

Responses to City Council Questions on the 2012-14 Proposed Capital Budget

**The following report is sorted
alphabetically by councillor.**

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Caterina

Question #: 12-106C

Budget Page #:

There are considerable 2012 operating impacts resulting from capital projects in the previous budget cycle. Please identify associated capital projects and also provide estimated operating impacts for 2012-2014 recommended capital projects.

Question Answer:

The estimated impacts to the operating budget as a result of capital projects and contributed assets over the next five years is provided in the following table. This includes Utilities and Tax-Supported Programs.

2012-14 Capital Budget Questions By Councillor

Dept	Program	Project No.	Project Name	Impact Type	2012 \$ FTE	2013 \$ FTE	2014 \$ FTE	2015 \$ FTE	2016 \$ FTE	2012-2014 \$ FTE
Waste Mgt	Waste	07-33-1935	Processing and Transfer Facility	Contract	560	376	-	-	-	936 -
Waste Mgt	Waste	07-33-1935	Processing and Transfer Facility	Utilities	-	-	560	-	-	560 -
Waste Mgt	Waste	07-33-1935	Processing and Transfer Facility	Personnel	185 4.0	-	-	-	-	185 4.0
Waste Mgt	Waste	08-33-1946	Biofuels Research Facility	Direct Material	250	2,250	2,500	-	-	5,000 -
Waste Mgt	Waste	09-33-2013	Construction/Demolition Facility	Personnel	649 9.5	-	-	-	-	649 9.5
Waste Mgt	Waste	09-33-2013	Construction/Demolition Facility	Contract	100	-	-	-	-	100 -
Waste Mgt	Waste	11-33-2006	Kennedale Facilities Expansion	Utilities	77	79	-	-	-	156 -
Waste Mgt	Waste	11-33-2006	Kennedale Facilities Expansion	Maintenance	25	26	-	-	-	51 -
Waste Mgt	Waste	11-33-2008	NE Eco Station	Contract	-	-	246 -	-	-	246 -
Waste Mgt	Waste	11-33-2008	NE Eco Station	Materials	-	-	56 -	-	-	56 -
Waste Mgt	Waste	11-33-2008	NE Eco Station	Personnel	-	-	1,256 18.0	-	-	1,256 18.0
Waste Mgt	Waste	11-33-2008	NE Eco Station	Other-misc	-	-	163 -	-	-	163 -
Drainage	San/Stm	-	Various	Odour Control	130	-	-	-	-	130 -
Drainage	San/Stm	-	Morris Pond	Labour	- -	190 2.0	-	-	-	190 2.0
Drainage	San/Stm	-	Morris Pond	Fleet	-	25	-	-	-	25 -
Drainage	San/Stm	-	Morris Pond	Support	-	35	-	-	-	35 -
Drainage	San/Stm	-	Various	Odour Control	-	65	-	-	-	65 -
Drainage	San/Stm	-	SSSF Projects	Labour	- -	-	350 3.0	-	-	350 3.0
Drainage	San/Stm	-	SSSF Projects	Fleet	-	-	25	-	-	25 -
Drainage	San/Stm	-	SSSF Projects	Support	-	-	45	-	-	45 -
Comm Serv	Parks	12-28-1001	Park Renewal	Tree Maintenance Costs	-	-	200 3.0	50 1.0	-	200 3.0
Comm Serv	Parks	12-28-1001	Park Renewal	Parks Maintenance Costs	-	-	300 3.5	50 1.0	-	300 3.5
Comm Serv	Parks	09-28-1050	New Park Construction	Parks Maintenance Costs	223 2.0	300 3.0	-	-	-	523 5.0
Comm Serv	Parks	07/28/4142	Louise McKinney Riverfront Funicular	Parks Maintenance Costs	50 1.0	-	-	-	-	50 1.0
Comm Serv	Parks	07/28/5381	Whitemud Park Amenity Buildings Redevel	Parks Maintenance Costs	42 1.0	-	-	-	-	42 1.0
Comm Serv	Parks	12-28-6100	River Valley Alliance Project	Parks Maintenance Costs	365 4.0	230 1.5	-	-	-	595 5.5
Comm Serv	Parks	12-28-6100	River Valley Alliance Project	Recoveries	(43) -	(170) -	-	-	-	(213) -
Comm Serv	Parks	12-28-6100	River Valley Alliance Project	Parks Maintenance Costs	-	-	-	210 3.0	-	-
Comm Serv	Parks	09/28/7001	NPDP/Outdoor Aquatic Amenities - NEW	Building Maintenance	80 1.0	130	-	-	-	210 1.0
Comm Serv	Parks	09/28/8001	NPDP/Outdoor Aquatic Amenities-Redev	Parks Maintenance Costs	122 2.0	150 1.5	70 1.0	-	-	342 4.5
Comm Serv	Parks	Gifted Assets	Growth & Contributed Assets fr Develop	Parks Maintenance Costs	336 4.0	360 4.0	380 4.0	-	-	1,076 12.0
Comm Serv	Parks	08-75-2509	SW Recreation Centre-Terwillegar	Parks Maintenance Costs	237 2.0	-	-	-	-	237 2.0
Comm Serv	Parks	07-21-5746	Artificial Playing Surfaces	Parks Maintenance Costs	162 2.0	200 2.5	-	-	-	362 4.5
Comm Serv	Parks	09-21-5826	Multi-Purpose Rec Centres-Meadows	Parks Maintenance Costs	-	230 2.5	-	-	-	230 2.5
Corp Serv	IT	12-18-0001	Information Management Infrastructure	General Maintenance	181	5	5	-	-	191 -
Corp Serv	IT	12-18-0014	Enterprise Infrastructure Applications	General Maintenance	630	17	18	-	-	665 -
Corp Serv	IT	12-18-0406	Enterprise Business Applications	General Maintenance	254	281	7	-	-	542 -
Corp Serv	OCC	12-18-0500	Business Unit Applications	General Maintenance	4	150	4	-	-	158 -
Corp Serv	IT	09-18-0700	Human Resources Information Systems	General Maintenance	198	5	5	-	-	208 -
Corp Serv	IT	11-18-0750	Workspace Edmonton	Contract	2,000	(805)	(295)	-	-	900 -
Comm Serv	Fire	09-70-0022	Fire Stations Master Plan Phase I	Personnel	-	4,405 45.0	-	-	-	4,405 45.0
Comm Serv	Fire	09-70-0022	Fire Stations Master Plan Phase I	Vehicle Maintenance	-	-	240	-	-	240 -
Comm Serv	Fire	09-70-0022	Fire Stations Master Plan Phase I	Bldg. General Maintenance	150	-	150	-	-	300 -
Comm Serv	Fire	09-70-0022	Fire Stations Master Plan Phase I	Utilities	55	-	55	-	-	110 -
Comm Serv	Fire	08-70-0023	Heritage Valley Fire Station Construct	Utilities	-	-	55	-	-	55 -
Comm Serv	Fire	08-70-0023	Heritage Valley Fire Station Construct	Personnel	-	984	-	-	-	984 -
Comm Serv	Fire	08-70-0023	Heritage Valley Fire Station Construct	Bldg General Maintenance	-	-	150	-	-	150 -
Comm Serv	Fire	12-70-0201	Fire Rescue Training Tower	Materials	50	-	-	-	-	50 -

2012-14 Capital Budget Questions By Councillor

Dept	Program	Project No.	Project Name	Impact Type	2012 \$ FTE	2013 \$ FTE	2014 \$ FTE	2015 \$ FTE	2016 \$ FTE	2012-2014 \$ FTE
Edm Police	Police	07-60-1356	South West Division Station	General Maintenance	150	600	-	-	-	750 -
Edm Police	Police	07-60-1423	TeleCommunications Systems Replacement	General Maintenance	-	-	-	-	-	- -
Edm Police	Police	07-60-1433	Police IT Systems - Infrastructure	Personnel	300 3.0	-	-	-	-	300 3.0
Edm Police	Police	07-60-1433	Police IT Systems - Infrastructure	General Maintenance	250	-	-	-	-	250 -
Edm Police	Police	12-60-1433	Police IT Systems Infrastructure-Renewal	Personnel	-	-	120 1.0	-	-	120 1.0
Edm Police	Police	12-60-1433	Police IT Systems Infrastructure-Renewal	General Maintenance	-	150	100	100	100	250 -
Edm Police	Police	07-60-1460	Police IT Systems - Projects	Personnel	240 2.0	-	-	-	-	240 2.0
Edm Police	Police	07-60-1460	Police IT Systems - Projects	General Maintenance	320	-	-	-	-	320 -
Edm Police	Police	12-60-1460	Police IT Systems - Applications-Renewal	Personnel	-	-	120 1.0	-	120 1.0	120 1.0
Edm Police	Police	12-60-1460	Police IT Systems - Applications-Renewal	General Maintenance	-	125	55	175	55	180 -
Edm Police	Police	07-60-1856	Facilities Infrastructure/Rehabilitation	General Maintenance	-	-	-	-	-	- -
Library	Library	06-20-0002	Clareview Branch Library	Programming	-	1 5.3	2 10.7	-	-	3 16.0
Library	Library	06-20-0002	Clareview Branch Library	Building Maintenance	-	61	122	5	5	183 -
Library	Library	06-20-0002	Clareview Branch Library	Equipment	-	4	11	-	-	15 -
Library	Library	06-20-0002	Clareview Branch Library	Personnel	-	320	643	25	26	963 -
Library	Library	03-20-0019	Mill Woods Branch Relocation & Expansion	Personnel	-	10 1.3	120 2.5	4	4	130 3.8
Library	Library	07-20-0027	Jasper Place Branch Renewal & Expansion	Equipment	-	1	-	-	-	1 -
Library	Library	07-20-0027	Jasper Place Branch Renewal & Expansion	Building Maintenance	-	16	1	1	1	17 -
Library	Library	09-21-5826	Meadows Library / Recreation Centre	Personnel Costs	-	160 2.7	803 13.3	26	27	963 16.0
Library	Library	09-21-5826	Meadows Library / Recreation Centre	Building Maintenance	-	26	130	5	5	156 -
Library	Library	09-21-5826	Meadows Library / Recreation Centre	Programming	-	-	2	-	-	2 -
Library	Library	09-21-5826	Meadows Library / Recreation Centre	Equipment	-	2	11	-	-	13 -
TPT	Roads	09-66-1020	Arterial/Primry/Hghwy/Renewal	General Maintenance	75	27	-	-	-	102 -
TPT	Roads	09-66-1020	Arterial/Primry/Hghwy/Renewal	Utilities	160 2.0	12	12	-	-	184 2.0
TPT	Roads	09-66-1056	Neighbourhood (NBHD) Renewal	General Maintenance	175	61 1.0	13	-	-	249 1.0
TPT	Roads	12-66-1056	Neighbourhood (NBHD) Renewal	Snow Equipment	-	-	-	-	-	- -
TPT	Roads	12-66-1070	Operating Yards and Facilities	Utilities	32	-	-	-	-	32 -
TPT	Roads	12-66-1220	Traffic Signals - Pedestrian/Bus Safety	Utilities	24	-	-	-	-	24 -
TPT	Roads	09-66-1440	Arterial Improvements	Utilities	150 1.0	-	-	-	-	150 1.0
TPT	Roads	09-66-1440	Arterial Improvements	General Maintenance	72	26	-	-	-	98 -
TPT	Roads	08-66-1462	WMD/Quesnell	General Maintenance	120	42	-	-	-	162 -
TPT	Roads	06-66-1482	23 Ave/Gateway Interchange	General Maintenance	188	65 1.0	12	-	-	265 1.0
TPT	Roads	06-66-1612	Anthony Henday Connectors	General Maintenance	70	24	-	-	-	94 -
TPT	Roads	09-66-1960	Horse Hills Snow Storage Facilities	Utilities	54	-	-	-	-	54 -
TPT	Roads	-	Contributed Assets (Roadway Mtnce Growth)	-	600 6.0	216 1.0	216 1.0	-	-	1,032 8.0
TPT	Transit	12-66-1270	LRT Fleet, Facilities & Equipment Rehabilitation	General Maintenance	86	49	52	-	-	187 -
TPT	Transit	11-66-1293	SMARTBUS	Data Transmission	-	20	-	-	-	20 -
TPT	Transit	12-66-1650	New LRT Maintenance Facility	Utilities	-	-	-	120	-	- -
TPT	Transit	12-66-1650	New LRT Maintenance Facility	General Maintenance	-	-	-	180	-	- -
TPT	Transit	12-66-1650	New LRT Maintenance Facility	Personnel	-	-	-	550 6.0	-	- -
TPT	Transit	08-66-1672	NLRT (Downtown to NAIT)	Personnel	1,646 15.0	786 9.0	5,098 48.5	-	-	7,530 72.5
TPT	Transit	08-66-1672	NLRT (Downtown to NAIT)	Services	-	472	1,754	-	-	2,226 -
TPT	Transit	08-66-1672	NLRT (Downtown to NAIT)	Utilities	-	157	813	-	-	970 -
TPT	Transit	08-66-1672	NLRT (Downtown to NAIT)	Materials	50	172	877	-	-	1,099 -
TPT	Transit	09-66-1682	Heritage Valley Park and Ride	Personnel	-	-	-	146	-	- -
TPT	Transit	09-66-1682	Heritage Valley Park and Ride	Utilities	-	-	-	23	-	- -
TPT	Transit	09-66-1682	Heritage Valley Park and Ride	Services	-	-	-	2,000	-	- -
TPT	Transit	09-66-1682	Heritage Valley Park and Ride	General Maintenance	-	-	-	12	-	- -
TPT	Transit	09-66-1682	Heritage Valley Park and Ride	Landscaping/Sign Mtnce	-	-	-	15	-	- -

2012-14 Capital Budget Questions By Councillor

Dept	Program	Project No.	Project Name	Impact Type	2012		2013		2014		2015		2016		2012-2014	
					\$	FTE	\$	FTE	\$	FTE	\$	FTE	\$	FTE	\$	FTE
Corp Serv	Fleet	08/25/8000	Municipal Reserve	Municipal Reserve	811										811	-
Corp Serv	Fleet	08/25/8001	Vehicle & Equipment Growth	Lease Buy-Outs	826	2.0	-		-		-		-		826	2.0
Corp Serv	Fleet	08/25/8001	Vehicle & Equipment Growth	Fleet	90										90	-
Comm Serv	CFS	10-21-0910	Valley Zoo Master Plan Implementation	Services	48		69		-		-		-		117	-
Comm Serv	CFS	10-21-0910	Valley Zoo Master Plan Implementation	Personnel	150	2.0	452	7.5	-		-		-		602	9.5
Comm Serv	CFS	10-21-0910	Valley Zoo Master Plan Implementation	Materials	20		13		-		-		-		33	-
Comm Serv	CFS	10-21-0910	Valley Zoo Master Plan Implementation	Revenue	(50)		(150)		-		-		-		(200)	-
Comm Serv	CFS	10-21-0910	Valley Zoo Master Plan Implementation	Other-one time start up	60		40		(100)		-		-		-	-
Comm Serv	CFS	10-21-0910	Valley Zoo Master Plan Implementation	Utilities	50		50		-						100	-
Comm Serv	CFS	10-21-1000	Commonwealth Stadium Artificial Turf	Personnel							(32)		-		-	-
Comm Serv	CFS	10-21-1000	Commonwealth Stadium Artificial Turf	Utilities							(10)		-		-	-
Comm Serv	CFS	10-21-1000	Commonwealth Stadium Artificial Turf	Materials							(44)		-		-	-
Comm Serv	CFS	10-21-1000	Commonwealth Stadium Artificial Turf	Services	16		-		-		-		-		16	-
Comm Serv	CFS	11-21-1004	Mill Woods Sr Centre & Multiculture Fac	General Maintenance	-		84		100		-		-		184	-
Comm Serv	CFS	06-21-5354	Ft Edm Park- Capital Theatre	Personnel	52	1.0	-		-						52	1.0
Comm Serv	CFS	06-21-5354	Ft Edm Park- Capital Theatre	Material	5		-		-						5	-
Comm Serv	CFS	06-21-5354	Ft Edm Park- Capital Theatre	Services	10		-		-						10	-
Comm Serv	CFS	06-21-5354	Ft Edm Park- Capital Theatre	Utilities	20		-		-						20	-
Comm Serv	CFS	05/21/5670	Terwillegar Community Rec Centre(TCR)	Building Maintenance	354	4.0	-		-		-		-		354	4.0
Comm Serv	CFS	08/21/5811	North Central Field House - Joe Clarke	Building Maintenance	1,400	15.0	-		-		-		-		1,400	15.0
Comm Serv	CFS	12/21/5820	Replace South Central/Bonnie Doon Arer	General Maintenance	-		-		-		793		-		-	-
Comm Serv	CFS	12/21/5820	Replace South Central/Bonnie Doon Arer	Personnel	-		-		-		264		-		-	-
Comm Serv	CFS	12/21/5820	Replace South Central/Bonnie Doon Arer	Revenue	-		-		-		(595)		-		-	-
Comm Serv	CFS	12/21/5820	Replace South Central/Bonnie Doon Arer	Services	-		-		-		124		-		-	-
Comm Serv	CFS	12/21/5820	Replace South Central/Bonnie Doon Arer	Utilities	-		-		-		238		-		-	-
Comm Serv	CFS	09/21/5826	Multi-Purpose Recreation Centres	Utilities	386				1,337		471		-		1,723	-
Comm Serv	CFS	09/21/5826	Multi-Purpose Recreation Centres	Personnel	1,642	31.2	7,311	110.3	-		-		-		8,953	141.5
Comm Serv	CFS	09/21/5826	Multi-Purpose Recreation Centres	Building Maintenance	-		2,496		3,784		100		103		6,280	-
Comm Serv	CFS	09/21/5826	Multi-Purpose Recreation Centres	Services	121		145		531		-		-		797	-
Comm Serv	CFS	09/21/5826	Multi-Purpose Recreation Centres	Materials	91		30		322		120		-		443	-
Comm Serv	CFS	09/21/5826	Multi-Purpose Recreation Centres	Other-one time start up	(96)		121		-		120		-		25	-
Comm Serv	CFS	09/21/5826	Multi-Purpose Recreation Centres	Revenue	(1,439)		(93)		(5,835)		120		-		(7,367)	-
Comm Serv	NCD	12-21-6000	SECLA Skateboard Park	Parks Maintenance Costs			20								20	-
Comm Serv	CFS	07-21-5746	Artificial Turf	Personnel			42	1.5							42	1.5
Comm Serv	CFS	07-21-5746	Artificial Turf	Revenue			(28)								(28)	-
Comm Serv	CFS	06-75-2524	Fort Edmonton Admin Building	Personnel	29	0.5	-		-						29	0.5
Comm Serv	CFS	06-75-2524	Fort Edmonton Admin Building	Services	3		-		-						3	-
Comm Serv	CFS	06-75-2524	Fort Edmonton Admin Building	Utilities	3		-		-						3	-
Comm Serv	CFS	08-17-0402	Boyle Renaissance Community Hub	Services (condo fees)	125		175								300	-
Community	NCD	12/21/6000	SECLA Skateboard Park	Parks Maintenance Costs	-		20		-		-		-		20	-
Infr Serv	BLS	08-75-2509	Terwillegar Comm Rec Centre	Building Maintenance	354	4.0	-		-		-		-		354	4.0
Sustainable	UPE	11-17-0407	The Quarters - Phase 1	Personnel	-	5.0	-		-		-		-		-	5.0
Fin Serv	Finance	09-50-0200	Cashier System Replacement	General Maintenance	34		34		-		-		-		68	-
					16,949	126.2	23,954	202.6	17,772	110.5	5,366	11.0	446	1.0	58,675	439.3

2012-14 Capital Budget Questions By Councillor

Branch: Corporate Accounting and Treasury

Asked By: Councillor Diotte

Question #: 12-096C

Budget Page #:

How much annual interest is the City paying on capital debt currently? Indicate interest costs for 2009 and 2010 also.

Question Answer:

The annual interest that the City has paid (including the projection to the end of 2011) on capital debt is:

(In \$000)	2011	2010	2009
Tax-Supported			
Long Term			
SLRT	25,103	25,609	20,807
Other Long Term	27,574	19,775	10,141
Short Term	<u>1,742</u>	<u>0</u>	<u>0</u>
	54,419	45,384	30,948
Self-Liquidating			
(net of EPCOR and Sinking Fund)	32,536	31,122	25,834
	86,955	76,506	56,782

2012-14 Capital Budget Questions By Councillor

Branch: Corporate Accounting and Treasury

Asked By: Councillor Diotte

Question #: 12-097C

Budget Page #:

All in, what are the projected interest costs to the City over the next three years? What is our debt ceiling before our credit rating is downgraded?

Question Answer:

The projected interest costs to the City over the next three years are provided in the following table. The information is consistent with the chart found on page 23 of the 10 year capital investment agenda booklet provided to City Council. Only approved projects are reflected in the debt servicing projections, along with Great Neighbourhoods, which is included for borrowing of \$15M per year.

The credit rating is set by the independent agencies and is based on multiple factors or criteria. There is not necessarily a clear debt ceiling provided that would impact the City's rating. However, DBRS indicated in their fall 2011 report that they consider a threshold of \$2,000/capita of tax-supported debt as a limit under the rating they have provided.

(\$000)	2012	2013	2014
Tax-Supported			
Long Term			
SLRT	24,235	23,281	22,234
Other Long Term	36,336	39,837	40,239
Short Term	<u>3,031</u>	<u>2,738</u>	<u>2,439</u>
	63,602	65,856	64,912
Self-Liquidating			
(net of EPCOR and Sinking Fund)	<u>37,290</u>	<u>39,666</u>	<u>41,574</u>
	100,892	105,522	106,486

2012-14 Capital Budget Questions By Councillor

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Diotte

Question #: 12-098C

Budget Page #:

How much in 2009 and 2010 has been spent on the 1% for Art policy? How much was budgeted for 2011? Detail the cost of individual projects and their locations.

Question Answer:

The table on the following page provides a detailed listing of funds spent on the % for Art Policy in 2009 and 2010. The 2011 amounts reflect actual expenditures incurred to date in 2011. Additional costs all still outstanding for some projects.

These art purchases are conducted in accordance with the 'Percent For Art' Policy (C458C). Note that 1% of the entire capital budget is not spent on art. Per policy, art purchases are limited to 'highly visible' projects (can be observed by the public for a minimum of four hours during a regular business day) and the percentage is only applied to 'qualifying costs' (portion of the total construction budget that is deemed to be appropriate for the inclusion of public art.).

2012-14 Capital Budget Questions By Councillor

% for Art Expenditures 2009 - 2011				
Project or Location	2009	2010	2011 YTD	Total
South Campus Station	\$ -	\$ 8,000	\$ -	\$ 8,000
76 Avenue Station	5,000			5,000
S. W. Community Recreation Center	200,000	350,000		550,000
Southgate LRT Station	35,000			35,000
Century Park LRT Station	35,000			35,000
Muttart Conservatory	5,000			5,000
Peter Hemingway Center	5,000			5,000
Fort Edmonton Admin. Building		10,000		10,000
Leger Transit Center	7,000			7,000
S. W. Eco Station	20,000			20,000
South Transit Garage	35,000	30,000		65,000
Animal Services Building	25,000	14,000		39,000
Fire Station #5	25,000	20,000		45,000
Fred Broadstock Pool	15,000	15,000	20,000	50,000
Alberta Avenue Streetscape	80,000			80,000
Meadows Transit Center		20,000		20,000
Lewis Transit Center		20,000		20,000
Callingwood Recreation Center		20,000		20,000
Queen Elizabeth Pool	15,000	15,000	11,000	41,000
North Central Recreation Center	255,000	180,000		435,000
Whitemud Park Trailhead	11,000	8,000		19,000
Whitemud - Quesnell Bridge	278,000		197,500	475,500
Ellerslie Fire Station	23,200	17,000		40,200
S. W. Police Station	70,000	50,000		120,000
John Janzen Nature Center		11,100	6,500	17,600
Eaux Claires Transit Center		11,000	8,000	19,000
Clareview Recreation Center		191,000	134,000	325,000
Clareview Library		32,000	22,000	54,000
Old Strathcona Washrooms		2,400		2,400
Engineering Services Building		56,000		56,000
Jasper Place Library		30,000	20,000	50,000
Beverly Streetscape Improvements		11,000	8,000	19,000
MacEwan LRT		53,500		53,500
Kingsway LRT		49,450		49,450
Alberta Avenue - Phase III			74,000	74,000
Meadows Recreation Center			270,000	270,000
Walterdale Bridge			285,000	285,000
Clareview Multicultural Center			4,800	4,800
Mill Woods Seniors Center			26,100	26,100
Kennedale Waste Management Facility			26,000	26,000
TOTALS:	\$ 1,144,200	\$ 1,224,450	\$ 1,112,900	\$ 3,481,550
2009-2011 APPROVED BUDGET	1,561,702,000	1,428,844,000	1,239,193,000	4,229,739,000
% SPENT ON ART	0.07%	0.09%	0.09%	0.08%

2012-14 Capital Budget Questions By Councillor

Branch: Corporate Properties

Asked By: Councillor Diotte

Question #: 12-099C

Budget Page #:

In the last three years, how many buildings have been purchased by the City of Edmonton, and for what purposes? Please detail costs.

Question Answer:

Over the past three years the City has purchased a total of 67 properties with buildings on them, of which 47 are shown on attached list. The majority of these were purchased for projects that required or will require the existing buildings to be demolished, again as identified on the attached list.

Nineteen (19) properties that were acquired for NLRT during this time-period had buildings on them, the majority of which have been demolished for the project except for a few houses north of 112 Avenue that are leased out. These acquisitions are not included on the attached list as they involved expropriation settlements and must remain confidential due to FOIP and contractual obligations with the other parties.

Also not shown on the list is one of the acquisitions for 66 Street upgrading leading to the Anthony Henday north of 167 Avenue that required demolition of a community hall. This was also an expropriation settlement that must remain confidential.

The properties/buildings on this list that were purchased for W & SE LRT or for roadway projects will be leased out until they need to be demolished for the project.

Three (3) airport buildings have been purchased for the Edmonton City Centre Airport redevelopment project. They continue to be leased out to former owners at this time.

There were four (4) buildings purchased with the intent of using for specific municipal purposes.

2012-14 Capital Budget Questions By Councillor

Address	Building Type	Price	Purpose	To Be Demolished
2009				
10434 - 95 Street	Rooming House	\$280,000	Boyle Renaissance	Yes
10311 - 96 Street	Mixed Use: Com / Res	\$370,000	The Quarters Downtown	Yes
10581 - 107 Street	Warehouse	\$3,200,000	Parkland	Yes
11154-105 Street	House	\$270,000	NLRT opportunity purch - for resale	NO
12251-67 Street	SPCA Building	\$775,000	66 St / YHT Intersection	Yes
12825 - Stony Plain Rd	House	\$567,000	West - LRT	Yes
9131-118 Ave	Retail Building	\$2,170,000	Community Services - Arts on Avenue	NO
9405-99 st	House	\$310,000	Parkland	Yes
9440 - Jasper Ave	Retail - Drycleaning	\$1,260,000	The Quarters Downtown	NO
9508 - 104 Ave	Retail - Manufacturing	\$1,400,000	Boyle Renaissance	Yes
961 - 50 St	House	\$1,621,000	50 St. Road widening	Yes
2010				
10216 - 96 Street	Hotel	\$1,900,000	The Quarters Downtown	Yes
10303 - 96 Street	37-unit assisted care facility	\$2,206,850	The Quarters Downtown	Yes
10327 - 134 Street	House	\$619,000	West - LRT	Yes
10401 - 96 Street	Hotel	\$3,038,640	Boyle Renaissance	Yes
10402 - 133 Street	House	\$425,000	West - LRT	Yes
10427 - Glenora Crescent	House	\$400,000	West - LRT	Yes
11818-67 Street	House	\$225,000	Library	Yes
11820-67 Street	House	\$237,500	Library	Yes
12009 - 121 Street	Aircraft Hangar	\$4,800,000	Edmonton City Centre Airport	NO
12903 - Stony Plain Road	House	\$350,000	West - LRT	Yes
14419 - Stony Plain Rd	House	\$600,000	West - LRT	Yes
15308 - Stony Plain Rd	House	\$650,000	West - LRT	Yes
17330-66 Street	House	\$350,000	Road Widening	Yes
29 Airport Road	Aircraft Hangar	\$1,350,000	Edmonton City Centre Airport	NO
26 Airport Road	Aircraft Hangar	\$4,500,000	Edmonton City Centre Airport	NO
3150/2910/3130-127 St	3 or 4 houses on 80-acre site	\$14,400,000	Strategic Land Purchase - FMP	Yes
6210 - 75 Street	Industrial / Warehouse	\$10,000,000	South East - LRT	NO
8154 - 78 Ave	House	\$325,000	South East - LRT	Yes
8225 - Coronet Road	Industrial / Warehouse	\$2,750,000	SE LRT / Building Maintenance use	NO
8621-134 Street	House	\$1,000,000	Parkland	Yes
9906-76 Ave	House	\$350,000	Contamination/Remediation of land	Yes
2011				
10255 - 96 Street	Mixed Use: Com / Res	\$325,000	The Quarters Downtown	Yes
10416-157 Street	School	\$3,200,000	Fire Rescue - Training School	NO
10629-95 Street	Warehouse	\$245,000	Community Services - materials storage	NO
11259-79 Street	House	\$374,000	Borden Park Redevelopment	Yes
13126 - 104 Ave	House	\$580,000	West - LRT	Yes
15202 - Stony Plain Rd	Retail / Commercial	\$340,000	West - LRT	Yes
15306 - Stony Plain Rd	Retail / Commercial	\$340,000	West - LRT	Yes
7604 - 83 Street	House	\$217,500	South East - LRT	Yes
7703 - 83 Street	House	\$285,000	South East - LRT	Yes
8105 - 83 Street	House	\$327,000	South East - LRT	Yes
8152 - 76 Ave	House	\$310,000	South East - LRT	Yes
8507 - 95 Ave	House	\$300,000	South East - LRT	Yes
8511 - 95 Ave	House	\$365,000	South East - LRT	Yes
8515 - 95 Ave	House	\$348,000	South East - LRT	Yes
8519 - 95 Ave	House	\$450,000	South East - LRT	Yes
		\$70,706,490	Total	

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Planning*

Asked By: *Councillor Diotte*

Question #: 12-108C

Budget Page #:

What's the total cost to mark cycling routes in the City? Break down 2010, 2011, and 2012 costs for bike lane markings, sharrow stencils, signage, etc.

Question Answer:

Following costs include pavement markings and associated roadworks, signage, and traffic control during installation (source of funding: Program 1430):

2010: \$150,000

2011: \$1,350,000

2012: \$0 (Program 1430 is currently unfunded; minor contribution to bicycle route markings and signage associated with Arterial and Neighbourhood Renewal programs is dependent on final level of budget approval for renewal programs)

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Councillor Gibbons

Question #: 12-100C

Budget Page #: 563

Westwood Transit Garage Upgrade: Please provide details on requirements to maintain safety of the facility if existing capital funding is removed from this project.

Question Answer:

A building condition assessment on Westwood Garage was conducted in 2005, with a preliminary estimate of \$66 million identified to upgrade the facility. City Council approved \$34 million in funding for this work in the 2009 CPP (Project 09-41-6601), with the remaining \$32 million falling to the unfunded category. The approved funding was subsequently reduced by \$1.4 million in 2009 due to MSI deferrals.

A consultant has been hired, and design work commenced in 2011. Through this review, it was identified that the approved funding (\$32 million) would allow for replacement of most of the critical facility components but still require additional funding up to \$66M to complete the renovation and provide a 50 year life.

Administration will be cancelling the Westwood Garage renovation project and proceeding with construction of a new garage to replace Westwood. Report 2011TS4639 will be brought to Council on November 25, 2011. The reasons for this approach are:

The cost to undertake a complete overhaul of the facility is in excess of \$60 million dollars. In comparison, Centennial Garage was completed in 2010 for under \$100 million

With approval to redevelop the City Centre Airport lands, there are opportunities for redeveloping or using the Westwood Garage for other purposes that could be more compatible with the future development in the area. The value to the City is potentially higher with redevelopment.

There is potential to take advantage of the P3 Canada program, which provides up to 25% funding for qualifying projects.

