

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **NORTH EAST PEDESTRIAN BRIDGE**
 PROFILE NUMBER: **20-20-2024**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	December, 2020
ESTIMATED COMPLETION:	December, 2024

Service Category:

Major Initiative:

GROWTH**RENEWAL****100****PREVIOUSLY APPROVED:****-****BUDGET REQUEST:****4,401****TOTAL PROFILE BUDGET:****4,401**

PROFILE DESCRIPTION

This profile is for the planning, design and delivery of the Northeast Edmonton/Strathcona County Pedestrian/Cyclist Footbridge (NE Bridge) over the North Saskatchewan River. The scope of project will comprise the recommended bridge concept and shared-use path connections from a feasibility study conducted in 2019 and, as budget permits, supporting open space and recreational upgrades, accommodation of wildlife passage and access upgrades on the west side of the bridge. The recommended bridge location and concept consists of an S-shaped steel box girder bridge with two pier looks, crossing at approximately 167 Avenue / Twp. Rd. 540. The recommended shared-use path alignments comprise direct connections in the existing Riverside Nature Trail in Strathcona County and NE Edmonton Trails. The anticipated scope of the supporting upgrades will be identified during planning, and may consist of elements such as viewpoints, signage, seating areas, benches, lighting, public artwork, a hand boat launch and dock, a trailhead and parking area in Strathcona County.

This project is a joint initiative between the River Valley Alliance (RVA), Strathcona County and the City of Edmonton. The project funding is anticipated to comprise a 2/3 contribution from the RVA, 1/6 contribution from Strathcona County and 1/6 contribution from the City of Edmonton, subject to future cost sharing agreements. The RVA's funding consists of equal Federal and Provincial contributions (1/3 each).

The project scope will be split into two phases, Phase 1 and Phase 2. Phase 1 comprises the planning and design of the project (PDDM Checkpoints 1 to 3), including public and indigenous engagement to inform the decision making. Phase 2 will comprise the detailed design and delivery of the initiative (PDDM Checkpoints 3 to 5). This profile will provide funding for both phases.

PROFILE BACKGROUND

In 2012, the City of Edmonton partnered with the River Valley Alliance (RVA) to advance the RVA Phase I Capital Plan 2012-2016. In 2016, the RVA submitted to its member municipalities its 2017-2022 (Phase 2) Draft Capital Plan, a comprehensive list of projects which form the basis for the next funding application to the Provincial and Federal governments. In August 2016, City Council approved the projects subject to establishing a shortlist of priorities for Edmonton, and the subsequent completion of feasibility studies. Three projects, including the NE Bridge, were identified as priorities and in 2019, the City of Edmonton completed a feasibility study for the NE Bridge. The goal of the study was to create certainty around construction timelines and better define the project scope, cost, and schedule. The NE Bridge remains a priority for the RVA and in 2020, and they have announced that they are prepared to commit funding towards the project (up to 2/3 of the cost). This profile provides funding for the planning, design and delivery of the City of Edmonton's contribution, emphasizing the City's shared commitment towards the delivery of this project.

PROFILE JUSTIFICATION

The NE Bridge project represents an opportunity to enhance access and connectivity to the North Saskatchewan River Valley (NSRV) locally and regionally, building towards a continuous trail system between Devon and Fort Saskatchewan. The project also has the potential to further support policy goals and objectives outlined in the City's draft plan for the NSRV, Ribbon of Green, the City's draft municipal development plan, the City Plan, and the City's draft bicycle transportation plan, the Bike Plan. In turn, the project will incrementally help to support the City's four strategic goals.

The additional Phase 1 RVA partner funding (sourced from Federal and Provincial agencies) must be used or returned by year-end 2024. It is therefore imperative that the City starts planning and design of the project at this point in order to secure funding from our business partners.

STRATEGIC ALIGNMENT

The NE Bridge project aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's 4 strategic goals: healthy city, urban places, regional prosperity and climate resilience. In addition, this project is also broadly supported by the RVA's strategic plan for the NSRV, A Plan of Action for the Capital Region River Valley Park, as well as the City's draft plan for the NSRV, Ribbon of Green, the City's draft municipal development plan, the City Plan, and the City's draft bicycle transportation plan, the Bike Plan.

CAPITAL PROFILE REPORT

ALTERNATIVES CONSIDERED

The alternative to advancing this project is to delay or cancel the project. This would prevent the City and Strathcona County from capitalizing on the RVA's commitment to fund up to two thirds of the project cost. Delaying or cancelling this project would also not meet City Council's four strategic goals and would also impact the City's relationship with the RVA, as this project is a high priority project for them, and with Strathcona County.

