

# 2011 - 2020

## CAPITAL IMPROVEMENT PROGRAM



CITY OF

*Lethbridge*



**CAPITAL IMPROVEMENT PROGRAM  
2011 - 2020  
TABLE OF CONTENTS**

**SECTION A**

**LETTER OF TRANSMITTAL**

Transmittal Letter .....	A-1
Evaluation Process .....	A-2
Project & Funding Charts .....	A-3
Pay-As-You-Go Plan .....	A-5

**SECTION B**

**DEBT/PAY-AS-YOU-GO PROGRAM**

Overview .....	B-1
Taxation External Debt Graph .....	B-2
Utility/Self Supported Debt Graph .....	B-3
Offsite Levy Debt Graph .....	B-4
Proposed Borrowings.....	B-5
External Debt Payments .....	B-6
Internal Loan Payments .....	B-7
External Debt Balance .....	B-8
Internal Loan Balance .....	B-9

**SECTION C**

**TRANSPORTATION PROJECTS**

Summary of 2011 to 2013 Projects .....	C-1
Summary of 2011 to 2020 Projects .....	C-2
Summary of Operating Costs .....	C-3
Basic Capital .....	C-4
Pay-As-You-Go Transportation .....	C-4a
Gravelled Roadway Upgrading.....	C-5
Intersection Improvements – Growth.....	C-6
Intersection Improvements – Non-Growth.....	C-7
Sidewalk Mobility Ramps.....	C-8
Bikeways/Pathways along Roadways .....	C-9
Arterial Rehab Program .....	C-10
Bridge Rehab Program.....	C-11
Community Lighting Rehab .....	C-12
Traffic Signals Replacement .....	C-13
Major Sidewalk Rehab Program .....	C-14
Railway Rehab Program.....	C-15
North Scenic Dr (5 <sup>th</sup> Ave N to 26 <sup>th</sup> Ave N) .....	C-16
43 <sup>rd</sup> Street N (Hwy 3 to 9 <sup>th</sup> Ave N) .....	C-17
26 <sup>th</sup> Ave N (Scenic Dr to 28 <sup>th</sup> Street) .....	C-18
Mayor Magrath Dr (40 <sup>th</sup> Ave S to City Limit) ....	C-19
Mayor Magrath Dr (3 <sup>rd</sup> Ave S to 3 <sup>rd</sup> Ave N) .....	C-20
6 <sup>th</sup> Ave S (MMDr to Scenic Dr S) .....	C-21
5 <sup>th</sup> Ave North (Stafford Dr to MMDr N) .....	C-22
Whoop-Up Dr/University Dr & Scenic Dr .....	C-23
13 <sup>th</sup> St N (Crownsnest Tr to 26 <sup>th</sup> Ave N) .....	C-24
University Dr N of Rlwy to Hwy 3 Upgrade .....	C-25
Transportation Master Plan Update.....	C-26
Whoop-Up Dr(McMaster to Aquitania Blvd W) ..	C-27

**TRANSPORTATION PROJECTS (cont.)**

University Dr (Community Stadium to SunRidge Blvd W) .....	C-28
26 <sup>th</sup> Ave North (31 <sup>st</sup> to 43 <sup>rd</sup> North) .....	C-29
28 <sup>th</sup> Street North (MMD to 26 <sup>th</sup> Ave N) .....	C-30
Metis Trail (Simon Fraser to Garry Dr) .....	C-31
Garry Dr (to 600m West of Metis Trail) .....	C-32
N Scenic Dr (Uplands to 62 <sup>nd</sup> Av N) .....	C-33
44 <sup>th</sup> Ave N (Scenic Dr to 43 <sup>rd</sup> St N) .....	C-34
Jerry Potts Blvd (W of Red Crow to Metis Trail)....	C-35
Whoop-Up Dr (Coalbanks gate to 30 <sup>th</sup> St) .....	C-36
43 <sup>rd</sup> Street N (Hwy 4 to Hwy 5) .....	C-37

**SECTION D**

**COMMUNITY SERVICES PROJECTS**

Summary of 2011 to 2013 Projects.....	D-1
Summary of 2011 to 2020 Projects.....	D-2
Summary of Operating Costs .....	D-3
Pay-As-You-Go Community .....	D-4
Community Arts Centre .....	D-5
Nicholas Sheran Leisure Centre .....	D-6
Public Operations Bldg .....	D-7
Access-A-Ride Fleet Replacement .....	D-8
Transit Fleet Replacement .....	D-9
ENMAX Centre .....	D-10
Cemetery Master Plan & New Site .....	D-11
Aquatics Master Plan .....	D-12
Arena Master Plan .....	D-13
Curling Master Plan .....	D-14
Fire Master Plan .....	D-15
Office Space Master Plan .....	D-16
Recreation & Culture Master Plan .....	D-17
Helen Schuler Nature Ctr Expansion .....	D-18
Nicholas Sheran Playground .....	D-19
Mountain Bike Park .....	D-20
Parks Asset Management.....	D-21
West Side Depot .....	D-22
South Side Parks Depot .....	D-23
LRP Headquarters Expansion .....	D-24
Transit Facility Expansion .....	D-25
North Regional Park .....	D-26
Transit Smart card .....	D-27
Art Acquisition Program .....	D-28
Technology Centre.....	D-29
Twin Ice Centre .....	D-30
Bill Kergan Centre Renovation.....	D-31
Exhibition Infrastructure Upgrades .....	D-32
Pathway System .....	D-33
Liesure Centre Plan .....	D-34

**CAPITAL IMPROVEMENT PROGRAM  
2008 - 2017  
TABLE OF CONTENTS**

**SECTION E**

**ENVIRONMENTAL UTILITIES**

Summary of 2010 to 2013 Projects .....	E-1
Summary of 2011 to 2020 Projects .....	E-2
Summary of Operating Costs .....	E-3
Landfill Annual Debt Payments .....	E-4
Wastewater Annual Debt Payments .....	E-5
Water Annual Debt Payments .....	E-6

**Solid Waste Utility**

Waste & Recycling Centre .....	E-7
Environmental Management .....	E-8
Gas Management System .....	E-9

**Wastewater Utility**

Protective Plumbing Program .....	E-10
WWTP Bioreactors .....	E-11
WWTP Digester .....	E-12
WWTP Cogeneration Upgrade .....	E-13
WWTP Clarifier Upgrade .....	E-14
WWTP SCADA Upgrade .....	E-15
WWTP Security .....	E-16

**Water Utility**

Reservoir Upgrades .....	E-17
Reservoir Security .....	E-18
No.2 High Lift Pump Switchgear .....	E-19
SCADA Upgrade .....	E-20
Pipeline Rehab .....	E-21
Residuals Mangement .....	E-22
Treatment Process Redundancy .....	E-23

**Water Utility (Offsite Levy)**

Metis Trail Deep Utilities .....	E-24
NW Lethbridge Utility Servicing .....	E-25
North sanitary Siphon Twinning .....	E-26
West Siphon Screen Relocation .....	E-27
SE Regional Lift Station .....	E-28
Garry Dr Reservoir .....	E-29
Distribution System Looping .....	E-30

**SECTION F**

**ELECTRIC UTILITY**

Summary of 2011 to 2013 Projects .....	F-1
Summary of 2011 to 2020 Projects .....	F-2
Summary of Operating Costs .....	F-3
Protection & Control .....	F-4
Substation Metering .....	F-5
Substation Transformer Upgrades .....	F-6
Substation Infrastructure Upgrades .....	F-7
Substation Breakers & Switches Upgrades .....	F-8
138 kV Switchgear Upgrades .....	F-9
Substation Structure & Buswork .....	F-10

**ELECTRIC UTILITY (cont.)**

NW Substation .....	F-11
Generator Interconnection .....	F-12
NW Lethbridge Transmission Line .....	F-13
Rebuild Lines 734L & 813L .....	F-14
138 kV Tie Line .....	F-15
Primary Line Extension .....	F-16
Infrastructure Replacement .....	F-17
Secondary Line Extension .....	F-18
Secondary Metering .....	F-19
Lighting Secondary .....	F-20
Shared/Dedicated Trans .....	F-21
Dark Fibre Communications Systems .....	F-22
Electric System Communications .....	F-23
Major Tools .....	F-24
Facilities & Furnishings .....	F-25
Fleet .....	F-26
Electric System Environmental .....	F-27
Facilities Management .....	F-28
Work & Financial Management .....	F-29
Critical Infrastructure Protection .....	F-30
Electric System Communications .....	F-31

**SECTION G**

**GRANTS & FUNDING**

Municipal Sustainability Initiative (MIS) .....	G-1
Alberta Municipal Infrastructure Program (AMIP) .....	G-2
New Deal for Cities & Communities (NDCC) .....	G-3
Basic Capital .....	G-4
Offsite Levies .....	G-5
Pay-As-You-Go Transportation .....	G-6
Pay-As-You-Go Community Services .....	G-6
Art Acquisition Program .....	G-7
Downtown Redevelopment Fund .....	G-7

**SECTION H**

**FUTURE PROJECTS**

Listing .....	H-1
---------------	-----

**SECTION I**

**MINUTES**

Overview of Minutes .....	I-1
---------------------------	-----



# City of Lethbridge

July 5, 2010

HIS WORSHIP MAYOR TARLECK  
AND MEMBERS OF CITY COUNCIL

**RE: 2011 TO 2020 CAPITAL IMPROVEMENT PROGRAM**

The accompanying 2011 to 2020 Capital Improvement Program (CIP) contains all of the amendments approved by Finance Committee to date. The approval of a three (3) year Capital Plan within a ten (10) year context will allow planning and design to proceed in a more timely fashion and all operating costs that flow from the Capital Plan to be incorporated into the 2012-2014 operating budget.

The projects included in this capital plan represent the culmination of multiple planning documents completed over the past few years. The completion of these planning exercises, including the significant public input involved, provides the foundation for the projects included in this Capital Improvement Program. This CIP also includes several planning initiatives that will help to establish projects for consideration in future Capital Improvement Programs.

The projects included in this Capital Improvement Program will shape our community for decades to come. These projects are focused primarily on addressing the infrastructure deficit, sustaining a safe and healthy community, and enhancing the quality of life for our citizens.

This CIP is balanced with both project costs and funding totaling \$298 million in the three (3) year approval period (2011-2013). This funding is derived from many different sources, the most significant being Provincial and Federal infrastructure grants. The City of Lethbridge has also been successful in securing approximately \$23 million of funding under infrastructure stimulus programs which has been applied to high priority projects. The support of senior levels of government is very much appreciated and is important in meeting the infrastructure needs of our community.

Respectfully submitted,

Garth Sherwin, CA  
City Manager



**CITY OF LETHBRIDGE  
CAPITAL IMPROVEMENT PROGRAM  
EVALUATION PROCESS**

**OVERVIEW**

The ten year Capital Improvement Program was developed to provide a consistent evaluation process and to establish predictable capital spending and debt limits. An evaluation matrix was created to assist in the process of prioritizing various capital projects. Because of their nature, projects pertaining to ongoing maintenance, such as street and recreation facility upgrading, are considered as high priority projects and are therefore excluded from the evaluation process. To allow the high priority projects to proceed on a timely basis and to avoid large fluctuations in annual debt charges, a Major Capital Projects Reserve was established. It is recognized that new projects may be identified and/or certain events may occur which could change the relative ranking of existing projects. As a result, the ranking of projects is reevaluated each time a Capital Improvement Program is prepared (every 3 years).

**EVALUATION CRITERIA**

The following criteria form the basis of the evaluation matrix. Scoring for each criteria depends on the degree of impact - ie: the less the impact, the smaller the score. Guidelines are available to assist in the scoring. It is recognized that some criteria are more important than others, therefore a higher weighting is assigned to their scores. The total points for each criteria are then calculated by multiplying the score by the weight.

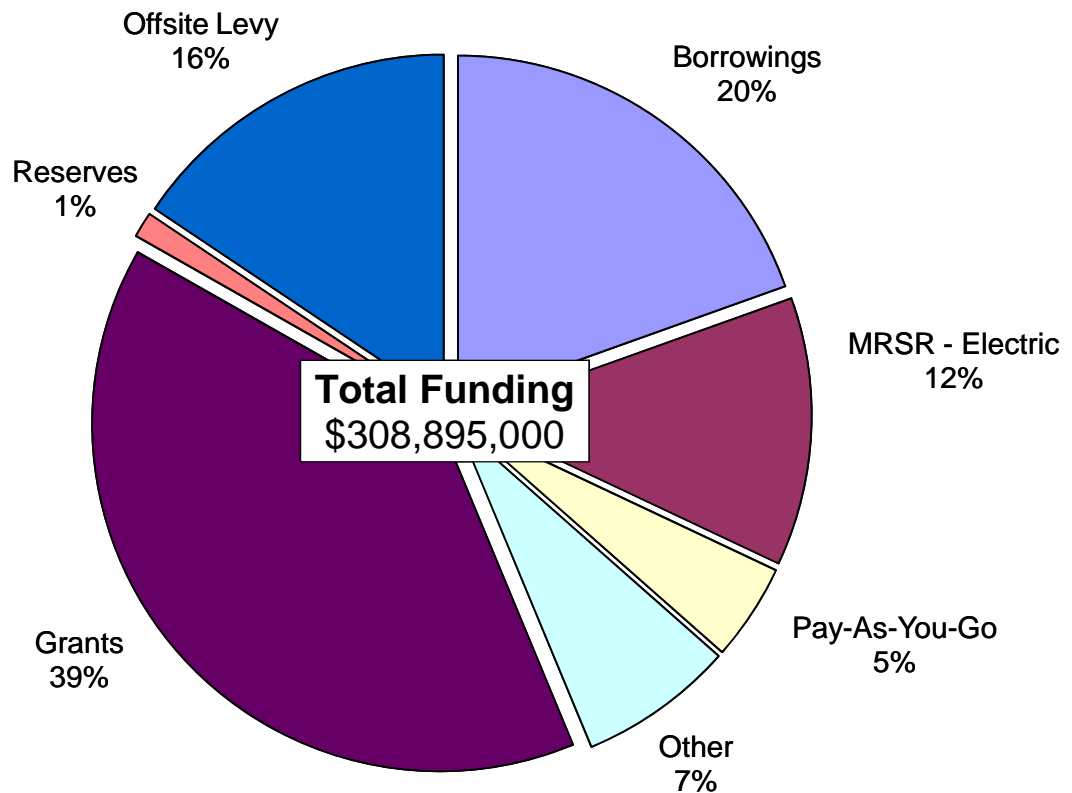
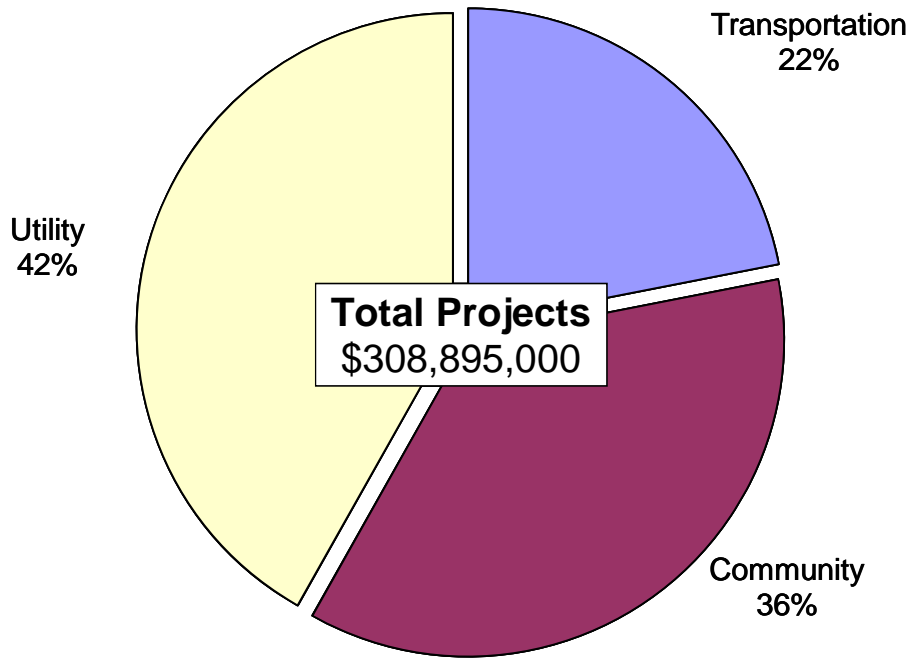
**Transportation & Utility Projects**

- Effect on ability to provide services
  - Likelihood of current assets failing
    - Condition of asset
    - Effectiveness of maintenance protocols
    - Functionality
    - Maintainability
    - Capacity
  - Consequence of failure of current assets
    - Health & safety of public & employees
    - Compliance with regulations
    - Financial consequence
    - Community/public image
- Health & safety
- Legislative requirements
- Environmental enhancement
- Economic viability
- Public image & quality of life
- Ability to respond to changing trends

**Community Projects**

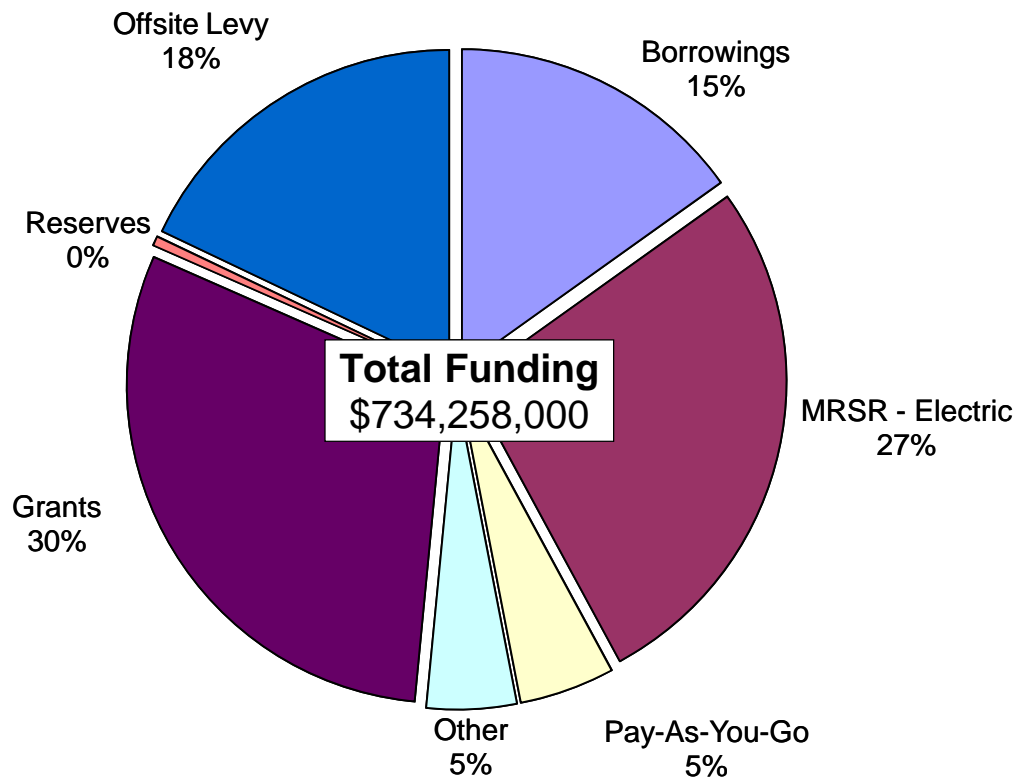
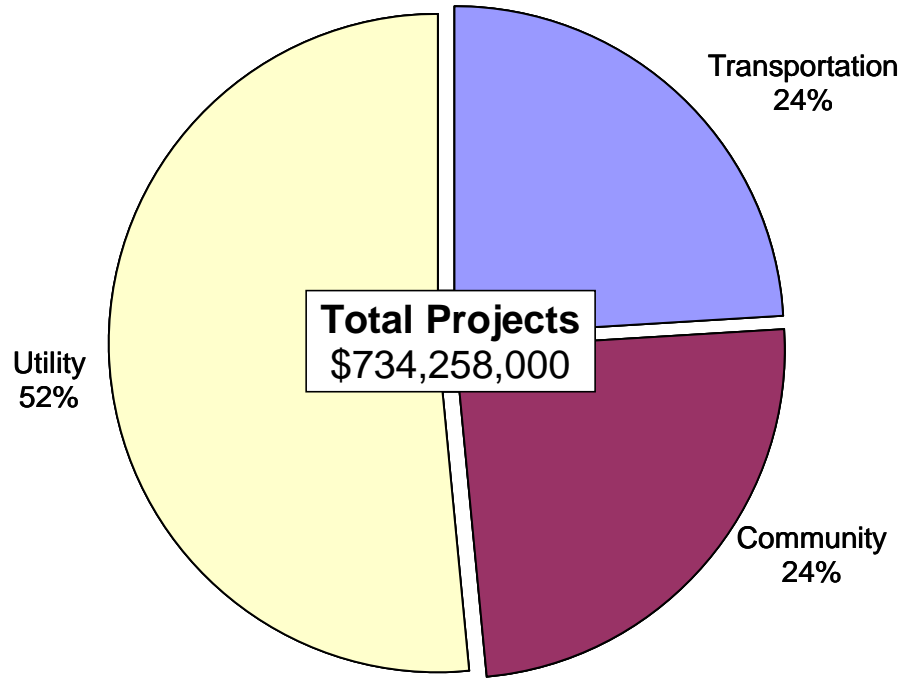
- Quality of life considerations
  - Support of Council strategic goals
  - Level of service
  - Community support
  - Health & Safety
  - Environmental impact
  - Social impact
  - Cultural impact
- Financial Considerations
  - Outside capital contributions
  - Operating expenditures impact
  - Economic development
  - Fully Scoped

A - 3  
City of Lethbridge  
Capital Improvement Program  
2011-2013  
(3 years)





A - 4  
City of Lethbridge  
Capital Improvement Program  
2011-2020  
(10 years)



## CITY OF LETHBRIDGE

## PAY-AS-YOU-GO PLAN

## EFFECT ON TAXATION

	2011	2012	2013	2014
	\$	\$	\$	\$
Taxation supported Pay-as-you-go financing				
Transportation	1,709,000	1,744,000	1,779,000	1,814,000
Community	2,150,000	2,250,000	2,350,000	2,450,000
	<u>3,859,000</u>	<u>3,994,000</u>	<u>4,129,000</u>	<u>4,264,000</u>
Add annual debt charges to taxation	3,758,823	3,993,503	4,381,791	4,193,123
Add (less) taxation contribution to (from) Major Capital Projects Reserve	443,177	208,497	-179,791	8,877
	<u>8,061,000</u>	<u>8,196,000</u>	<u>8,331,000</u>	<u>8,466,000</u>
Increase to taxation over prior year	<u>125,000</u>	<u>135,000</u>	<u>135,000</u>	<u>135,000</u>
% Increase to taxation over prior year	<u>0.14%</u>	<u>0.15%</u>	<u>0.15%</u>	<u>0.15%</u>



2015	2016	2017	2018	2019	2020
\$	\$	\$	\$	\$	\$
1,849,000	1,884,000	1,919,000	1,954,000	1,989,000	2,024,000
2,550,000	2,650,000	2,750,000	2,850,000	2,950,000	3,050,000
4,399,000	4,534,000	4,669,000	4,804,000	4,939,000	5,074,000
4,250,344	3,428,326	2,908,239	2,893,476	2,891,231	2,878,280
-48,344	773,674	1,293,761	1,308,524	1,310,769	1,323,720
8,601,000	8,736,000	8,871,000	9,006,000	9,141,000	9,276,000
135,000	135,000	135,000	135,000	135,000	135,000
0.15%	0.14%	0.14%	0.14%	0.14%	0.14%

## CITY OF LETHBRIDGE

### PAY-AS-YOU-GO PLAN

#### **OVERVIEW**

The objective of this plan is to build into current spending levels, ie: the three year operating budget, the costs associated with capital projects which are recurring, are of relatively small scale, or are for short-lived improvements.

The plan was first introduced in 1991 and was fully implemented and funded by 1994. Short term financing of this plan is through the Major Capital Projects Reserve along with some internal borrowings from the Municipal Revenue Stabilization Reserve. In the longer term, debt servicing costs contained within the annual operating budgets will be replaced with the costs of the annual capital program, thereby saving the taxpayers within the City of Lethbridge the foregone interest charges.

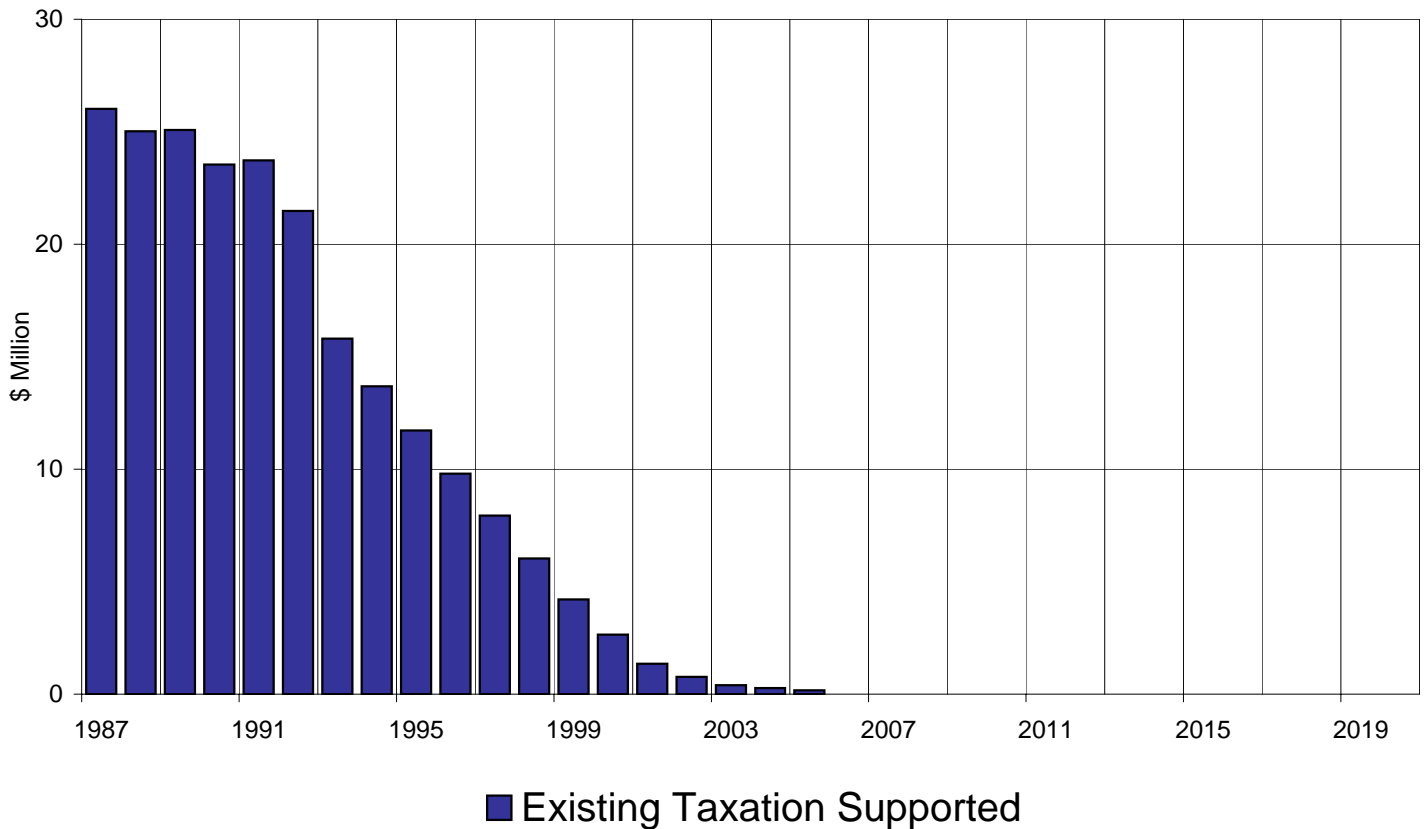
The major **benefits** of this plan include:

- affordability
- elimination of interest charges from future budgets
- greater flexibility provided in future operating budgets (ie. less funds will be committed to fixed debt servicing costs)
- a paid for infrastructure being left to the next generation
- sound financial planning to assist and attract private investment in our community.



# Taxation Supported External Debt

And the Positive Impact of the Pay-As-You-Go Plan  
1987-2020

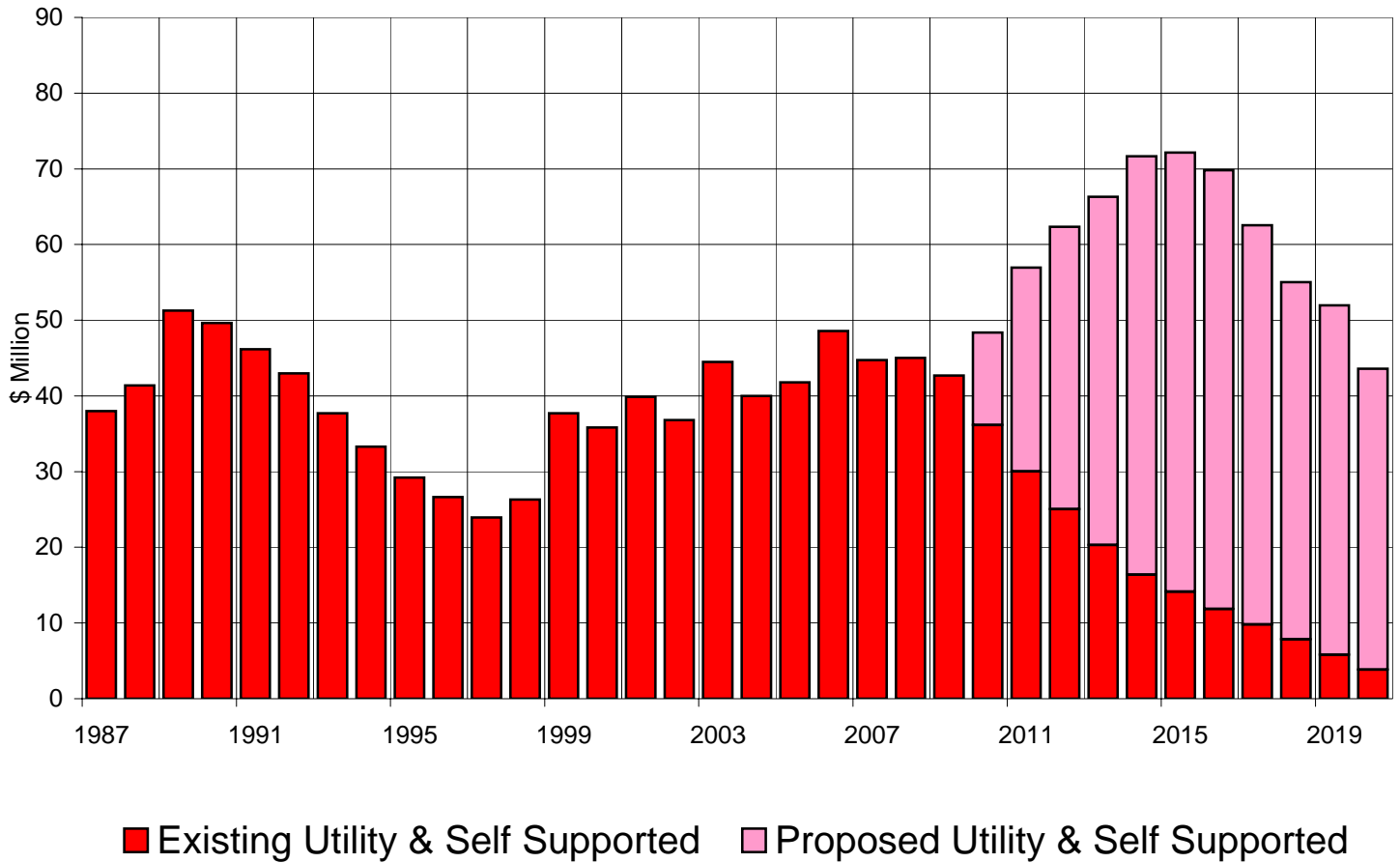


**Taxation Supported External Debt for the City of Lethbridge peaked in 1987 at \$26 million. In 2006 the City of Lethbridge made its last debenture payment to become free of taxation supported external debt. The elimination of this taxation supported debt is a direct result of the Pay-As-You-Go plan implemented by the City beginning in 1991. The benefits of the Pay-As-You-Go plan are outlined on page B-1.**

**There is no proposed taxation supported external debt in this ten year Capital Improvement Program (CIP).**

# Utility/Self Supported External Debt

1987-2020



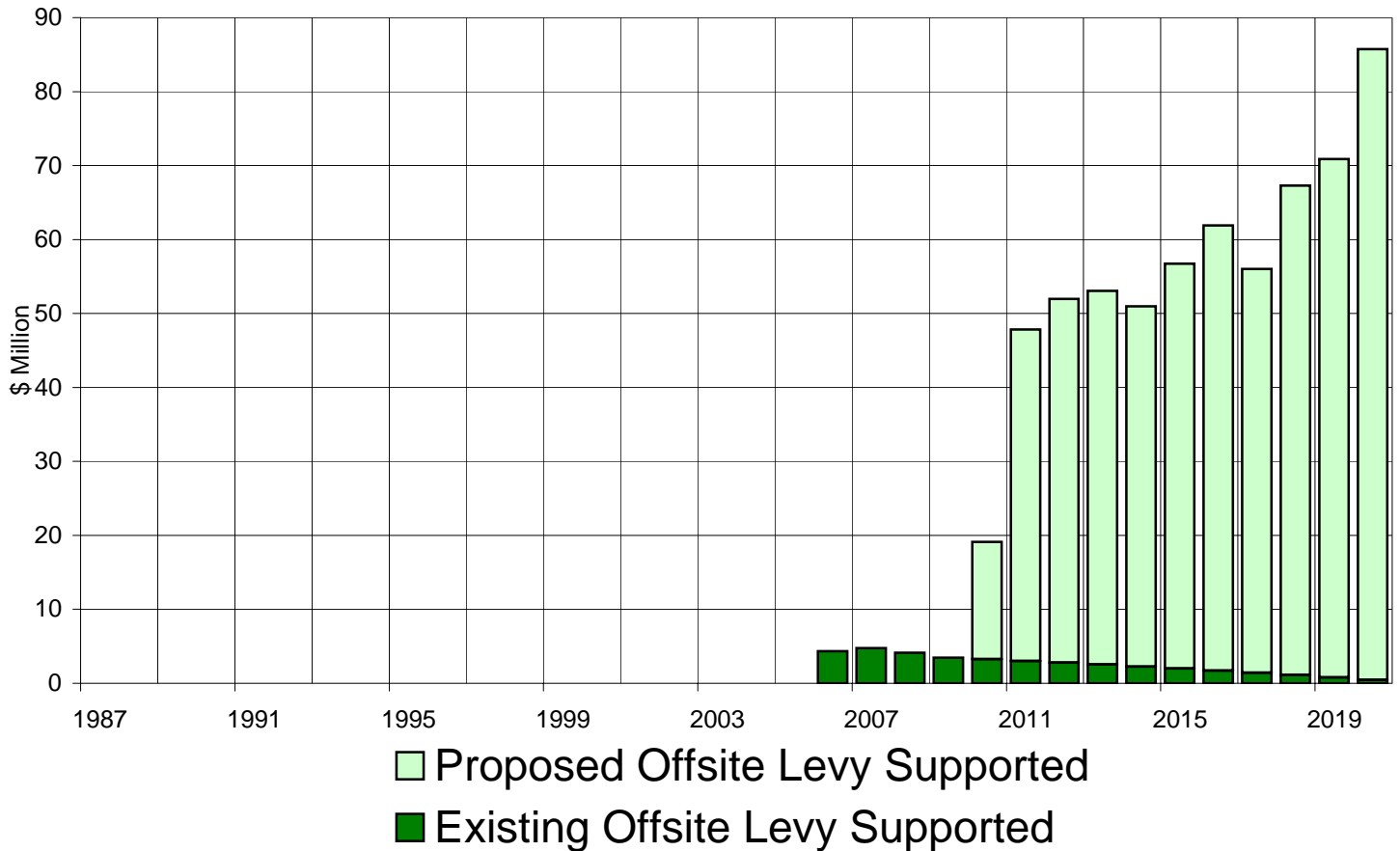
**Utility supported debt includes borrowings for the Water Utility, Wastewater Utility, Solid Waste & Recycling Utility, and Electric Utility. Self supported debt includes borrowings for local improvements, land development, and debt on behalf of external agencies.**

**There are significant utility capital projects required within this ten-year capital improvement program. Proposed borrowings for these projects are listed on page B-5.**



# Offsite Levy Supported External Debt

1987-2020



**Offsite Levy supported debt includes borrowings to fund growth related projects that will be repaid from offsite levies.**

**A levy increase is required to fund the offsite projects proposed in this Capital Improvement Program.**

<b>2010</b>	<b>\$149,000/ha</b>
<b>2011</b>	<b>\$164,000/ha</b>
<b>2012</b>	<b>\$179,000/ha</b>
<b>2013</b>	<b>\$195,000/ha</b>

**See page B-5 for a listing of proposed offsite levy supported borrowings contained in this ten-year capital improvement program.**

# City of Lethbridge

## Proposed Borrowings

### Internal Borrowings (from Reserves)

Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars											
<b>General Fund</b>											
Enmax Centre	D - 10	2,508	-	-	-	-	-	-	-	-	2,508
Parks Asset Management	D - 21	833	833	833	-	-	-	-	-	-	2,499
Lethbridge Regional Police Headquarters	D - 24	-	-	2,725	11,928	1,197	-	-	-	-	15,850
Twin Ice Centre	D - 30	5,000	5,200	-	-	-	-	-	-	-	10,200
		<u>8,341</u>	<u>6,033</u>	<u>3,558</u>	<u>11,928</u>	<u>1,197</u>	-	-	-	-	<u>31,057</u>

### External Borrowings

Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars											
<b>Joint Utility Funded</b>											
Public Operations Building	D - 7	980	-	-	-	-	-	-	-	-	980
<b>Waste &amp; Recycling Services</b>											
Cell Development	E - 7	4,500	-	200	5,500	-	-	20	460	-	10,680
Environmental Management	E - 8	660	660	-	-	550	275	-	-	-	2,145
Gas Management System	E - 9	-	-	-	2,200	2,000	-	-	-	-	4,200
		<u>5,160</u>	<u>660</u>	<u>200</u>	<u>7,700</u>	<u>2,550</u>	<u>275</u>	<u>20</u>	<u>460</u>	-	<u>17,025</u>
<b>Wastewater Utility</b>											
Bioreactor	E - 11	-	-	-	-	3,900	-	-	4,350	-	8,250
Digester	E - 12	-	-	-	2,400	2,500	1,300	-	-	-	6,200
Cogeneration Upgrade	E - 13	1,575	1,650	-	-	-	-	-	-	-	3,225
WTP Headworks and Clarifier	E - 14	500	600	-	-	-	-	-	-	-	1,100
Plant Security	E - 16	-	-	-	-	650	675	-	-	-	1,325
		<u>2,075</u>	<u>2,250</u>	-	<u>2,400</u>	<u>2,500</u>	<u>5,850</u>	<u>675</u>	<u>4,350</u>	-	<u>20,100</u>
<b>Water Utility</b>											
Reservoir Upgrades	E - 17	-	-	287	2,100	1,875	-	1,050	1,088	-	6,400
Plant & Reservoir Security	E - 18	-	-	-	-	650	675	-	-	-	1,325
SCADA Upgrade	E - 20	-	-	230	625	-	-	-	-	-	855
Residuals Management	E - 22	-	5,250	5,500	-	-	-	-	-	-	10,750
Process Redundancy	E - 23	-	-	1,050	2,200	2,300	-	-	-	-	5,550
		-	<u>5,250</u>	<u>7,067</u>	<u>4,300</u>	<u>4,800</u>	<u>650</u>	<u>675</u>	<u>1,050</u>	<u>1,088</u>	<u>24,880</u>
<b>Electric Utility</b>											
Infrastructure Replacement Program	F - 17	5,250	5,513	5,788	-	-	-	-	-	-	16,551
		<u>5,250</u>	<u>5,513</u>	<u>5,788</u>	-	-	-	-	-	-	<u>16,551</u>
<b>Offsite Levy Projects</b>											
43rd St N (Hwy 3 to 9 Ave N)	C - 17	-	-	1,650	-	-	-	-	-	-	1,650
26th Ave North (Scenic Dr to 28th Street)	C - 18	-	1,050	-	-	-	-	-	-	-	1,050
Mayor Magrath Dr (40th Ave S to City Limit)	C - 19	-	-	-	-	2,700	-	-	-	-	2,700
Whoop Up Dr (McMaster to Aquitania Blvd)	C - 27	-	-	-	-	2,400	-	-	-	-	2,400
University Dr (Community Stadium to Sun Ridge Blvd W)	C - 28	-	-	-	-	-	-	3,345	-	-	3,345
26th Ave North (31st to 43rd North)	C - 29	-	-	-	-	-	-	-	-	3,375	3,375
28th Street North (MMD to 26 Ave N )	C - 30	-	-	-	-	-	-	-	-	6,800	6,800
Metis Trail (Simon Fraser to Garry Drive)	C - 31	3,000	-	2,200	-	-	-	-	-	-	5,200
Garry Dr (to 600m West of Metis Trail)	C - 32	3,000	-	-	-	-	-	-	-	-	3,000
North Scenic Dr (Uplands Dr N to 62 Ave N)	C - 33	-	-	-	-	-	-	-	5,900	-	5,900
Whoop Up Dr (Coalbanks Gate to 30th)	C - 36	-	-	-	2,200	-	-	-	-	-	2,200
43rd St S (Hwy 4 to Hwy 5)	C - 37	-	-	-	-	-	-	6,383	-	-	6,383
Metis Trail Drive Deep Utilities Phase II	E - 24	-	-	-	-	-	-	-	-	9,500	9,500
Northwest Lethbridge Utility Servicing	E - 25	14,500	6,800	2,500	-	-	-	-	-	-	23,800
North Sanitary Siphon Twinning	E - 26	-	-	-	-	-	-	3,829	3,948	-	7,777
SE Regional Lift Station	E - 28	-	-	-	-	10,484	9,608	-	-	-	20,092
Garry Drive Reservoir	E - 29	5,155	-	-	-	-	-	-	-	-	5,155
		<u>25,655</u>	<u>7,850</u>	<u>6,350</u>	<u>2,200</u>	<u>13,184</u>	<u>12,008</u>	-	<u>13,557</u>	<u>9,848</u>	<u>110,327</u>
		<u>39,120</u>	<u>21,523</u>	<u>19,405</u>	<u>16,600</u>	<u>23,034</u>	<u>18,783</u>	<u>1,350</u>	<u>14,627</u>	<u>15,746</u>	<u>189,863</u>

# City of Lethbridge

## External Debt Payments

Including Borrowings Proposed in this Capital Improvement Program

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
All amounts below are in thousands of dollars										
<b>Taxation Supported</b>	-	-	-	-	-	-	-	-	-	-
<b>Self Supported</b>										
Local Improvement	149	108	108	61	26	26	26	26	26	-
Land Development	553	553	553	553	553	553	553	553	553	553
External Agencies	151	151	151	151	-	-	-	-	-	-
	<u>853</u>	<u>812</u>	<u>812</u>	<u>765</u>	<u>579</u>	<u>579</u>	<u>579</u>	<u>579</u>	<u>579</u>	<u>553</u>
<b>Utility Supported</b>										
Waste & Recycling Services										
Collection	536	429	429	429	321	321	136	136	136	65
Landfill	3,723	4,045	3,859	3,777	3,962	4,222	3,195	3,195	3,148	1,971
	<u>4,259</u>	<u>4,474</u>	<u>4,288</u>	<u>4,206</u>	<u>4,283</u>	<u>4,543</u>	<u>3,331</u>	<u>3,331</u>	<u>3,284</u>	<u>2,036</u>
Wastewater										
Buildings	1,576	1,691	1,691	1,691	1,691	115	-	-	-	-
Collection	182	182	125	125	125	125	125	125	125	125
Equipment	-	-	-	-	-	-	152	311	311	311
Treatment	1,224	1,423	1,710	1,204	1,766	2,352	3,087	2,498	2,498	2,896
	<u>2,982</u>	<u>3,296</u>	<u>3,526</u>	<u>3,020</u>	<u>3,582</u>	<u>2,592</u>	<u>3,364</u>	<u>2,934</u>	<u>2,934</u>	<u>3,332</u>
Water										
Buildings	401	736	736	736	736	736	736	736	736	736
Distribution	521	387	387	417	631	822	822	822	930	1,041
Equipment	22	-	-	54	54	200	267	336	282	282
Treatment	1,133	1,133	1,669	1,814	1,801	1,957	1,783	1,663	1,663	1,663
	<u>2,077</u>	<u>2,256</u>	<u>2,792</u>	<u>3,021</u>	<u>3,222</u>	<u>3,715</u>	<u>3,608</u>	<u>3,557</u>	<u>3,611</u>	<u>3,722</u>
Electric										
Distribution	-	519	1,063	1,635	1,635	1,635	1,635	1,635	1,635	1,635
	<u>-</u>	<u>519</u>	<u>1,063</u>	<u>1,635</u>	<u>1,635</u>	<u>1,635</u>	<u>1,635</u>	<u>1,635</u>	<u>1,635</u>	<u>1,635</u>
<b>Offsite Levy Supported</b>										
Transportation	1,180	3,094	4,563	5,660	6,368	5,436	4,046	2,838	4,084	4,884
Water & Wastewater	1,365	3,322	3,322	3,322	3,322	4,222	5,046	5,046	5,510	5,988
	<u>2,545</u>	<u>6,416</u>	<u>7,885</u>	<u>8,982</u>	<u>9,690</u>	<u>9,658</u>	<u>9,092</u>	<u>7,884</u>	<u>9,594</u>	<u>10,872</u>
<b>Total External Debt Payments</b>	<b><u>12,716</u></b>	<b><u>17,773</u></b>	<b><u>20,626</u></b>	<b><u>22,991</u></b>	<b><u>22,722</u></b>	<b><u>21,609</u></b>	<b><u>19,920</u></b>		<b><u>21,637</u></b>	<b><u>22,150</u></b>
<b>Debt Service Limit</b>										
Est Debt Service Limit (note 1)	63,085	64,978	66,927	68,935	71,003	73,133	75,327	77,587	79,915	82,312
Est Debt Service Limit remaining	50,369	47,205	46,561	47,306	48,012	50,411	53,718	57,667	58,278	60,162

Note 1: The debt service limit is calculated as 0.25 times the revenue of the City (as defined in Alberta Regulations 375/94). Incurring debt beyond this limit requires approval by the Minister of Municipal Affairs.

# City of Lethbridge

## Internal Loan (Reserve Repayments)

Including Borrowings Proposed in this Capital Improvement Program

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
All amounts below are in thousands of dollars										
<b>Taxation Supported</b>										
Buildings & Facilities	3,176	4,346	4,908	5,038	5,095	4,258	3,722	3,707	3,705	3,692
Technology & Systems	791	361	187	-	-	-	-	-	-	-
Transportation & Parking	254	132	132	-	-	-	-	-	-	-
Vehicles	44	44	44	44	44	44	44	44	44	44
	<u>4,265</u>	<u>4,883</u>	<u>5,271</u>	<u>5,082</u>	<u>5,139</u>	<u>4,302</u>	<u>3,766</u>	<u>3,751</u>	<u>3,749</u>	<u>3,736</u>
<b>Self Supported</b>										
Local Improvement	234	229	257	284	312	306	281	257	220	220
Land Development	1,749	556	556	556	556	556	556	556	556	556
	<u>1,983</u>	<u>785</u>	<u>813</u>	<u>840</u>	<u>868</u>	<u>862</u>	<u>837</u>	<u>813</u>	<u>776</u>	<u>776</u>
<b>Utility Supported</b>										
Wastewater										
Collection	198	198	198	-	-	-	-	-	-	-
Treatment	181	57	-	-	-	-	-	-	-	-
	<u>379</u>	<u>255</u>	<u>198</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Reserve Repayments</b>	<b><u>6,627</u></b>	<b><u>5,923</u></b>	<b><u>6,282</u></b>	<b><u>5,922</u></b>	<b><u>6,007</u></b>	<b><u>5,164</u></b>	<b><u>4,603</u></b>	<b><u>4,564</u></b>	<b><u>4,525</u></b>	<b><u>4,512</u></b>

# City of Lethbridge

## External Debt Balance

Including Borrowings Proposed in this Capital Improvement Program

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
All amounts below are in thousands of dollars										
<b>Taxation Supported</b>	-	-	-	-	-	-	-	-	-	-
<b>Self Supported</b>										
Local Improvement	366	272	174	119	97	74	50	25	-	-
Land Development	4,118	3,744	3,354	2,947	2,520	2,075	1,609	1,122	614	82
External Agencies	398	274	142	-	-	-	-	-	-	-
	<b>4,882</b>	<b>4,290</b>	<b>3,670</b>	<b>3,066</b>	<b>2,617</b>	<b>2,149</b>	<b>1,659</b>	<b>1,147</b>	<b>614</b>	<b>82</b>
<b>Utility Supported</b>										
Waste & Recycling Services										
Collection	2,244	1,907	1,556	1,193	925	646	543	435	322	276
Landfill	19,585	17,307	14,625	19,363	19,032	16,146	13,857	11,434	9,396	7,954
	<b>21,829</b>	<b>19,214</b>	<b>16,181</b>	<b>20,556</b>	<b>19,957</b>	<b>16,792</b>	<b>14,400</b>	<b>11,869</b>	<b>9,718</b>	<b>8,230</b>
Wastewater										
Buildings	6,021	4,671	3,240	1,721	110	-	-	-	-	-
Collection	1,052	917	832	744	652	555	454	348	237	121
Equipment	-	-	-	-	-	650	1,210	968	712	440
Treatment	4,622	5,689	4,278	5,693	6,728	9,934	7,395	5,302	7,434	4,943
	<b>11,695</b>	<b>11,277</b>	<b>8,350</b>	<b>8,158</b>	<b>7,490</b>	<b>11,139</b>	<b>9,059</b>	<b>6,618</b>	<b>8,383</b>	<b>5,504</b>
Water										
Buildings	9,273	8,480	7,638	6,745	6,035	5,361	4,821	4,368	3,887	3,377
Distribution	3,062	2,804	2,821	4,627	6,106	5,611	5,090	5,594	6,063	5,366
Equipment	-	-	230	189	771	1,265	1,746	1,511	1,317	1,112
Treatment	970	5,748	11,576	13,259	14,916	14,137	13,309	12,432	11,501	10,513
	<b>13,305</b>	<b>17,032</b>	<b>22,265</b>	<b>24,820</b>	<b>27,828</b>	<b>26,374</b>	<b>24,966</b>	<b>23,905</b>	<b>22,768</b>	<b>20,368</b>
Electric										
Distribution	5,250	10,530	15,828	15,053	14,235	13,371	12,460	11,497	10,481	9,408
	<b>5,250</b>	<b>10,530</b>	<b>15,828</b>	<b>15,053</b>	<b>14,235</b>	<b>13,371</b>	<b>12,460</b>	<b>11,497</b>	<b>10,481</b>	<b>9,408</b>
<b>Offsite Levy Supported</b>										
Transportation	13,153	18,759	21,397	21,001	18,011	15,677	12,258	22,317	25,016	31,239
Water & Wastewater	34,705	33,210	31,639	29,989	38,739	46,240	43,761	44,980	45,859	54,512
	<b>47,858</b>	<b>51,969</b>	<b>53,036</b>	<b>50,990</b>	<b>56,750</b>	<b>61,917</b>	<b>56,019</b>	<b>67,297</b>	<b>70,875</b>	<b>85,751</b>
<b>Total External Debt</b>	<b>104,819</b>	<b>119,330</b>		<b>122,643</b>	<b>128,877</b>	<b>131,742</b>	<b>118,563</b>	<b>122,339</b>		<b>129,343</b>
<b>Debt Limit</b>										
Estimated Debt Limit (note 1)	378,513	389,868	401,564	413,611	426,019	438,800	451,964	465,523	479,489	493,874
Estimated Debt Limit remaining	273,694	275,556	282,234	290,968	297,142	307,058	333,401	343,190	356,650	364,531

Note 1: The debt limit is calculated as 1.5 times the revenue of the City (as defined in Alberta Regulations 375/94). Incurring debt beyond this limit requires approval by the Minister of Municipal Affairs.