Under this scenario, design and construction of a new garage would take place within the next five years. Due to the present condition of Westwood Garage, an estimated \$6 million would be required to maintain the safety and functionality of the facility over the next five years. Some savings could be achieved with earlier construction of a new facility.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services **Asked By:** Councillor Henderson **Question #:** 12-101C
Budget Page #:

If funding for the \$132M Walterdale Bridge project was revised to 100% tax-supported debt, how much Pay-As-You-Go and MSI can be freed up?

Question Answer:

The current funding for this project is \$8M Pay-As-You-Go, and \$124M Provincial Fuel Rebate. This would be freed-up if the project funding were switched to debt. A report will be going forward to Council on November 25 providing further information on funding opportunities related to Walterdale.

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Operations* **Asked By:** *Councillor Iveson* **Question #:** *12-020C*
Budget Page #: *15*

What is the rationale for pre-committing most of the available 2015 General Financing? Won't that impair the next capital budget significantly? Or would Administration anticipate shuffling funding sources for those projects as part of the next three year capital exercise?

Question Answer:

The pre-committed funding for 2015 is outlined on page 14, and primarily includes the second year of neighbourhood reconstruction projects and the second year of the 102 Ave - Groat Bridge replacement. These projects are initiated in 2014, and therefore the budget request extends into 2015. In the case of the neighbourhood reconstruction projects, although the source is identified as general financing, it is within the general financing dedicated for use in neighbourhood renewal.

Branch: *Client Financial Services* **Asked By:** *Councillor Iveson* **Question #:** *12-021C*
Budget Page #: *63*

Did Administration prepare a prioritized list of unfunded renewal projects? If so, why isn't it provided? If not, why not when one was provided for Growth?

Question Answer:

Each capital program has prioritized their needs within their renewal funding allocation as identified by the Risk Infrastructure Management System (RIMS). If additional capital funds were to become available, programs can reassess renewal needs and an updated list can be provided to Council for decision making. A report will going to Council prior to budget deliberations to identify top priority renewal requirements if funding from the Waltherdale Bridge project were to be freed up.

Branch: *Community Facility Services* **Asked By:** *Councillor Iveson* **Question #:** *12-022C*
Budget Page #: *52*

Why would the seat replacement at Commonwealth be eligible for 1% for art?

Question Answer:

After further discussions with the Edmonton Arts Council and Percent for Art City Staff, the 1% for art allocation will not apply to Commonwealth Stadium Seat Replacement.

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility
Services

Asked By: Councillor Iveson

Question #: 12-023C

Budget Page #: 69

Is \$39.4 million the full cost of the project or is there more contemplated beyond five years?

Question Answer:

The total cost of the Utility Replacement at Fort Edmonton Park is \$68,584. Project completion timeline 2012 – 2016.

The “not recommended for funding” amount of \$29.3M for 2012 – 2014 was not reflected on the profile. Therefore, the total request for 2012 – 2014 is 35M. Total amount recommended for funding for 2012 – 2014 is \$5.7M

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Iveson

Question #: 12-024C

Budget Page #: 5

MSI funding of \$806 million includes 'fast tracking' of \$250 million. In light of this:

- a) Was all of this authorized as part of the 2009-2011 budget or is some fast tracked MSI applied to new projects in the '12-'14 three year span.*
- b) Has the city received anything in writing from the Province committing to the eventual provision of those future MSI dollars?*
- c) Has the Province provided, formally or informally, a specific timeline for the payback of those fast tracked dollars?*
- d) If MSI funding levels are increased for whatever reason in the short term, would Council's short term debt for 'fast tracked' MSI be paid back automatically?*
- e) Does Council's 2007 resolution regarding allocation of MSI funds toward 60% for renewal and 40% for growth still apply to this budget?*
- f) Can Administration provide a list of the projects that use MSI dollars and distinguish between growth and renewal? (pages 5/18)*

Question Answer:

- a) The entire \$250M was authorized as part of the 2009-2011 budget.
- b) No. The current arrangement is for annual payments of \$165M per year until the full allocation is received. Payments received over 2012-2017 will be reduced to accommodate repayment of previous fast-tracking.
- c) No. It was the City's decision to borrow against future MSI grant dollars to fast track MSI projects. In undertaking this fast tracking strategy, the City was able to take advantage of economic conditions which post-boom resulted in lower interest rates, increased competition, greater industry capacity to deliver on projects, and lower prices in the construction trades. The province's role relative to accelerating projects was only to provide more flexible program guidelines which made it more favourable for municipalities to advance their capital programs through short-term borrowing to bridge the gap between start of MSI project construction and receipt of MSI funding. For example, the province allowed interest costs to become an eligible expense on MSI-funded projects in 2009. Last year the province also increased limits on the amount of program funding that can be used for interest costs from five per cent to seven per cent of a municipality's total allocation, and increased the maximum amount of eligible borrowing from one-third of the estimated total program allocation to one-half. Under these guideline adjustments, Edmonton's MSI borrowing threshold increased from about \$511 million to \$773 million, while limits on the amount of interest the City can write off as an eligible program expense increased from about \$77 million to \$108 million.
- d) No, The borrowing from Alberta Capital Financing Authority (ACFA) is for a fixed time frame and there are penalties for early retirement.
- e) The 60 per cent for renewal and 40 per cent for growth ratio was only applied to the allocation of Edmonton's \$2 billion share of provincial MSI funding. City Council adopted the 60/40 split for renewal and growth in principle during a series of direction-setting exercises in early 2007, rather than through resolution. Subsequently, City Council approved the 60/40 split for allocating new provincial MSI dollars at a May 8, 2007, Council meeting as recommended by Administration in a April 14, 2007, Council Report titled Framework for Allocating New Provincial Capital Dollars

2012-14 Capital Budget Questions By Councillor

(2007CBP026). Renewal is top priority for the 2012-2014 budget as virtually all unallocated funds were assigned to top priority renewal projects (refer to table f). Renewal will continue to remain as a priority over the life of the grant, currently anticipated to be fully utilized by 2021. To date, 48% of MSI funds have been directed towards renewal in 2009-2011. 64% is budgeted and proposed to be invested in renewal for 2012-2014 (table e).

(e) MSI Allocation									
	2009	2010	2011	2009-2011	2012	2013	2014	2012-2014	
	Act	Act	Adj Bud	Total	Bud	Bud	Bud	Total	Cummulative
Renewal	64,676	76,247	211,882	352,805	146,111	90,643	36,010	272,764	625,569
Growth	122,514	85,216	176,103	383,833	83,963	39,371	26,850	150,184	534,017
	187,190	161,463	387,985	736,638	230,074	130,014	62,860	422,948	1,159,586
Renewal				48%				64%	54%
Growth				52%				36%	46%

2012-14 Capital Budget Questions By Councillor

(part F) MSI Allocation

Program	Project	Name	2012	2013	2014	Budget Request	
RENEWAL							
Roads	12-66-1020	Arterial/Primry/Hghwy/Renewl	634	-	-	634	
Roads	12-66-1260	Street Lighting Rehabilitation	250	250	290	790	
Roads	13-66-1061	NBHD Renewal - Argyll	-	1,000	-	1,000	
Roads	13-66-1071	Central District Rehabilitation	-	1,000	-	1,000	
Parks	12-28-3001	Utilities & Access Renewal	540	540	540	1,620	
CFS	12-21-5820	Replace South Central/Bonnie Doon Arena	2,000	-	-	2,000	
Transit	07-66-1280	LRV Retrofit Package	800	757	814	2,371	
Fire	12-70-0201	Fire Rescue Training Tower	600	2,016	-	2,616	
Parks	12-28-7070	Dist&City Parks & Outd Aquat Amen RENE	1,153	997	997	3,147	
CFS	12-21-6973	Fort Edmonton Park Utility Replacement	1,120	1,810	1,030	3,960	
CFS	11-21-7321	Abbottsfield Recreation Centre	-	4,400	-	4,400	
Roads	13-66-1063	NBHD Renewal - Delton	-	5,201	-	5,201	
Roads	14-66-1065	NBHD Renewal - Hazeldean	-	-	5,475	5,475	
Roads	13-66-1066	NBHD Renewal - North Glenora	-	3,022	3,494	6,516	
Parks	12-28-6050	River Valley - Renewal	766	3,193	3,142	7,101	
CFS	11-21-1004	Mill Woods Sr Centre & Multiculture Fac.	4,100	4,100	-	8,200	
Roads	12-66-1054	NBHD Renewal - Canora (Const.)	3,500	5,000	-	8,500	
Roads	12-66-1042	82 Ave (over Argyll Rd Connector)	8,700	-	-	8,700	
BLS	12-75-0100	Building and Facility Rehabilitation	8,728	38	-	8,766	
Roads	12-66-1060	NBHD Renewal - Woodcroft (Const.)	6,288	3,000	-	9,288	
Roads	12-66-1059	NBHD Renewal - Windsor Park (Const.)	7,000	3,000	-	10,000	
BLS	12-75-1006	Shaw Conference Centre Escalators	1,080	4,860	5,130	11,070	
Parks	12-28-1001	Park Renewal	7,097	2,603	2,345	12,045	
Roads	12-66-1040	Bridge Rehabilitation	8,700	1,500	2,500	12,700	
Roads	09-66-1960	Horse Hills Snow Storage Facilities	5,200	8,800	-	14,000	
BLS	12-75-0103	Roof Rehabilitation and Replacement	3,650	5,549	5,424	14,623	
Roads	12-66-1057	NBHD Renewal - King Edward Park (Const.)	5,721	6,000	4,829	16,550	
Roads	12-66-1056	Neighbourhood (NBHD) Renewal	19,462	7,457	-	26,919	
		Total Renewal projects (MSI)	97,089	76,093	36,010	209,192	99.5%
GROWTH							
Roads	12-66-1070	Operating Yards and Facilities	-	500	500	1,000	
		Total Growth project (MSI)	-	500	500	1,000	0.5%
		Total MSI	97,089	76,593	36,510	210,192	100.0%

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Councillor Iveson

Question #: 12-025C

Budget Page #: 468

Please provide the executive summary of the business case for this project. Please explain the rationale for using neighbourhood renewal funds for this proposed facility? Please explain the impacts of a decision to defer this project until the next three year cycle?

Question Answer:

The last expansion of Roadway Maintenance facilities took place in 1992. Since that time, the City's roadway inventory has increased by approximately 18%. Staff and equipment have generally increased to match this growth; however this has now exceeded the capacity of existing facilities to accommodate the new numbers.

As a result, trailers have had to be set up in both the Northeast and Northwest Maintenance Yards to accommodate additional locker space during the summer months. Pavement Management maintenance leaders must now share desk space with their District counterparts. In addition, weather-sensitive equipment such as pavers, and specialized data collection vehicles have been housed in existing maintenance garages during the winter period. This includes 25 pieces of equipment with a replacement value of \$5.1 million; an additional 10 pieces of equipment to increase capacity will be added over the next two years bringing the total replacement value to \$7.7 million. With the acquisition of 20 sanders to increase service levels in residential neighbourhoods, in winter and use in paving projects in summer, the Pavement Management equipment will now need to be stored in an alternative space. The Centennial Bus Garage has been identified as a potential alternative; however this is a temporary solution as the space will need to be reclaimed by Transit in the near future. The market cost for rental of this amount of space is estimated to be in the order of \$100,000 per month.

The Pavement Management group consists of 100 operating staff, 6 permanent technicians and up to 12 seasonal technical assistants. The technical and senior supervision staff is currently housed in the Central District Yard while operating staff occupy temporary trailers in the Northwest and Northeast District Yards. Expanding the facility at the Northeast District Yard and consolidating staff at this new facility would serve to ease the overcrowding in the Northeast Yard, Northwest Yard and Central Yard, which is also shared with Traffic Control. A 2009 consulting report indicated that the present Central Yard has only 41% of the space needed to accommodate all of the current business functions at this site¹.

Consolidation of Pavement Management staff from three scattered locations to one central facility is expected to increase operational efficiencies. Daily adjustments to crews often require personnel and equipment to be deployed from one facility to another resulting in operational delays.

1. P.59, Transportation Yards Long Range Facilities Plan and General Fit Program, IBI Group, February 2009.

The proposed funding from the dedicated tax levy for neighbourhoods for this facility is consistent with the City's role in pavement management which includes:

2012-14 Capital Budget Questions By Councillor

- housing all staff who undertake inventory and condition ratings,
- housing equipment already used for paving work by the City (collector bus routes and neighbourhoods), and
- consistency with the use of this funding source for the recent purchase of sander trucks (50% funded by neighbourhood renewal in recognition of their summer use).

The City's role, historically, in neighbourhood renewal, is not only contract work. The City undertakes 16 km of collector/bus route overlay work per year, and the expansion to undertake three neighbourhood overlays per year was outlined as part of the planned use of the sander trucks purchased for residential snow clearing. This is part of the overall strategy to secure overall capacity (City and contractor) to deliver the neighbourhood program.

The City will continue to contract out all neighbourhood reconstruction work, and any work requiring use of specialized materials (full depth reclamation, foamed asphalt) or with concrete rehabilitation.

Given that, use of City forces is a key part of the overall strategy to address neighbourhood renewal; housing the staff and equipment associated with this facility is necessary. If a new facility is not constructed, it will be necessary to continue to house staff in geographically dispersed facilities using trailers. Equipment requires heated facilities, requiring the use of temporary tents or quonset huts, or lease of space from the private sector.

As this facility is in the design phase, it would be appropriate to have a more thorough review of the project at the Transportation and Infrastructure Committee prior to proceeding to tender the work. Design will be completed by the end of February 2012, and any request for project approval could be held until Transportation and Infrastructure Committee has an opportunity to review the business case in more depth.

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Planning*

Asked By: *Councillor Iveson*

Question #: *12-026C*

Budget Page #: *504*

- a) Please provide a rationale for the utter absence of funding for this profile after Council's explicit policy work in this area of the TMP, its implementation plan, the target setting, etc.*
- b) Presuming Council had not rescinded the 5% target (of non-LRT Transportation Capital) for funding of active transportation, what would have been the level of funding in this profile?*
- c) What if any active transportation infrastructure resources are funded via inclusion in other composite profiles?*

Question Answer:

The recommendation not to include funding for Active modes in the 2012-2014 was a difficult one given there are Council approved targets related to this work. However, given the very limited funding available for growth projects and the fact that many transportation assets were not receiving the minimum level of renewal funding (e.g. streetlights, arterial rehabilitation, bus replacement), the Administration could not recommend funding this program while critical renewal needs were not being met.

Based on the draft 2012-2014 CPP, a 5% allocation to active modes would equate to almost \$40 million over the next 3-years.

New active transportation infrastructure will continue to be implemented primarily in conjunction with the Neighbourhood renewal program and Great Neighbourhood Program. This would include installation of handicap ramps, missing sidewalk connections and installation of bike lanes in conjunction with collector road paving. Based on experience from the 2009-2011 Capital Budget, it can be expected that this would represent approximately 1-2% of these budgets or approximately \$5 million - \$10 million over the next 3-years.

Branch: *Edmonton Public Library*

Asked By: *Councillor Iveson*

Question #: *12-027C*

Budget Page #: *679*

- a) What would the cost be just for design for 12-20-0055?*
- b) Would there be any efficiency in tackling the two Milner Rehab projects and Milner Exterior Upgrade jointly?*

Question Answer:

a) Total design costs for the Milner Library Exterior Upgrade project (#11-20-0055 on page 683) is \$6,680,000. This can be further broken down into two phases: \$1,002,000 in schematic design and \$4,342,000 in detailed design, as well as an additional \$1,336,000 of design related costs (Construction Administration) that are not incurred until construction.

b) The Milner Exterior Upgrade project (#11-20-055 - page 683) and Milner Library Rehabilitation/Renewal project (#12-20-0049 - page 681) are projects that could be undertaken together. The Milner Library Rehabilitation/Renewal project would allow EPL to renovate the lower level of the Milner Library into more effective meeting space and upgrade all mechanical systems to current standards. There could be some cost savings with combining the two projects together however quantifying these savings is difficult to assess at this stage. Potential areas of savings would be in the following areas: consulting fees (design), construction costs through better planning and scheduling, and improved pricing due to the size of the project.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Iveson

Question #: 12-102C

Budget Page #:

How much debt would a 1% tax levy increase cover in terms of debt servicing?

Question Answer:

The annual payment of interest and principal to approximate 1% of tax levy is \$9.7M. Assuming an interest rate of 4.1%, amortization 20 years, and 2 payments per year we can borrow approximately \$131M.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-029C

Budget Page #: 1

Could we maximize funds and fast track projects by utilizing P3's, ie. Bundle arterial and collector roads/neighbourhood renewal; recreation centres, swimming pools and tender for design, build and operate?

Question Answer:

Based on the P3 Policy (C555), a P3 is a way to deliver public infrastructure and services through long-term contractual arrangements between a public and private entity. P3s can result in material benefits when well designed and employed for the right projects in the right conditions.

Benefits to P3s can include:

- Leveraging each partner's expertise and ability to address risks
- Payments based on performance, creating certainty on costs, schedule and quality of delivery
- A focus on outputs, allowing creativity, innovation and savings in design, construction and operations
- Potential for revenue generations (e.g. rec. facilities offering broader programs or rentals or certain roads to be converted to toll roads.
- Ensuring that assets are properly maintained over their life

P3 is a complex delivery method that governments may use to address their infrastructure requirements to deliver projects on time and budget. Due to their complexity, P3 arrangements have high transaction costs and risks if not well-designed. Prior to considering a P3 delivery model, it should be demonstrated that the associated benefits would outweigh the potential risks and costs. Since different projects have different characteristics, each project (e.g. specific location of bundled roadways or facilities) needs to be assessed separately.

P3 is a form of debt and therefore any P3 decision should also consider implications on city's debt room. P3 may also provide the appearance that it is more expensive, as operating costs are more prevalent on the front end than traditional projects.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-030C

Budget Page #: 2

The statement is made that the City does not have enough funds to meet its infrastructure needs. What % of unfunded projects have been approved by council; what % of the unfunded projects have business cases which have been reviewed by council. What would be the infrastructure deficit if only approved council projects were allocated over both a 10 year period and over a 20 year period. Would the funding shortfall be the same as now (\$10.9B).

Question Answer:

No unfunded projects have been previously approved by Council. All projects undergo a detailed internal analysis by Administration to determine their viability. Effective for 2011, Administration is implementing use of a standard business case for all capital projects to facilitate comparability and consistency. These business cases will be reviewed and approved internally by Financial Services and General managers of relevant Departments upon completion. Business cases for specific projects can be provided to Council upon request.

The infrastructure investment plan consists of both renewal and growth needs. In the context of the renewal component of the capital plan, the renewal needs are determined to bring the collection of assets we own today to an acceptable level of condition in 20 years. These requirements come from our understanding of the relationship between asset condition, risk and investment, and the ability to optimize this investment via the RIMS model. The recommended investments are determined for the collection of assets and not from a list of approved or unapproved projects.

In meeting Council's objective of looking after what we own first, the funds left for growth projects are severely restricted. This lack of funding for growth related projects will contribute to an infrastructure deficit as the City grows and changes over time.

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-031C

Budget Page #: 2

Does the 6.1B projected Capital funding include the \$1.3B outstanding MSI funds?

Question Answer:

Yes. The \$6.1B estimate includes all identified and estimated financing sources. Regarding MSI, \$260M per year from 2011-2018 was the original arrangement with the Province. The payment schedule has since been extended to approximately \$165M annually. The full \$2.1B allocation for the City of Edmonton is expected to be received in 2021.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Councillor Leibovici **Question #:** 12-032C
Budget Page #: 5

What needs to occur to meet the target of 5-7 neighbourhoods a year? Since the inception of the program there has been an inability to start 5-7 neighbourhoods a year. Would there be an increase to the number of neighbourhoods that can be started in 2012 - 2015 if the tax increase is 2% rather than 1.5%? If so, how many more neighbourhoods would be started?

Question Answer:

The target for this program for neighbourhood reconstruction is to complete 5-6 neighbourhoods per year. The budget as submitted provides sufficient funding to complete 4-5 neighbourhood reconstruction projects per year. Increasing from 1.5 to 2% per year over the next three years would generate an additional \$30 million in this program and would allow the neighbourhood reconstruction target to be met. Alternatively, shifting \$15 million of MSI back into this program, and increasing from 1.5 to 2% per year in 2013 and 2014 would also generate the necessary \$30 million additional funding to meet neighbourhood reconstruction targets. The other targets in this program, as outlined in the building great neighbourhoods overview are 6 overlay neighbourhoods per year, 5 micro surfacing neighbourhoods per year, and additional work on collector renewal and alley renewal. The proposed program is meeting identified needs for microsurfacing (only 2 neighbourhoods per year in this time period based on required work 10 years after prior reconstruction or overlay). The budget includes funding for 5-6 overlay neighbourhoods per year, and it is proposed that a carry forward of project savings from 2011 be utilized to increase the number of overlays to fully achieve the target.

Branch: Client Financial Services **Asked By:** Councillor Leibovici **Question #:** 12-033C
Budget Page #: 18

Out of \$8.8 billion we only received \$100 million. Outline the amount the 10 largest cities in Canada received from BCF.

Question Answer:

The Building Canada Fund (BCF) is only one component of the larger \$33 billion Building Canada Plan. As such, the federal government does not provide a breakdown of funding by municipality for the BCF program specifically. What we do know is that of the \$8.8 billion, Alberta received about \$590.5 million of the funding pool for the Major Infrastructure Component of the BCF program that was targeted to municipalities with populations over 100,000. Of the total Alberta allocation, the City of Edmonton received \$100 million and City of Calgary received about \$51 million; both cities were approved funding for public transit-related projects. Since Edmonton and Calgary are the only cities with populations over 100,000, the remainder of the province's BCF allocation for the Major Infrastructure Component went to Government of Alberta projects, which included a number of projects related to the Edmonton and Calgary ring roads. It should be noted that while the City of Edmonton received more BCF funding than the City of Calgary, according to available Government of Canada data, both cities appear to have received a comparable amount of overall Stimulus Funding.

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Operations* **Asked By:** *Councillor Leibovici* **Question #:** *12-034C*
Budget Page #: *35*

Explain the funding for the Neighbourhood Renewal Program, Great Neighbourhoods Program, and Arterial Rehabilitation Program.

Question Answer:

A As outlined in the Building Great Neighbourhoods overview, the Neighbourhood Renewal Program was established by City Council in 2008 and deals with transportation infrastructure within neighbourhoods in accordance with the scope approved by City Council. In scope are roads, sidewalks, street lights, traffic safety, active modes (including missing links of sidewalks and trails) and alley renewal. The Neighbourhood renewal program in Transportation is funded primarily through the neighbourhood tax levy, but is supplemented with MSI money, and sidewalk replacement is cost shared 50/50 with adjoining property owners. Any drainage or water line renewal required to coordinate work is funded through utility rates.

The Great Neighbourhoods Capital program includes three key components, and is fully funded from Tax Supported Debt:

- a) neighbourhood specific investments that contribute to the liveability of the neighbourhood but fall outside the scope of the neighbourhood renewal program. Examples of such work might include park development or completion of a trail connection through a neighbourhood park.
- b) Revitalization in Council approved revitalization areas (examples would include Alberta Avenue, Stony Plain Road and Capital Boulevard)
- c) Neighbourhood Business development

Arterial rehabilitation programs include the rehabilitation of roadways, curbs, sidewalks and streetlights on arterial roadways, and include the completion of missing links for sidewalks and trails. In areas where arterial roadways fall within the approved revitalization areas that Great Neighbourhoods is working in (example Alberta Avenue), rehabilitation of arterial roads is coordinated and integrated with the revitalization work.

Arterial roadway rehabilitation is eligible for use of Provincial Fuel Tax, and the program also utilizes some MSI or general financing to supplement the fuel tax.

Branch: *Transportation Planning* **Asked By:** *Councillor Leibovici* **Question #:** *12-035C*
Budget Page #: *36*

Which critical needs renewal projects take precedence over active modes of transportation (sidewalks and bike paths)?

Question Answer:

The administration believes that the minimum level of funding for renewal of transportation assets should take priority over the construction of new assets such as sidewalks and shared use paths. That being said, there is a nominal amount of new active mode infrastructure that is being installed as part of the neighbourhood renewal program. Please refer to the answer to question 12-026C

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services **Asked By:** Councillor Leibovici **Question #:** 12-036C
Budget Page #: 37

It would be helpful to have had some metrics, scorecard; roadmaps, operational performance (see pgs 2+3, 27 Utility Budget) to measure outcomes and target achievements, and make the connection with the 'Ways'.

Question Answer:

This is currently under development. A report will be provided to Council prior to 2012-2014 capital budget deliberations.

Branch: Client Financial Services **Asked By:** Councillor Leibovici **Question #:** 12-037C
Budget Page #: 39

What is the difference between Fire Rescue and Buildings and Landscapes Services? Why are fire stations noted in both sections?

Why are policy, evaluation of plans and City wide guidelines in the Capital budget rather than the operating budget (Urban Planning & Environment)?

Question Answer:

The rehabilitation capital profiles within Building and Landscape Services (e.g. Building and Facility Rehabilitation (12-75-0100)) funds smaller sized projects to address various building components across various facilities. In addition, these profiles are only intended to address building infrastructure that has reached the end of their lifecycle and to bring them back to their original condition. Client Departments are required to submit separate funding requests for larger specific projects, and for upgrades or changes to facilities to meet functionality and/or capacity requirements. New growth facilities are also managed and reported by Client Departments.

The capital profiles submitted by Fire Rescue are to address a specific facility (e.g. Fire Rescue Training Tower, Fire Rescue Training Facility, Replacement of existing fire stations such as Meadowlark Station #12, etc.) and/or to address functionality and capacity changes.

The existing text associated with Urban Planning and Environment under Part 5: Delivering Services to Citizens on Page 39 only describes the operational functions of the branch. The text should have described our capital investment, which will 'Improve Edmonton's Livability' and 'Transform Edmonton's Urban Form' through such projects as Parks Land Acquisition and The Quarters.

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Operations* **Asked By:** *Councillor Leibovici* **Question #:** *12-038C*
Budget Page #: *43*

Provide a breakdown of how the 21.7 m is allocated (operating yards, snow storage, etc).

Question Answer:

The breakdown of the \$21.7 million listed on Page 43 is as follows:

Profile Name	Profile Number	Year		
		2012	2013	2014
Operating Yards	12-66-1070	800	840	880
Central District Rehabilitation	13-66-1071	0	1,500	0
Snow Storage Rehabilitation	12-66-1860	200	200	280
Geo-Environmental	12-66-1950	332	348	320
Kennedale Snow Storage Rehab	12-66-1862	6,000	10,000	0
Total		7,332	12,888	1,480

Note that Kennedale Snow Storage Rehabilitation is currently presented under 09-66-1960. This funding will have to be transferred to its own single project.

Branch: *Edmonton Transit* **Asked By:** *Councillor Leibovici* **Question #:** *12-039C*
Budget Page #: *44*

Has there been an increase in ridership from the Lewis Estates transit centre since the opening of the Park & Ride?

Question Answer:

At this time, Edmonton Transit estimates that there has been a 40% increase in ridership from west of Anthony Henday Drive since the opening of the Lewis Farms Transit Centre and Park and Ride Lot. More accurate information will be available following completion of the system-wide Fall 2011 monitoring program later in November.

2012-14 Capital Budget Questions By Councillor

Branch: Fire Rescue Services

Asked By: Councillor Leibovici

Question #: 12-040C

Budget Page #: 47

Fire Rescue: Given the proximity of the Callingwood Station to both Wedgewood and Lewis Estates, has there been a review to ascertain whether a station in the Hamptons/Grange or proposed Riverview might be better placed?

Question Answer:

Fire Rescue Services reviews the Station Location Master Plan on an annual basis (at a minimum) and reviews a range of criteria when determining potential station locations. These criteria include population density, call volume, response time capability, community risk assessment factors, roadway access and limitations as well as the location of existing stations. Fire Rescue then utilizes computer modeling simulations to confirm the proposed locations using these criteria.

Negotiations for land in the Weber Greens neighbourhood for the Lewis Estates station are currently underway. If negotiations are successful, FRS will revisit the station location criteria to determine the most suitable location for the Wedgewood station that provides optimal service delivery coverage.

Branch: Fire Rescue Services

Asked By: Councillor Leibovici

Question #: 12-041C

Budget Page #: 47

Can you clarify that replacement of Meadowlark Station does not mean removal?

Question Answer:

FRS is currently working with Corporate Properties to identify suitable land to build a replacement station in the same general area as the existing Meadowlark station.

FRS has identified a future need to replace the existing station as it is almost 40 years old. Demand capacity and functional ratings of the station were classed as poor in 2010. In addition the proposed expansion of the LRT line down 156th street / Meadowlark Road could create access concerns for Fire Rescue units responding to emergency events from the station.

Details of the project are provided on page 187

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-042C

Budget Page #: 51

What analysis has occurred of the recreation needs and other needs, i.e. (library) of the population west of the Henday and south of the Whitemud? What is the projected population (Glastonbury, the Hamptons) and include proposed Riverview. What is the current and projected population of Lewis Estates, and Secord?

Question Answer:

The Recreation Facility Master Plan, approved by Council in 2004 and 2009 (update), sets out a comprehensive long-range strategy for public recreation facilities in Edmonton and provides direction for development of facilities. Through trends analysis, workshops and public consultation, the analysis conclusion recommended the need for a multi-purpose recreation facility for Lewis Farms District Park. Specifics of the identified amenities are still to be determined. Neighbourhoods in the Lewis Farms Recreation Centre catchment area include neighbourhoods south of Whitemud and west of Anthony Henday. There are also future plans beyond 2015 that identify the need for two additional facilities in the southwest (Heritage Valley and Windermere) which will provide service to the population west of Anthony Henday and south of Whitemud.

As outlined in the Recreation Facility Master Plan, Lewis Farms Community Recreation Centre is classified as a district facility and will serve a population of 40,000 – 80,000 residents. Catchment area radius identified for the population is typically a 2.5 or 5km radius from the facility. The City of Edmonton is forecasting a population of 57,737 by 2031 in neighbourhoods within 5km radius of the Lewis Farms Community Recreation Centre. The current and projected population for the areas requested is identified below:

(2009 Census) Current Population of Glastonbury =5,646 Forecasted 2036=7327
(2009 Census) Current population of the Hamptons=5,642 Forecasted 2036=8887
(2009 Census) Current Population of Lewis Estates=5,716 Forecasted 2036=10,695
(2009 Census) Current Population of Secord=199 Forecasted 2034=4,271

(Site observation only) Current population of Riverview=200 City projections not yet available, estimate provided in Stantec promotional material 50,000 with no projection timeline associated with it, no application made as of yet.

If the area structure plan is forecasting a population of 50,000 in the Riverview area, consideration will be given to developing another multipurpose recreation centre in that location, in addition to Lewis Farms Community Recreation Centre, as the trigger for development of a district facility is a population of 40,000 – 80,000.

2012-14 Capital Budget Questions By Councillor

Branch: Fleet Services

Asked By: Councillor Leibovici

Question #: 12-043C

Budget Page #: 57

Is this in addition to the \$13.8 m for EPS vehicle replacement? Itemize the type of vehicle and age, and number of vehicles.

Question Answer:

The \$61M identified in profile 12-25-1000 is in addition to the \$13.8M for EPS vehicle replacement. The funding source for both EPS vehicles and ETS buses is outside of the fleet replacement reserve. The following table illustrates the itemized breakdown, as requested:

Number of units replaced by Type

	2012	2013	2014	Total
Cars	11	6	1	18
Light Trucks	70	44	54	168
Heavy Trucks	34	30	46	110
Equipment	83	97	43	223
Trailers	28	6	4	38
Attachments	4	40	22	66
Totals	230	223	170	623

Average Age by Type

	2012	2013	2014	Average
Cars	5.3	6.2	4.9	5.5
Light Trucks	10.6	10.1	8.5	9.7
Heavy Trucks	11.2	10.2	9.7	10.4
Equipment	7.9	6.3	7.0	7.0
Trailers	16.2	16.6	15.4	16.1
Attachments	3.7	3.4	3.6	3.6
Average Age Total Fleet	9.8	8.1	8.6	8.8

2012-14 Capital Budget Questions By Councillor

Branch: Land Enterprise

Asked By: Councillor Leibovici

Question #: 12-044C

Budget Page #: 58

Thought that \$39M was allocated for land required for SE-WLRT?