The feasibility report provided alternative bridge options, however, proceeding with any of these other options will not align as well with the performance criteria including cost, constructability within the 2024 funding deadline, minimizing environmental impacts, review/permitting requirements, aesthetics and user experience. The City proposes to advance the recommendation of the feasibility report, including the bridge location, trail alignment and bridge structural concept.

COST BENEFITS

The profile is intended to improve information to the Council to make better-informed capital investment decisions and invest early in design to support detailed business cases. The project will be funded equally by Federal, Provincial and Municipal resources. The Federal and Provincial commitment will total $\frac{2}{3}$ and will be delivered by the RVA. Municipal funding ($\frac{1}{3}$) will be funded equally from Edmonton (□) and Strathcona County (□).

KEY RISKS & MITIGATING STRATEGY

Key risks currently identified include: the fixed project budget; unanticipated issues stemming from public/indigenous engagement; longer than expected environmental permitting/approval process; change in project management; inclusion of additional scope; geotechnical permit/approval timelines; project funding deadline of end of 2024; utility permitting and crossing agreements; and timelines to complete supporting studies. All risks will be monitored throughout the life of the project and the Risk Register updated and reviewed on a regular bi-weekly basis. The project team will work together to mitigate the risks in a timely manner.

RESOURCES

Internal resources will include a project manager and City support staff. A design consultant and Construction Consultant will be retained to complete planning, design and delivery of the project. A General Contractor will be retained to construct the project.

CONCLUSIONS AND RECOMMENDATIONS

The NE Bridge represents a critical element in the development of a connected Capital Region river valley park in the North Saskatchewan River Valley. The bridge has been identified as a priority project by the City, Strathcona County and the RVA. By advancing the project at this time, the City also has an opportunity to leverage substantial partner funding. IIS recommends funding approval for this project at this time in order to ensure adequate time is available to complete more advanced phases in line with the anticipated funding schedule.

CAPITAL PROFILE REPORT

Profile Page 3

PROFILE NAME: **North East Pedestrian Bridge**
 PROFILE NUMBER: **20-20-2024**
 BRANCH: **Infrastructure Planning & Design**

RECOMMENDEDPROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	500	2,000	1,901	-	-	-	-	-	-	-	4,401
	Revised Funding Sources (if approved)												
	Partnership Funding	-	-	1,478	-	-	-	-	-	-	-	-	1,478
	Pay-As-You-Go	-	500	523	1,901	-	-	-	-	-	-	-	2,923
	Requested Funding Source	-	500	2,000	1,901	-	-	-	-	-	-	-	4,401

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	500	2,000	1,901	-	-	-	-	-	-	-	4,401
	Requested Funding Source												
	Partnership Funding	-	-	1,478	-	-	-	-	-	-	-	-	1,478
	Pay-As-You-Go	-	500	523	1,901	-	-	-	-	-	-	-	2,923
	Requested Funding Source	-	500	2,000	1,901	-	-	-	-	-	-	-	4,401

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Design	-	500	2,000	1,901	-	-	-	-	-	-	-	4,401
	Total	-	500	2,000	1,901	-	-	-	-	-	-	-	4,401

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: **FIRE STATION NO.3 REHABILITATION**
 PROFILE NUMBER: **20-10-9002**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	December, 2020
ESTIMATED COMPLETION:	March, 2023

Service Category: **Protection**

Major Initiative:

GROWTH	RENEWAL
10	90

PREVIOUSLY APPROVED:	-
BUDGET REQUEST:	6,983
TOTAL PROFILE BUDGET:	6,983

PROFILE DESCRIPTION

Addresses the required rehabilitation of Fire Station #3, plus the addition of a Gear Room required to meet occupational health and safety requirements along with energy retrofits to meet improved greenhouse gas emissions.

PROFILE BACKGROUND

To develop the rehabilitation of Fire Station #3; funded from CM-11-0000. To develop the energy retrofits; funded from CM-11-0000 and growth funding allocation from CM-10-1010. Lastly, to develop the Gear Room; funded from CM-99-9000.

PROFILE JUSTIFICATION

A standalone profile is required as the project estimate exceeds \$5M renewal. The profile is required to complete the facility rehabilitation, including the energy retrofits and the addition of a Gear Room.

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

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.