# City of Lethbridge

## Internal Loan Balance

Including Borrowings Proposed in this Capital Improvement Program

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
All amounts below are in thousands of dollars										
<b>Taxation Supported</b>										
Buildings & Facilities	23,105	26,118	26,282	34,690	32,768	30,382	28,401	26,321	24,124	21,812
Technology & Systems	507	176	-	-	-	-	-	-	-	-
Transportation & Parking	244	125	-	-	-	-	-	-	-	-
Vehicles	385	361	335	309	281	252	221	189	155	119
	<u>24,241</u>	<u>26,780</u>	<u>26,617</u>	<u>34,999</u>	<u>33,049</u>	<u>30,634</u>	<u>28,622</u>	<u>26,510</u>	<u>24,279</u>	<u>21,931</u>
<b>Self Supported</b>										
Local Improvement	1,225	1,255	1,263	1,247	1,205	1,169	1,159	974	814	645
Land Development	9,553	9,177	8,784	8,373	7,945	7,497	7,030	6,542	6,032	5,500
	<u>10,778</u>	<u>10,432</u>	<u>10,047</u>	<u>9,620</u>	<u>9,150</u>	<u>8,666</u>	<u>8,189</u>	<u>7,516</u>	<u>6,846</u>	<u>6,145</u>
<b>Utility Supported</b>										
Wastewater										
Collection	366	188	-	-	-	-	-	-	-	-
Treatment	53	-	-	-	-	-	-	-	-	-
	<u>419</u>	<u>188</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Internal Loans</b>	<b><u>35,438</u></b>	<b><u>37,400</u></b>	<b><del>46,669</del></b>	<b><u>42,199</u></b>	<b><u>39,300</u></b>	<b><u>36,811</u></b>	<b><u>34,026</u></b>		<b><u>28,025</u></b>	

**INFRASTRUCTURE  
TRANSPORTATION  
CAPITAL IMPROVEMENT PROJECTS  
2011-2020**

**City of Lethbridge**  
**Infrastructure - Transportation**  
**Capital Improvement Program 2011 - 2020 Projects**  
**Commencing in the First Three Years**

Project Costs	Page	Project Costs			
		2011	2012	2013	2014-2020
All amounts below are in thousands					
<b>Infrastructure - Transportation</b>					
<u>Transportation</u>					
Maintain Safety					
Gravelled Roadway Upgrading	C - 5	700	525	550	1,750
Intersection Improvements - Growth	C - 6	1,000	1,051	1,104	9,440
Intersection Improvements - Non-Growth	C - 7	1,000	1,051	1,104	9,440
Sidewalk and Handicap Parking Mobility Ramps	C - 8	250	263	275	912
Bikeways/Pathways along Roadways	C - 9	500	525	551	4,706
		<b>3,450</b>	<b>3,415</b>	<b>3,584</b>	<b>26,248</b>
Preserve Existing Infrastructure					
Arterial Rehab Program	C - 10	1,000	1,051	1,104	9,439
Bridge Rehab Program	C - 11	1,315	319	293	6,853
Community Lighting - Rehab	C - 12	300	316	332	2,841
Traffic Signals Replacement	C - 13	300	315	330	2,818
Major Sidewalk Rehab Program	C - 14	190	200	210	1,802
Railway Rehab Program	C - 15	1,250	1,250	518	4,254
		<b>4,355</b>	<b>3,451</b>	<b>2,787</b>	<b>28,007</b>
Upgrade Existing System					
North Scenic Dr (5th Ave N to 26th Ave N)	C - 16	9,500	9,500		
43rd St N (Hwy 3 to 9 Ave N)	C - 17	300		6,600	
26th Ave North (Scenic Dr to 28th Street)	C - 18		2,100		
Mayor Magrath Dr (40th Ave S to City Limit)	C - 19		7,000		840
Mayor Magrath Drive (3 Ave S to 3 Ave N) Design	C - 20		315		
6th Avenue S (Mayor Magrath Dr to Scenic Dr S) Design	C - 21		315		
		<b>9,800</b>	<b>19,230</b>	<b>6,600</b>	<b>840</b>
Provide Access for Growth (Offsite Levy)					
Metis Trail (Simon Fraser to Garry Drive)	C - 31	3,000		2,200	5,825
Garry Dr (to 600m West of Metis Trail)	C - 32	3,000			
North Scenic Dr (Uplands Dr N to 62 Ave N)	C - 33			315	5,900
44th Ave N (Scenic Dr N to 43rd St N) Design	C - 34			315	
Whoop Up Dr (Coalbanks Gate to 30th street)	C - 36		2,200		
		<b>6,000</b>	<b>2,200</b>	<b>2,830</b>	<b>11,725</b>
<b>TOTAL PROJECTS</b>		<b>23,605</b>	<b>28,296</b>	<b>15,801</b>	<b>66,820</b>
Project Funding					
Grant - AMIP		3,500	13,762	1,238	
Grant - Basic Capital		2,413	5,285	7,729	33,499
Grant - Build Canada Fund		6,000			
Grant - Federal Gas Tax Fund (NDCC)		1,149	1,212	551	4,706
Grant - MSI		473	486	404	4,307
Grant - Provincial Rail Program		750	750		
Offsite Levy		6,363	2,982	4,798	16,958
Operating Budget		45	47	49	421
PAYG - Transportation		869	1,422	1,033	7,579
Prior Year Funding		1,893			1,550
Reserve - Operating		150	150		
Subdivision Surplus			2,200		(2,200)
<b>TOTAL FUNDING</b>		<b>23,605</b>	<b>28,296</b>	<b>15,801</b>	<b>66,820</b>

**City of Lethbridge**  
**Infrastructure - Transportation**  
**Capital Improvement Program 2011 - 2020**

		Project Costs											
Page		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total	
<b>Project Costs</b>		All amounts below are in thousands											
<b>Infrastructure - Transportation</b>													
<u>Transportation</u>													
Maintain Safety													
	Gravelled Roadway Upgrading	C - 5	700	525	550	250	250	250	250	250	250	3,525	
	Intersection Improvements - Growth	C - 6	1,000	1,051	1,104	1,159	1,217	1,278	1,342	1,409	1,480	12,595	
	Intersection Improvements - Non-Growth	C - 7	1,000	1,051	1,104	1,159	1,217	1,278	1,342	1,409	1,480	12,595	
	Sidewalk and Handicap Parking Mobility Ramps	C - 8	250	263	275	289	304	319				1,700	
	Bikeways/Pathways along Roadways	C - 9	500	525	551	578	607	637	669	702	738	6,282	
Preserve Existing Infrastructure													
	Arterial Rehab Program	C - 10	1,000	1,051	1,104	1,159	1,217	1,278	1,342	1,409	1,480	12,594	
	Bridge Rehab Program	C - 11	1,315	319	293	998	2,100	308	324	340	2,426	8,780	
	Community Lighting - Rehab	C - 12	300	316	332	349	367	385	404	424	445	3,789	
	Traffic Signals Replacement	C - 13	300	315	330	346	363	381	401	421	442	3,763	
	Major Sidewalk Rehab Program	C - 14	190	200	210	221	232	244	256	269	283	2,402	
	Railway Rehab Program	C - 15	1,250	1,250	518	540	563	585	608	630	653	7,272	
Upgrade Existing System													
	North Scenic Dr (5th Ave N to 26th Ave N)	C - 16	9,500	9,500								19,000	
	43rd St N (Hwy 3 to 9 Ave N)	C - 17	300		6,600							6,900	
	26th Ave North (Scenic Dr to 28th Street)	C - 18		2,100								2,100	
	Mayor Magrath Dr (40th Ave S to City Limit)	C - 19		7,000		840						7,840	
	Mayor Magrath Drive (3 Ave S to 3 Ave N) Design	C - 20		315								315	
	6th Avenue S (Mayor Magrath Dr to Scenic Dr S) Design	C - 21		315								315	
	5th Avenue N (Stafford Dr to Mayor Magrath Dr N) Design	C - 22				345						345	
	Interchanges - Whoop Up/University Dr and Scenic Drive Design	C - 23				460						460	
	13th Street N (Crows Nest Trail to 26th Ave N) Design	C - 24				345						345	
	University Dr North of Railway Tracks to Hwy 3 Upgrade Design	C - 25					360					360	
	Transportation Master Plan Update	C - 26						975				975	
	Whoop Up Dr (McMaster to Aquitania Blvd W.)	C - 27					4,800					4,800	
	University Dr (Community Stadium to Sun Ridge Blvd W)	C - 28							7,290			7,290	
	26th Ave North (31st to 43rd North)	C - 29									6,750	6,750	
	28th Street North (MMD to 26 Ave N )	C - 30									13,600	13,600	
Provide Access for Growth (Offsite Levy)													
	Metis Trail (Simon Fraser to Garry Drive)	C - 31	3,000		2,200		3,125		2,700			11,025	
	Garry Dr (to 600m West of Metis Trail)	C - 32	3,000									3,000	
	North Scenic Dr (Uplands Dr N to 62 Ave N)	C - 33			315					5,900		6,215	
	44th Ave N (Scenic Dr N to 43rd St N) Design	C - 34			315							315	
	Jerry Potts Blvd (West of Red Crow Blvd to Metis Trail)	C - 35							640			640	
	Whoop Up Dr (Coalbanks Gate to 30th street)	C - 36		2,200								2,200	
	43rd St S (Hwy 4 to Hwy 5)	C - 37							6,383			6,383	
<b>TOTAL PROJECTS</b>			<b>23,605</b>	<b>28,296</b>	<b>15,801</b>	<b>9,038</b>	<b>8,797</b>	<b>14,868</b>	<b>7,913</b>	<b>24,276</b>	<b>15,577</b>	<b>28,300</b>	<b>176,470</b>
<b>Project Funding</b>													
	Developer Levies								150			150	
	Grant - AMIP		3,500	13,762	1,238							18,500	
	Grant - Basic Capital		2,413	5,285	7,729	5,151	5,141	6,160	5,059	7,634	5,814	12,588	62,973
	Grant - Build Canada Fund		6,000									6,000	
	Grant - Federal Gas Tax Fund (NDCC)		1,149	1,212	551	578	607	637	669	702	738	775	7,618
	Grant - MSI		473	486	404	498	830	458	481	505	982	553	5,670
	Grant - Provincial Rail Program		750	750								1,500	
	Offsite Levy		6,363	2,982	4,798	3,021	621	5,893	386	12,833	6,326	10,623	53,846
	Operating Budget		45	47	49	52	54	57	60	63	66	69	562
	PAYG - Transportation		869	1,422	1,033	1,438	1,043	1,663	1,258	2,389	1,101	3,692	15,908
	Prior Year Funding		1,893			500	500				550		3,443
	Reserve - Operating		150	150									300
	Subdivision Surplus			2,200		(2,200)							0
<b>TOTAL FUNDING</b>			<b>23,605</b>	<b>28,296</b>	<b>15,801</b>	<b>9,038</b>	<b>8,797</b>	<b>14,868</b>	<b>7,913</b>	<b>24,276</b>	<b>15,577</b>	<b>28,300</b>	<b>176,470</b>

**City of Lethbridge**  
**Infrastructure - Transportation**  
**Capital Improvement Program 2011 - 2020**  
**Net Operating Cost**

Project Estimated Operating Costs (All amounts below are in thousands)

Page	2012	2013	2014	2015	2016	2017	2018	2019	2020	
<b>Infrastructure - Transportation</b>										
<u>Transportation</u>										
Preserve Existing Infrastructure										
Railway Rehab Program	C - 15	35	42	48	51	53	56	59	62	65
Upgrade Existing System										
North Scenic Dr (5th Ave N to 26th Ave N)	C - 16		88	93	97	102	72	112	118	124
43rd St N (Hwy 3 to 9 Ave N)	C - 17			88	91	98	103	108	113	118
26th Ave North (Scenic Dr to 28th Street)	C - 18		42	44	47	49	51	54	56	59
Mayor Magrath Dr. (40th Ave S to City Limit)	C - 19					98	103	108	113	118
Whoop Up Dr (McMaster to Aquitania Blvd.)	C - 27						71	75	88	82
University Dr (Comm Stadium to Sun Ridge Blvd W)	C - 28								173	181
Provide Access for Growth (Offsite Levy)										
Metis Trail (Simon Fraser to Garry Drive)	C - 31	56	57	155	162	170	178	187	274	287
Garry Dr (to 600m West of Metis Trail)	C - 32	56	59	62	65	68	71	75	78	82
North Scenic Dr (Uplands Dr N to 62 Ave N)	C - 33									124
Whoop Up Dr (Coalbanks Gate to 30th street)	C - 36				65	68	71	75	78	82
43rd St S (Hwy 4 to Hwy 5)	C - 37								157	165
<b>TOTAL OPERATING COSTS</b>		<b>147</b>	<b>288</b>	<b>490</b>	<b>578</b>	<b>706</b>	<b>776</b>	<b>853</b>	<b>1,310</b>	<b>1,487</b>
Increase to taxation over prior year		<b>147</b>	<b>141</b>	<b>202</b>	<b>88</b>	<b>128</b>	<b>70</b>	<b>77</b>	<b>457</b>	<b>177</b>
% Increase to taxation over prior year		<b>0.16%</b>	<b>0.15%</b>	<b>0.21%</b>	<b>0.09%</b>	<b>0.12%</b>	<b>0.07%</b>	<b>0.07%</b>	<b>0.40%</b>	<b>0.15%</b>



## Grant - Basic Capital

## Forecast

	Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars												
Opening Balance		2,372	5,165	3,427	1,063	1,681	(1,310)	(1,861)	(1,228)	(3,084)	(3,032)	
<b>Capital Requirements</b>												
Gravelled Roadway Upgrading	C - 5		(354)	(371)	(168)	(168)	(168)	(168)	(168)	(168)	(168)	(1,901)
Intersection Improvements - Growth	C - 6	(712)	(748)	(786)	(825)	(866)	(910)	(956)	(1,004)	(1,054)	(1,107)	(8,968)
Intersection Improvements - Non-Growth	C - 7	(713)	(749)	(786)	(825)	(866)	(910)	(956)	(1,004)	(1,054)	(1,107)	(8,970)
Sidewalk and Handicap Parking Mobility Ramps	C - 8	(178)	(188)	(196)	(206)	(216)	(227)					(1,211)
Arterial Rehab Program	C - 10			(786)	(825)	(866)	(910)	(956)	(1,004)	(1,054)	(1,106)	(7,507)
Bridge Rehab Program	C - 11		(197)	(207)	(334)	(1,121)	(218)	(229)	(240)	(1,320)	(252)	(4,118)
Community Lighting - Rehab	C - 12	(225)	(237)	(249)	(262)	(275)	(289)	(303)	(318)	(334)	(350)	(2,842)
Traffic Signals Replacement	C - 13	(206)	(217)	(227)	(239)	(251)	(263)	(277)	(290)	(305)	(320)	(2,593)
Major Sidewalk Rehab Program	C - 14	(135)	(142)	(149)	(156)	(164)	(172)	(180)	(189)	(199)	(209)	(1,695)
Railway Rehab Program	C - 15	(75)	(75)	(259)	(270)	(281)	(293)	(304)	(315)	(326)	(338)	(2,535)
43rd St N (Hwy 3 to 9 Ave N)	C - 17	(169)		(3,713)								(3,881)
26th Ave North (Scenic Dr to 28th Street)	C - 18		(788)									(788)
Mayor Magrath Dr. (40th Ave S to City Limit)	C - 19		(2,925)			(3,375)						(6,300)
Mayor Magrath Drive (3 Ave S to 3 Ave N) Design	C - 20		(225)									(225)
6th Avenue S (Mayor Magrath Dr to Scenic Dr S) Design	C - 21		(177)									(177)
5th Avenue N (Stafford Dr to Mayor Magrath Drive N) Design	C - 22				(194)							(194)
Interchanges - Whoop Up/University Dr and Scenic Drive Design	C - 23				(328)							(328)
13th Street N (Crows Nest Trail to 26th Ave N) Design	C - 24				(194)							(194)
University Dr North of Railway Tracks to Hwy 3 Upgrade Design	C - 25					(68)						(68)
Transportation Master Plan Update	C - 26							(731)				(731)
Whoop Up Dr (McMaster to Aquitania Blvd W.)	C - 27						(1,800)					(1,800)
University Dr (Community Stadium to Sun Ridge Blvd W)	C - 28								(2,734)			(2,734)
26th Ave North (31st to 43st North)	C - 29										(2,531)	(2,531)
28th Street North (MMD to 26 Ave N )	C - 30										(5,100)	(5,100)
Jerry Potts Blvd (West of Red Crow Blvd to Metis Trail)	C - 35								(368)			(368)
		(2,413)	(7,022)	(7,729)	(4,826)	(8,516)	(6,160)	(5,059)	(7,634)	(5,814)	(12,588)	(67,760)
<b>Additions:</b>												
Grant Funding		5,206	5,284	5,364	5,444	5,526	5,608	5,693	5,778	5,865	5,953	55,721
		5,206	5,284	5,364	5,444	5,526	5,608	5,693	5,778	5,865	5,953	55,721
Closing Balance		5,165	3,427	1,063	1,681	(1,310)	(1,861)	(1,228)	(3,084)	(3,032)	(9,667)	

## PAYG - Transportation

## Forecast

	Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars												
Opening Balance		1,248	1,338	497	6	582	263	484	1,145	710	1,598	
<b>Capital Requirements</b>												
Gravelled Roadway Upgrading	C - 5		(171)	(179)	(82)	(82)	(82)	(82)	(82)	(82)	(82)	(924)
Intersection Improvements - Non-Growth	C - 7	(287)	(302)	(318)	(334)	(351)	(368)	(386)	(405)	(426)	(448)	(3,625)
Sidewalk and Handicap Parking Mobility Ramps	C - 8	(72)	(75)	(79)	(83)	(88)	(92)					(489)
Community Lighting - Rehab	C - 12	(75)	(79)	(83)	(87)	(92)	(96)	(101)	(106)	(111)	(117)	(947)
Traffic Signals Replacement	C - 13	(94)	(98)	(103)	(108)	(113)	(118)	(124)	(131)	(138)	(145)	(1,170)
Major Sidewalk Rehab Program	C - 14	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(145)
Railway Rehab Program	C - 15	(275)	(275)	(259)	(270)	(281)	(293)	(305)	(315)	(326)	(338)	(2,936)
43rd St N (Hwy 3 to 9 Ave N)	C - 17	(56)		(1,238)								(1,294)
26th Ave North (Scenic Dr to 28th Street)	C - 18		(262)									(262)
Mayor Magrath Dr. (40th Ave S to City Limit)	C - 19		(1,163)			(1,125)						(2,288)
Mayor Magrath Drive (3 Ave S to 3 Ave N) Design	C - 20		(90)									(90)
6th Avenue S (Mayor Magrath Dr to Scenic Dr S) Design	C - 21		(59)									(59)
5th Avenue N (Stafford Dr to Mayor Magrath Drive N) Design	C - 22				(64)							(64)
Interchanges - Whoop Up/University Dr and Scenic Drive Design	C - 23				(132)							(132)
13th Street N (Crows Nest Trail to 26th Ave N) Design	C - 24				(65)							(65)
University Dr North of Railway Tracks to Hwy 3 Upgrade Design	C - 25					(23)						(23)
Transportation Master Plan Update	C - 26							(244)				(244)
Whoop Up Dr (McMaster to Aquitania Blvd W.)	C - 27						(600)					(600)
University Dr (Community Stadium to Sun Ridge Blvd W)	C - 28								(1,211)			(1,211)
26th Ave North (31st to 43st North)	C - 29										(844)	(844)
28th Street North (MMD to 26 Ave N )	C - 30										(1,700)	(1,700)
Jerry Potts Blvd (West of Red Crow Blvd to Metis Trail)	C - 35								(122)			(122)
		(869)	(2,585)	(2,270)	(1,238)	(2,168)	(1,663)	(1,258)	(2,389)	(1,101)	(3,692)	(19,233)
<b>Additions:</b>												
Current Year Funding		1,709	1,744	1,779	1,814	1,849	1,884	1,919	1,954	1,989	2,024	18,665
		1,709	1,744	1,779	1,814	1,849	1,884	1,919	1,954	1,989	2,024	18,665
<b>Previously Approved Allocations:</b>												
West Side Snow Site		(750)										(750)
		(750)										(750)
Closing Balance		1,338	497	6	582	263	484	1,145	710	1,598	(70)	



Major Program: **Maintain Safety**Project Title: **Gravelled Roadway Upgrading**Dept - Project #: **1a**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Reconstruction (raise grade, widen and improve drainage) and surfacing of outer access gravel roads. The project locations for 2011-2015:</p> <p>Whoop Up Drive from existing pavement to West City Limits 43rd Street North from 26th Ave to North of the SMRID canal 43rd Street North from the SMRID canal to City limits</p> <p>Phase 1: Detail design and construct gravel road with improved profiles, site lines, width and ditches.</p> <p>Phase 2 (if required): Surfacing will be considered on a case by case basis based on traffic volumes and maintenance costs.</p> <p>Note: The attached map shows the entire gravelled roadway network.</p>	<p>Traffic volumes on some sections have increased to levels which warrant wider roadways and/or surfacing structures. The warrants are based on recognised operational and safety standards.</p> <p>Reconstruction and surfacing improvements will improve safety and restore levels of service. There will be reductions in road user costs, travel times, driver anxiety, public complaints and maintenance costs.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		650	472	494	225	225	225	225	225	225	225	3,191
		650	472	494	225	225	225	225	225	225	225	3,191
<b>Costs - Non-Shareable</b>												
Other		50	53	56	25	25	25	25	25	25	25	334
		50	53	56	25	25	25	25	25	25	25	334
<b>Total Costs</b>		<b>700</b>	<b>525</b>	<b>550</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>3,525</b>
<b>Funding</b>												
Grant - Basic Capital			354	371	168	168	168	168	168	168	168	1,901
PAYG - Transportation			171	179	82	82	82	82	82	82	82	924
Prior Year Funding		700										700
		700	525	550	250	250	250	250	250	250	250	3,525
<b>Total Funding</b>		<b>700</b>	<b>525</b>	<b>550</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>3,525</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

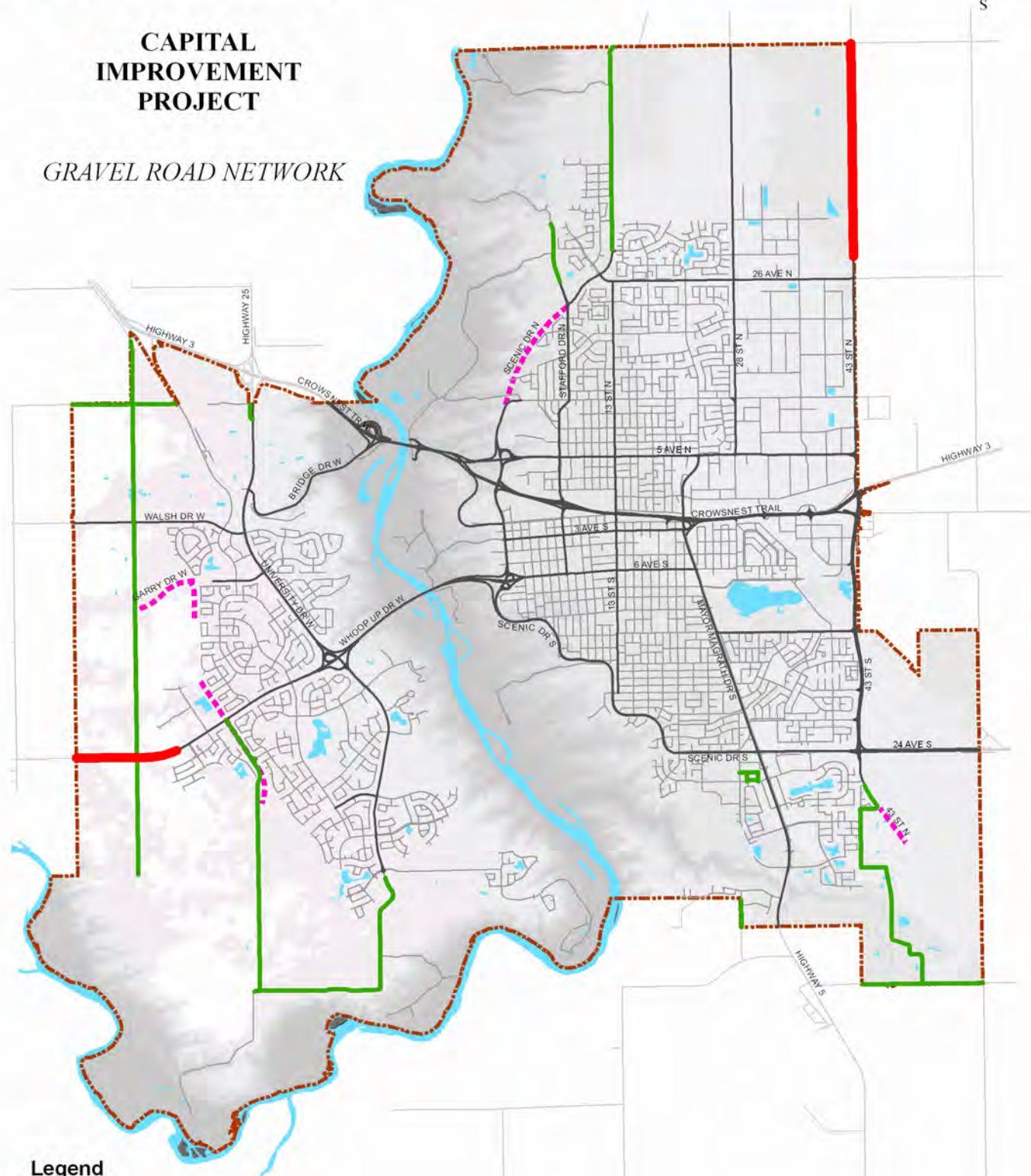


CITY OF  
*Lethbridge*



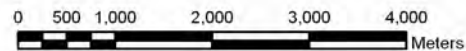
# CAPITAL IMPROVEMENT PROJECT

## GRAVEL ROAD NETWORK



### Legend

- Gravel Road Network
- Gravel Road Upgrades (2011 - 2013)
- - - Future Roadways (2011 - 2020)





Major Program: **Maintain Safety**Project Title: **Intersection Improvements - Growth**Dept - Project #: **32a**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Intersection improvements (new traffic signals, geometric improvements, pedestrian accommodations, pavement markings, replacmenet/refurbishment of traffic signal controllers, cabinets, signal heads, vehicle detectors etc) addressing capacity requirements related to growth in the new areas of the City.</p> <p>The attached map identifies administrations estimate of intersections that may be improved in the short term (3-5 years).</p> <p>Intersections are reviewed on a case by case basis. The timing and type of intersection improvement is based on operational analysis and recognised safety warrants.</p> <p>The following intersections are identified for improvements in 2011 to 2013: 13 St/26 Ave N Garry Drive/Squamish Blvd. 43 St./2 Avenue N 43 St./5 Avenue N University Dr./Highlands Blvd. W</p>	<p>These intersection improvements will ensure safety is maintained and acceptable levels of service are restored. Also, they typically reduce traffic congestion, traffic delays, road user costs, travel times, vehicle emissions and driver/neighbourhood frustration.</p> <p>Example of analysis and warrants include;</p> <ul style="list-style-type: none"> <li>- level of service (LOS)</li> <li>- volume to capacity</li> <li>- pedestrian safety</li> <li>- traffic control devices</li> <li>- geometric standards</li> <li>- etc.</li> </ul> <p>as identified by Transportation Association of Canada (TAC) and the Institute of Transportation Engineers (ITE).</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		875	919	965	1,013	1,064	1,117	1,173	1,232	1,294	1,359	11,011
Consultive Services		75	79	83	87	91	96	101	106	111	117	946
		<u>950</u>	<u>998</u>	<u>1,048</u>	<u>1,100</u>	<u>1,155</u>	<u>1,213</u>	<u>1,274</u>	<u>1,338</u>	<u>1,405</u>	<u>1,476</u>	<u>11,957</u>
<b>Costs - Non-Shareable</b>												
Other		50	53	56	59	62	65	68	71	75	79	638
		<u>50</u>	<u>53</u>	<u>56</u>	<u>59</u>	<u>62</u>	<u>65</u>	<u>68</u>	<u>71</u>	<u>75</u>	<u>79</u>	<u>638</u>
<b>Total Costs</b>		<b><u>1,000</u></b>	<b><u>1,051</u></b>	<b><u>1,104</u></b>	<b><u>1,159</u></b>	<b><u>1,217</u></b>	<b><u>1,278</u></b>	<b><u>1,342</u></b>	<b><u>1,409</u></b>	<b><u>1,480</u></b>	<b><u>1,555</u></b>	<b><u>12,595</u></b>
<b>Funding</b>												
Grant - Basic Capital		712	748	786	825	866	910	956	1,004	1,054	1,107	8,968
Offsite Levies		288	303	318	334	351	368	386	405	426	448	3,627
		<u>1,000</u>	<u>1,051</u>	<u>1,104</u>	<u>1,159</u>	<u>1,217</u>	<u>1,278</u>	<u>1,342</u>	<u>1,409</u>	<u>1,480</u>	<u>1,555</u>	<u>12,595</u>
<b>Total Funding</b>		<b><u>1,000</u></b>	<b><u>1,051</u></b>	<b><u>1,104</u></b>	<b><u>1,159</u></b>	<b><u>1,217</u></b>	<b><u>1,278</u></b>	<b><u>1,342</u></b>	<b><u>1,409</u></b>	<b><u>1,480</u></b>	<b><u>1,555</u></b>	<b><u>12,595</u></b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

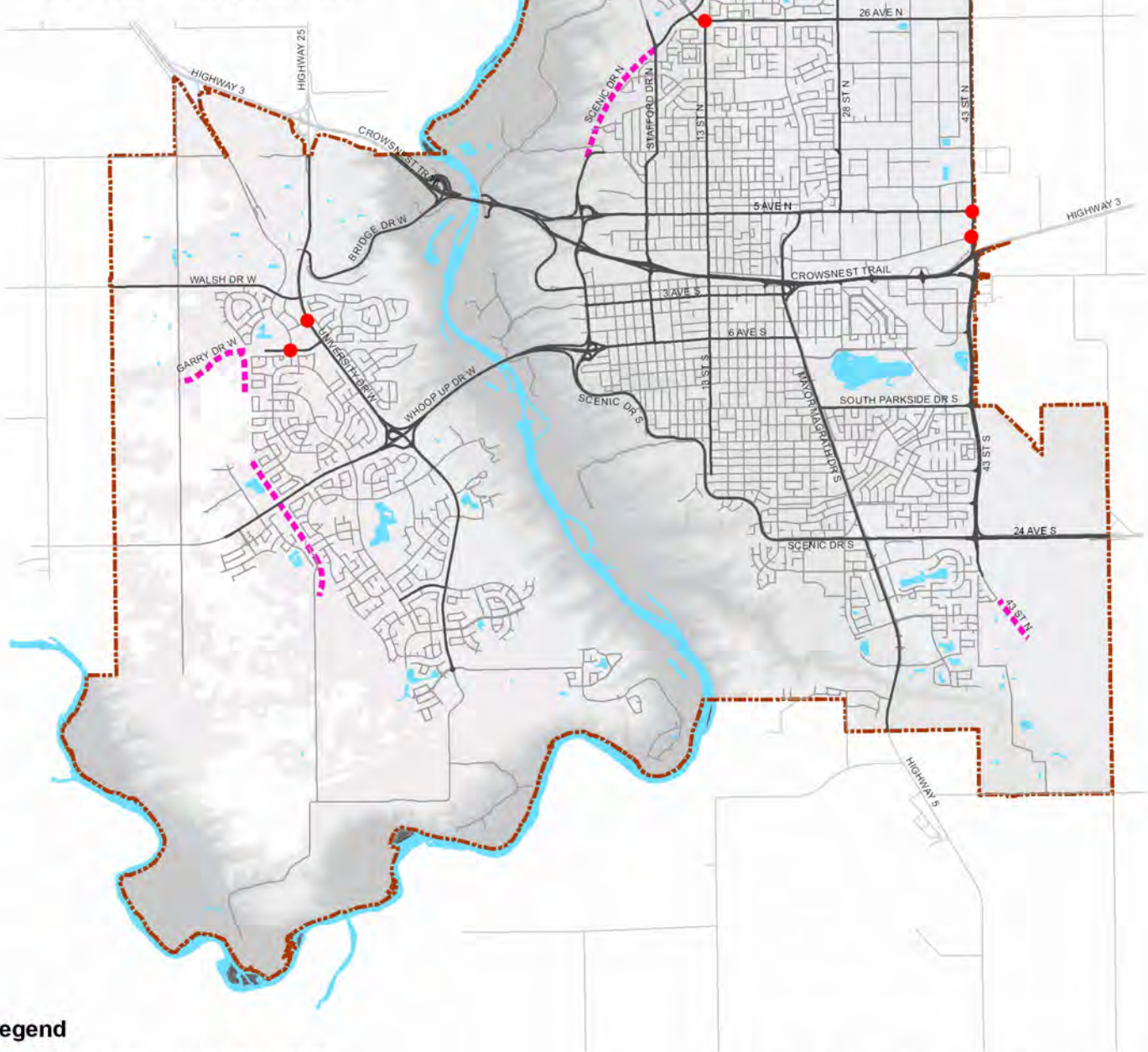


CITY OF  
*Lethbridge*



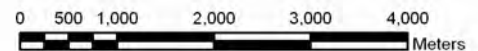
### CAPITAL IMPROVEMENT PROJECT

*INTERSECTION IMPROVEMENTS  
GROWTH RELATED  
(50% Offsite Levy Funded)*



#### Legend

- Intersection Improvements (2011 - 2013)
- - - Future Roadways (2011 - 2020)



Major Program: **Maintain Safety**Project Title: **Intersection Improvements - Non-Growth**Dept - Project #: **6a**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Intersection improvements (new traffic signals, signal equipment upgrade, geometric improvements, pedestrian accommodation, pavement markings, etc) addressing capacity and safety requirements.</p> <p>The attached map identifies administrations estimate of intersections that may be improved in the short term (3-5 years).</p> <p>Intersections are reviewed on a case by case basis. The timing and type of intersection improvement is based on operational analysis and recognized safety warrants.</p> <p>The following intersections are identified for improvements during 2011 to 2013:  MMDr/5 Ave S  9 Ave/36th St N  23 St/9 Ave N  13 St/5 Ave N  13 St/6 Ave S  16 Ave/13 St S</p> <p>If Warranted in 2014-2020:  MMDr/Scenic Dr S  MMDr/32 Avenue S/Fairmont Blvd. S  MMDr/34 Avenue S/South Gate Blvd. S</p>	<p>These intersection improvements will ensure safety is maintained and acceptable levels of service are restored. Also, they typically reduce traffic congestion, traffic delays, road user costs, travel times, vehicle emissions and driver/neighbourhood frustration.</p> <p>These types of improvements typically provide the highest benefit-cost ratio of all capital roadway improvements. These intersections are not specifically related to growth but are safety improvements which are required for arterial intersections; or safety/capacity improvements on collector and local roadways.</p> <p>Example of analysis and warrants include;</p> <ul style="list-style-type: none"> <li>- level of service (LOS)</li> <li>- volume to capacity</li> <li>- pedestrian safety</li> <li>- traffic control devices</li> <li>- geometric standards</li> <li>- etc.</li> </ul> <p>as identified by Transportation Association of Canada (TAC) and the Institute of Transportation Engineers (ITE).</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		875	919	965	1,013	1,064	1,117	1,173	1,232	1,294	1,359	11,011
Consultive Services		75	79	83	87	91	96	101	106	111	117	946
		<u>950</u>	<u>998</u>	<u>1,048</u>	<u>1,100</u>	<u>1,155</u>	<u>1,213</u>	<u>1,274</u>	<u>1,338</u>	<u>1,405</u>	<u>1,476</u>	<u>11,957</u>
<b>Costs - Non-Shareable</b>												
Other		50	53	56	59	62	65	68	71	75	79	638
		<u>50</u>	<u>53</u>	<u>56</u>	<u>59</u>	<u>62</u>	<u>65</u>	<u>68</u>	<u>71</u>	<u>75</u>	<u>79</u>	<u>638</u>
<b>Total Costs</b>		<b>1,000</b>	<b>1,051</b>	<b>1,104</b>	<b>1,159</b>	<b>1,217</b>	<b>1,278</b>	<b>1,342</b>	<b>1,409</b>	<b>1,480</b>	<b>1,555</b>	<b>12,595</b>
<b>Funding</b>												
Grant - Basic Capital		713	749	786	825	866	910	956	1,004	1,054	1,107	8,970
PAYG - Transportation		287	302	318	334	351	368	386	405	426	448	3,625
		<u>1,000</u>	<u>1,051</u>	<u>1,104</u>	<u>1,159</u>	<u>1,217</u>	<u>1,278</u>	<u>1,342</u>	<u>1,409</u>	<u>1,480</u>	<u>1,555</u>	<u>12,595</u>
<b>Total Funding</b>		<b>1,000</b>	<b>1,051</b>	<b>1,104</b>	<b>1,159</b>	<b>1,217</b>	<b>1,278</b>	<b>1,342</b>	<b>1,409</b>	<b>1,480</b>	<b>1,555</b>	<b>12,595</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



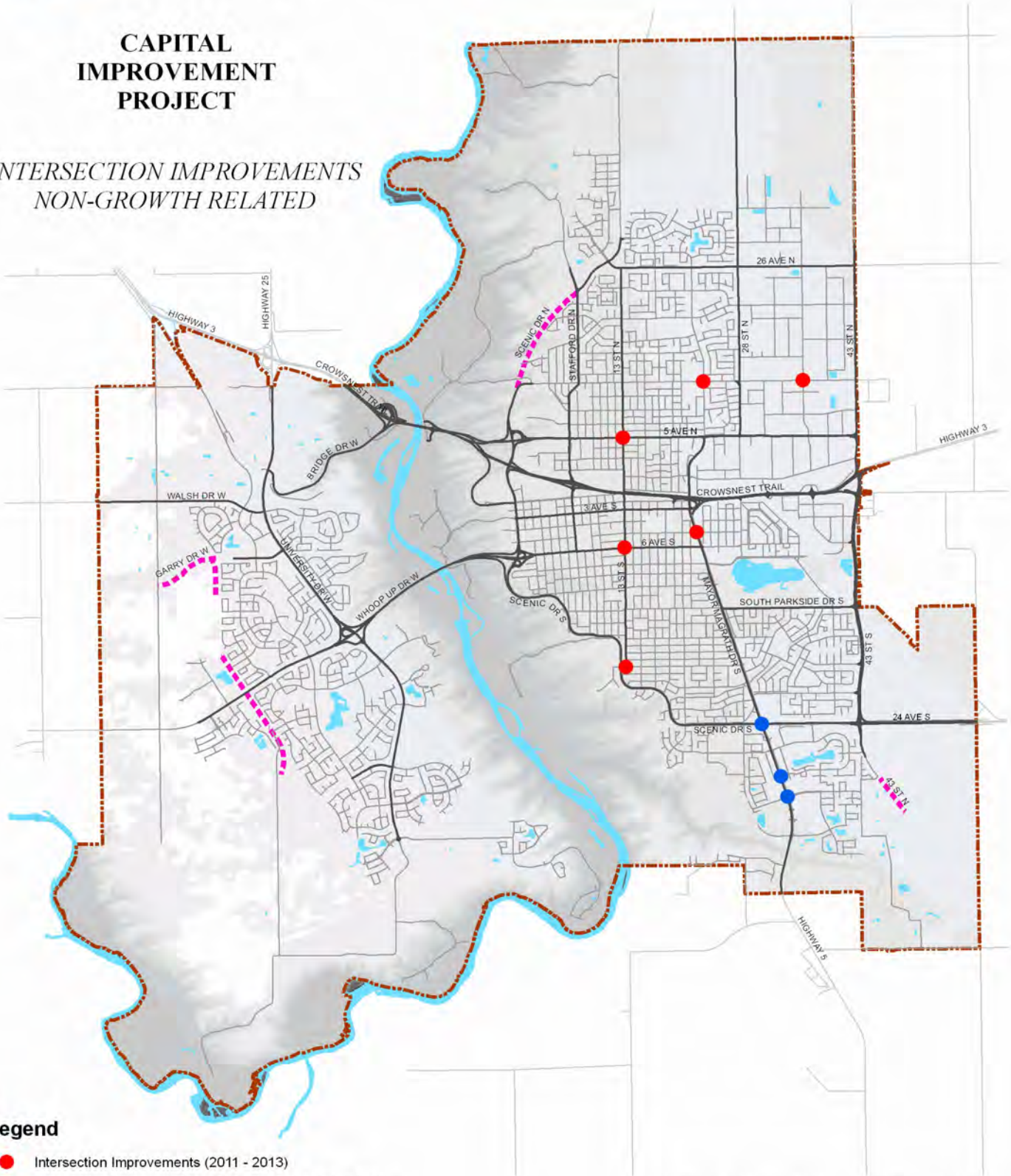


CITY OF  
*Lethbridge*



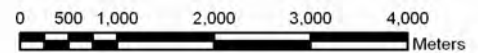
### CAPITAL IMPROVEMENT PROJECT

### INTERSECTION IMPROVEMENTS NON-GROWTH RELATED



#### Legend

- Intersection Improvements (2011 - 2013)
- Intersection Improvements (As Warranted, 2014 - 2020)
- - - Future Roadways (2011 - 2020)



Major Program: **Maintain Safety**Project Title: **Sidewalk and Handicap Parking Mobility Ramps**Dept - Project #: **4**Start Year: **2011**End Year: **2016**Capital Improvement Program  
2011 to 2020**Description & Location**

This program involves construction of mobility ramps. All intersections and handicap parking areas in the Downtown area which are not currently constructed to this standard. Approximately 25 intersections and 25 handicap parking stalls per year will be reconstructed for the next 6 years.

Note: The attached map shows the areas to be completed; downtown, the hospital area and senior complexes.

**Purpose & Justification**

There are approximately 400 intersections and 400 handicap parking stalls which were constructed prior to the current standards being implemented. Upgrading of these intersections and parking areas to comply with the existing standards will enhance accessibility and safety for people requiring the use of wheel chairs, walkers, strollers and carts. Accessibility ramps also increase safety for aging populations who are at risk of a trip and fall.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		238	250	261	274	288	302					1,613
		238	250	261	274	288	302					1,613
<b>Costs - Non-Shareable</b>												
Other		13	13	14	15	16	17					88
		13	13	14	15	16	17					88
<b>Total Costs</b>		<b>250</b>	<b>263</b>	<b>275</b>	<b>289</b>	<b>304</b>	<b>319</b>					<b>1,700</b>
<b>Funding</b>												
Grant - Basic Capital		178	188	196	206	216	227					1,211
PAYG - Transportation		72	75	79	83	88	92					489
		250	263	275	289	304	319					1,700
<b>Total Funding</b>		<b>250</b>	<b>263</b>	<b>275</b>	<b>289</b>	<b>304</b>	<b>319</b>					<b>1,700</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



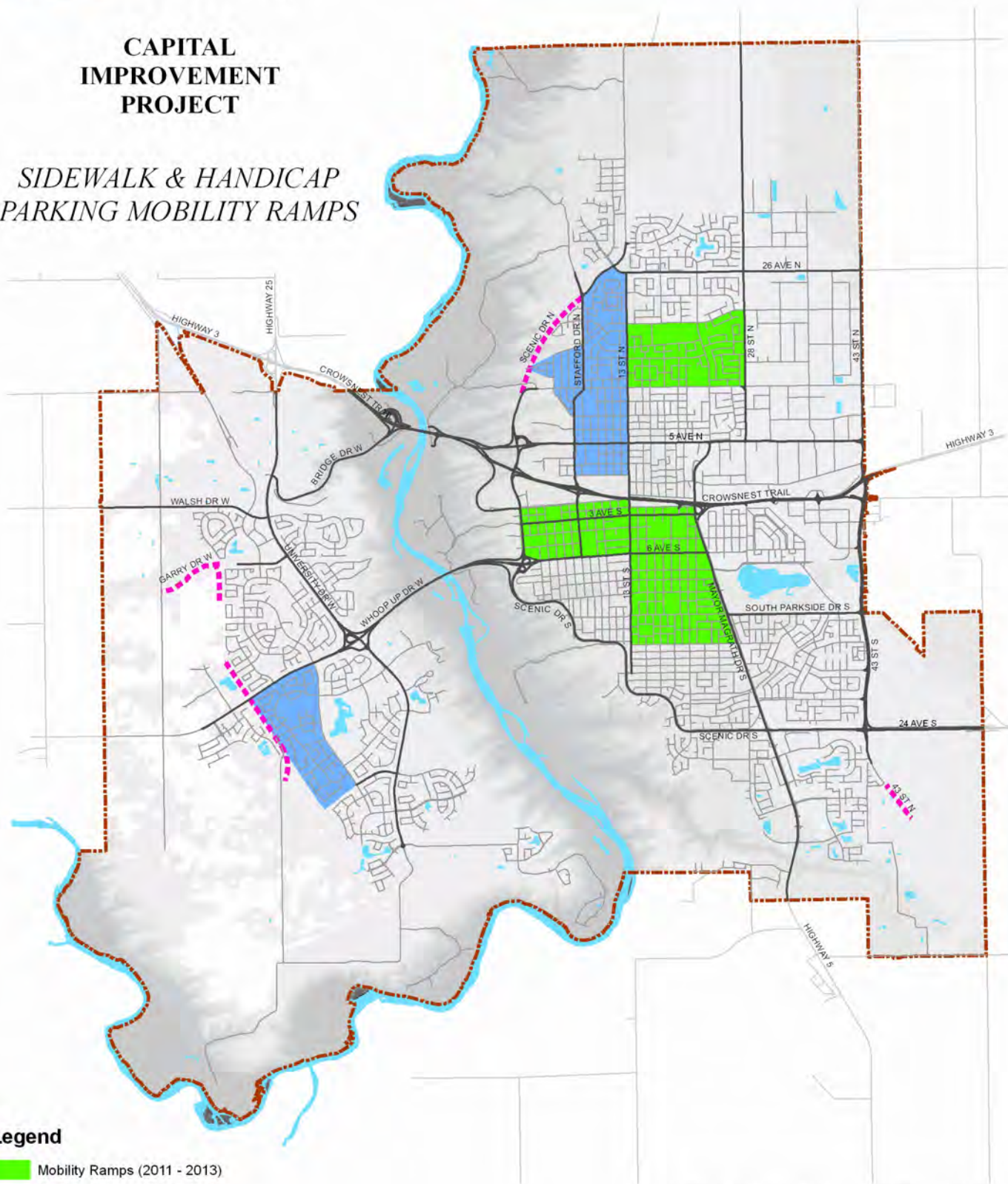


CITY OF  
*Lethbridge*



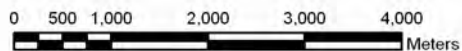
### CAPITAL IMPROVEMENT PROJECT

### *SIDEWALK & HANDICAP PARKING MOBILITY RAMPS*



#### Legend

- Mobility Ramps (2011 - 2013)
- Mobility Ramps (2014 - 2016)
- Future Roadways (2011 - 2020)



Major Program: **Maintain Safety**Project Title: **Bikeways/Pathways along Roadways**Dept - Project #: **111**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>The intent of this project is to implement new pathways and bikeways within Public Road rights-of-ways identified in the Bikeways and Pathways Master Plan 2007.</p> <p>Identified locations during 2011 to 2013 include: 13 Street bicycle lanes from 16 Ave South / 26 Ave N Pathway along Scenic Drive from 1 Ave S/5 Ave N Bike lanes on 10 Avenue S between MMDr/ 13 St S</p> <p>As Warranted from 2014 to 2020: Bike Lanes on 3 Ave S from MMDr/Scenic Dr S Bike Lanes on 9 Ave N between 13 St/Scenic Dr N</p>	<p>There are a number of cycling/pedestrian corridors that are needed to complete existing corridors along roadways, as identified in the Parks Bikeway/Pathway Master Plan. This project will complete missing links and develop new pathway/bikeway routes along the existing roadways.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		425	446	468	491	516	542	569	597	627	658	5,339
Consultive Services		50	53	56	59	62	65	68	71	75	79	638
		<u>475</u>	<u>499</u>	<u>524</u>	<u>550</u>	<u>578</u>	<u>607</u>	<u>637</u>	<u>668</u>	<u>702</u>	<u>737</u>	<u>5,977</u>
<b>Costs - Non-Shareable</b>												
Other		25	26	27	28	29	30	32	34	36	38	305
		<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>	<u>32</u>	<u>34</u>	<u>36</u>	<u>38</u>	<u>305</u>
<b>Total Costs</b>		<b>500</b>	<b>525</b>	<b>551</b>	<b>578</b>	<b>607</b>	<b>637</b>	<b>669</b>	<b>702</b>	<b>738</b>	<b>775</b>	<b>6,282</b>
<b>Funding</b>												
Grant - Federal Gas Tax Fund (NDCC)		500	525	551	578	607	637	669	702	738	775	6,282
		<u>500</u>	<u>525</u>	<u>551</u>	<u>578</u>	<u>607</u>	<u>637</u>	<u>669</u>	<u>702</u>	<u>738</u>	<u>775</u>	<u>6,282</u>
<b>Total Funding</b>		<b>500</b>	<b>525</b>	<b>551</b>	<b>578</b>	<b>607</b>	<b>637</b>	<b>669</b>	<b>702</b>	<b>738</b>	<b>775</b>	<b>6,282</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



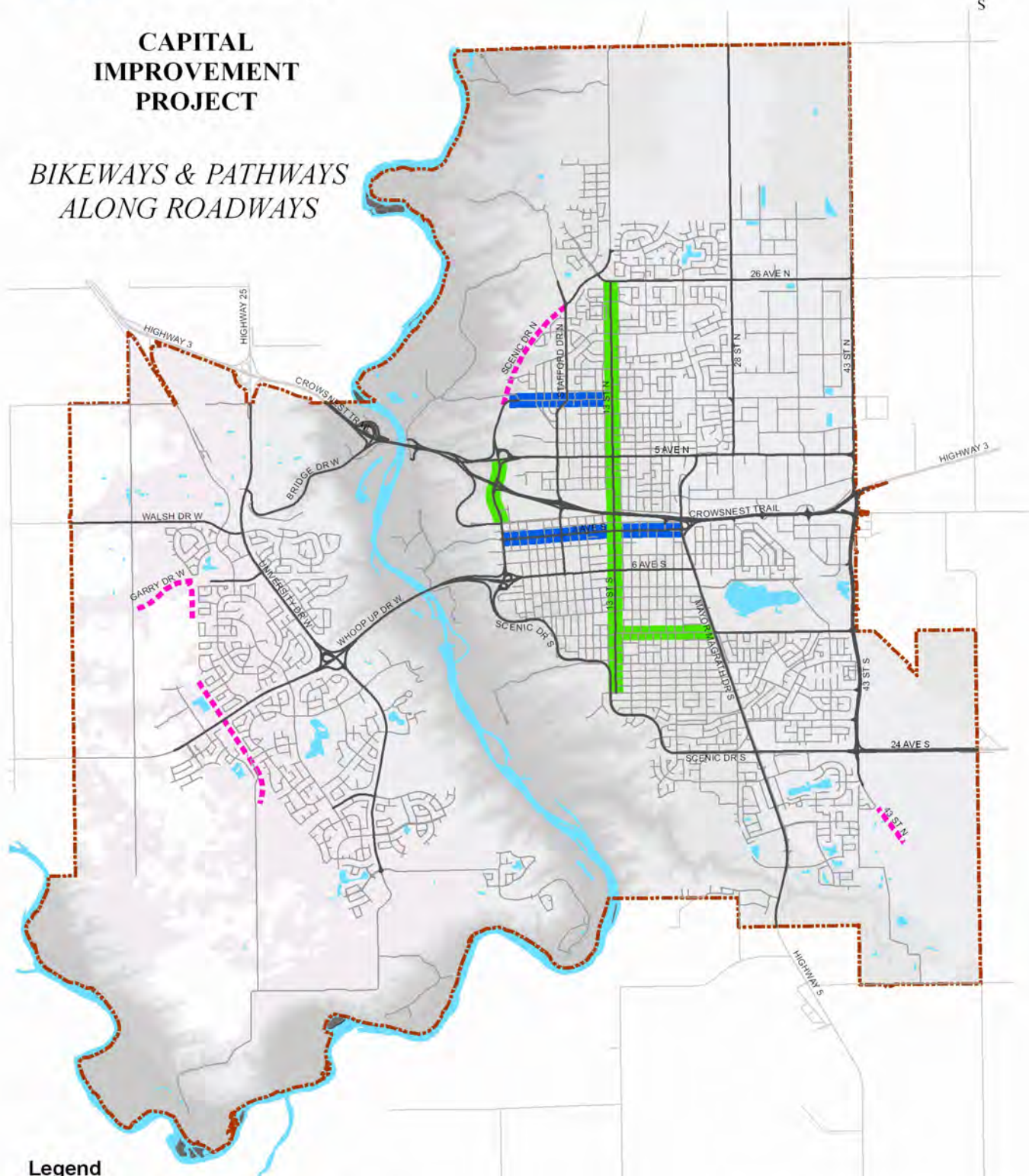


CITY OF  
*Lethbridge*



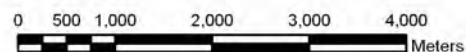
**CAPITAL  
IMPROVEMENT  
PROJECT**

*BIKEWAYS & PATHWAYS  
ALONG ROADWAYS*



**Legend**

- █ Bikeways & Pathways (2011 - 2013)
- █ Bikeways & Pathways (As Identified, 2014 - 2020)
- - - Future Roadways (2011 - 2020)



