent parcels and increase roadway safety.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the City.

ALTERNATIVES CONSIDERED

Upgrades and improvements are required to accommodate growth. The alternative would be to maintain the existing roadway infrastructure as-is, which is currently at capacity, and is expected to become insufficient to handle projected traffic demand.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Land acquisition poses a key risk for this project. Land will need to be acquired for the project to accommodate some of the improvements, which may pose a schedule risk if land cannot be acquired in a timely manner.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this profile be approved so that construction of freeway improvements to the Yellowhead Trail corridor can begin in support of the Way We Move.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - 89 St & 66 St Improvements**
 PROFILE NUMBER: **15-66-2224**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Capital Budget Adj (one-off)		4,354	8,124	1,189	2,041	9,699	13,065	-	-	-	-	-	38,471
2017 Cap Carry Forward		-4,251	4,251	-	-	-	-	-	-	-	-	-	-
Current Approved Budget		103	12,375	1,189	2,041	9,699	13,065						38,471
Approved Funding Sources													
Federal Bldg Canada Fund		-	-	396	680	3,233	4,355	-	-	-	-	-	8,664
Pay-As-You-Go		-	-	-	-	97	131	-	-	-	-	-	228
Tax-Supported Debt		103	12,375	792	1,360	6,369	8,580	-	-	-	-	-	29,579
Current Approved Funding Sources		103	12,375	1,189	2,041	9,699	13,065						38,471

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		103	12,375	1,189	2,041	9,699	13,065	-	-	-	-	-	38,471
Requested Funding Source													
Federal Bldg Canada Fund		-	-	396	680	3,233	4,355	-	-	-	-	-	8,664
Pay-As-You-Go		-	-	-	-	97	131	-	-	-	-	-	228
Tax-Supported Debt		103	12,375	792	1,360	6,369	8,580	-	-	-	-	-	29,579
Requested Funding Source		103	12,375	1,189	2,041	9,699	13,065						38,471

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-4,251	4,251	-	-	9,602	12,935	-	-	-	-	-
Design		-	-	1,189	2,041	-	-	-	-	-	-	-	3,229
Land		4,354	8,124	-	-	-	-	-	-	-	-	-	12,478
Percent for Art		-	-	-	-	97	131	-	-	-	-	-	228
Total		103	12,375	1,189	2,041	9,699	13,065						38,471

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **YELLOWHEAD TRAIL 121 STREET INTERCHANGE**
 PROFILE NUMBER: **23-66-2317**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2017
ESTIMATED COMPLETION:	December, 2026

Service Category: **Roads**Major Initiative: **Yellowhead Freeway**

GROWTH	RENEWAL
100	

PREVIOUSLY APPROVED:	277,772
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	277,772

PROFILE DESCRIPTION

This profile consists of upgrading Yellowhead Trail between 121 Street and 97 Street to a freeway standard, including an interchange at 121 Street and the closure of 107 Street intersection. At 121 Street and 107 Street, the existing signals will be removed. The interchange at 121 Street will include the required ramps, service roads, collector distributor roads, traffic signals, and other upgrades required to support the interchange and provide access to remaining land parcels. Due to the proximity to 127 Street and the complications associated with the grade-separated VIA rail spur line structures, it is likely that 127 Street and 121 Street interchanges will need to be designed together and will ultimately be linked. Access to the CN Yards at 121 Street will be maintained. Improvements to the local roadway network are also planned, such as realigning local roadways and construction of cul-de-sacs.

PROFILE BACKGROUND

Yellowhead Trail is the highest truck volume Goods Movement corridor in the City and is designated as a future freeway facility. Traffic volumes will continue to grow along this corridor to almost double in 30 years. In 2047, traffic will be over 120,000 vehicles per day and the existing intersections will operate well over capacity with significant delays for all users. Truck volumes on this corridor will also continue to grow, keeping Yellowhead Trail as the top goods movement corridor in the City. These improvements will optimize traffic capacity and flow along the corridor.

PROFILE JUSTIFICATION

The improvements recommended in this profile are required to fully improve Yellowhead Trail into a freeway facility. The removal of the signalized intersections at 107 Street, 121 Street and 127 Street will increase roadway capacity, reduce delays for goods movements along the corridor, and improve safety of the facility.

Anticipated Outcomes:

Improvements at Yellowhead Trail and 121 Street and 107 Street will increase capacity and decrease delays, congestion, and collision frequency and severity along Yellowhead Trail. Once constructed, the improvements are expected to have an immediate impact on congestion and collision rates in the area.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters and goods movement. By improving capacity and decreasing congestion, this project will the ability to move goods and services efficiently through the City.

ALTERNATIVES CONSIDERED

Construction of the modifications to the existing configuration is required to accommodate growth in the area. The alternative to improvements would be to maintain the existing roadway infrastructure as-is, which is currently at capacity and as traffic volumes continue to grow in the future, delays for all users will grow substantially.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area, improved goods movement and improved economic outlook for the City and region by promoting and enhancing goods movement.

KEY RISKS & MITIGATING STRATEGY

Risks of not doing this project include delays and emissions and reduced economic viability for regional businesses. Risks of the project include significant land costs and possible claims due to changing accesses for some local businesses.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to increase roadway capacity and decrease congestion in the area.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail 121 Street Interchange**
 PROFILE NUMBER: **23-66-2317**
 BRANCH: **Infrastructure Planning & Design**

FUNDED

PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Capital Budget Adj (one-off)	418	644	7,180	10,993	15,370	15,831	43,475	66,002	69,876	47,982	277,772	
	2017 Cap Carry Forward	-414	414	-	-	-	-	-	-	-	-	-	
	Current Approved Budget	4	1,058	7,180	10,993	15,370	15,831	43,475	66,002	69,876	47,982	277,772	
	Approved Funding Sources												
	Federal Bldg Canada Fund	-	-	-	-	5,123	5,277	14,492	22,390	23,061	15,836	-	86,179
	Pay-As-You-Go	4	1,058	-	-	-	-	435	672	692	475	-	3,336
	Provincial BCF - matching	-	-	-	-	-	-	11,103	24,938	46,123	31,671	-	113,836
	Tax-Supported Debt	-	-	7,180	10,993	10,246	10,554	17,446	18,003	-	-	-	74,422
Current Approved Funding Sources	4	1,058	7,180	10,993	15,370	15,831	43,475	66,002	69,876	47,982	-	277,772	

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)	4	1,058	7,180	10,993	15,370	15,831	43,475	66,002	69,876	47,982	277,772
Requested Funding Source											
Federal Bldg Canada Fund	-	-	-	-	5,123	5,277	14,492	22,390	23,061	15,836	86,179
Pay-As-You-Go	4	1,058	-	-	-	-	435	672	692	475	3,336
Provincial BCF - matching	-	-	-	-	-	-	11,103	24,938	46,123	31,671	113,836
Tax-Supported Debt	-	-	7,180	10,993	10,246	10,554	17,446	18,003	-	-	74,422
Requested Funding Source	4	1,058	7,180	10,993	15,370	15,831	43,475	66,002	69,876	47,982	277,772

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
REVISED BUDGET (IF APPROVED)	Construction	-414	414	-	-	-	-	43,041	65,331	69,184	47,507	-	225,062
	Design	418	644	-	-	15,370	15,831	-	-	-	-	-	32,263
	Land	-	-	7,180	10,993	-	-	-	-	-	-	-	18,173
	Percent for Art	-	-	-	-	-	-	435	672	692	475	-	2,273
	Total	4	1,058	7,180	10,993	15,370	15,831	43,475	66,002	69,876	47,982	-	277,772