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 Page 2

PROFILE NAME: **Fire Station No.3 Rehabilitation**
 PROFILE NUMBER: **20-10-9002**
 BRANCH: **Infrastructure Delivery**

RECOMMENDEDPROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	762	220	4,064	1,936	-	-	-	-	-	-	6,983
	Revised Funding Sources (if approved)												
	MSI Replacement	-	-	-	3,739	1,704	-	-	-	-	-	-	5,443
	Munc Sustain. Initiative - MSI	-	682	209	-	-	-	-	-	-	-	-	891
	Pay-As-You-Go	-	80	11	325	232	-	-	-	-	-	-	649
	Requested Funding Source	-	762	220	4,064	1,936	-	-	-	-	-	-	6,983

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	762	220	4,064	1,936	-	-	-	-	-	-	6,983
	Requested Funding Source												
	MSI Replacement	-	-	-	3,739	1,704	-	-	-	-	-	-	5,443
	Munc Sustain. Initiative - MSI	-	682	209	-	-	-	-	-	-	-	-	891
	Pay-As-You-Go	-	80	11	325	232	-	-	-	-	-	-	649
	Requested Funding Source	-	762	220	4,064	1,936	-	-	-	-	-	-	6,983

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Construction	-	762	220	4,064	1,936	-	-	-	-	-	-	6,983
	Total	-	762	220	4,064	1,936	-	-	-	-	-	-	6,983

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 REHABILITATION**
 PROFILE NUMBER: **20-10-9004**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	December, 2020
ESTIMATED COMPLETION:	December, 2022

Service Category: **Building Renewal**

Major Initiative:

GROWTH
10

RENEWAL
90

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

6,901

TOTAL PROFILE BUDGET:

6,901

PROFILE DESCRIPTION

The profile provides funding for the rehabilitation work associated with the service delivery at Fort Edmonton Park. The scope of work includes upgrades to and replacement of major components within the mechanical electrical and structural services to multiple facilities within the park. This work is also inclusive of structural deficiencies and roofing systems. The project was prioritized based on the ranking system developed by Lifecycle Management using Building Condition Assessment reports and the Building Maintenance Decision Support System.

PROFILE BACKGROUND

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 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 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 services to the community in a sustainable manner.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impact 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.

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 the 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 closure of the facility.

RESOURCES

The project is being 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 funding this profile to limit the decline of assets in poor and very poor condition.

CAPITAL PROFILE REPORT

Profile Page 2

PROFILE NAME: **Fort Edmonton Park Rehabilitation**
 PROFILE NUMBER: **20-10-9004**
 BRANCH: **Infrastructure Delivery**

RECOMMENDEDPROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	4,450	2,451	-	-	-	-	-	-	-	-	6,901
	Revised Funding Sources (if approved)												
	Munc Sustain. Initiative - MSI	-	4,005	2,206	-	-	-	-	-	-	-	-	6,211
	Pay-As-You-Go	-	445	245	-	-	-	-	-	-	-	-	690
	Requested Funding Source	-	4,450	2,451	-	-	-	-	-	-	-	-	6,901

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	4,450	2,451	-	-	-	-	-	-	-	-	6,901
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	-	4,005	2,206	-	-	-	-	-	-	-	-	6,211
	Pay-As-You-Go	-	445	245	-	-	-	-	-	-	-	-	690
	Requested Funding Source	-	4,450	2,451	-	-	-	-	-	-	-	-	6,901

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Construction	-	3,471	1,740	-	-	-	-	-	-	-	-	5,211
	Contingency	-	178	368	-	-	-	-	-	-	-	-	546
	Design	-	801	343	-	-	-	-	-	-	-	-	1,144
	Total	-	4,450	2,451	-	-	-	-	-	-	-	-	6,901

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: **FIRE STATION NO.19 REHABILITATION**
 PROFILE NUMBER: **20-10-9003**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER:
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	
ESTIMATED START:	December, 2020
ESTIMATED COMPLETION:	March, 2023

Service Category:

Major Initiative:

GROWTH
10

RENEWAL
90

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

6,790

TOTAL PROFILE BUDGET:

6,790

PROFILE DESCRIPTION

Addresses the required rehabilitation of Fire Station #19, plus the addition of a Gear Room required to meet occupational health and safety requirements along with energy retrofits to meet improved greenhouse gas emissions.

PROFILE BACKGROUND

To develop the rehabilitation of Fire Station #19; funded from CM-11-0000. To develop energy retrofits; funded from CM-11-0000 and growth funding allocation from CM-10-1010. Lastly, to develop the Gear Room; funded from CM-99-9000.

PROFILE JUSTIFICATION

A standalone profile is required as the project estimate exceeds \$5M renewal. The profile is required to complete the facility rehabilitation, including the energy retrofits and the addition of a Gear Room.

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

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.