Question Answer:

\$40 million was allocated within Land Enterprise in mid-2009 specifically to act on opportunity purchases for SE & W LRT. To date, about \$24 million (of the \$40 million) has been spent. The balance of the \$40 million fund (being about \$16 million) is not being carried forward in 2012. Transportation Services is bringing forward a report to Council on November 25, 2011 recommending that funding for land acquisition for Southeast, Downtown and critical West segments be approved under a capital profile to be funded by tax supported debt.

Another \$39 million was approved in June 2011 for the preliminary engineering of the SE to W LRT. These funds are separate from the \$40 million of Land Enterprise funding that was allocated in mid-2009.

Branch: Transportation Operations

Asked By: Councillor Leibovici

Question #: 12-045C

Budget Page #: 62

51. Integrated Speed Equipment - Has there been any outreach to insurance companies to partner in the purchase of the Integrated Speed Equipment? What type of equipment is being purchased?

Question Answer:

The City currently has a contract with ATS for the provision of both intersection safety cameras and photo radar equipment, and this project profile (project 66-1225 on page 476) represents the estimated costs over the next three years for the life cycle replacement of existing equipment and the expansion of the number of intersection safety cameras and photo radar vans.

The City does not have a direct mechanism to partner with insurance companies in Alberta, and it would be necessary to have Provincial intervention to allow a mechanism for cities to access this funding source. The Insurance Bureau of Canada was approached two years by the Office of Traffic Safety to ask for funding and they declined as they felt it was up to government to provide funding.

Branch: Parks

Asked By: Councillor Leibovici

Question #: 12-046C

Budget Page #: 66

- *Where have pocket parks been built?*
- *Are any being built in new neighbourhoods - i.e. Cameron Heights?*

Question Answer:

Pocket Parks have been built (in the last 5 years) by the City in Suder Greens and Fraser.

Developers have built Pocket Parks in new neighbourhoods at Griesbach, Hollick Kenyon, Klarvatten, Secord, The Hamptons, Magrath, South Terwillegar, MacTaggart, Ambleside, Summerside, and in Rutherford.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-047C

Budget Page #: 1

Explain how projects were prioritized; what metrics are in place to ascertain whether these projects help to reach the City's vision; what justification is provided for the prioritization and costs (business case).

Question Answer:

Projects were assessed on how critical completion of the project is from both health and safety and legal compliance aspects.

A) Health and safety was assessed on basis of the probability of an event taking place, ranging from unlikely to imminent in conjunction with the impact of the event ranging from minor to significant.

B) Legal compliance was based on whether the City has a legislated obligation to complete the project or if a court order is in place to complete the project. This criterion was not widely used as many projects are not legally required.

Projects were evaluated against Corporate Goals to determine how each of the projects contributed to the primary objectives and outcomes expected from each of the goals. This included evaluating whether the project had a direct high, medium or low impact on the goal that could be clearly defined, articulated and visible to citizens, for the following areas:

- A) Enhancing Edmonton Mobility
- B) Quality of Life
- C) City's Growth
- D) Edmonton Economy
- E) Environment
- F) Organizational Effectiveness

Infrastructure Performance was a contributing factor through assessing if the project was addressing an area of deficiency regarding functionality or addressing a shortfall in capacity.

The final area focused on Budget Impact and on whether a project would benefit from any external funding opportunities, as well as evaluating the project to determine if the completion of this project will generate operational savings or revenue at a rate that will repay the initial investment in a timely manner.

All submission were prepared by individual departments and then subsequently review by the Capital Plan Prioritization Committee to ensure consistency in the application of the criterion between departments to established a listing of priority growth projects for consideration by the Corporate Leadership Team and ultimately Council.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-048C

Budget Page #: 1

- Please explain why there cannot be one profile per project, i.e. Valley Zoo, pg. 47;72;86;104;131; 211. Parks - pg. 203,204,206,208,210,211, etc. Traffic Control - pg. 470, 473.

Could the construction, rehabilitation of sport facilities (Kinsmen, Bonnie Doon, J.P.) swimming pools, ice rinks be bundled and tendered as a P3 much as the Province does in building of new schools. At one point does it not make economical sense to renovate, but to build new? (J.P. - \$58M; Kinsmen \$26M; Westwood Garage \$33M).

Question Answer:

Within capital programs, there are unique and diverse areas of focus that Program Managers choose to track and report separately. This includes the Parks and Traffic examples cited above.

Also in response to recent audit recommendations, 'significant' projects within a composite profile are to be divided and reported as individual projects. The Valley Zoo projects cited above are divided accordingly based on that direction. Within composites, growth projects greater than \$2 million and renewal projects greater than \$5 million must be reported separately. This guideline is in place to improve transparency and is effective for the 2012-2014 budget cycle. A decision tree is used for guidance on this issue. It is provided for reference on the following page.

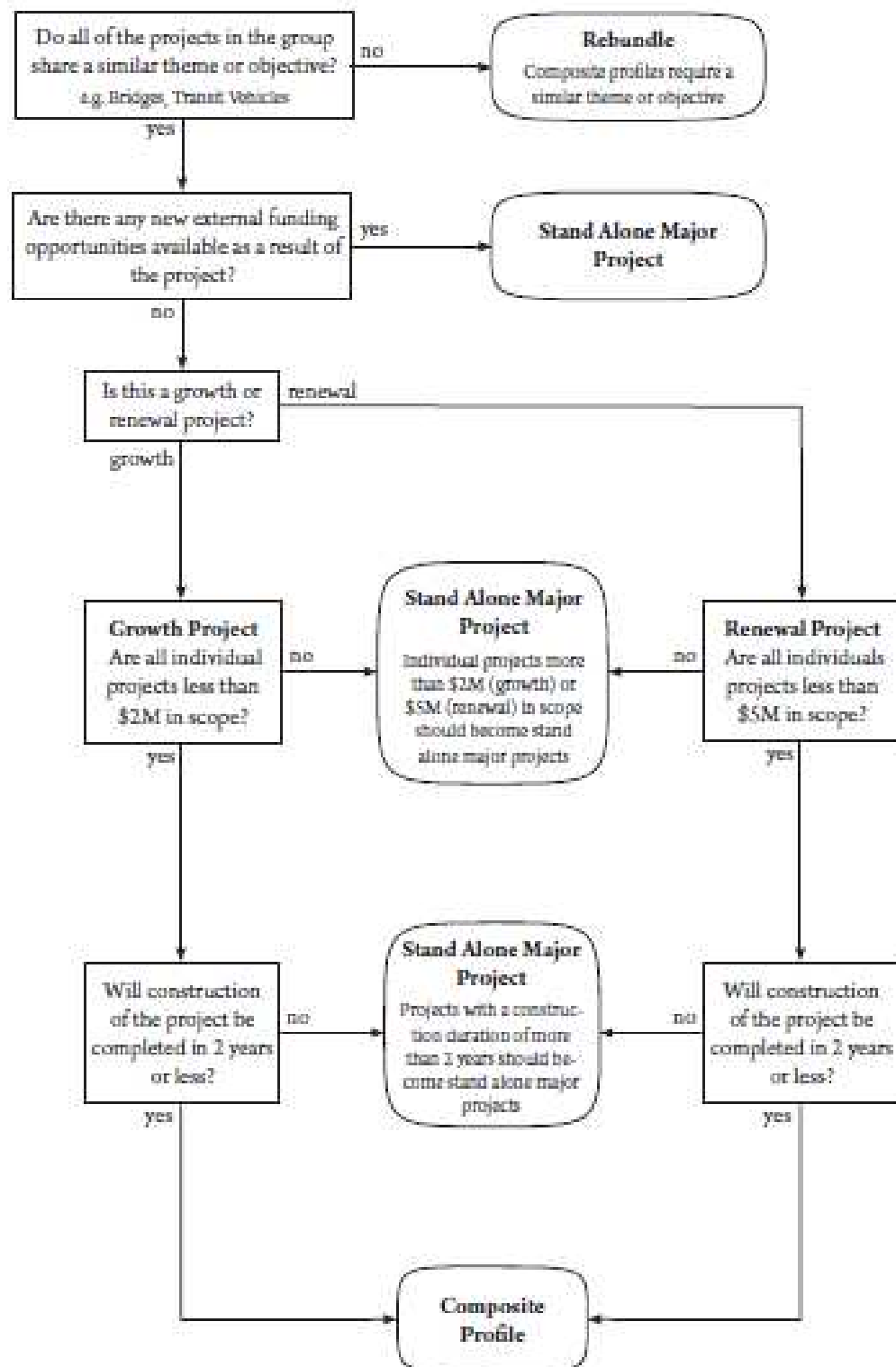
Based on some of the key value-for-money principles outlined in the P3 Policy (C555), rehabilitation projects typically do not have characteristics that make them good candidates for being delivered using P3s (design, build, finance, operate and/or maintain). For example, one of the benefits of a P3 is that there are long term efficiencies gained from the integration of design, construction, operations and/or maintenance. These efficiencies can be significant for new greenfield projects (e.g. Province's P3 schools), as the P3 proponent has the ability to influence all aspects of the facility. In the case of rehabilitation projects, only a portion of the facility is usually being rehabilitated thus limiting the innovation and influence that the P3 proponent has on the operations and maintenance. In addition, the P3 proponent would not have much ability to change the program spaces of the rehabilitated facility, which limits their influence on the revenues. The combination of these two factors would also create difficulties in generating interest from the P3 market. If assessment of alternatives supports building new vs. rehabilitation where a private partner will design, build, operate and or maintain the facility, the project could be examined to assess if P3 will result in higher benefits than that of under the traditional delivery methods.

From a strict economic perspective, it would be better to build new if the overall net costs to do so are less than the net costs to renovate. Some of the key factors to consider in the analysis include land, servicing, lost revenues, costs associated with providing service to patrons during the re-build (if applicable), cost of financing (if applicable), cost of demolition and possible remediation and infrastructure lifecycle costs (operating and capital).

Some of the qualitative factors that should also be considered in a comprehensive assessment of build vs renovate include the impact on services to citizens and the impact on the environment (greenhouse gas emissions, energy efficiency, amount of waste generated). Westwood Garage will not be renovated (as per discussions at City Council on November 9, 2011), instead it will be replaced by a new garage. P3 opportunities will be investigated.

2012-14 Capital Budget Questions By Councillor

Composite Profile Principles June 2011



2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services **Asked By:** Councillor Leibovici **Question #:** 12-049C
Budget Page #: 1

What process can you recommend to review the unfunded projects outside of the Capital Budget process?

Question Answer:

The projects that are listed on the Unfunded Growth List are in priority order for Council consideration based on need and evaluation of the criterion, it is recommended that Council consider this in relation to this need as well as balancing the need for the citizens they represent. In relation to the Renewal Projects, as funding becomes available a project list will be provided to Council that summarizes the priority projects for each department based on evaluated need and assessment of the infrastructure condition based on information captured in the RIMS model.

Branch: Client Financial Services **Asked By:** Councillor Leibovici **Question #:** 12-050C
Budget Page #: 1

Why are FTE's not accounted for consistently in the program profiles?

Question Answer:

As we look to improve the process for capital planning, Administration will strive to build a greater linkage between capital projects and their related operating impacts.

Branch: Parks **Asked By:** Councillor Leibovici **Question #:** 12-051C
Budget Page #: 23

Explain why Tree Planting and Naturalization (12-28-1065) is funded \$9,560, but many large park/school sites i.e. Cameron Heights (12-28-1065) are not (i.e. \$2,126).

Question Answer:

Profile 12-28-2001 (Tree Planting and Naturalization) is about renewal and replacement of trees and naturalization materials lost to drought or other conditions. The profile is being recommended for \$3 million over 3 years (\$1 million per year). \$9.560 million is a 5 year planned amount not approved for spending. Once the assignment of previously funded or committed growth projects was made, only renewal projects or composite renewal profiles are currently being recommended for funding by Administration. As a result, new growth projects, including new park construction in neighbourhoods like Cameron Heights (12-28-1065), fall below the funded line.

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Operations* **Asked By:** *Councillor Leibovici* **Question #:** *12-052C*
Budget Page #: *31*

12-66-1950 Geo Environmental Rehab. Explain what this is? Is this funded \$15,448?

Question Answer:

The geo-environmental rehabilitation program 12-66-1950 is funding primarily for landslide repairs, and addressing retaining wall rehabilitation, both adjacent to roadways and other areas of the river valley and ravine system. The 2012-14 budget includes \$1 million in the funded program, and a further \$15.448 million of needs that are not funded. Historically, the funding for this program has required about \$3 million in annual funding to address the six to ten new landslide or erosion events that occur each year. Although active monitoring of slides and retaining walls is ongoing, conditions that trigger the need for funding are often emergent (ie changes can occur following severe rainfall events or other disturbances that accelerate movement and require immediate response). The program also includes ongoing necessary work including regulatory monitoring of snow site conditions and contaminated sites assessment, remediation and spill response.

In this three year plan, the approach that has been taken is to fund only a base level of work to allow minimal repairs to be undertaken with the expectation that emergent issues will need to come forwards on a case by case basis to request funding. There is an element of risk to this approach, as it may delay the funding of necessary repairs, or may require a reallocation of funding from other projects to address emergent slope stability issues. Similarly, emergent issues with respect to contaminated site mitigation would need specific project approval.

Branch: *Client Financial Services* **Asked By:** *Councillor Leibovici* **Question #:** *12-053C*
Budget Page #: *36*

Please explain:

HRIS = Total costs as per page 301 were as follows:

2011- \$2800; 2012 - \$1400; 2013 - \$1400

On page 36, approved Budget spent is 34%. Please reconcile information.

TRANSIT - 102% of budget spent. Please explain.

Question Answer:

HRIS

Total Project is \$5,600. Total spent as of June 2011 is \$1,926. $\$1,926/\$5,600 = 34\%$. Page 301 shows the cashflows of current year (\$2,800 in 2011 and prior) and future years (remaining \$2,800 for 2012 and 2013). The percentage spent will increase in the remaining months/years for the life of the project.

TRANSIT - Bus Fleet Replacement

There June 2011 Performance Report for this project includes the Transit Vehicle Growth expenditure causing it to be overstated. The appropriate costs are being split accordingly and the September 2011 Performance Report shows that the Bus Fleet Replacement project is in line NOT overbudget.

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-054C

Budget Page #: 47

How much has been accomplished of the Valley Zoo's 10 year Master Plan?

Question Answer:

There are 9 precincts identified in the Master Plan (Entry, Wander, Polar Extremes, Northern Latitudes, Roof of the World, Equatorial, Beyond the Savanna, Service and Nature's Wild Backyard) with three of the precincts (Polar Extremes, Roof of the World and Equatorial) having more than one phase associated with development to maintain animal collection management. In addition to the precincts, interim improvements were also identified in the Master Plan.

To date we have completed phase one of two for Polar Extremes (Arctic Shores) and the Entry and Wander Precincts are currently under construction. Therefore, 3 ½ of the 9 precincts are funded will be completed by 2013.

Some interim improvements have been completed such as renovation of the nocturnal wing, tractable animal and quarantine areas, new habitats/facilities for lemurs and red pandas and addition of a Vet hospital. The reptile wing renovation will be completed in 2013. Interim improvements will continue to be made as rehabilitation budgets allow.

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-055C

Budget Page #: 54

What % of facility fees are dedicated to replacement of equipment?

Question Answer:

High value equipment replacement is provided through the capital budget process. Equipment replacement value must be at least \$2,500 to qualify for funding through this capital profile. If the value is under \$2,500, then minor program replacement is funded out of the operating budget.

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-056C

Budget Page #: 56

What was the outcome of the tendering of the 21.25A site?

Why has this project taken so long to complete and is remediation complete? Please cross reference with page 332- Project number [06-75-2516].

Question Answer:

The Punjab United Sport and Heritage Association was the successful proponent of the Negotiated Request for Approval process and were notified on November 7, 2011 of the City's intent to enter into negotiations. A variety of fields will be constructed in phases which include: sports fields for soccer, cricket, field hockey, kabaddi, and softball, outdoor basketball courts, 2 tennis courts, 4 beach volleyball courts, clubhouse, gym/multi-use hall.

The soil remediation for the site was completed but before a development permit could be issued, the standard was changed and certain areas within the site required additional remediation to meet certification which extended the timelines. The entire site has been remediated and certified. There were also delays due to partners ability to raise capital and construction of fields due to weather.

Site update: Northwesters Athletic Association fields (3 rugby fields) and clubhouse are constructed and in use. Club Soccer (6 soccer fields) and Edmonton Minor Soccer Association (8 soccer fields) fields are under development and are expected be available in 2012.

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-057C

Budget Page #: 96

Is there no warranty on the Clark field turf. If the turf is not performing well, why are we continuing to use this artificial turf (pg. 121)?

Question Answer:

There is a warranty claim for the replacement of the surface that is still under investigation and currently being resolved. The profile was submitted in case the warranty claim was unsuccessful, the turf still requires replacement.

Artificial turf technology is continually evolving. There are a number of different artificial turf suppliers and products available. Each time a surface is selected for artificial turf, a separate tender and selection process occurs to get the best performing turf in the market place. Artificial turf has been installed in a number of other locations and initial results are positive

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-058C

Budget Page #: 113

How will this Recreation centre provide service to the area south of the Whitemud? What is the catchment area for this center?

As the site is small, could this be an opportunity to look at a different model of smaller, more localized recreation centres?

Question Answer:

The Grange (south of the Whitemud) and Lewis Farms District Parks are located 3.2km apart. Only one community recreation centre will be built between the two area structure plans since the combined ASP will serve an estimated 72,000 population. Therefore, the Grange Park will compliment Lewis Farms with sports fields and other outdoor amenities. The Grange will have rectangle sport field emphasis and Lewis Farms will have a diamond focus. Accommodation has also been made for the public school to be located at the Grange and the catholic school at Lewis Farms.

The catchment area within a 5km radius from the Lewis Farms Community Recreation Centre are: Lewis Farms Industrial, Rural West Lewis Farms, Suder Greens, Brekenridge Greens, Potter Greens, Rural West, Place La Rue, La Perle, Belmead, Aldergrove, Westview Village, Callingwood North, Callingwood South, Terra Rosa, Summerlea, Thorncliff. Specific communities South of the Whitemud in the 5km catchment area include: Glastonbury, The Grange, Lymburn, Ormsby Place, Dechane, Jaimeison Place, and The Hamptons. The City of Edmonton is forecasting a population of 57,737 by 2031 in neighbourhoods within 5km radius of the Lewis Farms Community Recreation Centre.

The park site is 19 hectares, which is slightly smaller than the ideal "standard" of 20.5-22.5 hectares, given that there is a proposed Catholic high school and recreation centre. By comparison, Clareview District Park is 20.6 hectares and includes footprints for 2 high schools plus a recreation facility. The program and amenities for the Lewis Farms Community Recreation Centre is consistent with the direction outlined in the Recreation Facility Master Plan. Consultation for the Recreation Facility Master Plan confirmed continued support for construction of multipurpose recreation centres. Additional consultation was conducted during the Medium Term Recreation Facility Plan and Sports Field Plan which further defined the amenities, programs and services that citizens desired at the district park. The site is large enough to meet the needs of the recreation centre, catholic school and sports fields without compromising program amenities.

Also refer to 12-042C

2012-14 Capital Budget Questions By Councillor

Branch: *Community Facility
Services*

Asked By: *Councillor Leibovici*

Question #: *12-059C*

Budget Page #: *115*

Can you provide a map outlining the current ice arenas and the proposed changes (NW/NE, etc).

Question Answer:

10-Year Arena Development Strategy (2009 - 2019)

Inventory of Ice Arenas

Now - Total 26
Future - Total 34
Net - Total +8

*Does not include New Leisure Ice

West

Now 8
Future 11
Net +3

North

Now 7
Future 7
Net 0

Southwest

Now 8
Future 7
Net -1

Southeast

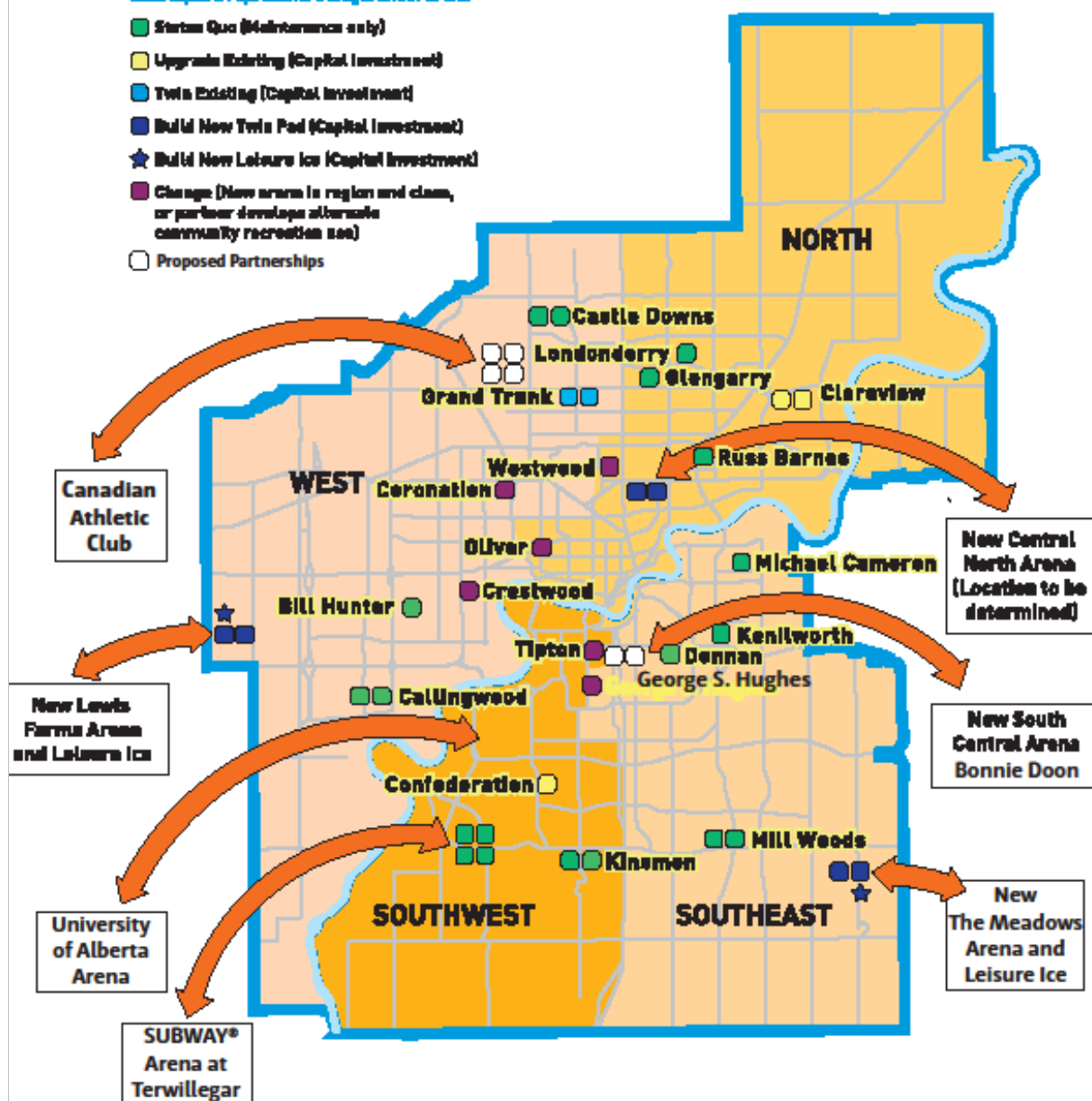
Now 6
Future 9
Net +3

Legend

Each square represents a single sheet of ice.

- Status Quo (Maintenance only)
- Upgrade Existing (Capital Investment)
- Twin Existing (Capital Investment)
- Build New Twin Pad (Capital Investment)
- ★ Build New Leisure Ice (Capital Investment)
- Change (New arena in region and class, or partner develop alternate community recreation use)
- Proposed Partnerships

2011 UPDATE



2012-14 Capital Budget Questions By Councillor

Branch: Community Facility
Services

Asked By: Councillor Leibovici

Question #: 12-060C

Budget Page #: 119

Where are the sites for the signature outdoor aquatic venues? Would the proposed Riverview in the S.W. be a potential site (Big Island area)?

Question Answer:

This project was identified for the 10 year capital investment agenda with budget dollars assigned for 2015 and beyond. Two new signature outdoor water venues are proposed to be located in north and south Edmonton to address service gaps. A feasibility study that will identify the locations, land requirements, program and program partnerships will begin in 2012 and design in 2016 if funding is approved. Therefore, the sites have not yet been determined. Riverview and Big Island locations will be reviewed once the site location study begins.

Branch: Community Facility
Services

Asked By: Councillor Leibovici

Question #: 12-061C

Budget Page #: 76

Why not combine these 2 artifact centres for cost savings?

Question Answer:

In partnership with the Edmonton Heritage Council, a storage strategy was developed that recommended two facilities.

The Fort Edmonton Artifact Repository will house artifacts that support Fort programming and do not have the required environmental controls needed for more valuable artifacts. This facility will also provide coverage for machinery stored at the Fort that is currently outside to prevent further damage and decay. It is recommended that the artifacts used to support Fort programming to be located at Fort Edmonton Park.

The City Collection Repository will house archive material and artifacts from various City Departments that are more valuable and beyond the scope of the Fort that require environmental controls such as light and humidity controls to maintain their value. There will also be shared conservation space with archives, artifacts and public art managed by the Edmonton Arts Council as well as space for storage of building remnants.

It is not recommended to have a large facility located at the Fort that could house all artifacts/archives and building remnants as space at the Fort is at a premium for development.

Therefore, it is recommended that two facilities be constructed.

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-062C

Budget Page #: 141

Explain why this is a stand alone Project Profile?

Question Answer:

This project was identified for the 10 year capital investment agenda with budget dollars projected for 2015 and beyond.

This profile is a composite that will strive to upgrade and redevelop existing leisure centres. A number of facility redevelopments are captured under one profile as specifics on redevelopment plans are not yet available to determine accurate cost estimates. Facilities identified in this profile include: Grand Trunk Leisure Centre, Confederation Leisure Centre, ACT Recreation Centre, Rundle Family Centre, Mill Woods Recreation Centre and Eastglen Pool.

Branch: Community Facility Services

Asked By: Councillor Leibovici

Question #: 12-063C

Budget Page #: 143

As our golf fees are on par with private golf courses, why is there a need for capital funding?

Question Answer:

City fees are at mid market as compared with other golf courses.

The profile indicates using self-liquidating debentures which means that revenues from golf be used to fund capital development of golf courses. Currently revenues from golf contribute to the overall revenues and are not used to fund capital development. A separate report to City Council will be brought forward in 2012 seeking approval to proceed with this financing strategy.

Branch: Fire Rescue Services

Asked By: Councillor Leibovici

Question #: 12-064C

Budget Page #: 183

Are there any locations available for the ERCC and EOC to relocate, i.e. Remand Centre; under-utilized shopping malls?

Question Answer:

No suitable locations have been identified to date.

Fire Rescue has developed preliminary site selection criteria to help in identifying and selecting a future site. These criteria include site safety aspects (avoiding proximity to risks such as floods, pipelines etc), technical infrastructure aspects (network, telephone and radio communication connectivity) as well as physical security and access factors.

These criteria will be refined in early 2012 and supplied to Corporate Properties to assist in identifying suitable locations. Options could include renovating an existing, vacant facility if it meets the selection criteria.

2012-14 Capital Budget Questions By Councillor

Branch: Building Great
Neighbourhoods

Asked By: Councillor Leibovici

Question #: 12-065C

Budget Page #: 194

Provide a list of neighbourhood specific projects and costs that have been undertaken. Can you provide information re: Laurier's proposals for Youth House?

Question Answer:

Key 2009-2011 investments in neighbourhood improvements include:

- ☐ Alberta Avenue Revitalization (Alberta Cycle Bldg) – \$2.9 million for building purchase and upgrades to meet building codes
- ☐ Beverly Streetscape (completed in 2010) -includes streetscaping , entrance signage and public art from 42 Street to 50 Street - \$2,323,480
- ☐ Downtown Capital Boulevard Streetscape improvements (to be completed in 2012) - \$6,700,000 to be carried forward to 2012. Total project costs \$17,600,000
- ☐ Jasper Place Revitalization Streetscape design (completed in –2011 \$250,000)
- ☐ McCauley Revitalization – includes Urban Design, China Town Frame Work, banners along 97 St., property acquisition and building code upgrades (completed in 2012). - \$359,000 urban design + \$250,000 for property acquisition and \$40,000 for building code issues.
- ☐ Belvedere – upgrading the decorative poles on Fort Road from 131 Avenue to 137 Avenue to make the lighting consistent on this stretch of Fort Road (completed in 2011) - \$300,000
- ☐ Fulton Place pathway connections and lighting through Harry Hardin Park. (completed in 2011) \$94, 000

- ☐ Meadowlark Park road resurfacing in front of Meadowlark Hall, sidewalk connections by the hall and recreational trails (completed in 2011) \$274,000
- ☐ Parkallen improvements to alleyway connections and a walkway connection (design completed in 2011; construction to commence in 2012) design- \$5,000 – projected cost for 2012 – \$60,000
- ☐ Sherbrooke connecting walkway, path & arterial road connection (completed in 2011)- \$29,000
- ☐ Clareview Campus walkway connections to link the future Clareview Recreation Centre to the existing LRT Station (to commence construction in 2012) \$495,000
- ☐ Strathcona improvements to street lighting which includes decorative pole upgrades (completed in 2011) \$52,000 and upgrades to luminaries (work is expected to be completed in 2011) \$390,000

In regard to Laurier Heights's proposal for Yorath House, a Request for Proposals was solicited by the City of Edmonton in August 2011 to complete a plan for Buena Vista/Laurier Park. These proposals will be reviewed and a decision on the successful consultant is expected by December 1, 2011. The suggested use /operation of the former Yorath property is required as a component of the overall plan development. Relevant stakeholders will be involved and kept informed. Some funding for park development (\$2.7 million) is included in the 2012-2014 CPP. Depending on the scale and scope of the plan that is finally developed and approved, additional funding may be required from other sources to fully implement the plan.

2012-14 Capital Budget Questions By Councillor

Branch: Parks

Asked By: Councillor Leibovici

Question #: 12-066C

Budget Page #: 206

*Are new neighbourhood parks not being developed because of funding being transferred to the RVA?
Explain why.*

Question Answer:

In part, yes. Some new park construction projects in the 2009-2011 CPP were unable to be completed during that time (e.g. land assembly delays, capacity to complete) and were deferred or cash flowed to the 2012-2014 budget cycle. This "source" was one of several which permitted the City to meet its 1/3 cost share of possible RVA projects within Edmonton's boundaries. Parks recognized that there were limited or no opportunities to fund new/growth river valley projects based upon Council's commitments to previously funded or committed growth projects and a focus on renewal of existing infrastructure for 2012-2014. Given that the RVA work was parks based, it was also deemed appropriate that Parks fund the City's commitment to the RVA federal funding opportunity from Parks-based sources.

Branch: Parks

Asked By: Councillor Leibovici

Question #: 12-067C

Budget Page #: 214

What is being constructed at Fox Farm?

Question Answer:

The \$.215M funding is for removal of existing amenities/buildings and restoration to native landscaping. On the east side of Whitemud Creek (below the tobogganing hill), a new amenity building is nearing construction completion as per City Council's approved Whitemud Integrated Plan (2003).

Community Services continues to meet and discuss the future cultural site project at Fox Farms with the Edmonton Indigenous Cultural Resource Council (EICRC). In the fall of 2009, the Whitemud Integrated Plan was amended by Council to allow the EICRC the use and stewardship of the farm site for aboriginal ceremonies, and cultural practices.

The plans for a cultural site project for 2015 and beyond include an Earth Lodge (indoor) and an Outdoor Learning area (sweat lodges, tipi area, outdoor natural amphitheatre and herbal garden). For the past year, the EICRC has been working on the organizational development of their association in order to move forward on such a large project. As for October 2011, EICRC have started programming on the site (fall/winter sweat lodges) and we will continue to work with the organization as we plan for the future project.

Branch: Parks

Asked By: Councillor Leibovici

Question #: 12-068C

Budget Page #: 218

Will the \$100,000 amenity program continue?

Question Answer:

Yes, this program has been put forward as part of the NPDP/Outdoor Aquatic Renewal (12-28-7055) profile at \$100K annually.