Major Program: **Preserve Existing Infrastructure**Project Title: **Arterial Rehab Program**Dept - Project #: **9a**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program targets rehabilitation of Arterial Roadways throughout the City of Lethbridge transportation network. Locations are targeted using the Municipal Pavement Management Application (MPMA). This system relies on a data base of condition assessments to determine roadway sections that require further evaluation by technical professions. Currently the analysis done by MPMA indicates that the arterial road system is in relatively good condition and that regular investments as indicated in this project should protect that investment. This "hands on" approach results in achieving the best value for our arterial rehabilitation budget.</p> <p>The work typically involves milling a portion of the existing asphalt and replacing it with new or recycled asphalt. This typically extends the life of the pavement another 15 years. Note: Attached map shows entire arterial network.</p>	<p>Council's direction is to protect the investment the City has made in our assets. In order to protect a very large capital investment and provide safe roadway conditions to City residents, it is necessary to maintain the backbone of our transportation network; the arterial roadway system. Investing in the correct maintenance activity at the right time prevents further deterioration of the infrastructure - reducing the total life cycle costs (cost of building and maintaining over the life of an asset) of the asset. The City of Lethbridge's maintenance program includes crack sealing, applying "skin coats", and pot hole patching. This project funds a major rehabilitation of the pavement surface. For each \$1.00 invested at the optimal time in the pavement structures life cycle will result in future savings of \$3.00 to \$4.00. Operating expenses are 15% lower for vehicles driven on roads in good condition over those of vehicles operated on poorly maintained roadways.</p> <p>There are presently 277 lane kilometers of arterial roads with an asset replacement value of \$310 million. Industry best practices indicate that on average, these roadways should be overlaid every 15 years and our proposed investment strategy with this project will allow this.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		950	998	1,048	1,100	1,155	1,213	1,274	1,338	1,405	1,475	11,956
		950	998	1,048	1,100	1,155	1,213	1,274	1,338	1,405	1,475	11,956
<b>Costs - Non-Shareable</b>												
Other		50	53	56	59	62	65	68	71	75	79	638
		50	53	56	59	62	65	68	71	75	79	638
<b>Total Costs</b>		<b>1,000</b>	<b>1,051</b>	<b>1,104</b>	<b>1,159</b>	<b>1,217</b>	<b>1,278</b>	<b>1,342</b>	<b>1,409</b>	<b>1,480</b>	<b>1,554</b>	<b>12,594</b>
<b>Funding</b>												
Grant - Basic Capital				786	825	866	910	956	1,004	1,054	1,106	7,507
Grant - Federal Gas Tax Fund (NDCC)		649	687									1,336
Grant - MSI		351	364	318	334	351	368	386	405	426	448	3,751
		1,000	1,051	1,104	1,159	1,217	1,278	1,342	1,409	1,480	1,554	12,594
<b>Total Funding</b>		<b>1,000</b>	<b>1,051</b>	<b>1,104</b>	<b>1,159</b>	<b>1,217</b>	<b>1,278</b>	<b>1,342</b>	<b>1,409</b>	<b>1,480</b>	<b>1,554</b>	<b>12,594</b>
Estimated Debt Charges												
Projected Net Operating Costs												

**Comments**



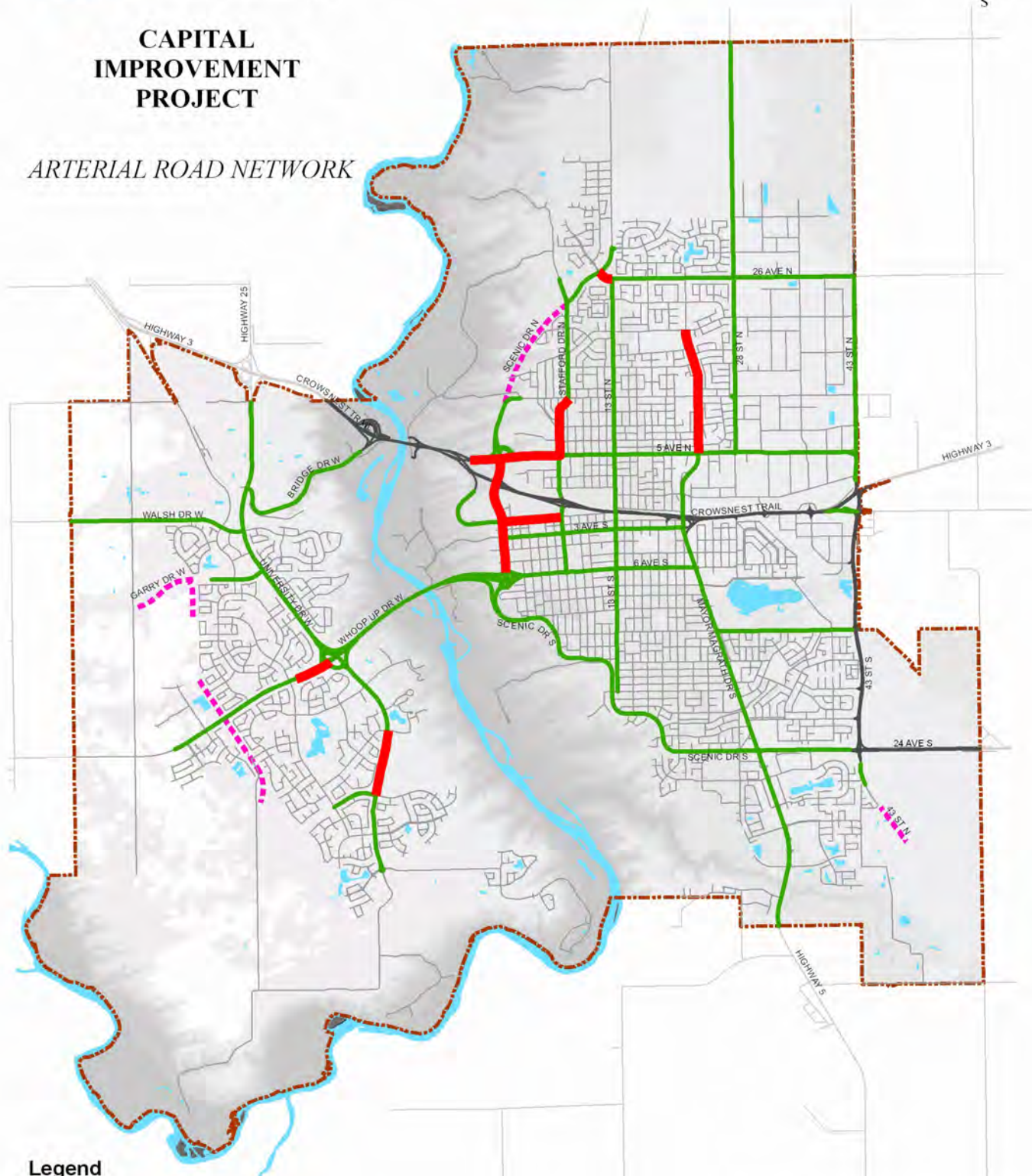


CITY OF  
*Lethbridge*



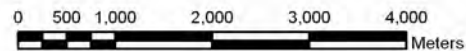
# CAPITAL IMPROVEMENT PROJECT

## ARTERIAL ROAD NETWORK



### Legend

- Arterial Road Network
- Arterial Road Upgrades (2011 - 2013)
- - - Future Roadways (2011 - 2020)



Major Program: **Preserve Existing Infrastructure**Project Title: **Bridge Rehab Program**Dept - Project #: **13a**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program targets rehabilitation of bridge and overpasses throughout the City of Lethbridge transportation network and urban parks systems. Locations are targeted using the Municipal Bridge Management System. This system relies on a data base of condition assessments to determine bridge structures that require further evaluation by technical professions.</p> <p>There are a total of 53 structures with a capital asset value worth over \$120 million. The average age of all bridge structures is 25 years and the average life span is 50 years.</p> <p>Note: The attached map shows all bridge and culvert structures.</p>	<p>Council's direction is to protect the investment the City has made in our assets. In order to protect a very large capital investment and provide safe conditions to City residents, it is necessary to maintain the bridges in our Transportation Network. Major/Minor Rehabilitation work has been identified, analyzed and prioritized based on condition/severity index using the Bridge Management System Software.</p> <p>Work programs generated from the software consist of a 10-year work plan for rehabilitation activities. This activity will ensure that rehabilitation work is done at the appropriate time to minimize life cycle costs and ensure the structural integrity of the structures. Currently the analysis done by the software and inspections indicate that the bridges and structures are in good condition and that identified investments as indicated in this project should protect our investment. Rehabilitation needs for 2011 to 2020 are based on 2008 and 2009 condition assessments.</p> <p>Rehabilitation work performed at the right time reduces costly rehabilitation or replacement costs on a very large capital investment. It also significantly reduces the risk of catastrophic structural failures.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		1,250	263	276	945	1,995	290	305	320	2,310	336	8,290
		<u>1,250</u>	<u>263</u>	<u>276</u>	<u>945</u>	<u>1,995</u>	<u>290</u>	<u>305</u>	<u>320</u>	<u>2,310</u>	<u>336</u>	<u>8,290</u>
<b>Costs - Non-Shareable</b>												
Other		65	56	17	53	105	18	19	20	116	21	490
		<u>65</u>	<u>56</u>	<u>17</u>	<u>53</u>	<u>105</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>116</u>	<u>21</u>	<u>490</u>
<b>Total Costs</b>		<b>1,315</b>	<b>319</b>	<b>293</b>	<b>998</b>	<b>2,100</b>	<b>308</b>	<b>324</b>	<b>340</b>	<b>2,426</b>	<b>357</b>	<b>8,780</b>
<b>Funding</b>												
Grant - Basic Capital			197	207	334	1,121	218	229	240	1,320	252	4,118
Grant - MSI		122	122	86	164	479	90	95	100	556	105	1,919
Prior Year Funding		1,193			500	500				550		2,743
		<u>1,315</u>	<u>319</u>	<u>293</u>	<u>998</u>	<u>2,100</u>	<u>308</u>	<u>324</u>	<u>340</u>	<u>2,426</u>	<u>357</u>	<u>8,780</u>
<b>Total Funding</b>		<b>1,315</b>	<b>319</b>	<b>293</b>	<b>998</b>	<b>2,100</b>	<b>308</b>	<b>324</b>	<b>340</b>	<b>2,426</b>	<b>357</b>	<b>8,780</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



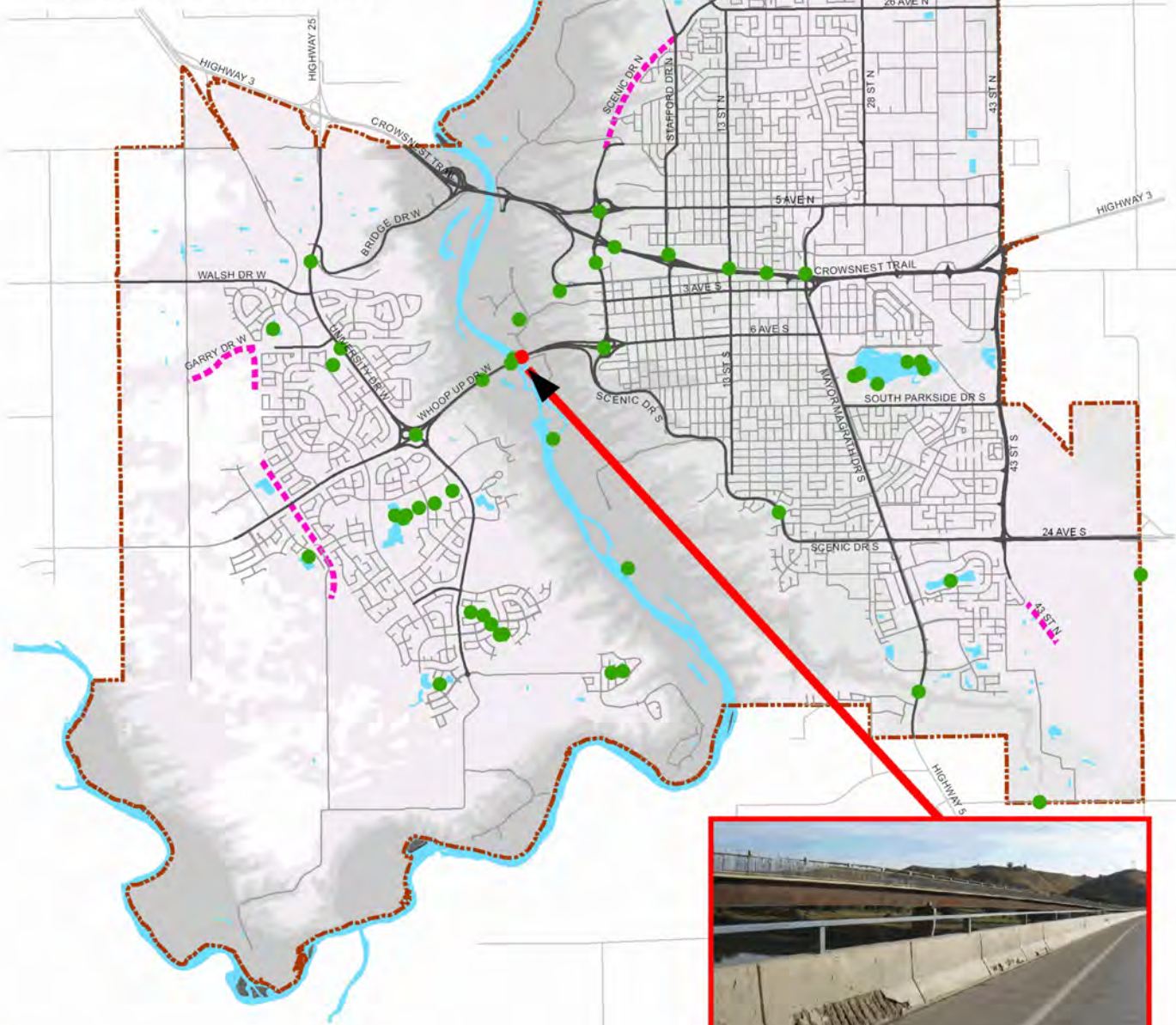


CITY OF *Lethbridge*



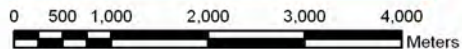
# CAPITAL IMPROVEMENT PROJECT

## BRIDGES & MAJOR CULVERT NETWORK



### Legend

- Bridges & Major Culvert Network
- Bridge Upgrade (2011 - 2013)
- - - Future Roadways (2011 - 2020)





Major Program: **Preserve Existing Infrastructure**Project Title: **Community Lighting - Rehab**Dept - Project #: **226**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020**Description & Location**

The primary objective is timely replacement of Street Light poles as they deteriorate, before they fail and increase City liability. A secondary objective is to install new street lights with energy efficient LED bulbs or other lower power consumption techniques.

In 2010 Transportation is initiating its condition assessment program, at the completion of this program we will know the existing condition and predict the remaining life cycle of the street light system and assist in our community lighting rehabilitation program. A regular street light inspection program will identify the annual funding levels required to maintain an acceptable condition.

**Purpose & Justification**

The only regular preventative maintenance presently conducted on the Street Lighting system is pole painting (\$40,000 annually) and replacing damaged street lights generally recovered through insurance or the Community Lighting program budget. Hit and runs are presently paid through the Street Light maintenance program through a transfer to Electric Operations. Power consumption and basic maintenance is paid for from Community Lighting program.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		270	284	298	313	329	345	362	380	399	419	3,399
Consultive Services		30	32	34	36	38	40	42	44	46	48	390
		<u>300</u>	<u>316</u>	<u>332</u>	<u>349</u>	<u>367</u>	<u>385</u>	<u>404</u>	<u>424</u>	<u>445</u>	<u>467</u>	<u>3,789</u>
Total Costs		<b>300</b>	<b>316</b>	<b>332</b>	<b>349</b>	<b>367</b>	<b>385</b>	<b>404</b>	<b>424</b>	<b>445</b>	<b>467</b>	<b>3,789</b>
<b>Funding</b>												
Grant - Basic Capital		225	237	249	262	275	289	303	318	334	350	2,842
PAYG - Transportation		75	79	83	87	92	96	101	106	111	117	947
		<u>300</u>	<u>316</u>	<u>332</u>	<u>349</u>	<u>367</u>	<u>385</u>	<u>404</u>	<u>424</u>	<u>445</u>	<u>467</u>	<u>3,789</u>
Total Funding		<b>300</b>	<b>316</b>	<b>332</b>	<b>349</b>	<b>367</b>	<b>385</b>	<b>404</b>	<b>424</b>	<b>445</b>	<b>467</b>	<b>3,789</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



CITY OF  
*Lethbridge*

# COMMUNITY LIGHTING REHAB

**BEFORE**



**AFTER**

Major Program: **Preserve Existing Infrastructure**Project Title: **Traffic Signals Replacement**Dept - Project #: **230**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020**Description & Location**

Timely replacement of Traffic Control Devices as they reach the end of their service life. Replacements may include bases, detectors, signal poles, traffic controllers, and cabinets etc. The estimated cost to replace two signals per year at approximately \$150,000 per signal for a total of \$300,000 per year.

**Purpose & Justification**

A regular inspection program will identify the maintenance requirements for Traffic Signals and determine the replacement requirements to maintain a consistent and acceptable level of service. There are currently 120 traffic signals and 20 pedestrian actuated flashers. Inspections for the steel components of traffic signals will be initiated in 2010 with the inspections for the street lights (Community Lighting program).

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		275	289	303	318	334	351	369	387	406	426	3,458
		275	289	303	318	334	351	369	387	406	426	3,458
<b>Costs - Non-Shareable</b>												
Other		25	26	27	28	29	30	32	34	36	38	305
		25	26	27	28	29	30	32	34	36	38	305
Total Costs		<b>300</b>	<b>315</b>	<b>330</b>	<b>346</b>	<b>363</b>	<b>381</b>	<b>401</b>	<b>421</b>	<b>442</b>	<b>464</b>	<b>3,763</b>
<b>Funding</b>												
Grant - Basic Capital		206	217	227	239	251	263	277	290	305	320	2,593
PAYG - Transportation		94	98	103	108	113	118	124	131	138	145	1,170
		300	315	330	346	363	381	401	421	442	464	3,763
Total Funding		<b>300</b>	<b>315</b>	<b>330</b>	<b>346</b>	<b>363</b>	<b>381</b>	<b>401</b>	<b>421</b>	<b>442</b>	<b>464</b>	<b>3,763</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



CITY OF  
*Lethbridge*

# TRAFFIC SIGNAL REPLACEMENT

**BEFORE**



**AFTER**

Major Program: **Preserve Existing Infrastructure**Project Title: **Major Sidewalk Rehab Program**Dept - Project #: **14a**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program targets major rehabilitation of sidewalks throughout the City of Lethbridge transportation network. Locations are targeted by the Sidewalk Inventory System. This system relies on condition assessments to determine replacement sections. The program will provide for approximately two to three 1- block sections to be rehabilitated/replaced annually.</p>	<p>In order to protect a very large capital investment and provide a safe environment for City residents, it is necessary to maintain a safe sidewalk network particularly due to the high population of seniors in the city.</p> <p>There are presently 640 kilometers of sidewalks with an asset replacement value of \$70 million. On average sidewalks should be replaced every 30 years however many last 50years if properly maintained..</p> <p>Most sidewalk rehabilitation is funded by the operating budget. However, major rehabilitation projects which are about one block or more in size, are eligible to be cost-shared from the Basic Capital Grant Program.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		180	189	198	208	218	229	240	252	265	278	2,257
		180	189	198	208	218	229	240	252	265	278	2,257
<b>Costs - Non-Shareable</b>												
Other		10	11	12	13	14	15	16	17	18	19	145
		10	11	12	13	14	15	16	17	18	19	145
<b>Total Costs</b>		<b>190</b>	<b>200</b>	<b>210</b>	<b>221</b>	<b>232</b>	<b>244</b>	<b>256</b>	<b>269</b>	<b>283</b>	<b>297</b>	<b>2,402</b>
<b>Funding</b>												
Grant - Basic Capital		135	142	149	156	164	172	180	189	199	209	1,695
Operating Budget Existing		45	47	49	52	54	57	60	63	66	69	562
PAYG - Transportation		10	11	12	13	14	15	16	17	18	19	145
		190	200	210	221	232	244	256	269	283	297	2,402
<b>Total Funding</b>		<b>190</b>	<b>200</b>	<b>210</b>	<b>221</b>	<b>232</b>	<b>244</b>	<b>256</b>	<b>269</b>	<b>283</b>	<b>297</b>	<b>2,402</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

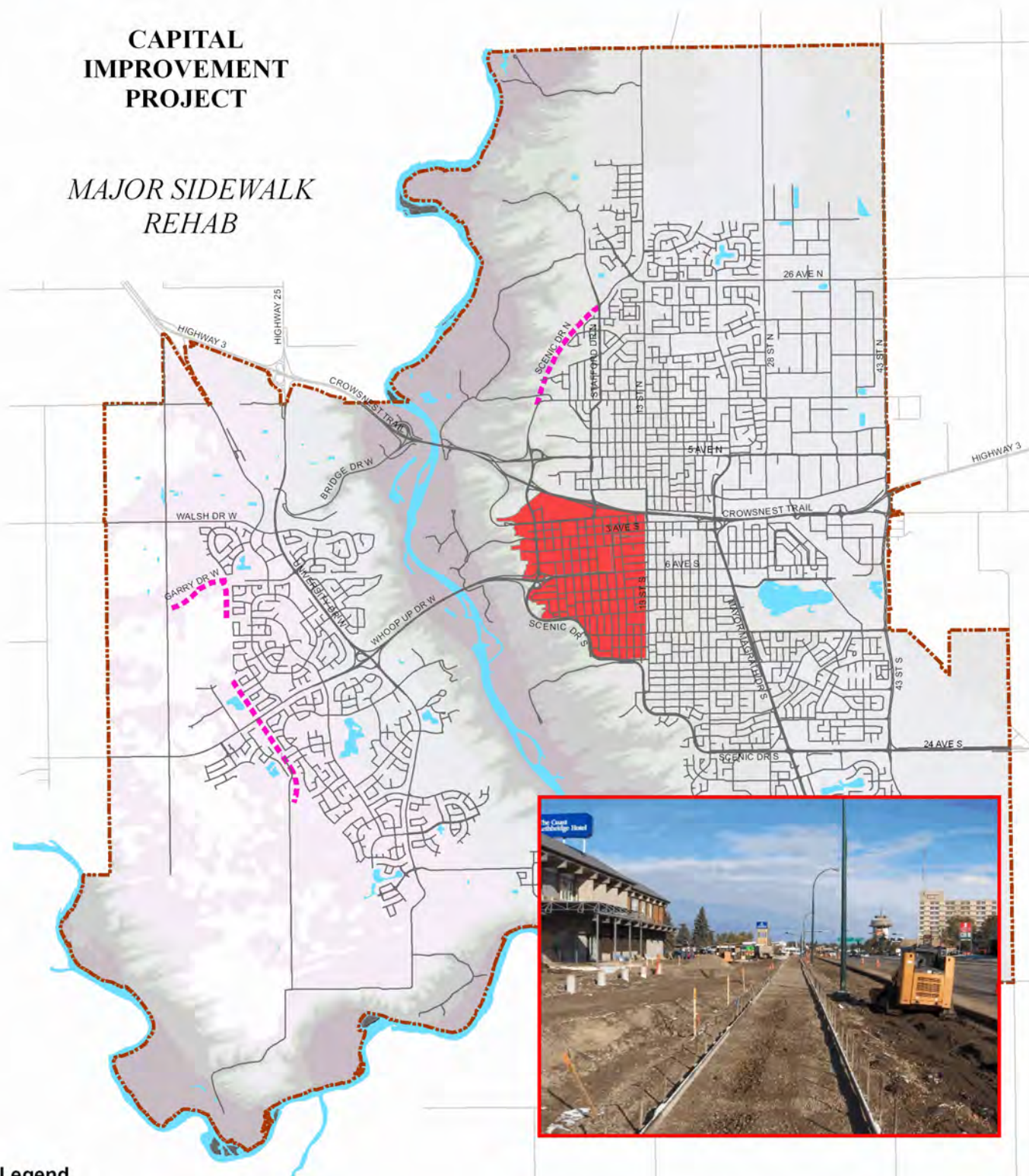




CITY OF  
*Lethbridge*

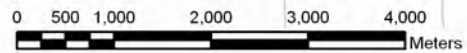
**CAPITAL  
IMPROVEMENT  
PROJECT**

*MAJOR SIDEWALK  
REHAB*



**Legend**

- Sidewalk Rehab
- Future Roadways (2011 - 2020)



Major Program: **Preserve Existing Infrastructure**Project Title: **Railway Rehab Program**Dept - Project #: **248**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This Program targets major rehabilitation of railway spur lines and roadway crossings throughout the City of Lethbridge transportation and industrial railway system. This infrastructure requires rehabilitation to keep the streets and railway operational and maintain safety. This system relies on intersection assessments to determine new traffic control measures to maintain safety and upgrade the existing system.</p> <p>The City presently owns and maintains approximately 8.9 km of industrial rail with a capital asset value worth over \$7 million to provide rail service to our City businesses in the industrial area that also includes 24 road to rail crossings.</p>	<p>These railway improvements will ensure safety is maintained and acceptable level of service are restored. This program is also required to meet Alberta Transportation Rail Safety Branch regulations as part of the City of Lethbridge Industrial Railway Operating Authority Certificated. Monthly condition assessment inspections by qualified internal staff generate the City's Industrial Railway annual work program.</p> <p>In 2008 Alberta Transportation Rail Safety Branch identified the requirement to apply for a Industrial Railway Operating Authority Certificate which was approved February 2009. Also in 2008 and 2009 Alberta Transportation conducted a compliance review, which identified the requirement for additional rehabilitation to a Industrial Railway standard and the requirement for signalization of a number of rail to road crossings.</p> <p>City administration submitted a letter to the province requesting additional funds for the next five (5) years to assist with the new funding pressures related to the City's Industrial railway operation. This funding would be used for signalization of existing crossings, as warranted, and to rehabilitate or maintain the rail line to a standard acceptable to Alberta Transportation.</p> <p>Subsequent to the letter submitted to Alberta Transportation, the Province has verbally agreed to provide grant funding towards the highest priority signalized rail to road crossing improvements over the next two years.</p> <p>These improvements will meet current regulations, reduce traffic delays, road user costs, and driver frustration.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		1,100	1,100	345	360	375	390	406	420	435	451	5,381
		1,100	1,100	345	360	375	390	406	420	435	451	5,381
<b>Costs - Non-Shareable</b>												
Construction		150	150	173	180	188	195	203	210	218	226	1,891
		150	150	173	180	188	195	203	210	218	226	1,891
<b>Total Costs</b>		<b>1,250</b>	<b>1,250</b>	<b>518</b>	<b>540</b>	<b>563</b>	<b>585</b>	<b>608</b>	<b>630</b>	<b>653</b>	<b>676</b>	<b>7,272</b>
<b>Funding</b>												
Grant - Basic Capital		75	75	259	270	281	293	304	315	326	338	2,535
Grant - Provincial Rail Program		750	750									1,500
PAYG - Transportation		275	275	259	270	281	293	305	315	326	338	2,936
Reserve - Operating		150	150									300
		1,250	1,250	518	540	563	585	608	630	653	676	7,272
<b>Total Funding</b>		<b>1,250</b>	<b>1,250</b>	<b>518</b>	<b>540</b>	<b>563</b>	<b>585</b>	<b>608</b>	<b>630</b>	<b>653</b>	<b>676</b>	<b>7,272</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		17	35	42	48	51	53	56	59	62	65	

**Comments**







Major Program: **Upgrade Existing System**Project Title: **North Scenic Dr (5th Ave N to 26th Ave N)**Dept - Project #: **41**Start Year: **2009**End Year: **2012**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Scenic Drive North - construct 2 and 4 lane arterial roadways from 5th Avenue North to 26 Avenue N. This link will complete the arterial loop around East Lethbridge.</p> <p>2010: Complete detailed Design from 9 Ave to Stafford Dr N</p> <p>2011-2012: Construction of Stage-1 of the roadway from 9 Ave to Stafford Dr N.</p> <p>The preliminary design was completed in 2010 and the construction of 2 lanes of the ultimate 4 lane arterial will maintain/restore acceptable levels of service for adjacent roadways and complete the planned arterial loop around East Lethbridge. The construction of this arterial will restore levels of service, enhance safety, reduce traffic congestion, traffic delays, and road user costs.</p>	<p>Increased traffic volumes have resulted from significant general community growth and commercial and residential development in North Lethbridge. Significant development is anticipated to continue.</p> <p>Traffic volumes on 9th Avenue North west of Stafford Drive are increasing which suggest capacity improvements are required. In addition, 9th Avenue North is a residential collector street and was never intended to carry significant truck volumes. It was only designated to be a truck route connection between Scenic Drive and Stafford Drive on a temporary basis until Scenic Drive was linked to 26th Avenue North. The section from Stafford Drive to 26th Avenue / 13th Street was constructed in 2000. Upland/Legacy Ridge/Hardieville Area Structure Plan has identified significant residential and commercial development potential north of 26th Avenue North, which will generate additional traffic on 9th Avenue North.</p> <p>When Scenic Drive is completed, 9th Avenue North west of Stafford Drive will revert to a local/collector road and the levels of service will be improved to the level originally intended.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		9,000	9,000									18,000
Consultive Services	850											850
Other	100											100
	950	9,000	9,000									18,950
<b>Costs - Non-Shareable</b>												
Other	50	500	500									1,050
	50	500	500									1,050
<b>Total Costs</b>	<b>1,000</b>	<b>9,500</b>	<b>9,500</b>									<b>20,000</b>
<b>Funding</b>												
Grant - AMIP	1,000	3,500	9,500									14,000
Grant - Build Canada Fund		6,000										6,000
	1,000	9,500	9,500									20,000
<b>Total Funding</b>	<b>1,000</b>	<b>9,500</b>	<b>9,500</b>									<b>20,000</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	88	93	97	102	72	112	118	124	

**Comments**

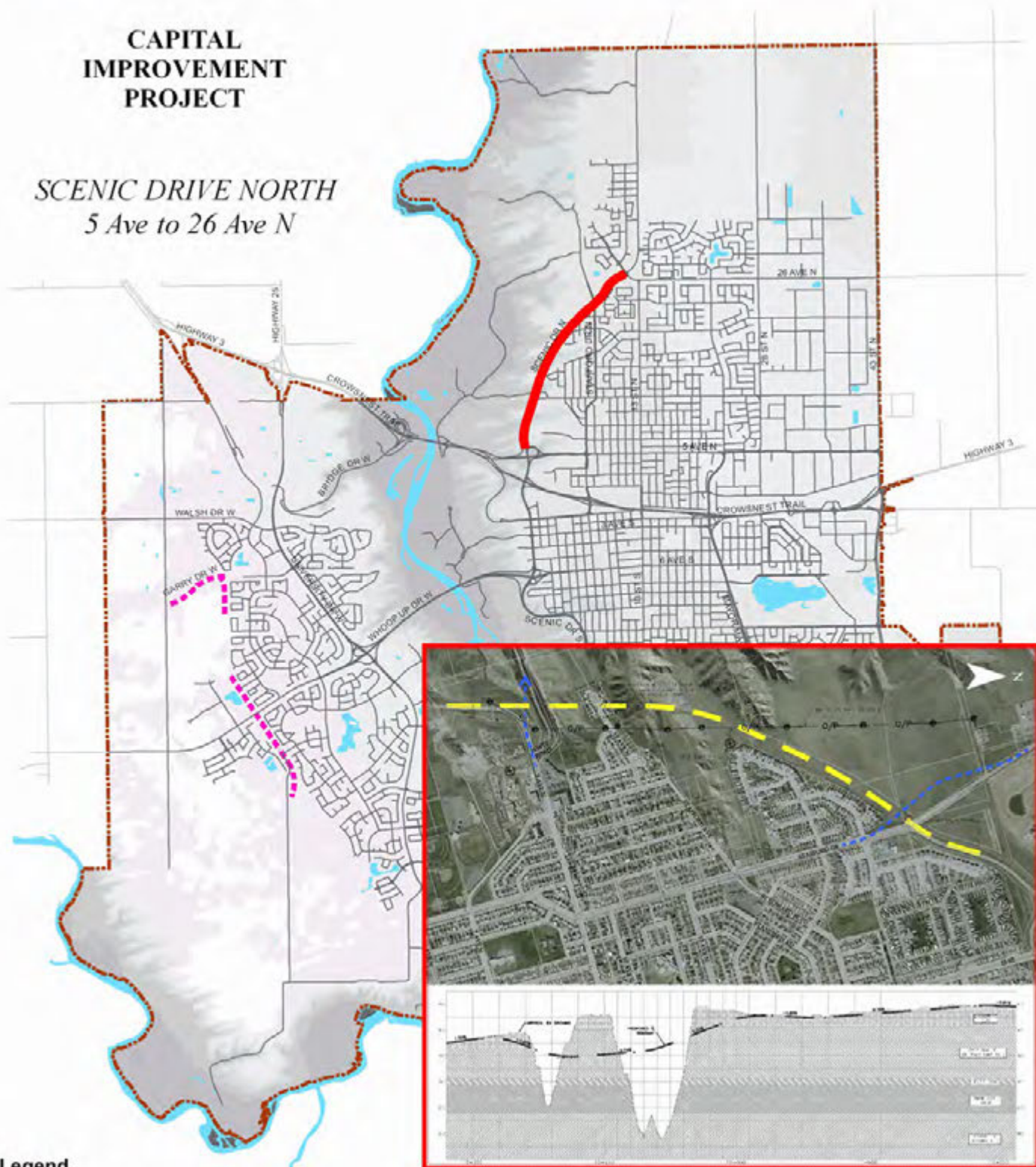


CITY OF  
*Lethbridge*



### CAPITAL IMPROVEMENT PROJECT

### SCENIC DRIVE NORTH 5 Ave to 26 Ave N



**Legend**

- Road Network Upgrades
- - - Future Roadways (2011 - 2020)

0 500 1,000 2,000 3,000 4,000  
Meters

Major Program: **Upgrade Existing System**Project Title: **43rd St N (Hwy 3 to 9 Ave N)**Dept - Project #: **48**Start Year: **2011**End Year: **2013**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
43rd Street North preliminary design between Hwy 3 and 62 ave N and Stage-2 construction between Hwy 3 and 9 Ave N.	43rd Street North serves not only as a truck route arterial roadway but a major commuter route as well. This project will include new turn lanes, signalisation and construction of two additional lanes on 43rd Street North to develop the full 4-lane divided cross section for this arterial roadway.
2011: Complete preliminary design preliminary design between Hwy 3 and 62 ave N.	
2013: Twinning between Hwy 3 and 9 Ave N	<p>Intersection improvements have been completed on 9 ave N in 2009 and improvements at 5 Ave and 2 Ave N are planned to be completed in 2010. These improvements will improve the traffic conditions until the twinning between Hwy 3 and 9 Ave N in 2013.</p> <p>This busy industrial arterial has seen a significant increase in traffic, in particular trucks, due to continuing industrial and commercial growth in the northeast.</p> <p>Specific improvements will:</p> <ul style="list-style-type: none"> <li>- Accommodate peak hour volumes of both transport trucks and people employed in the industrial park.</li> <li>- Channel the various users to accommodate the type of vehicle and destination.</li> <li>- Provide better site lines.</li> <li>- Accommodate large truck turning volumes.</li> <li>- Reduce queuing of vehicles near the CPR track crossing.</li> </ul> <p>These improvements will restore levels of service and improve safety on this major arterial. Traffic congestion and delays will be reduced. There will be a reduction in road user costs, travel times, vehicle emissions, driver frustration and vehicle conflicts.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction				5,170								5,170
Consultive Services		285		1,100								1,385
		<u>285</u>		<u>6,270</u>								<u>6,555</u>
<b>Costs - Non-Shareable</b>												
Other		15		330								345
		<u>15</u>		<u>330</u>								<u>345</u>
<b>Total Costs</b>		<b>300</b>		<b>6,600</b>								<b>6,900</b>
<b>Funding</b>												
Grant - AMIP				1,238								1,238
Grant - Basic Capital		169		3,713								3,881
Offsite Levies		75		1,650								1,725
PAYG - Transportation		56										56
		<u>300</u>		<u>6,600</u>								<u>6,900</u>
<b>Total Funding</b>		<b>300</b>		<b>6,600</b>								<b>6,900</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	88	91	98	103	108	113	118	

**Comments**



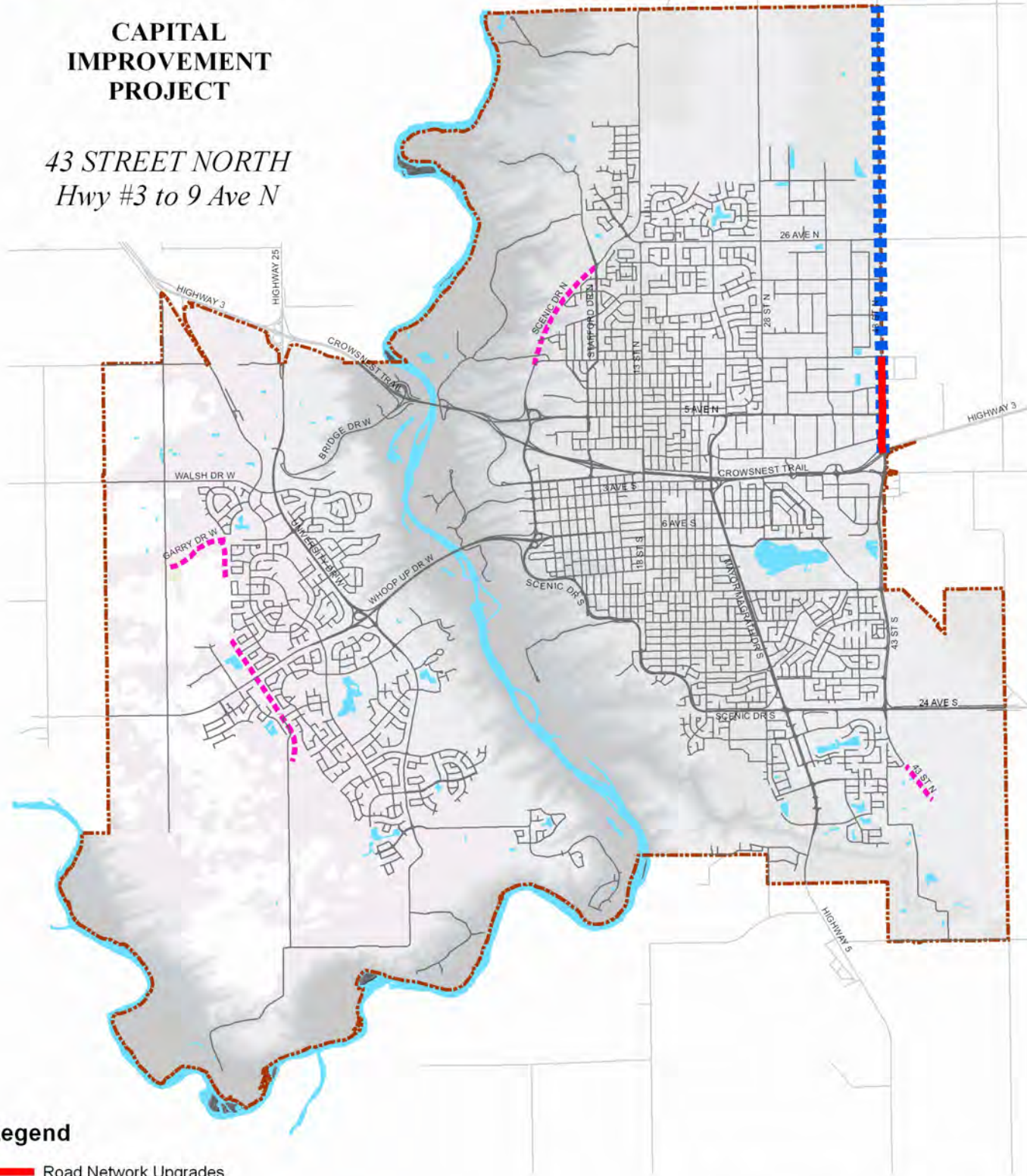


CITY OF  
*Lethbridge*



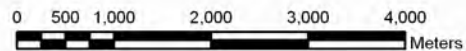
### CAPITAL IMPROVEMENT PROJECT

*43 STREET NORTH  
Hwy #3 to 9 Ave N*



#### Legend

- - - Road Network Upgrades
- - - Preliminary Design
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **26th Ave North (Scenic Dr to 28th Street)**Dept - Project #: **110**Start Year: **2010**End Year: **2012**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>26th Avenue North construction from a 2 lane to a 4 lane arterial roadway from Scenic Drive to 28th Street North.</p> <p>2012: Complete design and construction of a 4 lane arterial roadway from west of 28 Street (existing four lanes) to west of 23 Street. By four laning of this roadway at this time there will be much lower throw away costs with the ultimate four lane roadway vs interim signals.</p>	<p>26th Avenue is a major east/west arterial roadway in north Lethbridge and increased traffic volumes have resulted from significant general community growth in and commercial and residential developments in North Lethbridge. Significant commercial developments are anticipated to continue in Sherring attracting increased traffic volumes.</p> <p>The construction of these additional lanes and intersection improvements will restore levels of service, enhance safety and reduce traffic congestion, traffic delays, vehicle emissions and driver frustration.</p> <p>These improvements have been deferred by up to six years to allow a more moderate congestion rate and encourage alternate transportation.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			1,500									1,500
Consultive Services	485		300									785
	<u>485</u>		<u>1,800</u>									<u>2,285</u>
<b>Costs - Non-Shareable</b>												
GST	15											15
Landscaping			300									300
	<u>15</u>		<u>300</u>									<u>315</u>
Total Costs	<b>500</b>		<b>2,100</b>									<b>2,600</b>
<b>Funding</b>												
Grant - Basic Capital	188		788									976
Offsite Levies	250		1,050									1,300
PAYG - Transportation	62		262									324
	<u>500</u>		<u>2,100</u>									<u>2,600</u>
Total Funding	<b>500</b>		<b>2,100</b>									<b>2,600</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	42	44	47	49	51	54	56	59	

**Comments**



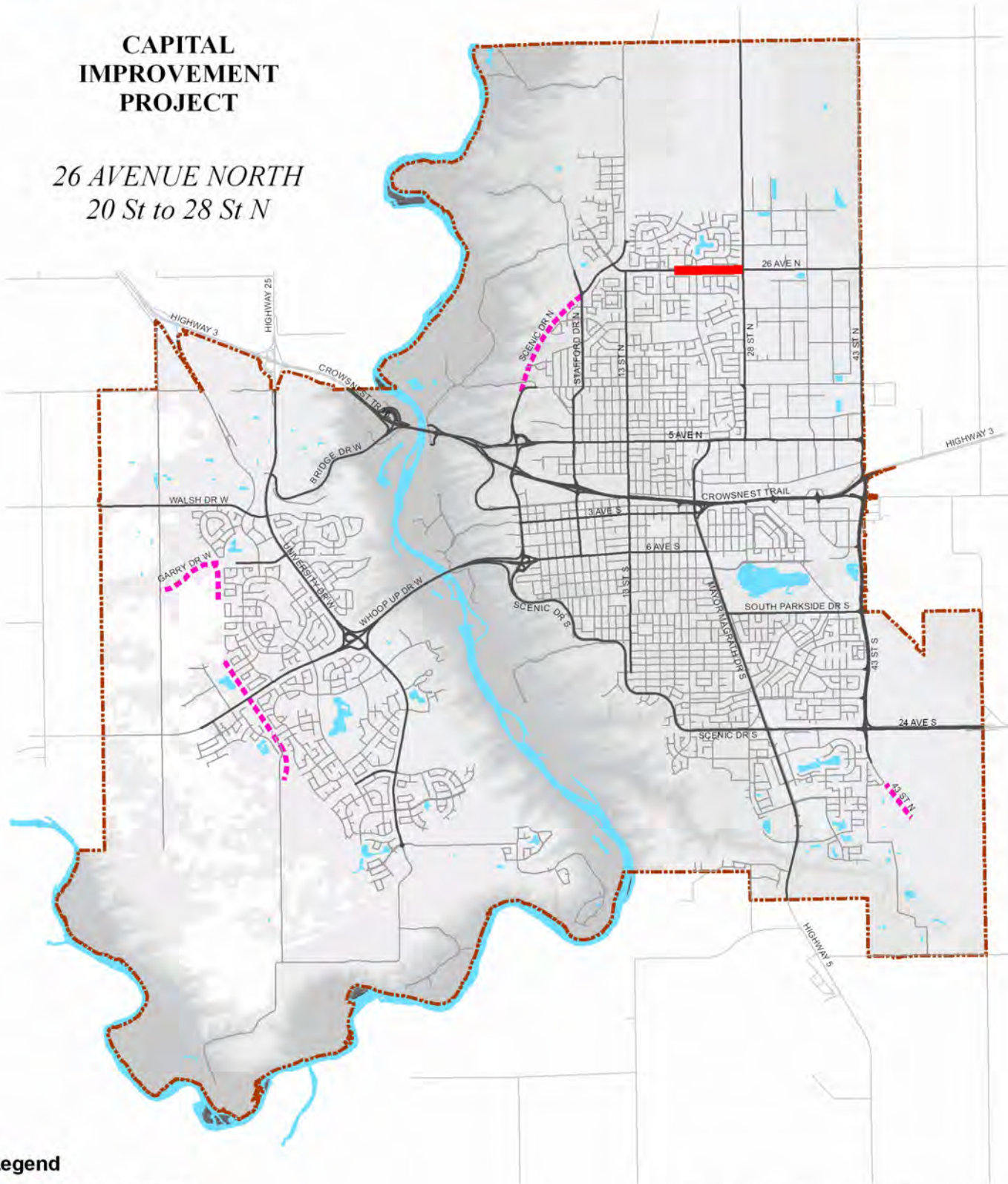


CITY OF  
*Lethbridge*



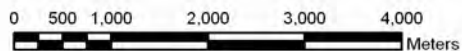
**CAPITAL  
IMPROVEMENT  
PROJECT**

*26 AVENUE NORTH  
20 St to 28 St N*



**Legend**

- Road Network Upgrades
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **Mayor Magrath Dr (40th Ave S to City Limit)**Dept - Project #: **29**Start Year: **2012**End Year: **2014**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Mayor Magrath Drive South extension including: the crossing of Six Mile coulee with extended culverts and embankment fills and roadway construction to upgrade the road from 2 lane to 4 lane arterial roadway from 40th Ave South to the South City limits.</p> <p>2012: Detailed Design and construction of the ultimate four lane arterial roadway. This will involve widening the embankment across the Six Mile Coulee to accommodate two additional traffic lanes and a pathway as well as address some of the stormwater management and erosion concerns adjacent to Six Mile Coulee and Southridge. This improvement will accommodate an access into Prairie Arbour Estates Subdivision. Four lanes will be built to the City limits, and taper back to two lanes outside of the City.</p> <p>2014: Engineering and construction of the top lift of asphalt on all four lanes, installation of permanent line markings and landscaping.</p>	<p>As commercial and residential development occurs in Southeast Lethbridge and industrial and passenger traffic generated from the Lethbridge County Airport continue to increase, roadway capacity improvements are anticipated to be required.</p> <p>Providing alternate access is an important traffic management strategy to relieve future pressures on Mayor Magrath Drive and University Drive, as well as provide improved emergency service routes. The construction of 43rd Street South is a planned alternate access and this improvement to Mayor Magrath Drive will be required to provide a connection of sufficient capacity for vehicles to enter and exit Southeast Lethbridge.</p> <p>This improvement of Mayor Magrath Drive will also be required to provide a connection of sufficient capacity for vehicles to enter and exit Southeast Lethbridge and is the only entrance to the City from Hwy 5 until 43 Street is developed to connect with Hwy 4.</p> <p>The reconstruction of this road will provide needed access, enhance levels of service, reduce traffic congestion, road user costs, travel times, vehicle emissions and driver frustration.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			6,100		580							6,680
Consultive Services			900		60							960
			7,000		640							7,640
<b>Costs - Non-Shareable</b>												
Other					200							200
					200							200
<b>Total Costs</b>			<b>7,000</b>		<b>840</b>							<b>7,840</b>
<b>Funding</b>												
Grant - AMIP			4,262									4,262
Grant - Basic Capital			1,188		325							1,513
Offsite Levies			1,550		315							1,865
PAYG - Transportation					200							200
			7,000		840							7,840
<b>Total Funding</b>			<b>7,000</b>		<b>840</b>							<b>7,840</b>
Estimated Debt Charges	0	0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs	0	0	90	92	95	98	103	108	113	118		

**Comments**



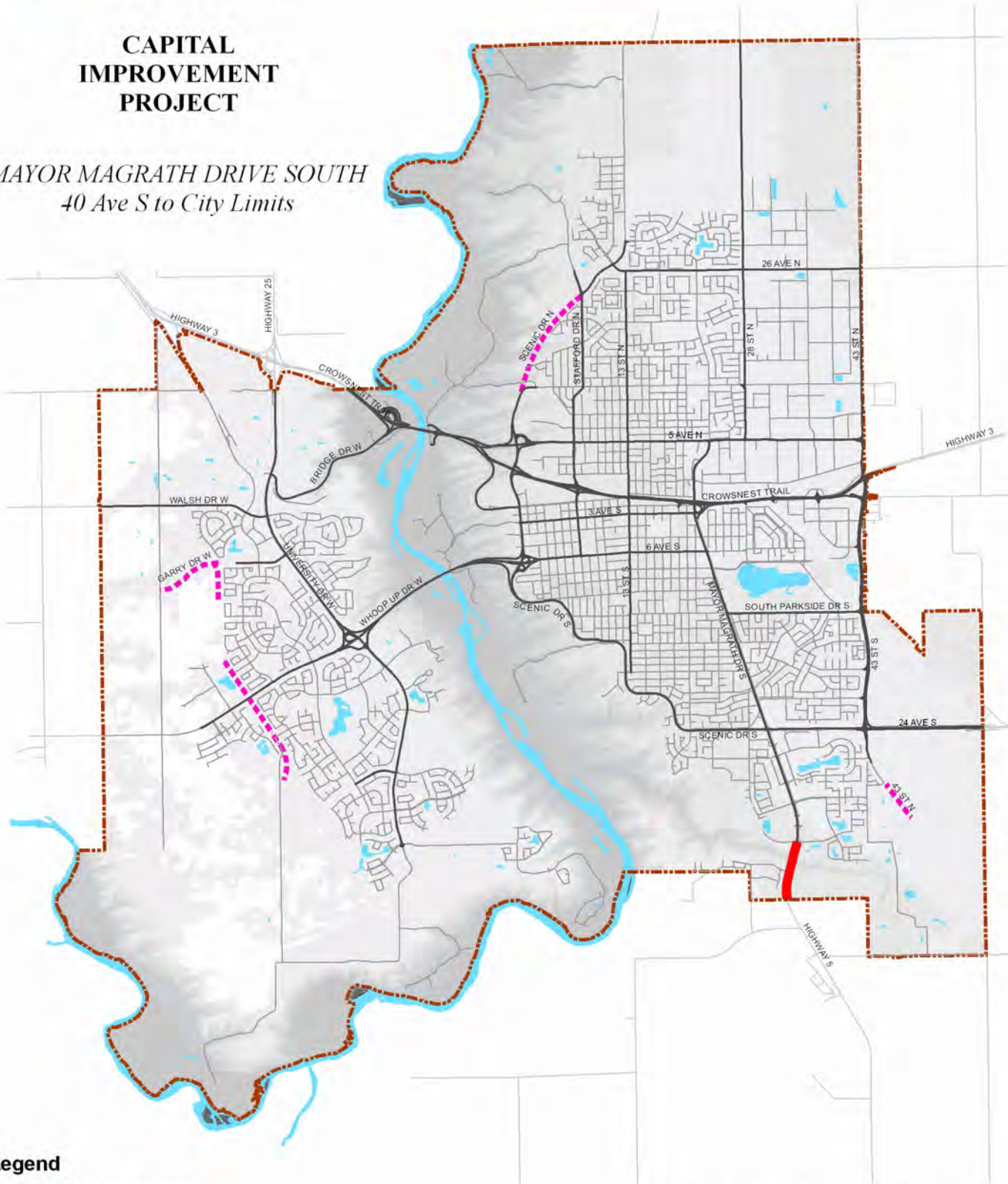


CITY OF  
*Lethbridge*



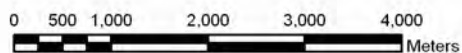
### CAPITAL IMPROVEMENT PROJECT

*MAYOR MAGRATH DRIVE SOUTH  
40 Ave S to City Limits*



**Legend**

- Road Network Upgrades
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **Mayor Magrath Drive (3 Ave S to 3 Ave N) Design**Dept - Project #: **249**Start Year: **2012**End Year: **2012**Capital Improvement Program  
2011 to 2020**Description & Location**

Mayor Magrath Drive 3 Ave S to 3 Ave N

2012: Complete preliminary design of this section of roadway prior to upgrading the existing roadway with intersection improvements.