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 Page 2

PROFILE NAME: **Fire Station No.19 Rehabilitation**
 PROFILE NUMBER: **20-10-9003**
 BRANCH: **Infrastructure Delivery**

RECOMMENDEDPROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	622	3,727	2,441	-	-	-	-	-	-	-	6,790
	Revised Funding Sources (if approved)												
	MSI Replacement	-	-	-	2,050	-	-	-	-	-	-	-	2,050
	Munc Sustain. Initiative - MSI	-	523	3,168	-	-	-	-	-	-	-	-	3,690
	Pay-As-You-Go	-	100	559	391	-	-	-	-	-	-	-	1,049
	Requested Funding Source	-	622	3,727	2,441	-	-	-	-	-	-	-	6,790

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	622	3,727	2,441	-	-	-	-	-	-	-	6,790
	Requested Funding Source												
	MSI Replacement	-	-	-	2,050	-	-	-	-	-	-	-	2,050
	Munc Sustain. Initiative - MSI	-	523	3,168	-	-	-	-	-	-	-	-	3,690
	Pay-As-You-Go	-	100	559	391	-	-	-	-	-	-	-	1,049
	Requested Funding Source	-	622	3,727	2,441	-	-	-	-	-	-	-	6,790

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Construction	-	622	3,727	2,441	-	-	-	-	-	-	-	6,790
	Total	-	622	3,727	2,441	-	-	-	-	-	-	-	6,790

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: **CALLINGWOOD ARENA REHABILITATION**
 PROFILE NUMBER: **20-10-9005**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Community & Recreation Facilities**
 BUDGET CYCLE: **2019-2022**

RECOMMENDED

PROFILE STAGE:	Council Review
PROFILE TYPE:	Standalone
LEAD MANAGER:	Jason Meliefste
PARTNER MANAGER:	Roger Jevne
ESTIMATED START:	December, 2020
ESTIMATED COMPLETION:	December, 2022

Service Category: **Building Renewal**

Major Initiative:

GROWTH	RENEWAL
	100

PREVIOUSLY APPROVED:	-
BUDGET REQUEST:	6,576
TOTAL PROFILE BUDGET:	6,576

PROFILE DESCRIPTION

To continue to maintain Callingwood Twin Arenas in a safe and functional condition, and to ensure that a high level of service is provided to the citizens of Edmonton. The scope of work will include upgrades to and replacement of major components within the mechanical, electrical, and structural services which include roofing systems, and the exterior envelope. The project scope includes replacement of building components which have received a D-Marginal, F-Critical rating in a Building Condition Assessment, or components at the end of their useful life. In addition, this profile is 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.

PROFILE BACKGROUND

Currently, 65% of the City's facilities are 30 years and older. Callingwood Arena was completed in 1985, making it 35 years old in 2020. Using a proactive reinvestment strategy to ensure that all City building 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. This facility was identified as a priority as part of the Facility: Service Delivery - Renewal composite (CM-12-0000), which funded the first stage of work. The remainder of the project requires the creation of its own standalone profile due to the value of the entire project being over the \$5 million dollar threshold for renewal.

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, renewal, 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 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 completing the rehabilitation program for this facility is to carry out replacements of building components as they fail, using operational 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 level of service.

Intangible Benefits: Customer satisfaction and improved public image.

KEY RISKS & MITIGATING STRATEGY

As this facility deteriorates, its 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 project 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 this facility to ensure a high level of service is provided to citizens. Recommend the funding of the profile.

CAPITAL PROFILE REPORT

Profile Page 2

PROFILE NAME: **Callingwood Arena Rehabilitation**PROFILE NUMBER: **20-10-9005**BRANCH: **Infrastructure Delivery****RECOMMENDED**PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	890	5,633	53	-	-	-	-	-	-	-	6,576
	Revised Funding Sources (if approved)												
	Federal Gas Tax Fund	-	552	5,577	53	-	-	-	-	-	-	-	6,181
	Pay-As-You-Go	-	338	56	-	-	-	-	-	-	-	-	395
	Requested Funding Source	-	890	5,633	53	-	-	-	-	-	-	-	6,576

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	890	5,633	53	-	-	-	-	-	-	-	6,576
	Requested Funding Source												
	Federal Gas Tax Fund	-	552	5,577	53	-	-	-	-	-	-	-	6,181
	Pay-As-You-Go	-	338	56	-	-	-	-	-	-	-	-	395
	Requested Funding Source	-	890	5,633	53	-	-	-	-	-	-	-	6,576

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Construction	-	445	2,816	53	-	-	-	-	-	-	-	3,314
	Design	-	445	2,816	-	-	-	-	-	-	-	-	3,261
	Total	-	890	5,633	53	-	-	-	-	-	-	-	6,576

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: O'KEEFE MAINTENANCE YARD OH&S IMPROVEMENTS

RECOMMENDED

PROFILE NUMBER: 20-10-9001

PROFILE STAGE: Council Review

DEPARTMENT: Integrated Infrastructure Services

PROFILE TYPE: Standalone

LEAD BRANCH: Infrastructure Delivery

LEAD MANAGER: Jason Meliefste

PROGRAM NAME:

PARTNER MANAGER:

PARTNER:

ESTIMATED START: December, 2020

BUDGET CYCLE: 2019-2022

ESTIMATED COMPLETION: October, 2022

Service Category:

Major Initiative:

GROWTH
100

RENEWAL

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

3,300

TOTAL PROFILE BUDGET:

3,300

PROFILE DESCRIPTION

This initiative corrects OH&S and building code issues that exist in the O'Keefe Maintenance Building. It will include the construction of staff washrooms, and locker room, installation of ventilation throughout the building, a dust collection system in the workshop, and construction of administrative areas. The east wall in the garage will be demolished and rebuilt, and the hoists in the artifact centre will be replaced with a new hoist operating system with added safety features.