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **YELLOWHEAD TRAIL 127 STREET INTERCHANGE**
 PROFILE NUMBER: **22-66-2314**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Anna Dechamplain
ESTIMATED START:	January, 2017
ESTIMATED COMPLETION:	December, 2026

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	340,303
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	340,303

PROFILE DESCRIPTION

This profile consists of upgrading Yellowhead Trail between 124 Street and St. Albert Trail to a freeway standard, including the removal of the existing signalized at-grade intersections at 127 Street and 124 Street, the construction of a new interchange at 127 Street and access closure of 124 Street. This work will include construction of a new interchange bridge structure, interchange ramps, service roads to provide access to remaining land parcels, and construction of new collector-distributor roads as required. Improvements to the local roadway network are planned, including realigning local roadways and construction of cul-de-sacs. Land acquisition will be required for this project. Due to the proximity of 121 Street and the grade separated VIA rail spur structures, it is likely that 127 Street and 121 Street interchanges will be designed together and will ultimately be linked. Access to the CN Yards at 121 Street will be maintained.

PROFILE BACKGROUND

Yellowhead Trail is the highest truck volume Goods Movement corridor in the City and is designated as a future freeway facility. Traffic volumes will continue to grow along this corridor to almost double in 30 years. In 2047, traffic will be over 120,000 vehicles per day and the existing intersections will operate well over capacity with significant delays for all users. Truck volumes on this corridor will also continue to grow, keeping Yellowhead Trail as the top goods movement corridor in the City. This intersection has consistently ranked as one of the highest collision locations in the City and making changes here is a high priority and will go a long way to reducing annual collision rates and costs. These improvements will optimize traffic capacity and flow along the corridor.

PROFILE JUSTIFICATION

The improvements recommended in this profile are required to fully convert Yellowhead Trail into a freeway facility. The removal of the signalized intersections at 127 Street and 124 Street will increase roadway capacity, reduce delays for goods movements along the corridor, and improve safety of the facility.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for commuters and goods movement. By improving capacity and decreasing congestion, this project will the ability to move goods and services efficiently through the City.

ALTERNATIVES CONSIDERED

Construction of the modifications to the existing configuration is required to accommodate growth in the area. The alternative to improvements would be to maintain the existing roadway infrastructure as-is, which is currently at capacity and as traffic volumes continue to grow in the future, delays for all users will grow substantially.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved citizen satisfaction with roadway capacity in the area, improved goods movement and improved economic outlook for the City and region by promoting and enhancing goods movement.

KEY RISKS & MITIGATING STRATEGY

Risks of not doing this project include delays and emissions and reduced economic viability for regional businesses. Risks of the project include significant land costs and possible claims due to changing accesses for some local businesses.

RESOURCES

The project will require an external Contractor to complete construction. The contractor will be selected through a tender process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this project be approved to increase roadway capacity and decrease congestion in the area.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail 127 Street Interchange**
 PROFILE NUMBER: **22-66-2314**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Approved Budget										
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Capital Budget Adj (one-off)	418	644	32,726	50,100	15,241	15,698	43,120	65,463	69,305	47,589	-	340,303
2017 Cap Carry Forward	-413	413	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	5	1,058	32,726	50,100	15,241	15,698	43,120	65,463	69,305	47,589	-	340,303
Approved Funding Sources												
Federal Bldg Canada Fund	-	-	-	-	5,080	5,233	14,373	22,207	22,873	15,706	-	85,472
Pay-As-You-Go	5	1,058	-	-	-	-	431	666	686	471	-	3,317
Provincial BCF - matching	-	-	-	-	-	-	11,012	24,734	45,746	31,412	-	112,904
Tax-Supported Debt	-	-	32,726	50,100	10,161	10,465	17,303	17,855	-	-	-	138,609
Current Approved Funding Sources	5	1,058	32,726	50,100	15,241	15,698	43,120	65,463	69,305	47,589	-	340,303

BUDGET REQUEST	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total	
Revised Budget (if Approved)	5	1,058	32,726	50,100	15,241	15,698	43,120	65,463	69,305	47,589	-	340,303
Requested Funding Source												
Federal Bldg Canada Fund	-	-	-	-	5,080	5,233	14,373	22,207	22,873	15,706	-	85,472
Pay-As-You-Go	5	1,058	-	-	-	-	431	666	686	471	-	3,317
Provincial BCF - matching	-	-	-	-	-	-	11,012	24,734	45,746	31,412	-	112,904
Tax-Supported Debt	-	-	32,726	50,100	10,161	10,465	17,303	17,855	-	-	-	138,609
Requested Funding Source	5	1,058	32,726	50,100	15,241	15,698	43,120	65,463	69,305	47,589	-	340,303

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			Construction	-413	413	-	-	-	-	-	42,689	64,796	68,619
Design	418	644	-	-	15,241	15,698	-	-	-	-	-	-	32,001
Land	-	-	32,726	50,100	-	-	-	-	-	-	-	-	82,825
Percent for Art	-	-	-	-	-	-	-	431	666	686	471	-	2,255
Total		5	1,058	32,726	50,100	15,241	15,698	43,120	65,463	69,305	47,589	-	340,303

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Other Assets

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **ACTF - INFRASTRUCTURE DELIVERY (ABEYANCE)****FUNDED**PROFILE NUMBER: **CM-99-9001****PROFILE STAGE: Approved**DEPARTMENT: **Integrated Infrastructure Services****PROFILE TYPE: Composite**LEAD BRANCH: **Infrastructure Delivery**LEAD MANAGER: **Brain Latte**

PROGRAM NAME:

PARTNER MANAGER:

PARTNER:

ESTIMATED START: **January, 2019**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2022****Service Category:****Major Initiative:****GROWTH****RENEWAL****100****PREVIOUSLY APPROVED:****46,000****BUDGET REQUEST:****-****TOTAL PROFILE BUDGET:****46,000****PROFILE DESCRIPTION**

This composite program supports delivery of infrastructure projects identified as priorities by the City for the Alberta Community Transit Fund (ACTF). Funding in this profile will be used to support delivery of projects, including detailed design and construction. Projects that will be undertaken within this ACTF delivery composite are those projects that meet the following objectives: - Improve the level of integration between local and regional partners (i.e., alignment with long- term transportation and land-use planning). - Lead to improved environmental outcomes by reducing greenhouse gas emissions and position Alberta as a leader in green technology, research, and innovation. - Create new jobs in Alberta and opportunities for economic diversification - Efficiently connect to other types of transportation (i.e. cycling) and improve integration with alternative transportation modes and services, such as car-, bike- or ride-sharing. - Support new or expanded services for communities without access to local or regional transit, including connections to Indigenous communities. - Incorporate fully accessible services for seniors and people with limited mobility or disabilities. Agreement. Projects selected by the City have been endorsed by the Edmonton Metropolitan Region Board (EMRB). The projects as part of this particular delivery composite include: 1. Terwillegar Drive Transit Priority Measures and Active Modes - Delivery 2. Transit Priority Measures (Heritage Valley to Century Park and Others) - Delivery 3. Stadium LRT Station Renewal - Delivery

PROJECT LIST

The projects as part of this particular delivery composite include: 1. Terwillegar Drive Transit Priority Measures and Active Modes - Delivery 2. Transit Priority Measures (Heritage Valley to Century Park and Others) - Delivery 3. Stadium LRT Station Renewal - Delivery