2012-14 Capital Budget Questions By Councillor

Branch: Parks

Asked By: Councillor Leibovici

Question #: 12-069C

Budget Page #: 234

As the costs for pocket parks are minimal, why can't this project profile be accommodated under the numerous funded park profiles noted on pages 200-202?

Question Answer:

The CPP for 2012-2014 has prioritized renewal projects over new growth for funding. Although relatively small in costs, Pocket Parks are new developments and therefore, not able to be recommended for funding

Branch: Parks

Asked By: Councillor Leibovici

Question #: 12-070C

Budget Page #: 253

How much has been spent to date on Louise McKinney? Why are those costs not shown in the budget profiles. How much longer will it take to finish this project and what is the final cost?

Question Answer:

To date \$15,677 M has been spent at Louise McKinney Park. and approx. \$10 M remains unspent from profile 03-28-4147 in the approved 2009-11 CPP. This project is scheduled for completion in 2013-14.

These costs are not shown in the profiles because these are new project and funding for different components of the LMRFP Master plan and Mechanized Access.

Pending budget approval the Masterplan and Mechanized Access projects will be completed in 2014-2015.

Branch: Fleet Services

Asked By: Councillor Leibovici

Question #: 12-071C

Budget Page #: 288

How many hybrid and electric vehicles do we now have? Are any of our vehicles diesel, and will any of the new vehicles be diesel or hybrids?

Question Answer:

The City fleet currently consists of 18 hybrid vehicles and 1 all-electric vehicle. Approximately 50% (or 2,200) vehicles in the total fleet are diesel, with clean diesel engines being introduced during the 2010 model year. As with hybrid technology, vehicles equipped with the clean diesel engines have resulted in additional training requirements, a need for more diagnostic tooling, higher parts costs, and also require additional equipment to clean and maintain components. Both diesel and hybrid technology will be acquired in 2012-2014. Specifically, 69 hybrid/electric and 223 clean diesel units are planned to be purchased during this time period. Please note that the capital profile referenced on page 288 is unfunded and there is no associated request for funds.

2012-14 Capital Budget Questions By Councillor

Branch: Information Technology

Asked By: Councillor Leibovici

Question #: 12-072C

Budget Page #: 291

Which of these projects will provide the ability to track performance, turnaround time and outcomes of 311 calls?

Question Answer:

Capital Profile 12-18-0406, Enterprise Business Applications, includes a pilot project for tracking performance and turnaround times for citizen contacts to 311. The pilot will deal with taxation related inquiries, monitoring a range of response times on items from detailed inquiries of home assessments to setting up a monthly payment plan. The pilot demonstration is targeted for the end of January, 2012.

The pilot will be assessed prior to expanding the initiative to other service related requests that are initiated through 311. Growth funding will be required to further develop this tool to track response times for other areas in the corporation. If funding became available for the project, future services could be added to this system by the fall of 2012.

Branch: Information Technology

Asked By: Councillor Leibovici

Question #: 12-073C

Budget Page #: 303

Will this enable employees to work from home? If this is to be encouraged, what HR policies/collective agreement changes will be required? What savings can be generated as a result of decreased demand for office space (pg 342).

Question Answer:

Workspace Edmonton is intended to help all of us do our jobs more efficiently and more easily while we're at work. At the same time, our statistics tell us that many City employees already access their email or other online tools outside of regular work hours. For those employees, the new tools will make it easier to connect remotely. The same holds true for employees who do a lot of work in the field, but would benefit from an online connection.

Currently there is a Letter of Understanding (LOU #3) in the CSU 52 Agreement which outlines the provisions to implement teleworking. Within the City, there are areas where employees are working in mobile offices. For example, the Sustainable Development Department, Current Planning Branch, has moved their Safety Codes Inspectors and the Business and Development Compliance Officers approximately two years ago to a mobile office where they are able to obtain the information they need to do their daily work from home or other remote locations.

If there was a corporate initiative where a significant number of employees would be working from home, HR would need to conduct appropriate research before establishing a policy.

In addition, together with business areas across the corporation, the IT Branch is working on a mobility policy that will outline employees use of mobile devices with the understanding that cost-efficiencies will occur as a result of us supporting less mobile devices.

2012-14 Capital Budget Questions By Councillor

Branch: Information Technology

Asked By: Councillor Leibovici

Question #: 12-074C

Budget Page #: 291

Have the funded requests been evaluated through the new IT governance process, and as per the auditor's recommendations. What process is utilized to determine whether these technological investments are providing value/cost savings/efficiencies (page 305)

Question Answer:

All technology related requests for capital funding were evaluated both through the IT Governance and the Capital Priorities Planning (CPPC) processes. Both of these processes required business cases and value assessments. Also, both processes differentiate between renewal and growth requests.

The funded requests outlined on page #291 of the Capital Budget documents are for renewal of the City's existing technology infrastructure. The Workspace Edmonton request is the exception to this, as it has both a renewal and growth component.

The focus of the evaluation criteria for renewal requests is on risk and impact of not doing the work, and less on efficiencies and cost savings, as these funds are used to upgrade & replace existing technology assets. Enhancements to existing assets are also funded through the technology renewal funding but this is a small portion of the overall renewal funding. The focus of the evaluation criteria for these enhancements is business value and each request will be evaluated and prioritized as they are received during the budget period.

All technology growth requests (listed on pages #24 & 27 in the Capital Budget documents) were evaluated and prioritized through the IT Governance process. When evaluated through the CPPC process, the relative priority of these IT projects resulted in no technology growth requests being recommended for funding in the 2012 -2014 capital budget. The exceptions to this are Workspace Edmonton, which is being funded primarily through renewal, and Current Planning - IT Enhancements, which is funded through retained earnings.

Note: the composite growth funding request which would have been used to fund the technology growth requests evaluated through the new IT Governance process was not funded in the recommended capital budget (page 305).

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-075C

Budget Page #: 307

Given the \$3.7M to use Visa/MC, has there been any consideration to having our own credit card? Many organizations do this in affiliation with a major credit card company. Sometimes a% of the fees go to a charity, or worthy cause. Perhaps donations to donate-a-ride or subsidized recreation passes might be possible?

Question Answer:

The \$3.7 million dollar investment in information technology to use Visa/MC relates to the City's acceptance of credit cards as a merchant. These costs are required to ensure the City is in compliance with the PCI DSS 2.0 (Payment Card Industry Data Security Standards 2.0), with the majority of these costs related to the storage of credit card information by any applications. Some of the business areas that accept Credit Cards for payment are:

- Recreation facilities
- Transit
- Bylaw
- Licensing
- Taxation (not for payment of taxes)
- Accounts Receivable

The City also incurs transactional merchant fees of around 2% (varies depending on the type of card) for each credit card payment transaction. These merchant fees amount to about \$1.5 million annually.

Banks may offer co-branded cards or affinity programs for customers. Co-branded cards use reward programs and special offers, such as rebates, discounts and gift certificates, to attract new customers and generate loyalty among existing customers. These co-branded cards would present an opportunity for the City to gain exposure and build brand awareness and may provide the ability for the City to enter into a small incentive program.

Affinity programs are generally sponsored by non-profit organizations, professional and fraternal societies, or lifestyle associations. The affinity program sponsor receives a percentage of the revenues generated by usage of the affinity card, so cardholders have a very tangible way to support the organization.

Any incentive program would be customized and determined in consultation between the City and the City's banking partner. Incentive programs may increase the merchant fees for each transaction charged to a particular co-branded or affinity program card.

Financial Services will discuss these programs with its banking partner in order to understand the costs and potential benefits of the latest co-branded and affinity card options.

2012-14 Capital Budget Questions By Councillor

Branch: Information Technology

Asked By: Councillor Leibovici

Question #: 12-076C

Budget Page #: 309

Please provide concrete examples of how this would increase efficiency and effectiveness.

Question Answer:

Since this profile was created Administration has been reviewing this project in order to find ways to deliver the Project Management Information System (PMIS) at a lower cost and to find an alternative funding strategy. Until this review is complete, Administration recommends that this profile remain unfunded. The Project Management Information System is a one-stop system for City of Edmonton staff to input, manage and track project management related information on any or all capital construction projects. The tool will be available to project managers, project teams, and senior managers and will provide information that enables increased project management effectiveness and efficiency. The PMIS:

- Enables creation, tracking and updating of project information and deliverables over the project life cycle including: financial information, safety information, scope documents, design documents, tender documents, sign-off documents, schedules, etc. All project information will be easily available to all stakeholders via on-line tools and this will increase project management efficiency because less time will be spent gathering documents, updating information in multiple systems, sending information via e-mail for reporting, etc. A central source of information will also support improved decision making for projects during planning, implementation and post-implementation activities which will increase effectiveness;
- Integrates key performance indicators to support project management of safety, costs, quality, schedule, risk, general document management, etc.;
- Supports integration of information from manual and automated sub-systems (SAP, the Materials Management Toolbox (eCity) and the Enviso Toolbox (eCity)). Integrating this information enables project managers, project teams, and senior managers to use existing system information more efficiently and effectively; and
- Providing a centralized source for consistent construction project management practices, requirements, and expectations and adoption of this methodology will increase efficiency by ensuring consistent and repeatable methods for project delivery are used; ensuring consistent deliverables and use of scope, costs, schedule management processes; reducing need for re-work, thus saving time, effort, and money; ensuring consistent change order management process for tracking, managing and reporting on change orders are available, which can assist in lowering costs such as claims; and ensuring consistent use of cost management, scope management, schedule management, and change order management processes saving time, effort and money.

2012-14 Capital Budget Questions By Councillor

Branch: Buildings and Landscape
Services

Asked By: Councillor Leibovici

Question #: 12-077C

Budget Page #: 325

Please provide the renovation and maintenance costs over the last 10 years for each of the bus garages and projected total renovation costs for the next years.

Question Answer:

Attachment 1 shows the available information for actual building infrastructure rehabilitation and maintenance costs from 2000 to October 2011.

Attachment 2 shows the required building infrastructure rehabilitation needs, the funded amounts and unfunded portion for 2012-14.

2012-14 Capital Budget Questions By Councillor

2012-14 Capital Budget

ATTACHMENT 1

Question #12-077C

ACTUAL TRANSIT/LRT GARAGE REHABILITATION COSTS

FACILITY	2000 (\$ 000)	2001 (\$ 000)	2002 (\$ 000)	2003 (\$ 000)	2004 (\$ 000)	2005 (\$ 000)	2006 (\$ 000)	2007 (\$ 000)	2008 (\$ 000)	2009 (\$ 000)	2010 (\$ 000)	2011 YTD (\$ 000)	TOTAL by Garage
Ferrier Bus Garage					170	397	279	80	2,882	858	216	819	5,700
D.L. MacDonald				80	480		682	63	362	30	185	443	2,325
Mitchell Bus Garage	51	90	109	64			68	1,676	1,526	2	1,153	728	5,466
Westwood Bus Garage		76	91	249	6		160	83	1,728	182			2,575
Percy Wickman Garage		8			18				6	1,316	150	86	1,584
Paterson Garage				70	4				85	1,236	430	678	2,504
Total	51	174	200	463	678	397	1,189	1,901	6,589	3,624	2,134	2,754	20,154

ACTUAL TRANSIT/LRT GARAGE MAINTENANCE COSTS

FACILITY	2000 (\$ 000)	2001 (\$ 000)	2002 (\$ 000)	2003 (\$ 000)	2004 (\$ 000)	2005 (\$ 000)	2006 (\$ 000)	2007 (\$ 000)	2008 (\$ 000)	2009 (\$ 000)	2010 (\$ 000)	2011 YTD (\$ 000)	TOTAL by Garage
Centennial Bus Garage											224	218	442
D.L. MacDonald						298	278	221	285	331	341	309	650
Ferrier Bus Garage						390	354	273	232	311	270	289	2,119
Mitchell Bus Garage						303	324	324	345	364	288	250	2,199
Westwood Bus Garage						530	462	432	314	390	449	264	2,841
Percy Wickman Garage						178	144	180	209	267	316	143	1,437
Paterson Garage						176	142	178	207	265	314	141	1,423
Total	N/A	N/A	N/A	N/A	N/A	1,875	1,703	1,607	1,592	1,927	2,204	1,615	11,111

N/A = Unable to gather data within timelines (data in old system)

2012-14 Capital Budget Questions By Councillor

2012-14 Capital Budget

ATTACHMENT 2

Question #12-077C

TRANSIT/LRT GARAGE BUILDING INFRASTRUCTURE REHABILITATION

2012-14

('(\$000))

FACILITY	2012-14 Funded	2012-14 Unfunded *	2012-14 Total Needs	Funding Source
Ferrier Bus Garage	900	2,200	3,100	Roof Rehab & Replace (12-75-0103)
D.L. MacDonald	520	1,780	2,300	Transit/LRT Garage Rehab (09-41-6603)
Mitchell Bus Garage	0	6,000	6,000	N/A
Westwood Bus Garage	1,320	0	1,320	Westwood Transit Garage Upgrades (11-66-1412)
Percy Wickman Garage	0	600	600	N/A
Paterson Garage	600	1,000	1,600	Roof Rehab & Replace (12-75-0103)
Total	3,340	11,580	14,920	

* Unfunded amounts are identified in Transit/LRT Garage Rehab (CPP 12-66-1418)

2012-14 Capital Budget Questions By Councillor

Branch: Buildings and Landscape Services

Asked By: Councillor Leibovici

Question #: 12-078C

Budget Page #: 327

Who is responsible for maintenance of these buildings?

Question Answer:

The Facilities Maintenance Services Section of Building and Landscape Services is responsible for performing building infrastructure maintenance and rehabilitation for city-owned facilities.

The Building and Facility Rehabilitation (12-75-0100) profile reflects the requirement to rehabilitate city-owned buildings once the major building components have reached the end of their expected life cycle. Depending on the component, this ranges from 20 years for fire alarm systems to 30 years for major portions of the heating/ventilation and air-conditioning systems (HVAC).

External parties are responsible for the maintenance of certain facilities, such as the Citadel Theatre, Shaw Conference Centre, and Rexall Place. The facility maintenance terms for these facilities are dictated in the lease agreements between external parties and the City of Edmonton.

Branch: Buildings and Landscape Services

Asked By: Councillor Leibovici

Question #: 12-079C

Budget Page #: 329

Has the use of different materials been investigated; i.e. different roofing?

Question Answer:

Yes, for all re-roofing projects, the use of different materials is evaluated on a project-by-project basis.

Roof membrane systems are selected based on the type of building usage, building location and exposure to the sun and wind lift, and other elements

Branch: Buildings and Landscape Services

Asked By: Councillor Leibovici

Question #: 12-080C

Budget Page #: 334

Given that these two floors are identical to the other 20 floors renovated, why is it necessary to spend \$3,759 for design?

Question Answer:

The Century Place Infrastructure (07-75-3511) profile funds the design and construction of the 14th and 15th floors of Century Place.

The profile has not been updated to reflect the latest project information.

The design and construction budgets for both floors are \$360,000 and \$3,399,000 respectively.

2012-14 Capital Budget Questions By Councillor

Branch: Corporate Properties

Asked By: Councillor Leibovici

Question #: 12-081C

Budget Page #: 342

Clarify costs of new Office Tower - and business case for building, leasing, buying and decentralization, and implications of work from home options to the need for a new office tower.

Question Answer:

The City of Edmonton Downtown Accommodation Plan, carried out in 2008, considered ownership versus leasing with the objective to reduce space occupied (currently 226 useable square feet (usf) per workstation) to 170 usf (industry standard), a space saving of 20%. The study looked at space requirements 30 years into the future. A Net Present Value (NPV) analysis of the top 4 options was completed.

As a consequence of the Accommodation plan, Administration prepared an unfunded capital project for a new office building and a business case of alternatives including building, leasing and buying which are under active review. Current analysis suggests that a City-built and owned office tower is a viable option. The result of this analysis will be completed in early 2012.

The matter of decentralization was addressed in a report to Executive Committee on February 9th, 2011 (Item 7.2) to answer questions raised by Councillor Gibbons. Corporate Properties advised that decentralization would be considered, where practical, but that the Capital City Downtown Plan encourages the retention of existing offices and relocation of other offices to the downtown.

Corporate Properties has been monitoring alternative workplace strategies and gathering information and best practices including the implications of working from home. The City of Calgary recently adopted and funded an alternative workplace strategy "Tomorrows Workplace". Corporate Properties is working with the City of Calgary's Corporate Properties and Buildings Branch to share information and research they have obtained relevant to this topic.

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-082C

Budget Page #: 342

General observations - many of the project profiles (funded and unfunded) do not have Council approval or a business case or justification of costs. Do these form part of our unfunded infrastructure deficit? (pages 342 - 360)

Question Answer:

The sum of all unfunded project profiles from 2012-2021 (\$10.9B) does not reflect the true infrastructure deficit. A more accurate figure would be the difference between available funds and minimum investment requirements to improve / maintain infrastructure condition at a targeted level.

All projects recommended for funding have undergone some form of viability and / or cost-benefit analysis. Formal business cases for projects are not included with the capital profiles but can be provided to Council upon request. Administration is committed to and working towards development and internal review and approval of standard business cases for all listed capital projects.

2012-14 Capital Budget Questions By Councillor

Branch: Land Enterprise

Asked By: Councillor Leibovici

Question #: 12-083C

Budget Page #: 363

What is the cost benefit to servicing (ROI) rather than zoning and selling as unserviced land. What land holdings do we have in Potter Greens and Rural NorthWest? (pages 363-365)

Question Answer:

Historically Land Enterprise development activities have demonstrated profitability for which an annual dividend of 25% of net profit is paid to the City. The dividend has been relatively low for the last 2 years due to reduced land development activities but is projected to grow as activity increases with the strengthening of the market and absorption of inventory. The ROI for the City land development activities is shown on page 317 of the Operating Budget within Land Enterprise.

Holdings in Potter Greens: (approximately 4.0 hectares)

Holdings in Rural Northwest: (Goodridge Corners - approximately 185 hectares)

2012-14 Capital Budget Questions By Councillor

Branch: *Urban Planning and Environment*

Asked By: *Councillor Leibovici*

Question #: *12-084C*

Budget Page #: *381*

How will this improve direct customer service; quicker review of development applications, etc.

Question Answer:

In 2009, City Council approved the creation and implementation of a revised business model for the Current Planning Branch of the Sustainable Development Department. This model enables the branch to manage revenues and expenses in response to the fluctuating service demands and to strategically invest in service enhancements for accountable, transparent, sustainable, and scalable business operations that align with the City's Leadership Principles. Moreover, the evaluation of service delivery for the Branch is guided by three themes - Great People, Great Service and Great Outcomes. These business drivers and themes guide the business transformation of the Future State project.

Challenges - The current challenge is to meet the variable service demands in a consistent and predictable manner due to the volatility of development activity. Application review processes are heavily dependent upon staff resources which are difficult to scale (rapidly up or down) to meet highly variable service demands. These efforts are further complicated by a lack of reliable business systems to track performance metrics.

Solutions - Current priorities involve the development of business information and technology systems to support business service delivery goals. In keeping with Current Planning's establishment of an enterprise business model and a focus on "Great Themes", the 3-year Future State initiative will result in:

2012-14 Capital Budget Questions By Councillor

Solution	Service Impact
Enhanced web services	Consistent, simplified interface for customer service and enhanced access to permit and application information. This will provide customers with more effective tools and information thereby limiting staff growth requirements in the long term.
Clear workflows, performance metrics, and indicators that cross organizational boundaries	Measurable, efficient, and transparent processes will provide customers with predictable service delivery timelines and enhanced communications (client and staff).
Better orientation and training materials and practices	Well trained workforce for enhanced services in the completion of review processes.
Automated use of existing information systems	Automated verification and entry of client and land information in business systems.
Quality assurance systems	Improved quality control of application intake and circulation to reduce review times due to incomplete or erroneous information in applicant submissions.
Enhanced mobile/remote access	Using technology to provide better information support to field staff, automate inspection services and streamline data entry.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Councillor Leibovici **Question #:** 12-085C
Budget Page #: 468

Does the \$17.5m required for the Pavement Management Facility come from general revenues or from the dedicated 1.5 / 2% tax?

As this work is contracted out, why do we need this centre? Please provide the business case especially as the project is in the detailed design phase

Question Answer:

The last expansion of Roadway Maintenance facilities took place in 1992. Since that time, the City's roadway inventory has increased by approximately 18%. Staff and equipment have generally increased to match this growth; however this has now exceeded the capacity of existing facilities to accommodate the new numbers.

As a result, trailers have had to be set up in both the Northeast and Northwest Maintenance Yards to accommodate additional locker space during the summer months. Pavement Management maintenance leaders must now share desk space with their District counterparts. In addition, weather-sensitive equipment such as pavers, and specialized data collection vehicles have been housed in existing maintenance garages during the winter period. This includes 25 pieces of equipment with a replacement value of \$5.1 million; an additional 10 pieces of equipment to increase capacity will be added over the next two years bringing the total replacement value to \$7.7 million. With the acquisition of 20 sanders to increase service levels in residential neighbourhoods, in winter and use in paving projects in summer, the Pavement Management equipment will now need to be stored in an alternative space. The Centennial Bus Garage has been identified as a potential alternative; however this is a temporary solution as the space will need to be reclaimed by Transit in the near future. The market cost for rental of this amount of space is estimated to be in the order of \$100,000 per month.

The Pavement Management group consists of 100 operating staff, 6 permanent technicians and up to 12 seasonal technical assistants. The technical and senior supervision staff is currently housed in the Central District Yard while operating staff occupy temporary trailers in the Northwest and Northeast District Yards. Expanding the facility at the Northeast District Yard and consolidating staff at this new facility would serve to ease the overcrowding in the Northeast Yard, Northwest Yard and Central Yard, which is also shared with Traffic Control. A 2009 consulting report indicated that the present Central Yard has only 41% of the space needed to accommodate all of the current business functions at this site¹.

Consolidation of Pavement Management staff from three scattered locations to one central facility is expected to increase operational efficiencies. Daily adjustments to crews often require personnel and equipment to be deployed from one facility to another resulting in operational delays.

1. P.59, Transportation Yards Long Range Facilities Plan and General Fit Program, IBI Group, February 2009.

The proposed funding from the dedicated tax levy for neighbourhoods for this facility is consistent

2012-14 Capital Budget Questions By Councillor

with the City's role in pavement management which includes:

- housing all staff who undertake inventory and condition ratings,
- housing equipment already used for paving work by the City (collector bus routes and neighbourhoods), and
- consistency with the use of this funding source for the recent purchase of sander trucks (50% funded by neighbourhood renewal in recognition of their summer use).

The City's role, historically, in neighbourhood renewal, is not only contract work. The City undertakes 16 km of collector/bus route overlay work per year, and the expansion to undertake three neighbourhood overlays per year was outlined as part of the planned use of the sander trucks purchased for residential snow clearing. This is part of the overall strategy to secure overall capacity (City and contractor) to deliver the neighbourhood program.

The City will continue to contract out all neighbourhood reconstruction work, and any work requiring use of specialized materials (full depth reclamation, foamed asphalt) or with concrete rehabilitation.

Given that, use of City forces is a key part of the overall strategy to address neighbourhood renewal; housing the staff and equipment associated with this facility is necessary. If a new facility is not constructed, it will be necessary to continue to house staff in geographically dispersed facilities using trailers. Equipment requires heated facilities, requiring the use of temporary tents or quonset huts, or lease of space from the private sector.

As this facility is in the design phase, it would be appropriate to have a more thorough review of the project at the Transportation and Infrastructure Committee prior to proceeding to tender the work. Design will be completed by the end of February 2012, and any request for project approval could be held until Transportation and Infrastructure Committee has an opportunity to review the business case in more depth.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Councillor Leibovici

Question #: 12-086C

Budget Page #: 485

Please breakdown the costs for the projects listed (pages 485 - 490).

Question Answer:

Page 485-486 Project 12-66-1860

This project includes funding for rehabilitation/replacement of components at existing snow storage sites such as settling pond liners, erosion control and ground water monitoring wells.

Page 487/488 Project 12-66-1950

- This program responds to emergent or unforeseen geotechnical and environmental issues related to road right of way, recreational trails and facilities, -waterways, ravines and waterways. This includes the emergency repair of erosion and landslides on City lands, protecting endangered public infrastructure and to ensure public safety and mobility. This program also undertakes environmental audits, investigations and remediation of contaminated sites unexpectedly encountered during roadway construction. Finally, this program ensures the critical laboratory and survey equipment required to facilitate the activities performed by Engineering Services is kept properly maintained and complies with current testing and regulatory standards.

Laboratory, field and survey equipment are necessary capital asset additions for this program. Project locations are quickly evaluated based on level of risk to public safety and public infrastructure, as well as impacts to public access of roadways and walkways. Specific actions that are completed under this program include:

Slide Repairs: Monitoring and maintaining a large network of slope indicators, standpipes & pneumatic piezometers at various locations throughout the City. Obtain detailed engineering investigations to evaluate, design and then implement repairs of landslides and erosion problems at various locations throughout the city.

Snow Storage Facilities: Conduct an on-going monitoring program with reporting to Alberta Environment, ensuing regulatory environmental compliance.

Contaminated Sites: Maintain the on-going development and maintenance of the Contaminated Sites Inventory. Provide specialized engineering expertise and sampling in emergency response situations related to unexpected site contamination. Conduct environmental site assessments for Transportation Services and the Infrastructure Departments.

Page- 489/490 Project 09-66-1960

This project should include only the prior years funding of \$29,600k; this was the funding for the construction of the Horsehills Snow Storage Site (NE site). The \$16,000k identified for 2012-2014 will be under Project 12-66-1862 for the expansion and rehabilitation of the Kennedale Snow Storage Site to address capacity issues, and repairs to the settling pond to address environmental issues associated with the current facility.

The confusion came with using the old project number 1960 which was the composite for snow storage sites, the amount shown as prior years was the budget for Horeshills (NE) snow site. A new profile is being prepared, 1862, which is for the Kennedale Site expansion.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Leibovici

Question #: 12-087C

Budget Page #: 491

Why are these unfunded?

In the June 22, 2011 Supplemental Capital Budget Adjustment there was \$37.1M in freed up funding.

Given the shortfall to neighbourhoods, why was this freed up funding not applied to neighbourhoods (or at least the net of \$11M)? (pages 491-493)

Question Answer:

Of the \$37.1M freed up, \$31.2M was re-allocated to various projects (see Attachment 3 of the June 22, 2011 Supplemental Capital Budget Adjustment report.

3.1 Scope Increases and Recommended use of Freed up Funding											Comments
#	Program	Project	Name	Financing	2011	2012	2013	2014	2015	Total	
A	Roads	09-66-1020	Arterial/Primry/Hghwy/ Renew I	Fuel Rebate	12,000	0	0	0	0	12,000	Increased funding for rehabilitation of arterial roadw ays, focussing on mill and overlay to extend roadw ay life and avoid costly reconstruction, and, secondly, to adjust scope to include mill and overlay in a number of intersections that are severely rutted
				Munc Sustain. Initiative - MSI	7,000	0	0	0	0	7,000	
B	Roads	06-66-1612	Ring Road Connectors	Munc Sustain. Initiative - MSI	10,000	0	0	0	0	10,000	Increased funding to allow for additional improvements on Lessard Road and anticipated shortfall in developer financing for 06-66-1612.
C	Police	07-60-1375	North west Division Station	PAYG	2,200	0	0	0	0	2,200	Increased funding for cost escalation due to project delays. (See 2.1E)
D	Roads	09-66-1040	Bridge Rehabilitation		0	0	0	0	0	0	Scope increase to complete preliminary and detailed engineering for the Walterdale Bridge replacement alignment and "signature" structure. Cost of approximately \$15 million will be funded within existing profile.
Total					31,200	0	0	0	0	31,200	

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Operations* **Asked By:** *Councillor Leibovici* **Question #:** *12-088C*
Budget Page #: *495*

If this project is not funded why is there design work being completed? There are a few unfunded items like this. Why is design being undertaken if the project does not have Council approval?

Question Answer:

The project in question is the replacement of the Traffic Shop currently housed at the Main Yard site (105 Ave - 95 St) with a new facility at Kennedale, adjacent to the Northeast Yard. The existing facility is overcrowded, does not meet functional requirements, and has a number of deficiencies.

Under the previous Capital Plan (2009-11), land was purchased for this project, zoning for the site was approved, and design of the facility was funded and undertaken. The previous 10 year plan included the funding of this replacement facility, however insufficient funds are currently available to proceed with the project in 2012-14.

In accordance with accepted project management practise, a detailed design is necessary prior to construction proceeding. In the case of this facility, in addition to the design of the new facility, a detailed building assessment of the existing facility is also being undertaken to identify any structural or other building condition issues that must be addressed to allow continued use of the existing traffic shop until replacement can be funded. Both of these activities are underway and will be completed by the end of February, 2012.

Branch: *Transportation Operations* **Asked By:** *Councillor Leibovici* **Question #:** *12-089C*
Budget Page #: *502*

Is this necessary technology for expanding parking revenues in the downtown

Question Answer:

The Parking Control Technology project on page 502 proposes the replacement of current parking meters with new technology. Additional revenues associated with the change in technology will involve the following:

- potential to vary rates and hours of operation based on different demands
- ability to pay by smart card, credit card or cell phone
- occupancy detection, which allows for improved enforcement and a requirement for successive users to pay (ie no remaining meter free time)

The study is currently underway, and, in addition to technology considerations, is also looking at potential expansion of paid on street parking within BRZs, who are being consulted.

Given that the study is not yet completed, it is premature to request budget approval for this project. Work is being coordinated with planning for the downtown entertainment district, and the technology replacement funding strategy is being done as part of this work.

2012-14 Capital Budget Questions By Councillor

Branch: Roads Design and Construction

Asked By: Councillor Leibovici

Question #: 12-090C

Budget Page #: 504

What % of the missing sidewalks can be completed for \$30m? Has there been any investigation of utilizing rubber (recycled tires) as a construction material?

Question Answer:

The typical unit cost for a new 1.5m concrete sidewalk is approximately \$275/lin. m. It is difficult to estimate the % of the missing inventory that can be constructed for \$30 million because the costs for individual locations can vary significantly due to property, landscaping and utility conflicts. At the present time there is approximately over 3,670 km of missing sidewalks. The use of recycled tires as a construction material for multi-use trails is not recommended because while there may be environmental benefits for using recycled material, recycled tires have not performed well in Edmonton's climate and the average material cost is 30% higher than standard asphalt.

Branch: Roads Design and Construction

Asked By: Councillor Leibovici

Question #: 12-091C

Budget Page #: 510

Explain why when expansion of arterial/collector roads occur that the expansion are not completed; i.e. Callingwood Road from Henday to 184 Street to 172 Street. It would seem that there would be cost savings to finish the work. How many examples like this are there? Also, what penalties are in place if contractors do not finish on time?

Question Answer:

The decision to terminate the Callingwood Road widening project just east of 184 Street was made due to limited funding available to this program and the fact that the traffic volume east of 184 Street is not yet at a level that would require roadway twinning. A report on Funding of Arterial Roadway Widening (TS20116666) provides additional information including funding options on this topic. On major projects lane rental and site occupancy penalty rates are used ranging from \$5,000 to \$10,000 per day. For neighbourhood reconstruction projects a 2-5% bonus/penalty clause is typically used.

2012-14 Capital Budget Questions By Councillor

Branch: *Edmonton Transit*

Asked By: *Councillor Leibovici*

Question #: *12-092C*

Budget Page #: *546*

- 1. Provide the previous and future 10 year schedule for rehab of LRT vehicles and costs?*
- 2. Provide complete costs funded and unfunded (pg. 582)*

Question Answer:

From 2002-2011, a total of \$34.112 million has been spent on rehabilitation of the U2 Light Rail Vehicles. This includes \$4M for the replacement of corroded power truck frames in 2003/4, and \$29.504M from 2008-2011 with the current major retrofit contract for the U2 vehicles. This contract is 2/3 completed and will extend the service life of the U2 vehicles by 15-20 years. In addition, \$6.5M was spent in 2003-2005 to add disc brakes to the centre trucks to enable the U2 vehicle to operate on the 6% grade between University and Health Sciences Station and was funded as part of the Health Sciences LRT extension project. In the next 10 years, the following LRV rehabilitation amounts in the funded plan are: 2012 - \$13.451M ; 2013 - \$757k; 2014 - \$814k. In addition, \$2.5M in MSI funding in project 09-66-1270 is approved in 2012 for the propulsion system electronic control system replacement. The following LRV rehabilitation amounts, identified in the plan but without approved budget, are: 2012 - \$1.119M; 2013 - \$400k; 2014 - \$400k; 2019 - \$20.85M; 2020 - \$ 20.798M; 2021 - \$18.39M.