PROFILE BACKGROUND

The project was initiated through operational funds in 2018 in response to some OH&S conditions at O'Keefe that required improvements. The project was started by City Operations funds and in 2019 City Operations Safety and Security composite (CM 10-1010 and CM-99-9000) have been the funding sources. Funds will be transferred from these capital profiles to create a standalone profile for this project.

PROFILE JUSTIFICATION

A standalone profile is required as the project estimate exceeds \$2M growth. The funding is required to correct OH&S and building code issues that exist at the O'Keefe Maintenance Building and Artifact Centre as well as to repair an exterior wall that is structurally unsound.

STRATEGIC ALIGNMENT

This project aligns with the Five Big City Moves values rebuildable Edmonton. This project will keep a historical building (1937) in use to serve south and central Edmonton. The project also aligns with the Corporate Business Plan that recognizes the need to maintain the "back of house" infrastructure to deliver services to citizens.

ALTERNATIVES CONSIDERED

This project takes corrective action to mitigate or eliminate safety and security concerns at O'Keefe. Alternatives are not being considered.

COST BENEFITS

The costs are primarily one-time capital costs to resolve safety and security issues. There is no additional long term operating costs arising from the completion of the project.

KEY RISKS & MITIGATING STRATEGY

The key risk in a historic building is that unforeseen conditions may be found in the course of construction that must be repaired. This risk has been mitigated with hazardous material testing and localized testing to determine conditions below the surface.

RESOURCES

Internal staff including project managers, and City Operations representatives, a well as a consultant team, and hazardous material consultant.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that the project proceeds to mitigate or eliminate risks associated with the OH&S and building code issues at O'Keefe and to create a standalone profile as the project will exceed the \$2M growth threshold.

CAPITAL PROFILE REPORT

Profile Page 2

PROFILE NAME: O'Keefe Maintenance Yard OH&S Improvements

RECOMMENDED

PROFILE NUMBER: 20-10-9001

PROFILE TYPE: Standalone

BRANCH: Infrastructure Delivery

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	1,245	2,005	50	-	-	-	-	-	-	-	3,300
	Revised Funding Sources (if approved)												
	Pay-As-You-Go	-	1,245	2,005	50	-	-	-	-	-	-	-	3,300
	Requested Funding Source	-	1,245	2,005	50	-	-	-	-	-	-	-	3,300

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	1,245	2,005	50	-	-	-	-	-	-	-	3,300
	Requested Funding Source												
	Pay-As-You-Go	-	1,245	2,005	50	-	-	-	-	-	-	-	3,300
	Requested Funding Source	-	1,245	2,005	50	-	-	-	-	-	-	-	3,300

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Construction	-	1,058	1,725	-	-	-	-	-	-	-	-	2,782
	Contingency	-	149	241	-	-	-	-	-	-	-	-	390
	Design	-	37	-	-	-	-	-	-	-	-	-	37
	Follow Up Warranty	-	-	40	44	-	-	-	-	-	-	-	84
	Other Costs	-	-	-	7	-	-	-	-	-	-	-	7
	Total	-	1,245	2,005	50	-	-	-	-	-	-	-	3,300

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:	SOUTH HAVEN AND NORTHERN LIGHTS CEMETERY EXPANSION	RECOMMENDED
PROFILE NUMBER:	20-30-9202	PROFILE STAGE: Council Review
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Building Great Neighbourhoods and Open Spaces	LEAD MANAGER: Craig Walbaum
PROGRAM NAME:		PARTNER MANAGER:
PARTNER:		ESTIMATED START: December, 2020
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: November, 2022

Service Category:	Parks	Major Initiative:	
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	-
100		BUDGET REQUEST:	3,000
		TOTAL PROFILE BUDGET:	3,000

PROFILE DESCRIPTION

This profile will fund detailed design, construction and post-construction activities (checkpoints 3 to 5) for a portion of the expansion work required at both the Northern Lights and South Haven cemeteries. The scope of work will allow the municipal cemeteries to begin to respond to changing consumer interests; high demands for sales to the community, cultural, and religious groups; and changing priorities. This will ensure that the cemeteries will remain competitive and relevant and be able to provide services to Edmontonians in the future.