PROFILE BACKGROUND

The Alberta Community Transit Fund provides funding support for municipal public transit initiatives, with an emphasis on safe, affordable, accessible and environmentally sustainable public transportation options in and between communities. This new program will fund LRT supporting infrastructure such as centres, park and rides, LRVs, etc. - as these types of projects are seen as contributing to the broader transit network, and help to achieve enhanced transit service, mode shift, and reduced emissions. Eligible project categories include renewal of existing transit capital assets, growth project to expand the system, which way include active transportation, new buses, and LRVs, planning and design, including studies and pilots and building asset management capacity. Land is not eligible. Province will contribute up to 40% of eligible costs and up to 50% for GHG reducing projects that advance the province's Climate Leadership Plan. This profile holds funding for delivery to allow Administration to provide Council with better scopes, schedules and budgets prior to funding the entire project, reducing the risk of cost overruns, schedule issues, and other unanticipated issues

PROFILE JUSTIFICATION

This composite profile will fund the delivery of work to advance ACTF priority projects. Profile CM-99-6060 allows for the completion of planning and design in support of this delivery reducing the risk of cost overruns, schedule issues, and other unanticipated issues. Further, this profile allows the City to take advantage of the grant funding available through the Alberta Community Transit Fund (ACTF) to advance projects of regional and municipal significance that have not been funded through other means.

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow Project Development and Delivery Model (PDDM). In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, including a detailed business case, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

COST BENEFITS

This delivery composite profile is intended to allow for the detailed design and construction of ACT priority projects. This profile will ensure there is delivery expenditure made at a point made when projects have well defined scopes, schedules and budgets, allowing Council to make informed capital investment decisions.

CAPITAL PROFILE REPORT

KEY RISKS & MITIGATING STRATEGY

One key risk of the PDDM approach surrounds what would occur should a capital project not be approved after spending resources on planning and design. Current mitigation is the ongoing reporting to City Council regarding capital priorities while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives. The funding for ACTF is also time-constrained. A risk of this is not meeting the deadlines for completion of the funded work. Mitigation in place includes the City's new PDDM process which ensures thorough planning and design is completed prior to delivery expenditure.

RESOURCES

Projects identified to be funded from the Infrastructure Delivery composite profiles will be delivered using a combination of internal and external resources. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

With ACTF approvals anticipated in the new year and given projects must be initiated within two years of receiving approval, the City's portion has been identified in the 2019-22 capital cycle. Projects covered within this composite are required to be complete by 2023 as per the ACTF requirements.

CONTINGENCY OF APPROVAL

CAP#18/Motion 10.2: That funding be held in abeyance subject to approval of the ACT grant application.

CAPITAL PROFILE REPORT

PROFILE NAME: **ACTF - Infrastructure Delivery (Abeyance)**

FUNDED

PROFILE NUMBER: **CM-99-9001**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	-	12,000	12,000	22,000	-	-	-	-	-
	Current Approved Budget	-	-	-	12,000	12,000	22,000	-	-	-	-	-	46,000
Approved Funding Sources	Alberta Community Transit Fund	-	-	-	4,800	4,800	8,800	-	-	-	-	-	18,400
	Tax-Supported Debt	-	-	-	7,200	7,200	13,200	-	-	-	-	-	27,600
	Current Approved Funding Sources	-	-	-	12,000	12,000	22,000	-	-	-	-	-	46,000

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Revised Budget (if Approved)		-	-	-	12,000	12,000	22,000	-	-	-	-	-
Requested Funding Source	Alberta Community Transit Fund	-	-	-	4,800	4,800	8,800	-	-	-	-	-	18,400
	Tax-Supported Debt	-	-	-	7,200	7,200	13,200	-	-	-	-	-	27,600
	Requested Funding Source	-	-	-	12,000	12,000	22,000	-	-	-	-	-	46,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Construction	-	-	-	12,000	12,000	22,000	-	-	-	-	-
	Total	-	-	-	12,000	12,000	22,000	-	-	-	-	-	46,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: ACTF - Infrastructure Delivery (Abeyance)****PROFILE NUMBER: CM-99-9001****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	Transit Priority Improvements (HV PnR - Century Park and other locations)	1/1/2019	12/31/2022	CAP#18/Motion 10.2 - Transit Priority Improvements (HV PnR - Century Park and other locations)

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	ACTF - INFRASTRUCTURE PLANNING AND DESIGN (ABEYANCE)	FUNDED
PROFILE NUMBER:	CM-99-6060	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Planning & Design	LEAD MANAGER:
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START:
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION:

Service Category:	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:
100		47,000
		BUDGET REQUEST:
		-
		TOTAL PROFILE BUDGET:
		47,000

PROFILE DESCRIPTION

This composite program supports planning and design work for infrastructure defined under the Alberta Community Transit Fund (ACTF). Funding in this profile will be used to support project development (concept planning and design). Projects that will be undertaken within this ACTF planning and design composite are those projects that meet the following objectives:

- Improve the level of integration between local and regional partners (i.e., alignment with long-term transportation and land-use planning).
- Lead to improved environmental outcomes by reducing greenhouse gas emissions and position Alberta as a leader in green technology, research, and innovation.
- Create new jobs in Alberta and opportunities for economic diversification
- Efficiently connect to other types of transportation (i.e. cycling) and improve integration with alternative transportation modes and services, such as car-, bike- or ride-sharing.
- Support new or expanded services for communities without access to local or regional transit, including connections to Indigenous communities.
- Incorporate fully accessible services for seniors and people with limited mobility or disabilities. Agreement.

Projects selected by the City have been endorsed by the Edmonton Metropolitan Region Board (EMRB). The projects as part of this particular planning and design composite include:

1. New Transit Garage - Planning and Design
2. 40 Avenue Capital Line LRT Station - Planning and Design
3. Ellerslie (50 Street) Park and Ride - Planning and Design
4. Terwillegar Drive Transit Priority Measures and Active Modes - Design
5. Transit Priority Measures (Heritage Valley to Century Park and Others) - Planning and Design

PROJECT LIST

The projects as part of this ACTF planning and design composite include:

1. New Transit Garage - Planning and Design
2. 40 Avenue Capital Line LRT Station - Planning and Design
3. Ellerslie (50 Street) Park and Ride - Planning and Design
4. Terwillegar Drive Transit Priority Measures and Active Modes - Design (delivery included in CM99-9001)
5. Transit Priority Measures (Heritage Valley to Century Park and Others) - Planning and Design (delivery included in CM99-9001)

PROFILE BACKGROUND

The Alberta Community Transit Fund provides funding support for municipal public transit initiatives, with an emphasis on safe, affordable, accessible and environmentally sustainable public transportation options in and between communities. This new program will fund LRT supporting infrastructure such as transit centres, park and rides, LRVs, transit priority measures, etc. - as these types of projects are seen as contributing to the broader transit network, and help to achieve enhanced transit service, mode shift, and reduced emissions.

Eligible project categories include renewal of existing transit capital assets; growth project to expand the system, which may include active transportation, new buses, and LRVs; planning and design, including studies and pilots; and building asset management capacity. Land costs are not eligible.

Province will contribute up to 40% of eligible costs and up to 50% for GHG reducing projects that advance the province's Climate Leadership Plan.

The program will provide a total of \$215M over 5 years, of which \$115M is from revenues through the Alberta Climate Leadership Plan.