For the retrofit costs of the LRT vehicles, please refer to the information above. The page referenced (pg. 582) relates to growth LRT vehicles expected to be required to meet passenger demand on the NAIT- Health Sciences line and the Century Park - Clareview line. The additional 17 high floor LRV's are identified in Project 15-66-1651 and would be required to be ordered in 2015 for service in 2017/18. The planned budget, which is not approved for spending, is: 2015 - \$22.112M; 2016 - \$26.533M; 2017 - \$18.091M; 2018 - \$21.710M. As part of the approved NLRT Extension Project (08-66-1672), 20 LRT vehicles are on order with an approved budget of \$82M to provide the initial service on the extension.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Councillor Leibovici

Question #: 12-093C

Budget Page #: 548

Provide the following:

1. How many buses have been replaced annually for the previous 10 years?
2. How many will be replaced next 10 years?
3. How many buses have been purchased in the last 10 years, how many on order?
4. For \$48m, how many buses are we buying - how many are hybrid/diesel? (47?).
5. Does this include the 50 Smart buses (pg. 556). If not, why not?
6. Provide complete costs funded and unfunded (pg.590)
7. What are the metrics used to determine whether a bus is needed, i.e. # of passengers

Question Answer:

1. Bus Replacements 2002 - 2011

Replacement 2002 - 2011				
Bus Type	40 FT	Community Service Buses	60 FT	DATS
2002	31	0	0	0
2003	42	0	0	0
2004	35	0	0	0
2005	26	0	0	0
2006	21	0	0	0
2007	162	0	0	1
2008	15	6	0	0
2009	79	4	0	0
2010	1	14	0	10
2011	0	6 *	9	16 **
Total	412	30	9	27

Replacement to be delivered in 2012

* 6 Community service buses

** 16 DATS buses

2012-14 Capital Budget Questions By Councillor

2. Bus Replacement Plan (Unconstrained 2012 – 2021 and Recommended Budget 2012 – 2014)

2012 - 2021 Bus Purchase Plan

Bus Replacement / Refurb Requirements

Bus Type	40 FT	60 FT	Community Service Buses	DATS	Bus Refurbishment/ Upgrade
2012	42	0	0	25	58
2013	0	0	0	25	58
2014	0	0	0	14	58
2015	40	0	0	8	58
2016	40	0	6	14	58
2017	49	0	7	14	58
2018	59	0	0	14	58
2019	66	6	9	14	58
2020	53	0	9	14	58
2021	50	7	9	14	58
2012- 2014	42	0	0	64	174

2012 - 2014 FUNDED

Bus Replacement / Refurb (12-66-1281)

Bus Type	40 FT	60 FT	Community Service Buses	DATS	Bus Refurbishment/ Upgrade
2012	0	0	0	0	45
2013	0	0	0	15	0
2014	0	0	0	15	0
2012- 2014	0	0	0	30	45

Note - Additional approved funding for the purchase of DATS buses (25 in 2012; 10 in 2013) is available in Profile 09-66-1281

2012-14 Capital Budget Questions By Councillor

3. Buses purchase and on order in the past 10 years

Replacement 2002 - 2011				
Bus Type	40 FT	Community Service Buses	60 FT	DATS
2002	31	0	0	0
2003	42	0	0	0
2004	35	0	0	0
2005	26	0	0	0
2006	21	0	0	0
2007	162	0	0	1
2008	15	6	0	0
2009	79	4	0	0
2010	1	14	0	10
2011	0	6 *	9	16 **
Total	412	30	9	27

Replacement to be delivered in 2012

* 6 Community service buses

** 16 DATS buses

Growth Buses 2002 - 2011				
Bus Type	40 FT	Community Service Buses	60 FT	DATS
2002	23	0	0	1
2003	7	0	7	3
2004	0	0	0	87
2005	14	0	0	0
2006	24	0	0	0
2007	54	0	0	0
2008	0	7	0	7
2009	42	0	0	0
2010	0	0	0	0
2011	4 *	12	11	0
Total	168	19	18	98

Growth buses to be delivered in 2012

4 - 40 FT buses will be delivered in 2012

2012-14 Capital Budget Questions By Councillor

4. Profile 09-66-1281 (Page 548) is the approved program for bus replacement in the 2009 – 2011 CPP. Under this program, the following units were purchased or are on order for delivery in early 2012:

2009 – 79 standard Low Floor Buses; 4 Community Service Buses

2010 – 1 standard Low Floor Bus; 1 Community Service Bus; 10 DATS Buses

2011 – 6 Community Service Buses; 9 Articulated Low Floor Buses; 16 DATS Buses

All Low Floor Buses purchased were “clean diesel”; no hybrid diesels were purchased. Originally, direction was received to purchase hybrid buses to replace the trolley fleet. However, in late 2008, direction was received from City Council to purchase approximately 65 “clean” diesel buses instead of 47 hybrids (due to the premium for hybrid technology, a greater number of diesel buses could be purchased within the available funding envelope).

5. Profile 11-66-1293 (Page 556) includes approved funding in 2011/2012 for the first phase of Smart Bus implementation. This phase includes the installation of Smart Bus components on 50 buses presently in Edmonton Transit’s fleet. No bus purchases are required in the Smart Bus Project.

6. **Growth Buses (12-66-1681 – Page 590). This program is presently unfunded.**

UNFUNDED Bus Growth Requirements (12-66-1681)

Bus Type	40 FT	60 FT	Community Service Buses	DATS	Total
2012	\$25,617	\$0	\$2,159	\$0	\$27,776
2013	\$17,676	\$0	\$1,241	\$0	\$18,917
2014	\$18,295	\$0	\$1,028	\$0	\$19,323
2015	\$18,935	\$0	\$1,064	\$0	\$19,999
2016	\$19,598	\$0	\$1,101	\$258	\$20,957
2017	\$11,269	\$0	\$1,140	\$266	\$12,674
2018	\$11,663	\$0	\$1,179	\$276	\$13,118
2019	\$12,071	\$0	\$1,221	\$285	\$13,577
2020	\$12,494	\$0	\$1,263	\$295	\$14,052
2021	\$12,931	\$0	\$1,308	\$305	\$14,544
2012- 2014	\$61,588	\$0	\$4,428	\$0	\$64,093

2012-14 Capital Budget Questions By Councillor

7. Growth buses are purchased in order to accommodate growth in the city and the transit ridership that is generated. Additional bus requirements are forecast based on 3/5 year service plans, which take into account ridership generated by forecast population and employment growth and the impact of ridership growth generated in outlying neighbourhoods on existing bus routes. Transit Service Standards (Policy C539) identifies service planning guidelines which are used to determine when additional service and buses should be provided. Other considerations in developing future service plans and determining bus requirements are:

- Service improvements that support the strategic goals identified in “The Way We Move” (eg. premium bus routes)
- Service improvements designed to improve passenger travel times and enhance customer convenience (eg. crosstown routes)
- Addressing schedule adherence and reliability issues caused by increased traffic volumes and congestion
- Addressing the needs of an aging population (eg. community service buses)

The requirement for the purchase of growth buses for regular service (standard low floor or articulated buses) is determined from weekday peak period service requirements.

The requirement for community service buses is generally determined for midday service requirements, when utilization of these vehicles is the highest. Also influencing the need for community service buses are their utilization in low demand offpeak time periods and for developer-funded service to new neighbourhoods during peak periods.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Councillor Leibovici

Question #: 12-094C

Budget Page #: 563

Explain the costs for Westwood Upgrades (pg. 563, 325, 327, 329)

Question Answer:

A building condition assessment on Westwood Garage was conducted in 2005, with a preliminary estimate of \$66 million identified to upgrade the facility. City Council approved \$34 million in funding for this work in the 2009 CPP (Project 09-41-6601), with the remaining \$32 million falling to the unfunded category. The approved funding was subsequently reduced by \$1.4 million in 2009 due to MSI deferrals.

A consultant has been hired, and design work commenced in 2011. Through this review, it was identified that the approved funding (\$32 million) would allow for replacement of most of the critical facility components but still require additional funding up to \$66M to complete the renovation and provide a 50 year life.

Administration will be cancelling the Westwood Garage renovation project and proceeding with construction of a new garage to replace Westwood. Report 2011TS4639 will be brought to Council on November 25, 2011. The reasons for this approach are:

The cost to undertake a complete overhaul of the facility is in excess of \$60 million dollars. In comparison, Centennial Garage was completed in 2010 for under \$100 million

With approval to redevelop the City Centre Airport lands, there are opportunities for redeveloping or using the Westwood Garage for other purposes that could be more compatible with the future development in the area. The value to the City is potentially higher with redevelopment.

There is potential to take advantage of the P3 Canada program, which provides up to 25% funding for qualifying projects.

Under this scenario, design and construction of a new garage would take place within the next five years. Due to the present condition of Westwood Garage, an estimated \$6 million would be required to maintain the safety and functionality of the facility over the next five years. Some savings could be achieved with earlier construction of a new facility.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Public Library

Asked By: Councillor Leibovici

Question #: 12-095C

Budget Page #: 685

Note: I do not believe Lewis Estates population is 54,000 people. Please obtain the stats for Lewis Estates, Glastonbury, Hamptons, Cameron Heights, Secord, and highlight the 4-5 mile radius from current existing libraries for those communities

Question Answer:

EPL has reviewed the population of neighbourhoods in the area and the community's population is not 54,000. The estimate used in the Project Profile was based on a projection used in the Lewis Farms District Park needs assessment.

Based on 2009 Municipal census, the population in the neighbourhoods identified by Councillor Leibovici are provided in Attachment A

If there were a library branch in the proposed Lewis Estates Community Recreation Centre it is likely that people living in nearby Potter Greens, Breckenridge Greens and Suder Greens would also use this branch. Using 2009 statistics, this would add approximately 6,000 to population served.

Although the site for Lewis Estates branch has not yet been determined, Attachment B shows the distance to these areas from Jasper Place, Lois Hole and Riverbend branches. The Library's Branch Development Criteria calls for a minimum distance of 4-5 kilometers between branches.

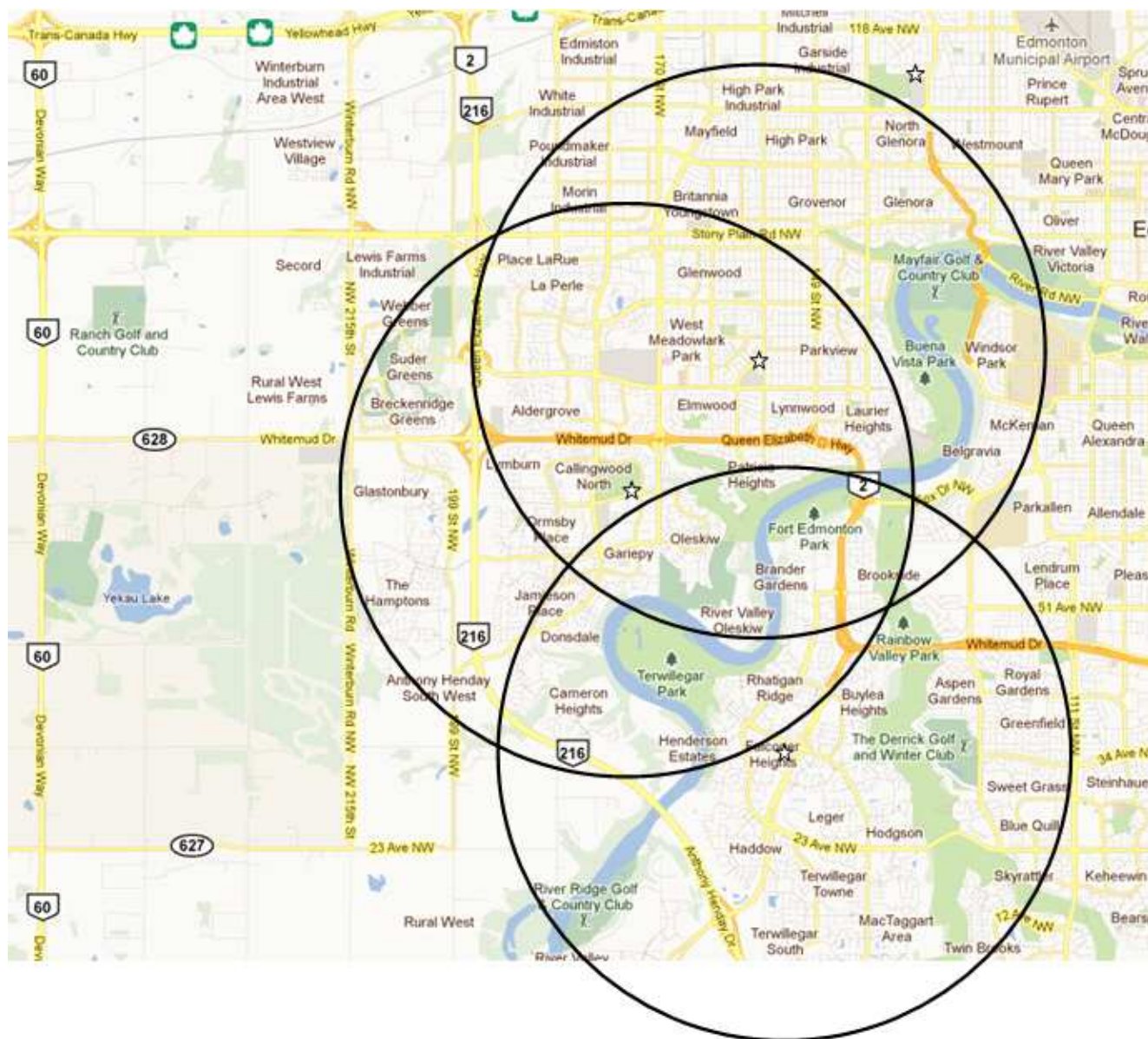
2012-14 Capital Budget Questions By Councillor

ATTACHMENT A

Cameron Heights	547
Glastonbury	5,646
Lewis Farms Industrial	87
The Hamptons	5,642
Secord	288
Total	12,210

2012-14 Capital Budget Questions By Councillor

ATTACHMENT B



2012-14 Capital Budget Questions By Councillor

Branch: *Edmonton Public Library*

Asked By: *Councillor Leibovici*

Question #: *12-137C*

Budget Page #:

Explain how EPL budgets for Library Materials.

Question Answer:

Edmonton Public Library capital budget includes capital projects for Library Materials (replacement of books, DVD's, CD's, etc.), Library Furniture and Equipment, and IT Infrastructure Renewal (for desktop replacements). Capital financing for these expenditures are made available through the Library operating budget under a separate line item called Capital Project Financing. Previous to 2009, EPL recorded these expenditures as operating expenses. In 2009, the Canadian Institute of Chartered Accountants Public Sector Accounting Board introduced new accounting standards for municipalities that required EPL to record these expenditures as capital expenditures. EPL's operating and capital budgets were revised in 2009 in consultation and agreement with City Administration.

2012-14 Capital Budget Questions By Councillor

Branch: Building Great
Neighbourhoods

Asked By: Councillor Sloan

Question #: 12-018C

Budget Page #: 40

Regarding Jasper Place Revitalization, where does the funding for this stand right now? What's the approved from council vs actual spent on revitalization & streetscaping to date? What amount was allocated to the JPR steering committee & working groups? What has been spent and what's remaining?

Question Answer:

Funding is in place for the concept, preliminary and detailed design plans for streetscaping along Stony Plain Road with construction to commence in 2012. The concept planning commenced in fall 2011. Funding for this portion will be carried over 2011 and 2012. This portion is budgeted at \$250,000.

Capital expenditures, as of the end of October are \$41,054. These expenditures allowed for survey work to be done in preparation of the concept, preliminary and detailed design.

The capital budget proposed for the Jasper Place Revitalization is \$10.9 Million between 2012 and 2014.

There are three community/volunteer working groups responsible for implementing the Jasper Place Revitalization Strategy. Those groups are Connecting, Feeling Safe, and Building. Each group is allocated \$10,000 annually. The groups are finalizing projects that may have expenses before year end.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Sloan

Question #: 12-019C

Budget Page #:

In the 2009-2011 City Council Budget Discussions package from pages 39-60, there are lists of unfunded projects and priorities. Out of those unfunded elements, which have since been funded, which have been scrapped altogether, and which remain outstanding?

Question Answer:

		KEY - Where are they now?						
		Funded from 2009-2011	F					
		Recommended Funded for 2012-2014	R					
		Remained Unfunded 2012-2014	U					
		Removed Altogether	S					
2009 - 2011 Capital Priorities Plan				2013 - 2014 Capital Budget				
PRGM	PROJECT #	PROJECT NAME	Funded from 2009-2011	Recommended Funded for 2012-2014	Remained Unfunded 2012-2014	Removed from 2012-2014	Move to Project # (includes New #)	Project Profile Binder Page #
			F	R	U	S		
CP	12-75-3514	New Office Tower			U			28
Land	09-16-2023	Strategic Land Acquisition			U			28
Land	09-16-2025	Community Revitalization Land Acquisit.				S		
Parks	09-28-0005	Park Land Acquisition			U		12-17-0003	383
Parks	09-28-0008	Natural Areas Acquisition & Conservation			U		12-17-0375 12-17-0376	404,406
Parks	09-28-0050	Surplus School Sites Acquisition			U		12-17-0003	383

2012-14 Capital Budget Questions By Councillor

2009 - 2011 Capital Priorities Plan				2013 - 2014 Capital Budget				
PRGM	PROJECT #	PROJECT NAME	Funded from 2009-2011	Recommended Funded for 2012-2014	Remained Unfunded 2012-2014	Removed from 2012-2014	Move to Project # (includes New #)	Project Profile Binder Page #
			F	R	U	S		
Parks	09-28-1002	Park Renewal			U		12-28-1001	204
Parks	09-28-1051	New Park Construction			U		Various	
Parks	09-28-2002	Tree/Horticulture Renewal/Drought Replac			U		12-28-2002	208
Parks	09-28-2008	City Entrance Landscaping		R			12-28-8510	224
Parks	09-28-3002	Utilities & Access Renewal			U		12-28-3001	210
Parks	07-28-4142	Louise McKinney Riverfront Funicular			U		12-28-4148	253
Parks	08-28-4147	Louise McKinney Riverfront Park			U		12-28-4149	254
Parks	09-28-5669	Terwillegar Park Development			U		12-28-5670	256
Parks	09-28-6001	River Valley - New Development		R			12-28-6100	
Parks	09-28-7002	NPDP/Outdoor Aquatic Amenities-New			U		12-28-7050	260
Parks	09-28-9002	Parks/Sportsfields Renewal			U		12-28-8510 12-28-8515	224,226
Parks	09-28-9602	Planning Studies/Design				S		
BDC	09-41-0102	City Hall Renovations			U		12-75-8010	350
BDC	09-41-0103	Old Strathcona Parking Lot Rehabilitation				S		
BDC	09-41-0104	Accessibility To City Bldgs - Base					Operating Budget (CP)	
BDC	09-41-0106	Accommodation Plan			U		12-75-3514, 12-75-8005, 12-75-8030, 12-75-8031, 12-75-8150, 12-75-8160, 12-75-8180	342, 349, 354, 355, 357, 358, 360
BDC	09-41-0200	Argyll School Renovations				S		
BDC	09-41-2001	Emergency Operations Centre			U		12-70-1202	183
BDC	09-41-2149	Valley Zoo Rehabilitation Projects	F				10-21-0910	47
BDC	09-41-2150	Valley Zoo Sea Mammal Facility	F				10-21-0910	
BDC	09-41-2152	Hardisty Pool Upgrades	F				09-41-0101	
BDC	09-41-2160	Fort Edmonton Rehabilitation Projects		R	U		12-21-6973 15-21-6637	
BDC	09-41-2170	West Side Soccer Centre Rehabilitation	F				09-41-0100	
BDC	09-41-3512	Century Place Infrastructure	F				07-75-3511	

2012-14 Capital Budget Questions By Councillor

2009 - 2011 Capital Priorities Plan				2013 - 2014 Capital Budget				
PRGM	PROJECT #	PROJECT NAME	Funded from 2009-2011	Recommended Funded for 2012-2014	Remained Unfunded 2012-2014	Removed from 2012-2014	Move to Project # (includes New #)	Project Profile Binder Page #
			F	R	U	S		
BDC	10-41-6602	Westwood Transit Garage Upgrades					11-66-1412	15, 563
BDC	11-41-6605	Paterson Garage Expansion				S		
ECR	02-70-0009	Records Management System Replacement			U			169
ECR	09-70-0020	Fire Stations			U		12-70-0020 12-70-0030	171 179
ECR	09-70-0024	ERD Training Phase II			U			175
NCD	09-21-0001	Wheeled Sport Park Development				S		
NCD	09-21-0901	Neighbourhood Revitalization Composite					12-21-5800	9
NCD	09-21-5788	118 Avenue Initiative					12-21-5800	9
NCD	08-21-5815	Great Neighbourhoods	F	R			12-21-5800	9
RFS	10-21-4220	Millcreek Outdoor Pool Redevel./Rehab.			U		14-21-4220	20
RFS	07-21-5350	Municipal Cemeteries Infrastructure Imp.			U		12-21-5350	20
RFS	08-21-5356	Muttart Master Plan Implementation					15-21-5356	20
RFS	07-21-5461	Argyll Velodrome Redevelopment			U		12-21-5801	20
RFS	10-21-5525	North Edmonton Senior Assoc.-Renovation					15-21-5525	20
RFS	07-21-5602	Equipment Conservation		R			12-21-5601	8
RFS	07-21-5674	Clarke Park Enhancements			U		12-21-5674	20
RFS	08-21-5732	BMX Bike Park Development				S		
RFS	07-21-5734	Mountain Bike Dirt Jump/Skills Park				S		
RFS	CE-21-5738	Rowing Club Boat House - Cost Escalation	F					
RFS	07-21-5742	Whitemud Equine Centre Redevelopment			U		12-21-5742	20
RFS	12-21-5785	Lewis Farms Multi-Purp Facility			U		14-21-5785	20
RFS	07-21-5790	Concept Design Phase				S		
RFS	09-21-5801	Coronation Multi-purpose Recreation Fac.			U		12-21-5801	20
RFS	08-21-5802	Confederation Arena and Fitness Centre					15-21-8973	21
RFS	08-21-5803	10 Year Arena Capital Developmt. Strategy					15-21-5803	20
RFS	08-21-5806	Safety Of Swimming Pool Water				S	15-21-8973	21
RFS	09-21-5809	Commonwealth Stadium Upgrade	F	R			11-21-2080 09-41-0101, 09-41-0100, 08-21-5811	8
RFS	13-21-5812	Long Term Recreation Facilities						

2012-14 Capital Budget Questions By Councillor

2009 - 2011 Capital Priorities Plan				2013 - 2014 Capital Budget				
PRGM	PROJECT #	PROJECT NAME	Funded from 2009-2011	Recommended Funded for 2012-2014	Remained Unfunded 2012-2014	Removed from 2012-2014	Move to Project # (includes New #)	Project Profile Binder Page #
			F	R	U	S		
RFS	11-21-5813	Signature Outdoor Water Venues					15-21-5813	20
RFS	11-21-5820	10 Year Arena Capital Developmt. Strategy		R			12-21-5820	8
RFS	15-21-5821	Artificial Playing Surfaces: Qdrnt Based	f		u		07-21-5746 15-21-5821	20
RFS	09-21-5825	Project Imagine Youth Centre		r			11-21-1004	8
Corp Sv	CE-18-0001	Information Management Infrastructure				S		
Corp Sv	CE-18-0014	Systems Software Infrastructure				S		
Corp Sv	CE-18-0402	Mobile Radio (Wireless) Equip Replace				S		
Corp Sv	CE-18-0406	Business Process Management (ERP)				S		
Corp Sv	07-18-0407	Business Process Management (ERP)					12-18-0406	
Corp Sv	06-18-0410	E-Business				S		
Corp Sv	CE-18-0416	Upgrades Business Process Mgt (ERP)				S		
Corp Sv	06-18-0418	Mobile Radio (Wireless) Equip Replace					12-70-0012 12-60-1425	159 614
Corp Sv	07-18-0506	Information Management Infrastructure					12-18-0001	
Corp Sv	08-18-0601	Corporate System Rationalization-Upgrade				S		
Corp Sv	09-18-0701	Purchasing Process Efficiency				S		
Corp Sv	09-18-0702	ARB - Complaint / Outcomes Mgt. System	F					
Corp Sv	09-18-0706	Enterprise Electronic Records Mgmt Sys				S		
Corp Sv	09-18-0707	Regulatory Compliance - Enterprise App					12-18-0101	307
Corp Sv	09-18-0708	Workforce Mobility - Enterprise App				S		
Corp Sv	09-18-0709	Enterprise Costing Model				S		
Corp Sv	06-18-1220	Back Up Recovery Infrastructure Renewal				S		
MES	09-25-9001	Vehicle & Equipment Growth			U		12-25-2000 12-25-3015	24
DCM	09-14-0001	Responsible Hospitality Edmonton				S		
EEDC	08-99-3003	ATC & RC 1 Parking Lot Repaving			U			33
EEDC	07-99-3005	ATC Building Upgrade		R				16
EEDC	08-99-3006	Edmonton Research Park Southlands			U			33
EEDC	08-99-3007	Technology Business Center Joint Venture			U			33
EEDC	08-99-3008	Gateway Park			U			33
SCC	08-99-0004	Shaw Conference Ctr Major Bldg Upgrade		R			12-75-1006	12

2012-14 Capital Budget Questions By Councillor

2009 - 2011 Capital Priorities Plan				2013 - 2014 Capital Budget				
PRGM	PROJECT #	PROJECT NAME	Funded from 2009-2011	Recommended Funded for 2012-2014	Remained Unfunded 2012-2014	Removed from 2012-2014	Move to Project # (includes New #)	Project Profile Binder Page #
			F	R	U	S		
Police	07-60-1353	OfficerSafetyTrainingCtrGriesbachreplace			U		12-60-1376	622-624
Police	08-60-1359	PoliceSeizedVehicleStorageLotExpansion				S		
Police	07-60-1366	Arrest Processing Facility			U		12-60-1376	622-624
Police	07-60-1382	Communications Centre - PHQ			U		12-60-1382	625-627
Police	07-60-1384	Joint Command Centre				S		
Police	07-60-1399	In Car Video Recording System			U		12-60-1399	628-629
Police	07-60-1419	Telecommunications Systems Replacements		R	U		12-60-1419 12-60-1425	613-615
Police	07-60-1421	Mobile Data Network				S		632-633
Police	07-60-1436	Police IT Systems - Infrastructure		R	U		12-60-1433	616-617
Police	09-60-1444	Public Safety Radio Network Replacement			U		12-60-1444	634-635
Police	07-60-1461	Police IT Systems - Projects		R	U		12-60-1460 & 1461	618-619; 636-637
Police	05-60-1753	Closed Circuit Television			U		12-60-1753	643-644
Police	09-60-1763	Air 2 Helicopter	F					
Library	08-20-0019	Mill Woods Branch Relocation & Expansion	F				03-20-0019	18
Library	07-20-0027	Jasper Place Branch Renewal & Expansion	F					18
Library	08-20-0028	Highlands Branch Renewal	F					18
Library	09-20-0029	South Branch Library (Heritage Valley)			U			35
Library	10-20-0030	Calder Branch Relocation and Expansion			U			35
Library	11-20-0038	Capilano Branch Relocation and Expansion			U			35
Library	12-20-0041	South Branch Library (East)	F				09-21-5826	8
Library	14-20-0042	Woodcroft Renewal and Expansion			U			35
Library	12-20-0049	Milner Library Rehabilitation / Renewal			U			35
Library	09-20-0050	IT Infrastructure Renewal		R			11-20-0050	18
Library	12-20-0050	IT Infrastructure Renewal		R				18
Housing	09-74-5520	Provincial Affordable Housing-08/09 RFP					Operating Budget	
P&D	07-17-0326	118 Ave. Streetscape (78 St.-W.G.Drive)				S		
P&D	07-17-0332	Downtown East Pedway Connection				S		
P&D	07-17-0336	Improving Entrance Corridors - Unfunded				S		
P&D	05-17-0339	108 Street Streetscape (99 to 104 Ave)		R			12-21-5800	194

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Sloan

Question #: 12-019D

Budget Page #:

This is a continuation to question 12-019C by Councilor Sloan

Question Answer:

2012-14 Capital Budget Questions By Councillor

2009 - 2011 Capital Priorities Plan				2013 - 2014 Capital Budget				
PRGM	PROJECT #	PROJECT NAME	Funded from 2009-2011	Recommended Funded for 2012-2014	Remained Unfunded 2012-2014	Removed from 2012-2014	Move to Project # (includes New #)	Project Profile Binder Page #
			F	R	U	S		
P&D	09-17-0343	City Wide Banner Program				S		
P&D	06-17-0344	Streetscape Projects - BRZs/Other Commer				S		
P&D	08-17-0346	118 Avenue Streetscape - 42 to 50 Street		R			12-21-5800	194
P&D	08-17-0347	Capital City Downtown Plan Implementatn.			U		12-17-0370 12-17-0364 12-17-0378 12-17-0366 12-17-0365 12-17-0367 12-17-0377	396, 397 388, 389 410, 411 392, 393 390, 391 394, 395 408, 409
P&D	08-17-0352	TOD Infrastructure and Urban Design			U		11-17-0362 12-17-0363	
P&D	08-17-0353	118Ave (121-129 St)& 124St(111-118 Ave)		R			12-21-5800	194
P&D	08-17-0354	Streetscape - St.Plain Road (149-170 St)				S		
P&D	08-17-0355	Streetscape - Jasper Ave (111 to 123 St)				S		
P&D	08-17-0356	Streetscape - French Quarters				S		
P&D	08-17-0358	Streetscape - 81 Ave.(Gateway to 105 St)				S		
P&D	08-17-0359	West Rosedale-Urban Design Plan Implemt			U			384
P&D	08-17-0360	Parkdale ARP Urban Design Plan Implement				S		
P&D	07-17-0401	The Quarters - UNFUNDED					11-17-0407	
P&D	08-17-0402	Boyle Renaissance	F					13
P&D	08-17-0410	North East Industrial					Operating Budget	
P&D	CE-17-1550	Animal Control Facility	F			S	05-17-1150	
P&D	09-17-3129	Computer System Upgrade Program				S		
P&D	08-17-3150	P&D System Enhancements / Replacements				S		
Roads	09-66-1112	Neighbourhood Rehabilitation - Amenities			U		12-66-1056	436-440
Roads	09-66-1120	Arterial/PrimaryHghwyRenewal			U		12-66-1020	417-419
Roads	09-66-1140	Bridge Rehabilitation			U		12-66-1040	423-425
Roads	09-66-1150	Alley Renewal			U		12-66-1056	436-440
Roads	09-66-1155	Neighbourhood Renewal Program			U		12-66-1056	436-440
Roads	09-66-1170	Operating Yards and Facilities			U		12-66-1070	463-465
Roads	09-66-1310	Traffic Control Rehabilitation			U		12-66-1210	470-472

2012-14 Capital Budget Questions By Councillor

2009 - 2011 Capital Priorities Plan				2013 - 2014 Capital Budget				
PRGM	PROJECT #	PROJECT NAME	Funded from 2009-2011	Recommended Funded for 2012-2014	Remained Unfunded 2012-2014	Removed from 2012-2014	Move to Project # (includes New #)	Project Profile Binder Page #
			F	R	U	S		
Roads	09-66-1320	Traffic Safety Engineering Measures			U		12-66-1220	473-475
Roads	09-66-1530	Sidewalk, Multiuse Trails, Bike Paths - Growth			U		12-66-1430	504-507
Roads	09-66-1532	105 Avenue Multi-Use Trail				S		
Roads	09-66-1540	Arterial Network Improvements			U		12-66-1020	417-419
Roads	08-66-1562	Whitemud Dr / Quesnell Bridge - Rehab / Growth	F			S		
Roads	09-66-1580	Inner Ring Loop and Highway Connectors			U		12-66-1480	
Roads	09-66-1591	Streetscape Rehabilitation			U		12-66-1020	417-419
Roads	09-66-1712	Anthony Henday Dr Ring Rd Connectors			U		06-66-1612	
Roads	09-66-1951	Environmental Services & Facilities			U		12-66-1950	487-488
Roads	09-66-1961	Snow Storage Facilities Development			U		12-66-1860	485-486
Roads	09-66-1335	Scona Road Reconstr / Noisewall / Widening	F		U		09-66-1440	
Transit	09-66-1340	Transit Safety & Security Improvements			U		12-66-1240	537-538
Transit	09-66-1370	LRT Fleet, Facilities & Equipment Rehab			U		12-66-1270 09-66-1270	539-543
Transit	09-66-1371	Central Station Rehabilitation				S	12-66-1271	544-545
Transit	09-66-1380	LRV Retrofit Package				S	07-66-1280	546-547
Transit	09-66-1381	Transit Fleet Replacement			U		12-66-1281	551-553
Transit	06-66-1391	ETS Radio System Replacement				S	12-66-1291	554-555
Transit	09-66-1394	Fare Collection Equipment			U			
Transit	09-66-1396	Replace LRT Signal System				S	12-66-1296	558-559
Transit	09-66-1510	Bus Facilities & Equipment Rehab			U		12-66-1410	560-562
Transit	09-66-1520	Transp Computer Equipment / Applications			U		IT	
Transit	09-66-1523	DATS Computer System				S		
Transit	09-66-1750	LRT Facilities, Systems & Equip Expansion			U			
Transit	09-66-1765	Transit Priority Corridors			U		05-66-1665	565-566
Transit	09-66-1780	Bus Facilities & Equipment Growth			U		12-66-1690 12-66-1691 12-66-1692	596-599
Transit	09-66-1781	Transit Fleet Growth				S	12-66-1681	590-591
Transit	09-66-1900	Northeast Transit Garage				S	12-66-1414	576-577

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Sloan

Question #: 12-103C

Budget Page #: 22

What is the City's actual debt as of November 2011? What are the projected debt figures for 2012, 2013, and 2014? Please provide a detailed breakdown of all the debt the City currently holds, what major projects are tied to it, costs for servicing, and any new debt that is proposed with the proposed CRL zones.