**Purpose & Justification**

Mayor Magrath Drive is a major north-south arterial connecting the residential and the industrial areas of north Lethbridge with South Lethbridge. The existing road between 3 Ave S and 3 Ave N has major congestion and safety issues, specifically at MMD and 2 Avenue North. The preliminary design will identify the improvements needed to this roadway and pathway, and provide cost estimates for future construction.

With the upgrade of 28 Street N along with 5 Avenue N, this project will provide a high quality arterial from 26 Ave N to the Commercial areas in South Lethbridge. The construction of these additional lanes and intersection improvements will restore levels of service, enhance safety, and overall reduction in traffic congestion, delays, and vehicle emissions.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services			300									300
			300									300
<b>Costs - Non-Shareable</b>												
Other			15									15
			15									15
Total Costs			<b>315</b>									<b>315</b>
<b>Funding</b>												
Grant - Basic Capital			225									225
PAYG - Transportation			90									90
			315									315
Total Funding			<b>315</b>									<b>315</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



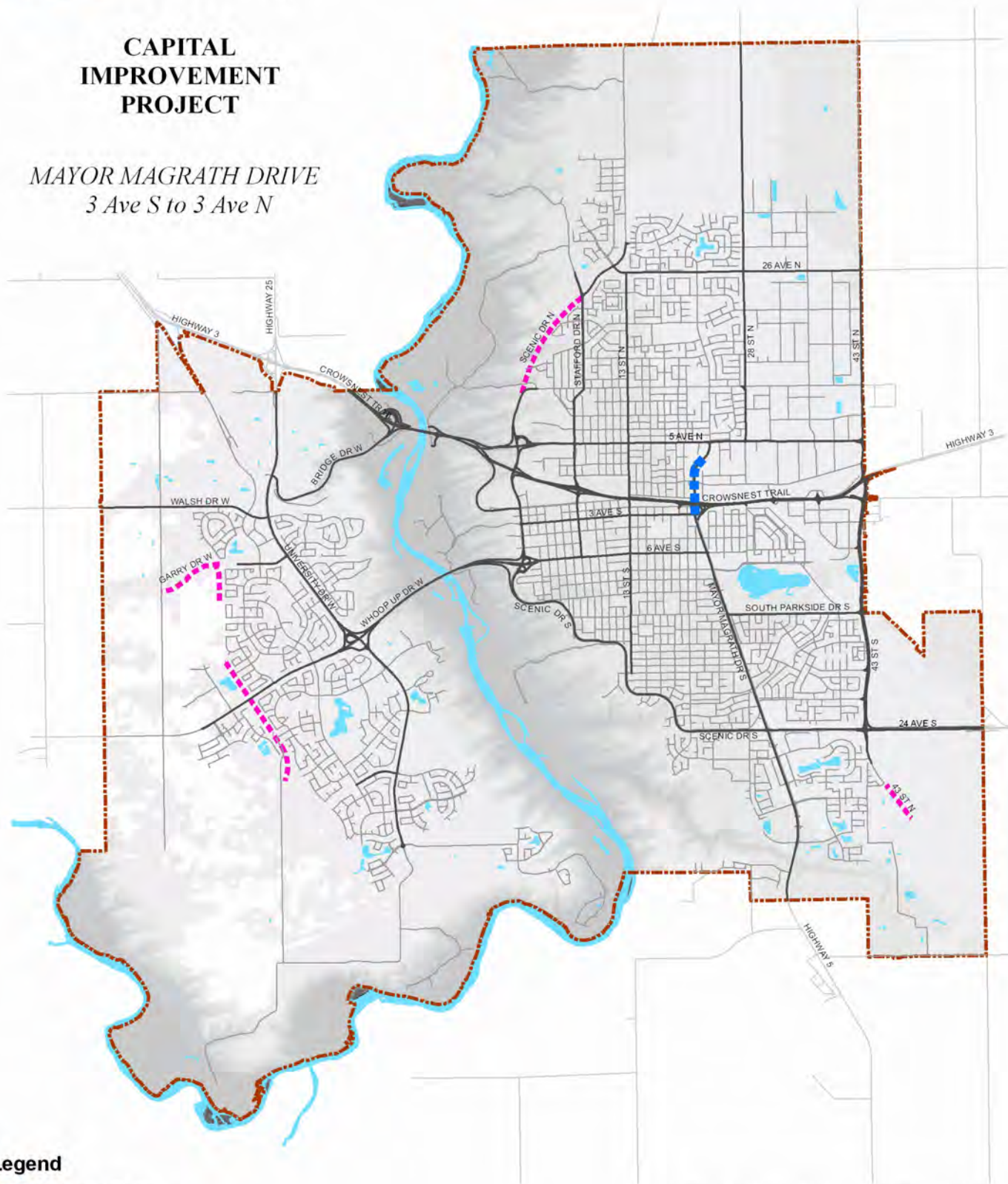


CITY OF  
*Lethbridge*



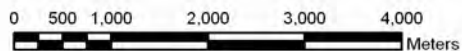
### CAPITAL IMPROVEMENT PROJECT

*MAYOR MAGRATH DRIVE  
3 Ave S to 3 Ave N*



**Legend**

- ■ ■ Preliminary Design
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**

Project Title: **6th Avenue S (Mayor Magrath Dr to Scenic Dr S) Design**

Dept - Project #: **250**

Start Year: **2012**

End Year: **2012**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>6 Avenue S upgrade between Scenic Drive S and Mayor Magrath Dr S.</p> <p>2012: Complete preliminary design from Scenic Dr S to Mayor Magrath Drive S.</p>	<p>6th Avenue S is an important arterial providing connection between the West Lethbridge to the rest of the City via the Whoop Up Dr river crossing. With City Council deciding to delay the third river crossing, it is expected that major congestion issues will arise on 6th Ave S in the absence of a third river crossing on Oldman River.</p> <p>Preliminary design information is needed to for the overall strategic road network planning.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services			299									299
Other			16									16
			315									315
<b>Total Costs</b>			<b>315</b>									<b>315</b>
<b>Funding</b>												
Grant - Basic Capital			177									177
Offsite Levies			79									79
PAYG - Transportation			59									59
			315									315
<b>Total Funding</b>			<b>315</b>									<b>315</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



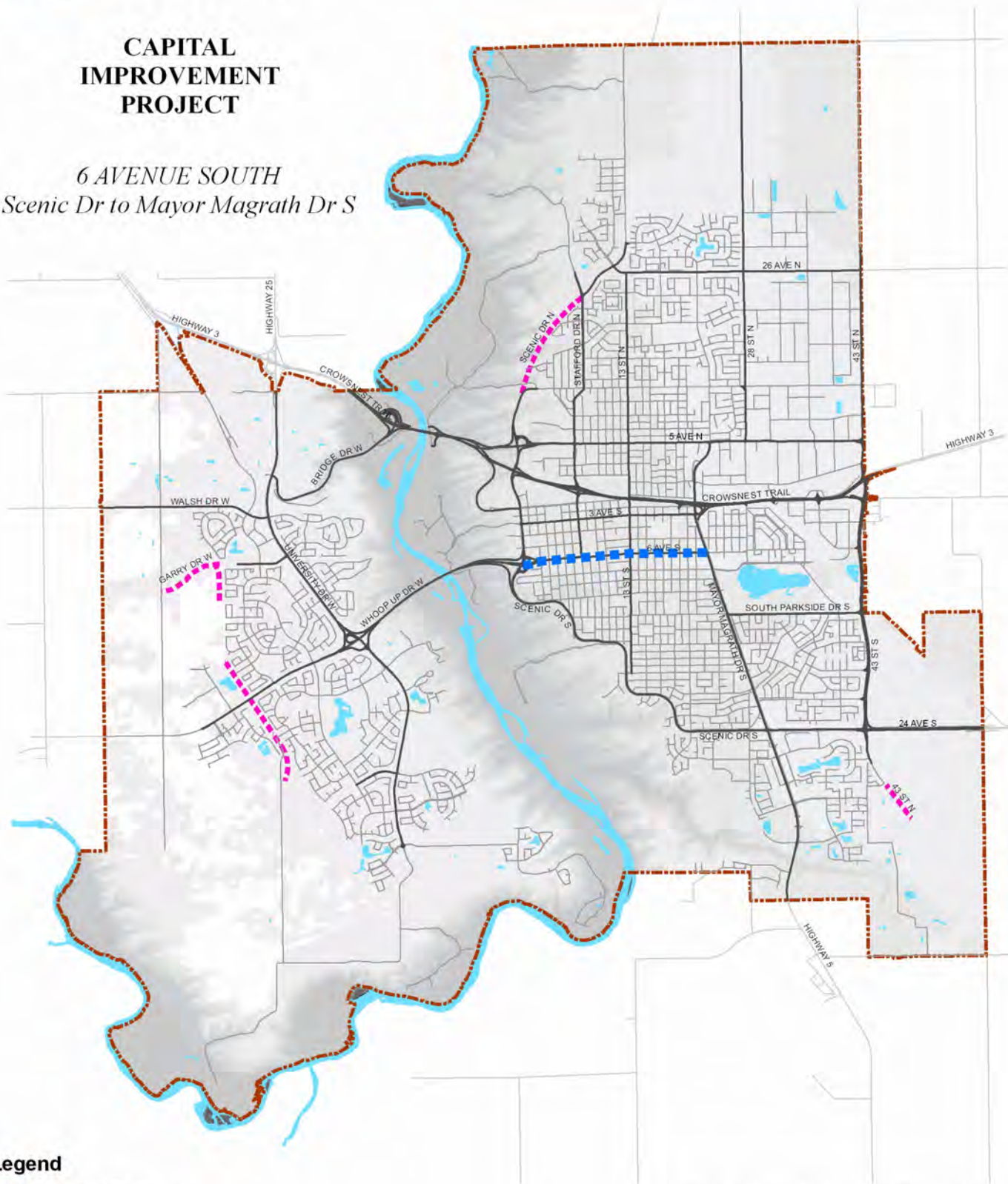


CITY OF  
*Lethbridge*



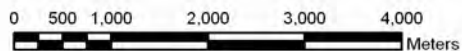
### CAPITAL IMPROVEMENT PROJECT

*6 AVENUE SOUTH  
Scenic Dr to Mayor Magrath Dr S*



#### Legend

- ■ ■ Preliminary Design
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **5th Avenue N (Stafford Dr to Mayor Magrath Drive N) Design**Dept - Project #: **252**Start Year: **2014**End Year: **2014**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>5th Avenue N upgrade between Stafford Dr to Mayor Magrath Drive N.</p> <p>2014: Complete preliminary design from Stafford Dr to Mayor Magrath Drive N.</p>	<p>5th Avenue N is an important arterial providing access to the north side residential areas with Scenic drive, Stafford Dr. Mayor Magrath Drive and 13 Street. With growth in traffic, it is expected that 5 Ave N will need upgrades.</p> <p>Preliminary design information is needed the overall planning process in the City.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services					328							328
Other					17							17
					345							345
<b>Total Costs</b>					<b>345</b>							<b>345</b>
<b>Funding</b>												
Grant - Basic Capital					194							194
Offsite Levies					86							86
PAYG - Transportation					64							64
					345							345
<b>Total Funding</b>					<b>345</b>							<b>345</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



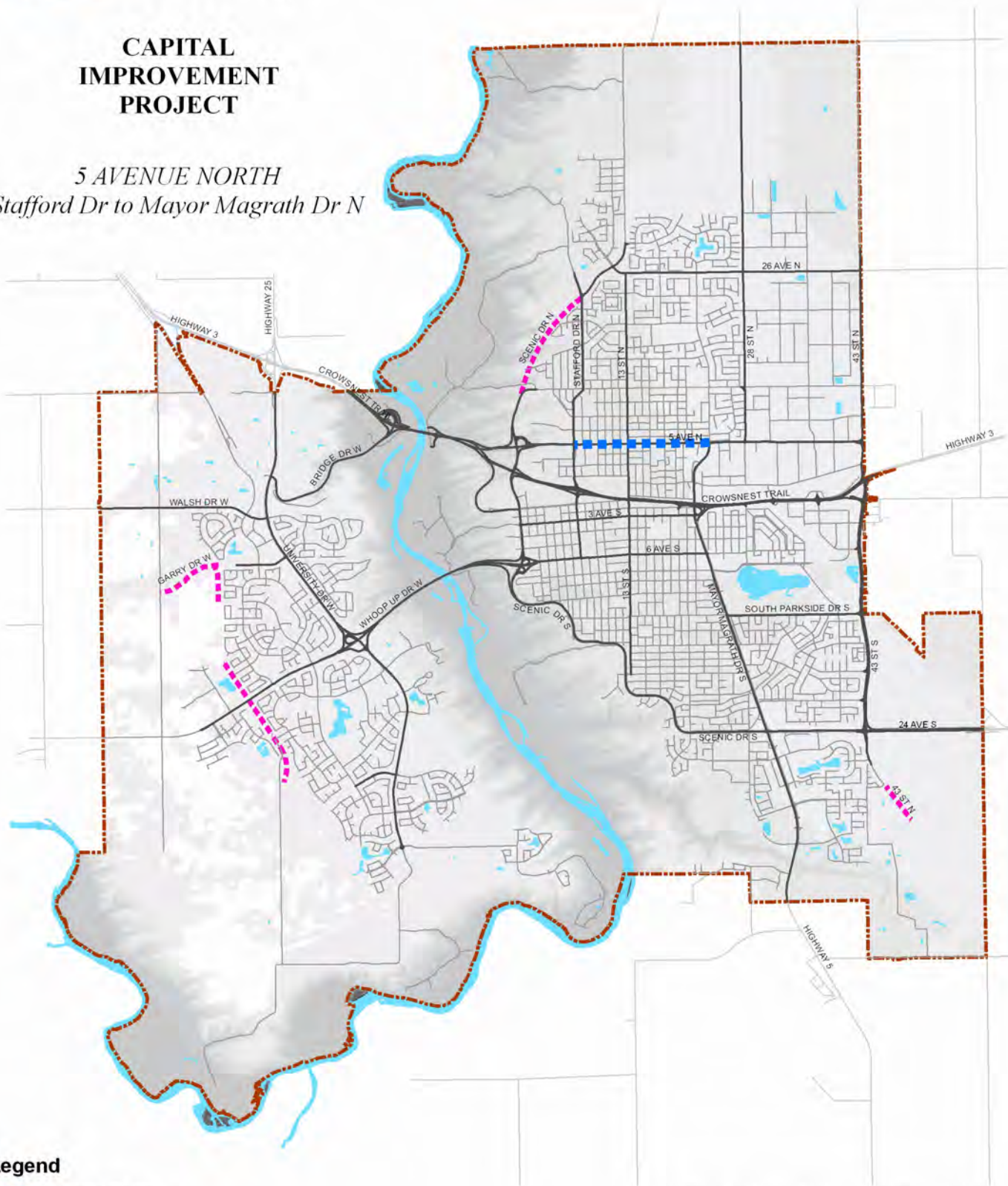


CITY OF  
*Lethbridge*



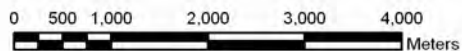
### CAPITAL IMPROVEMENT PROJECT

*5 AVENUE NORTH  
Stafford Dr to Mayor Magrath Dr N*



**Legend**

- ■ ■ Preliminary Design
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **Interchanges - Whoop Up/University Dr and Scenic Drive Design**Dept - Project #: **253**Start Year: **2014**End Year: **2014**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Whoop Up/University Dr and Whoop Up/Scenic Drive Interchanges Upgrade</p> <p>2014: Complete preliminary design of the interchange improvements.</p>	<p>With the growth in traffic on Whoop Up Drive river crossing, it is expected that major capacity issues will arise on the two interchanges at the east and west end of the river crossing. With growth in traffic, these two interchanges will need upgrades to improve capacity and level of service.</p> <p>Preliminary design information is needed for the overall planning process in the City.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services					437							437
					437							437
<b>Costs - Non-Shareable</b>												
Other					23							23
					23							23
<b>Total Costs</b>					<b>460</b>							<b>460</b>
<b>Funding</b>												
Grant - Basic Capital					328							328
PAYG - Transportation					132							132
					460							460
<b>Total Funding</b>					<b>460</b>							<b>460</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



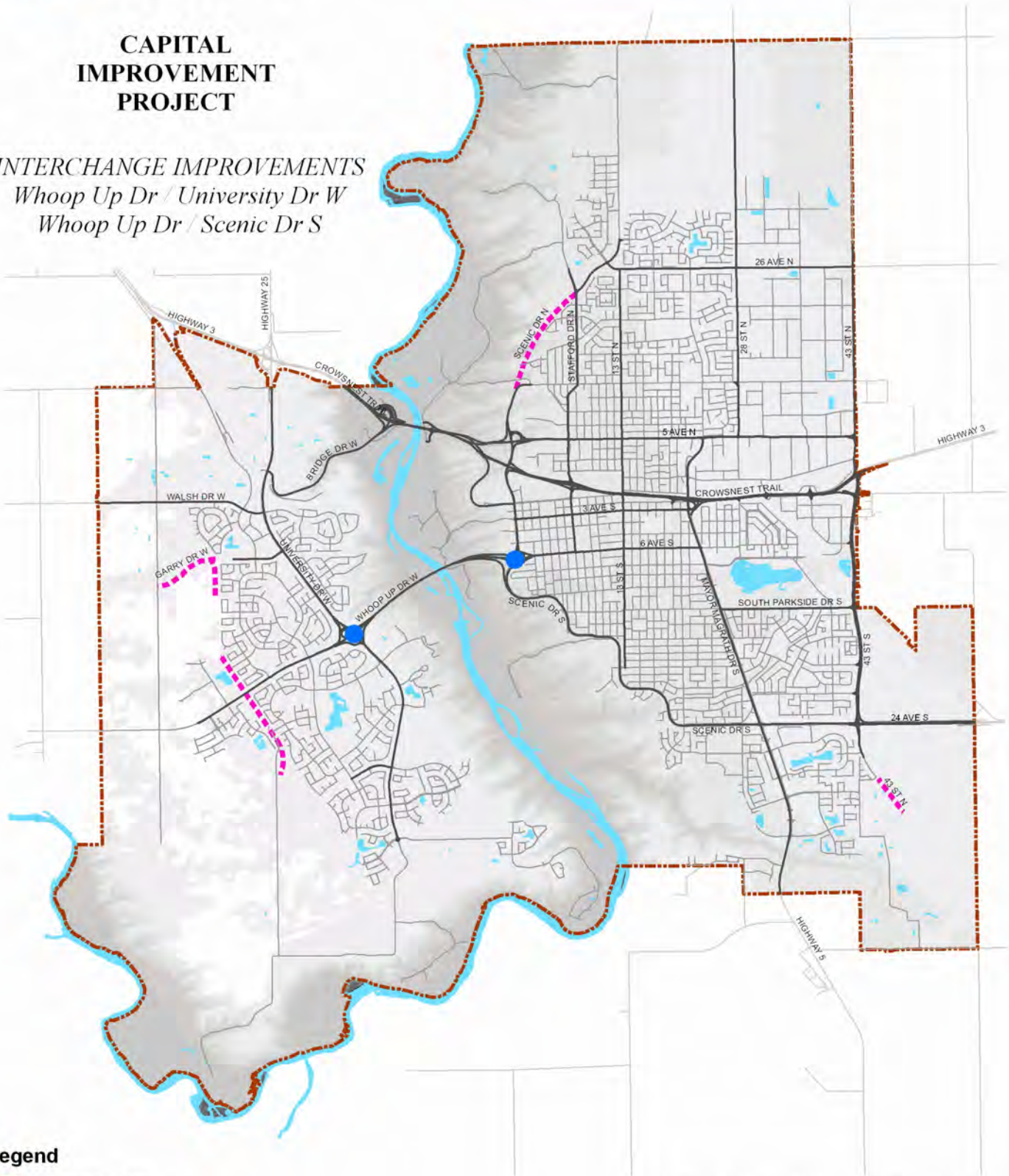


CITY OF  
*Lethbridge*



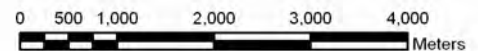
### CAPITAL IMPROVEMENT PROJECT

*INTERCHANGE IMPROVEMENTS*  
*Whoop Up Dr / University Dr W*  
*Whoop Up Dr / Scenic Dr S*



**Legend**

- Preliminary Design
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **13th Street N (Crows Nest Trail to 26th Ave N) Design**Dept - Project #: **251**Start Year: **2014**End Year: **2014**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>13th Street N between Crows Nest Trail to 26th Ave N.</p> <p>2014: Complete preliminary design from Crows Nest Trail to 26 Avenue N.</p>	<p>13th Street N is an important north-south Arterial. It connects the residential areas in north with Downtown and Hospital. With growth in traffic, it is expected that 13 St N will need upgrades.</p> <p>Preliminary design information is needed for the overall planning process in the City.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services					327							327
Other					18							18
					345							345
<b>Total Costs</b>					<b>345</b>							<b>345</b>
<b>Funding</b>												
Grant - Basic Capital					194							194
Offsite Levies					86							86
PAYG - Transportation					65							65
					345							345
<b>Total Funding</b>					<b>345</b>							<b>345</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



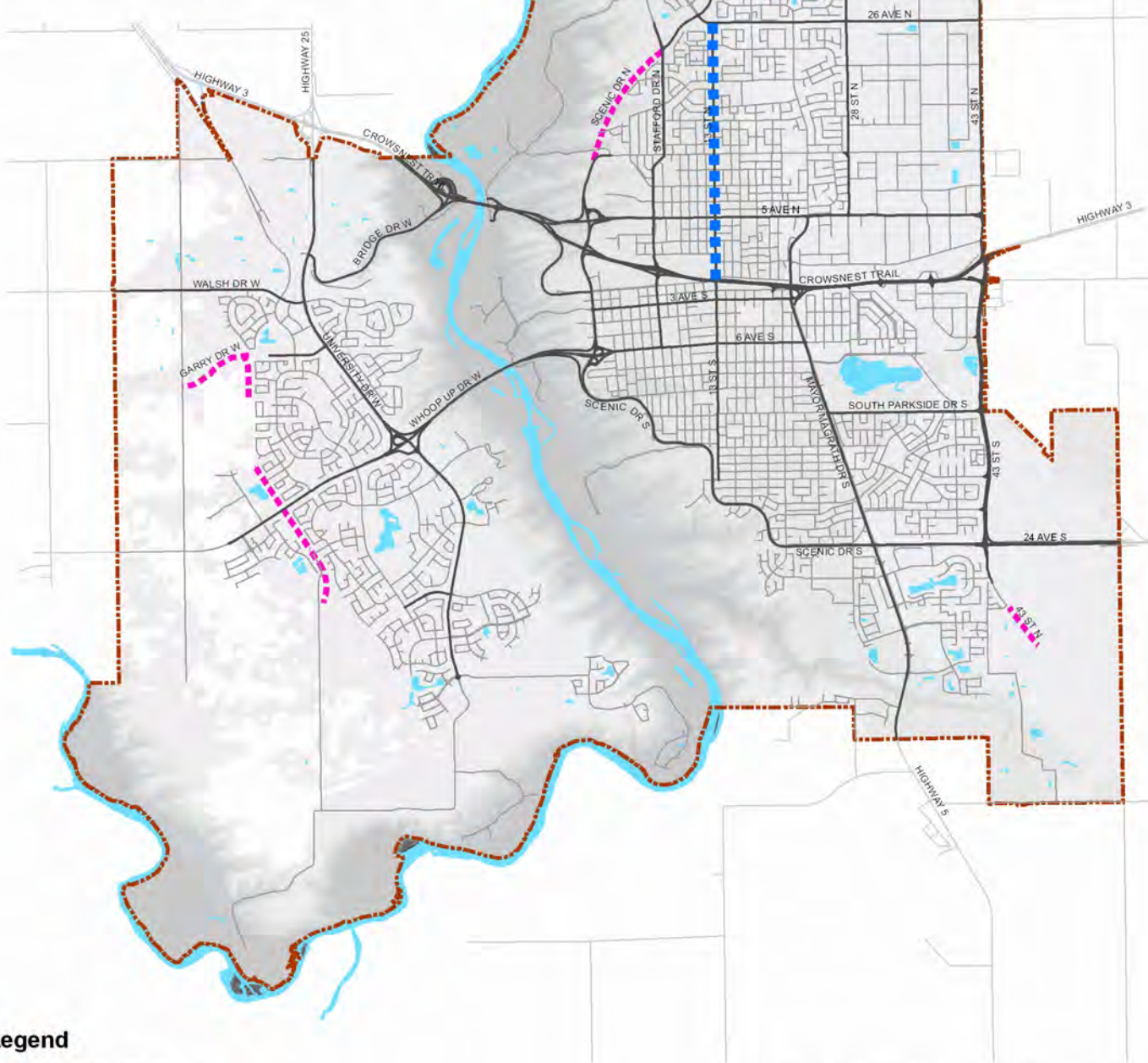


CITY OF  
*Lethbridge*



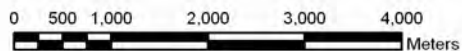
### CAPITAL IMPROVEMENT PROJECT

*13 STREET NORTH  
Crowsnest Trail to 26 Ave N*



**Legend**

- ■ ■ Preliminary Design
- ■ ■ Future Roadways (2011 - 2020)





Major Program: **Upgrade Existing System**Project Title: **University Dr North of Railway Tracks to Hwy 3 Upgrade Design**Dept - Project #: **254**Start Year: **2015**End Year: **2015**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>University Drive between North of Railway Tracks to Hwy 3 Upgrade.</p> <p>2015: Complete preliminary design for the twinning between North of Railway Tracks to Hwy 3</p>	<p>With the overall growth in west Lethbridge, particularly with the new ASP for the employment areas and in the absence of a 3rd river crossing it is expected that traffic will increase on University Drive. With growth in traffic, the University Dr will need its capacity to be increased by twinning north of the railway tracks up to Hwy 3.</p> <p>Preliminary design information is needed the overall planning process in the City.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services						342						342
Other						18						18
						360						360
<b>Total Costs</b>						<b>360</b>						<b>360</b>
<b>Funding</b>												
Grant - Basic Capital						68						68
Offsite Levies						270						270
PAYG - Transportation						23						23
						360						360
<b>Total Funding</b>						<b>360</b>						<b>360</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

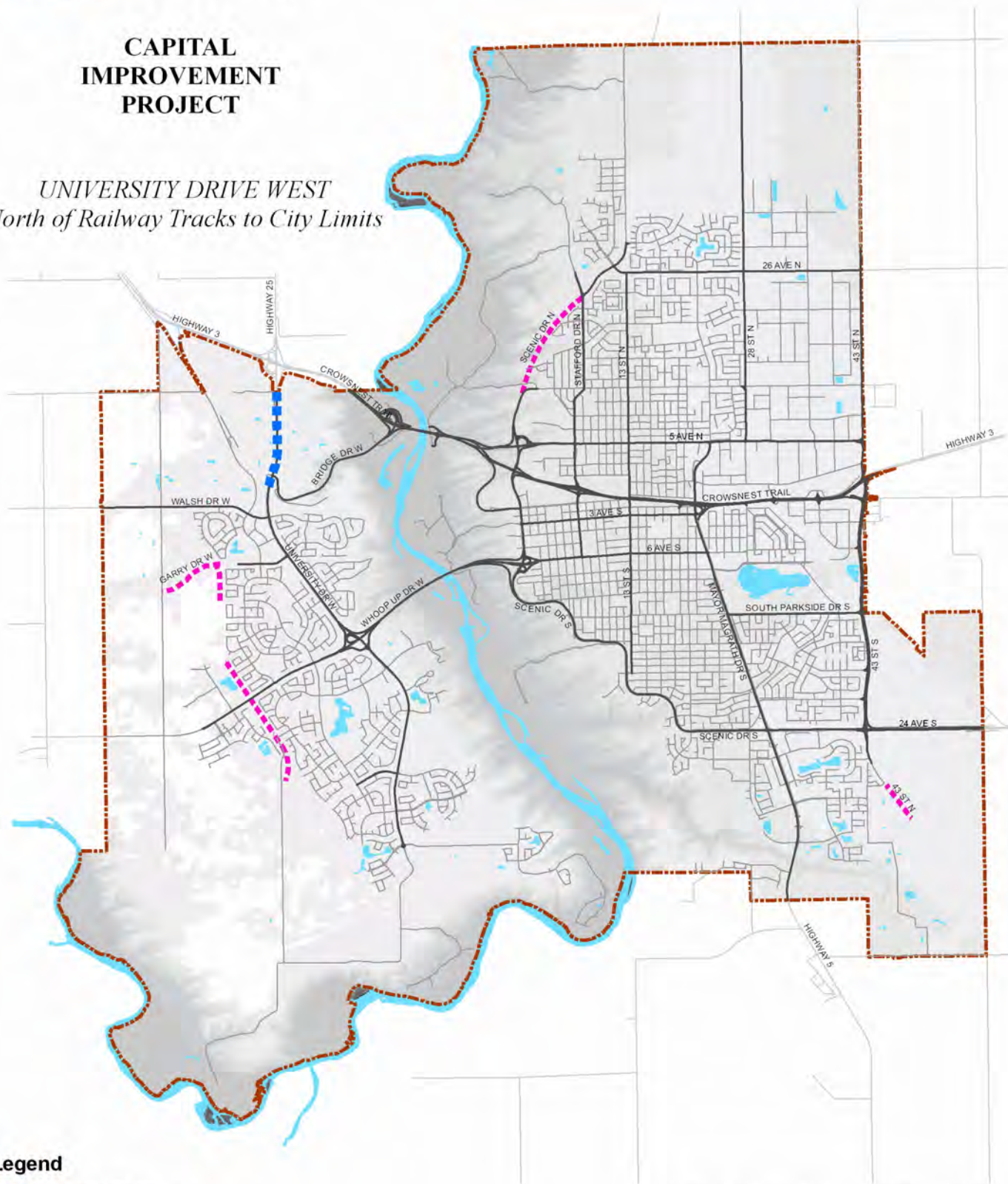


CITY OF  
*Lethbridge*



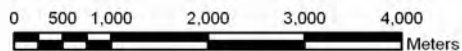
### CAPITAL IMPROVEMENT PROJECT

*UNIVERSITY DRIVE WEST  
North of Railway Tracks to City Limits*



#### Legend

- ■ ■ Preliminary Design
- ■ ■ Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **Transportation Master Plan Update**Dept - Project #: **16**Start Year: **2017**End Year: **2017**Capital Improvement Program  
2011 to 2020**Description & Location**

Retain planning and transportation consultants to update the 2010 Transportation Master Plan in 2017. The transportation master plan of 2010 includes transit and transportation policies components and the TMP update in 2017 will review plan implementation for the roadway, transit and policy components of the 2010 TMP and provide direction for future.

**Purpose & Justification**

The City is required by Legislation (Cities Transportation Act) to have a Transportation Master Plan. It is also a requirement to obtain provincial transportation grants.

There is a need to regularly update the Transportation Master Plan (TMP) to confirm the long-term vision of the City's major roadway network and confirm future transportation needs and improvements. The TMP is a key component to establishing and revising the Capital Improvement Programs. Updates to the Master Plan will ensure the City's roadway network, transit and transportation policies remain up to date, efficient and cost effective, and community funds are invested to ensure the greatest return.

The TMP of 2010 will be an intergraded plan for all modes (roads, rail, pedestrian facilities & transit) of transportation that will ensure an efficient and cost effective multi-modal transportation system. Its update in 2017 will ensure a continuity in this new vision of sustainability in the transportation network in the City.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services								975				975
								975				975
Total Costs								<b>975</b>				<b>975</b>
<b>Funding</b>												
Grant - Basic Capital								731				731
PAYG - Transportation								244				244
								975				975
Total Funding								<b>975</b>				<b>975</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



Major Program: **Upgrade Existing System**Project Title: **Whoop Up Dr (McMaster to Aquitania Blvd W.)**Dept - Project #: **107**Start Year: **2016**End Year: **2016**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Whoop Up Drive construction from 2 lane to 4 lane arterial roadway from McMaster Blvd. to Aquitania Blvd W.</p> <p>2016: Complete detailed design and construction of a 4 lane arterial roadway.</p>	<p>Whoop Up Drive is a major east-west arterial roadway connecting West Lethbridge to East Lethbridge and this roadway upgrade will increase to 4 lanes to provide necessary capacity to developments like The Crossings, Copperwood and other new developments in the west. The Crossings development includes both the Public and Separate High Schools, a Public Library, Sports Facilities and Community Health facilities along with significant residential development. This development will be open in 2010 and significant traffic volume growth will occur which will warrant this roadway to be twinned.</p> <p>Growth in West Lethbridge is reaching buildout with respect to the arterial roadway network. This will allow new growth areas to be established West of Metis Trail. Opening commercial and business growth areas in West Lethbridge will delay the need for the construction a third river crossing. Construction of this roadway improvement will maximise to capacity of Whoop Up Drive.</p> <p>The construction of this road will also provide needed access and restore levels of service. There will be reductions in traffic congestion, road user costs, travel times, vehicle emissions and driver frustration.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction							3,900					3,900
Consultive Services							600					600
							4,500					4,500
<b>Costs - Non-Shareable</b>												
Other							300					300
							300					300
<b>Total Costs</b>							<b>4,800</b>					<b>4,800</b>
<b>Funding</b>												
Grant - Basic Capital							1,800					1,800
Offsite Levies							2,400					2,400
PAYG - Transportation							600					600
							4,800					4,800
<b>Total Funding</b>							<b>4,800</b>					<b>4,800</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	0	0	0	71	75	88	82	

**Comments**



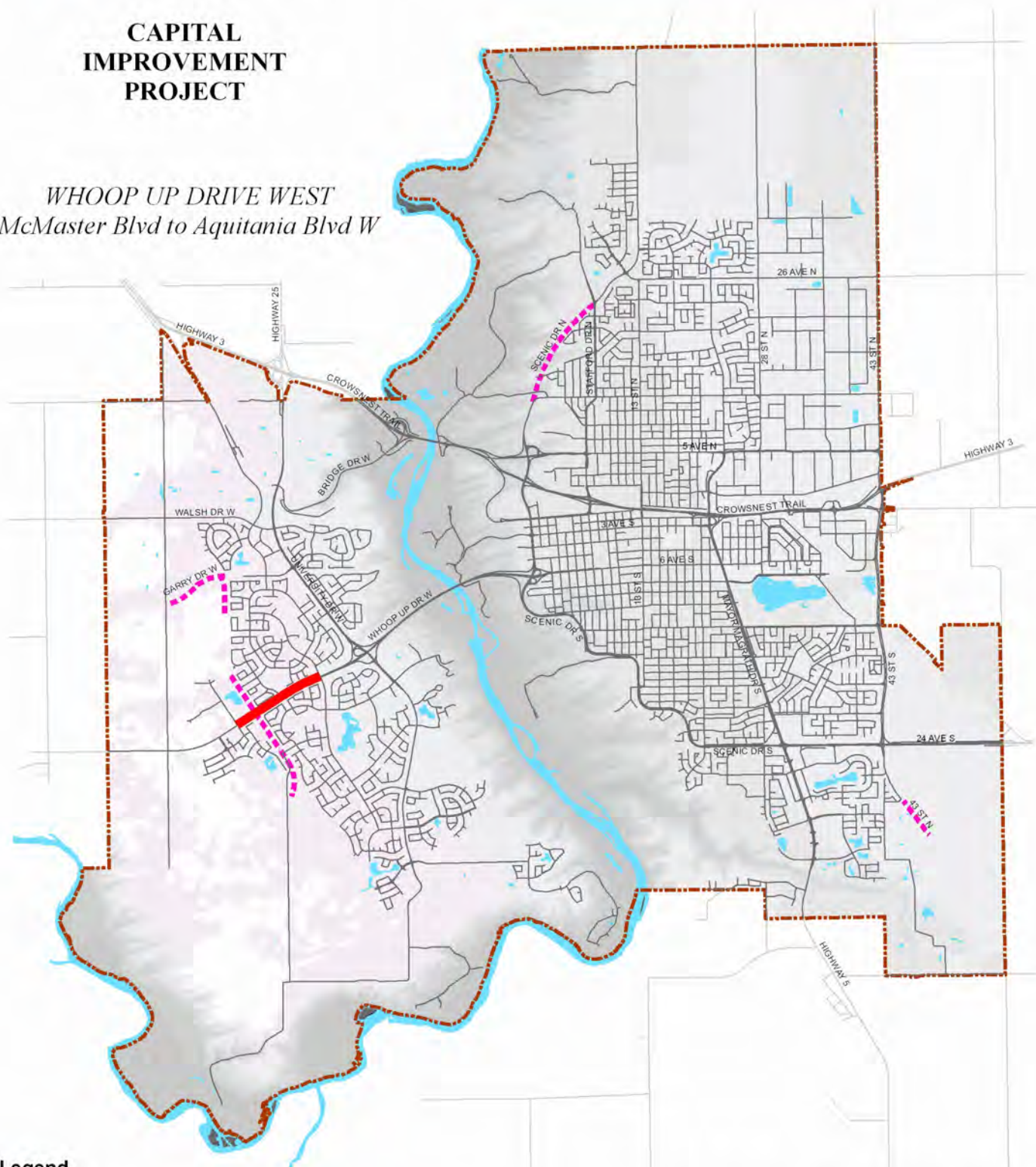


CITY OF  
*Lethbridge*



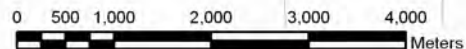
### CAPITAL IMPROVEMENT PROJECT

*WHOOOP UP DRIVE WEST  
McMaster Blvd to Aquitania Blvd W*



**Legend**

- █ Road Network Upgrades
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **University Dr (Community Stadium to Sun Ridge Blvd W)**Dept - Project #: **106**Start Year: **2018**End Year: **2018**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>University Drive construction from a 2 lane to 4 lane arterial roadway from the Community Stadium to Sun Ridge Blvd W.</p> <p>2018: Complete detailed design and construction of a 4 lane arterial - the project is delayed from its original schedule (2014) due to intersection improvements on University Dr/Rocky Mountain Dr and University Dr/MacLeod Drive W.</p>	<p>University Drive is a major north/south arterial roadway in West Lethbridge and increased traffic volumes have resulted from significant general community growth in Riverstone, Mountain Heights, Sun Ridge and the Canyons.</p> <p>The construction of these additional lanes and intersection improvements will restore levels of service, enhance safety and reduce traffic congestion, traffic delays, vehicle emissions and driver frustration.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction									5,800			5,800
Consultive Services									1,115			1,115
									6,915			6,915
<b>Costs - Non-Shareable</b>												
Other									375			375
									375			375
<b>Total Costs</b>									<b>7,290</b>			<b>7,290</b>
<b>Funding</b>												
Grant - Basic Capital									2,734			2,734
Offsite Levies									3,345			3,345
PAYG - Transportation									1,211			1,211
									7,290			7,290
<b>Total Funding</b>									<b>7,290</b>			<b>7,290</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	0	0	0	0	0	173	181	

**Comments**



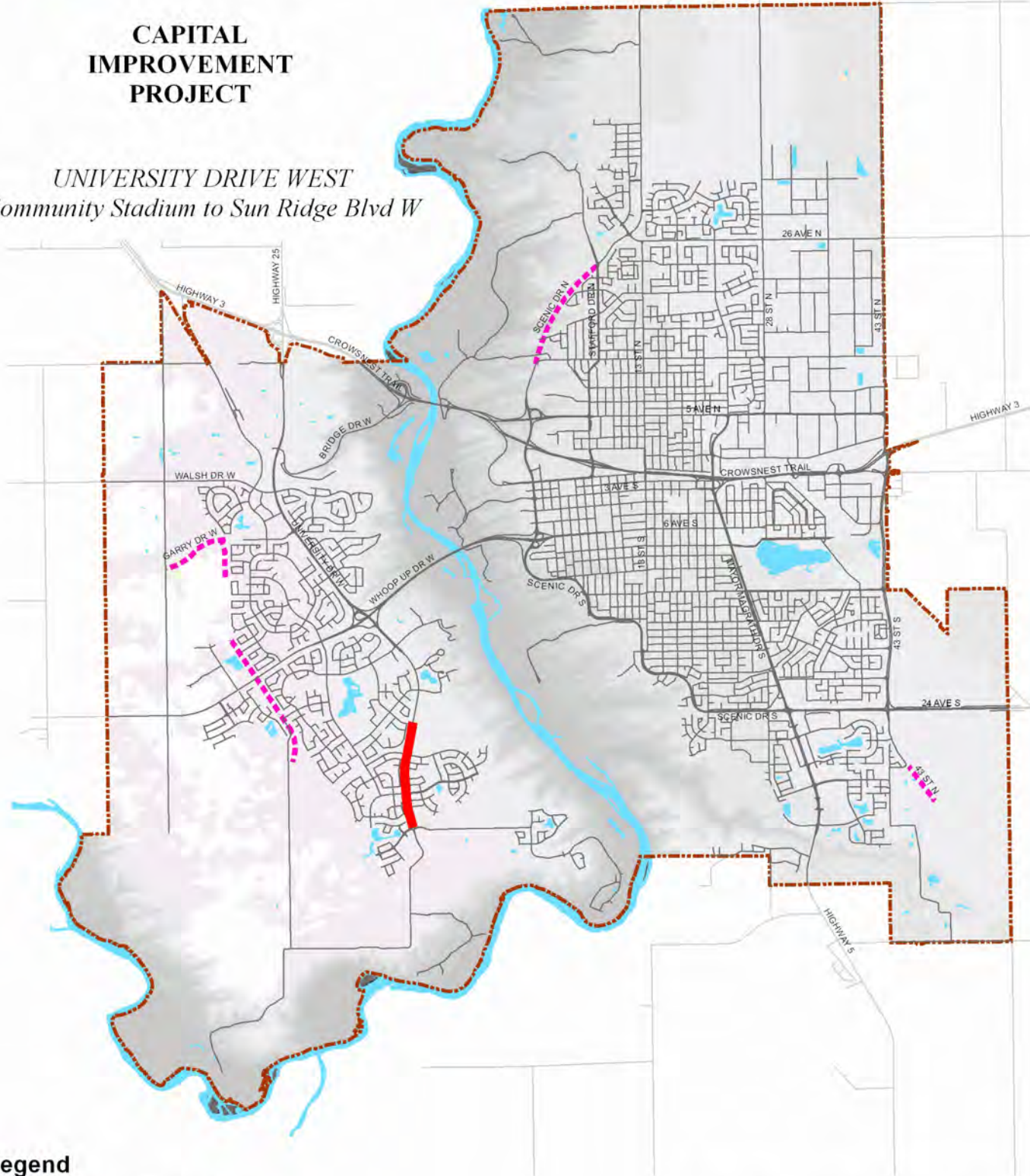


CITY OF  
*Lethbridge*



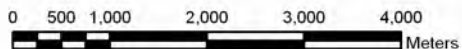
### CAPITAL IMPROVEMENT PROJECT

*UNIVERSITY DRIVE WEST  
Community Stadium to Sun Ridge Blvd W*



#### Legend

- █ Road Network Upgrades
- █ Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **26th Ave North (31st to 43rd North)**Dept - Project #: **108**Start Year: **2020**

End Year:

Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>26th Avenue North construction from 2 lane to 4 lane arterial roadway from 31st Street to 43rd street North.</p> <p>2020: Complete detailed design and construction of a 4 lane arterial roadway.</p>	<p>26th Avenue is a major east-west arterial roadway in north Lethbridge and increased traffic volumes have resulted from significant general community growth and commercial and residential development in North Lethbridge.</p> <p>Significant commercial development is anticipated to continue in Sherring and along 26 Ave attracting increased traffic volumes.</p> <p>The construction of these additional lanes and intersection improvements will restore levels of service, enhance safety and reduce traffic congestion, traffic delays, vehicle emissions and driver frustration.</p> <p>This project has been delayed/deferred by two years to account for slower than anticipated development activity and also to encourage alternative transportation by creating moderate amounts of congestion.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction											5,850	5,850
Consultive Services											600	600
											6,450	6,450
<b>Costs - Non-Shareable</b>												
Other											300	300
											300	300
<b>Total Costs</b>											<b>6,750</b>	<b>6,750</b>
<b>Funding</b>												
Grant - Basic Capital											2,531	2,531
Offsite Levies											3,375	3,375
PAYG - Transportation											844	844
											6,750	6,750
<b>Total Funding</b>											<b>6,750</b>	<b>6,750</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



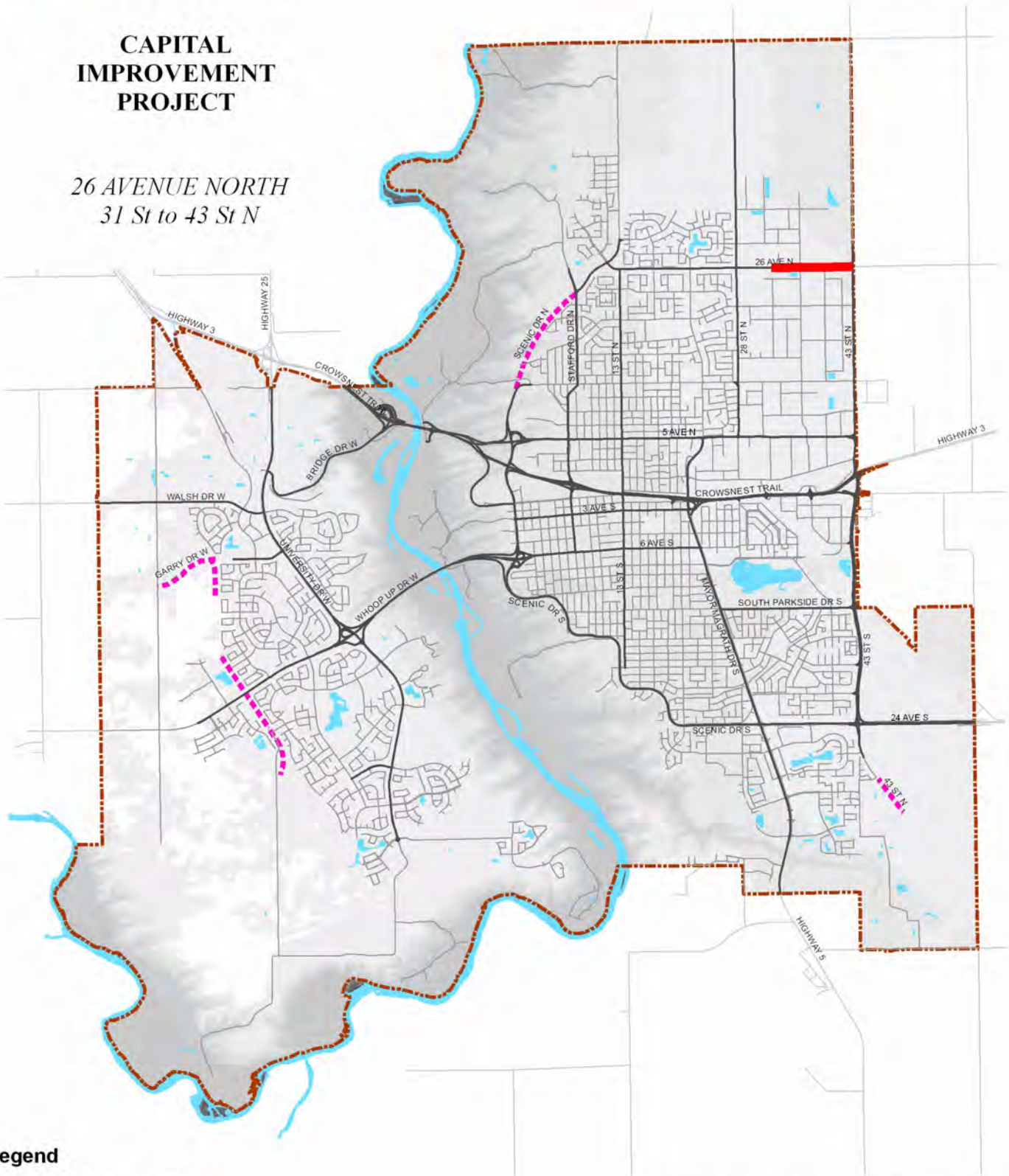


CITY OF  
*Lethbridge*



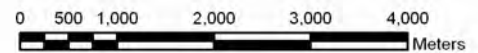
### CAPITAL IMPROVEMENT PROJECT

*26 AVENUE NORTH  
31 St to 43 St N*



#### Legend

- Road Network Upgrades
- - - Future Roadways (2011 - 2020)



Major Program: **Upgrade Existing System**Project Title: **28th Street North (MMD to 26 Ave N )**Dept - Project #: **38**Start Year: **2008**

End Year:

Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>28th Street North - Upgrade from 2 lane to 4 lane arterial from MMD to 5th Avenue North to 26th Avenue North. Includes; intersection upgrades on 28th Street (excluding 26 Ave N), major intersection upgrades at MMD and 5th Ave North (dual free flow lanes from northbound MMD to eastbound 5th Ave, 5th Ave North and 28th street (dual left turn lanes from eastbound 5th to northbound 28th street, property acquisition, sound attenuation (if required), and landscaping.</p> <p>2008: Complete detailed design.</p> <p>2010 to 2011: Complete Stage 1 construction of a 4 lane arterial roadway from MMD to 26th ave N.</p> <p>2020: Completed Stage 2, detailed design and construction of a 4 lane arterial from 5th Ave to 18th Ave N</p>	<p>28th Street North is planned as an Arterial roadway carrying major north\south arterial traffic. The intent of this project is to plan, design and construct a route which will handle increased volumes of traffic generated by Sherring commercial and industrial development as well as residential traffic from Uplands and Blackwolf.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		7,500									11,300	18,800
Consultive Services		1,276									1,300	2,576
Property Acquisition		1,200										1,200
		<u>9,976</u>									<u>12,600</u>	<u>22,576</u>
<b>Costs - Non-Shareable</b>												
GST		324										324
Landscaping		500										500
Other											1,000	1,000
		<u>824</u>									<u>1,000</u>	<u>1,824</u>
<b>Total Costs</b>	<b>10,800</b>										<b>13,600</b>	<b>24,400</b>
<b>Funding</b>												
Grant - Basic Capital		4,050									5,100	9,150
Offsite Levies		5,400									6,800	12,200
PAYG - Transportation		1,350									1,700	3,050
		<u>10,800</u>									<u>13,600</u>	<u>24,400</u>
<b>Total Funding</b>	<b>10,800</b>										<b>13,600</b>	<b>24,400</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