PROFILE BACKGROUND

In 2010, the City Council approved a Municipal Cemeteries Master Plan, which outlines the numerous priorities for the seven cemeteries under the City's purview in order to account for anticipated future growth and trends in burial practices. The population of the City of Edmonton is continuing to grow, with an annual expected growth rate of 1.2%. Provided that this trend continues, the City of Edmonton is expected to reach a population of 1.9 million by 2055. The City's population is also aging from a demographics perspective. Based on this the annual death rate within the City is expected to increase by 2.3% annually.

Northern Lights and South Haven have ample land for growth. However, the existing developed areas are reaching capacity and both cemetery locations are in a near-sellout situation regarding developed "ready to go" land. This project will improve the City's position to better support the changes in customer trends related to cremations/scattering, green burial, traditional burial, memorial spaces and community/cultural group sections by proceeding to the next phase of development.

PROFILE JUSTIFICATION

As per PDDM requirements, growth projects with a delivery budget exceeding \$2 million require the creation of a standalone profile and approval by Council of the new profile in order to proceed beyond checkpoint 3. This project is approaching checkpoint 3 and this profile will hold funding for the delivery of portions of the South Haven and Northern Lights Cemetery Expansion project.

STRATEGIC ALIGNMENT

The implementation of the Edmonton Municipal Cemeteries Master Plan supports: Live Active Strategy- a new pedestrian circulation system will provide a much more immersive experience for Edmontonians and visitors. Accessibility for People with Disabilities (City Policy C602): road widths and trails have adequate geometry to allow for shoulder parking, and have universal accessibility. ConnectEdmonton: Cemeteries will be integrated and attractive urban spaces, enhancing the experiences of citizens and visitors, and add to the tree canopy and green spaces within Edmonton.

ALTERNATIVES CONSIDERED

City of Edmonton Cemeteries fulfill a necessary service for Edmontonians' burial needs. However, currently Municipal Cemeteries are not well-positioned to match the level of service provided by other cemeteries or to meet anticipated future requirements. The only alternative proposed in the Cemeteries Master Plan Business Case was to maintain the cemeteries in their status quo without growth or further plot sales opportunities and to continue to operate and maintain them once the currently developed areas are full.

COST BENEFITS

The scope of work will allow the municipal cemeteries to begin to respond to changing consumer interests; high demands for sales to the community, cultural, and religious groups; and changing priorities. This will ensure that the cemeteries will remain competitive and relevant and be able to provide services to Edmontonians in the future.

KEY RISKS & MITIGATING STRATEGY

One of the key risks is delays in moving between project phases due to funding or timing of funding approvals. The mitigating strategy is for the project to proceed as funds allow. Work will be suspended and resume once funding has been approved.

RESOURCES

Project management and design oversight resources are City internal. An external design consultant will complete detailed design and provide other services as required. A general contractor will be retained through tender to complete the construction work.

CAPITAL PROFILE REPORT

CONCLUSIONS AND RECOMMENDATIONS

The South Haven and Northern Lights Cemetery Expansion project is necessary to position the City's cemeteries well for the future. Without the development of lands within these cemeteries, the City will reach capacity within the municipal cemeteries in the near future. As the City's cemeteries operate with a tax subsidy, the inability to generate new income from the sale of burial space and services will only increase the amount of government support the cemeteries require in order to maintain operations.

Approve the standalone profile required to begin delivering some elements of the South Haven and Northern Lights Cemetery Expansion project.

CAPITAL PROFILE REPORT

Profile Page 3

PROFILE NAME: **South Haven and Northern Lights Cemetery Expansion****RECOMMENDED**PROFILE NUMBER: **20-30-9202**PROFILE TYPE: **Standalone**BRANCH: **Building Great Neighbourhoods and Open Spaces**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	200	2,750	50	-	-	-	-	-	-	-	3,000
	Revised Funding Sources (if approved)												
	Pay-As-You-Go	-	200	2,750	50	-	-	-	-	-	-	-	3,000
	Requested Funding Source	-	200	2,750	50	-	-	-	-	-	-	-	3,000

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	200	2,750	50	-	-	-	-	-	-	-	3,000
	Requested Funding Source												
	Pay-As-You-Go	-	200	2,750	50	-	-	-	-	-	-	-	3,000
	Requested Funding Source	-	200	2,750	50	-	-	-	-	-	-	-	3,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Construction	-	-	2,035	-	-	-	-	-	-	-	-	2,035
	Design	-	155	413	-	-	-	-	-	-	-	-	568
	Follow Up Warranty	-	-	-	50	-	-	-	-	-	-	-	50
	Other Costs	-	18	303	-	-	-	-	-	-	-	-	320
	Percent for Art	-	28	-	-	-	-	-	-	-	-	-	28
	Total	-	200	2,750	50	-	-	-	-	-	-	-	3,000