Question Answer:

The City's debt currently stands at \$1.9 billion. It is projected to be at \$2.0 billion at the end of the year. Details of the projects that contribute to this debt figure are provided in Attachment A. Based on current approved projects, total debt is currently projected to reach \$2.4 billion in 2012, \$2.5 billion in 2013, and \$2.4 billion in 2014.

Total debt servicing is projected to be approximately \$190 million at 2011 year end. It is projected to increase to \$218 million in 2012, \$235 million in 2013, and \$246 million in 2014.

Estimated new debt and debt servicing associated with the Quarters, Downtown Plan, and Arena is provided in Attachment B.

2012-14 Capital Budget Questions By Councillor

ATTACHMENT A

City of Edmonton

Debt Information as of November 2011

in thousands of dollars

	Actual Debt as Oct 31, 2011	Projected Debt to Dec 31, 2011
Tax-Supported		
Long Term		
South LRT	\$ 517,849	\$ 513,728
Whitemud/Quesnel Bridge	129,386	133,834
North LRT	112,952	112,528
Terwilliger Rec Centre	100,247	100,046
Multipurpose Rec Centres	68,609	71,805
Other Long Term	248,399	273,929
Short Term	60,000	60,000
	<u>1,237,442</u>	<u>1,265,870</u>
Self Liquidating	593,444	650,689
Receivables	57,429	57,270
Total City of Edmonton Debt Net of EPCOR & Sinking Fund	<u>1,888,315</u>	<u>1,973,829</u>

2012-14 Capital Budget Questions By Councillor

ATTACHMENT B

DEBT / CRL - 2011-2021

ESTIMATED EXPENDITURES / REVENUES

(\$000)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
CRL EXPENDITURES												
Quarters Phase I (budgeted)	-	19,000	21,000	16,000								56,000
Quarters Phase II					34,800	33,700	19,900	19,900	830	870		110,000
Downtown Plan (incl. Arena CRL)	30,154	3,069	21,968	97,484	80,999	56,600	34,300	19,000	14,000	14,000	15,000	386,574
	30,154	22,069	42,968	113,484	115,799	90,300	54,200	38,900	14,830	14,870	15,000	552,574
Projected Debt *	30,154	51,712	93,256	204,153	314,602	395,428	436,263	458,812	455,070	449,736	443,251	
Projected Debt Servicing *	1,082	2,956	5,290	10,905	19,133	26,529	31,714	35,055	36,983	38,049	39,121	246,817
CRL REVENUES												
Quarters	-	618	1,519	2,080	2,377	2,682	3,223	3,780	4,353	4,944	5,553	31,129
Downtown Plan			10,070	16,743	23,615	28,623	32,559	36,825	41,007	45,315	49,752	284,509
	-	618	11,589	18,823	25,992	31,305	35,782	40,605	45,360	50,259	55,305	315,638
Borrowing rate based on latest AFCA 20 year rate of 3.29% + 0.5% contingency = 3.79%												
ARENA EXPENDITURES OUTSIDE CRL												
Total Arena Costs - Building	1,200	44,240	90,220	170,720	143,620							450,000
Less - provincial contribution		(25,000)	(25,000)	(25,000)	(25,000)							(100,000)
Less - CRL funded (included above)	(154)	(2,469)	(8,385)	(18,732)	(15,295)							(45,035)
Debt to be funded outside CRL	1,046	16,771	56,835	126,988	103,325							304,965

2012-14 Capital Budget Questions By Councillor

Branch: Corporate Accounting and Treasury
Asked By: Councillor Sloan

Question #: 12-104C

Budget Page #: 21

Of the \$2.4 billion of 2012 projected debt, what portion of it relates to Fire Rescue and Edmonton Police Service projects? What portion relates to land acquisition?

Question Answer:

Of the \$2.4 billion of 2012 projected debt, the portion that relates to Fire Rescue and Edmonton Police Service projects is:

Fire Rescue:\$5.7 million

Edmonton Police Service: \$5.9 million

Debt is not generally used to finance the acquisition of land as a stand-alone asset. When the acquisition of land is part of a larger project, debt may be used to finance the purchase of the land. Many of the projects with debt financing also have other sources of financing applied as well (e.g. Provincial grants). The financing sources are assigned to the overall project and not specific to components such as land. Therefore the amount of debt to specifically fund land is not tracked.

Branch: Community Facility Services

Asked By: Councillor Sloan

Question #: 12-107C

Budget Page #:

Can you provide details regarding the investment in the proposed capital budget relating to seniors and cemeteries?

Question Answer:

Seniors – There are two profiles related specifically to seniors. The first profile 11-21-1004 is the Mill Woods Senior Centre and Multicultural Facility. This project is recommended for funding for \$9.2M. Total capital costs is \$10.2M with \$1M from operating. The 17,500 sq ft facility, on the second floor of the Library, is scheduled to open 2014.

The second profile 15-21-5525 is the North Edmonton Seniors Renovation. The Seniors Association is looking for funding for the 10yr capital investment agenda beginning in 2015 for a total of \$15.2M to renovate the existing Northgate Lions Seniors Recreation Centre. A review of the Northgate Lions Centre Master Plan will take place over the next few years to revisit the Master Plan priorities.

Cemeteries – There is one profile related to Cemeteries, profile 12-21-5350 for \$11.M for 2012 – 2014. Total profile request until 2020 is \$30.2M. This profile is currently on the unfunded growth project listing. If funded, the majority of budget dollars will be used to develop Northern Lights and South Haven cemeteries in phases until 2020. The other 5 cemeteries are nearing capacity so a significant amount of development is required at Northern Lights and South Haven to meet future demand.

Reference 12-130C

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Sloan

Question #: 12-130C

Budget Page #: 98

Please provide an overview of the capital plan for cemeteries. What is the capital renewal for existing facilities and what is associated with land acquisition for new cemeteries?

Question Answer:

The total profile request for Cemeteries Capital improvements is \$30.2M until 2020. This profile is currently on the unfunded growth project listing. If funded, the majority of budget dollars will be used to develop Northern Lights and South Haven cemeteries in phases until 2020, landscaping for the newly acquired land at Little Mountain Cemetery and development of indoor niches at Mount Pleasant and Beechmount (once a newly constructed building is completed at Northern Lights). The request for \$11M (2012 – 2014) is broken down in priority order for the following projects at South Haven and Northern Lights:

- Sales/Admin/operations building and utilities at South Haven and Northern Lights
- Entry road and landscaping at South Haven
- Expansion of Military area at Northern Lights
- Cremation courtyard at South Haven
- Memorial Plaza (worker's plaza) at South Haven
- Scattering Mound at Northern Lights
- Memorial Bosque at Northern Lights

The other 5 cemeteries are nearing capacity. Only minimal development such as columbaria would be possible at the three Heritage Cemeteries (Mount Pleasant, Beechmount and Edmonton) as they are at capacity. There is some developable land at Little Mountain and Cloverbar, 4 acres between them, that would allow for additional landscaping, fencing and minor upgrades. Therefore, the majority of funding would be used to develop Northern Lights and South Haven to meet future demand.

Composite funding will continue to be sought to renew existing cemeteries to update roads, fencing, monument restoration and landscaping.

Northern Lights and South Haven have approximately 118 acres of developable land available that will support the community needs for the next 50 years plus. 1.74 acres of land was recently acquired adjacent to Little Mountain Cemetery. There has been an identified need for land acquisition in south west Edmonton but at this point, no capital dollars have been allocated/earmarked for additional land acquisition.

Reference 12-107C

2012-14 Capital Budget Questions By Councillor

Branch: Parks

Asked By: Councillor Sloan

Question #: 12-131C

Budget Page #: 246

What are the capital project profiles for the river valley trails connecting the Fort Edmonton footbridge to Anthony Henday bridge pedway and the Cameron Heights paths (#12, A 5, pg 66)? What is the capital expenditure plan for the Centennial lands in this area?

Question Answer:

The new River Valley Project (partnership with the RVA/Feds) is not included in the CPP. Because of timing issues in getting the project scope clarified and finding additional funding from within the existing Parks budget allocations, there was no opportunity to include the new profile (12-28-6100 River Valley Alliance Project) in the CPP package to meet publishing deadlines. Funding for this project is drawn from other profiles within the current budget and carry forwards from the 2009-2011 CPP. (See attached). The new CPP profile will be added in the new year.

Plans for the Centennial area include: Centennial/Terwillegar Footbridge - \$24 million.
Trails on both sides of the river connecting the Anthony Henday to the proposed Centennial/Terwillegar Footbridge and trails through the Centennial Lands to the Fort Edmonton Footbridge - \$3.5 million

2012-14 Capital Budget Questions By Councillor

Funding the RVA Project Profile 12-28-6100

Original \$20.3M Funding Strategy outlined in the June 28, 2011 Sustainable Development report 2011SPE028

From Approved Projects in the 2011 Capital Direction Setting Document

Approved Projects Basis: Corporate MSI Reduction as per the 2010FTB003 Council Report

Profile	Profile Name	Year	Amount (\$000's)	Funding Source	Comments/Projects Affected
09-28-1001	Park Renewal	2012	2,042	MSI	2010 Corp. reduction - Borden Park and Grand Trunk delayed
09-28-1050	New Park Construction	2012	2,654	MSI	2010 Corp. reduction - McConachie District Park, Windermere and Downtown Parks delayed
09-28-7001	NPDP-new	2012	2,200	MSI	Projects deemed ineligible for MSI
09-28-9001	Parks/Sports fields Renewal	2012	3,088	MSI	Projects deemed ineligible for MSI
			9,984		

From current approved 2011 Funding

09-28-1001	Park Renewal	2011	5,968	MSI	Delay of Bonnie Doon Park and Dawson Park
09-28-1050	New Park Construction	2011	4,350	MSI	Delay of Windermere Park, McConachie District Park and Downtown Parks
			10,318		

Combined Funding

\$20,302

Additional \$4M October 5, 2011 Sustainable Development report 2011SPE037

Amended to contain approved projects to work into the fall 2011 SBA

					Comments
09-28-9001	Parks/Sports fields Renewal	2011	1,265	GF	to cover MSI ineligible costs
09-28-1050	New Park Construction	2011	400	MSI	
PPRA	Reserve	2011	400	Reserve	
09-28-3001	River Valley	2012	1,933	MSI	From recommended pre-approved projects for 2012-2014
			3,998		

Total COE funding

\$24,300

RVA Project 12-28-6100 (3 Partner Project)

	Amount (\$000's)
RVA (Partner funding)	24,300
BCF (Building Canada Fund-Fed Grant)	24,300
COE (funding as outlined above)	24,300
Total	72,900

2012-14 Capital Budget Questions By Councillor

Branch: Land Enterprise

Asked By: Councillor Sloan

Question #: 12-132C

Budget Page #: 371

What are the specifics on the new \$71 million commercial and industrial development?

Question Answer:

The budgeted \$71 million reflects the servicing program that had been established in 2009. Some land development projects were delayed due to the slowdown of the economy. In 2012, it is anticipated that expenditures will be approximately \$25 million and projections for subsequent years will be refined during the 3rd quarter of 2012. At this time, the identified expenditures for 2012-2014 are shown below.

Development	2012	2013	2014	Total (\$)
Pylypow		2,000,000		2,000,000
Rampart	9,000,000	5,000,000	4,000,000	18,000,000
Goodridge Corners	1,000,000	8,000,000	8,000,000	17,000,000
Ellerslie	6,000,000	2,500,000		8,500,000
Place La Rue	2,000,000			2,000,000
Maple Ridge	7,000,000	2,000,000		9,000,000
Total	25,000,000	19,500,000	12,000,000	56,500,000

2012-14 Capital Budget Questions By Councillor

Branch: Urban Planning and Environment

Asked By: Councillor Sloan

Question #: 12-133C

Budget Page #: 29

Where are the capital project profiles for the four "transformational" projects associated with the Capital City downtown plan and arena?

Question Answer:

The following is a list of all the individual projects associated with the Capital City Downtown Plan and Arena District and their location in the capital budget binder.

Capital City Downtown Plan and Arena District (listed on page 29)

- 1) Central Warehouse Housing Incentive Program - unfunded operating grant (not capital)
- 2) Jasper Avenue New Vision (Pages 396 and 397)
- 3) Warehouse Campus Neighbourhood Central Park (Pages 388 and 389)
- 4) Central Gathering Place for McKay Avenue (Pages 410 and 411)
- 5) High Profile Bikeway System (Pages 392 and 393)
- 6) Green and Walkable Downtown (Pages 390 and 391)
- 7) River Valley Promenades (Pages 394 and 395)
- 8) Green Building and Development Strategy - unfunded operating budget (not capital)
- 9) Drainage Servicing (Pages 408 and 409)
- 10) Downtown Arena (partial funding) and Entertainment District - Funding for this was presented to City Council during the Arena discussions

The Quarters and West Rosedale

- 1) The Quarters - Phase 1 (page 379 and 380)
- 2) The Quarters - Phase 2 and 3 (page 412 and 413)
- 3) West Rosedale (page 384 and 385)

Additional information on the City's existing and projected debt as well as CRL expenditures and revenues is provided in question 12-103C.

Branch: Land Enterprise

Asked By: Councillor Sloan

Question #: 12-134C

Budget Page #: 31

What are capital expenditures expected to be for the city centre airport 2012-14?

Question Answer:

Capital expenditures for the city centre airport are expected to be approximately \$30 million between 2012 and 2014. These expenditures will cover leasehold purchases, the Perkins + Will contract, and environmental and geothermal testing. This amount will be revised once the concept plan and design work are completed. Administration will be reporting to Council in 2012 with a financing strategy once the detailed design is completed.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services **Asked By:** Councillor Sloan **Question #:** 12-135C
Budget Page #:

Would it be possible to get projections for the Ward 1 industrial area capital expenditures for 2012-2014?

Question Answer:

Administration is currently developing a response. This information will be provided when available.

Branch: Client Financial Services **Asked By:** Councillor Sloan **Question #:** 12-136C
Budget Page #:

Would it be possible to get projections for all industrial area capital expenditures for 2012-2021?

Question Answer:

Administration is currently developing a response. This information will be provided when available.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Councillor Sohi

Question #: 12-001C

Budget Page #: 2

What strategies are being pursued to actively address the \$10.9 billion funding shortfall in the 2012-2021 capital investment agenda?

Question Answer:

The \$10.9B represents the difference between \$17.0B of identified project requests and \$6.1B of estimated available funds over the next ten years. The estimated funds available over 2012-2021 are consistent with historic funding levels. The 2009-2011 capital budget cycle deployed extensive use of debt and grant fast-tracking to significantly increase funding to take advantage of favourable market conditions and address infrastructure rehabilitation back-logs. Maintaining capital funding at 2009-2011 levels is not sustainable. Therefore difficult prioritization decisions will be required to optimize investment in infrastructure and manage effectively within funding constraints over the next ten years.

Debt and grant fast-tracking are options for consideration during the 2012-2014 budget cycle, but caution must be taken as the City moves closer to debt and debt-servicing limits. Grant fast-tracking also reduces overall grant available for use, as funds must be set aside to cover debt servicing costs. Payback of previous fast-tracking also reduces grant money available for current and future budget cycles. Administration also aggressively pursues partnership opportunities in order to leverage internal funding with matching partner funds.

Project review and prioritization is an ongoing process to ensure that priorities are kept up to date. In the event that additional funding becomes available, recommendations can be made to Council regarding where the funds should be allocated.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Planning

Asked By: Councillor Sohi

Question #: 12-002C

Budget Page #: 42

At the February 8 TPW meeting, it was moved "That Administration bring options to the 2012-2014 Capital Budget on the expansion of two to four lane arterial roads, as well as funding options for four to six lane arterial roads."

The following arterial road widening projects, identified in Replacement Attachment 1 of the February 8 TPW report (6.4), urgently require completion:

- 34 Avenue (34 Street to 48 Street)
- 23 Avenue (34 Street to Mill Woods Road East)
- 38 Avenue (30 Street to 34 Street)

Please outline options for funding these priority projects in the 2012-2014 Capital Budget.

In addition, please provide the following information:

- *How many bus routes operate on these roads, and how is traffic currently affected by buses stopping to load and unload passengers?*
- *Are these streets of an adequate width for active modes of transportation (biking) to be safe?*
- *Is SE LRT expected to reduce future traffic on these streets?*

Question Answer:

There are no arterial widening projects listed in the funded 2012-2014 Capital Priorities Plan. This is due to the very limited funding available for growth projects over the next 3 years and the fact that there were a number of other growth projects that scored higher from a corporate perspective.

A report on Funding of Arterial Roadway Widening (TS20116666) provides additional information including potential funding options for this work.

The number of buses on 34 Avenue west of 34 Street, 23 Avenue west of 34 Street, and 38 Avenue east of 34 Street are 163, 162, and 70 buses per day respectively. Buses that stop to load/unload passengers block vehicle traffic travelling in the same direction.

The existing roadways are of adequate width to facilitate active transportation, however some locations do not have a separate wide sidewalk or shared use path that would typically be provided in conjunction with the roadway widening.

The SELRT is not expected to reduce traffic on these roadways. These roadways are too great a distance from the proposed LRT line to benefit from potential traffic volume reductions. There may be small changes in the number of buses depending on changes to routing that may take place with the completion of the SELRT.

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Sohi

Question #: 12-003C

Budget Page #: 63

If partner funding is not yet secured for a South Central Twin Arena, why is this included as a funded project?

If this profile is approved, where would the City's funds be allocated if the funding partnership does not materialize?

Question Answer:

Ongoing discussions with the partner group are proceeding and are looking optimistic. Having the City contribution secured through the three year capital budget process indicates the City's commitment to moving forward with the partner on this project and shows City support for the partner group to seek additional funding sources from other orders of government.

If the partner funds do not materialize within the 3 year budget timeframe, then the City will pursue other options and partnership opportunities.

Branch: Community Facility Services

Asked By: Councillor Sohi

Question #: 12-004C

Budget Page #: 69

Would approving the Fort Edmonton Park Utility Replacement in this capital budget cycle commit us to funding the listed amounts (\$16,339,000 in 2015 and \$17,230,000 in 2016) in the next budget cycle?

Question Answer:

No it would not commit City Council to funding the remaining amounts for 2015 & 2016 or the unapproved amount of \$35.7M for 2012 – 2014. The replacement of the sanitary lift station, the first priority project is a stand alone project. There will however be implications and risks if the funding does not continue for the next stages of development.

Fort Edmonton Park Utility Replacement was analyzed and broken down by phases in order to keep the facility operational during utility replacement. Utility replacement was phased to assist with budgeting (keeping mobilization and trenching costs down). Replacement is due to current condition (sanitary sewer in poor condition and no fire protection) and with future loadings taken into consideration (limited capacity remaining). The remaining phases call for all the utility piping to be trenched in at the same time for each phase. Only once all the phasing is completed will the new systems be ready to be turned on. Funding will be required to complete the project in order to activate the new system.

If finances for the project come in differently, or stretched over a longer period of time then the method of installation may need to be reconsidered.

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Councillor Sohi

Question #: 12-005C

Budget Page #: 72

Would approving the Edmonton Valley Zoo Utilities Replacement in this capital budget cycle commit us to funding the listed amounts (\$9,808,000 in 2015 and \$10,299,000 in 2016) in the next budget cycle?

Question Answer:

No it would not commit City Council to funding the remaining amounts for 2015 & 2016 or the unapproved amount of \$11.5M for 2012 – 2014.

Edmonton Valley Zoo Utility Replacement was analyzed and broken down by phases in order to keep the facility operational during utility replacement. Utilities will be replaced in phases based on reconstruction in those phases. The water, gas and power to the existing north (Saito) area will need to be completed in the future to make the loop system complete and fully operational.

Branch: Parks

Asked By: Councillor Sohi

Question #: 12-006C

Budget Page #: 213

Has support been sought from the River Valley Alliance to fund this project (River Valley–Renewal)? If not, why?

How critical are the improvements requested?

Would approving this project commit us to funding the listed \$22,000,000 in 2015? Why specifically does the request for 2015 increase so significantly?

Question Answer:

No, RVA support has not been requested by Administration. This profile funds the renewal of existing river valley parks infrastructure, trails and other amenities that are past their life cycle for replacement, no longer meet safety and legislated requirements or that no longer meet functional or capacity requirements. The RVA's current capital mandate (Phase I Component work) is about creating new and connective infrastructure throughout the Capital Region river valley park system. The City has committed to partner with the RVA to construct \$72.9 million in mechanized access to the river valley in Rosedale, new pedestrian bridge construction, development of new trails, and water access improvements.

Many of the city's river valley parks and amenities are experiencing increasing user expectations for better access, and services. Many have not had investments since they were developed and are nearing the end of their useful life and require redevelopment.

There is no need to fund the entire amount \$22 million in 2015. Given recent adjustments to the budget allocations many projects were deferred to the next budget cycle. 2015-2017. The first year is being used as place holder. Once Council has approved the current budget, future priorities and cost estimates will be adjusted more appropriately over the next ten year plan.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Councillor Sohi

Question #: 12-007C

Budget Page #: 420

Why is funding approval being sought now for Jasper Av 109 St–116 St when no funds are required in 2012-2014?

How much of the project cost is for land acquisition?

Question Answer:

This project is the future reconstruction of Jasper Avenue from 109 to 116 Street to address the deteriorated state of the roadway. The roadway base has deteriorated to a point that pavement overlays can no longer adequately maintain the condition of the roadway, however no budget approval is being requested at this time as the work is not scheduled until 2015 at the earliest. The timing of this work will need to consider priority for this project relative to other reconstruction priorities such as 112 Avenue (east of Gretzky Drive) and 127 Street north of 118 Ave which are also not currently funded. There are no land costs associated with this project.

Branch: Transportation Operations **Asked By:** Councillor Sohi

Question #: 12-008C

Budget Page #: 436

(pages 436- 440) If the Neighbourhood Renewal tax levy allocation were increased from 1.5% to 2% for 2012, 2013, and 2014, how many (and which) neighbourhoods would become eligible for reconstruction, overlay, and microsurfacing?

What is the approximate cost of doing overlay treatment in one neighbourhood?

Question Answer:

Increasing the tax levy from 1.5% to 2% per year would generate \$30 million in additional funding. Alternatively, \$30 million could be generated by increasing MSI funding by \$15 million and increasing the tax levy from 1.5% to 2% per year in only 2013 and 2014. The priority for use of this funding would be to reinstate the original schedule for reconstruction neighbourhoods, and to ensure overlay neighbourhoods are added to ensure both priority locations and city wide work is undertaken. Increasing the funding in this program by \$30 million would reinstate planned schedules for Dovercourt (Ward 2), Terrace Heights (Ward 8), Grovenor (Ward 6), Hazeldean (Ward 11) and Laurier Heights (Ward 5), with only Avonmore (Ward 11) having a deferred start (however timing of Avonmore would match the anticipated construction schedule for southeast LRT). Our first two priority additions to the overlay program are Evansdale (ward 3) and Keheewin (ward 10), and it is anticipated that the funding source for this work would be from a carry forward of savings within the neighbourhood program from 2011. Microsurfacing is currently fully funded in the operating budget, and future increases in funding for this program would occur 10 years after overlay or reconstruction work occurs. More detail is provided in the separate information report on the neighbourhood renewal program. On average, overlay costs about \$2.5 million per neighbourhood.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Councillor Sohi

Question #: 12-009C

Budget Page #: 468

What operational savings would be made possible by this consolidation to a permanent pavement management facility?

Question Answer:

The last expansion of Roadway Maintenance facilities took place in 1992. Since that time, the City's roadway inventory has increased by approximately 18%. Staff and equipment have generally increased to match this growth; however this has now exceeded the capacity of existing facilities to accommodate the new numbers.

As a result, trailers have had to be set up in both the Northeast and Northwest Maintenance Yards to accommodate additional locker space during the summer months. Pavement Management maintenance leaders must now share desk space with their District counterparts. In addition, weather-sensitive equipment such as pavers, and specialized data collection vehicles have been housed in existing maintenance garages during the winter period. This includes 25 pieces of equipment with a replacement value of \$5.1 million; an additional 10 pieces of equipment to increase capacity will be added over the next two years bringing the total replacement value to \$7.7 million. With the acquisition of 20 sanders to increase service levels in residential neighbourhoods, in winter and use in paving projects in summer, the Pavement Management equipment will now need to be stored in an alternative space. The Centennial Bus Garage has been identified as a potential alternative; however this is a temporary solution as the space will need to be reclaimed by Transit in the near future. The market cost for rental of this amount of space is estimated to be in the order of \$100,000 per month.

The Pavement Management group consists of 100 operating staff, 6 permanent technicians and up to 12 seasonal technical assistants. The technical and senior supervision staff is currently housed in the Central District Yard while operating staff occupy temporary trailers in the Northwest and Northeast District Yards. Expanding the facility at the Northeast District Yard and consolidating staff at this new facility would serve to ease the overcrowding in the Northeast Yard, Northwest Yard and Central Yard, which is also shared with Traffic Control. A 2009 consulting report indicated that the present Central Yard has only 41% of the space needed to accommodate all of the current business functions at this site. (see footnote #1)

Consolidation of Pavement Management staff from three scattered locations to one central facility is expected to increase operational efficiencies. Daily adjustments to crews often require personnel and equipment to be deployed from one facility to another resulting in operational delays.

1.P.59, Transportation Yards Long Range Facilities Plan and General Fit Program, IBI Group, February 2009.

The proposed funding from the dedicated tax levy for neighbourhoods for this facility is consistent with the City's role in pavement management which includes:
- housing all staff who undertake inventory and condition ratings,

2012-14 Capital Budget Questions By Councillor

- housing equipment already used for paving work by the City (collector bus routes and neighbourhoods), and
- consistency with the use of this funding source for the recent purchase of sander trucks (50% funded by neighbourhood renewal in recognition of their summer use).

The City's role, historically, in neighbourhood renewal, is not only contract work. The City undertakes 16 km of collector/bus route overlay work per year, and the expansion to undertake three neighbourhood overlays per year was outlined as part of the planned use of the sander trucks purchased for residential snow clearing. This is part of the overall strategy to secure overall capacity (City and contractor) to deliver the neighbourhood program.

The City will continue to contract out all neighbourhood reconstruction work, and any work requiring use of specialized materials (full depth reclamation, foamed asphalt) or with concrete rehabilitation.

Given that, use of City forces is a key part of the overall strategy to address neighbourhood renewal; housing the staff and equipment associated with this facility is necessary. If a new facility is not constructed, it will be necessary to continue to house staff in geographically dispersed facilities using trailers. Equipment requires heated facilities, requiring the use of temporary tents or quonset huts, or lease of space from the private sector.

As this facility is in the design phase, it would be appropriate to have a more thorough review of the project at the Transportation and Infrastructure Committee prior to proceeding to tender the work. Design will be completed by the end of February 2012, and any request for project approval could be held until Transportation and Infrastructure Committee has an opportunity to review the business case in more depth.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Councillor Sohi

Question #: 12-010C

Budget Page #: 473

What are the tax levy implications of this developer-financed Traffic Signals–Pedestrian/Bus Safety capital project?

Would the 2015-2016 capital funds come from the tax levy?

Question Answer:

Typically 40% of the dollars identified in this program are directly funded through developer commitments with no tax levy impact. The remaining 60% are funded through other sources which for 2012 to 2014 do not include tax levy dollars. The \$9.5 Million dollars over the three years includes both the developer funded program of approximately \$3.8 million and \$5.7 million with proposed funding from other recoverable funding sources for this proposed budget cycle. Although there is no tax levy implication proposed to the capital budget for this program from 2012 to 2014, there may be tax levy requirements to support this program in future budget cycles for a portion of this program to sustain it.

In terms of annual costs associated with typical devices installed from this program on a unit cost basis, the annual operation (energy consumption) and maintenance for key devices being installed from the program are:

Full Traffic Signal - \$2,200 / yr

Pedestrian Signal - \$1,000 / yr

Amber Flasher - \$500 / yr

Branch: Transportation Operations **Asked By:** Councillor Sohi

Question #: 12-011C

Budget Page #: 497

What are the revenue sources for the Traffic Safety Engineering Program? Is it funded through traffic enforcement revenues, and if not, why?

Question Answer:

The Traffic Safety Engineering Program on page 497 includes a variety of projects aimed at improving safety through engineering measures. This includes intersection improvements such as redesign of right turns, neighbourhood safety measures to reduce speed and collisions on collector bus routes, and school drop off facilities. The program is unfunded in 2012-14.

Opportunities to address these measures will be included within the funding envelope for neighbourhood rehabilitation and arterial road rehabilitation, but stand alone projects are not funded and may need to be considered on a case by case basis.

The projects certainly fit the criteria for use of automated enforcement revenues, however current revenue forecasts do not foresee any funds available for allocation to these projects within the next three years.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Planning

Asked By: Councillor Sohi

Question #: 12-012C

Budget Page #: 519

Whitemud Dr. Widening—66 St-34 St is unfunded. Was this widening not approved (for construction in 2012) in the last capital budget as part of project 09-66-1480, Inner Ring Loop & Hghwy Connectors? Please justify this project's status as unfunded in the current proposal.

Question Answer:

Whitemud Drive widening from 34 Street to 66 Street was identified as a "planned" project in the previous 2009-2011 CPP. During the deveopment of the 2012-2014 CPP, this project became unfuded due to the reduction of available MSI and Fuel funding, the need to fund renewal funding priorities first, and the overall lack of funding available to growth projects.

Branch: Transportation Planning

Asked By: Councillor Sohi

Question #: 12-013C

Budget Page #: 520

The town of Beaumont received Provincial funding to upgrade 50 St to 4 lanes south of 41 Av. Why has Edmonton not received similar support from the Province to expand 50 St north of 41 Av?

What strategies can be pursued to secure regional/ Provincial support for this project?

Question Answer:

The City approached the Province in the fall of 2010 requesting a similar funding arrangement as the Town of Beaumont received for the section of 50 Street south of 41 Avenue. The section north of 41 Avenue is estimated at \$23.4 million and the City's proposal was to split the costs 1/3 city, 2/3 provincial (approximately \$7.8 million city). The Province declined the proposal stating that the City already received sufficient grant funding from the Province to undertake this work.