PROFILE JUSTIFICATION

Planning and design work for these projects must be completed prior to the project's budget for delivery being released. This composite profile will fund the planning and design work to advance ACTF priority projects such that Administration can provide Council with better information regarding the scope, schedule and budget prior to funding the delivery of the projects, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

Further, this profile allows the City to take advantage of the grant funding available through the Alberta Community Transit Fund (ACTF) to advance projects of regional and municipal significance that have not been funded through other means.

CAPITAL PROFILE REPORT

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community. It will make a discrete and measurable impact on Council's four strategic goals (healthy city, urban places, regional prosperity and climate resilience) by creating a community to connect people to what matters to them.

The work for completion as part of this composite is all focused on improving transit service in and around Edmonton to encourage greater transit use and mode shift to more sustainable forms of transportation.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, including a detailed business case, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

COST BENEFITS

This composite profile is intended to allow for the development of ACTF priority projects to a level of detail that will enhance information to Council to make better-informed capital investment decisions.

This profile will ensure there is early investment in planning and design to support detailed business cases; a structured process to evaluate readiness, scope & prioritization; and increased confidence in budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

With ACTF approvals anticipated in the new year, and given projects must be initiated within two years of receiving approval, the City's portion has been identified in the 2019-22 capital cycle.

Projects covered within this composite are required to be complete by 2023 as per the ACTF requirements.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies.

CONCLUSIONS AND RECOMMENDATIONS

Approval of this capital profile is required to fund planning and design work to ensure the City can advance the work committed through the ACTF applications. Further, this composite profile allows for the completion of planning and design in accordance with the PDDM process. Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.

CONTINGENCY OF APPROVAL

CAP#18/Motion 10.2: All funding held in abeyance subject to approval of ACT grant application and a report to return to Council at the Spring SCBA.

CAPITAL PROFILE REPORT

PROFILE NAME: **ACTF - Infrastructure Planning and Design (Abeyance)**
 PROFILE NUMBER: **CM-99-6060**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget	Original Budget Approved	-	-	1,600	7,300	19,000	19,100	-	-	-	-	-
	Current Approved Budget	-	-	1,600	7,300	19,000	19,100	-	-	-	-	-	47,000
Approved Funding Sources	Alberta Community Transit Fund	-	-	640	2,900	7,640	7,620	-	-	-	-	-	18,800
	Tax-Supported Debt	-	-	960	4,400	11,360	11,480	-	-	-	-	-	28,200
	Current Approved Funding Sources	-	-	1,600	7,300	19,000	19,100	-	-	-	-	-	47,000

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Revised Budget (if Approved)		-	-	1,600	7,300	19,000	19,100	-	-	-	-	-
Requested Funding Source	Alberta Community Transit Fund	-	-	640	2,900	7,640	7,620	-	-	-	-	-	18,800
	Tax-Supported Debt	-	-	960	4,400	11,360	11,480	-	-	-	-	-	28,200
	Requested Funding Source	-	-	1,600	7,300	19,000	19,100	-	-	-	-	-	47,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		Design	-	-	1,600	7,300	19,000	19,100	-	-	-	-	-
	Total	-	-	1,600	7,300	19,000	19,100	-	-	-	-	-	47,000

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: ACTF - Infrastructure Planning and Design (Abeyance)****PROFILE NUMBER: CM-99-6060****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
100001	New Transit Bus Garage	1/1/2019	12/31/2022	CAP#18: Planning and design of a new transit garage, with funding with 40% ACT grant and 60% debt financing and held in abeyance subject to approval of the ACT grant application.
100002	Transit Priority Improvements (HV PnR - Century Park and other locations)	1/1/2019	12/31/2022	CAP#18: Planning and design of transit priority improvements, with funding from 40% ACT grant and 60% debt financing and held in abeyance subject to approval of the ACT grant application.
100003	Capital Line 40th Ave LRT Station	1/1/2019	12/31/2022	CAP#17: Planning and Design of a LRT station on the existing Capital LRT line near 40th Avenue to accommodate local transit access.
100004	50th street park and ride planning and design	1/1/2019	12/31/2022	CAP#18: Planning and design of the 50th street park and ride \$2M

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	BLATCHFORD REDEVELOPMENT IMPLEMENTATION	FUNDED
PROFILE NUMBER:	14-02-2106	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Blatchford Redevelopment Project	LEAD MANAGER: Tom Lumsden
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: January, 2013
BUDGET CYCLE:	2012-2014	ESTIMATED COMPLETION: December, 2038

Service Category:	Economic Development	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	631,925
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	631,925

PROFILE DESCRIPTION

Development of former City Centre Airport into a sustainable mixed use community: planning, preliminary and detailed engineering, construction of infrastructure, and sale of serviced properties.

PROFILE BACKGROUND

Blatchford will be a world-leading mixed-use community for up to 30,000 people. As set out in Council's vision, this walkable, transit-oriented, family-friendly and sustainable community will be built over 20–25 years, with the first stage starting in 2014.

July 2009 City Council voted to redevelop and close (in phases) the City Centre Airport. May 16, 2012, Council approved the City Centre Area Redevelopment Plan (Bylaw 16033), establishing the framework for future implementation of the redevelopment concept. In November 2013, the City Centre Airport closed.

PROFILE JUSTIFICATION

On June 10, 2014 City Council approved the Blatchford Concept Plan Implementation report and Business Case report which described the proposed approach to achieve the Council defined vision for the project and the objectives of the Area Redevelopment Plan. The detailed financial analysis for the recommended scenario (5A) was also approved, along with Council's first motion to have administration provide a Capital Profile and funding strategy for Council's consideration.

STRATEGIC ALIGNMENT

Blatchford contributes to The Way Ahead by increasing density; to The Way We Grow by being healthy and livable; to The Way We Move by enhancing use of transit, walking and bikes; and to The Way We Green by being a sustainable community.

ALTERNATIVES CONSIDERED

The June 10, 2014 Business Case report to Council included the recommended and approved scenario along with 4 others. The proforma evaluates each stage, including an analysis of requirements (capital, servicing & resources) vs. financial return.

COST BENEFITS

Project cost estimates include traditional on-site charges (e.g. sewer, road, earthwork, curb/gutter) and non-traditional outcomes such as a district energy system, low impact drainage design features, urban agriculture opportunities and significantly enhanced park space. Blatchford will generate net profit, from which investments will be made in strategic municipal initiatives and environmentally sustainable infrastructure.

KEY RISKS & MITIGATING STRATEGY

Key risks include economic slowdown, residential market competition, cost escalation and interest rate risk. Blatchford will be reevaluated annually to ensure that activities and staging are adapted to respond to market conditions and forecasts.

RESOURCES

The Blatchford project team will lead project activities with the support of internal staff and external consultants, expert advisors and contractors.

CONCLUSIONS AND RECOMMENDATIONS

Given The Way Ahead vision, it is recommended funding be established for the Blatchford Redevelopment project land development activities to contribute to housing supply, housing affordability, community building and livability.