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: **IN-CAR VIDEO****RECOMMENDED**PROFILE NUMBER: **20-60-1620**PROFILE STAGE: **Council Review**DEPARTMENT: **Boards & Commissions**PROFILE TYPE: **Standalone**LEAD BRANCH: **Police Service**LEAD MANAGER: **Chief ITO Ron Anderson**

PROGRAM NAME:

PARTNER MANAGER: **Supt Warren Driechel**PARTNER: **Police Service**ESTIMATED START: **December, 2020**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2021**Service Category: **Protection**

Major Initiative:

GROWTH**RENEWAL****100**

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

2,000

TOTAL PROFILE BUDGET:

2,000

PROFILE DESCRIPTION

The In-Car Video project is intended to equip police vehicles with a video system which will capture events and become active when emergency equipment is operated or when the system is manually activated. This will provide an audio/visual record of events within the viewing area of the cameras as they occur. It is estimated that the total budget requirement for In-Car Video will be \$5.1 million. A budget transfer of \$2.0 million will be made from the Vehicles profile during the 2020 Fall SCBA. The source of the additional \$3.1 million will be confirmed during the 2021 SCBA process.

PROFILE BACKGROUND

A complete In-Car Video solution includes technology and business functional components. This includes technology that is integrated into the vehicle such as cameras, video storage, and networking equipment. Additional technology is required for the storage, review, evidence, retrieval, and disclosure of video. Business functions will require new and changed staff responsible for the optimal use, retention, management, and disclosure of video evidence. Furthermore, existing policies and processes will require review and will be changed or augmented as needed to support this extensive use of video technology.

PROFILE JUSTIFICATION

With In-Car Video being available in policing since the early 1980's, the benefits and policies around this technology are more established. The use of In-Car Video is expected to modernize the Edmonton Police Service (EPS), increase public accountability, protect members, provide EPS with essential data and improve court outcomes.

The Edmonton Police Service has chosen to implement In-Car Video because our research has indicated it is currently the best video tool for our organization.

- The technology and its best practice uses are well established.
- Scale of investment is easier to manage (400 cars vs. 1,000 officers).
- It is easier for an officer to use in-car cameras since connectivity and power available in the car ensures automated and continuous operation.
- The footage is easily recorded and filed.
- It is harder to block the footage.
- The footage includes more detail about the entire picture at a scene.

STRATEGIC ALIGNMENT

The EPS is committed to advancing the strategic goal of encouraging innovation to build community safety. Video technology, a widely used law enforcement tool, is effective at gathering surveillance in real-time scenarios.

In-Car Video is one of several components of a broader video management strategy that EPS is undertaking to provide additional public transparency, support active police operations, and improve court outcomes.

ALTERNATIVES CONSIDERED

EPS considered two different forms of member supported video.

- In Car video
- Body Worn Video

In late 2013, a business case was created for ICV and in early 2014 a project request was made to run a pilot project with ICV on 10 traffic cars, but the request was unsupported at the time due to funding not being available.

The EPS ran a pilot project on the use of body cameras in 2010-2014. A report was released in 2015 that showed there would need to be a significant investment in network infrastructure. It also found that BWV did little to reduce the use of force and had several security and legal concerns raised around it's usage. It did not find a reduction in the use of force incidents, nor in the amount of complaint investigations.

COST BENEFITS

The addition of In-Car Video to the police vehicle fleet and police officers themselves would provide many benefits. It would modernize the Edmonton Police Service, increase public accountability, protect members, provide EPS with essential data and improve court outcomes.

CAPITAL PROFILE REPORT

Profile Page 2

KEY RISKS & MITIGATING STRATEGY

A key risk in implementing any new technology in policing is establishing its use in contributing to court outcomes, measuring its impact on police and public safety. By timing its implementation in 2021, EPS has been able to watch the development and maturity of the use of In-Car Video.

Another risk with this technology is centered around member acceptance. In-Car Video may be perceived as invasive to the privacy of members. To mitigate this risk, a robust member engagement and change management approach is included in this project.

RESOURCES

In addition to the personnel and technology required to plan, procure, and implement; integration will also require changes to policy, addressing privacy, and require significant personnel and technology resources to review, manage, store, and retain the growing amount of video collected.

CONCLUSIONS AND RECOMMENDATIONS

The EPS has already begun the planning for the In-Car Video project. It is anticipated to complete at the end of 2021.