Other strategies that could be pursued for this work would be to raise this issue through the Capital Region Board however as the project only relates to 2 or 3 jurisdictions, it may not be a priority for the CRB. Another option is to raise the issue with the new Minister of Transportation.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Councillor Sohi

Question #: 12-014C

Budget Page #: 563

Please elaborate on the implications of not funding the Westwood Transit Garage upgrades.

Question Answer:

A building condition assessment on Westwood Garage was conducted in 2005, with a preliminary estimate of \$66 million identified to upgrade the facility. City Council approved \$34 million in funding for this work in the 2009 CPP (Project 09-41-6601), with the remaining \$32 million falling to the unfunded category. The approved funding was subsequently reduced by \$1.4 million in 2009 due to MSI deferrals.

A consultant has been hired, and design work commenced in 2011. Through this review, it was identified that the approved funding (\$32 million) would allow for replacement of most of the critical facility components but still require additional funding up to \$66M to complete the renovation and provide a 50 year life.

Administration will be cancelling the Westwood Garage renovation project and proceeding with construction of a new garage to replace Westwood. Report 2011TS4639 will be brought to Council on November 25, 2011. The reasons for this approach are:

The cost to undertake a complete overhaul of the facility is in excess of \$60 million dollars. In comparison, Centennial Garage was completed in 2010 for under \$100 million

With approval to redevelop the City Centre Airport lands, there are opportunities for redeveloping or using the Westwood Garage for other purposes that could be more compatible with the future development in the area. The value to the City is potentially higher with redevelopment.

There is potential to take advantage of the P3 Canada program, which provides up to 25% funding for qualifying projects.

Under this scenario, design and construction of a new garage would take place within the next five years. Due to the present condition of Westwood Garage, an estimated \$6 million would be required to maintain the safety and functionality of the facility over the next five years. Some savings could be achieved with earlier construction of a new facility.

2012-14 Capital Budget Questions By Councillor

Branch: *Edmonton Transit*

Asked By: *Councillor Sohi*

Question #: *12-015C*

Budget Page #: *570*

What is the justification for an additional park-and-ride site in Heritage Valley, when there is one located at Century Park?

When does the contract expire for the Century Park park-and-ride?

Question Answer:

The Heritage Valley Park and Ride project is being deferred beyond 2014 as there is an existing lease agreement at Century Park. The recommendation to defer this project was made since the printing of the 2012-2014 CPP. Report 2011TS2485 will be brought to Council on November 25, 2011.

The initial 5-year lease at Century Park expires on March 31, 2015. There are an additional five 1-year extensions available and the landlord cannot terminate these 1-year leases without the agreement of the City.

Branch: *Edmonton Police Service*

Asked By: *Councillor Sohi*

Question #: *12-016C*

Budget Page #:

*Are all EPS capital requests reviewed by the Police Commission prior to inclusion as budget requests?
Has the Commission approved business cases for EPS budget requests?*

Question Answer:

Yes, the Police Commission reviews all capital business cases for the EPS. The process began in February 2011 and concluded with final approval in August 2011. The Police Commission reviewed the business cases in depth and requested additional information that was incorporated into the final documents.

Branch: *Edmonton Police Service*

Asked By: *Councillor Sohi*

Question #: *12-017C*

Budget Page #: *611*

What is the proposed location of the South West Division Station?

Question Answer:

The Southwest Division station is being constructed at 1351 Windermere Way SW and will open in late 2012 . (A few blocks south of the Anthony Henday along west side of 170 Street/Terwillegar Drive).

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Mayor Mandel

Question #: 12-105C

Budget Page #:

How much capital funding was reallocated from the Neighbourhood Renewal Program to fund the Walterdale Bridge and other critical projects?

Question Answer:

Throughout the 2012-2014 capital prioritization process, approximately \$15 million was deducted from the Neighbourhood Renewal Program from historic levels. A report will be going forward to Council on November 25 providing further information on strategies to address this.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Mayor Mandel

Question #: 12-109C

Budget Page #: 418

Roads - have a budget of \$60M for arterial and collector work.

Question Answer:

There are currently 3263.2 lane-kilometres of arterial road in the City of Edmonton with a replacement value of \$3 billion. The time period between pavement overlays for an older arterial road can be as low as 8 years while newer arterials will typically provide about 15 years of service between resurfacings. At an average service life of 12 years, approximately 272 lane-kilometres of arterial need to be rehabilitated each year. In practice, the cost of rehabilitating an individual lane-kilometre can vary between \$120,000 and \$300,000, depending on the scope of work that is required. The former price would involve a simple resurfacing with no concrete work, whereas the latter could include isolated base repairs, and the replacement of poor sections of curb, walk or streetlights. The mix of work required in any particular year will also vary due to the individual circumstances of each project.

As Edmonton's arterial inventory features a significant backlog of needed work, the average cost of rehabilitation will typically be closer to the higher end of the cost range. At an estimated average arterial lane-kilometre cost of \$220,000 to rehabilitate, then the expected annual network cost would be in the order of \$60 million. Alternatively, using industry's rule of thumb that the amount spent on rehabilitation should be equal to 2% of the asset value, this calculation also yields a value of \$60 million per year. The \$60 million funding level would maintain the current average condition rating.

Arterial rehabilitation can also occur as the result of growth projects or reconstruction projects. An example of the latter would be the 99 Street/Scona Road work that was carried out last summer. That work renewed the equivalent of 10.2 lane-kilometres of arterial road. The Quesnell Bridge work renewed an additional 24.9 lane-kilometres. The Gateway/23 Ave project renewed 36.6 lane-kilometres.

Over the 2009-2011 period, the combined effort of the work within the arterial rehabilitation program 1020, the added arterial mill and overlay projects, and the reconstruction or major rehabilitation undertaken as a result of projects such as the ones listed above allowed the City to undertake the required annual lane km to achieve the target level.

Collector roadway rehabilitation within residential and industrial neighbourhoods are not funded from within program 1020. Collector roadway rehabilitation is funded from within the neighbourhood renewal program.

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Operations* **Asked By:** *Mayor Mandel*

Question #: *12-110C*

Budget Page #: *420*

You list Jasper Avenue upgrade. Is this part of our approved items as it is in 2015?

Question Answer:

This project is the future reconstruction of Jasper Avenue from 109 to 116 Street to address the deteriorated state of the roadway. The roadway base has deteriorated to a point that pavement overlays can no longer adequately maintain the condition of the roadway, however no budget approval is being requested at this time as the work is not scheduled until 2015 at the earliest. The timing of this work will need to consider priority for this project relative to other reconstruction priorities such as 112 Avenue (east of Gretzky Drive) and 127 Street north of 118 Ave which are also not currently funded. There are no land costs associated with this project.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Mayor Mandel

Question #: 12-111C

Budget Page #: 423

Bridge Rehabilitation - Please explain what this is for. We have already done Whitemud, are doing Walterdale, are repairing 79 Street & 98 Avenue, spent a lot in refurbishing Scona bridge as well as Dawson, Groat is in good shape and you have money in for 102 Avenue which has been repaired many times. I would like the Bridge Investment Strategy to come to Committee. I do not know about it and it is an all-consuming program, page 426, 428 and 430.

Question Answer:

There are currently 190 bridge structures in the Transportation Services Department's inventory with a replacement value of \$1 billion. The inventory can be broken down in the following categories:

- 57 Grade Separations
- 11 River Bridges
- 23 Channel Crossings
- 23 Railway Bridges
- 45 Pedestrian Structures
- 32 Bridge Culverts.

In order to maintain the bridge inventory in a good state of repair, preventive maintenance strategies are in place including:

- Regular bridge inspections
- Annual bridge washing programme
- Deck and curb sealing programme
- Timely minor maintenance
- Timely accident repairs
- Bridge deck wearing surface grind and overlay
- Culvert rehabilitation/replacement

The cornerstone of the Bridge Management System is the bridge inspections. As a result of the harsh weather conditions, and through use, bridges are subjected to deterioration over time. All bridges are inspected on a pre-determined schedule to maintain an acceptable level of service for public safety. Bridges and bridge structures are inspected according to the following schedule:

- Annual Inspections Bridges over the N. Saskatchewan river, structures on major arterials and truck routes
- 3-year interval Grade separations not on truck routes
- 5-year interval Pedestrian bridges and culverts

During these visual inspections, bridge elements are inspected, assessed and assigned a numerical rating between 1 and 9. A rating of 1 indicates the structure requires immediate attention and may be reason enough to put it out of service until repairs are completed. A rating of 9 indicates the structure/element is in a new or as new condition and a rating of 5 indicates that the structure is performing as it was intended to. The target is to have all major bridges and grade separations at a 5 rating with no structures to deteriorate below 3.

2012-14 Capital Budget Questions By Councillor

All inspection reports are reviewed by the Bridge Engineer and based on the element condition rating (primary consideration) and the age (secondary consideration) the following action is taken:

Do nothing

Prepare a minor maintenance programme for work that can be done in house

Prepare a list of structures that need to be assessed by outside consultants for rehabilitation/replacement. These structures are identified in the CPP for funding.

Typically the scope of work for an assessment assignment will include:

Detailed inspection of the bridge

Assess the condition of the superstructure and substructure (destructive and non destructive testing)

Perform a desktop load rating capacity of the structure and compare it to Alberta's legal truck loads, and to the present day design truck loads

Assess the functionality of the structure with input from the Planning Branch of the Transportation Services Department

Investigate various short term and long term alternatives for the rehabilitation of the bridge

Prepare cost estimates for the various alternatives based on life cycle costing

Prepare a report with findings, conclusions and recommendations.

Based on the conclusions and recommendations, this may lead to a design and construction assignment

An example of this process would be the decision to perform a major rehabilitation of the 44-year old 82 Avenue over Argyll Road grade separation. In house inspection rated the substructure at a 3 and the bridge girders at a 4. A consultant was retained to assess the structure and it was determined that a major rehabilitation of the bridge was required because both the girders and the pier caps could not safely support the Alberta legal truck loads nor today's design loading of CL-800.

Although it is not possible to identify a specific annual capital expenditure for bridges, based on a life cycle assessment and the asset value, it is necessary to have an ongoing capital program for rehabilitation that typically is in the range of about \$20 million per year, (this would be about 2% per year of asset value) with additional costs for replacement of structures (in the next three years this includes both the Walterdale Bridge and the 102 Ave Bridge over Groat).

As the risks of failure of bridges are more severe than any other element of the roadway infrastructure, no reductions to bridge rehabilitation were proposed in this capital budget cycle.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Mayor Mandel

Question #: 12-112C

Budget Page #: 468

Pavement and design for a Permanent Pavement Management Facility - what is it and why is it needed?

Question Answer:

The last expansion of Roadway Maintenance facilities took place in 1992. Since that time, the City's roadway inventory has increased by approximately 18%. Staff and equipment have generally increased to match this growth; however this has now exceeded the capacity of existing facilities to accommodate the new numbers.

As a result, trailers have had to be set up in both the Northeast and Northwest Maintenance Yards to accommodate additional locker space during the summer months. Pavement Management maintenance leaders must now share desk space with their District counterparts. In addition, weather-sensitive equipment such as pavers, and specialized data collection vehicles have been housed in existing maintenance garages during the winter period. This includes 25 pieces of equipment with a replacement value of \$5.1 million; an additional 10 pieces of equipment to increase capacity will be added over the next two years bringing the total replacement value to \$7.7 million. With the acquisition of 20 sanders to increase service levels in residential neighbourhoods, in winter and use in paving projects in summer, the Pavement Management equipment will now need to be stored in an alternative space. The Centennial Bus Garage has been identified as a potential alternative; however this is a temporary solution as the space will need to be reclaimed by Transit in the near future. The market cost for rental of this amount of space is estimated to be in the order of \$100,000 per month.

The Pavement Management group consists of 100 operating staff, 6 permanent technicians and up to 12 seasonal technical assistants. The technical and senior supervision staff is currently housed in the Central District Yard while operating staff occupy temporary trailers in the Northwest and Northeast District Yards. Expanding the facility at the Northeast District Yard and consolidating staff at this new facility would serve to ease the overcrowding in the Northeast Yard, Northwest Yard and Central Yard, which is also shared with Traffic Control. A 2009 consulting report indicated that the present Central Yard has only 41% of the space needed to accommodate all of the current business functions at this site¹.

Consolidation of Pavement Management staff from three scattered locations to one central facility is expected to increase operational efficiencies. Daily adjustments to crews often require personnel and equipment to be deployed from one facility to another resulting in operational delays.

1. □ P.59, Transportation Yards Long Range Facilities Plan and General Fit Program, IBI Group, February 2009.

The proposed funding from the dedicated tax levy for neighbourhoods for this facility is consistent with the City's role in pavement management which includes:

- □ housing all staff who undertake inventory and condition ratings,
- □ housing equipment already used for paving work by the City (collector bus routes and

2012-14 Capital Budget Questions By Councillor

neighbourhoods), and

-□ consistency with the use of this funding source for the recent purchase of sander trucks (50% funded by neighbourhood renewal in recognition of their summer use).

The City's role, historically, in neighbourhood renewal, is not only contract work. The City undertakes 16 km of collector/bus route overlay work per year, and the expansion to undertake three neighbourhood overlays per year was outlined as part of the planned use of the sander trucks purchased for residential snow clearing. This is part of the overall strategy to secure overall capacity (City and contractor) to deliver the neighbourhood program.

The City will continue to contract out all neighbourhood reconstruction work, and any work requiring use of specialized materials (full depth reclamation, foamed asphalt) or with concrete rehabilitation.

Given that, use of City forces is a key part of the overall strategy to address neighbourhood renewal; housing the staff and equipment associated with this facility is necessary. If a new facility is not constructed, it will be necessary to continue to house staff in geographically dispersed facilities using trailers. Equipment requires heated facilities, requiring the use of temporary tents or quonset huts, or lease of space from the private sector.

As this facility is in the design phase, it would be appropriate to have a more thorough review of the project at the Transportation and Infrastructure Committee prior to proceeding to tender the work. Design will be completed by the end of February 2012, and any request for project approval could be held until Transportation and Infrastructure Committee has an opportunity to review the business case in more depth.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Mayor Mandel

Question #: 12-113C

Budget Page #: 473

Can you outline the cost of a traffic signal and why we need \$9M. Do we need more traffic signals?

Question Answer:

This project profile incorporates more than just new full traffic signals and also incorporates improvements to traffic operations at existing traffic signals and upgrades for pedestrian crossing control lights. There are requirements to move forward with all active traffic control devices similar to the 2011 summaries below for 2012 through 2014. Full traffic signals are required and funded through development/growth commitments as well as for traffic growth areas where traffic volumes and delays have increased outside of development growth areas to the point where full traffic signals are required. Similar growth and changes in pedestrian and vehicle traffic patterns result in annual requirements for active pedestrian traffic control upgrades and traffic signal control upgrades including left turn phases, audible traffic signal devices and vehicle detections for optimization of traffic signals.

Key devices that this project profile includes (costs are averages from 2011 actual costs):

- Full Traffic Signal (\$250 k)
- Pedestrian Traffic Signal (\$130 k)
- Pedestrian Amber Flasher (\$80 k)
- Left Turn Signal Phase (\$35 k)
- Audible Signal Device (\$30 k)

For the 2011 program the construction of these devices is as follows:

- 4 Traffic Signals Developer Funded (\$1,000 k)
- 4 Traffic Signals GF funded (\$1,000 k)
- 7 Pedestrian Signals/Amber Flashers (\$600 k)
- 20 Left Turn phases (\$750 k)
- 6 Audible Signal Devices (\$170 k)

Some key location examples and drivers for installation from the 2011 program include:

- 105 Ave and 101 St new signal to support Epcor Tower traffic access / volume increases (Developer Funded)
- Rabbit Hill Road and McTaggart Drive Full Traffic Signal added to support pedestrian crossings for new schools in area and increased traffic delays due to growing traffic on RHR from area growth and Anthony Henday interchange access opening south of this location (from GF)
- 137 Ave and 135 St Pedestrian Signal to improve crossing safety based on 137 Ave roadway improvements in this area resulting in increased vehicle activity
- 162 Ave and 50 St Amber Flasher to support primary residential school walking route based on growth in pedestrian activity and 50 St traffic
- 106 Ave and 50 St left turn phase operation addition to address high left turn crash location

The collective budget and requirements have been established from historical requirements and have been identified and put forward in the 2012 to 2014 program to support the key elements identified above. Also of note, typically 40% of the dollars identified are directly funded through developer commitments. The remaining 60% are funded through other sources which for 2012 to 2014 do not include GF funds however will need to be considered for funding from GF and other

2012-14 Capital Budget Questions By Councillor

sources as available in future budget cycles. It should be noted that for the 2012 to 2014 budget reductions in activity from the 2011 program have been estimated with only 1 to 2 non-developer funded full traffic signals being expected to occur annually which is where the difference from the proposed 2012 to 2014 compared to 2011 results from. The \$9.5 Million dollars over the three years includes both the Developer funded program of approximately \$3.8 million and \$5.7 million with proposed funded from other recoverable funding sources for 2012-2014.

Branch: *Transportation Operations* **Asked By:** *Mayor Mandel* **Question #:** *12-114C*

Budget Page #: *476*

Integrated Speed Equipment - this is part of capital but it generates revenue. How do we treat this?

Question Answer:

Integrated speed equipment purchase and replacement is funded through automated enforcement revenues (ie self financing). The "other" funding source shown on the project profile is automated enforcement revenue.

Branch: *Client Financial Services* **Asked By:** *Mayor Mandel* **Question #:** *12-115C*

Budget Page #: *481*

Walterdale bridge - we should borrow at 1% or 1/3, 1/3, 1/3 per year.

Question Answer:

Borrowing to fund the \$132 Walterdale Bridge is a viable option for consideration. Current borrowing rates with the AFCA are very low. Additionally, the freed-up funds could potentially be redirected towards priority renewal projects that were reduced to accommodate funding the Walterdale project. The projected borrowing impact to future taxes is outlined in the following table. The overall % increase to tax levy is estimated to be approximately 1% over the next three years.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Mayor Mandel

Question #: 12-116C

Budget Page #: 535

Transit Safety & Security - Explain how the \$5.5M is to be used.

Question Answer:

ETS continues to grow at a rapid rate which has left the current ETS control centre incapable of supporting the expanding need for bus, LRT and Security dispatching and operations management. In the next two years the NAIT LRT line will add a requirement for additional work stations and wall train status displays to operate the NAIT to Health Sciences line.

The \$5.5M budget identified for 2012 contains funding for the construction and relocation of the Transit Control Centre and associated systems and applications from Churchill Station to Corona Station. This includes dispatch and monitoring operations for ETS surface (bus) operations, LRT, and Security entities. The existing dispatch, CBTC, radio, and CCTV platforms and other software applications currently in use will remain in use in the new control room. If physical space permits, this project will make provision for workstations for other City of Edmonton (COE) entities such as Corporate Security dispatch and monitoring operations, and dispatch and support for all COE Community Peace Officer groups to assist with officer safety. The control room relocation project was approved as part of Project 09-66-1240, but was deferred to 2012 for construction due to the deferral of Provincial MSI funding and identifying a suitable location for the facility.

In addition to funding the control room, the 09-66-1240 project funded the following security systems projects in the 2009-2011 period:

Addition of security equipment (cameras, emergency phones, panic buttons, networking equipment, etc) in LRT stations, LRT tunnels, Park and Ride lots and Pedways.

Upgrade to existing cameras (replace analog cameras with IP cameras) in LRT stations (Clareview, Belvedere, Coliseum and Stadium station) as well as addition of new IP cameras in LRT tunnels, Park and Ride lots and Pedways.

Improvements to the CCTV system in bus transit centres, which include adding new cameras and replacing old cameras, Adpro replacement, CCTV network connectivity improvement from ADSL line to fibre optic connection.

Addition of intrusion detection system at Health Sciences Station tunnel and North and South Portal tunnel.

Life cycle replacement of CCTV system server.

Upgrades to the CCTV system components (i.e. replacing hard drives, etc) on buses as well as new camera installation on busses.

Purchase of 50 additional portable radios for Transit Security.

Installation of cameras at Davies transit garage to improve perimeter security.

Installation of new PA systems at bus transit centres (WEM, Northgate, Westmount, Jasper place, Belvedere, South Campus, Lakewood).

Provision of garbage and recycle receptacles at LRT stations of the same design developed as part of the Federal Transit Secure program (the Transit Secure program provided funding only to fit up half of the stations).

Rekeying of the LRT stations and the D.L MacDonald LRT Facility as well as the addition of card

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access at high security rooms (example: signals rooms) to provide an increased level of security. The addition of doors at street level at the Corona LRT station entrances to provide an increased level of security after service hours.

Purchase of the Variable Messaging Sign (VMS) hardware for the NE leg stations in order to bring them up to the same standard as provided on the SLRT and NLRT legs.

Upgrades to the command and control software (Intergraph System) utilized in the ETS Control Centre.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Mayor Mandel

Question #: 12-117C

Budget Page #: 544

Central Station Rehab - The issue of \$54,614 to pay for repairs for LRT - why is this such an expense and do not say that it is due to wear and tear as subways around the world last longer than 40-50 years. Also, this was rebuilt before and I would like clarification of this.

Question Answer:

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Central Station History ¶

¶ Central Station was built in 1976-1977 (new construction technique at the time), and in 1996 remedial leakage repairs were done (\$1.9M, in 1996\$'s). At that time, the concrete roof/driving surface was in good condition and it was determined not to do extensive repairs (removal of the concrete roof and replacement of the waterproofing membrane). The structural design of the Central LRT station is the same as Churchill LRT Station, which required extensive leakage repairs. The remaining LRT stations along Jasper Avenue are of a different structural design and have not been exhibiting similar leakage problems.¶

¶ The damage observed to the roof of Central Station LRT station can be traced to water leakage onto the structure primarily from a failed waterproof membrane and secondarily from a road surface that has exceeded its life cycle. The leakage has occurred for such a long period that the structural damage is very evident and extensive. The observed damage at present will not cause an imminent failure, but will require a significant undertaking to repair the damage to the roof's structural members. If the structure is not repaired and the water leakage is not arrested in the next couple of years then the damage to the structure will increase exponentially and the odds of a severe failure also increase.¶

¶ The recommendation of this report is that the City repairs all the structurally damaged concrete on the roof structure of Central LRT Station as well as provides a new waterproof membrane on the sides and roof of Central LRT Station[¶].

¶ Ongoing deterioration has been taking place at Central Station and has reached a point where significant damage has occurred within the Station as well as to the concrete driving surface. The conceptual cost estimate for the leakage repairs (replacement of concrete roof/driving surface, waterproofing membrane, and existing streetscape) was \$54.6M. Based on the current project profile, Fuel Tax is at \$ 49.8 M and G.F. at balance of \$ 54.6 M. With the recent approval of the Jasper Avenue New Vision (JANV) and the condition of the 1987 streetscape, it was also determined that the leakage repair project (extensive repair to the Station, concrete driving surface and replacement of existing streetscape) was a good opportunity to coordinate and add the JANV streetscape to the scope of work. ¶

¶ Recent Costing for Central Station Project ¶

¶ Based on recent (November 2011) preliminary cost estimates the cost is estimated at \$44M (including the JANV streetscape), with project limits from 100 Street to 102 Street. Further cost refinement will be done upon completion of detailed design. Some areas of the Station could not be accessed and as such, a condition assessment of those areas could not be undertaken. Repairs for the inaccessible areas, is an unknown and there is a risk associated with that portion of the cost estimate.¶

¶ The preliminary cost breakdown is as follows:¶

- Structure LRT Station / Waterproofing \$22.1 M¶
- Roadway \$ 6.3 M¶
- JANV Streetscape \$15.6 M (To replace existing streetscape with existing would cost \$7.9 M; the diff is \$ 7.7 M)¶

¶ Total Cost \$44.0 M ¶

Based on the recosting, \$10.614 million of fuel tax has been released for reallocation, and a new project profile is being prepared to reflect the reduction in estimated costs.¶

¶

¶ Paragraph excerpt taken from Walters, Chambers & Associates Ltd., May 22, 2008, "Investigation of Central LRT Station and Jasper Avenue Roadway over Central LRT Station" report.¶

¶ Excerpt taken from Walters, Chambers & Associates Ltd., May 22, 2008, "Investigation of Central LRT Station and Jasper Avenue Roadway over Central LRT Station" report.¶

2012-14 Capital Budget Questions By Councillor

Branch: *Edmonton Transit*

Asked By: *Mayor Mandel*

Question #: *12-118C*

Budget Page #: *546*

LRV Retrofit Package - what is NDPT?

Question Answer:

New Deal for Public Transit (NDPT)

This was a 2 year Federal grant program announced in 2005 primarily for transit vehicles and LRT systems.

The City received \$44 million which was allocated approximately half to bus purchases and half to light rail vehicle retrofits.

The amount allocated to the light rail vehicle retrofits is expected to be fully spent by the end of 2012.

Branch: *Edmonton Transit*

Asked By: *Mayor Mandel*

Question #: *12-119C*

Budget Page #: *548*

Bus Fleet Replacement - you show capital project breakdown of \$45M but only \$3M in 2012-2013. Please explain.

Question Answer:

This question refers to Project Profile 09-66-1281 - Bus Fleet Replacement, which was an approved project in the 2009 - 2011 CPP. To the end of 2011, \$45,324,000 has been spent or committed for purchasing ETS and DATS buses to replace units that have reached their planned life expectancy. This profile includes \$2,200,000 and \$750,000 of approved funding in 2012 and 2013, respectively, for the purchase of DATS buses that will replace units originally purchased in 2005 and are beyond the design life of the vehicles, with the source of funding being the Financial Stabilization Reserve. The recommendation regarding DATS Replacement Buses and Funding Sources was approved by City Council on January 20, 2010.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Mayor Mandel

Question #: 12-120C

Budget Page #: 551

Bus Fleet Replacement - you ask for \$7,155 but show \$84M below the line. Explain why you do it this way.

Question Answer:

RESPONSE

CPP profile sheets show total requirements over the 2012 - 2016 period. For programs such as Bus Fleet Replacement, "BUDGET" funding is being recommended for the 2012 - 2014 period only. This program shows a requirement for \$51 million in the years 2015 and 2016, primarily due to the need to replace a significant number of buses purchased in 1997 and 1998.

For 2012 - 2014, the "TOTAL CAPITAL EXPENDITURE PLAN" represents the total requirement for fleet replacement based on the planned life of the buses and a proactive mid-life bus refurbishment program. With the recommended budget, \$7,155,000 over three years would be available for this program (indicated under "BUDGET"), leaving a shortfall of \$26,194,000 over the three year period (indicated under "PLANNED AMOUNT NOT APPROVED FOR SPENDING"). As a result of this shortfall, there will be impacts on the operating budget. A full accounting of funding allocations to various components of this program and the impacts of the shortfall are provided in the attached document.

2012-14 Capital Budget Questions By Councillor

12-66-1281 Bus Fleet Replacement

1. Bus Fleet Replacement – replace units that have reached their planned life (18 years for standard and articulated buses; 10 years for community service buses)

Request

2012 – Replace 42 40-foot buses (purchased in 1993/1994) - \$19,924,000

2013 – No Replacements

2014 – No Replacements

Available Funding

2012 - \$0

2013 - \$0

2014 - \$0

Impacts

Continue operation of 42 buses beyond their planned life of 18 years. These buses require significantly greater effort to maintain compared to new replacement buses. To maintain safe, reliable operation, the following additional operating expenses are required (incremental operating costs vs. a fully funded replacement program)

2012 - \$864,000

2013 - \$1,073,000

2014 - \$1,301,000

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2. Mid-life Bus Refurbishment – The design life, as specified by the manufacturers, of standard and articulated buses is 12 years. Mid-life refurbishment of key components (body and frame, engine, transmission, etc) is required to extend the life of the buses to 18 years.

Request

2012 – Refurb 58 buses - \$5,220,000

2013 – Refurb 58 buses - \$5,377,000

2014 – Refurb 58 buses - \$5,583,000

Available Funding

2012 - \$ 4,050,000 (45 buses)

2013 - \$0

2014 - \$0

Impacts

By undertaking a limited bus refurbishment program, component failures on buses would be expected. This would require unplanned and emergency repairs and generally higher maintenance costs. An increased number of on-road breakdowns would occur, affecting service to transit customers. To maintain safe, reliable operation, the following additional operating expenses are required (incremental operating costs vs. a fully funded bus refurbishment program)

2012 - \$131,000

2013 - \$808,000

2014 – \$2,155,000

2012-14 Capital Budget Questions By Councillor

3. DATS Fleet Replacement – replace units that have reached their planned life (7 years)

Note – buses planned for replacement in the 2012 – 2014 period were purchased in 2005. Due to the age of these buses, high maintenance costs are being experienced.

Request

2012 – \$0

2013 – Replace 15 units - \$1,285,470

2014 – Replace 15 units - \$1,330,460

Note: In project profile 09-66-1281, \$2,950,000 is already approved and cash flowed as \$2,200,000 in 2012 for 25 buses and \$750,000 in 2013 for 10 buses)

Available Funding

2012 - \$ 0

2013 - \$1,285,470 (15 buses)

2014 - \$1,330,460 (15 buses)

No Impacts

4. Bus Equipment Replacement – Replace specialized components (eg. destination signs, camera systems, automatic passenger counters) when they reach their design life.

Request

2012 - \$280,000

2013 - \$0

2014 - \$53,000

Available Funding

2012 - \$225,000

2013 - \$0

2014 - \$0

Impacts

Components will be replaced using operating budget.

2012-14 Capital Budget Questions By Councillor

Branch: *Edmonton Transit*

Asked By: *Mayor Mandel*

Question #: *12-121C*

Budget Page #: *556*

SMARTBUS - Why would you put \$1.6M above the line and \$34M below when we should be doing the Smart Card?

Question Answer:

The \$1.6 million in approved funding is in addition to \$1.8 million of 2011 funding approved by City Council in early 2011 for this initiative. The \$3.4 million allows for the first phase of Smart Bus implementation, including equipment for 50 buses, trial on two bus routes, and evaluation and determination of the functionality of the different Smart Bus features, so that decisions can be made on what would be the most effective way to proceed with the rest of the fleet (ie. determine if all of the Smart Bus functionality required). Smart Bus includes features that will provide significant customer information enhancements, allowing customers to know where their bus is and have more confidence in the reliability of the service, and provide tools to more effectively manage the fleet of over 950 buses.

At this time, a request for proposals has been issued, and which will be close at the end of November 2011. There has been significant interest from potential vendors. In terms of risks of not continuing this work, it should be noted that Automatic Stop Annunciation (ASA) is part of the Smart Bus functionality. ASA features include both audible and visual "Next Stop" messaging to assist persons with visual or hearing impairments. In other provinces, transit systems have been mandated through human rights rulings to implement these systems. The disabled community in Alberta is aware of these rulings; however stakeholders are aware of Edmonton Transit's Smart Bus efforts. If this project is stopped, there is a risk that implementation of these measures will be mandated. The cost to implement an independent ASA system on the entire bus fleet is approximately \$11 million.

Ultimately, moving forward with the first phase of implementation, which requires the remaining \$1.6 million in approved funding to proceed, allows for an assessment of benefits of the system and a better understanding of potential savings that can be achieved (which could be used to offset the costs of implementing Smart Bus on the entire bus fleet). Other benefits resulting from improved customer information on bus schedules and operational efficiencies can also be assessed.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Mayor Mandel

Question #: 12-122C

Budget Page #: 563

Westwood Transit garage Upgrades - you show an expenditure of \$66M, of which \$33 is unfunded. Why would we spend the first \$32M and what does it do? What does the \$33M do? Would we not be better off to build new if the cost to renovate is so high? Should this be delayed?

Question Answer:

A building condition assessment on Westwood Garage was conducted in 2005, with a preliminary estimate of \$66 million identified to upgrade the facility. City Council approved \$34 million in funding for this work in the 2009 CPP (Project 09-41-6601), with the remaining \$32 million falling to the unfunded category. The approved funding was subsequently reduced by \$1.4 million in 2009 due to MSI deferrals.

A consultant has been hired, and design work commenced in 2011. Through this review, it was identified that the approved funding (\$32 million) would allow for replacement of most of the critical facility components but still require additional funding up to \$66M to complete the renovation and provide a 50 year life.