CAPITAL PROFILE REPORT

PROFILE NAME: **Blatchford Redevelopment Implementation**
 PROFILE NUMBER: **14-02-2106**
 BRANCH: **Blatchford Redevelopment Project**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET										
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2013 Cap Capital Budget Adj (one-off)	56,212	-	-	-	-	-	-	-	-	-	-	56,212
2014 Cap Capital Budget Adj (one-off)	139,604	16,973	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	575,713
2014 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2017 Cap Carry Forward	-74,614	74,614	-	-	-	-	-	-	-	-	-	-
Current Approved Budget	121,202	91,587	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	631,925
Approved Funding Sources												
Blatchford Lands Retained Earnings	62,857	69,390	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	551,383
Tax-Supported Debt	58,345	22,197	-	-	-	-	-	-	-	-	-	80,542
Current Approved Funding Sources	121,202	91,587	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	631,925

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		BUDGET REQUEST										
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		REVISED BUDGET (IF APPROVED)										
Revised Budget (if Approved)	121,202	91,587	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	631,925
Requested Funding Source												
Blatchford Lands Retained Earnings	62,857	69,390	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	551,383
Tax-Supported Debt	58,345	22,197	-	-	-	-	-	-	-	-	-	80,542
Requested Funding Source	121,202	91,587	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	631,925

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		REVISED BUDGET (IF APPROVED)											
Other Costs		121,202	91,587	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	631,925
Total		121,202	91,587	40,139	41,796	19,012	14,246	14,674	29,869	29,600	29,600	200,200	631,925

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **CRL PROJECTS - PLANNING AND DESIGN**
 PROFILE NUMBER: **CM-50-5050**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Economic & Environmental Sustainability**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Paul Ross
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Economic Development**Major Initiative:**

GROWTH
64

RENEWAL
36

PREVIOUSLY APPROVED:	10,366
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	10,366

PROFILE DESCRIPTION

This composite profile includes funding for planning and design of four Catalyst Projects included in the Downtown Community Revitalization Levy Plan, to occur between 2019 and 2023. Funding for the delivery costs of these projects is included in Capital Profile CM-74-4100. As each project progresses through the design process, standalone Capital Profiles for each project will be created, drawing on CRL funding approved as part of CM-74-4100. The projects are:

Warehouse Campus Neighbourhood Central Park:

Development of a large, urban park within the Warehouse Campus area in Downtown. The park will accelerate residential development in the area by providing needed amenity space, and will be a high-quality park easily accessible to all Edmontonians. The program and design of the park will be developed in 2019-2021 in consultation with Edmontonians, with construction expected to occur in 2022-23.

Jasper Avenue New Vision, Phase 3

This includes streetscape upgrades to Jasper Avenue (102 - 106 Street) including Bay/Enterprise Square LRT Station. Similar to previous phases complete and underway, future improvements to Jasper Avenue will include a widened sidewalk, narrowed roadway, high quality materials, street furniture, lighting, trees, planters, and public art. This project will support a vibrant, pedestrian-oriented "Main Street" for Downtown Edmonton. Streetscaping and roadworks will be coordinated with necessary rehabilitative work on underground infrastructure.

Green and Walkable Downtown, Phase 2

This project includes streetscape upgrades throughout the CRL area to be implemented gradually over the CRL term. Streetscape improvements may include improved paving, street furniture, lighting, trees, planters, pedestrian wayfinding, etc. Several street segments in Downtown Edmonton are expected to be improved, including, but not limited to: 107 Street south of Jasper Avenue, 106 Street (100 Ave-104 Ave), 103 Avenue (100-101 Streets), 99 Street (Jasper Avenue-102 Avenue). This project may also include opportunistic streetscape improvements in conjunction with roadway reconstruction, tactical projects to improve walkability and beauty, and partnerships with other organizations to improve Downtown's streets. Some of these projects may be funded in whole or in part by other profiles carried over from the 2015-2018 Capital Budget.

Civic Precinct Enhancements (Centennial Plaza)

Projects in the Civic Precinct as defined in the Capital City Downtown Community Revitalization Levy Plan will include aesthetic and functional improvements to the Civic Precinct area surrounding City Hall, Churchill Square and the Stanley A. Milner Library.

In addition to these four projects, this profile may fund initial scoping or feasibility studies for other Catalyst Projects listed in the CRL Plan that may be implemented in the future.

PROJECT LIST

The projects that will be funded by the Downtown CRL in this budget cycle are:
 Warehouse Campus Neighbourhood Central Park Construction
 Jasper Avenue New Vision, Phase 3 (102 Street to 106 Street)
 Projects in the Civic Precinct (Centennial Plaza and adjacent sidewalks)
 Green and Walkable Downtown, Phase 2

PROFILE BACKGROUND

The Capital City Downtown Plan (Bylaw 15200) was approved by City Council in 2010. It acknowledged that a thriving Downtown is an essential component of any city, and that a prosperous Downtown where people choose to live, do business, shop, and study benefits the entire city. It laid out a vision of Downtown Edmonton as Well-Designed, Accessible, Sustainable, and Vibrant, and described a bold plan to achieve that vision. Central to the plan are a series of Catalyst Projects - strategic public investments in infrastructure that will make the area more attractive to private development and investment.

The Capital City Downtown Community Revitalization Levy (CRL) Plan (Bylaw 16521) was approved by City Council in 2013 and came into effect on January 1, 2015. The CRL provides a dedicated funding source for implementation of the Catalyst Projects included in the CRL Plan. To date, the CRL has funded Rogers Place and associated infrastructure, Alex Decoteau Park, major Downtown Stormwater Servicing upgrades, Green and Walkable Streetscaping, Jasper Avenue New Vision, and acquisition of land for a major new park in the Warehouse area.

CAPITAL PROFILE REPORT**PROFILE JUSTIFICATION**

All Catalyst Projects were developed in consultation with the public and industry stakeholders who confirmed the potential for these projects to accelerate the transformation of Downtown Edmonton, attract private investment, encourage more people to live and do business Downtown, and to make it a more vibrant and beautiful community for all Edmontonians to enjoy.

The Catalyst Projects that have been made to date are demonstrating the potential returns to these investments. Since the CRL began in 2015, there has been more than \$3.0 billion in investment in Downtown Edmonton (completed or under construction), not including City-led projects. That includes more than 3,000 new residential units and close to 2 million square feet of new office space. As a result of this new development, there is projected to be sufficient revenue over the 20-year life of the CRL to fund these projects.

Other benefits have included new community amenities like Alex Decoteau Park and the environmental benefits of improved stormwater servicing.

The projects selected for 2019-2022 will continue to advance the transformation of Downtown, building upon the momentum created in 2015-2018.

Specific to each project, other justifications are:

Projects in the Civic Precinct:

The 2019-2022 budget cycle is the ideal period to complete this work, because:

- a) The renovations to the Stanley A Milner Library will finish, providing more opportunities for openness and movement between the Plaza and the library. Revitalization of the Plaza will leverage the investment in the library to create a more vibrant space, and one that may include child-friendly amenities which are lacking in this area of Downtown.
- b) The library parkade, which extends underneath Centennial Plaza, 99 Street, and the adjacent sidewalks, requires a lifecycle review of the waterproofing system to determine if repairs are required. It is timely for this assessment, as the repairs will disturb the existing surface of Centennial Plaza and the adjacent areas. This presents synergies such that the waterproofing renewal and surface improvements can take place together, minimizing costs and disruption.

Warehouse Campus Neighbourhood Central Park:

Attractive park spaces are an essential building block of a vibrant Downtown where people will want to live, work, and play. The Warehouse area, which is the Downtown district with the greatest potential for redevelopment, currently lacks park space. This is a deterrent to investment and development. This park is essential to creating an attractive community, and is particularly important for attracting families with children to the Downtown.