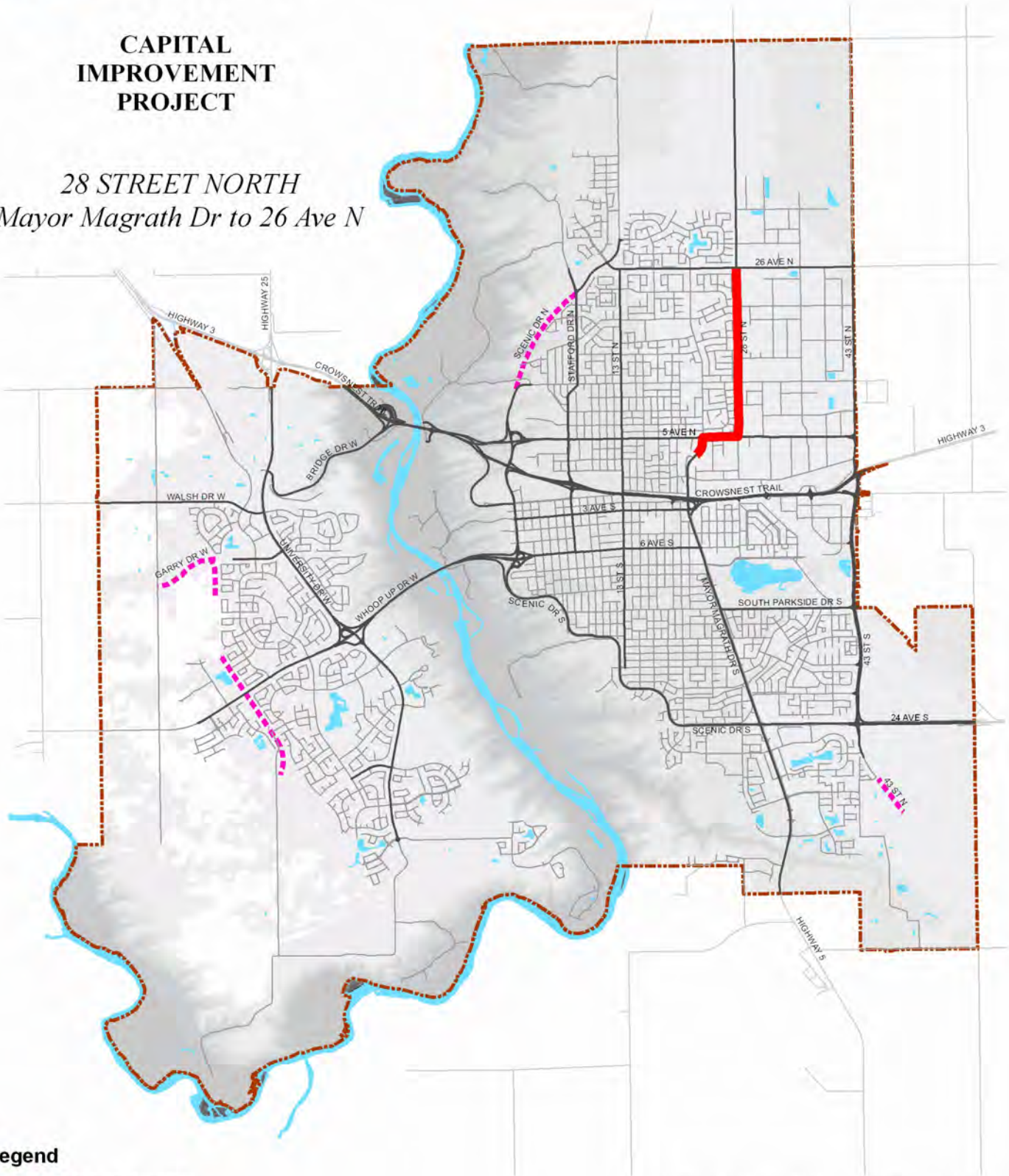


CITY OF  
*Lethbridge*



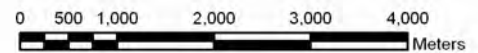
**CAPITAL  
IMPROVEMENT  
PROJECT**

*28 STREET NORTH  
Mayor Magrath Dr to 26 Ave N*



**Legend**

- Road Network Upgrades
- - - Future Roadways (2011 - 2020)



Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **Metis Trail (Simon Fraser to Garry Drive)**Dept - Project #: **105**Start Year: **2011**End Year: **2018**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Construct the first two lanes of Metis Trail (formerly Benton Drive) from Simon Fraser to Garry Dr W.</p> <p>2011 : Detail design and construct the first 2 lanes of the ultimate 4-lane arterial from Whoop Up Drive to Temple Blvd. This is to accommodate traffic from Copperwood (via. Coalbanks Link) and Varsity Village (via. Temple Blvd).</p> <p>2013: Detail design and construct the first 2 lanes of the ultimate 4-lane arterial from Simon Fraser to Temple to connect with the roadway built in 2011. This would be development driven and depends on the Copperwood Phase 2 development. The Copperwood Phase 2 Outline Plan is currently underway and this would be their primary point of access.</p> <p>2016: Detail design and construction of the first 2 lanes of the ultimate 4-lane arterial from Whoop Up Drive to Caledonia Blvd. This section would be necessary when the residential development occurs in the area north of Caledonia Blvd. causing increases in traffic volumes to require a second access into the Crossings.</p> <p>2018: Detail design and construction of the first 2 lanes of the ultimate 4-lane arterial from Jerry Potts Blvd to Garry Drive. This section would be constructed to accommodate increase traffic volumes in Indian Battle Heights area as well as provide an second access for Garry Station. The need would be development driven. If this section of roadway is constructed the City would extend Jerry Potts Blvd to connect with Metis Trail (with its own funding source).</p>	<p>Metis Trail will become a major north-south arterial roadway (similar to University Drive) and will provide the necessary access to the proposed developments west of Metis Trail as well as assisting with traffic calming in existing West Lethbridge neighbourhoods and reduce traffic demands on University Drive.</p> <p>The construction of this road will provide needed access to Copperwood (via. Coalbanks Link) and the Crossing's subdivision (via. Caledonia Blvd.) and restore levels of service. It will reduce traffic congestion, road user costs, travel times, vehicle emissions and driver frustration.</p> <p>At present there are over 500 vehicles per day using the existing gravel road on Metis Trail from Temple Blvd. to Whoop Up Drive. This is expected to increase further with growth of Copperwood regardless if the roadway is upgraded. Once this roadway is upgraded Copperwood would have a second access to the subdivision, Varsity Village would have alternate access and City Transit may use this route for a Transit route. We presently have funding for the construction of Coalbanks Link (collected from the developer) to extend this roadway to connect with Metis Trail.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		2,600		1,900			2,725		2,350			9,575
Consultive Services		400		300			400		350			1,450
		<u>3,000</u>		<u>2,200</u>			<u>3,125</u>		<u>2,700</u>			<u>11,025</u>
<b>Total Costs</b>		<b>3,000</b>		<b>2,200</b>			<b>3,125</b>		<b>2,700</b>			<b>11,025</b>
<b>Funding</b>												
Offsite Levies		3,000		2,200			3,125		2,700			11,025
		<u>3,000</u>		<u>2,200</u>			<u>3,125</u>		<u>2,700</u>			<u>11,025</u>
<b>Total Funding</b>		<b>3,000</b>		<b>2,200</b>			<b>3,125</b>		<b>2,700</b>			<b>11,025</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	56	57	155	162	170	178	187	274	287	

**Comments**



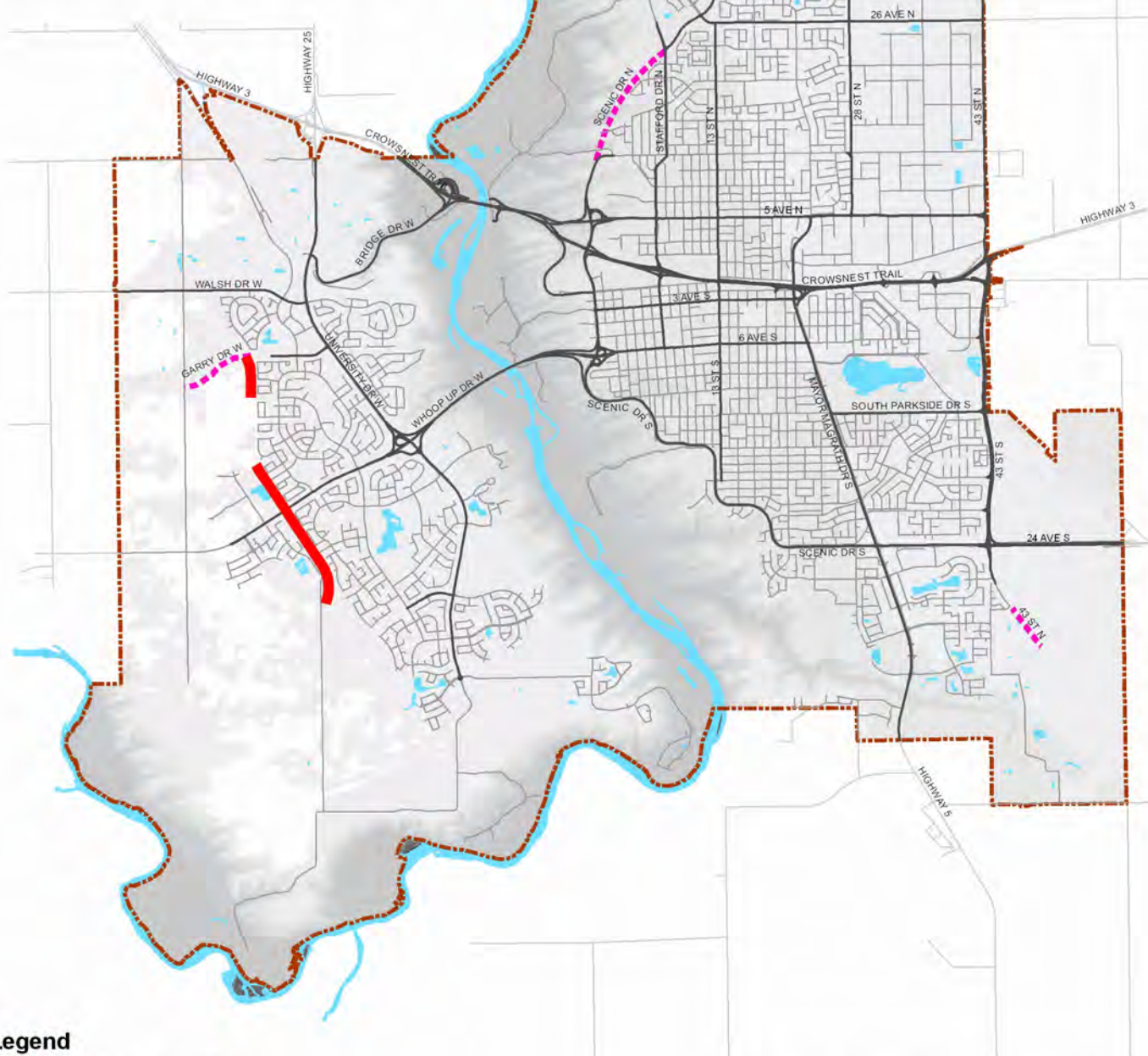


CITY OF  
*Lethbridge*



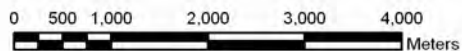
### CAPITAL IMPROVEMENT PROJECT

*METIS TRAIL WEST*  
*Simon Fraser Blvd to Garry Dr W*



**Legend**

- Road Network Upgrades
- - - Future Roadways (2011 - 2020)



Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **Garry Dr (to 600m West of Metis Trail)**Dept - Project #: **37**Start Year: **2011**End Year: **2011**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Garry Drive extension from existing to 600m west of Metis Trail</p> <p>2011: Complete detail design and construct the first 2 lanes of the ultimate 4 lane arterial roadway</p> <p>This project was previously approved but delayed until required by development.</p>	<p>Development west of Metis Trail has began and further development is anticipated. This arterial will provide the access required for these developments to start and continue to grow as required by development which is 100% offsite levy funded. This project does not have an ASP in place so the construction would be development driven after an ASP is endorsed by City Council. The construction of the roadway is also dependant on establishing water and sewer servicing in the area.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		2,700										2,700
Consultive Services		300										300
		3,000										3,000
Total Costs		<b>3,000</b>										<b>3,000</b>
<b>Funding</b>												
Offsite Levies		3,000										3,000
		3,000										3,000
Total Funding		<b>3,000</b>										<b>3,000</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	56	59	62	65	68	71	75	78	82	

**Comments**



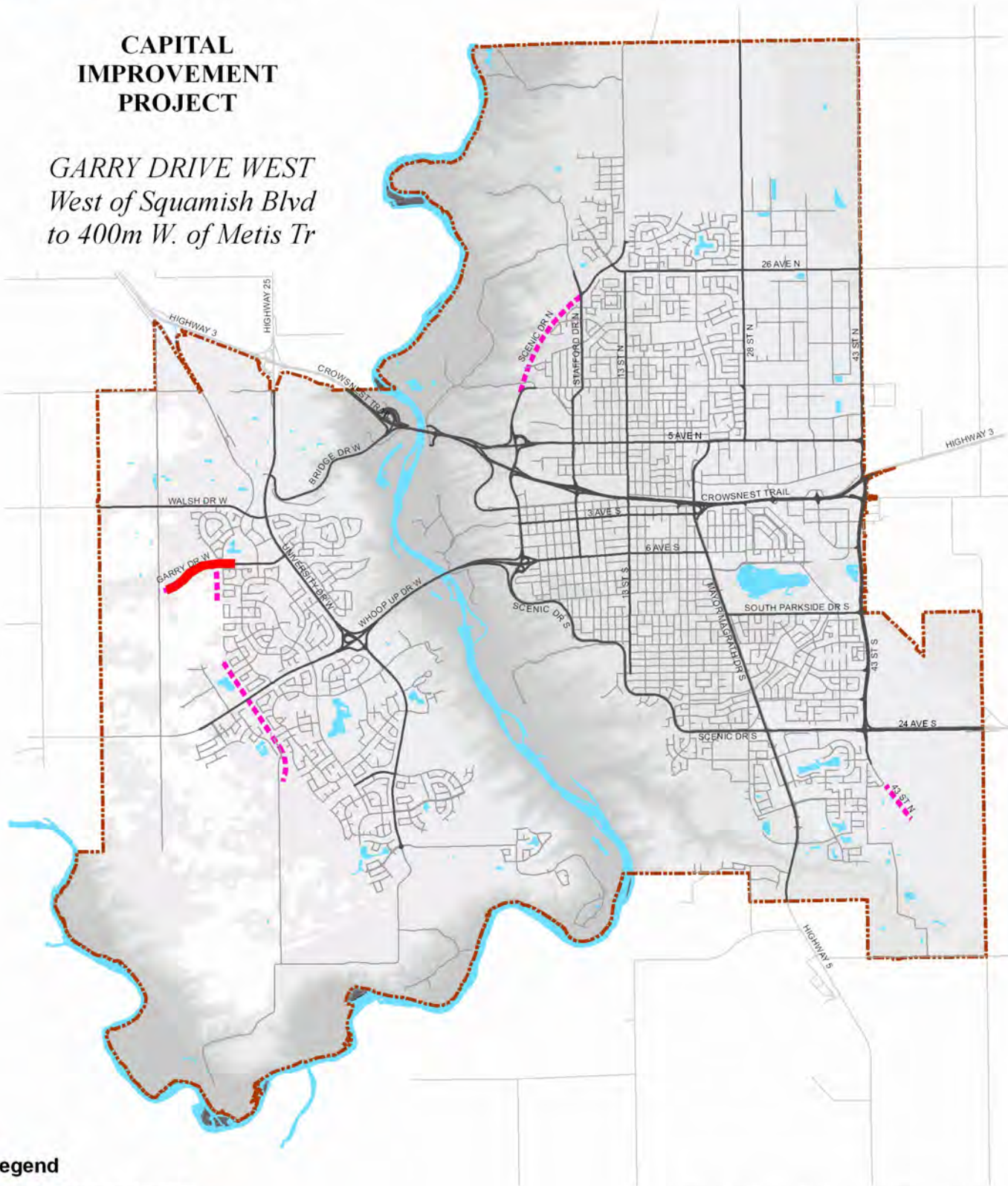


CITY OF  
*Lethbridge*



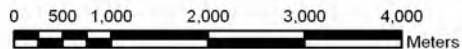
**CAPITAL  
IMPROVEMENT  
PROJECT**

*GARRY DRIVE WEST  
West of Squamish Blvd  
to 400m W. of Metis Tr*



**Legend**

- Road Network Upgrades
- - - Future Roadways (2011 - 2020)







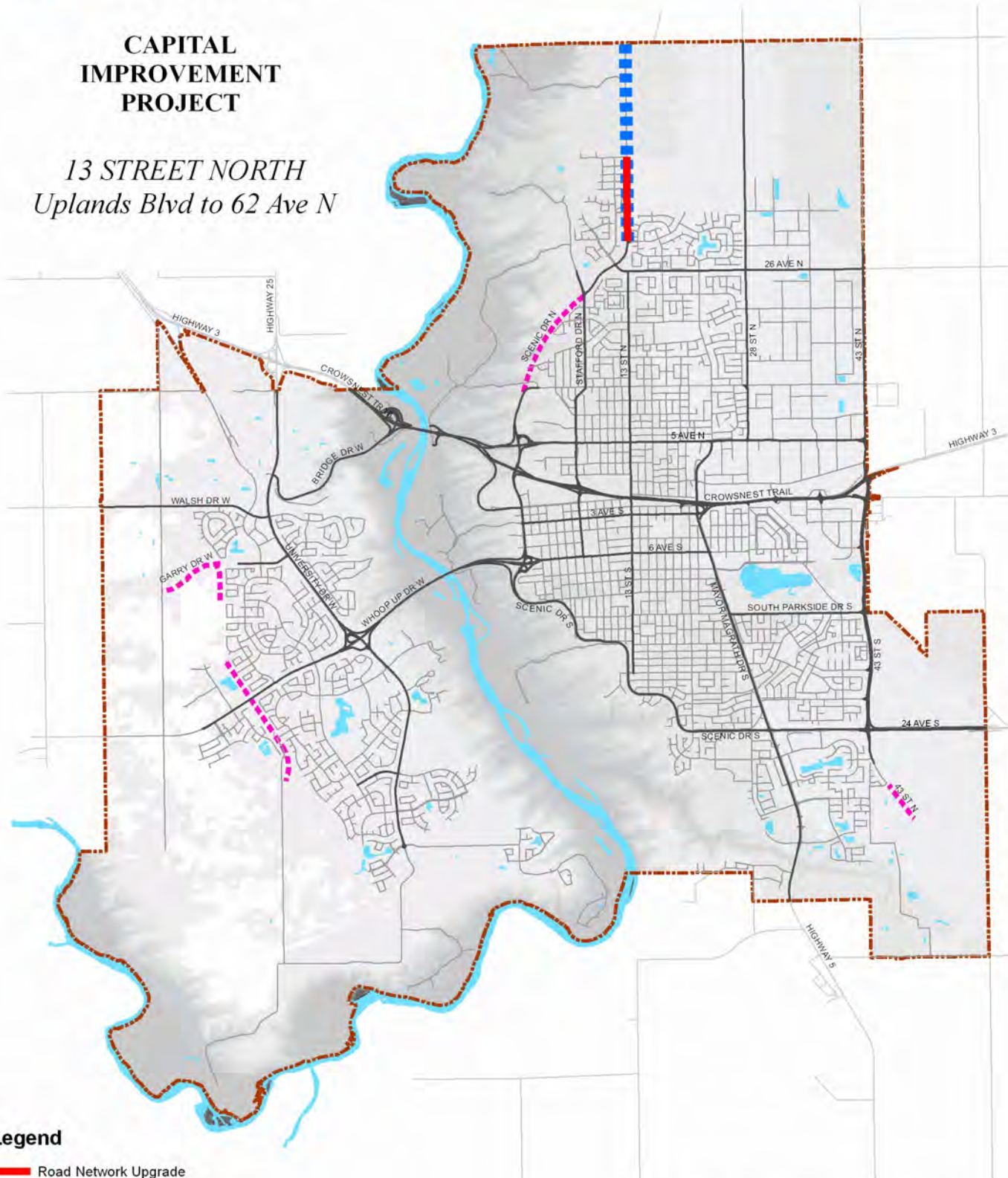


CITY OF  
*Lethbridge*



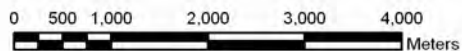
### CAPITAL IMPROVEMENT PROJECT

*13 STREET NORTH  
Uplands Blvd to 62 Ave N*



#### Legend

- Road Network Upgrade
- - - Preliminary Design
- - - Future Roadways (2011 - 2020)







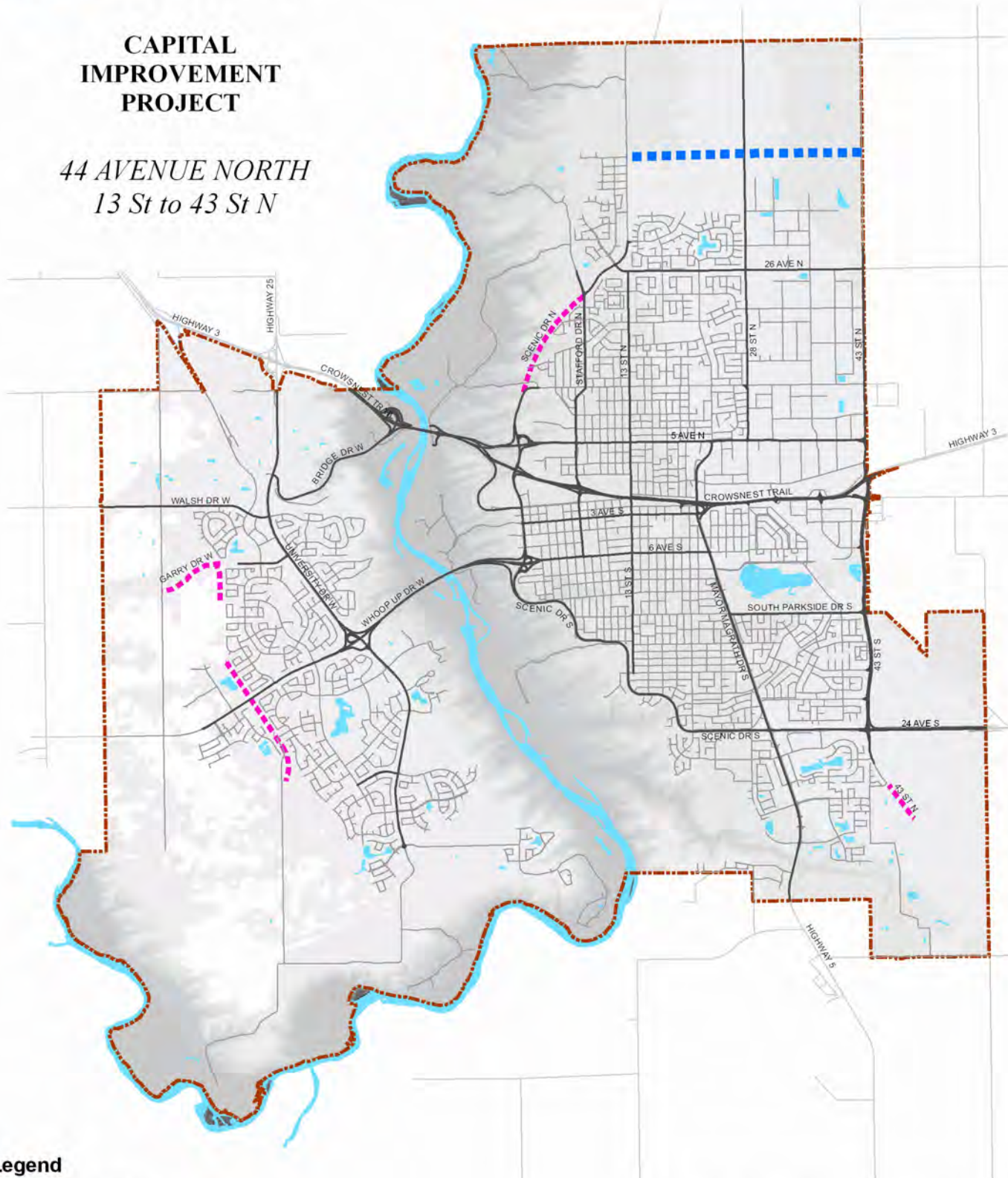


CITY OF  
*Lethbridge*



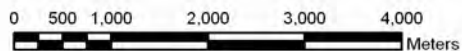
**CAPITAL  
IMPROVEMENT  
PROJECT**

*44 AVENUE NORTH  
13 St to 43 St N*



**Legend**

- ■ ■ Preliminary Design
- ■ ■ Future Roadways (2011 - 2020)



Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **Jerry Potts Blvd (West of Red Crow Blvd to Metis Trail)**Dept - Project #: **39**Start Year: **2018**End Year: **2018**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Jerry Potts Blvd extension from Red Crow Blvd to Metis Trail. This would coincide with the extension of Metis Trail from Jerry Potts to Garry Drive.</p> <p>2018: Complete detailed design and construct a collector roadway.</p>	<p>Jerry Potts Blvd connects Red Crow Blvd to future Metis Trail. The construction of this roadway was deferred within the development agreements since there was no need or value to constructing the road during development. It only begins to serve its function when Metis Trail is connected. Therefore the construction has been timed to coincide with the construction of Metis Trail. Funding for this improvement has already been collected from the developer for this road construction.</p> <p>This will allow new growth areas to be established West of Metis Trail, assist with traffic calming within neighbourhoods in West Lethbridge and reduce traffic demands on University Drive and other internal roadways such as Red Crow and Squamish Blvd. The construction of this arterial, as well as Garry Drive, was part of the recommended long term solution to improve levels of service on Squamish Blvd.</p> <p>The construction of this roadway, as well as Benton Drive between Jerry Potts Blvd and Garry Drive was part of the recommended long term solution to address traffic issues on Squamish Blvd.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction									600			600
Consultive Services									20			20
									620			620
<b>Costs - Non-Shareable</b>												
Other									20			20
									20			20
<b>Total Costs</b>									<b>640</b>			<b>640</b>
<b>Funding</b>												
Developer Levies									150			150
Grant - Basic Capital									368			368
PAYG - Transportation									122			122
									640			640
<b>Total Funding</b>									<b>640</b>			<b>640</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



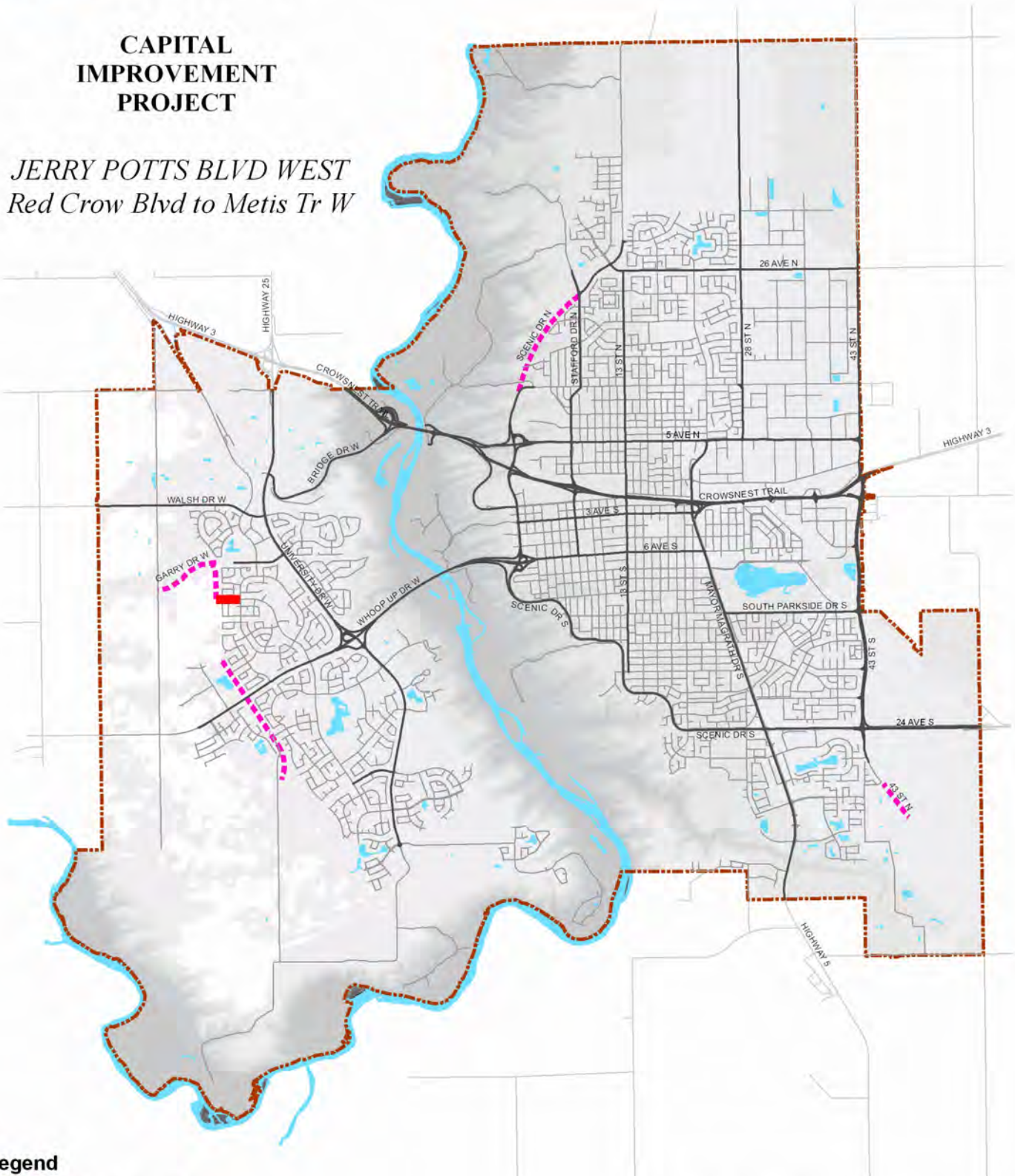


CITY OF  
*Lethbridge*



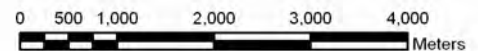
### CAPITAL IMPROVEMENT PROJECT

*JERRY POTTS BLVD WEST  
Red Crow Blvd to Metis Tr W*



#### Legend

- █ Road Network Upgrade
- - - Future Roadways (2011 - 2020)



Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **Whoop Up Dr (Coalbanks Gate to 30th street)**Dept - Project #: **36a**Start Year: **2012**End Year: **2012**
**CITY OF**  
*Lethbridge*

 Capital Improvement Program  
 2011 to 2020
**Description & Location**

Whoop Up Drive extension from Coalbanks Gate to 30th Street.

2012: Detail design and construction of the first 2 lanes of the ultimate 4 lane arterial.

This project was previously approved and was delayed until required by development.

The original approved CIP project was to be constructed in 2014. However due to the requirement to alleviate traffic congestion generated by the schools, library and residences in Copperwood and to support the construction of the Twin Ice project, it is proposed that this project be advanced to 2012.

**Purpose & Justification**

This roadway extension will provide necessary access to the West Lethbridge Community Centre, Copperwood and further development to the west. This site will include both Public and Separate High Schools, a Public Library, Sports Facilities and Community Health facilities.

Growth in West Lethbridge is reaching buildout with respect to the arterial roadway network. This will allow new growth areas to be established West of Metis Trail to 30th street west. Opening commercial and business growth areas in West Lethbridge will delay the need for the construction a third river crossing.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			2,000									2,000
Consultive Services			200									200
			2,200									2,200
<b>Total Costs</b>			<b>2,200</b>									<b>2,200</b>
<b>Funding</b>												
Offsite Levies					2,200							2,200
Subdivision Surplus			2,200		-2,200							2,200
			2,200									2,200
<b>Total Funding</b>			<b>2,200</b>									<b>2,200</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	65	68	71	75	78	82	82	82	

**Comments**



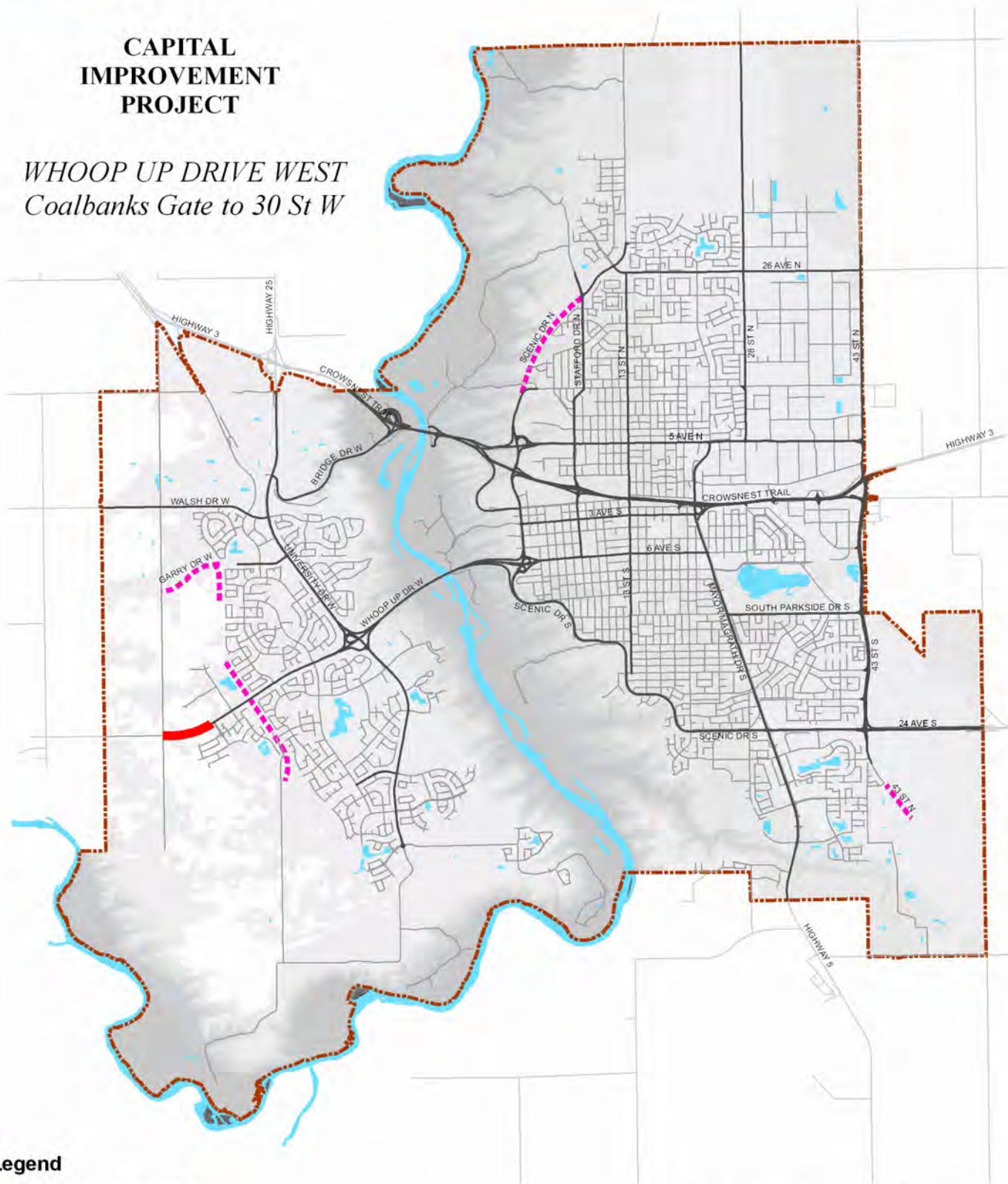


CITY OF  
*Lethbridge*



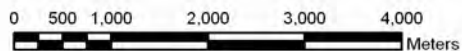
**CAPITAL  
IMPROVEMENT  
PROJECT**

*WHOOOP DRIVE WEST  
Coalbanks Gate to 30 St W*



**Legend**

- Road Network Upgrade
- - - Future Roadways (2011 - 2020)



Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **43rd St S (Hwy 4 to Hwy 5)**Dept - Project #: **47**Start Year: **2010**End Year: **2018**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>43rd Street South will need to be extended from Highway 4 to Highway 5 as development proceeds in Southeast Lethbridge.</p> <p>2010: Preliminary design from Highway 4 (24th Ave S) to Highway 5 (previously approved)</p> <p>2018: 24th Ave to 40th Ave South - Complete detailed design and construct the first 2 lanes of the ultimate 4 lane arterial.</p>	<p>This arterial roadway link was identified in the Southeast Urbanization Plan adopted by Council. The development contemplated in the Southeast Lethbridge Urbanization Plan will require preliminary and detailed design for construction of 43rd Street South which will provide the future buildout access needed for new growth areas such as the currently ongoing ASP of Clearview.</p> <p>Providing this alternate access is an important traffic management strategy to relieve future pressures on Mayor Magrath Drive and improved emergency service routes. The construction of this road will provide needed access and restore levels of service. There will be an overall reduction in traffic congestion, road user costs, travel times, vehicle emissions and driver frustration in the road network in South Lethbridge.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction									4,787			4,787
Consultive Services	800								1,276			2,076
	800								6,063			6,863
<b>Costs - Non-Shareable</b>												
GST	25											25
Landscaping									320			320
	25								320			345
<b>Total Costs</b>	<b>825</b>								<b>6,383</b>			<b>7,208</b>
<b>Funding</b>												
Grant - Basic Capital	309											309
Offsite Levies	412								6,383			6,795
PAYG - Transportation	104											104
	825								6,383			7,208
<b>Total Funding</b>	<b>825</b>								<b>6,383</b>			<b>7,208</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	0	0	0	0	0	157	165	

**Comments**

--



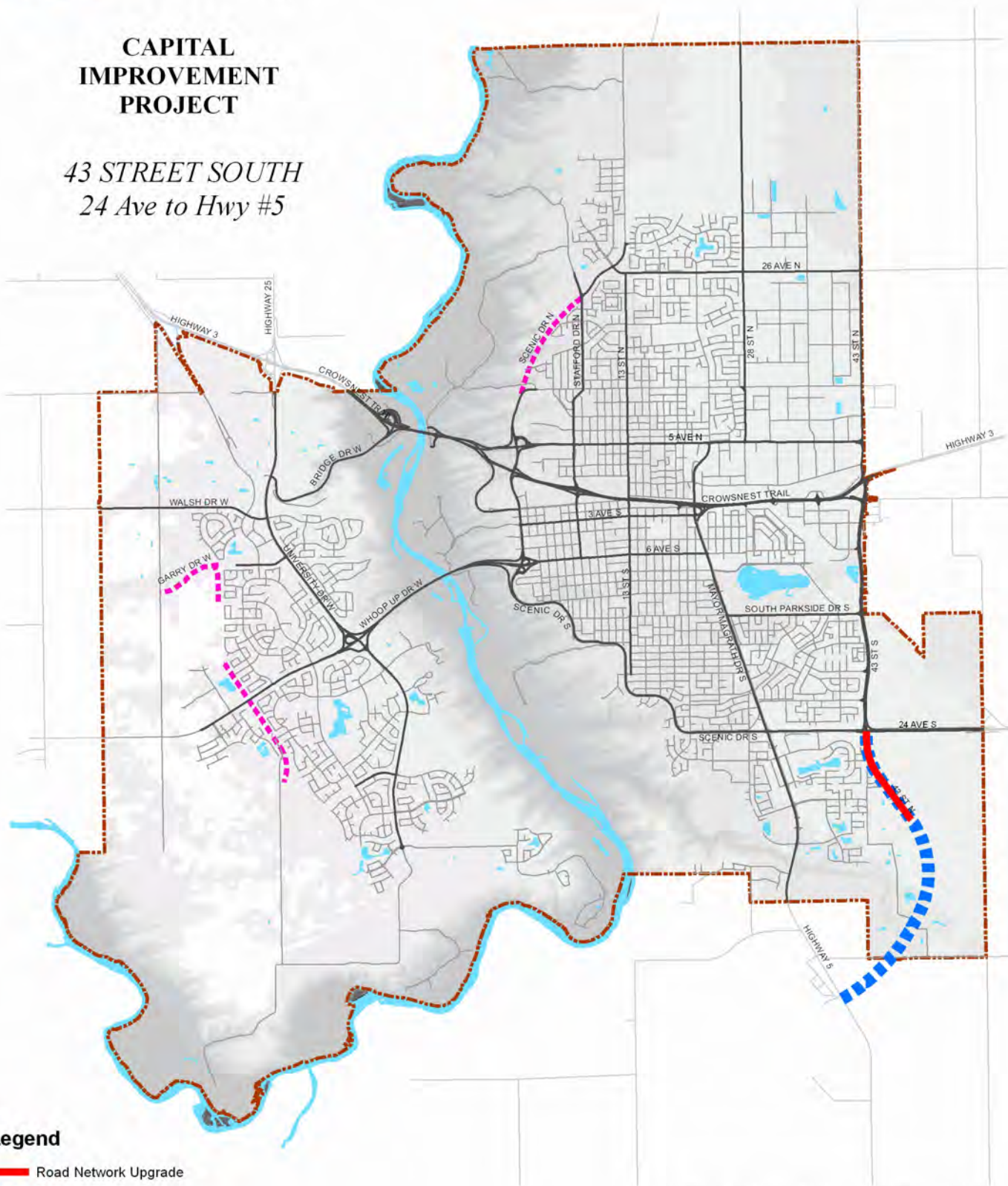


CITY OF  
*Lethbridge*



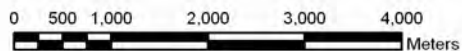
### CAPITAL IMPROVEMENT PROJECT

*43 STREET SOUTH  
24 Ave to Hwy #5*



#### Legend

- Road Network Upgrade
- - - Preliminary Design
- - - Future Roadways (2011 - 2020)



**COMMUNITY**  
**CAPITAL IMPROVEMENT PROJECTS**  
**2011-2020**

**City of Lethbridge**  
**Community**  
**Capital Improvement Program 2011 - 2020 Projects**  
**Commencing in the First Three Years**

Project Costs	Page	Project Costs			
		2011	2012	2013	2014-2020
All amounts below are in thousands					
<b>Community</b>					
<u>Sustain City Services</u>					
Previously Approved Projects					
Community Arts Centre	D - 5	4,282	10,272		
Nicholas Sheran Leisure Centre Expansion and Renovation	D - 6	328			
Public Operations Building	D - 7	1,810			
Access-A-Ride Fleet Replacement	D - 8		660	220	1,586
Transit Fleet Replacement	D - 9	3,350		3,350	6,332
ENMAX Centre	D - 10	12,352			
		<b>22,122</b>	<b>10,932</b>	<b>3,570</b>	<b>7,918</b>
New Sustaining Projects					
Cemetery Services Master Plan & New Cemetery Site	D - 11	2,000	500		
Aquatics Master Plan	D - 12	75			
Arena Master Plan	D - 13	75			
Curling Master Plan	D - 14	125			
Fire Master Plan Update	D - 15	120			
Office Space Master Plan	D - 16	100			
Recreation and Culture Master Plan Update	D - 17		100		
Helen Schuler Nature Centre Expansion and Renovation	D - 18	1,595	2,877		
Nicholas Sheran Playground	D - 19	525			
Mountain Bike Park	D - 20	185			
Parks Asset Management	D - 21	1,400	1,400	1,400	5,980
		<b>6,200</b>	<b>4,877</b>	<b>1,400</b>	<b>5,980</b>
<u>Growth</u>					
New Growth Projects					
West Side Depot Site	D - 22	3,401			1,564
South Side Parks Depot	D - 23		136	136	1,118
Lethbridge Regional Police Headquarters Expansion	D - 24			2,725	23,716
Transit Facility Expansion	D - 25	1,520	6,180	8,682	
		<b>4,921</b>	<b>6,316</b>	<b>11,543</b>	<b>26,398</b>
<u>Enhance/Expand Services</u>					
Previously Approved Projects					
North Regional Park	D - 26	1,000			17,250
Transit Smart Card	D - 27	1,700			
Art Acquisition Program	D - 28	344	361	125	471
Technology Commercialization Centre Project	D - 29	1,100			
Twin Ice Centre	D - 30		3,298	8,369	29,384
		<b>4,144</b>	<b>3,659</b>	<b>8,494</b>	<b>47,105</b>
New Enhance Projects					
Bill Kergan Centre Renovation	D - 31		521		5,031
Exhibition Infrastructure Upgrades and Replacement	D - 32		5,934		3,412
Pathways System Expansion	D - 33	1,020	1,071	1,109	1,110
Leisure Centre Plan	D - 34		150		
		<b>1,020</b>	<b>7,676</b>	<b>1,109</b>	<b>9,553</b>
<b>TOTAL PROJECTS</b>		<b>38,407</b>	<b>33,460</b>	<b>26,116</b>	<b>96,954</b>
<u>Project Funding</u>					
Capital Consolidation		2,400			
Community Groups		40	3,488		2,685
External Borrowing		980			
Grant - AMIP		1,522	5,180	8,682	
Grant - Build Canada Fund					20,000
Grant - Federal Gas Tax Fund (NDCC)		2,787	618	1,178	7,750
Grant - GreenTRIP		2,208	442	2,392	167
Grant - MSI		15,505	16,045	7,265	41,229
Insurance Proceeds		55			
Internal Borrowing		3,341	861	5,365	16,390
Operating Budget		3,273			
PAYG - Community		4,280	2,149	1,234	8,733
PAYG - Transportation			2,100		
Reserve - MRSR		338			
Reserve - Operating		1,193	505		
Reserve - Urban Parks		485	972		
Subdivision Surplus			1,100		
<b>TOTAL FUNDING</b>		<b>38,407</b>	<b>33,460</b>	<b>26,116</b>	<b>96,954</b>

**City of Lethbridge**  
**Community**  
**Capital Improvement Program 2011 - 2020**

Project Costs	Page	Project Costs										Total
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
All amounts below are in thousands												
<b>Community</b>												
<u>Sustain City Services</u>												
Previously Approved Projects												
Community Arts Centre	D - 5	4,282	10,272									14,554
Nicholas Sheran Leisure Centre Expansion and Renovation	D - 6	328										328
Public Operations Building	D - 7	1,810										1,810
Access-A-Ride Fleet Replacement	D - 8		660	220	250	222	457	250	407			2,466
Transit Fleet Replacement	D - 9	3,350		3,350	750	1,125			3,120		1,337	13,032
ENMAX Centre	D - 10	12,352										12,352
New Sustaining Projects												
Cemetery Services Master Plan & New Cemetery Site	D - 11	2,000	500									2,500
Aquatics Master Plan	D - 12	75										75
Arena Master Plan	D - 13	75										75
Curling Master Plan	D - 14	125										125
Fire Master Plan Update	D - 15	120										120
Office Space Master Plan	D - 16	100										100
Recreation and Culture Master Plan Update	D - 17		100									100
Helen Schuler Nature Centre Expansion and Renovation	D - 18	1,595	2,877									4,472
Nicholas Sheran Playground	D - 19	525										525
Mountain Bike Park	D - 20	185										185
Parks Asset Management	D - 21	1,400	1,400	1,400	1,994	1,993	1,993					10,180
		<b>28,322</b>	<b>15,809</b>	<b>4,970</b>	<b>2,994</b>	<b>3,340</b>	<b>2,450</b>	<b>250</b>	<b>3,527</b>		<b>1,337</b>	<b>62,999</b>
<u>Growth</u>												
New Growth Projects												
West Side Depot Site	D - 22	3,401			1,150		414					4,965
South Side Parks Depot	D - 23		136	136	1,118							1,390
Lethbridge Regional Police Headquarters Expansion	D - 24			2,725	11,928	11,788						26,441
Transit Facility Expansion	D - 25	1,520	6,180	8,682								16,382
		<b>4,921</b>	<b>6,316</b>	<b>11,543</b>	<b>14,196</b>	<b>11,788</b>	<b>414</b>					<b>49,178</b>
<u>Enhance/Expand Services</u>												
Previously Approved Projects												
North Regional Park	D - 26	1,000			8,625	8,625						18,250
Transit Smart Card	D - 27	1,700										1,700
Art Acquisition Program	D - 28	344	361	125	255	204		4	4	4		1,301
Technology Commercialization Centre Project	D - 29	1,100										1,100
Twin Ice Centre	D - 30		3,298	8,369	13,339	13,849	2,196					41,051
New Enhance Projects												
Bill Kergan Centre Renovation	D - 31		521		5,031							5,552
Exhibition Infrastructure Upgrades and Replacement	D - 32		5,934		3,412							9,346
Pathways System Expansion	D - 33	1,020	1,071	1,109				360	370	380		4,310
Leisure Centre Plan	D - 34		150									150
		<b>5,164</b>	<b>11,335</b>	<b>9,603</b>	<b>30,662</b>	<b>22,678</b>	<b>2,196</b>	<b>364</b>	<b>374</b>	<b>384</b>		<b>82,760</b>
<b>TOTAL PROJECTS</b>		<b>38,407</b>	<b>33,460</b>	<b>26,116</b>	<b>47,852</b>	<b>37,806</b>	<b>5,060</b>	<b>250</b>	<b>3,891</b>	<b>374</b>	<b>1,721</b>	<b>194,937</b>
<u>Project Funding</u>												
Capital Consolidation		2,400										2,400
Community Groups		40	3,488		2,685							6,213
External Borrowing		980										980
Grant - AMIP		1,522	5,180	8,682								15,384
Grant - Build Canada Fund					11,000	9,000						20,000
Grant - Federal Gas Tax Fund (NDCC)		2,787	618	1,178	832	1,347	457	250	3,527		1,337	12,333
Grant - GreenTRIP		2,208	442	2,392	167							5,209
Grant - MSI		15,505	16,045	7,265	18,416	20,406	2,407					80,044
Insurance Proceeds		55										55
Internal Borrowing		3,341	861	5,365	12,021	2,173	2,196					25,957
Operating Budget		3,273										3,273
PAYG - Community		4,280	2,149	1,234	2,731	4,880		364	374	384		16,396
PAYG - Transportation			2,100									2,100
Reserve - MRSR		338										338
Reserve - Operating		1,193	505									1,698
Reserve - Urban Parks		485	972									1,457
Subdivision Surplus			1,100									1,100
<b>TOTAL FUNDING</b>		<b>38,407</b>	<b>33,460</b>	<b>26,116</b>	<b>47,852</b>	<b>37,806</b>	<b>5,060</b>	<b>250</b>	<b>3,891</b>	<b>374</b>	<b>1,721</b>	<b>194,937</b>



**City of Lethbridge**  
**Community**  
**Capital Improvement Program 2011 - 2020**  
**Net Operating Cost**

Project Estimated Operating Costs (All amounts below are in thousands)

Page	2012	2013	2014	2015	2016	2017	2018	2019	2020	
<b>Community</b>										
<u>Sustain City Services</u>										
Previously Approved Projects										
Community Arts Centre	D - 5		229	415	434	449	468	485	501	521
Nicholas Sheran Leisure Centre Expansion and Renovation	D - 6	63	66	68	72	74	77	79	83	86
Public Operations Building	Note 1 D - 7	49	94	99	103	107	111	115	120	123
New Sustaining Projects										
Helen Schuler Nature Centre Expansion and Renovation	D - 18	2	27	67	66	68	70	74	76	78
Mountain Bike Park	D - 20	2	2	2	2	3	3	3	3	3
<u>Growth</u>										
New Growth Projects										
West Side Depot Site	D - 22	96	101	150	158	165	189	198	208	219
South Side Parks Depot	D - 23				15	15	16	17	18	18
Lethbridge Regional Police Headquarters	D - 24					382	717	744	770	798
Transit Facility Expansion	D - 25	17	18	95	285	295	307	317	329	343
<u>Enhance/Expand Services</u>										
Previously Approved Projects										
North Regional Park	D - 26					165	173	182	161	201
Transit Smart Card	D - 27	110	113	117	121	125	129	133	137	141
Twin Ice Centre	D - 30		336	858	886	915	946	977	1,009	1,043
New Enhance Projects										
Bill Kergan Centre Renovation	D - 31			18	70	72	75	78	81	83
Pathways System Expansion	D - 33	9	18	26	35	44	53	60	68	76
<b>TOTAL OPERATING COSTS</b>		<b>348</b>	<b>1,004</b>	<b>1,915</b>	<b>2,247</b>	<b>2,879</b>	<b>3,334</b>	<b>3,462</b>	<b>3,564</b>	<b>3,733</b>
Increase to taxation over prior year		<b>348</b>	<b>656</b>	<b>911</b>	<b>332</b>	<b>632</b>	<b>456</b>	<b>128</b>	<b>101</b>	<b>169</b>
% Increase to taxation over prior year		<b>0.38%</b>	<b>0.69%</b>	<b>0.93%</b>	<b>0.33%</b>	<b>0.61%</b>	<b>0.42%</b>	<b>0.12%</b>	<b>0.09%</b>	<b>0.14%</b>

Note 1: The above operating costs for the Public Operations Building are the taxation supported portion only

## PAYG - Community

## Forecast

	Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars												
Opening Balance		1,330	(800)	(699)	417	211	(2,043)	607	3,357	5,843	8,420	
<b>Capital Requirements</b>												
Community Arts Centre	D - 5	(24)										(24)
Curling Master Plan	D - 14	(125)										(125)
Office Space Master Plan	D - 16	(100)										(100)
Parks Asset Management	D - 21	(567)	(567)									(1,134)
North Regional Park	D - 26	(1,000)			(2,400)	(4,600)						(8,000)
Art Acquisition Program	D - 28	(344)	(361)	(125)	(256)	(204)			(4)	(4)	(4)	(1,301)
Technology Commercialization Centre Project	D - 29	(1,100)										(1,100)
Pathways System Expansion	D - 33	(1,020)	(1,071)	(1,109)					(360)	(370)	(380)	(4,310)
Leisure Centre Plan	D - 34		(150)									(150)
		<u>(4,280)</u>	<u>(2,149)</u>	<u>(1,234)</u>	<u>(2,656)</u>	<u>(4,804)</u>			<u>(364)</u>	<u>(374)</u>	<u>(384)</u>	<u>(16,244)</u>
<b>Additions:</b>												
Current Year Funding		2,150	2,250	2,350	2,450	2,550	2,650	2,750	2,850	2,950	3,050	26,000
		<u>2,150</u>	<u>2,250</u>	<u>2,350</u>	<u>2,450</u>	<u>2,550</u>	<u>2,650</u>	<u>2,750</u>	<u>2,850</u>	<u>2,950</u>	<u>3,050</u>	<u>26,000</u>
Closing Balance		<b>(800)</b>	<b>(699)</b>	<b>417</b>	<b>211</b>	<b>(2,043)</b>	<b>607</b>	<b>3,357</b>	<b>5,843</b>	<b>8,420</b>	<b>11,086</b>	

Major Program: **Previously Approved Projects**Project Title: **Community Arts Centre**Dept - Project #: **120**Start Year: **2010**End Year: **2012**Capital Improvement Program  
2011 to 2020**Description & Location**

This project will create approximately 3,500 sq. m. of functional programming space in support of community arts education. It will include studios, exhibit areas, workshop space, music classrooms, administrative areas, meeting rooms, and a small rehearsal space.