CAPITAL PROFILE REPORT

Profile Page 3

PROFILE NAME: **In-Car Video**
 PROFILE NUMBER: **20-60-1620**
 BRANCH: **Police Service**

RECOMMENDEDPROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	1,000	1,000	-	-	-	-	-	-	-	-	2,000
	Revised Funding Sources (if approved)												
	PAYG Capital Reserve - Police	-	1,000	1,000	-	-	-	-	-	-	-	-	2,000
	Requested Funding Source	-	1,000	1,000	-	-	-	-	-	-	-	-	2,000

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	1,000	1,000	-	-	-	-	-	-	-	-	2,000
	Requested Funding Source												
	PAYG Capital Reserve - Police	-	1,000	1,000	-	-	-	-	-	-	-	-	2,000
	Requested Funding Source	-	1,000	1,000	-	-	-	-	-	-	-	-	2,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Equip FurnFixt	-	-	1,000	-	-	-	-	-	-	-	-	1,000
	Technology	-	1,000	-	-	-	-	-	-	-	-	-	1,000
	Total	-	1,000	1,000	-	-	-	-	-	-	-	-	2,000

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: **RURAL AND INDUSTRIAL ROAD UPGRADING****RECOMMENDED**PROFILE NUMBER: **CM-40-9001**PROFILE STAGE: **Council Review**DEPARTMENT: **Integrated Infrastructure Services**PROFILE TYPE: **Composite**LEAD BRANCH: **Building Great Neighbourhoods and Open Spaces**LEAD MANAGER: **Craig Walbaum**

PROGRAM NAME:

PARTNER MANAGER: **Brian Simpson**

PARTNER:

ESTIMATED START: **December, 2020**BUDGET CYCLE: **2019-2022**ESTIMATED COMPLETION: **December, 2021**Service Category: **Roads**Major Initiative: **Great Neighbourhoods****GROWTH****RENEWAL****100**

PREVIOUSLY APPROVED:

-

BUDGET REQUEST:

43,400

TOTAL PROFILE BUDGET:

43,400

PROFILE DESCRIPTION

The Rural and Industrial Roads project consists of the paving of oil and gravel rural and industrial roads.

The scope of the rural roads work includes numerous spot improvements throughout rural areas, including paving of roads/intersections, installation of guardrail, ditch improvements and culvert repairs/replacements.

The scope of the industrial roads work will include full depth reclamation, spot repair where needed and paving. Other minor items related to drainage and safety will be addressed on a case by case basis.

Proposed locations of work and estimated asset includes: a) Southeast Industrial; b) Winterburn; c) Mistatim; d) Other Industrial areas with gravel/oiled surfaces; and e) Other rural roads.

PROJECT LIST

Proposed locations of work and estimated asset includes: a) Southeast Industrial; b) Winterburn; c) Mistatim; d) Other Industrial areas with gravel/oiled surfaces; and e) Other rural roads.

PROFILE BACKGROUND

This is a new profile created for the Municipal Stimulus Program - specifically for Rural and Industrial Roads.

PROFILE JUSTIFICATION

A standalone profile is required as the project estimate exceeds \$2M Growth.

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.

ALTERNATIVES CONSIDERED

This project would not proceed without Municipal Stimulus Program Funding (MSP).

COST BENEFITS

The following specific project benefits include: a) preserving infrastructure valued by citizens and will improve safety for users; b) improved municipal road network supports regional prosperity as well, this infrastructure investment helps to attract, retain and support more industrial business; and c) facilitates the efficient movement of People and Goods which enhances competitiveness and position the region to participate in future growth.

KEY RISKS & MITIGATING STRATEGY

Contractor agreements will be in place to minimize the City's risk during construction activity.

RESOURCES

The project will be delivered by Integrated Infrastructure Services utilizing primarily external resources.

CONCLUSIONS AND RECOMMENDATIONS

The approval of this profile will allow the City to undertake the Rural and Industrial roads projects with the support of MSP funding.

CONTINGENCY OF APPROVAL

None.

CHANGES TO APPROVED PROFILE

None.

CAPITAL PROFILE REPORT

Profile Page 2

PROFILE NAME: Rural and Industrial Road Upgrading

RECOMMENDED

PROFILE NUMBER: CM-40-9001

PROFILE TYPE: Composite

BRANCH: Building Great Neighbourhoods and Open Spaces

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	-	43,400	-	-	-	-	-	-	-	-	43,400
	Revised Funding Sources (if approved)												
	Municipal Stimulus Program	-	-	43,300	-	-	-	-	-	-	-	-	43,300
	Pay-As-You-Go	-	-	100	-	-	-	-	-	-	-	-	100
	Requested Funding Source	-	-	43,400	-	-	-	-	-	-	-	-	43,400

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	-	43,400	-	-	-	-	-	-	-	-	43,400
	Requested Funding Source												
	Municipal Stimulus Program	-	-	43,300	-	-	-	-	-	-	-	-	43,300
	Pay-As-You-Go	-	-	100	-	-	-	-	-	-	-	-	100
	Requested Funding Source	-	-	43,400	-	-	-	-	-	-	-	-	43,400

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	Beyond 2028	Total
	Construction	-	-	43,400	-	-	-	-	-	-	-	-	43,400
	Total	-	-	43,400	-	-	-	-	-	-	-	-	43,400

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-