Jasper Avenue New Vision:

The streetscape of Jasper Avenue, constructed in the 1980s, is dilapidated and in need of improvement. Existing infrastructure like streetlights are deteriorating, and the wide roadway and narrow sidewalks do not reflect Council's vision of Downtown as pedestrian-friendly and vibrant.

The initial phase of construction between 100 and 102 Streets has created an attractive, more pedestrian-friendly corridor. Concurrent improvements have been made to multiple abutting properties, demonstrating that the streetscaping has brought renewed private sector investment to the area.

Continuing the reconstruction of Jasper Avenue westward will improve the appearance of Edmonton's original Main Street, facilitate use of the street by patios and other vibrant activities, improve safety and accessibility for all road users, and encourage private investment.

This project also presents an opportunity to extend the service life of underground infrastructure including Bay/Enterprise Square LRT station by undertaking recommended rehabilitation works.

Green and Walkable Downtown:

Streetscape improvements have been an integral component of Downtown revitalizations across North America. Sidewalks and streets form an essential part of the public realm Downtown and therefore are critical to the attractiveness of Downtown to residents, workers, visitors, and investors.

Along with the aesthetic improvements to Edmonton's Downtown, streetscape improvements are expected to generate increased property values, to increase pedestrian traffic and vibrancy, and to spark additional investment in the Downtown core. The 104th Street Promenade is an example of the positive effect streetscaping can have. In the 17 years since the street was rebuilt, nearly 1700 new residential units have been constructed within 100 metres of the street, with nearly 400 more units proposed or under construction.

STRATEGIC ALIGNMENT

This profile primarily supports maintaining or improving service levels to advance ongoing transformation of Edmonton's communities. The profile will support the connection of people to what matters to them now and in the future and take into account the impact of our actions on our social, economic and environmental systems.

ALTERNATIVES CONSIDERED

Alternative approaches to improving the Downtown were contemplated during the consultation phase of the Downtown Plan. At this point, the alternative would be to do nothing.

Doing nothing at this point would limit the attractiveness of the Downtown to new development (particularly the Warehouse Campus area), and fail to meet the needs of a growing number of Downtown residents and workers. There would be significant reputational impact and loss of trust with the community, stakeholders, and developers.

CAPITAL PROFILE REPORT

COST BENEFITS

Benefits of these projects include:

- Increase in park space
- Stimulate private sector residential and commercial investment
- Increased tree canopy
- Improved Downtown attractiveness, vibrancy, and quality of life.
- Improved streetscape on multiple Downtown streets
- Improved Safety and Universal Accessibility
- Public health benefits
- Opportunity for Child-friendly facilities in the heart of Downtown
- Positive impression for visitors to the City

KEY RISKS & MITIGATING STRATEGY

Each component project of this profile has unique risks that will be assessed and mitigated as an essential part of each project. In general, key risks for projects of these types are:

- Discovery of environmental contamination
- Coordination with nearby infrastructure projects and private developments
- Coordination with utilities.
- Discovery of unexpected underground structures.

These risks will be mitigated by following Integrated Infrastructure Services project management practices, proactively meeting with utility agencies and other stakeholders, and carrying adequate contingency allowances within each project budget.

RESOURCES

Implementation teams in Integrated Infrastructure Services and Urban Renewal will retain external consultants and contractors as appropriate through the process.

CONCLUSIONS AND RECOMMENDATIONS

Recommend implementation of four Catalyst Projects identified in the Downtown Community Revitalization Levy Plan during the 2019-2022

Capital Budget Cycle:

- Jasper Avenue New Vision Phase 3
- Green and Walkable Downtown Phase 2
- Projects in the Civic Precinct (Centennial Plaza)
- Warehouse Campus Neighbourhood Central Park Construction.

Development of these projects is funded separately through CM-74-4100. As each project progresses through the design process, standalone Capital Profiles for each project will be created, drawing on CRL funding approved as part of that profile.

CAPITAL PROFILE REPORT

PROFILE NAME: **CRL Projects - Planning and Design**
 PROFILE NUMBER: **CM-50-5050**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366
Current Approved Budget		-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366
Approved Funding Sources													
Debt CRL Downtown		-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366
Current Approved Funding Sources		-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366
Requested Funding Source													
Debt CRL Downtown		-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366
Requested Funding Source		-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Design	-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366
	Total	-	-	2,199	4,060	1,803	2,304	-	-	-	-	-	10,366

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: CRL Projects - Planning and Design

PROFILE NUMBER: CM-50-5050

BUDGET CYCLE: 2019-2022

Project Number	Project Name	Start Date	End Date	Description
004103	Jasper Avenue New Vision Phase 3 (102-106 Street)	1/1/2019	12/31/2022	<p>This project includes streetscape upgrades to Jasper Avenue, building upon work that has been funded through previous Capital budget cycles. Similar to the initial phase, future improvements to Jasper Avenue will include a widened sidewalk, narrowed roadway, high quality materials, street furniture, lighting, trees, planters, and public art. This project will support a vibrant, pedestrian-oriented "Main Street" for Downtown Edmonton. Streetscaping and roadworks will be coordinated with necessary rehabilitative work on underground infrastructure.</p> <p>This project will fund preliminary design, detailed design, and construction of roadway and streetscape improvements from 102 Street westward to 105 or 106 Streets (the construction scope will be confirmed through the design process), as well as recommended repairs to Bay/Enterprise Square LRT station. Concept design for this section was completed in 2018.</p>
004104	Warehouse Campus Neighbourhood Central Park	1/1/2019	12/31/2022	Design and construction of a large, urban park within the Warehouse Campus area in Downtown. This project is identified as a Catalyst Project in the Capital City Downtown Plan (Bylaw 15200) and Community Revitalization Levy Plan (Bylaw 16521). The park will accelerate residential development in the area by providing needed amenity space, and will be a high-quality park easily accessible to all Edmontonians. The program and design of the park will be developed in 2019-2021 in consultation with Edmontonians, with construction expected to occur in 2022-23.
004109	Green and Walkable Phase 2	1/1/2019	12/31/2022	<p>The Capital City Downtown Community Revitalization (CRL) Plan (as approved by Council and the Province) has identified "Green and Walkable Downtown" as a Catalyst Project. This project includes streetscape upgrades throughout the CRL area to be implemented gradually over the CRL term. Streetscape improvements may include improved paving, street furniture, lighting, trees, planters, pedestrian wayfinding, etc.</p> <p>The 2019-2022 Capital Budget phase of work is planned to include design and construction of improvements to several street segments in Downtown Edmonton, including, but not limited to: 107 Street south of Jasper Avenue, 106 Street (100 Ave-104 Ave), 103 Avenue (100-101 Streets), 99 Street (Jasper Avenue-102 Avenue). This project is also intended to fund opportunistic streetscape improvements in conjunction with roadway reconstruction, tactical projects to improve walkability and beauty, and to partner with other organizations to improve Downtown's streets.</p>
004110	Civic Precinct Enhancements (Centennial Plaza)	1/1/2019	12/31/2022	<p>Projects in the Civic Precinct as defined in the Capital City Downtown Community Revitalization Levy Plan will include aesthetic and functional improvements to the Civic Precinct area surrounding City Hall, Churchill Square and the Stanley A. Milner Library.</p> <p>This project includes design and construction of improvements to Centennial Plaza located immediately south of the Stanley A. Milner Library, the adjacent sidewalk and roadway areas, Post Office Clock Tower Park, and structures therein. The improvements may include, but are not limited to, high quality surface materials, street furnishings, lighting, planting, alterations to or removal of the bandshell and other structures, play elements, and public art.</p> <p>This project will renew aging infrastructure and capitalize on the revitalization of the library itself. The improvements will enhance the attractiveness of the area, and improve the usability and potential for vibrancy of the space, which is currently underutilized.</p>

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **INFRASTRUCTURE DELIVERY - GROWTH**
 PROFILE NUMBER: **CM-99-9000**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category: Corporate Support

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:	70,108
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	70,108

PROFILE DESCRIPTION

This composite program provides funding for the delivery of Infrastructure capital growth projects. The profile includes infrastructure such as Facilities, Transportation and Open Space. This approach is consistent with Administration's implementation of the Project Development & Delivery Model (PDDM) as well as the Capital Governance Policy that was approved by Council. The work within this profile will deliver projects in this budget cycle.