The Community Arts Centre will be located on 3rd avenue between 7th street and 8th street and will also be the new home of the University of Lethbridge Conservatory of Music. The Conservatory of Music offers non-credit music lessons in Lethbridge to over 600 students per semester in both private and ensemble classes.

**Purpose & Justification**

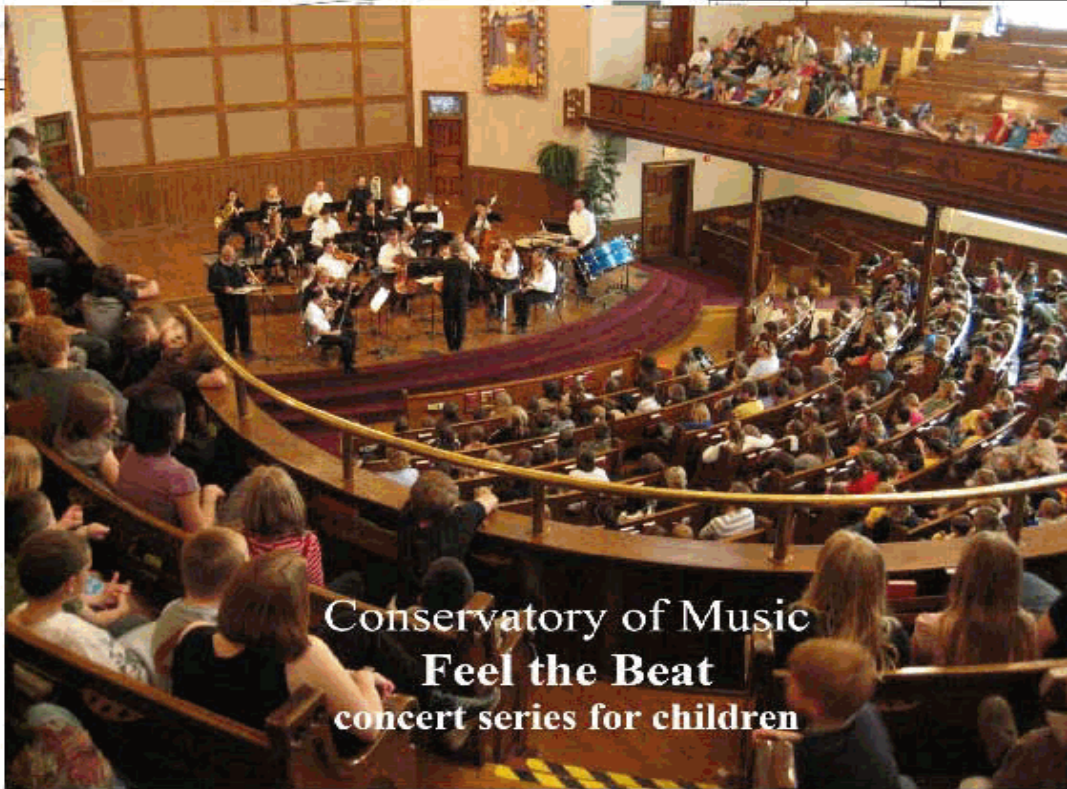
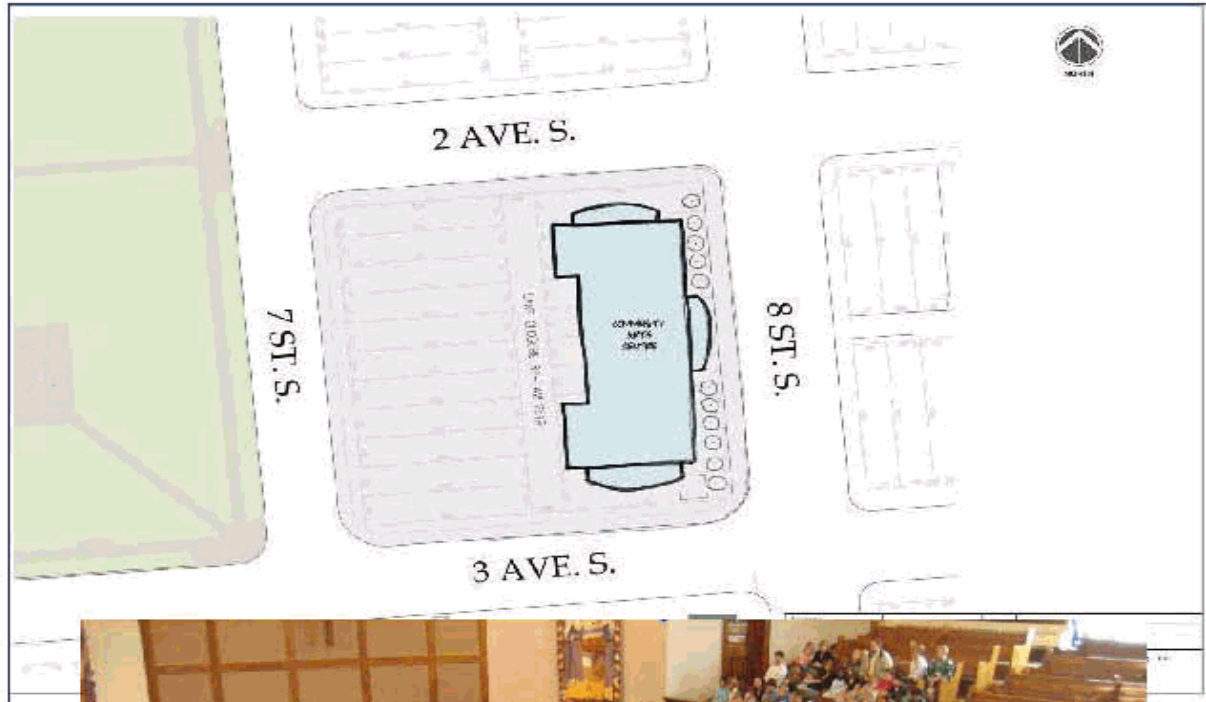
The Bowman Arts Centre houses a variety of community arts groups, including: the Lethbridge Sketch Club, the Jolliffe Academy of Dancing, the Oldman River Potters Guild, the Lethbridge Handicraft Guild, the Textile Surface Design Guild, and the Lethbridge Stained Glass Society. The Centre runs visual and speech arts programs for adults, children, and special needs adults throughout the year. Numerous other arts and community groups use various rooms for their meetings, education programs, and workshops.

Originally built as a school, the building was sold to the City in 1963 and was converted to an arts centre administered by the Allied Arts Council in 1964. The facility is too small and no longer meets the functional requirements of the community arts user groups.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		4,000	9,156									13,156
Consultive Services	1,646	282	200									2,128
Property Acquisition	4,530											4,530
	6,176	4,282	9,356									19,814
<b>Costs - Non-Shareable</b>												
Equip. & Furnishings			916									916
			916									916
<b>Total Costs</b>	<b>6,176</b>	<b>4,282</b>	<b>10,272</b>									<b>20,730</b>
<b>Funding</b>												
Grant - Build Canada Fund	6,000											6,000
Grant - MSI		4,258	10,272									14,530
PAYG - Community	176	24										200
	6,176	4,282	10,272									20,730
<b>Total Funding</b>	<b>6,176</b>	<b>4,282</b>	<b>10,272</b>									<b>20,730</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	229	415	434	449	468	485	501	521	

**Comments**



**Conservatory of Music**  
**Feel the Beat**  
concert series for children



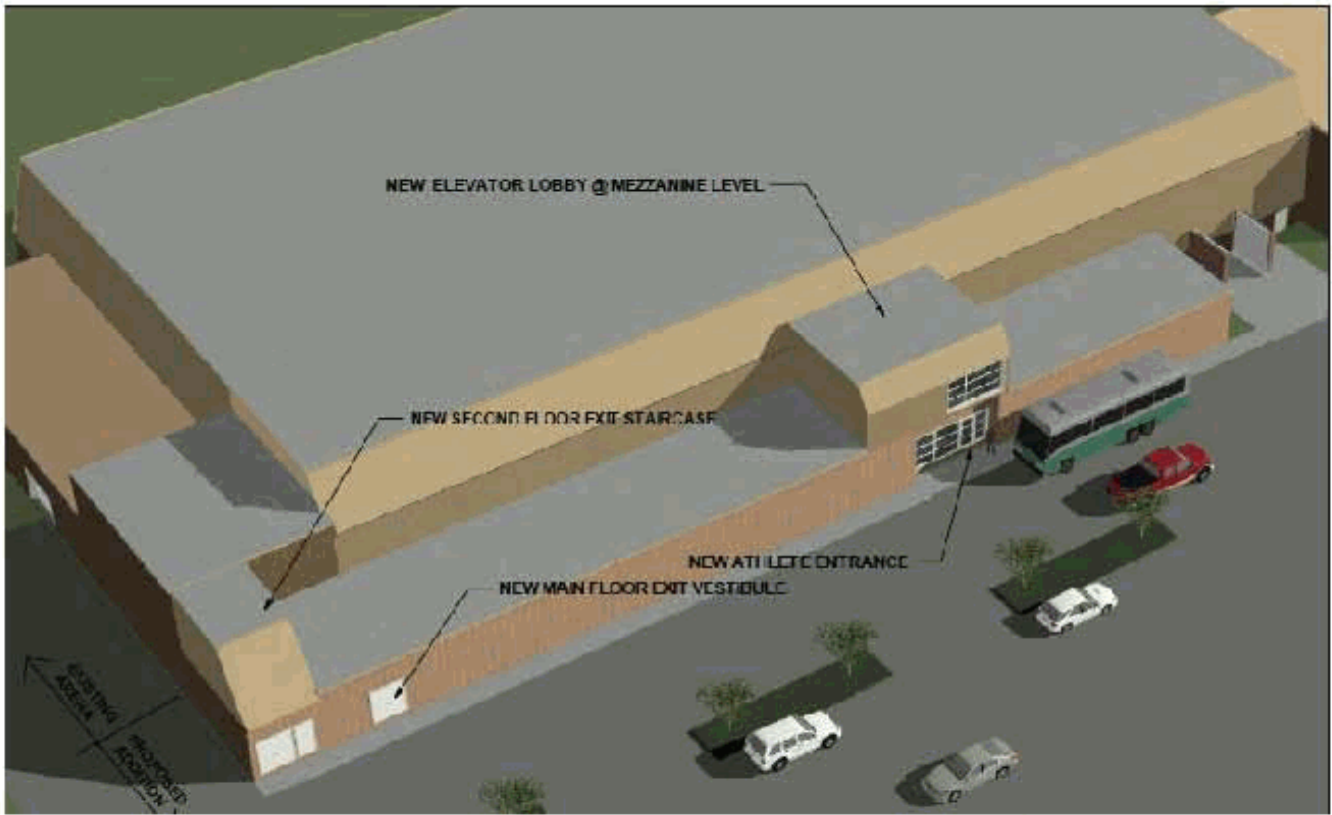
Major Program: **Previously Approved Projects**Project Title: **Nicholas Sheran Leisure Centre Expansion and Renovation**Dept - Project #: **221**Start Year: **2010**End Year: **2011**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>The expansion of approximately 450 sq. m. will;</p> <ol style="list-style-type: none"> <li>1. Provide dedicated female change rooms.</li> <li>2. Create dedicated office space for <ul style="list-style-type: none"> <li>• Alberta Sport Development Centre - Southwest</li> <li>• Lethbridge Sports Council.</li> </ul> </li> </ol> <p>The project will also include the replacement of select refrigeration plant components, and will improve barrier free access with the addition of an elevator</p>	<p>The original design of the Nicholas Sheran facility was based on functional needs required 25 years ago. These needs have changed due to an increase in female participation in sporting events. The University of Lethbridge's female Pronghorns Team is now a major tenant and dedicated dressing rooms are necessary to support their recruiting and sporting program. There is a requirement for additional change rooms during provincial and national tournaments.</p> <p>Establishing a centralized operations centre for the Alberta Sport Development Centre and Lethbridge Sport Council will allow a more effective use of space and improve the working relationship between the two groups. It will also improve their community presence and accessibility.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	2,002	218										2,220
Consultive Services	250	30										280
Equip. & Furnishings		30										30
Other	20	50										70
	<u>2,272</u>	<u>328</u>										<u>2,600</u>
<b>Total Costs</b>	<b>2,272</b>	<b>328</b>										<b>2,600</b>
<b>Funding</b>												
Grant - RInC	500											500
Operating Budget Existing	672											672
Reserve - MCPR	1,100											1,100
Reserve - Operating		328										328
	<u>2,272</u>	<u>328</u>										<u>2,600</u>
<b>Total Funding</b>	<b>2,272</b>	<b>328</b>										<b>2,600</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		26	63	66	68	72	74	77	79	83	86	

**Comments**



Major Program: **Previously Approved Projects**Project Title: **Public Operations Building**Dept - Project #: **162**Start Year: **2008**End Year: **2011**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>The Public Operation site is located immediately north of the Crownsnest Trail and south of 5th Ave N. The site is optimally located for efficient delivery of services. Major buildings on the site include: the Fleet (vehicle repair and storage) facility, Public Ops/Electrical Ops/Stores building, Parks and Transportation building, Facility Services/ERC, and the Transit Garage and Repair facility. 450 to 650 employees (35 to 50% of all City staff) work at the site.</p> <p>The preferred option for site redevelopment includes;</p> <ul style="list-style-type: none"> <li>• Construction of a new 8,160sq. m. Fleet Building (\$17.8M)</li> <li>• Renovation of the Public Ops. building (\$6.3M)</li> <li>• Purchasing of six modular buildings to house staff during construction (\$725,000)</li> <li>• Construction of a new parking lot, relocation of the police impound, and roadway modifications</li> <li>• Demolition of the existing Fleet and Parks and Transportation buildings</li> </ul> <p>The project will extend the service life of the public operations site 25 to 50 years.</p> <p>This is a combination of the 2008-2017 CIP projects D - 22 and a portion of F - 19 which are both related to the redevelopment of the Public Operations site.</p>	<p>The following summarizes the problems with this site:</p> <ul style="list-style-type: none"> <li>• The Fleet and Parks and Transportation building are in poor condition</li> <li>• The Fleet building is partially located on a closed land fill; an extraction system removes methane gas that seeps in. Consolidation of the land fill is causing significant structural damage</li> <li>• Buildings are poorly ventilated</li> <li>• Enclosed vehicle storage space is limited and inadequate</li> <li>• Storage space is limited and inadequate</li> <li>• Office, work shops, and storage areas scattered throughout the site creates inefficient operations</li> <li>• Traffic patterns are extremely dangerous</li> <li>• The Police impound is not a complementary activity for the site</li> </ul> <p>The following are the benefits of implementing the site Master Plan:</p> <ul style="list-style-type: none"> <li>• New facilities increase operational efficiencies</li> <li>• Construction of a new Public Ops. building is deferred for 10 to 15 years</li> <li>• Roadway modifications provide safer traffic patterns</li> <li>• The modular buildings become an ongoing corporate asset</li> </ul>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Construction	29,373	1,520										30,893
Consultive Services	2,514	145										2,659
Equip. & Furnishings	2,381	145										2,526
Landscaping	751											751
Other	846											846
	35,865	1,810										37,675
<b>Total Costs</b>	<b>35,865</b>	<b>1,810</b>										<b>37,675</b>
<b>Funding</b>												
Capital Consolidation	213											213
External Borrowing	13,442	980										14,422
Grant - AMIP	976	2										978
Grant - Federal Gas Tax Fund (NDCC)	1,518											1,518
Grant - MSI	10,444	490										10,934
Reserve - MRSR	9,272	338										9,610
	35,865	1,810										37,675
<b>Total Funding</b>	<b>35,865</b>	<b>1,810</b>										<b>37,675</b>
Estimated Debt Charges		1,976	2,427	2,427	2,427	2,427	851	736	736	736	736	
Projected Net Operating Costs		48	141	323	339	351	367	379	394	409	422	

**Comments**

Operating Costs include both tax supported &amp; utility supported operations.







Major Program: **Previously Approved Projects****AMENDED 2011-20  
Operating Budget**Project Title: **Access-A-Ride Fleet Replacement**Dept - Project #: **260**Start Year: **2011**End Year: **2018**Capital Improvement Program  
2011 to 2020**Description & Location**

The replacement vehicles for the Access-A-Ride service will be fully accessible for all customers, those with mobility needs and those more ambulatory. As a result, there will be 5 or 6 wheelchair positions, with flexible seating to accommodate up to 13 ambulatory passengers. The fleet replacement plan will ensure that reliable vehicles will be available to provide quality service to our customers.

The fleet replacement plan is as follows:

2012 - 3 vehicles  
2013 - 1 vehicle  
2014 - 1 vehicle  
2015 - 2 vehicles  
2016 - 4 vehicles  
2017 - 2 vehicles  
2018 - 3 vehicles

There are no vehicles scheduled for replacement in either 2019 or 2020.

**Purpose & Justification**

In 2007, the City of Lethbridge purchased the fleet of vehicles owned by Lethbridge Handi-Bus Association, when the City assumed operating authority for para-transit services.

The fleet is comprised of a series of vans and small buses, all equipped with wheelchair lifts to accommodate customers with special needs. LA Transit has conducted a life cycle analysis of the fleet and have prepared a long term fleet replacement plan.

Para-transit vehicles, unlike large transit vehicles, have a useful life of approximately 7 years. At that point, the vehicles will have accumulated 350,000 to 400,000 kilometres.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Other	96		660	220	250	222	457	250	407			2,562
	96		660	220	250	222	457	250	407			2,562
<b>Total Costs</b>	<b>96</b>		<b>660</b>	<b>220</b>	<b>250</b>	<b>222</b>	<b>457</b>	<b>250</b>	<b>407</b>			<b>2,562</b>
<b>Funding</b>												
Grant - Federal Gas Tax Fund (NDCC)	96		218	73	83	222	457	250	407			1,805
Grant - GreenTRIP			442	147	168							757
	96		660	220	250	222	457	250	407			2,562
<b>Total Funding</b>	<b>96</b>		<b>660</b>	<b>220</b>	<b>250</b>	<b>222</b>	<b>457</b>	<b>250</b>	<b>407</b>			<b>2,562</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

This project will be included in the operating budget beginning in 2012 with funding from the Federal Gas Tax Fund (NDCC) and GreenTRIP grants. Subsequent to the 2011-2020 CIP approval, this project was revised in accordance with the approved 2012-2014 operating budget.

Major Program: **Previously Approved Projects****AMENDED 2011-20**  
**Operating Budget**Project Title: **Transit Fleet Replacement**Dept - Project #: **235**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020**Description & Location**

This program will replace transit buses, which have met or exceeded their useful life, with accessible environmentally friendly vehicles that meet up-to-date emission standards. The new vehicles will incorporate upgraded customer amenities, such as more comfortable seating, improved accommodations for wheelchairs, and climate controls (air conditioning).

The transit fleet replacement program is as follows:

2011 - 5 vehicles  
2013 - 5 vehicles  
2014 - 1 vehicle  
2015 - 2 vehicles  
2018 - 5 vehicles  
2020 - 2 vehicles

**Purpose & Justification**

LA Transit has completed an extensive asset management review of its conventional transit fleet. As a result of the review, it has been determined that transit buses should be replaced after 19 years in service, and/or after they have accumulated 1.2 million kilometers in service.

The buses requiring replacement are at the end of their useful life (19 years, 1.2 million kilometres), and are expensive to continue to maintain. They also emit significantly more harmful emissions than new buses, built to current environmental standards. The new replacement vehicles are fully accessible for all customers, allowing LA Transit to continue to offer accessible buses on all of its scheduled routes. In addition, these buses are more attractive to customers, and the vehicles are far more environmentally friendly, as they meet current vehicle emission standards.

In addition, the smaller community buses purchased in 2004 and 2005 are approaching the end of their useful life (8 years of service or 450,000 kilometres). As these vehicles have not proven to be successful, particularly with Transit customers, they will be replaced with conventional 12.0 metre (40-foot) buses.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Other		3,350		3,350	750	1,125			3,120		1,337	13,032
		3,350		3,350	750	1,125			3,120		1,337	13,032
<b>Total Costs</b>		<b>3,350</b>		<b>3,350</b>	<b>750</b>	<b>1,125</b>			<b>3,120</b>		<b>1,337</b>	<b>13,032</b>
<b>Funding</b>												
Grant - Federal Gas Tax Fund (NDCC)		1,087		1,106	750	1,125			3,120		1,337	8,525
Grant - GreenTRIP		2,208		2,245								4,452
Insurance proceeds		55										55
		3,350		3,350	750	1,125			3,120		1,337	13,032
<b>Total Funding</b>		<b>3,350</b>		<b>3,350</b>	<b>750</b>	<b>1,125</b>			<b>3,120</b>		<b>1,337</b>	<b>13,032</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

This project will be included in the operating budget beginning in 2012 with funding from the Federal Gas Tax Fund (NDCC) and GreenTRIP grants. Subsequent to the 2011-2020 CIP approval, this project was revised in accordance with the approved 2012-2014 operating budget.

Major Program: **Previously Approved Projects**Project Title: **ENMAX Centre**Dept - Project #: **117**Start Year: **2008**End Year: **2011**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>To broaden Lethbridge's entertainment experience and increase financial benefits to the community's economy.</p> <p>Provide significantly better customer service with:</p> <ul style="list-style-type: none"> <li>• More and better luxury suites</li> <li>• Improved vehicle access/egress and parking</li> <li>• Increased concourse and lobby space</li> <li>• Improved handicapped access, seating and washrooms</li> <li>• Enhanced food and beverage services</li> <li>• New lounge and banquet spaces</li> <li>• Improved washrooms</li> <li>• Enhanced dressing room and training facilities</li> </ul>	<p>The ENMAX Centre is the premier provider of entertainment in Lethbridge and southern Alberta, the home of the Lethbridge Hurricanes, and is used extensively for a variety of major spectator events including concerts, bull riding, arenacross and many community events.</p> <p>The ENMAX Centre was built in 1974 and while it has served the City well over the past 33 years, it requires upgrading and expansion to meet the expectations and changing needs of its customers and industry best practices.</p> <p>Remaining viable in this diverse market means having the capacity to broaden the range of experiences and services for existing patrons, and to increase the overall attendance by offering a greater variety and number of events.</p> <p>The facility now requires a major renovation and expansion to create this capacity and thus remain viable for the next 25 – 30 years.</p>

**All amounts below are in thousands of dollars**

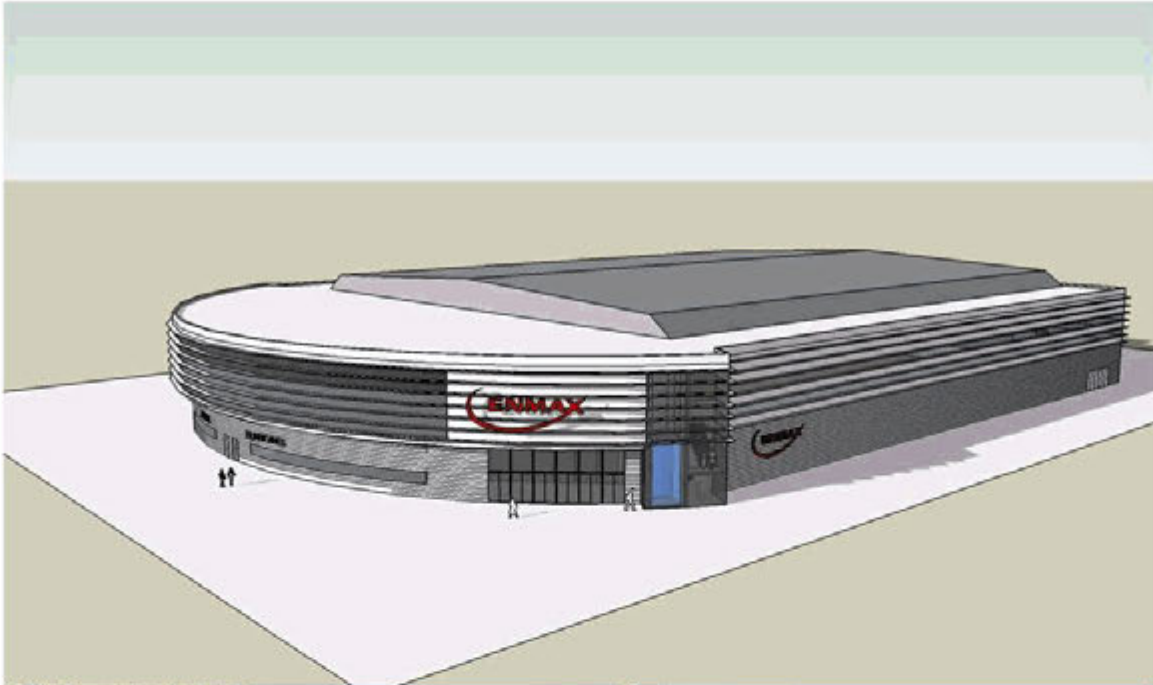
	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	19,123	8,926										28,049
Consultive Services	2,247	222										2,469
	<u>21,370</u>	<u>9,148</u>										<u>30,518</u>
<b>Costs - Non-Shareable</b>												
Construction		257										257
Equip. & Furnishings		2,947										2,947
		<u>3,204</u>										<u>3,204</u>
<b>Total Costs</b>	<b>21,370</b>	<b>12,352</b>										<b>33,722</b>
<b>Funding</b>												
Grant - Major Community Facilities	3,683											3,683
Grant - MSI	10,039	7,756										17,795
Internal Borrowing	5,392	2,508										7,900
Operating Budget	2,256	2,088										4,344
	<u>21,370</u>	<u>12,352</u>										<u>33,722</u>
<b>Total Funding</b>	<b>21,370</b>	<b>12,352</b>										<b>33,722</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

Debt payments financed through increased ticket surcharge, suite fees, and ENMAX naming sponsorship.





Major Program: **New Sustaining Projects**Project Title: **Cemetery Services Master Plan & New Cemetery Site**Dept - Project #: **228**Start Year: **2010**End Year: **2012**
**CITY OF**  
*Lethbridge*

 Capital Improvement Program  
 2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>There are 2 major components to this project. The first component is a cemetery master plan proposed for completion August 2010, with 3 key outcomes:</p> <ol style="list-style-type: none"> <li>1. Development of a business model for Cemetery Services</li> <li>2. Analysis of the spatial requirements and the needs of the community</li> <li>3. A site specific comprehensive report and conceptual maps showing current and proposed land use of existing and proposed new cemetery sites based on the above analysis. This will include a capital analysis for development of the proposed site for interment use as early as mid 2012.</li> </ol> <p>The second component consists of the detailed design and the development of the first phase (that will provide approximately 20 years of capacity) of the new site.</p>	<p>Cemetery Services provides essential interment and memorialization options for the community and provides a component in the preservation of our history. Given the projected growth in the community and the increased number of deaths, the need for cemetery space will also increase. An independent study by Lees and Associates (2006) has identified the need for the of the acquisition and development of a new cemetery site. As well, the sustainability and future cost recovery of the business unit are key emerging issues. Today, it is estimated that Mountain View Cemetery, the primary cemetery in our community, has 3-5 years supply of full casket plots in its current layout. Landscaping the cemetery needs to occur at least 2 years prior to opening to allow the cemetery to mature into a parklike setting.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	700	2,000	500									3,200
Consultive Services	400											400
Property Acquisition	212											212
	1,312	2,000	500									3,812
<b>Total Costs</b>	<b>1,312</b>	<b>2,000</b>	<b>500</b>									<b>3,812</b>
<b>Funding</b>												
Grant - MSI	1,100	2,000	500									3,600
Reserve - Cemetery	212											212
	1,312	2,000	500									3,812
<b>Total Funding</b>	<b>1,312</b>	<b>2,000</b>	<b>500</b>									<b>3,812</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



Major Program: **New Sustaining Projects**Project Title: **Aquatics Master Plan**Dept - Project #: **241**Start Year: **2011**End Year: **2011**Capital Improvement Program  
2011 to 2020**Description & Location**

This document would assess both City owned facilities and other major aquatic facilities within the City of Lethbridge to obtain a complete overview of existing infrastructure and provide information to guide the next 20+ years of development.

The Plan will assess and review the following:

- The functionality of each facility as it relates to community requirements, technological advancements and mechanical improvements including upgrades.
- The programming needs of the community taking in consideration demographics, price point affordability, trends in sport enrollment and comparisons to community standards in comparative markets.
- A full facility audit of the Aquatic facilities to identify the current state of repair, the expected lifespan of existing components, the replacement timeline for individual facilities and budget implications for upgrades or replacement.
- This document would address current capacity in the City based on pool availability and the impact on the users of those pools to mechanical failures or complete loss.

**Purpose & Justification**

The aging infrastructure of the aquatics buildings in the City requires a long range plan which allows the Recreation and Culture Business Unit to:

- Be fully prepared for participation in future Budget Cycles, Growth & Investment Strategies, CIP's, Lifecycle expenditures, and Community initiatives.
- Provide the information required to anticipate and respond to changing community needs reflective in shifting demographics, income levels and emerging trends.
- Evaluate the levels of service provided to the community reflecting the number of program hours provided, building amenities, public programs and the operating model required to function most effectively and economically.
- Respond to funding and grant programs as they become available.
- Manage operating impacts of unplanned maintenance issues.
- Assess the cost of continued operation and maintenance of existing facilities versus the retrofitting or replacement costs in the long term.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services		75										75
		75										75
Total Costs		<b>75</b>										<b>75</b>
<b>Funding</b>												
Reserve - Operating		75										75
		75										75
Total Funding		<b>75</b>										<b>75</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

Major Program: **New Sustaining Projects**Project Title: **Arena Master Plan**Dept - Project #: **240**Start Year: **2011**End Year: **2011**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This document would assess City owned arenas to obtain a complete overview of existing infrastructure and provide information to guide the next 20+ years of development.</p> <p>The Plan will assess and review the following:</p> <ul style="list-style-type: none"> <li>• The functionality of each facility as it relates to community requirements, technological advancements and mechanical improvements including upgrades.</li> <li>• The programming needs of the community taking in consideration demographics, price point affordability, trends in sport enrollment and comparisons to community standards in comparative markets.</li> <li>• A full facility audit of the Arena facilities to identify the current state of repair, the expected lifespan of existing components, the replacement timeline for individual facilities and budget implications for upgrades or replacement.</li> </ul> <p>This document would address current capacity in the City based on ice surfaces available and the impact on the users of those surfaces due to mechanical failures or complete loss.</p>	<p>The aging infrastructure of the arena buildings in the City requires a long range plan which allows the Recreation and Culture Business Unit to:</p> <ul style="list-style-type: none"> <li>• be fully prepared for participation in future Budget Cycles, Growth &amp; Investment Strategies, CIP's, Lifecycle expenditures, and Community initiatives.</li> <li>• provide the information required to anticipate and respond to changing community needs reflective in shifting demographics, income levels and emerging trends.</li> <li>• evaluate the levels of service provided to the community reflecting the number of program hours provided, building amenities, public programs and the operating model required to function most effectively and economically.</li> <li>• respond to funding and grant programs as they become available.</li> <li>• manage operating impacts of unplanned maintenance issues.</li> <li>• assess the cost of continued operation and maintenance of existing facilities versus the retrofitting or replacement costs in the long term.</li> </ul>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services		75										75
		75										75
Total Costs		<b>75</b>										<b>75</b>
<b>Funding</b>												
Reserve - Operating		75										75
		75										75
Total Funding		<b>75</b>										<b>75</b>
Estimated Debt Charges												
Projected Net Operating Costs												

**Comments**



Major Program: **New Sustaining Projects**

Project Title: **Curling Master Plan**

Dept - Project #: **265**

Start Year: **2011**

End Year: **2011**



Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>The intent of this project is to hire a professional consultant to assist the Curling Club and the City in developing a Curling Master Plan which would include a spatial needs analysis, conceptual plans for space usage now and into the future, operations and program plan, business plan and site selection for future a facility.</p>	<p>The Civic Ice Centre which facilitates both a skating rink and curling rink is 62 years old. Presently the curling rink is not able to meet the Curling Club's functional requirements such as parking, lounge, food and beverage, spectator viewing, washrooms, change rooms and the ability to allow the curling program to grow with the addition of more ice sheets. In addition, the overall condition of the curling rink requires major lifecycle work to remain operational. In addition, 6th Avenue may be required for right-of-way expansion within the next 25 years which will further complicate parking and accessibility to the facility front entrance.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services		125										125
		125										125
Total Costs		<b>125</b>										<b>125</b>
<b>Funding</b>												
PAYG - Community		125										125
		125										125
Total Funding		<b>125</b>										<b>125</b>

Estimated Debt Charges  
Projected Net Operating Costs

<b>Comments</b>

Major Program: **New Sustaining Projects**Project Title: **Fire Master Plan Update**Dept - Project #: **229**Start Year: **2011**End Year: **2011**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Complete an analysis of Levels of Service in new and planned urban development and identify potential sites for future Fire Stations.</p> <p>The Plan will consider the effect of changing risk profiles in the community due to:</p> <ol style="list-style-type: none"> <li>1. Large scale commercial development - "Big Box" stores</li> <li>2. Long-term care facilities with high life risk</li> <li>3. Escalating vehicle traffic</li> <li>4. Residential growth along the urban fringe</li> <li>5. New Legislative requirements</li> </ol>	<p>The purpose of this project is to complete the planning and scoping of the future capital investments necessary to maintain the current levels of fire and rescue services, in response to growth and development pressures in South, North, and West Lethbridge.</p> <p>No.3 Fire Station is 47 years old and is in poor condition. This Station will require significant upgrading to meet the functional requirements and relocation may be necessary to maintain response times in this area.</p> <p>Commercial and industrial buildings are increasing in North and South Lethbridge. These buildings have a higher risk profile. Residential development continues to expand the footprint of the city along the north, south and western fringes of Lethbridge impacting response times in these areas.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services		120										120
		120										120
<b>Total Costs</b>		<b>120</b>										<b>120</b>
<b>Funding</b>												
Reserve - Operating		120										120
		120										120
<b>Total Funding</b>		<b>120</b>										<b>120</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

Major Program: **New Sustaining Projects**

Project Title: **Office Space Master Plan**

Dept - Project #: **238**

Start Year: **2011**

End Year: **2011**



Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>City staff office and work space is over capacity. In order to maintain the current service levels, a study and plan is required to ensure that office space needs for the next 25 years are predicted and planned. The Plan will identify projects that meet space needs for the short, medium and long term.</p>	<p>City facilities are over capacity in staff, office, and work space. For example, City Hall was originally designed to hold 197 staff. It currently houses 275.</p> <p>A comprehensive review of population growth, and matching staff levels accordingly, will identify staff requirements into the future. This will allow for short, medium, and long term space planning to ensure that appropriate office space is prepared and available when needed.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services		100										100
		100										100
Total Costs		<b>100</b>										<b>100</b>
<b>Funding</b>												
PAYG - Community		100										100
		100										100
Total Funding		<b>100</b>										<b>100</b>

Estimated Debt Charges  
Projected Net Operating Costs

<b>Comments</b>

Major Program: **New Sustaining Projects**

Project Title: **Recreation and Culture Master Plan Update**

Dept - Project #: **273**

Start Year: **2012**

End Year: **2012**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The update to the Recreation and Culture Master Plan will reconfirm community needs and the state of facilities.</p> <p>The current Recreation and Cultural Facilities Master Plan was completed in April 2007. It was built on an understanding of:</p> <ul style="list-style-type: none"> <li>• Stakeholder, partner and citizen needs</li> <li>• An inventory and assessment of current and planned recreation facilities in the City and surrounding areas</li> <li>• Trends and issues that will impact recreation facilities over the long term</li> <li>• The financial feasibility and sustainability of the proposed recommendations</li> </ul>	<p>To update the 2007 Facility Master Plan for recreation and cultural facilities that involves an assessment of current facilities and identifies triggers for new facility development, aligning funding availability and facility initiatives with priorities and community needs.</p> <p>This plan will involve corporate and community partners, stakeholders and citizens to ensure that Lethbridge's public recreation and cultural facilities continue to meet community needs. Both City owned and operated facilities and facilities with a partnership relationship with the City will be addressed in this project.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services			100									100
			100									100
Total Costs			<b>100</b>									<b>100</b>
<b>Funding</b>												
Reserve - Operating			100									100
			100									100
Total Funding			<b>100</b>									<b>100</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



Major Program: **New Sustaining Projects**Project Title: **Helen Schuler Nature Centre Expansion and Renovation**Dept - Project #: **231**Start Year: **2011**End Year: **2012**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>The project consists of a renovation and approximately 370 sq. m. expansion of the existing Helen Schuler Nature Centre.</p> <p>The project will provide:</p> <ul style="list-style-type: none"> <li>• a new, fully accessible entrance, lobby area dedicated to volunteer and supporter recognition</li> <li>• additional indoor community meeting space to better meet the functional needs of user groups</li> <li>• gallery space to double the current exhibition space</li> <li>• provide additional meeting and programming rooms for community groups</li> <li>• a fully accessible green roof</li> <li>• enlarged office and storage space</li> <li>• enhanced washroom facilities</li> <li>• upgrades to the building envelope, mechanical and electrical systems</li> </ul> <p>The resulting renovation and expansion will target LEED Gold certification. The building will be used as a teaching tool: interpreting the sustainable building practices and principles it models and demonstrates.</p>	<p>The Nature Centre is one of the top 5 most frequently used facilities (Recreation and Cultural Facilities Master Plan) but the existing building does not functionally allow for effective delivery of programs and services. The facility has received limited investment since it was built in 1984 and is in poor condition. The facility condition will become critical within a 5 year timeframe without significant investment.</p> <p>Additional space will improve working conditions for staff and volunteers, meet increasing public demand, and allow future programming opportunities. The expansion will modernize the facility, enhance services, improve accessibility and demonstrate sustainable building practices. Larger tours and multiple user groups will be accommodated. Gallery space will support future growth of the cultural sector, foster and strengthen new audiences and provide much needed space to display travelling science or technology based exhibits. Improved office and storage will allow student internship programs to be developed.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		840	2,640									3,480
Consultive Services		525	74									599
Equip. & Furnishings			146									146
Other		230	17									247
		1,595	2,877									4,472
<b>Total Costs</b>		<b>1,595</b>	<b>2,877</b>									<b>4,472</b>
<b>Funding</b>												
Grant - Federal Gas Tax Fund (NDCC)			400									400
Operating Budget Existing		1,000										1,000
Reserve - Operating		595	405									1,000
Reserve - Urban Parks			972									972
Subdivision Surplus			1,100									1,100
		1,595	2,877									4,472
<b>Total Funding</b>		<b>1,595</b>	<b>2,877</b>									<b>4,472</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		8	2	27	67	66	68	70	74	76	78	

**Comments**



Major Program: **New Sustaining Projects**  
 Project Title: **Nicholas Sheran Playground**  
 Dept - Project #: **266**  
 Start Year: **2012**



Capital Improvement Program  
 2011 to 2020

End Year: **2012**

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The 31 years old Playground in Nicholas Sheran park was constructed in 1979 and is ranked highest on the most urgent to replace. The existing structure falls short of meeting current safety standards, provides limited play value and has limited appeal to children. Because this playground is located in a regional park the size and cost of replacement exceeds the resources allocated in the playground replacement program.</p> <p>This initiative is for replacing the existing structure with one more conducive to use with a structure sized appropriately for a Regional Park.</p>	<p>As the most urgent playground in need of replacement in the inventory and the obvious shortcomings in meeting the standards for a Regional Park playground it is critical that this playground be replaced. The current structure is far deficient in complying with current safety standards and leaves children who play here at risk of injury.</p> <p>This initiative will help the park achieve the function and intent of a Regional Park and contribute to the achievement of the Nicholas Park Redevelopment Master Plan. While improving the function of Nicholas Sheran Park, it will also help to relieve the crowding of the playground in Henderson Lake Park.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		240										240
Consultive Services		10										10
Equip. & Furnishings		250										250
		500										500
<b>Costs - Non-Shareable</b>												
Landscaping		25										25
		25										25
<b>Total Costs</b>		<b>525</b>										<b>525</b>
<b>Funding</b>												
Community Groups		40										40
Reserve - Urban Parks		485										485
		525										525
<b>Total Funding</b>		<b>525</b>										<b>525</b>

Estimated Debt Charges  
 Projected Net Operating Costs

**Comments**

## Nicholas Sheran Park Playground



Broken Section



Decayed Lumber





Major Program: **New Sustaining Projects**Project Title: **Mountain Bike Park**Dept - Project #: **268**Start Year: **2011**End Year: **2011**Capital Improvement Program  
2011 to 2020**Description & Location**

The creation of a new mountain bike park was proposed to the City in 2007 by the Lethbridge Area Cycling Association (LACC). The site and Plan has been approved by City Council in 2008. A Development Permit and approvals are in place for construction. The approval for this project was given based on the LACC fully funding this public facility through grants which have since been denied. The approved location of the facility is in Botterill Bottom Park on the east side of the river between Whoop Up Drive and the city maintenance compound. The design of the park is complete for a facility which will meet the needs of this developing sport. The completed facility will be open to the public and designed to provide an opportunity for recreation and exercise for all users as well as skill development for active enthusiasts.

**Purpose & Justification**

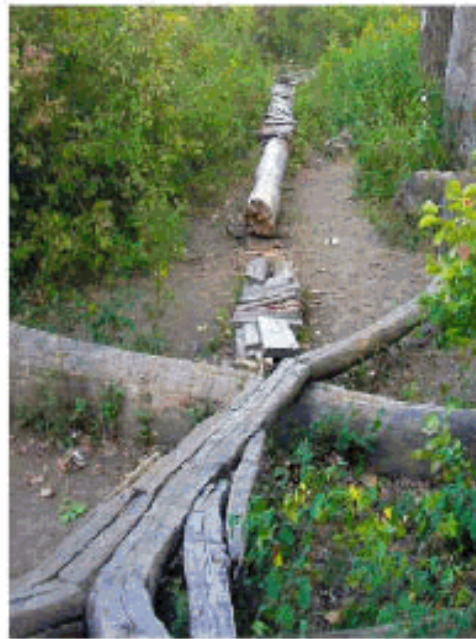
The Parks Master Plan makes the recommendation to develop park amenities for leisure activities which not only meet current needs but will meet growing recreational trends. This project initiated by the Lethbridge Area Cycling Association meets the needs of the developing mountain bike sport. The facility will provide a safe environment for enthusiasts to participate because of the design and maintenance of the features. The Mountain Bike Park will contribute to the preservation of the river valley by decreasing or eliminating the construction of jumps and ramps in remote areas. The lack of disturbance in the natural area parks will preserve these areas for wildlife habitat and recreation for future generations. The design of the facility will be innovative to the point of acting as a draw for mountain bike enthusiast from outside the city and will meet requirements for organized competitive events. This type of recreational facility is becoming common in other municipalities as the sport becomes more main stream and popular.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		150										150
Consultive Services		15										15
Equip. & Furnishings		20										20
		185										185
Total Costs		<b>185</b>										<b>185</b>
<b>Funding</b>												
Operating Budget		185										185
		185										185
Total Funding		<b>185</b>										<b>185</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	2	2	2	2	3	3	3	3	3	3

**Comments**

Existing Situation in Natural Areas



Designed for Safety and Function



Major Program: **New Sustaining Projects**Project Title: **Parks Asset Management**Dept - Project #: **267**Start Year: **2011**End Year: **2016**Capital Improvement Program  
2011 to 2020**Description & Location**

The asset management program for Parks is aligned with the principle of the City budget process which states the care of current assets or infrastructure takes a higher priority than building new assets or infrastructure.

Combined with best practice in maintenance the asset management program uses condition ratings as 'trigger points' for lifecycle replacement. This program is based on the principles defined by the Cooperate Asset Management program and followed by Transportation, Fleet Management and other departments. With the past extended absence of formal management of the Parks Business Unit a significant backlog in lifecycle has emerged. The condition of much of the inventory has past the point of being functional or safe.

A large number of parks assets are not capital items and as a stand alone item do not merit a formal program of asset management. This program deals with much of the inventory as a collective which represents significant investment which does need treatment within a program. The replacement value of the assets included in this program is \$57,080,000.

The intent of this program is to catch up on the backlog of deteriorated infrastructure so the process of keeping current with acceptable standards can be followed.

**Purpose & Justification**

The residents of Lethbridge place a high value on parks. The development of an asset management program follows industry best practice across North America. The intent of the asset management program is to preserve the design function of a park and maintain an inviting and satisfying experience for park users.