Administration will be cancelling the Westwood Garage renovation project and proceeding with construction of a new garage to replace Westwood. Report 2011 TS4639 will be brought to Council on November 25, 2011. The reasons for this approach are:

The cost to undertake a complete overhaul of the facility is in excess of \$60 million dollars. In comparison, Centennial Garage was completed in 2010 for under \$100 million

With approval to redevelop the City Centre Airport lands, there are opportunities for redeveloping or using the Westwood Garage for other purposes that could be more compatible with the future development in the area. The value to the City is potentially higher with redevelopment.

There is potential to take advantage of the P3 Canada program, which provides up to 25% funding for qualifying projects.

Under this scenario, design and construction of a new garage would take place within the next five years. Due to the present condition of Westwood Garage, an estimated \$6 million would be required to maintain the safety and functionality of the facility over the next five years. Some savings could be achieved with earlier construction of a new facility.

Branch: Edmonton Transit

Asked By: Mayor Mandel

Question #: 12-123C

Budget Page #: 570

Why would we build Heritage Valley Park and Ride? Is it for our residents or the region? Do we not have a deal with the owners of Century Park that changes the need for this?

Question Answer:

The need to build the Heritage Valley Park and Ride was to accommodate the expiration of the leased park and ride lot at Century Park which will expire on March 2015 with the City having the option to extend the lease for up to five years.

The intended usage was for both the residents and the surrounding regions.

Administration is under negotiations with the owners of Century Park, to amend the lease agreement. Administration will submit report FS2011TS2485 to Council on November 25, 2011, recommending the deferral of Heritage Valley Park and Ride to the 2015 - 2017 Capital Budget.

2012-14 Capital Budget Questions By Councillor

Branch: Client Financial Services

Asked By: Mayor Mandel

Question #: 12-124C

Budget Page #:

I would like a breakdown of the \$90 gas tax from the Province so I have a better understanding of where it is going.

Question Answer:

Over 2012-2014, the City of Edmonton's provincial fuel rebate allocation will be \$276 million; \$97 million in 2012, \$92 million in 2013, and \$87 million in 2014. Repayments of previous fast-tracking of \$20 million per year will reduce the estimated funding available to \$216 for 2012-2014. The following attachment outlines which projects are funded by the fuel rebate in Transportation Services' capital program.

			(\$000)			
Program	Profile	Description	2012 Fuel	2013 Fuel	2014 Fuel	Total
Profiles Utilizing CTF Fuel Rebate						
ROADS	12-66-1020	Arterial/Primary/Highway Renewal - Partial Funding	4,845	7,000	6,500	18,345
ROADS	14-66-1041	102 Ave (over Groat Rd)			10,000	10,000
ROADS	12-66-1466	Walterdale Bridge	7,500	47,000	69,500	124,000
TRANSIT	12-66-1270	LRT Fleet, Facilities & Equipment Renewal - Partial Funding	2,500	2,768	2,762	8,030
TRANSIT	12-66-1271	Central LRT Station Roof Repair	7,100	42,732	-	49,832
TRANSIT	12-66-1281	Bus Fleet & Equipment Renewal - Partial Funding	1,825	925	1,056	3,806
TRANSIT	12-66-1410	Bus Facilities Renewal - Partial Funding	300	386	200	886
TRANSIT	07-66-1280	LRV Retrofit	1,101	-	-	1,101
Total Utilization			25,171	100,811	90,018	216,000

2012-14 Capital Budget Questions By Councillor

Branch: *Transportation Operations* **Asked By:** *Mayor Mandel*

Question #: 12-125C

Budget Page #: 426

Please explain the \$20M overhauls required on the Groat Road bridge over 102 Ave.

Question Answer:

The 102 Avenue bridge over Groat Road was originally constructed in 1910, and underwent major modifications in 1949 to replace a timber deck with the current steel deck. The bridge has undergone significant rehabilitation in 1976, 1992 and 2002. At the time of the last rehabilitation in 2002, 5 options were reviewed, including bridge replacement, major rehabilitation to extend the bridge life by 50 years, and two more limited rehabilitation options that extended the life 10 years. Based on a life cycle cost assessment, the decision made was to undertake limited rehabilitation to extend the life an additional 10 years, at which time the bridge would require replacement.

In the 2002 consultant report it was noted that "replacement must be done within 10 years" and "a program of careful ongoing inspections of the bridge should be set in place to ensure that as the bridge approaches the end of its life, the public is not put at risk", and "ongoing maintenance on the steel deck with associated costs and traffic disruptions will be required until the new bridge is opened". This ongoing maintenance and inspection has taken place, resulting in a minor service life extension, however replacement of the existing bridge by 2014 is required, as the existing bridge is approaching a point where it is no longer serviceable.

Branch: *Edmonton Transit*

Asked By: *Mayor Mandel*

Question #: 12-126C

Budget Page #:

why haven't the tents / Quonset garages been removed as they were supposed to be?

Question Answer:

The original plan was for the tents to be removed. The City has bought out the leases and now owns the tents. Report 2008TD2784 was passed by the Transportation and Public Works Committee on December 9, 2008. The costs and source of funding are included in the report. The intent of the tents is to provide swing space for buses being disposed of, providing bus storage capacity during the planned Westwood Garage Renovation and to provide additional garage capacity for any new growth buses acquired before a new transit garage is built.

Branch: *Transportation Planning*

Asked By: *Mayor Mandel*

Question #: 12-127C

Budget Page #:

Suggestion: two new roads need to be built in Ward 12.

Question Answer:

There are no arterial widening projects listed in the funded 2012-2014 Capital Priorities Plan. This is due to the very limited funding available for growth projects over the next 3 years and the fact that there were a number of other growth projects that scored higher from a corporate perspective.

A report on Funding of Arterial Roadway Widening (TS20116666) provides additional information including potential funding options for this work.

2012-14 Capital Budget Questions By Councillor

Branch: Transportation Planning

Asked By: Mayor Mandel

Question #: 12-128C

Budget Page #:

Suggestion: that we use Scona Road as an example of how to do roads in the future - with complete closures and the costs savings it achieves.

Question Answer:

We will continue to assess the opportunities to complete construction on major road projects utilizing road closures. When roadway reconstruction and major rehabilitation work is being undertaken, detour planning takes place to consider the options available and how these options impact commuters, goods movement, bus operations, community/business access, and construction schedules. Tradeoffs need to be made between the various interests. In the case of Scona Road (and Dawson Bridge), the key factor was ensuring construction completion within one construction season, which could only be accomplished with total closure. Implementing a closure is dependant on the supporting road network accommodating the closure and adjacent roadway improvements may be required to accommodate detour traffic.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Transit

Asked By: Mayor Mandel

Question #: 12-129C

Budget Page #:

Review peace officer usage in the square / downtown.

Question Answer:

In June of 2008, the City of Edmonton instituted a downtown team of 15 Peace Officers as a cost effective measure to reduce the amount of crime and disorder in and around City Hall and Churchill Square. Prior to this the area had been patrolled by a contract guard service that was deemed ineffectual due to their lack of training, authority and experience.

Peace officers are tasked with a mandate to provide high visibility patrols designed to increase the perception of safety and mitigate the minor nuisance and disorder related issues that exist in the Churchill precinct. This satisfies two needs; first it makes the area safe and more inviting to the public, and secondly it allows the police to focus their attention and efforts on more serious criminal matters.

Peace officers patrol 365 days a year, 17 hours a day, with an annual budget of \$1.46M. From 2010 to date, peace officers have submitted a total of 3625 occurrence reports, including 1412 in relation to incidents at or near the Stanley Milner Library, 1214 in Churchill Square, and a further 673 relative to City Hall. They have issued 2164 violation tickets that have generated approximately \$400,000 worth of revenue.

The Peace Officers work in collaboration with the Edmonton Police Service and many of the stakeholder groups in the immediate vicinity of Churchill Square. Stakeholder feedback suggests and supports the fact that the Peace Officers have been instrumental in the positive changes that have occurred in the area:

"We wouldn't be where we are today with out the involvement of the CPO's in our Community Safety Plan. With the lack of resources and demands for service the CPO's are critical in off setting the call for Service and the idea of differential response is being practiced. They are taking the calls we would have in the past have taken which reduces the demands and allows for the appropriate servicing of those calls with the right resources, Peace Officers."

- Superintendent David Veitch EPS Downtown Division

"Certainly, real security challenges are greatly mitigated by the patrolling Downtown Peace Officers... Our association strongly believes that the presence of friendly but firm "police like" Peace Officers, very visible in our Downtown, is an extremely positive element in furthering everything we are all trying to do to make Downtown Edmonton grow to its potential as the heart of a world class city."

- Jim Taylor, Executive Director, Downtown Business Association

"The presence of the POs in the Downtown core around Churchill Square is very effective to deter any potential negative activity in the vicinity. Their service is immeasurable to the tenants and users of the square."

- Betty Mclean-Darby, Property Manager Sustainable Development Corporate Properties

2012-14 Capital Budget Questions By Councillor

Conclusion

Peace Officers appear to be an effective means to increase the perception of safety in the Churchill Square area. They have the appropriate authority and are properly trained and equipped to mitigate the minor nuisance and disorder issues that exist. Furthermore, the Peace Officers have been well received by all the stakeholders and are viewed as a valuable resource to off set the workload of EPS by Superintendent David Veitch of the Downtown Division.

As we continue to attract more and more visitors to the square (1.6 million in 2010) and the programming of events in Churchill Square and City Hall flourishes, so does the need to continue to provide cost effective protection of COE assets and a friendly, safe environment for COE employees, citizens, and visitors.

2012-14 Capital Budget Questions By Councillor

Branch: Edmonton Public Library

Asked By: Mayor Mandel

Question #: 12-138C

Budget Page #:

What are other (less expensive) alternatives to fund Milner Library Exterior upgrade?

Question Answer:

Based on some preliminary work undertaken by the City's Infrastructure Services Department, other alternatives were considered for the Milner Library Exterior upgrade:

Option 1 - Remove and Replace Existing Building Envelope on North Façade (Figure 1)

Description: Removal of existing precast concrete panels on the north facade and replacement with a new glazed curtain wall similar to what is used on office towers. The 1999 main entrance addition would be integrated with a new facade on the north, east and west walls of the second floor platform that would consist of a single glazed ceramic frit band and be LED back lit. This option would take approximately 30 months to complete from funding approval date.

Cost Estimate: \$15 million approximately

Pros: Estimated 50 year lifespan. The rest of the building envelope could be completed at a future date, if desired, and integrated with the north facade. The north facade would be much more attractive and add to the aesthetics of Sir Winston Churchill Square.

Cons: Does not address the energy efficiency issues. The Library Board has not had an opportunity to discuss this option; however, the Trustees would be concerned that the energy efficiency issues are not addressed.

Option 2 - Modify Portions of the Existing Brick and Precast Panels on the North Façade (Figure 2)

Description: Modifications to portions of some of the existing precast concrete and brick panels creating an opportunity for daylight and views of Sir Winston Churchill Square.

Cost Estimate: \$11 million approximately

Pros: The rest of the building could be completed at a future date.

Cons: Does not address the energy efficiency issue. The Library Board has not had an opportunity to discuss this option; however, the Trustees would be concerned that the energy efficiency issues are not addressed.

Option 3 - Add an Architectural Screen on the North Façade (Figure 3)

Description: Attach a translucent polycarbonate (plastic) screen over a metal structure on the north, west and east facades of the lower second floor platform of the building and create a screen of floating aluminum letters on PVC rods north of the library tower. The letters would be lit up at night from below. This would take approximately 20 months to complete from funding approval date.

2012-14 Capital Budget Questions By Councillor

Cost Estimate: \$7 million approximately

Pros: Lower initial capital cost for a fresh new look to the north facade of the building.

Cons: Only a 5-7 year lifespan. This option does not address the energy efficiency issues. The Library Board has not had an opportunity to discuss this option; however, the Trustees would be concerned that the energy efficiency issues are not addressed.

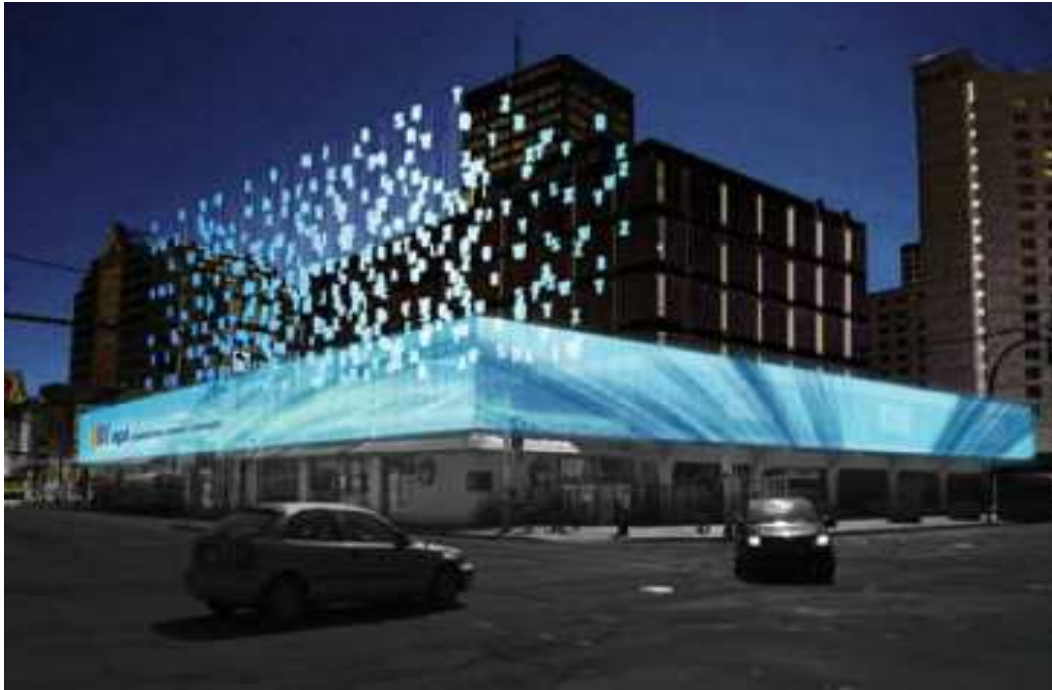
FIGURE I



FIGURE 2



FIGURE 3



2012-14 Capital Budget Questions By Councillor

Branch: Transportation Operations **Asked By:** Mayor Mandel

Question #: 12-139C

Budget Page #:

Horse Hills Snow Storage Site - would like to understand is this is for \$16 million or \$45 million. Why is it so expensive? Is this a good site (i.e. doesn't the distance for hauling increase cost)?

Question Answer:

The current project profiles may result in confusion as they grouped together two separate projects; the completion of the Horsehills snow storage site and the rehabilitation and expansion of the Kennedale Snow Storage site.

With respect to the Horsehills snow storage, the existing approved budget is \$29.6 million, which includes property acquisition, site development and construction of the necessary drainage work to remediate any flow from the site and meet environmental requirements. All construction work was completed in 2011 and the site is fully operational for this winter, however the force main construction in 2012 remains to be completed as there was insufficient time in the 2011 season to allow construction completion. The project will be completed within the approved budget.

The new funding requested in the 2012-14 Capital budget is for the rehabilitation and expansion of the existing snow storage site in Kennedale at 130 Ave - 54 St at an estimated cost of \$16 million including \$1.5 million for capitalization of land, \$1.8 million for design and \$12.7 million for construction. The Kennedale site is the oldest of the engineered snow sites and does not achieve current design standards (in particular the need for a hard surface and increased capacity for the settling ponds). The Kennedale site currently serves Central Edmonton, and the limited capacity allows its use for only city contract hauling. The capacity issues at the site have resulted in overland flow and a reporting of exceedance of environmental standards for solids in the meltwater. There is also a risk of exceedance of environmental standards for discharge into the North Saskatchewan river if the current site deficiencies are not addressed.

The snow storage site locations, city wide, are sited based on a geographic distribution to provide 5 sites to serve the central area and the four quadrants. Site locations are limited by available land and zoning, resulting in site locations only being possible within land that is suitable for industrial or municipal services uses. With the exception of the Kennedale site that serves the central area and is limited to use by city contractors only, the other sites are adjacent to or beyond Anthony Henday Drive, with the Southeast, Southwest and West sites having excellent access to Anthony Henday Drive. The new Horsehills site location reflects a need to have a site that serves both existing and proposed development in the northeast outside Anthony Henday Drive. During the planning for the site, a number of locations were considered, but the final location was based on compatibility with land use plans and land availability. It is acknowledged that this site will increase haul distance and cost, however this has been partially offset with the opening of Anthony Henday Drive and the access from the 66 Street interchange available to this site. The location has also allowed for the potential for regional partnering as well as future expansion.

2012-14 Capital Budget Questions By Councillor

Branch: Fleet Services

Asked By: Mayor Mandel

Question #: 12-140C

Budget Page #: 270

Please provide a breakdown of the vehicles that will be replaced over the next three years by branch and type of vehicle.

Question Answer:

The attached table provides the response to this question.

2012-14 Capital Budget Questions By Councillor

2012							
DEPT NAME	CARS	LIGHT TRUCKS	HEAVY TRUCKS	EQUIPMENT	TRAILERS	ATTACHMENTS	TOTALS
	QTY	QTY	QTY	QTY	QTY	QTY	QTY
Community Services	7	29	2	58	21	4	121
Community Services - Parks		19	1	22	11	4	57
Community Services - Fire Rescue		4	1	1	9		15
Community Services - Community Standards	7	4			0		11
Community Services - Remaining Branches	2	2		35	1		38
Corporate Services	1	10	2	5	0	0	18
Corporate Services - Fleet Services	1	8	2	1	0		12
Corporate Services - Materials Management		2		4	0		6
Infrastructure Services	1	17	20	8	2	0	48
Infrastructure Services - Building & Facility Maintenance		5		1			6
Infrastructure Services - Drainage	1	8	2	4	2		17
Infrastructure Services - Waste		4	18	3	0		25
Transportation	2	14	10	12	5	0	43
Transportation - ETS - Auxiliary	2	3		2			7
Transportation - Operations		11	10	10	5		36
Total Quantity	11	70	34	83	28	4	230
Total Estimated Replacement Budget	533,400	4,338,508	10,124,561	5,692,815	1,020,599	25,200	21,735,083
2013							
DEPT NAME	CARS	LIGHT TRUCKS	HEAVY TRUCKS	EQUIPMENT	TRAILERS	ATTACHMENTS	TOTALS
	QTY	QTY	QTY	QTY	QTY	QTY	QTY
Community Services	6	15	0	87	0	40	148
Community Services - Parks		8		37		40	85
Community Services - Fire Rescue		3					3
Community Services - Community Standards	6	1					7
Community Services - Remaining Branches		3		50			53
Corporate Services	0	4	0	1	2	0	7
Corporate Services - Fleet Services		4		1	2		7
Corporate Services - Materials Management							-
Infrastructure Services	0	10	15	3	3	0	31
Infrastructure Services - Building & Facility Maintenance		5					5
Infrastructure Services - Drainage		5	4	3	3		15
Infrastructure Services - Waste			11				11
Transportation	0	15	15	6	1	0	37
Transportation - ETS - Auxiliary		6					6
Transportation - Operations		9	15	6	1		31
Total Quantity	6	44	30	97	6	40	223
Total Estimated Replacement Budget	226,800	3,187,597	8,890,350	3,796,800	441,000	126,000	16,668,547

2012-14 Capital Budget Questions By Councillor

2014							
DEPT NAME	CARS	LIGHT TRUCKS	HEAVY TRUCKS	EQUIPMENT	TRAILERS	ATTACHMENTS	TOTALS
	QTY	QTY	QTY	QTY	QTY	QTY	QTY
Community Services		16	7	32	2	22	79
Community Services - Parks		7	4	23	2	22	58
Community Services - Fire Rescue		4	2				6
Community Services - Community Standards		1					1
Community Services - Office of Emergency Preparedness		1					1
Community Services - Remaining Branches		3	1	9			13
Corporate Services		3	1	0	0	0	4
Corporate Services - Fleet Services		3	1				4
Corporate Services - Materials Management							-
Infrastructure Services		7	22	4	1	0	34
Infrastructure Services - Building & Facility Maintenance		6					6
Infrastructure Services - Drainage		1	4	3	1		9
Infrastructure Services - Waste			18	1			19
Transportation	1	28	16	7	1	0	53
Transportation - ETS - Auxiliary	1	4					5
Transportation - Operations		24	16	7	1		48
Total Quantity	1	54	46	43	4	22	170
Total Estimated Replacement Budget	56,700	3,119,287	14,753,603	4,405,800	215,250	50,400	22,601,040
2012 - 2014 GRAND TOTALS							
Quantity	18	168	110	223	38	66	623
Estimated Replacement Budget	816,900	10,645,392	33,768,514	13,895,415	1,676,849	201,600	61,004,670
Total of All Vehicles Included in Replacement Fund Program† - excluding ETS Buses & DATS, Police, Library, and Vehicle for Hire Commission.	CARS	LIGHT TRUCKS	HEAVY TRUCKS	EQUIPMENT	TRAILERS	ATTACHMENT	TOTAL
	40	654	540	682	344	460	2720
†Total fleet count for the Utilities (Waste Services, Drainage) is included, however, only vehicles purchased prior to 2009 are funded through the reserve. Utilities fund their own fleet purchased from 2009 and onward.							
*Heavy Trucks refers to such items as Refuse Trucks, Sewer Flushers, Dump/Sander/Plows, Asphalt Patchers, Utility Bodies, Fire Ladder Trucks, Cube Vans, etc.							
**Equipment refers to such items as Street Sweepers, Ice Resurfacers, Farm Tractors, Golf Carts, Riding Mowers, etc.							
***Attachments refers to such items as Brooms for Turf Equipment, Mowing Decks, Cabs for Turf Equipment, etc.							

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility
Services

Asked By: Mayor Mandel

Question #: 12-141C

Budget Page #:

The Mill Woods Seniors Centre is planned for the top of Library. Seniors are concerned about being on the second floor. What is planned for quick evacuation to ground level in the case of an emergency?

Question Answer:

The evacuation procedures will be developed during the initial operational set up of the facility for the seniors. The design of the second floor has three stairwell exits to the ground floor. The exits will be well-marked and agreements with seniors and other users will stipulate regular emergency drills. In addition, Fire Rescue Services will provide fire prevention information and education.

2012-14 Capital Budget Questions By Councillor

Branch: Parks

Asked By: Mayor Mandel

Question #: 12-142C

Budget Page #:

Page 204 Capital Budget Binder, John Fry Park - What is being done for \$7.153 million?

Question Answer:

John Fry Sport Park is a multi-use ball park facility. The \$7.153M funding will complete the upgrade to the diamonds and rugby fields, parking lot, walkways and road development, landscape improvements, and the construction of an amenity building. Specifically, the following will be completed:

- * Bleachers/Lighting - \$444K
- * Site Improvements -\$2.309 M
 - Parking lot, walkways and road development
 - Upgrade diamonds and rugby fields
 - Site lighting
- * Amenity Building - \$2.950 M
 - Public Washrooms
 - Change rooms
 - Common Area
 - Concessions
 - Maintenance Room
- * Landscaping Improvements - \$1.450 M
 - Entrance signs
 - Walkways
 - Way finding signs
 - Landscaping

2012-14 Capital Budget Questions By Councillor

Branch: Parks

Asked By: Mayor Mandel

Question #: 12-143C

Budget Page #:

Parks Profiles are generally way too many, confusing, seems like duplication. Can you please clarify?

Question Answer:

Parks Capital Budget is comprised of two types of project profiles. New (growth) and renewal (rehabilitation and repair). With profiles being broken out into new and renewal, there may be two profiles for similar types of work. For example NPDP has a profile for new neighbourhood park development projects (new) and one for re-development of existing neighbourhood parks and playgrounds (renewal).

Timing issues regarding the creation of the RVA project and audit recommendations regarding 'significant' projects within a composite profile further impacted the Parks profiles. Profiles which are being used to fund the RVA and are no longer needed will be removed.

A chart describing the Parks Budget profiles is located in the following Attachment.

2012-14 Capital Budget Questions By Councillor

Profile / Page #	Name	Status / Comments	2012-2014 \$000
Previously Approved Projects/Profiles-			
<i>*Profiles to be removed</i>			
*09-28-1001, P.203	Park Renewal	Transferred to the RVA Project 12-28-6100	2,042
*09-28-1050, P206	New Park Construction	Transferred to the RVA Project 12-28-6100 Delayed projects transferred to new profiles- <u>McConachie</u> District Park 12-28-1064, Windermere 12-28-1060 and Downtown Parks 12-28-1049	2,654
*09-28-3001, P. 210	Utilities and Access Renewal	Transferred to the RVA Project 12-28-6100 (\$1,933) Proposed Transfer to the NPDP/ <u>Outdoor Aquatic-</u> NEW 12-28-7050 (\$4,277)	\$6,210
*09-28-7001, P.216	NPDP/Outdoor Aquatic Amenities- New	Transferred to the RVA Project 12-28-6100 (Projects deemed ineligible for MSI)	\$2,200
09-28-8001, P. 222	NPDP/Outdoor Aquatic Amenities- Redevelop	Completion of Callingwood Park	\$206
*09-28-9001, P. 230	Parks/Sports fields Renewal	Transferred to the RVA Project 12-28-6100 (Projects deemed ineligible for MSI)	\$3,088
New recommended for funding			
12-28-6001- No profile included, to be developed	River Valley Alliance Project (RVA) Connective Infrastructure	Development of new and connective infrastructure in the river valley in partnership with the RVA and Federal Government Includes funds transferred from Park Renewal 09-28-1001, New Park Construction 12-28-1050, Utilities and Access Renewal 09-28-3001, NPDP / Outdoor Aquatic Amenities new 09-28-7001 and Parks / Sports Fields Renewal 09-28-9001	\$72,900
Renewal profiles recommended for funding			
12-28-1001, P. 204	Park renewal	Planning and redevelopment of existing City and District level parks John Fry \$7,153, Mill Woods \$1,373, Borden Park \$2,917, Castle Downs \$1,277	\$12,720
12-28-2001, P. 208	Tree Planting and Naturalization	Tree planting of just over 800 trees a year plus naturalization & tree grate upgrade	\$3,000
12-28-3001, P. 210	Utilities & Access Renewal	Funds the renewal of existing City owned park access features and park utilities services on parkland	\$6,000
12-28-6050, P. 213	River Valley Renewal	Planning and redevelopment of existing River Valley parks Dawson Park, Victoria Park Amenity Building, Laurier Buena Vista, William <u>Hawrelak</u> Park, QE-North, Fox Farm, River Valley <u>Wayfinding Signage</u>	\$7,751
12-28-7055, P.218	Neighbourhood Parks & Outdoor Aquatic Amenities- Renewal	Provides funding to match community contributions for neighbourhood parks or outdoor aquatic amenities redevelopment. Some projects include Beacon Heights, <u>Avonmore</u> , Queen Alexandra, Highlands Twin Brooks, <u>Strathcona</u> , <u>Hazeldean</u> ,	\$12,300 <i>Includes City Council Parks Amenity Program</i>

2012-14 Capital Budget Questions By Councillor

		Lymburn playground, Summerlea	(\$100K annually)
12-28-7070, P. 220	District & City Parks & Outdoor Amenities Renewal	Provides funding to match community contributions for City and District level parks or outdoor aquatic amenities redevelopment Kinsman Park, Jackie Parker Park	\$3,307
12-28-8510, P. 224	Parks Conservation	Funds the repairs/refurbishment to City owned parks and park amenities Some projects include: Wall/turf at Beaver Hills Park; tennis courts at Borden Park; lot fence at Beverly Heights, various cemeteries, various golf courses, various quarter mile tracks, city entrance landscaping and sign upgrade	\$4,829
Renewal profiles recommended for funding Continued			
12-28-8515, P. 226	Sports Fields Renewal	Provides funding to repair aging and heavily used neighbourhood and district sports fields Some projects include: Father Michael Troy School, Britannia School Irrigation repairs & upgrades: Rosslyn School, Victoria HS, Dickinsfield field realignment: St. Brendan School, St. Boniface School, Belvedere School	\$1,798
12-28-8520, P. 228	Playground Conservation	Provides funding for the repair of play equipment, play settings, wading pools and spray decks in need of urgent repairs Some projects include: Inglewood School, Brighview Community playground, Grandin School, Abbottsfield School, King Edward Park, Oliver School playground, St. John's Bosco School playground, Duggan School, Parkdale School	\$1,158
RENEWAL TOTAL (including RVA)			\$52,863
Unfunded profiles			
12-28-5670, P. 256	Terwillegar Park Site		
12-28-1061, P.238	Allard School Park Site		
12-28-7050, P. 260	NH Playspace OAS	Proposed funding \$4,277 from Utilities and Access Renewal 09-28-3001	
12-28-1062, P. 240	MacTaggart School Park Site		
12-28-1064, P. 244	McConachie District Park Site	Delayed due to transfer to the RVA from profile 09-28-1050, P. 206	
12-28-1050, P. 234	New Pocket Parks Construction		
12-28-1063, P. 242	Walker School Park Site		
12-28-1060, P. 236	Windermere School Park Site	Delayed due to transfer to the RVA from profile 09-28-1050, P. 206	
12-28-1065, P.246	Cameron Heights School Park		
12-28-1049, P. 232	Downtown Pocket Parks	Delayed due to transfer to the RVA from profile 09-	

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility Services

Asked By: Mayor Mandel

Question #: 12-144C

Budget Page #:

Lewis Estates Recreation Centre: What is the \$1 million for design (P. 62, 10-21-5784)? Is that recreation centre in the right location, shouldn't it be further south.

Question Answer:

In a future Supplementary Budget adjustment a request will be made to remove the \$1M allocation for design and roll the design costs into the new profile (P.113, 14-21-5785). Some preliminary work has begun on development of a functional program for the facility. Moving the facility further south will leave a significant gap in the west and northwest quadrants of the City. Councillor Leibovici had a number of questions during the budget process and the answers have been provided that also relate to location of Lewis Farms.

Please reference Medium Term Recreation Facility and Sports Field Plan, and Recreation Facility Master Plan 2005-2015 which guide the development of recreation centers for the city.

Branch: Fire Rescue Services

Asked By: Mayor Mandel

Question #: 12-145C

Budget Page #:

Fire Equipment profiles- Why not consolidate all the non station profiles (equipment, training, tower, etc.) into one profile and put an appropriate dollar value in each year?

Question Answer:

It is possible to combine the two equipment composite profiles together into one profile to cover all equipment types. In response to recent audit recommendations, 'significant' projects within a composite profile are to be divided and reported as individual projects. The Fire Rescue Training Tower project is a stand alone project and as such should remain as a separate profile.

2012-14 Capital Budget Questions By Councillor

Branch: Community Facility
Services

Asked By: Mayor Mandel

Question #: 12-146C

Budget Page #:

Artifacts Center- Why should this project be considered?

Question Answer:

In 2008, the City of Edmonton created the Art of Living Cultural Plan to secure and support the future of arts and heritage in Edmonton. The Cultural Plan made the following recommendations to ensure the protection of the City's historical collections:

- Revitalize or relocate the Artifact Centre at the O'Keefe Building to provide storage environments that support long-term conservation of City artifacts according to accepted museums' standards;
- Determine a new collection management approach that supports a broader vision of the Art of Living plan to include collections that support Edmonton's unique history; and
- Provide adequate resources for future storage needs for the City Archives.

The Artifact Centre and Archives Strategy report completed in 2011 was the first step in articulating the direction the City of Edmonton needs to undertake to manage its artifacts collection and provide adequate storage facilities for both artifacts and archives. The first recommendation is to de-accession artifacts which are no longer acceptable for or are not relevant to the City Collection. The second recommendation is to find suitable locations to house the remaining artifacts and archives material.

There is a large amount of objects at the Artifact Centre that are only there due to a previous practice of accepting all objects offered to the City of Edmonton. Due to the accreditation of the Community Services' current museums (Fort Edmonton Park and the John Walter Museum with their Artifact Centre storage facility) that practice stopped many years ago, but the items remain. To de-accession properly, each item is being researched to determine if it holds any value to the City's heritage collection.

These different level of artifacts require different types of storage facilities; one modest facility to support program artifacts used to support Fort Edmonton Park (Fort Edmonton Park Repository) and another facility that will have the required environmental controls in place to house valuable or significant objects in the existing collection and future collection (City Collection Repository). These objects will need to be stored in environmentally controlled areas to avoid deterioration due to poor storage conditions.