PROFILE BACKGROUND

In 2016, Administration developed the Project Development and Delivery Model (PDDM) which has been endorsed by Council through the approval of the Capital Governance Policy (C591). The PDDM is a framework for managing capital infrastructure projects, and aims to achieve the following outcomes:

Better information to make capital investment decisions.
 Improved project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.
 Systematic evaluation of projects against the initial project business case and scope

PROFILE JUSTIFICATION

To adhere with the PDDM, planning and design work should be completed on projects prior to the project's budget being approved in its entirety by Council. The Infrastructure Delivery composite profile holds funding for the implementation so Administration can provide Council with better information regarding the scope, schedule and budget prior to funding the entire project, reducing the risk of cost overruns, schedule issues, and other unanticipated issues

STRATEGIC ALIGNMENT

This composite profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow Project Development and Delivery Model (PDDM).
 In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, including a detailed business case, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

COST BENEFITS

PDDM provides better information to City Council to make capital investment decisions:

Early investment in design to support detailed business cases.
 Structured process to evaluate readiness, scope and prioritization.
 Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

One key risk of the PDDM approach surrounds what would occur should a capital project not be approved after spending resources on planning and design. Current mitigation is the ongoing reporting to City Council regarding capital priorities while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

RESOURCES

Projects identified to be funded from the Infrastructure Delivery composite profiles will be delivered using a combination of internal and external resources. All procurement of external resources will follow relevant corporate procurement directives and policies.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

Capital funds are required to be secured to fund the delivery of capital growth projects once PDDM Checkpoint 3 is reached (after planning and design) in order to adhere to the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.

Approval of this capital profile is required to fund delivery work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Infrastructure Delivery - Growth**
 PROFILE NUMBER: **CM-99-9000**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Approved Budget												
Original Budget Approved		-	-	8,635	25,345	20,881	15,248	-	-	-	-	-	70,108
Current Approved Budget		-	-	8,635	25,345	20,881	15,248	-	-	-	-	-	70,108
Approved Funding Sources													
Local Improvements Prop. Share		-	-	1,392	4,005	3,326	2,458	-	-	-	-	-	11,180
MSI Replacement		-	-	-	-	-	7,040	-	-	-	-	-	7,040
Munc Sustain. Initiative - MSI		-	-	3,987	11,470	9,525	-	-	-	-	-	-	24,982
Other		-	-	2,354	6,773	5,625	4,157	-	-	-	-	-	18,909
Pay-As-You-Go		-	-	902	3,096	2,406	1,593	-	-	-	-	-	7,998
Current Approved Funding Sources		-	-	8,635	25,345	20,881	15,248	-	-	-	-	-	70,108

BUDGET REQUEST		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
Revised Budget (if Approved)		-	-	8,635	25,345	20,881	15,248	-	-	-	-	-	70,108
Requested Funding Source													
Local Improvements Prop. Share		-	-	1,392	4,005	3,326	2,458	-	-	-	-	-	11,180
MSI Replacement		-	-	-	-	-	7,040	-	-	-	-	-	7,040
Munc Sustain. Initiative - MSI		-	-	3,987	11,470	9,525	-	-	-	-	-	-	24,982
Other		-	-	2,354	6,773	5,625	4,157	-	-	-	-	-	18,909
Pay-As-You-Go		-	-	902	3,096	2,406	1,593	-	-	-	-	-	7,998
Requested Funding Source		-	-	8,635	25,345	20,881	15,248	-	-	-	-	-	70,108

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
	Construction		-	-	6,822	19,627	16,298	12,046	-	-	-	-	-
Contingency		-	-	864	2,484	2,063	1,525	-	-	-	-	-	6,936
Design		-	-	518	1,991	1,488	915	-	-	-	-	-	4,912
Equip FurnFixt		-	-	216	621	516	381	-	-	-	-	-	1,734
Follw Up Warranty		-	-	173	497	413	305	-	-	-	-	-	1,387
Percent for Art		-	-	43	124	103	76	-	-	-	-	-	347
Total		-	-	8,635	25,345	20,881	15,248	-	-	-	-	-	70,108

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Infrastructure Delivery - Growth****PROFILE NUMBER: CM-99-9000****BUDGET CYCLE: 2019-2022**

Project Number	Project Name	Start Date	End Date	Description
000001	BC-Infrastructure Delivery - Composite (Main Project)	1/1/2019	12/31/2022	Budget holder - This profile holds the funding in place for delivery of projects that are in the development phase.
100002	Operational Yards OHS/Security Improvements	1/1/2019	12/31/2022	Detailed design and construction of renovations and enhancements to the existing City Operations yards and facilities to address operational health and safety and security issues. These projects will also fund the purchase of equipment and furniture required to ensure safe operations within the yards and facilities.
100003	Swimming Pool OHS Improvements	1/1/2019	12/31/2022	Detailed design and construction of improvements required to meet OHS and functional requirements in existing pool facilities, including gas detection, WHMIS, chlorine room upgrades, salt-cell technology, etc. These projects will also fund the purchase of equipment required to ensure safe operations within the facilities.
100004	Cemeteries Master Plan Implementation	1/1/2019	12/31/2022	Detailed design and construction of new burial sections, gardens for cremation ash scatterings, new access roads and planting at South Haven Cemetery and Northern Lights Cemetery.
100005	Dogs and Open Spaces	1/1/2019	12/31/2022	Detailed design and construction of off leash dog areas including amenities for various locations. This includes funding for minor high priority improvements only.
100006	Heritage Valley District Park	1/1/2019	12/31/2022	Detailed design and construction of the base park development of the site.
100007	Naturalization & Urban Canopy Expansion	1/1/2019	12/31/2022	Installation of new trees and naturalized areas to increase the City's tree canopy.
100008	School Park Site Development (various)	1/1/2019	12/31/2022	Detailed design and construction of the base park development for various park sites where school construction is committed. Includes the following locations: McConachie West, The Orchards North, Chappelle East, Secord South and McConachie GLS.
100009	Turf Management (Strategy Implementation)	1/1/2019	12/31/2022	Detailed design and construction of irrigation systems for City sport-fields at various locations. This includes funding for select high priority locations only.
100010	105 Avenue (Columbia Avenue) - Stage 2 (109-116 Street)	1/1/2019	12/31/2022	Construction of protected bike lanes and enhanced pedestrian realm between 109 Street and 116 Street, along with pedestrian plaza between 112 and 113 Street. Funding will allow for construction based on design plans. 105 Avenue is a high priority renewal location.
100011	Active Transportation	1/1/2019	12/31/2022	Construction of various minor missing sidewalk links and transit connectors.
100012	Imagine Jasper Avenue Base Streetscape - Stage 1 (109-114 Street)	1/1/2019	12/31/2022	Design and construction of public realm improvements along Jasper Avenue from 109 Street to 114 Street. Funding will allow for construction on design plans. Jasper Avenue is a high priority renewal location.
100013	Fire Station Gear Rooms	1/1/2019	12/31/2022	Detailed design and construction of new gear rooms for existing fire station, required to meet legislated requirements for ventilation of gas and harmful chemicals from post-fire equipment.
100014	118 Ave/101 St Traffic Circle	1/1/2019	12/31/2022	[CAP#10] Planning, preliminary design, and detailed design for reconfiguration of the 118 Avenue /101 Street traffic circle.