This program is not based on rule of thumb percentage formulas or depreciation curves used to calculate lifecycle requirements. It is based on condition assessments, industry wide best practice and public expectation. The program is not intended to keep inventory in a new condition, or at the highest standard, but is intended to meet public expectations for safety, unencumbered function and cost effectiveness.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		30										30
Consultive Services		10										10
Equip. & Furnishings		1,360	1,400	1,400	1,994	1,993	1,993					10,140
		1,400	1,400	1,400	1,994	1,993	1,993					10,180
<b>Total Costs</b>		<b>1,400</b>	<b>1,400</b>	<b>1,400</b>	<b>1,994</b>	<b>1,993</b>	<b>1,993</b>					<b>10,180</b>
<b>Funding</b>												
Grant - MSI				567	1,994	1,993	1,993					6,547
Internal Borrowing		833	833	833								2,499
PAYG - Community		567	567									1,134
		1,400	1,400	1,400	1,994	1,993	1,993					10,180
<b>Total Funding</b>		<b>1,400</b>	<b>1,400</b>	<b>1,400</b>	<b>1,994</b>	<b>1,993</b>	<b>1,993</b>					<b>10,180</b>
Estimated Debt Charges		0	83	166	249	249	249	249	249	249	249	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**



## Parks Asset Management

Park Amenities



Irrigation



Parks Drainage



Playgrounds



Pathways



Fencing





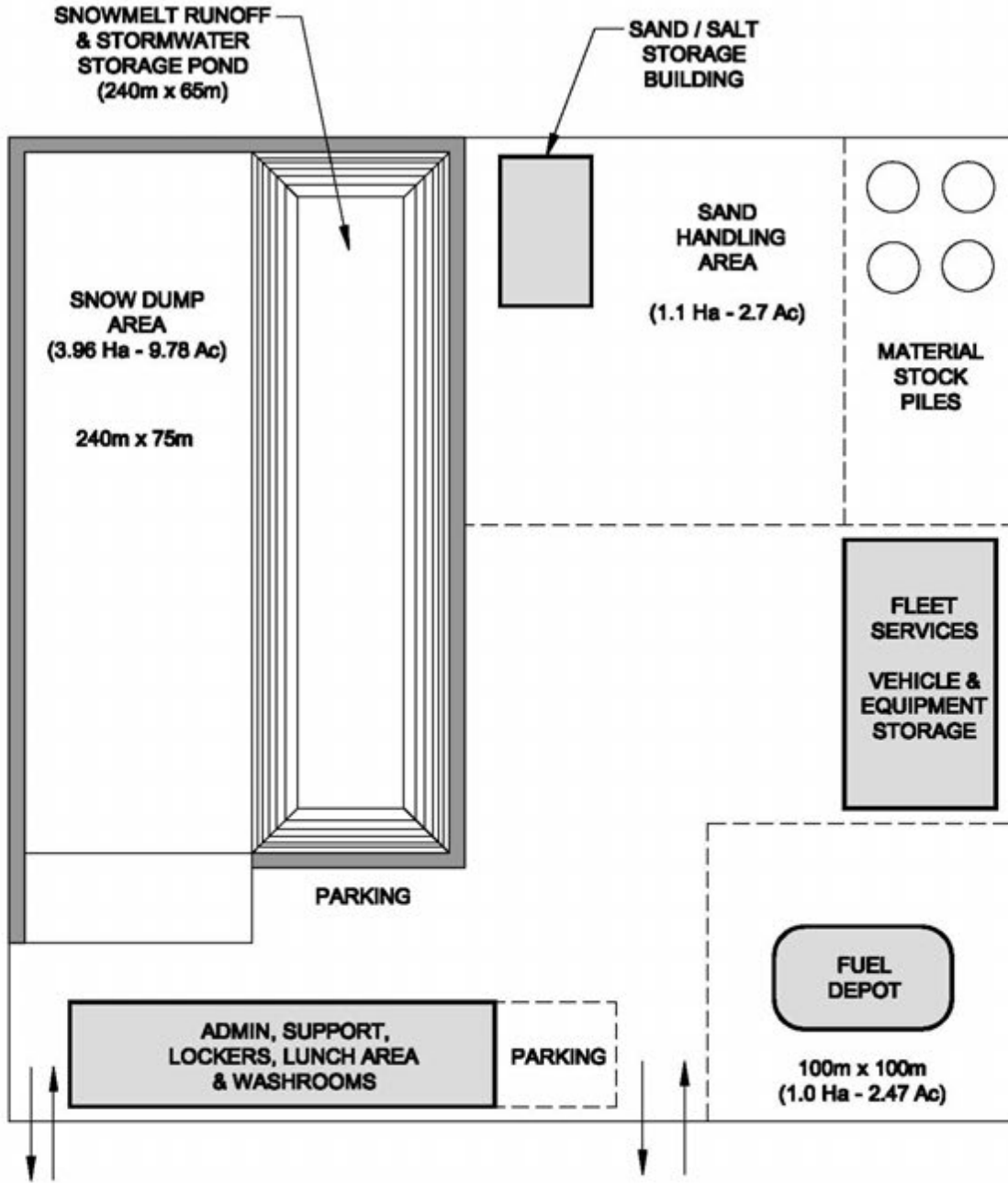
Major Program: **New Growth Projects**Project Title: **West Side Depot Site**Dept - Project #: **20**Start Year: **2011**End Year: **2016**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This project includes future Public Operations and Corporate needs in West Lethbridge. This four phase project combines the previously approved West Side Snow Site project with the construction of a West Lethbridge Operations Facility. The ultimate site will require approximately 11 hectares (Ha) of land.</p> <p>Phase 1- 2011 The first phase of the west side depot includes the first phase of the snow dump site and the small Fuel Depot. The first phase of the snow dump will require 2 Ha of land, however the ultimate snow dump will require a total of 4 Ha which should be acquired at the start of the project. The Fuel Depot requires 1 Ha for a total of 5 Ha of land.</p> <p>Phase 2- 2014 The construction of a Sand/Salt Storage Facility to service West Lethbridge is required. The Sand/Salt building will be 25m x 50 m (82' x 164') and requires a total site area of 1 Ha of land.</p> <p>Phase 3- 2017 The relocation of temporary offices and locker trailers and the construction of indoor and outdoor vehicle, equipment, and material storage for Parks Operations will also be required. This phase will require 0.5 Ha of land.</p>	<p>An operation base in west Lethbridge is required to provide efficient services in the future. These services have been supported from the facilities in east Lethbridge. West Lethbridge is now the largest population area in the City with a five year average growth rate of 6.48% which is three times the rate of the north side, and four times the rate of the south side.</p> <p>Phase 1 The existing Alberta Environment approved snow dump is located at 7th Avenue &amp; 43 Street South. Recent winters have shown that this site does not have the capacity to handle the snow from west Lethbridge. A west side snow dump will decrease snow removal operating costs by reducing haul distances; improving snow removal efficiency and increasing public safety. The west Snow Dump size will have to be doubled when the current area of west Lethbridge is built out. Diesel fuel is no longer commercially available in west Lethbridge. A Fleet Fuelling Depot is needed in west Lethbridge and is a high priority for the Fire department.</p> <p>Phase 2 The new Sand/Salt Storage Facility at Public Operations was down sized by 30% to optimise space at Public Operations. A Sand/Salt Storage Facility is needed to serve the west side.</p> <p>Phase 3 Parks Operations requires additional depot space including office, lunch, washroom, vehicle and equipment parking and material storage in west Lethbridge to accommodate growth.</p>


**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		3,301			1,000		360					4,661
Consultive Services		100			150		54					304
		<u>3,401</u>			<u>1,150</u>		<u>414</u>					<u>4,965</u>
<b>Total Costs</b>		<b>3,401</b>			<b>1,150</b>		<b>414</b>					<b>4,965</b>
<b>Funding</b>												
Capital Consolidation		2,400										2,400
Grant - MSI		1,001			1,150		414					2,565
		<u>3,401</u>			<u>1,150</u>		<u>414</u>					<u>4,965</u>
<b>Total Funding</b>		<b>3,401</b>			<b>1,150</b>		<b>414</b>					<b>4,965</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		92	96	101	150	158	165	189	198	208	219	

**Comments**



**TOTAL SITE AREA REQUIRED 10.9 Ha (26.9 Ac )**

 <p><b>CITY OF</b> <i>Lethbridge</i> INFRASTRUCTURE</p>	<p>DRAWN C.J.B.</p>
	<p>CHECKED</p>
	<p>APPROVED</p>
	<p>SCALE N.T.S.</p>
	<p>DATE MARCH 2010</p>
<p>WEST LETHBRIDGE PUBLIC OPERATIONS DEPOT CONCEPT</p>	<p>REV. DATE</p>
	<p>DWG NO</p>
	<p>1 of 1</p>
<p>FILE NAME Westside_PO_Depot_Concept1.dwg</p>	

Major Program: **New Growth Projects**Project Title: **South Side Parks Depot**Dept - Project #: **270**Start Year: **2012**End Year: **2014**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>In 1985 a new Parks depot was constructed adjacent to Henderson Stadium. The depot has since been given to a baseball association leaving Parks short of a required facility to stage operations. The inefficiencies created from staging from the north central location present challenges to maintaining the level of service especially as growth in the city continues to move southward. This project is scoped complete with Engineering and cost estimates. Arrangements for the preferred site will be negotiated.</p> <p>A site of approximately 1 hectare located on the south side of the city will include a 3000 square foot building including equipment bays and facilities for staff. The site will also include staff parking and a fenced compound for equipment and supply storage. Similar depots are located in the river valley and in Nicholas Sheran Park.</p>	<p>Parks maintenance equipment is typically slow moving and not ideally suited to long trips on the streets. This situation poses a safety concern for operators and a capacity issue to productivity. Travel times reduce the length of the work day and create limitations to efficiency. Parks maintenance is often dependant on supply which requires storage space and transportation to various sites. Parks maintenance staff currently must rely on public facilities or require other staff to pick them up to return to the depot for breaks or meetings. The replacement of the Parks depot in the south end of the city will improve operational efficiency, staff safety, and supply management logistics.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					1,016							1,016
Consultive Services			136	136								272
Equip. & Furnishings					102							102
			136	136	1,118							1,390
<b>Total Costs</b>			<b>136</b>	<b>136</b>	<b>1,118</b>							<b>1,390</b>
<b>Funding</b>												
Grant - MSI			136	136	1,118							1,390
			136	136	1,118							1,390
<b>Total Funding</b>			<b>136</b>	<b>136</b>	<b>1,118</b>							<b>1,390</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	0	15	15	16	17	18	18	

**Comments**

Parks Depot in Nicholas Sheran Park



Former Parks Depot in Henderson Lake Park





Major Program: **New Growth Projects**Project Title: **Lethbridge Regional Police Headquarters Expansion**Dept - Project #: **224**Start Year: **2013**End Year: **2015**Capital Improvement Program  
2011 to 2020

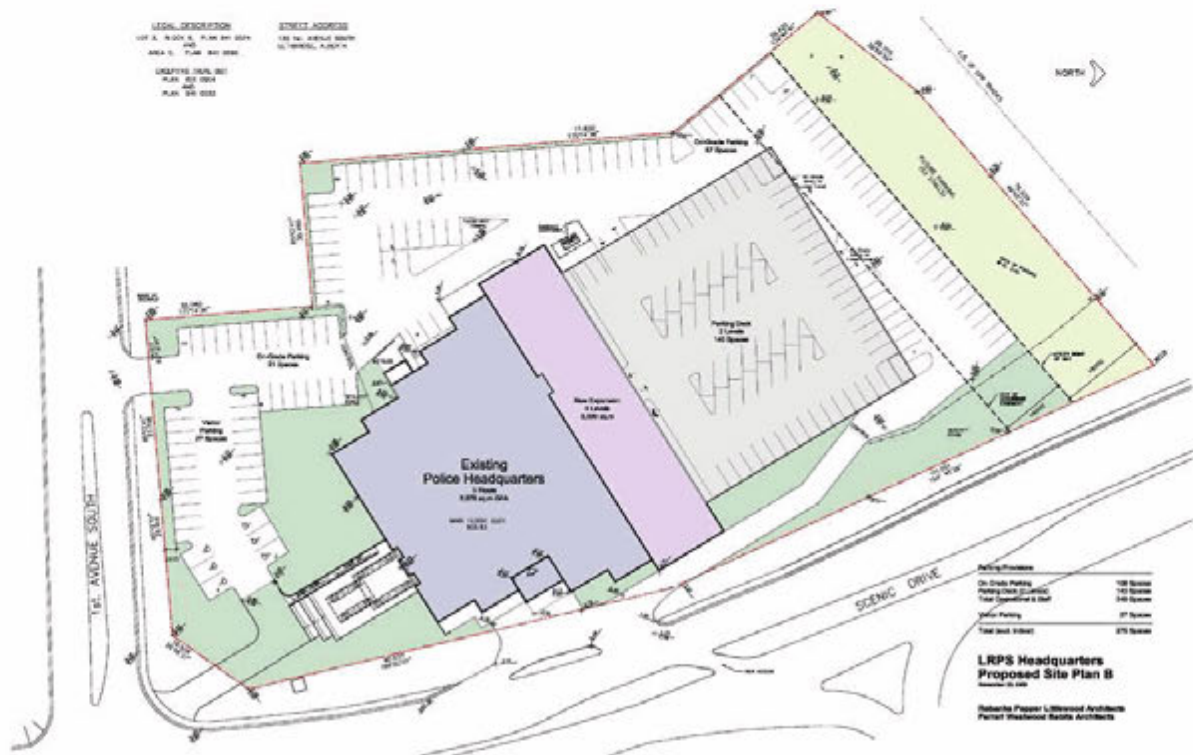
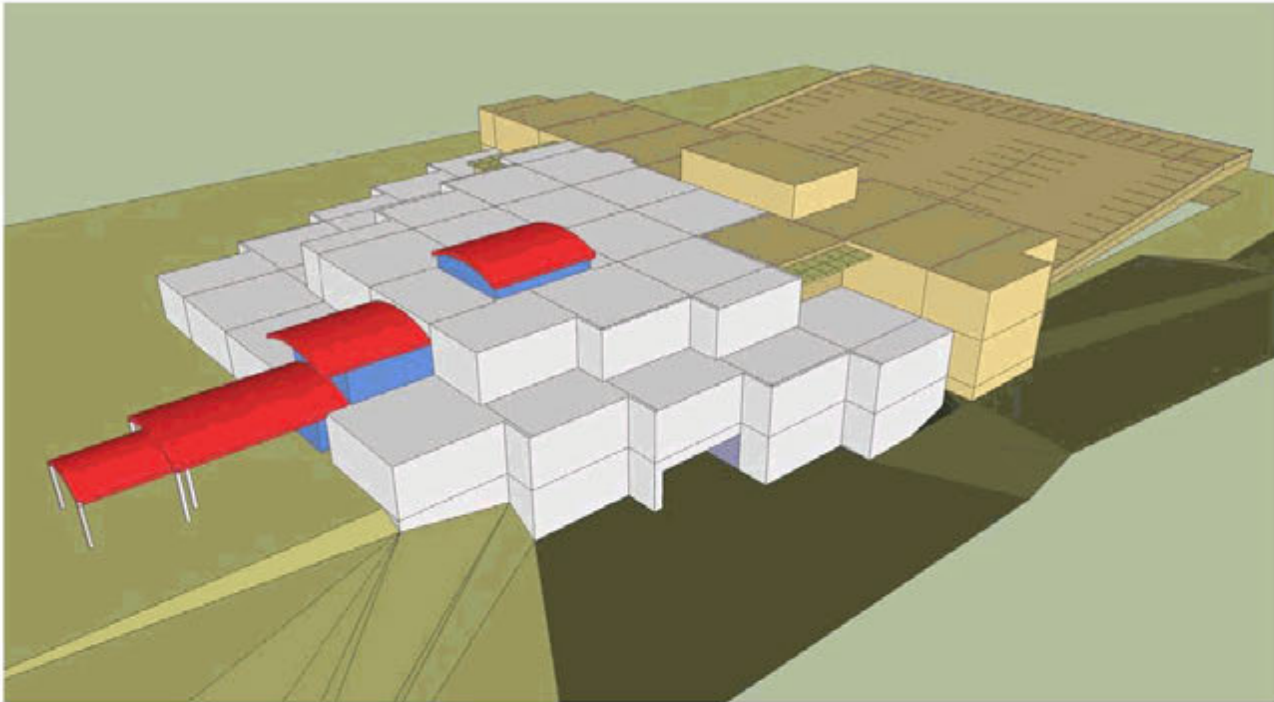
<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Option 1 for The Lethbridge Regional Police Headquarters Facility Expansion includes:</p> <ul style="list-style-type: none"> <li>• Relocation of the Public Safety Communications Centre to the new Fire Department headquarters</li> <li>• Construction of a three-level structure at the rear of the existing headquarters building and a 2-level parking structure beginning in 2013 and completion in 2015. The addition will add approximately 3,500 sq.m. of functional area, making the total building footprint of the headquarters facility approximately 9,500 sq.m. The parking structure will increase parking capacity for operational and staff vehicles from 167 spaces to approximately 248. The expansion will extend the service life of the headquarters building for approximately 25 years.</li> </ul>	<p>In 1996 the Lethbridge Regional Police Service moved to its current location at 135 1 Avenue South. The police building currently houses 243 staff as well as nearly 60 volunteers and has exceeded its design occupancy. As the populations of Lethbridge and Coaldale continue to increase, so too will the demand for police services. Expansion of the existing building is necessary to address critical space shortages and accommodate future growth.</p> <p>The Lethbridge Regional Police Service utilizes a central deployment model where all police services are dispatched from a single site. Deviating from this model would be impractical and unworkable from a policing perspective and result in a breakdown of effective communication between units as well as other inefficiencies. While alternative accommodation strategies were considered, the most feasible and economical solution is an expansion of the existing building.</p> <p>The following summarizes shortfalls with the existing site:</p> <ul style="list-style-type: none"> <li>• As a result of employee growth, changes in policing methods, technology, and provincial partnerships, the police building has reached capacity with many functions being short of space.</li> <li>• Areas that immediately require additional space are Major Crimes, Organized Crimes, shared Criminal Investigation Division areas, locker rooms and operational/staff parking.</li> <li>• There is also a shortage of meeting space, training areas and storage</li> </ul>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					11,200	9,315						20,515
Consultive Services				1,635	224	230						2,089
Equip. & Furnishings						1,725						1,725
Other				1,090	504	518						2,112
				<u>2,725</u>	<u>11,928</u>	<u>11,788</u>						<u>26,441</u>
<b>Total Costs</b>				<b>2,725</b>	<b>11,928</b>	<b>11,788</b>						<b>26,441</b>
<b>Funding</b>												
Grant - MSI						10,591						10,591
Internal Borrowing				2,725	11,928	1,197						15,850
				<u>2,725</u>	<u>11,928</u>	<u>11,788</u>						<u>26,441</u>
<b>Total Funding</b>				<b>2,725</b>	<b>11,928</b>	<b>11,788</b>						<b>26,441</b>
Estimated Debt Charges		0	0	0	271	1,460	1,579	1,579	1,579	1,579	1,579	
Projected Net Operating Costs		0	0	0	0	0	382	717	744	770	798	

**Comments**

--



Major Program: **New Growth Projects**Project Title: **Transit Facility Expansion**Dept - Project #: **233**Start Year: **2011**End Year: **2013**
**CITY OF**  
*Lethbridge*

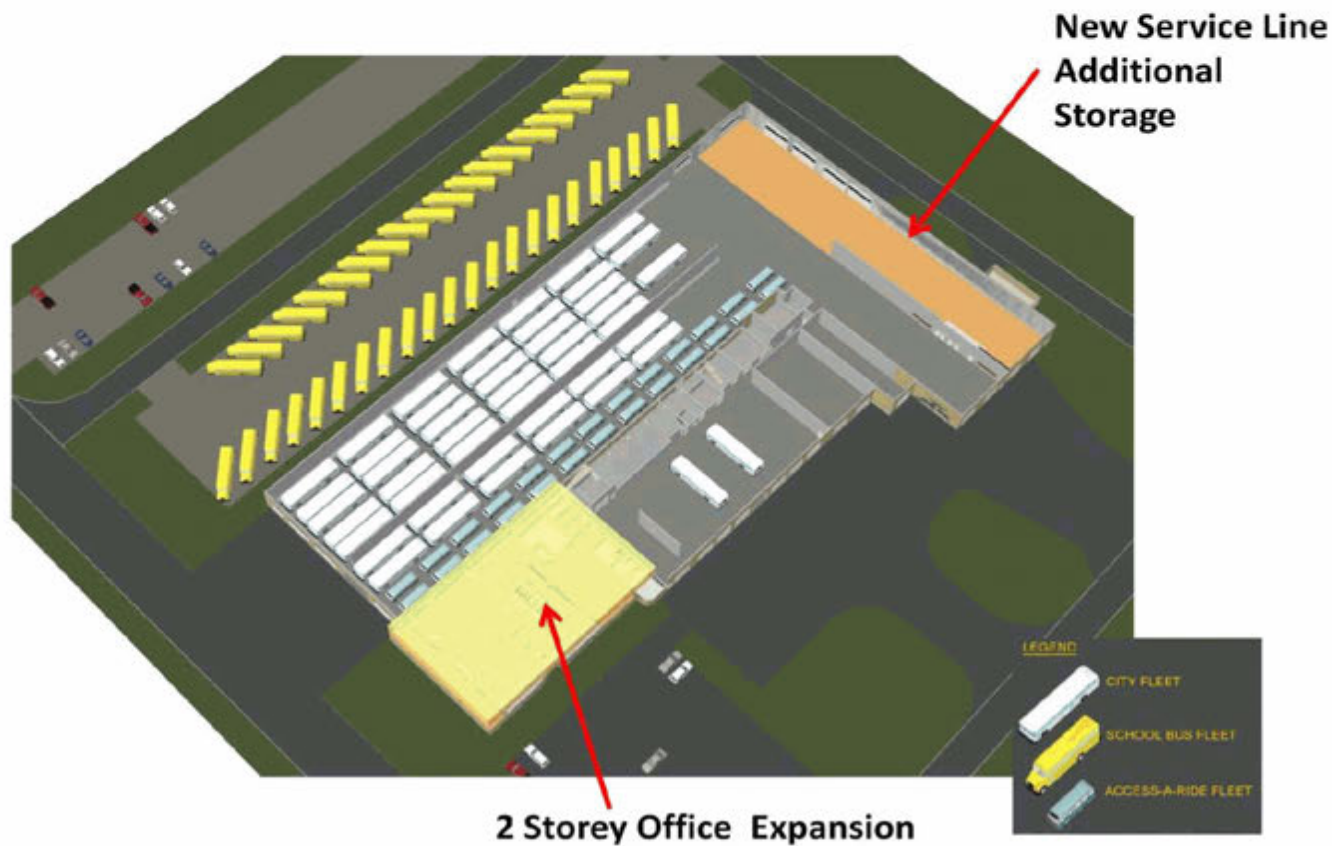
 Capital Improvement Program  
 2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>The LA Transit Facility, located at 619 4th Avenue North comprises approximately 7396 sq. m. The project consists of an addition and renovation to the existing Transit Facility.</p> <p>The Addition includes:</p> <ul style="list-style-type: none"> <li>• An extension to the north storage garage to create additional vehicle storage and a new service line with a new environmentally friendly wash facility</li> <li>• A new coin room to manage bus fares in a secure and efficient manner</li> <li>• A second storey addition over the existing office space to accommodate administration and meeting room needs</li> </ul> <p>The Renovations include:</p> <ul style="list-style-type: none"> <li>• Replacement of the existing underground fuel tanks with new above ground tanks</li> <li>• Changes to the existing service line to create additional maintenance service bays with new hoists, and scaffolding to efficiently and safely maintain new roof-mounted equipment on the newer fleet of buses</li> <li>• Renovations to the existing main floor administration area</li> </ul>	<p>The functional audit concluded that the overall layout of the building, including the mechanical work bays were functional for Transit's needs. However, the following deficiencies were noted:</p> <ul style="list-style-type: none"> <li>• The requirements for indoor vehicle storage exceed capacity</li> <li>• The service line is inefficient, and most equipment is at the end of its useful life</li> <li>• The space requirements in the administration area exceed capacity, particularly since Access-A-Ride booking and dispatching services relocated into the facility</li> <li>• There are no longer any meeting or training rooms</li> </ul>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			5,000	7,082								12,082
Consultive Services		1,000	180	180								1,360
Equip. & Furnishings			1,000	1,200								2,200
Other		520		220								740
		1,520	6,180	8,682								16,382
<b>Total Costs</b>		<b>1,520</b>	<b>6,180</b>	<b>8,682</b>								<b>16,382</b>
<b>Funding</b>												
Grant - AMIP		1,520	5,180	8,682								15,382
PAYG - Transportation			1,000									1,000
		1,520	6,180	8,682								16,382
<b>Total Funding</b>		<b>1,520</b>	<b>6,180</b>	<b>8,682</b>								<b>16,382</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	17	18	95	285	295	307	317	329	343	

**Comments**





Major Program: **Previously Approved Projects**Project Title: **North Regional Park**Dept - Project #: **156**Start Year: **2008**End Year: **2015**Capital Improvement Program  
2011 to 2020**Description & Location**

The March 2002 Hardieville/Legacy Ridge/Uplands Area Structure Plan identifies a 22 hectare site located in the north central area as the focal point for developing a new Regional Park. This park is in the planning phases of development and following an extensive public engagement process beginning in 2009. Following the completion of an Outline Plan for the area it is anticipated that construction could be completed within 3 years. This park is anticipated to be a destination park for the entire city as well as contributing to the parks system in the north side of the City. Amenities developed will be guided by public will identified in the public engagement process. The expectation is that the new park will be complimentary with other regional parks while being unique and distinctive in the parks system as a whole.

Beginning late in 2010 Parks will work with Real Estate and Land Development during the development of the Outline Plan for the community. As the grades, street network and utilities are finalized detail design of the Park can begin. The detail planning for the community and the detail design for the Park is anticipated to be complete by 2012. Park construction can be completed within three years after design and approvals are done.

**Purpose & Justification**

The purpose of a regional park is to provide opportunities and attractions that are unique in atmosphere or character which acts as a draw for the entire community while at the same time complementing the region of the city it is located in. The design of a park will provide a number of activities which will appeal to a wide variety of residents. This park will act as the focal point for the parks system in the north as well as a destination park for the entire city. The location of the park balances the distribution of regional parks in Lethbridge and will contribute to the character and appeal of the communities in the northern area of the City.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					8,625	8,625						17,250
Consultive Services		1,000										1,000
		1,000			8,625	8,625						18,250
<b>Costs - Non-Shareable</b>												
Construction	1,910											1,910
	1,910											1,910
<b>Total Costs</b>	<b>1,910</b>	<b>1,000</b>			<b>8,625</b>	<b>8,625</b>						<b>20,160</b>
<b>Funding</b>												
Grant - MSI					6,225	4,025						10,250
PAYG - Community	1,910	1,000			2,400	4,600						9,910
	1,910	1,000			8,625	8,625						20,160
<b>Total Funding</b>	<b>1,910</b>	<b>1,000</b>			<b>8,625</b>	<b>8,625</b>						<b>20,160</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	0	0	165	173	182	161	201	

**Comments**

Discovery Play



Sledding



Natural Stream



Picnic Areas



Skating



Amphitheatre



Sport Courts



Concession



Spray Pad



Central Reflecting Pond



## Public Engagement: Preferred Recreational Possibilities

- Natural Stream
- Reflecting Pool Plaza
- Outdoor Fitness
- Cafe/Concession
- Skate Park
- Public Art
- Arboretum/Greenhouse
- Outdoor Display
- Market Area
- Sports Courts
- Picnic Areas
- Dog Park
- Amphitheatre/Performance
- Wading Pool/Spray Park
- Multi Use Facility
- Childrens Discovery Park
- Pathways
- Sledding hill



City of Lethbridge  
connecting people, parks and places  
North Lethbridge Regional Park

### NORTH REGIONAL PARK CONCEPT DEVELOPMENT

Major Program: **Previously Approved Projects**Project Title: **Transit Smart Card**Dept - Project #: **271**Start Year: **2011**End Year: **2011**Capital Improvement Program  
2011 to 2020**Description & Location**

The project is for the purchase of an electronic fare collection system that consists of registering fare boxes (to replace the current manual fare boxes) and smart card technology (to replace the current paper passes and tickets).

Registering fare boxes will be installed on all 43 transit buses and smart card readers will be installed on all 43 transit buses plus the 20 Access-A-Ride vehicles.

This project has already received grant approval under the Federal Gas Tax Fund (NDCC).

**Purpose & Justification**

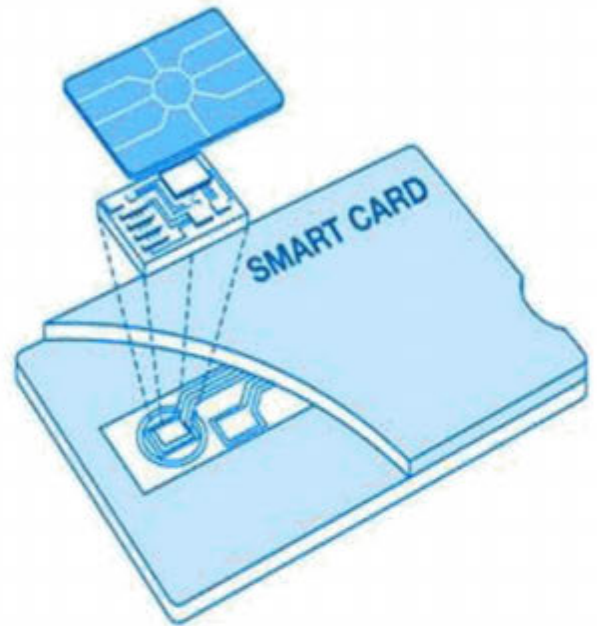
Transit's current manual fare boxes are over 40 years old and are becoming obsolete. These fare boxes do not record any financial data on the cash collected which creates concerns with the cash auditing processes. The new registering fare boxes will provide cash controls through documented, accurate and reliable collection of revenues.

Smart Card technology will provide reliable/accurate ridership data for strategic service planning, service monitoring and marketing purposes.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		100										100
Consultive Services		150										150
Equip. & Furnishings		1,300										1,300
Other		150										150
		1,700										1,700
<b>Total Costs</b>		<b>1,700</b>										<b>1,700</b>
<b>Funding</b>												
Grant - Federal Gas Tax Fund (NDCC)		1,700										1,700
		1,700										1,700
<b>Total Funding</b>		<b>1,700</b>										<b>1,700</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	110	113	117	121	125	129	133	137	141	

**Comments**





Major Program: **Previously Approved Projects**Project Title: **Art Acquisition Program**Dept - Project #: **169**Start Year: **2008**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>To fund the Art Acquisition Program</p> <p>The program is supported by a designation of 1% of Community Services capital facilities projects in excess of \$500,000 to the commissioning of public arts projects.</p>	<p>The community has identified, through the Arts Policy, a desire to create a quality public realm in a vibrant and animated community. Public art should be a source of community pride and as such should be designed with an emphasis on craftsmanship, quality and permanence. The community wishes to celebrate local culture and enhance arts awareness through art acquisition.</p> <p>There needs to be a policy that creates a mechanism to commission, acquire and determine the relevance of works of art to the community. The Policy needs to include a process to manage resources the city acquires. The policy will also identify criteria for the location, maintenance standards and infrastructure.</p> <p>The Art Acquisition Program should ensure the location of public art is aligned with sites identified in the Heart of Our City Master Plan as well as other city plans or initiatives.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Equip. & Furnishings		344	361	125	256	204			4	4	4	1,301
		344	361	125	256	204			4	4	4	1,301
<b>Total Costs</b>		<b>344</b>	<b>361</b>	<b>125</b>	<b>256</b>	<b>204</b>			<b>4</b>	<b>4</b>	<b>4</b>	<b>1,301</b>
<b>Funding</b>												
PAYG - Community		344	361	125	256	204			4	4	4	1,301
		344	361	125	256	204			4	4	4	1,301
<b>Total Funding</b>		<b>344</b>	<b>361</b>	<b>125</b>	<b>256</b>	<b>204</b>			<b>4</b>	<b>4</b>	<b>4</b>	<b>1,301</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



Major Program: **Previously Approved Projects**Project Title: **Technology Commercialization Centre Project**Dept - Project #: **218**

Start Year:

End Year: **2011**Capital Improvement Program  
2011 to 2020**Description & Location**

The Technology Commercialization Centre (TCC) is a facility that will provide entrepreneurs in high-tech fields a place to develop their products and business models into viable companies. The Centre is envisioned to consist of three synergistic operations co-located on adjacent properties. These components are: Economic Development Incubation Offices, Data Centre, and Iunctus Geomatics Centre. The City's contribution is to support the Economic Development Incubation Office.

The following resolution was approved on October 19, 2009:  
AND FURTHER BE IT RESOLVED THAT the City of Lethbridge, upon approval of Western Economic Diversification funding, provide a grant of \$1.1 million to Economic Development Lethbridge to be used in the purchase of approximately 10,000 sq.ft. of office space and related data centre equipment for the operation of a Technology Commercialization Centre with funding from the 2011-2020 Capital Improvement Program.

Sherring Business & Industrial Park has been identified as the proposed location for this Centre.

**Purpose & Justification**

Economic Development Lethbridge has identified that a Technology Commercialization Centre would enhance the economic viability of Lethbridge. The intent is to attract and develop technology companies, creating jobs and diversifying the Lethbridge economy.

A Technology Commercialization Centre is consistent with Initiative N-9 of the 2009-2011 Operation Budget.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		1,100										1,100
		1,100										1,100
Total Costs		<b>1,100</b>										<b>1,100</b>
<b>Funding</b>												
PAYG - Community		1,100										1,100
		1,100										1,100
Total Funding		<b>1,100</b>										<b>1,100</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

# Technology Commercialization Centre



TCC EAST ELEVATION



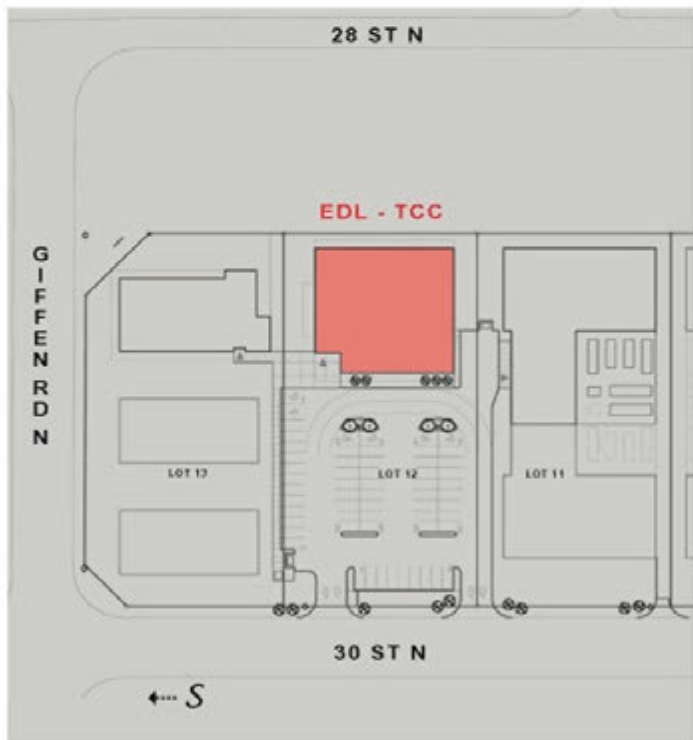
TCC NORTH ELEVATION



TCC WEST ELEVATION



TCC SOUTH ELEVATION



FLOOR PLAN  
SCALE 1:200

993 m<sup>2</sup>  
10 366 ft<sup>2</sup>



Major Program: **Previously Approved Projects**Project Title: **Twin Ice Centre**Dept - Project #: **119**Start Year: **2008**End Year: **2012**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Construction of an approximately 5800 sq. m. twin ice surface facility. This facility will be located on the corner of Britannia Blvd W and Mauretania Road W.</p> <p>This budget contemplates the following features:</p> <ul style="list-style-type: none"> <li>- 2 NHL sized ice surfaces</li> <li>- 750 spectator seating</li> <li>- Multiple change rooms</li> <li>- Food and beverage services</li> </ul>	<p>Each winter, Lethbridge Minor Hockey, Lethbridge Athletic Association hockey, University hockey, ringette, figure skating, speed skating, skating lessons, public leisure skating and ice-based school physical education activities depend on the 5 indoor ice surfaces provided by the City. Each summer, camps and programs use some ice surfaces; non-ice activities such as lacrosse use other ice centres.</p> <p>With one ice surface per 15,700 residents, Lethbridge needs a net increase of at least one ice surface. For example, Lethbridge minor hockey is forced to regularly schedule games between Lethbridge teams on ice surfaces distant from the City. The project will bring the ratio to 1:13,500 at a population of 95,000.</p> <p>A Twin Ice facility is required to attract regional, provincial and national hockey tournaments.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		6,238	12,938									19,176
Consultive Services	300	2,262										2,562
Property Acquisition & Development		2,300										2,300
	300	10,800	12,938									24,038
<b>Costs - Non-Shareable</b>												
Equip. & Furnishings			2,262									2,262
			2,262									2,262
<b>Total Costs</b>	<b>300</b>	<b>10,800</b>	<b>15,200</b>									<b>26,300</b>
<b>Funding</b>												
Grant - MSI		5,800	10,000									15,800
Internal Borrowing		5,000	5,200									10,200
PAYG - Community	300											300
	300	10,800	15,200									26,300
<b>Total Funding</b>	<b>300</b>	<b>10,800</b>	<b>15,200</b>									<b>26,300</b>
Estimated Debt Charges		0	515	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	
Projected Net Operating Costs		0	0	336	858	886	915	946	977	1,009	1,043	

**Comments**



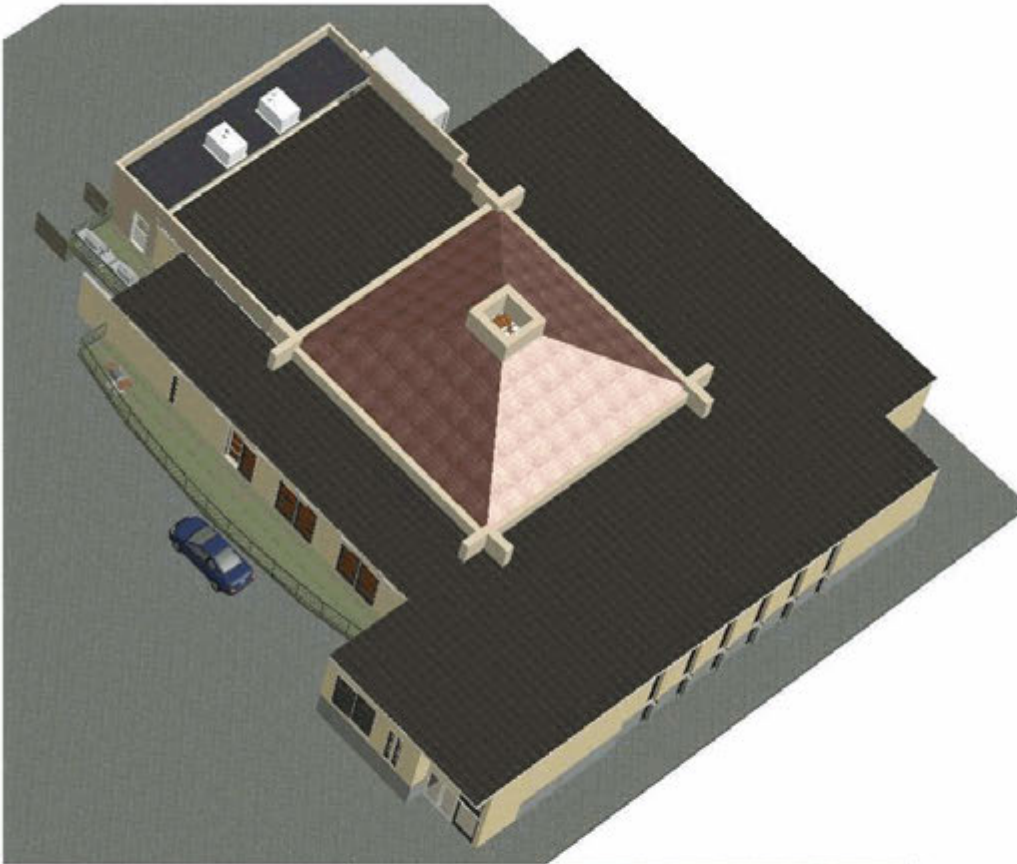
Major Program: **New Enhance Projects**Project Title: **Bill Kergan Centre Renovation**Dept - Project #: **232**Start Year: **2012**End Year: **2014**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This project includes an addition of approximately 175 sq. m. to expand the commercial kitchen and renovations to the remainder of the building including:</p> <p>Reception area</p> <ul style="list-style-type: none"> <li>• Stage improvements</li> <li>• Renovate the lower level to be more effective for rentals and classroom space</li> <li>• Redevelopment of tenant offices</li> </ul> <p>Redevelopment of the reception area into a larger, more functional space; relocate and refurbish office space throughout, refurbish the washrooms, installation of an elevator, allowing the entire building to be accessible, increasing the capacity of the main floor gathering area, enlarging the north and south entrances, replacement of the mechanical system, lights and revising the electrical system to suit the new floor plan configuration and reorganizing the parking lot to accommodate 60 stalls.</p>	<p>This project addresses the current and future needs of the Bill Kergan Centre by modernising the facility. It will ensure that, in addition to being a rental facility for community use, the space will also meet Southern Alberta Ethnic Association's current and future programming needs. The end result will be that SAEA has a facility that compliments the long term goal of the organization of making the centre a contemporary Multicultural Facility and a focal point for building ethnic inclusion in the community.</p> <p>The ability for the SAEA to fulfill the mission and vision is currently limited because of an old facility and outdated design. The facility is in need of repair as the pending closure resulted in immediate repairs only taking place. Due to financial constraints, and lack of alternative facilities, relocation is not a viable option. Revenue generation through facility rentals/ bookings is currently a financial challenge for the SAEA due to the limited functionality and condition of the building.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					4,037							4,037
Consultive Services			521									521
Equip. & Furnishings					620							620
Other					374							374
			521		5,031							5,552
<b>Total Costs</b>			<b>521</b>		<b>5,031</b>							<b>5,552</b>
<b>Funding</b>												
Community Groups			521		979							1,500
Grant - MSI					4,052							4,052
			521		5,031							5,552
<b>Total Funding</b>			<b>521</b>		<b>5,031</b>							<b>5,552</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	18	70	72	75	78	81	83	

**Comments**





Major Program: **New Enhance Projects**Project Title: **Exhibition Infrastructure Upgrades and Replacement**Dept - Project #: **239**Start Year: **2011**End Year: **2014**
**CITY OF**  
*Lethbridge*

 Capital Improvement Program  
 2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
1. To replace the existing underground infrastructure, including water, wastewater, and storm water.  2. Replacement of the roof, washrooms, electrical, and HVAC and other mechanical systems, for the: South Pavilion West Pavilion North Pavilion Heritage Hall  3. A long term redevelopment master plan that will select one of 2 sites being considered for future development. Criteria for site selection includes: Economic Viability Investment requirements Program needs for the Exhibition and stakeholders	Operating and maintenance costs are escalating due to aging infrastructure and inflation. The infrastructure investment would reduce operating and maintenance costs, and may increase revenue opportunities.  Redevelopment pressures are being driven by: the poor condition and functionality of the buildings, the poor condition and functionality of the site services static revenues and rising expenses

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			5,934		3,412							9,346
			5,934		3,412							9,346
<b>Total Costs</b>			<b>5,934</b>		<b>3,412</b>							<b>9,346</b>
<b>Funding</b>												
Community Groups			2,967		1,706							4,673
Grant - MSI			1,867		1,706							3,573
PAYG - Transportation			1,100									1,100
			5,934		3,412							9,346
<b>Total Funding</b>			<b>5,934</b>		<b>3,412</b>							<b>9,346</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



Major Program: **New Enhance Projects**Project Title: **Pathways System Expansion**Dept - Project #: **159**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The Bikeways and Pathways Master Plan approved in 2007 recommends the addition of 23.7 km costing \$3.8 M in the short term and 106.3 km costing \$32.35 M in the mid and long term to complete a pathway system capable of meeting the various uses and levels of use. The recommended system connects missing gaps and new pathways capable of meeting the growing demands for alternative transportation and recreation. The proposed pathways represent the highest priorities of the recommendations and are complimentary of the planning underway by the Transportation Department for on-street Bikeways.</p> <p>L.D. VAALA (Resolution from May 9th, 2007): WHEREAS pathways have become an important part of recreation, and increasingly, transportation systems, and their use can contribute to the health of individuals and the environment AND WHEREAS the current pathways systems has gaps that reduce the enjoyment and value of pathways as recreation and commuter routes AND WHEREAS some roadways are hazardous for cyclists and pedestrians AND WHEREAS access to some destinations, such as downtown, is indirect and inconvenient AND WHEREAS specific priorities are identified in the Bikeways and Pathways Master Plan THEREFORE BE IT RESOLVED THAT commencing in 2011 an additional ongoing annual allocation from Pay-As-You-Go of \$300,000 (indexed for inflation) be directed to address priorities identified in the Master Plan.</p> <p>-----CARRIED</p>	<p>Master Plan development engaged not only various stakeholders with a vested interest in pathway expansion but especially the general public. The locations and connections proposed are the result of extensive public participation. Expanding the pathway system meets current community recreational needs and growth towards the anticipated trends in recreation. Recent surveys have identified walking as the number one recreational activity in Alberta. Lethbridge also has a higher than average numbers of organized marathons and other public events that take place on pathways. Alternative Transportation on the pathways and bikeways is anticipated to increase as opportunity is provided.</p> <p>Pathway development and expansion is in alignment with the future vision for Lethbridge defined in the Lethbridge Municipal Development Plan. As the City grows in both space and density pathways provide connectivity, multiple leisure opportunities and provisions for alternative transportation. The expansion will help Lethbridge catch up to European and North American cities with extensive and highly utilized pathway systems. The most recent public survey conducted in Lethbridge identified pathways as the most requested and desired recreational facility.</p>

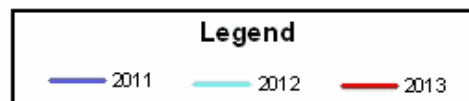
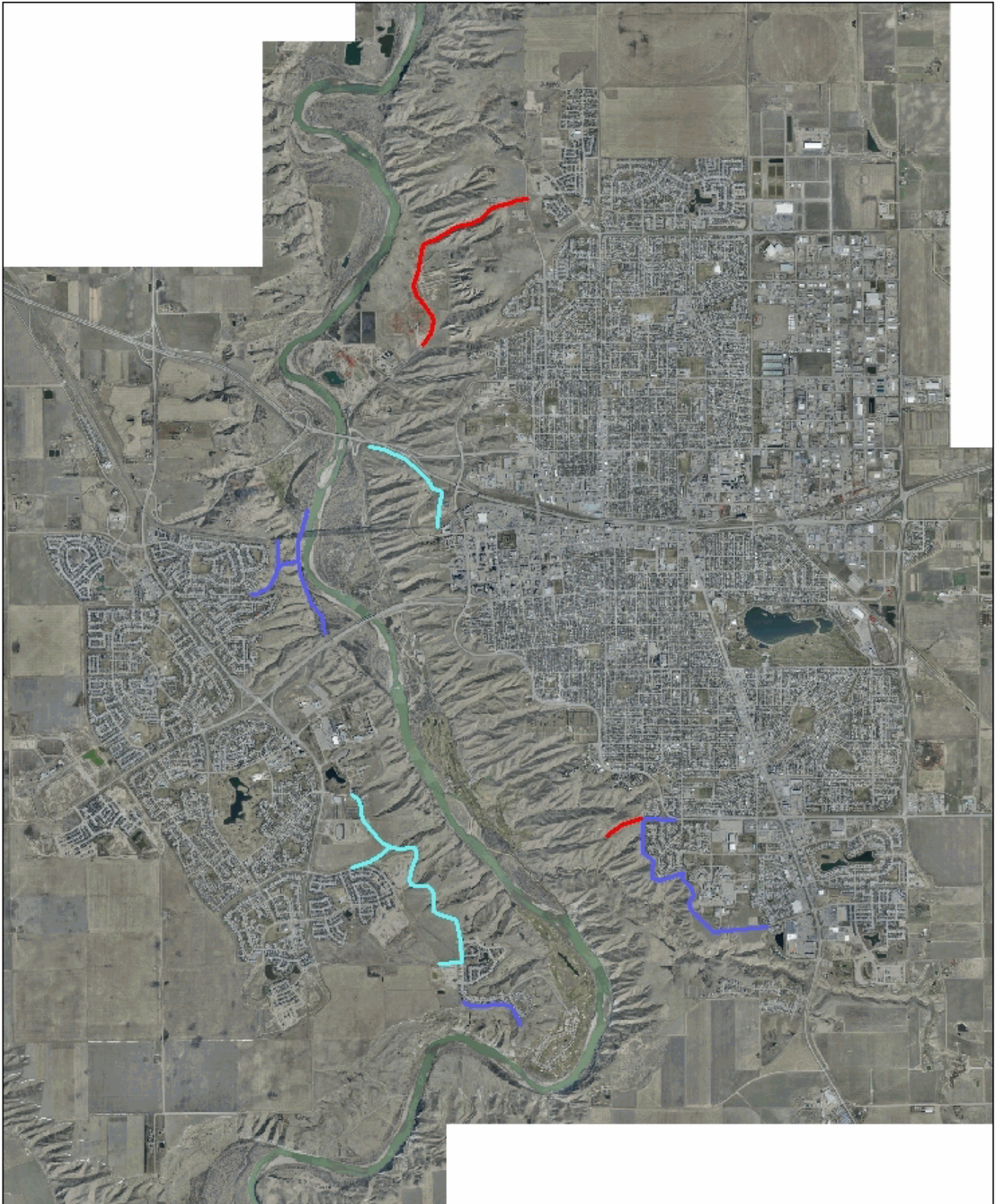
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		1,000	1,050	1,087					360	370	380	4,247
		1,000	1,050	1,087					360	370	380	4,247
<b>Costs - Non-Shareable</b>												
Consultive Services		20	21	22								63
		20	21	22								63
<b>Total Costs</b>		<b>1,020</b>	<b>1,071</b>	<b>1,109</b>					<b>360</b>	<b>370</b>	<b>380</b>	<b>4,310</b>
<b>Funding</b>												
PAYG - Community		1,020	1,071	1,109					360	370	380	4,310
		1,020	1,071	1,109					360	370	380	4,310
<b>Total Funding</b>		<b>1,020</b>	<b>1,071</b>	<b>1,109</b>					<b>360</b>	<b>370</b>	<b>380</b>	<b>4,310</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	9	18	26	35	44	53	60	68	76	

**Comments**



# PATHWAY SYSTEM EXPANSION





Major Program: **New Enhance Projects**Project Title: **Leisure Centre Plan**Dept - Project #: **243**Start Year: **2012**End Year: **2012**Capital Improvement Program  
2011 to 2020**Description & Location**

To identify and confirm the need for a new Leisure Centre in the City of Lethbridge including design, development and operation.

The Study will:

- Reference current and upcoming recreation facility planning documents to assess the state of Lethbridge facilities to identify potential components for a new centre
- Assess current facility usage of residents and identify gaps in amenities available
- Assess the past and current demand for recreation programs and services in the community to determine if the community will support a new facility
- Identify any barriers to participation that currently exist among community members.
- Assess the overall environment or vision for a new facility.
- Determine the facility component priorities for a new facility.
- explore potential funding approaches or strategies for a new facility
- determine the optimum price point for a new facility.

**Purpose & Justification**

To provide active engagement of the community, citizens and stakeholders through a comprehensive process designed to identify and confirm the need for a new Leisure Centre in the City of Lethbridge.