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **LIBRARY MATERIALS**
 PROFILE NUMBER: **CM-20-0051**
 DEPARTMENT: **Boards & Commissions**
 LEAD BRANCH: **Public Library**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE:	Approved
PROFILE TYPE:	Composite
LEAD MANAGER:	Pilar Martinez
PARTNER MANAGER:	
ESTIMATED START:	January, 2015
ESTIMATED COMPLETION:	December, 2022

Service Category: **Recreation & Culture**

Major Initiative:

GROWTH

RENEWAL
100

PREVIOUSLY APPROVED:	51,221
BUDGET REQUEST:	-
TOTAL PROFILE BUDGET:	51,221

PROFILE DESCRIPTION

Library materials have been identified for replacement in the capital budget to ensure continued customer access to informational and recreational materials. Library collections include the costs of library books, DVD's, CD's, and video games. Funding for these expenditures come primarily from EPL's operating budget. These resources are considered core and fundamental to the delivery of library service to EPL customers.

PROFILE BACKGROUND

As a core and fundamental service of Edmonton Public Library, we purchase library materials to meet customer needs. Materials are published on an ongoing basis to meet customer demand. Additionally, some library materials require replacement after repeated usage and when they become worn, irrelevant, and inaccurate.

PROFILE JUSTIFICATION

EPL considers strong library collections a fundamental resource in the delivery of service to its customers. Maintaining relevant and current collections is critical to the success in achieving the goals and objectives of the Board. The level of investment reflects EPL's best estimates of replacement required over that period and incorporates anticipated cost escalation as forecast by the industry (2.5% over the 4 years). EPL has recognized the shift of library collections moving from physical materials to digital formats in the cost estimates. Annual licenses and subscriptions for digital content are reported in EPL's operating budget.

STRATEGIC ALIGNMENT

This project aligns with City Council Priorities to ensure Edmontonians are healthy and fulfilled; Edmonton has appropriate and accessible infrastructure; Edmonton has robust infrastructure that ensures the continuity of critical services. This will allow EPL to provide the services they need that are accessible and available.

ALTERNATIVES CONSIDERED

As part of the assessment of alternatives for library collections, EPL considers the following:

- Assessment of vendors for best value.
- Balance between digital versus physical
- Contracting out services.

COST BENEFITS

The current service delivery model requires EPL to develop, maintain and provide access to strong library collections. This is a core fundamental library service.

KEY RISKS & MITIGATING STRATEGY

Delays in replacement of library materials puts library customer service at significant risk since quality collections require ongoing development and replacement. As a mitigating strategy, EPL would not replace library collections as frequently resulting in less material, longer wait times and an overall decrease in customer service.

RESOURCES

Requirements for library materials are based on staff assessment of customer needs and feedback from customers.

CONCLUSIONS AND RECOMMENDATIONS

The Library supports the timely development and replacement of library materials. The Library recommends that funding for this project be approved.

CAPITAL PROFILE REPORT**CHANGES TO APPROVED PROFILE**

2016 Spring SCBA (CA#20): (2.5.2)

This adjustment is required to align the 2016 - 2018 capital budget for project CM-20-0051 (library materials) with the funding (Library PAYG) included in the 2016 - 2018 EPL operating budget as approved by City Council.

2016 Fall SCBA (AA#41): (CFO.3) This adjustment is required to align the 2016 capital budget for project CM-20-0051 (library materials) with the funding source changed from Developer Financing to Partnership Funding.

2016 Fall SCBA (CA#40): (2.5) This adjustment is required to align the 2016 - 2018 capital budget for project CM-20-0051 (library materials) with the funding sources included in the 2016 - 2018 EPL operating budget as approved by City Council.

2017 Spring (#17-20) 2.7-2: Transfer from capital to operating. Lower than planned library material costs offset by increase in subscription costs.

2017 Fall (AA#17-41) CFO-1: This adjustment is required to align the 2016 - 2018 capital budget for project CM-20-0051 (library materials) with the funding sources included in the 2016 - 2018 EPL operating budget as approved by City Council.

CAPITAL PROFILE REPORT

PROFILE NAME: **Library Materials**
 PROFILE NUMBER: **CM-20-0051**
 BRANCH: **Public Library**

FUNDED
 PROFILE TYPE: **Composite**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		APPROVED BUDGET	Approved Budget									
	Original Budget Approved	21,435	7,436	-	-	-	-	-	-	-	-	28,871
	2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Council	-1,543	-251	-	-	-	-	-	-	-	-	-1,795
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-
	2017 Cap Council	-959	-	-	-	-	-	-	-	-	-	-959
	2017 Cap Carry Forward	-445	445	-	-	-	-	-	-	-	-	-
	2018 Cap Budget Request for Next Cycle	-	-	5,839	6,126	6,419	6,720	-	-	-	-	25,104
	Current Approved Budget	18,487	7,630	5,839	6,126	6,419	6,720	-	-	-	-	51,221
	Approved Funding Sources											
	Partnership Funding	125	-21	-	-	-	-	-	-	-	-	104
	Pay-As-You-Go	-	-	184	471	764	1,065	-	-	-	-	2,484
	Pay-As-You-Go - Library	18,362	7,651	5,655	5,655	5,655	5,655	-	-	-	-	48,633
	Current Approved Funding Sources	18,487	7,630	5,839	6,126	6,419	6,720	-	-	-	-	51,221

BUDGET REQUEST												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
		REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	18,487	7,630	5,839	6,126	6,419	6,720	-	-	-
	Requested Funding Source											
	Partnership Funding	125	-21	-	-	-	-	-	-	-	-	104
	Pay-As-You-Go	-	-	184	471	764	1,065	-	-	-	-	2,484
	Pay-As-You-Go - Library	18,362	7,651	5,655	5,655	5,655	5,655	-	-	-	-	48,633
	Requested Funding Source	18,487	7,630	5,839	6,126	6,419	6,720	-	-	-	-	51,221

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2018	2019	2020	2021	2022	2023	2024	2025	2026	Beyond 2026	Total
			REVISED BUDGET (IF APPROVED)	Equip FurnFixt	-	-	5,839	6,126	6,419	6,720	-	-	-
	Other Costs	18,487	7,630	-	-	-	-	-	-	-	-	-	26,117
	Total	18,487	7,630	5,839	6,126	6,419	6,720	-	-	-	-	-	51,221

OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT**PROFILE NAME: Library Materials****PROFILE NUMBER: CM-20-0051****BUDGET CYCLE: 2015-2018**

Project Number	Project Name	Start Date	End Date	Description
000001	Library Materials	1/1/2015	1/31/2019	Library Materials
005341	LIBRARY MATERIALS TCA (2015 - 2018)	1/1/2019	12/31/2022	