To investigate and provide answers relating to the community need and desire to:

- Ensure that a Leisure Centre would be designed and developed to meet the needs of the community
- Develop a facility that will provide a mix of casual and structured leisure opportunities.
- Design a facility to create multi-generational leisure opportunities and to ensure that family opportunities can be accessed spontaneously
- Access facility amenities and services to complement community priorities creating a community hub
- Ensure a Leisure facility will be designed, developed and operated with services that are accessible to all residents, regardless of age, gender or ability
- Design and operate a facility that will investigate opportunities for sustainable design
- Explore all opportunities for support and investment into the facility by both private and not for profit sectors

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Consultive Services			150									150
			150									150
Total Costs			<b>150</b>									<b>150</b>
<b>Funding</b>												
PAYG - Community			150									150
			150									150
Total Funding			<b>150</b>									<b>150</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

**INFRASTRUCTURE  
ENVIRONMENTAL UTILITIES  
CAPITAL IMPROVEMENT PROJECTS  
2011-2020**

E - 1

**City of Lethbridge**  
**Environmental Utilities**  
**Capital Improvement Program 2011 - 2020**  
**Commencing in the First Three Years**

Project Costs	Page	Project Costs			
		2011	2012	2013	2014-2020
All amounts below are in thousands					
<b>Environmental Utilities</b>					
<u>Waste &amp; Recycling Services</u>					
Solid Waste Utility					
Waste & Recycling Centre Disposal Cell Development	E - 7		6,300		5,680
Environmental Management at Closed Landfill Sites	E - 8	60	100	2000	
		<u>60</u>	<u>6,400</u>	<u>2,000</u>	<u>5,680</u>
<u>Wastewater</u>					
Wastewater Utility					
Protective Plumbing Program	E-10	1,050	1,100		
Wastewater Treatment Plant Cogeneration Upgrade	E-13	1,575	1,650		
Wastewater Treatment Plant Headworks and Clarifier Upgrade	E-14	3,750	4,350		
Wastewater Treatment Plant SCADA Upgrade	E-15			230	625
		<u>6,375</u>	<u>7,100</u>	<u>230</u>	<u>625</u>
<u>Water</u>					
Water Utility					
Water Reservoir Upgrades	E-17			288	6,113
Water Treatment Plant No. 2 High Lift Pump Switchgear Upgrade	E-19	735	330		
Water Treatment Plant SCADA Upgrade	E-20			230	625
Water Treatment Plant Transmission Pipeline Rehabilitation	E-21	735	220		
Water Treatment Plant Residuals Management	E-22		5,250	5,500	
Water Treatment Plant Process Redundancy	E-23			1,050	4,500
		<u>1,470</u>	<u>5,800</u>	<u>7,068</u>	<u>11,238</u>
<u>Combined Deep Utility</u>					
Urban Development (Offsite Levy)					
Metis Trail Drive Deep Utilities Phase II	E-24		2,000		7,500
Northwest Lethbridge Utility Servicing	E-25	16,100	14,650		
Garry Drive Reservoir	E-29	5,155			
Distribution System Looping	E-30	515	531	547	1,747
		<u>21,770</u>	<u>17,181</u>	<u>547</u>	<u>9,247</u>
<b>TOTAL PROJECTS</b>		<b>29,675</b>	<b>36,481</b>	<b>9,845</b>	<b>26,790</b>
<b>Project Funding</b>					
Accumulated Surplus		60	500	970	
External Borrowing		2,075	12,000	8,098	16,918
Grant - AMIP			1,650		
Grant - Federal Gas Tax Fund (NDCC)		3,000	3,500		
Landfill Operations			1,000		
Offsite Levy		21,770	15,531	547	9,247
Post Closure Fund			400		
Wastewater Capital		1,300	1,350	230	625
Water Capital		1,470	550		
<b>TOTAL FUNDING</b>		<b>29,675</b>	<b>36,481</b>	<b>9,845</b>	<b>26,790</b>



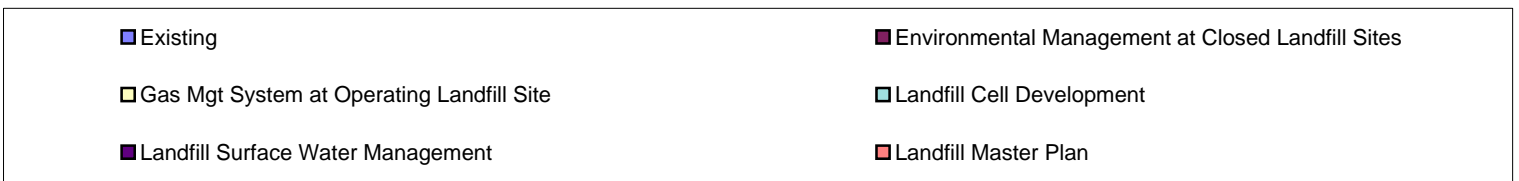
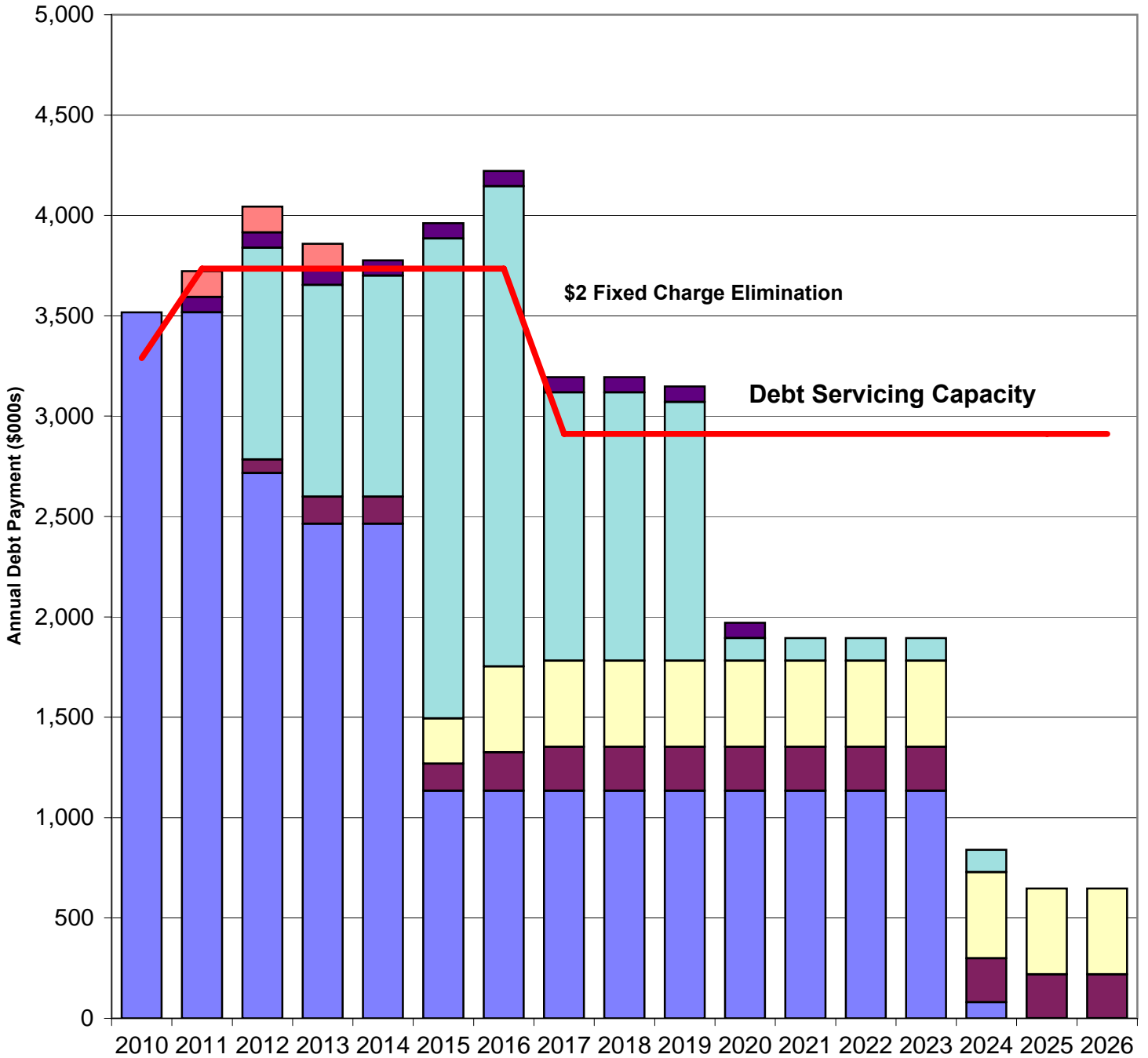


**City of Lethbridge**  
**Environmental Utilities**  
**Capital Improvement Program 2011 - 2020**  
**Net Operating Cost**

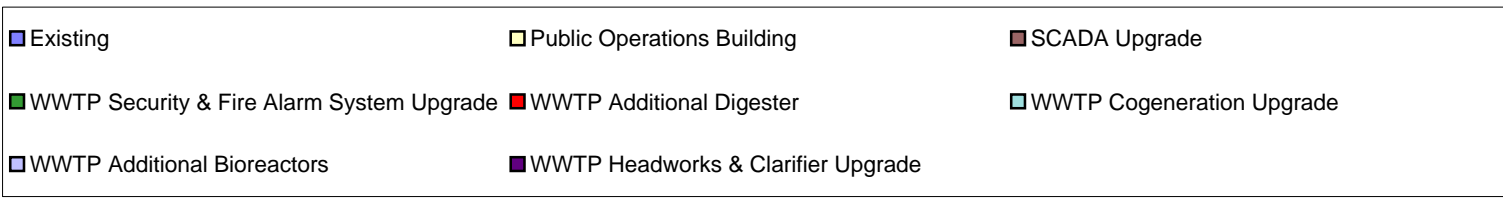
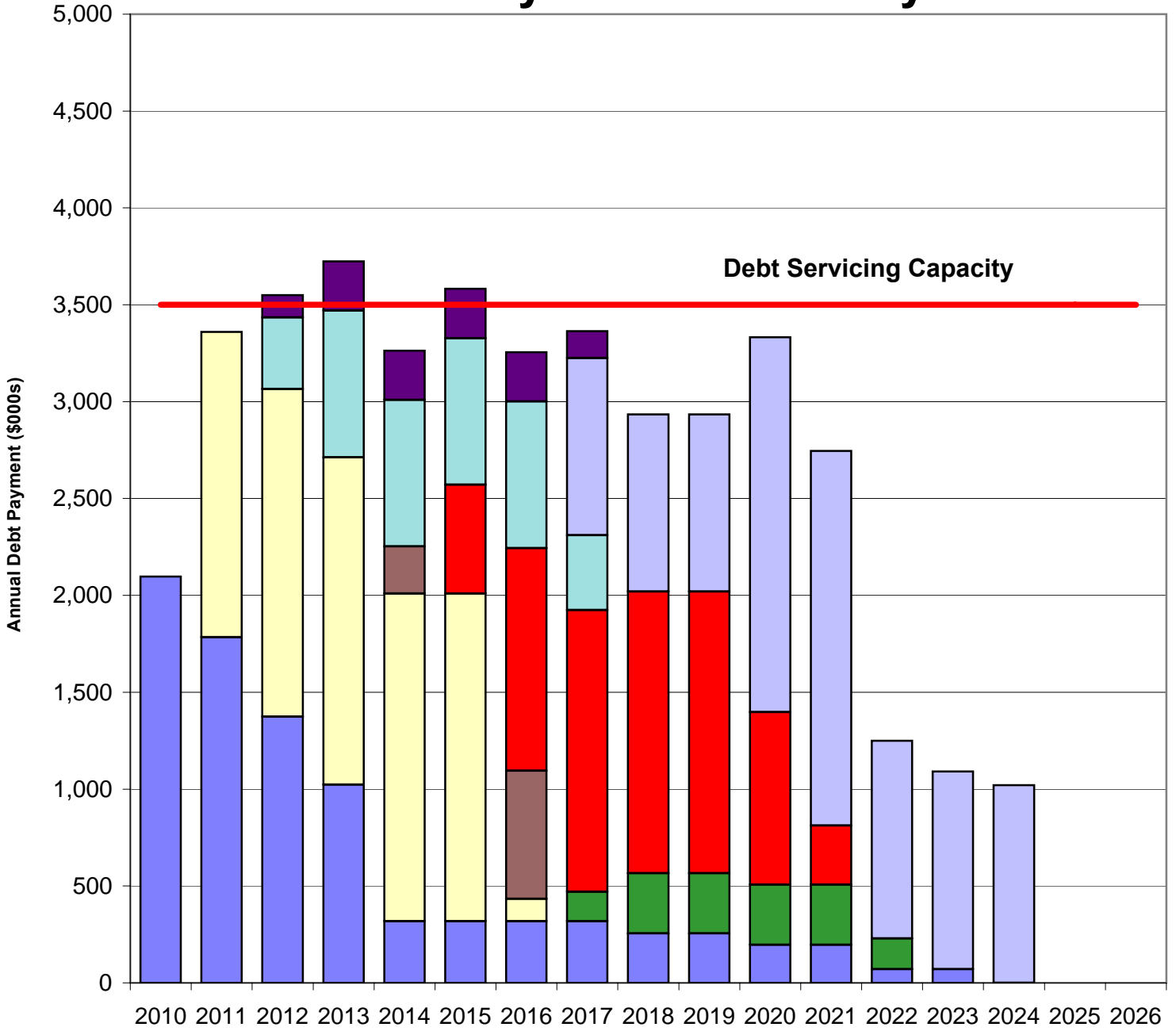
Project Estimated Operating Costs (All amounts below are in thousands)

Page	2012	2013	2014	2015	2016	2017	2018	2019	2020	
<b>Environmental Utilities</b>										
<u>Waste &amp; Recycling Services</u>										
Solid Waste Utility										
Environmental Management at Closed Landfill Sites	E - 8	70	75	80	80	85	120	120	125	125
Gas Management System at Operating Landfill Site	E - 9				180	190	200	210	210	210
		70	75	80	260	275	320	330	335	335
<u>Wastewater</u>										
Wastewater Utility										
Wastewater Treatment Plant Additional Bioreactors	E - 11					10	10	20	20	
Wastewater Treatment Plant Additional Digester	E - 12				30	40	45	50	50	
					30	50	55	70	70	
<u>Water</u>										
Water Utility										
Water Treatment Plant Residuals Management	E - 22		10	50	50	50	50	50	50	50
Water Treatment Plant Process Redundancy	E - 23				10	10	10	10	10	10
			10	50	50	60	60	60	60	60
<u>Combined Deep Utilities</u>										
Urban Development (Offsite Levy)										
SE Regional Lift Station	E - 28				2	5	7	8	9	10
Garry Drive Reservoir	E - 29	5	8	10	15	20	25	30	35	40
		5	8	10	17	25	32	38	44	50
<b>TOTAL OPERATING COSTS</b>		<b>75</b>	<b>93</b>	<b>140</b>	<b>327</b>	<b>390</b>	<b>462</b>	<b>483</b>	<b>509</b>	<b>515</b>
Utility Rate Impact:										
<u>Waste &amp; Recycling Services</u>										
Increase to Landfill Tipping Fee over prior year:		70	5	5	180	15	45	10	5	
% Increase to Landfill Tipping Fee over prior year		0.94%	0.06%	0.06%	2.20%	0.18%	0.52%	0.11%	0.05%	
Dollar Increase to Landfill Tipping Fee over prior year		\$ 0.54	\$ 0.04	\$ 0.04	\$ 1.40	\$ 0.12	\$ 0.35	\$ 0.08	\$ 0.04	
<u>Wastewater</u>										
Increase to Utility Rate over prior year:					2	33	24	39	40	40
% Increase to Utility Rate over prior year					0.01%	0.19%	0.13%	0.21%	0.21%	0.20%
<u>Water</u>										
Increase to Utility Rate over prior year:		5	13	47	18	62	23	67	28	72
% Increase to Utility Rate over prior year		0.02%	0.06%	0.22%	0.08%	0.27%	0.10%	0.28%	0.11%	0.28%

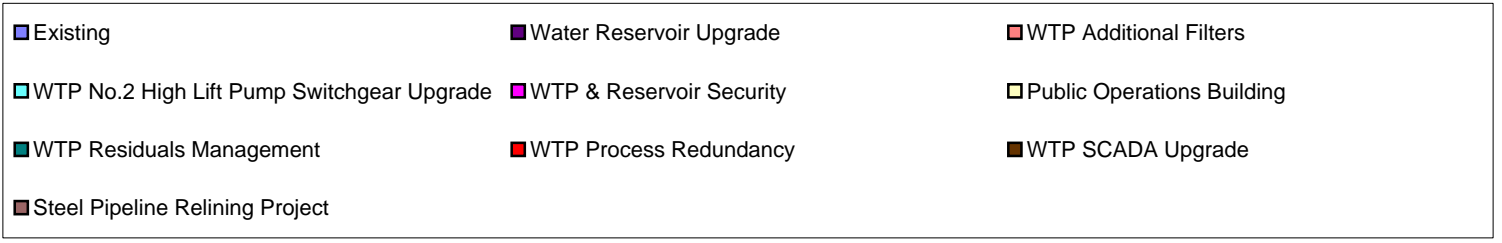
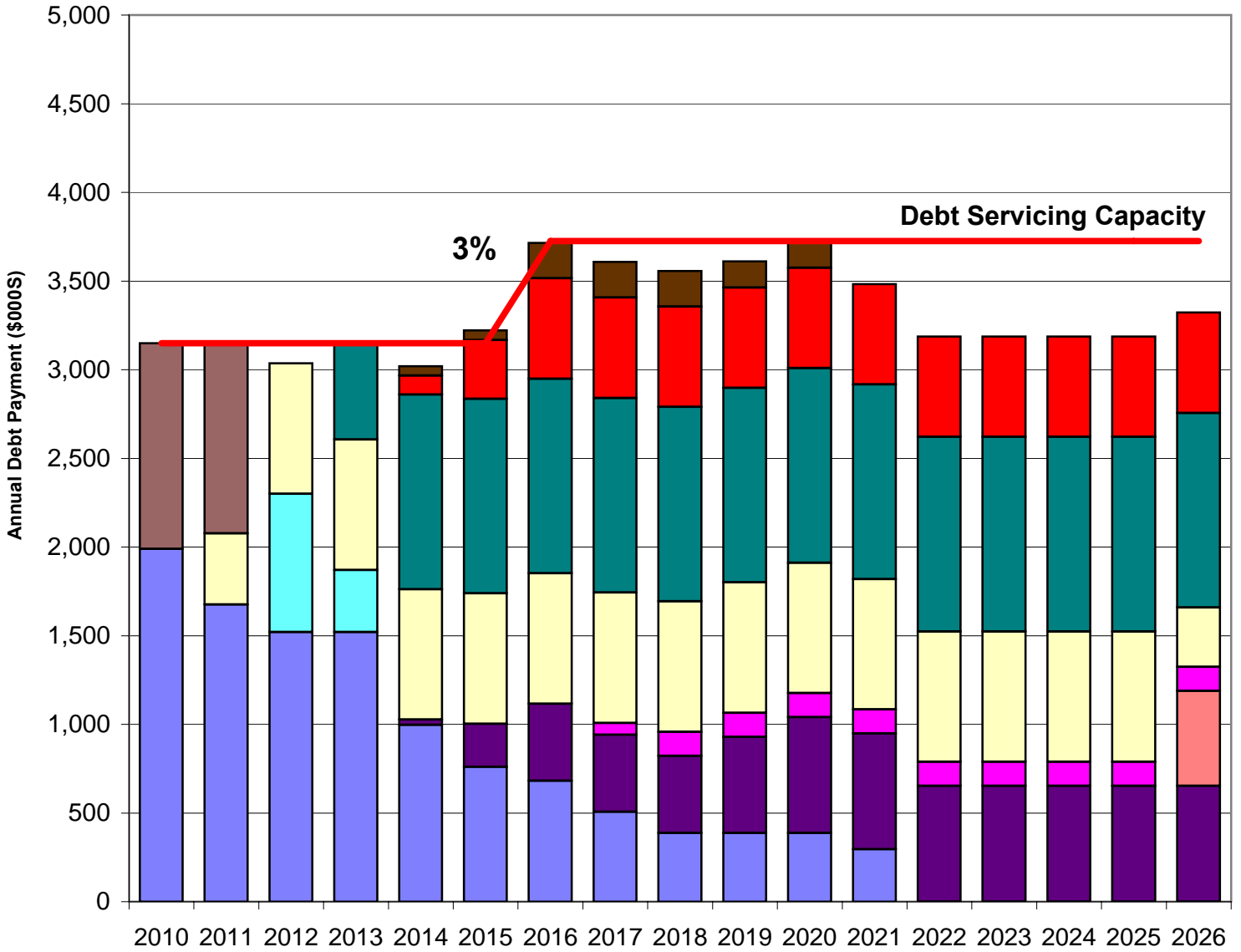
# Landfill Annual Debt Payments



# Wastewater Utility Annual Debt Payments



# Water Utility Annual Debt Payments





Major Program: **Solid Waste Utility**Project Title: **Waste & Recycling Centre Disposal Cell Development**Dept - Project #: **215**Capital Improvement Program  
2011 to 2020Start Year: **2011**End Year: **2019****Description & Location**

This program provides a mechanism for ongoing development of class II mixed solid waste (MSW) disposal cells and industrial contaminated soil (ICS) disposal cells at the Waste & Recycling Centre. The program includes detailed design, construction and commissioning waste disposal cells. Cells will be constructed as described in the approval and the Standards for Landfills in Alberta.

The cells will include at a minimum:

- 1) a clay or composite liner that provides for containment of the waste;
- 2) a leachate collection system capable of maintaining the leachate level limit;
- 3) a groundwater monitoring system; and
- 4) a run on control system.

MSW cell 5A is proposed to be constructed in 2012 and MSW cell 5B is proposed to be constructed in 2015. The MSW disposal cells will accommodate 3 years of waste or provision of approximately 750,000 m3 additional airspace. ICS cell 7 is proposed to be constructed in 2012 and ICS cell 8 is to be constructed in the summer of 2019. The ICS disposal cells will accommodate approximately 2 to 5 years of waste disposal providing between 50,000 m3 and 100,000 m3 of additional airspace. It is also proposed to close the class 3 area of the landfill, in 2012, as part of the 5A cell construction. Our approval requires closure by 2016. Waste & Recycling Services is undertaking a Waste & Recycling Centre Master Plan for the site. The purpose of the master plan is to ensure that the landfill is designed and constructed for the best utilization of the space available and meet regulatory requirements. The master plan is envisioned to guide the expansion of the centre to meet the communities long term disposal needs and will include revised disposal cell designs and staging plans.

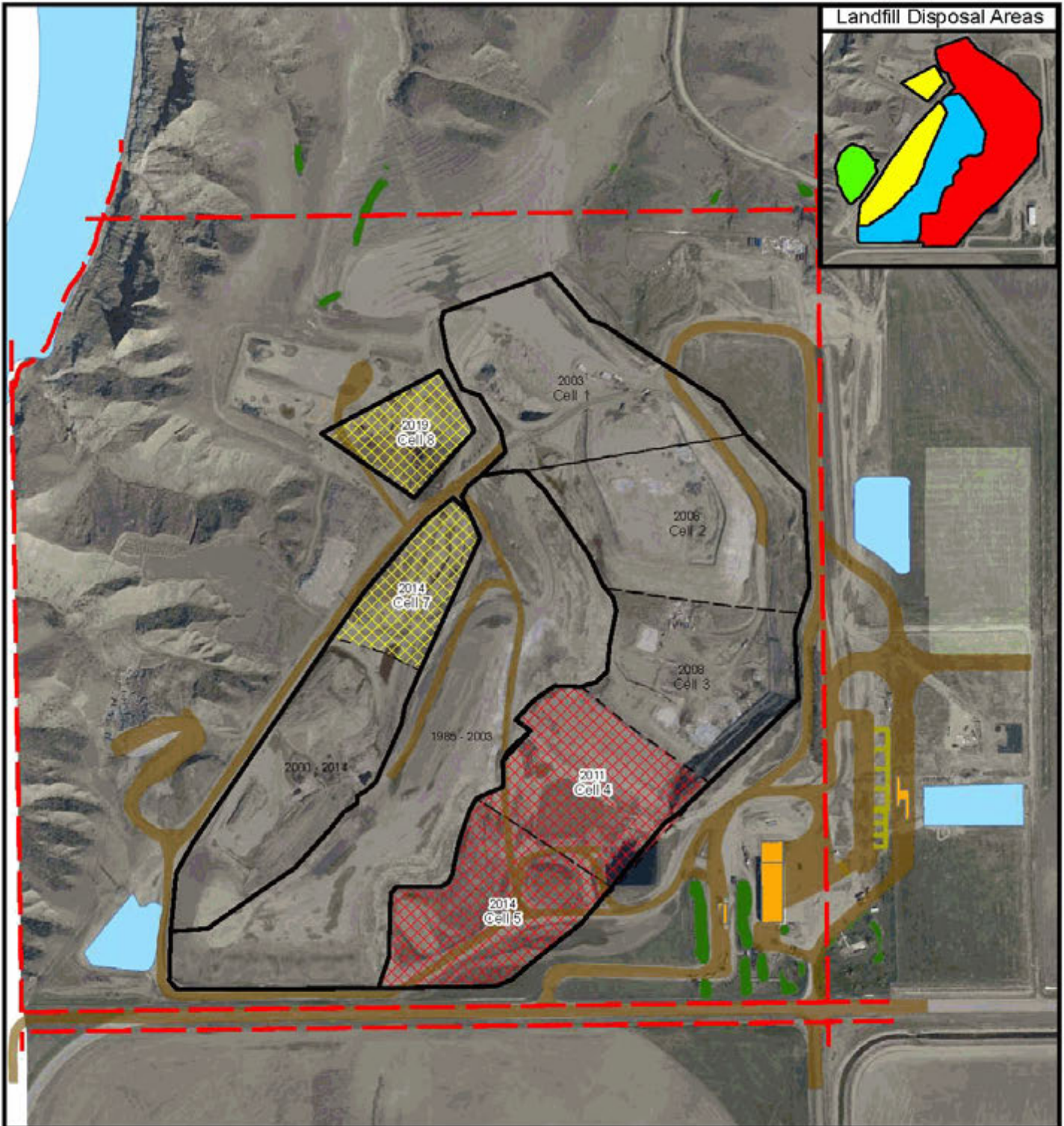
**Purpose & Justification**

The Alberta Environment approval obtained by the City on October 25, 2006, governs the construction, operation and closure of Waste & Recycling Centre. As available landfill disposal capacity is used there is a requirement to develop new disposal cells to meet the immediate needs of the City and the region. The purpose of this project is to design and construct disposal cell capacity to meet the needs of our customers.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			5,500			4,600				420		10,520
Consultive Services			800			600			20	40		1,460
			6,300			5,200			20	460		11,980
<b>Total Costs</b>			<b>6,300</b>			<b>5,200</b>			<b>20</b>	<b>460</b>		<b>11,980</b>
<b>Funding</b>												
Accumulated Surplus			400									400
External Borrowing			4,500			5,200			20	460		10,180
Landfill Operations			1,000									1,000
Post Closure Fund			400									400
			6,300			5,200			20	460		11,980
<b>Total Funding</b>			<b>6,300</b>			<b>5,200</b>			<b>20</b>	<b>460</b>		<b>11,980</b>
Estimated Debt Charges		0	0	950	950	950	2,219	2,219	1,269	1,269	1,376	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**



### Waste & Recycling Center Disposal Cell Development

Date Created: February 22, 2010



#### Disposal Areas

- Class 3 (Concrete)
- Contaminated Soil
- Class 2 Phase 2
- Class 2 Phase 4

#### New Developments

- Cell Boundary
- Proposed Class #2 Disposal Cell
- Proposed Contaminated Soil Cell

#### Site Features

- Buildings
- Roads
- Trees
- Recycling Areas
- Surface Water
- Compost Area

Major Program: **Landfill**Project Title: **Environmental Management at Closed Landfill Sites**Dept - Project #: **217**Capital Improvement Program  
2011 to 2020Start Year: **2011**End Year: **2013**

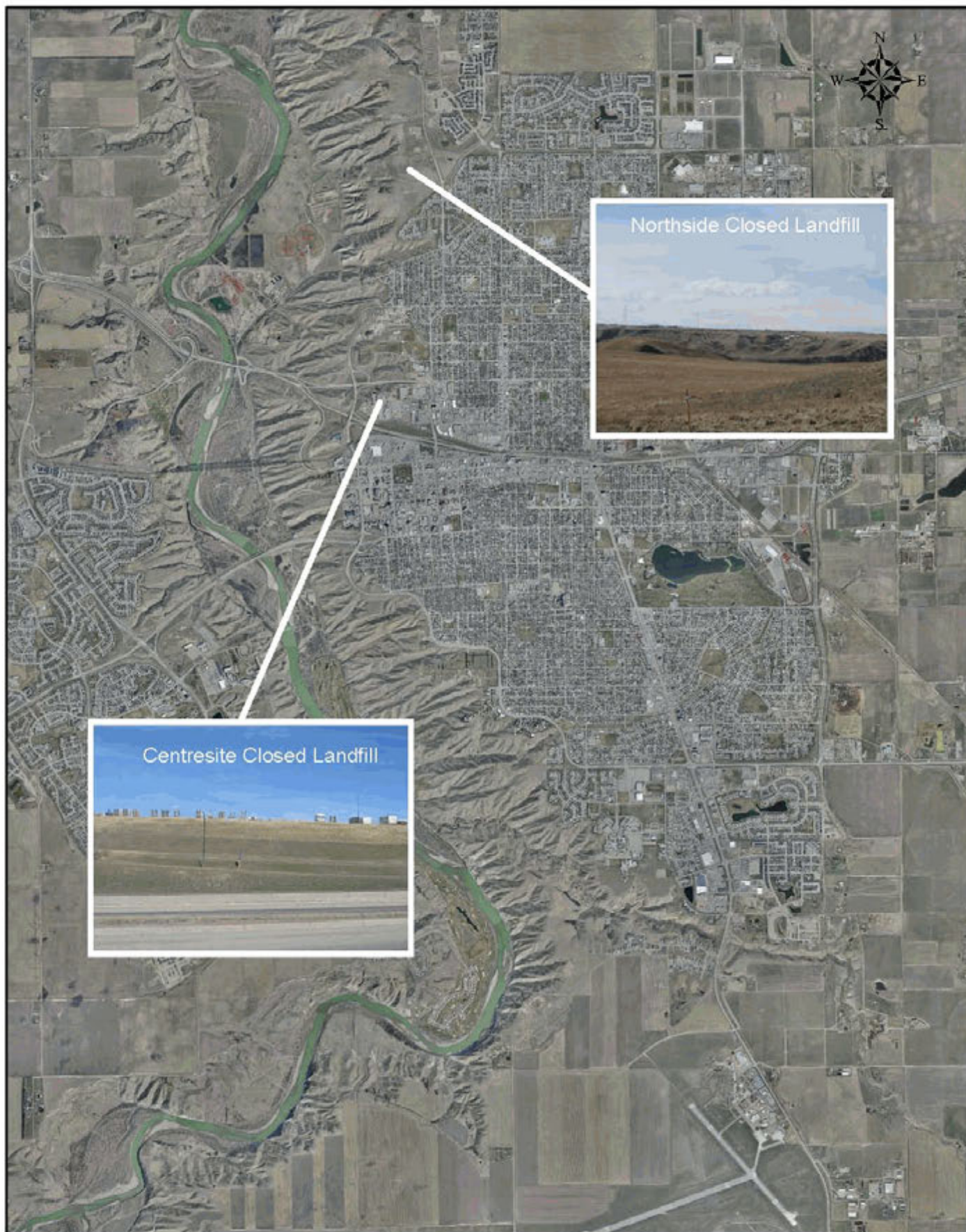
<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The City of Lethbridge owns two old landfill sites that have minimal environmental protection measures.</p> <p>The North side Landfill site is located west of Stafford Avenue and was operated prior to 1972. The site was closed by Alberta Environment in 1985. During field investigations in 2000, landfill gas surface emissions up to 75 meters away from the site boundary and a significant leachate head were identified. Consequently, setbacks for residential development and a quarterly monitoring program were implemented. The 2008 monitoring event showed evidence of continuous gas migration and new signs of leachate impact at a groundwater well outside the boundary of the landfill.</p> <p>The Centersite Landfill site is located in an area that is part of the City of Lethbridge's public operations yard. The landfill site was operated from 1961 – 1970. During field investigations in 2000, landfill gas was monitored in the vicinity of the west perimeter wall of the Fleet Services Building. As a result, two vapour extraction systems were installed to contain further landfill gas migration and a quarterly monitoring program was implemented. However, the 2008 monitoring event showed that gas has migrated to the east side of the Fleet Services Building.</p> <p>Further field investigations, a site analysis and a preliminary design are being completed in 2011 and 2012. Based on the work, the preferred solution has been identified. The project budget for the remediation work at the two sites is \$2 million.</p>	<p>Engineering studies were completed in 2011 and in 2012 by a consulting team to verify site characterization data and to provide a preliminary design and cost estimates for the selected management system for both closed sites. The selected system will mitigate any impacts to human health and safety and fulfill environmental compliance obligations.</p> <p>At the Centersite location there are indications of continued gas migration towards the Fleet Services building and the Public Works Maintenance building. The Northside closed landfill is located adjacent to the Oldman River Valley, and to the east of a residential development. There is evidence of increased gas and leachate productions, which is typical as a landfill ages. The generation of landfill gas and leachate can pose environmental risks if containment systems and management practices are not developed.</p> <p>Detailed design and construction of the containment and management systems for the Northside and Centersite will be in 2013. The Centresite construction activities will be coordinate with the Public Operations site improvement project.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction				1,690								1,690
Consultive Services		60	100	310								470
		60	100	2,000								2,160
<b>Total Costs</b>		<b>60</b>	<b>100</b>	<b>2,000</b>								<b>2,160</b>
<b>Funding</b>												
Accumulated Surplus		60	100	970								1,130
Borrowing - Utilities				1,030								1,030
		60	100	2,000								2,160
<b>Total Funding</b>		<b>60</b>	<b>100</b>	<b>2,000</b>								<b>2,160</b>
Estimated Debt Charges		0	0	0	92	92	92	92	92	92	92	
Projected Net Operating Costs		0	0	0	80	120	125	125	130	130	135	

**Comments**







Major Program: **Solid Waste Utility**Project Title: **Gas Management System at Operating Landfill Site**Dept - Project #: **219**Start Year: **2014**End Year: **2015**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>The City of Lethbridge has owned the Lethbridge Waste and Recycling Centre - formerly know as the Lethbridge Regional Landfill since 1999. In 2009, 172,000 tonnes of waste and recyclables were received at the Waste and Recycling Centre from the City of Lethbridge, surrounding municipalities and commercial customers. Since 1985 over 2 Million tonnes of waste have been disposed at the site. It is one of the largest landfill sites in Southern Alberta.</p> <p>Landfill gas generation is influenced by a number of different factors. The following factors will significantly increase gas generation:</p> <ul style="list-style-type: none"> <li>High waste volumes</li> <li>High percentage of organic waste</li> <li>High moisture content</li> <li>Absence of landfill cover and deep waste disposal cells</li> </ul> <p>Based on mathematical models, the Lethbridge landfill generated approximately 60,000 tonnes CO2 equivalent in 2009. In anticipation that reduction obligations will follow the current green house gas emission reporting requirements, the City has included a landfill gas and leachate preliminary design component in the Landfill Masterplan Project. Detailed design and construction of a management system is anticipated for 2012/ 2013.</p>	<p>In 2002, the Government of Alberta released an action plan for climate change. Starting in 2003, landfills that emit over 100,000 tonnes of CO2 equivalent had to report their greenhouse gas emissions. The Specified Gas Emitters Regulation became effective July 1, 2007. Based on emission baselines established in 2003-2005, facilities that emit over 100,000 tonnes CO2 equivalent had to start to reduce their emissions, buy offsets or contribute to a climate change fund. Since 2009, landfills that emit over 50,000 tonnes of CO2 equivalent are required to report their emissions to Alberta Environment. Similar to Alberta, the Federal Government lowered the reporting threshold from 100,000 tonnes to 50,000 tonnes 2009. It is anticipated, that reduction requirements will follow the current reporting requirements for facilities that emit over 50,000 tonnes CO2 equivalent by 2012/2013.</p> <p>Based on discussions with different consulting teams and considering the landfill site characteristics, the City envisions the construction of an active landfill gas collection system combined with a landfill gas flare. Design and construction of the gas and leachate management system is anticipated for 2014.</p>

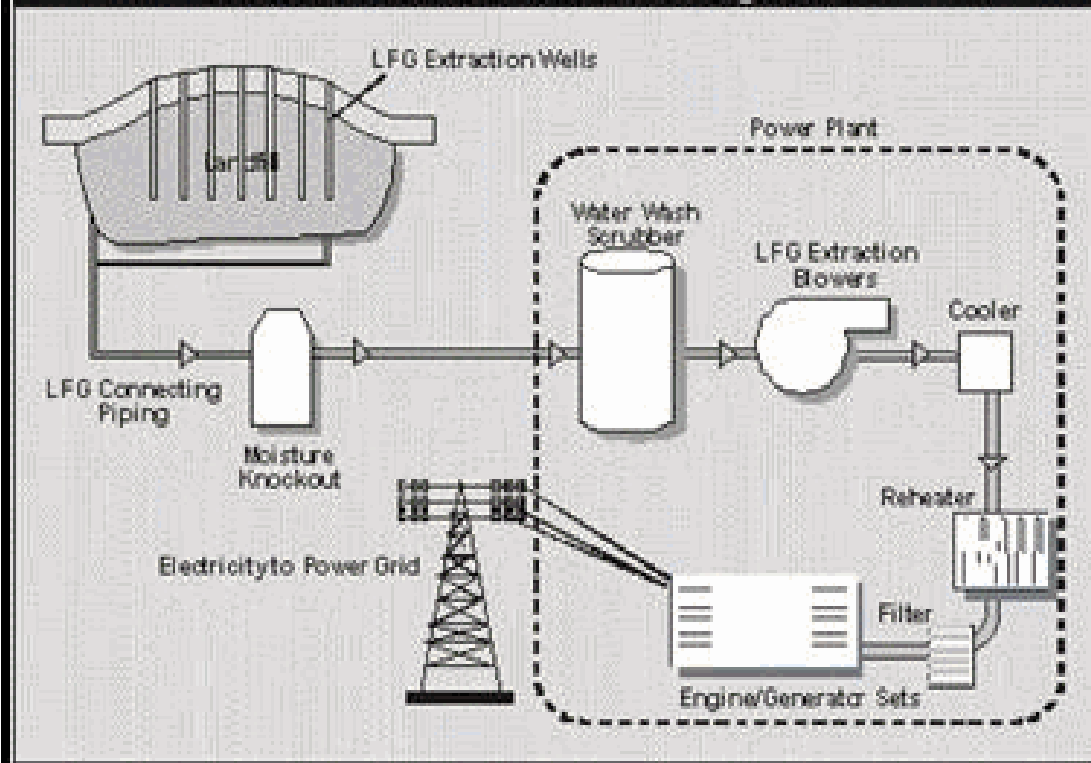
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					2,000	1,800						3,800
Consultive Services					200	200						400
					2,200	2,000						4,200
<b>Total Costs</b>					<b>2,200</b>	<b>2,000</b>						<b>4,200</b>
<b>Funding</b>												
External Borrowing					2,200	2,000						4,200
					2,200	2,000						4,200
<b>Total Funding</b>					<b>2,200</b>	<b>2,000</b>						<b>4,200</b>
Estimated Debt Charges		0	0	0	0	224	429	429	429	429	429	
Projected Net Operating Costs		0	0	0	0	180	190	200	210	210	210	

**Comments**



### Landfill Gas Utilization System



Major Program: **Wastewater Utility**  
 Project Title: **Protective Plumbing Program**  
 Dept - Project #: **208**  
 Start Year: **2011**

End Year: **2012**



Capital Improvement Program  
 2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>On March 9, 2009 City Council approved the recommendation that Administration proceed with implementation of a Protective Plumbing Program (PPP) for homes that were subject to sewer backup on July 1, 2008.</p> <p>The purpose of the PPP is to facilitate the retrofit of sump pumps and backwater valves into homes that were damaged. The majority of sewer backups occurred in older areas of the City where there are no backwater valves and sump pumps with storm services.</p> <p>The community benefits from each new sump pump installation as it reduces inflow into the sanitary sewer system from the foundation. This results in a lower cost than replacing the large sewers to handle the increased wet weather inflow.</p> <p>In April 2010 154 basements have been completed of the 379 registered in the program.</p>	<p>This project will:</p> <p>Improve the level of service, and</p> <p>Reduce the risk of sewer backup.</p>

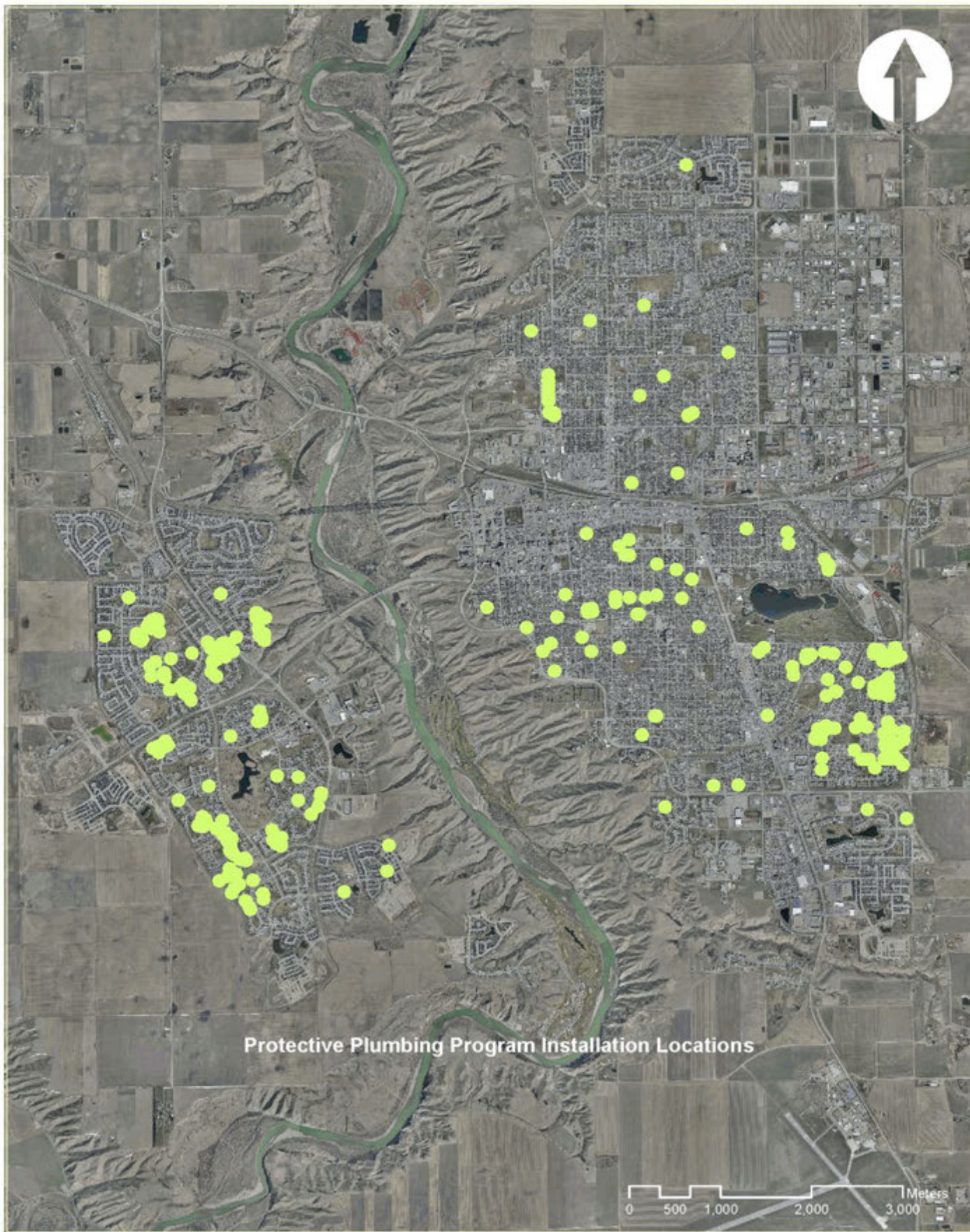
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	1,500	1,050	1,100									3,650
	1,500	1,050	1,100									3,650
Total Costs	<b>1,500</b>	<b>1,050</b>	<b>1,100</b>									<b>3,650</b>
<b>Funding</b>												
Wastewater Capital from Operations	1,500	1,050	1,100									3,650
	1,500	1,050	1,100									3,650
Total Funding	<b>1,500</b>	<b>1,050</b>	<b>1,100</b>									<b>3,650</b>

Estimated Debt Charges  
 Projected Net Operating Costs

<u>Comments</u>





Protective Plumbing Program Installation Locations

**Protective Plumbing Program**



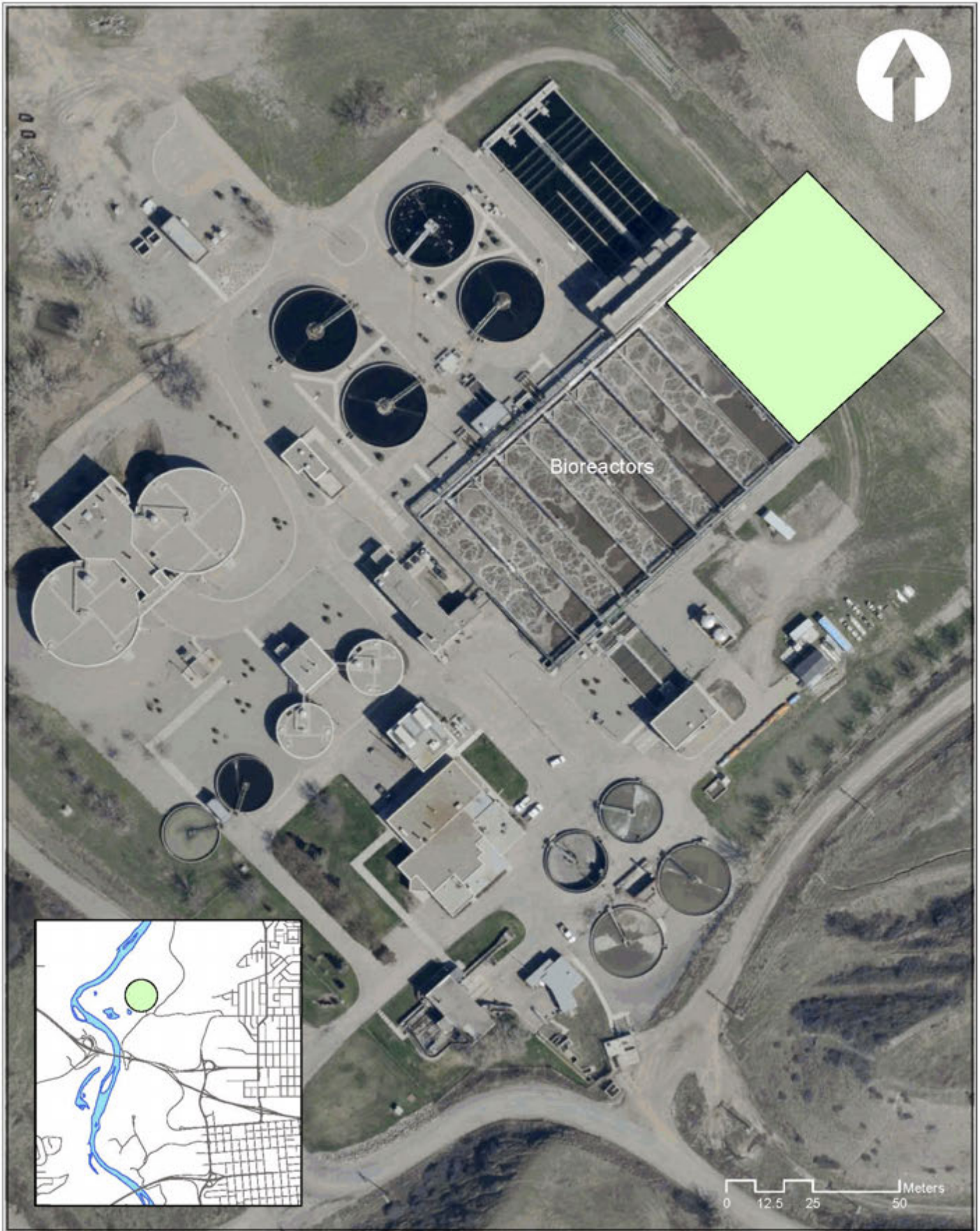
Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Additional Bioreactors**Dept - Project #: **207**Start Year: **2016**End Year: **2019**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The first three aeration tanks at the City's wastewater treatment plant were constructed in 1970, the fourth in 1979 and the fifth in 1987. In 1998, the aeration tanks were converted into bioreactors when the plant was upgraded for biological nutrient removal.</p> <p>The treatment capacity of the existing bioreactors is sufficient to service a population of approximately 100,000. To service a population of more than 100,000, the plant will require additional bioreactors.</p> <p>This project will provide the additional bioreactors required to double the plant's treatment capacity.</p>	<p>This project will:</p> <p>Leverage use of existing plant components,</p> <p>Maintain existing levels of service, and</p> <p>Allow continued growth and development in Lethbridge.</p>

## All amounts below are in thousands of dollars

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction							3,900			4,350		8,250
							3,900			4,350		8,250
Total Costs							<b>3,900</b>			<b>4,350</b>		<b>8,250</b>
<b>Funding</b>												
External Borrowing							3,900			4,350		8,250
							3,900			4,350		8,250
Total Funding							<b>3,900</b>			<b>4,350</b>		<b>8,250</b>
Estimated Debt Charges		0	0	0	0	0	0	914	914	914	1,934	
Projected Net Operating Costs		0	0	0	0	0	0	10	10	20	20	

Comments



**Wastewater Treatment Plant Additional Bioreactors**

Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Additional Digester**Dept - Project #: **206**Start Year: **2014**End Year: **2016**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The two existing wastewater treatment plant digesters were constructed in 1987. A third digester is now required to allow periodic maintenance. The maintenance procedure for a digester requires that it be drained and taken completely out of service for several weeks.</p> <p>This project will construct a third digester and provide the redundancy needed for maintenance and increased digestion capacity.</p>	<p>This project will:</p> <p>Increase performance, improve reliability and maintainability,</p> <p>Improve operator health and safety, and</p> <p>Allow continued growth and development of the City.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					2,400	2,500	1,300					6,200
					2,400	2,500	1,300					6,200
Total Costs					<b>2,400</b>	<b>2,500</b>	<b>1,300</b>					<b>6,200</b>
<b>Funding</b>												
External Borrowing					2,400	2,500	1,300					6,200
					2,400	2,500	1,300					6,200
Total Funding					<b>2,400</b>	<b>2,500</b>	<b>1,300</b>					<b>6,200</b>
Estimated Debt Charges		0	0	0	0	563	1,149	1,454	1,454	1,454	891	
Projected Net Operating Costs		0	0	0	0	0	30	40	45	50	50	

**Comments**





**Wastewater Treatment Plant Additional Digester**



Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Cogeneration Upgrade**Dept - Project #: **204**Start Year: **2011**End Year: **2012**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The Wastewater Treatment Plant Cogeneration facility was constructed in 2002 under a design/build/operate contract. The ten year operating contract expires in 2012.</p> <p>Based on the performance of the facility over the past eight years, equipment upgrades and additions will be required to extend the service life of the facility once the operating contract expires.</p> <p>This project will consist of removal of equipment from the digester gas floor, installation of replacement or upgraded equipment at an alternate site, installation of a back-up electrical transformer and replacement of boilers.</p>	<p>This project will:</p> <p>Leverage use of existing plant components,</p> <p>Increase performance, improve reliability and reduce maintenance, and</p> <p>Improve operator health and safety.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		1,575	1,650									3,225
		1,575	1,650									3,225
<b>Total Costs</b>		<b>1,575</b>	<b>1,650</b>									<b>3,225</b>
<b>Funding</b>												
External Borrowing		1,575	1,650									3,225
		1,575	1,650									3,225
<b>Total Funding</b>		<b>1,575</b>	<b>1,650</b>									<b>3,225</b>
Estimated Debt Charges		0	369	756	756	756	756	387	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**



**Wastewater Treatment Plant Cogeneration Upgrade**

Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Headworks and Clarifier Upgrade**Dept - Project #: **203**Start Year: **2008**End Year: **2012**Capital Improvement Program  
2011 to 2020

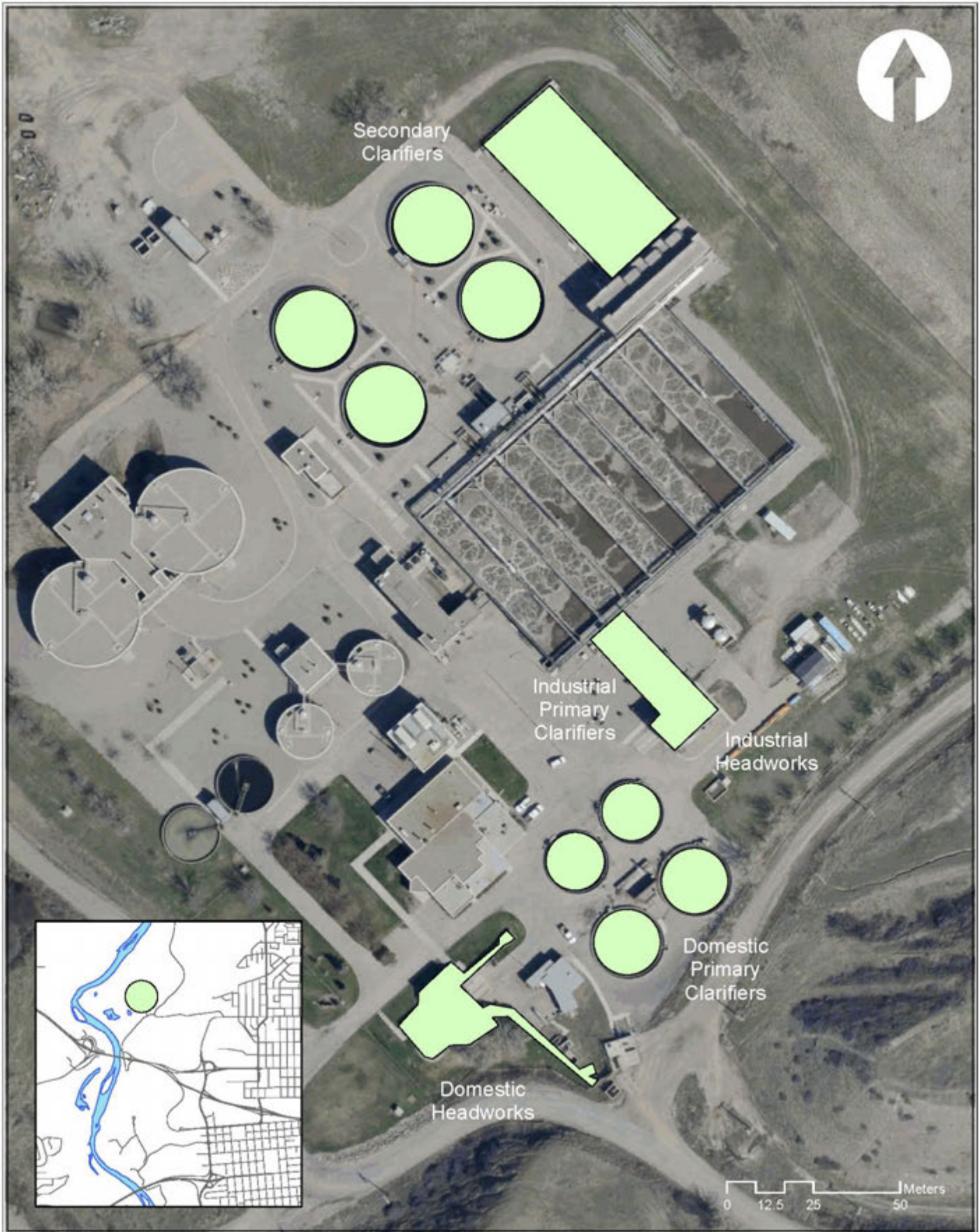
<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Continuation of two previous CIP projects E - 8 and E - 11 of 2008-2017 (Project Numbers 134 and 136). This project will implement wastewater treatment plant improvements recommended in a 2003 Wastewater Treatment Plant Asset Condition Assessment. Improvements to the headworks facilities include new a grit removal system and screens; improvements to influent channels and a new receiving station. Improvement to the primary and secondary clarifiers consist of replacement of components that are operating past their useful service life.</p> <p>Finance Committee meeting minutes November 21, 2008: T.H. WICKERSHAM: WHEREAS the operating budget includes the use of grants on capital projects for utility rate mitigation AND WHEREAS certain capital projects approved in the 2008-2017 Capital Improvement Program are funded from multiple sources including grants AND WHEREAS minimizing the number of grants used for each project streamlines the administrative functions of grant applications and reporting THEREFORE BE IT RESOLVED THAT the 2008-2017 capital budget be amended as follows:</p> <ul style="list-style-type: none"> <li>• E-8 Wastewater Headworks Facility - \$6,500,000 funding changed from external borrowing to New Deal for Cities and Communities (NDCC) grant</li> <li>• E-11 Wastewater Clarifier Upgrades - \$1,100,000 funding changed from external borrowing to Alberta Municipal Infrastructure Program (AMIP) grant</li> </ul>	<p>This project will:</p> <p>Leverage use of existing plant components,</p> <p>Increase performance, improve reliability and reduce maintenance,</p> <p>Improve operator health and safety, and</p> <p>Allow continued growth and development of the City.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	500	3,750	4,350									8,600
	500	3,750	4,350									8,600
<b>Total Costs</b>	<b>500</b>	<b>3,750</b>	<b>4,350</b>									<b>8,600</b>
<b>Funding</b>												
External Borrowing	500	500	600									1,600
Grant - Federal Gas Tax Fund (NDCC)		3,000	3,500									6,500
Wastewater Capital from Operations		250	250									500
	500	3,750	4,350									8,600
<b>Total Funding</b>	<b>500</b>	<b>3,750</b>	<b>4,350</b>									<b>8,600</b>
Estimated Debt Charges		63	178	317	317	317	317	317	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**





**Wastewater Treatment Plant Headworks and Clarifier Upgrade**



Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant SCADA Upgrade**Dept - Project #: **213**Start Year: **2013**End Year: **2015**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The SCADA (Supervisory Control and Data Acquisition) system is computers and software that provides the operators at the water and wastewater treatment plants with real-time and historical information related to the plant operation and process performance. There are thousands of pieces of information including flow rates, tank levels, pump discharge pressures, valve statuses, and water temperature and quality measurements. All of this information is continuously monitored, displayed and recorded by the SCADA system. The system also provides a means for operators in the plant control rooms to control the facilities remotely; like adjusting pump speeds, and opening or closing valves.</p> <p>This upgrade project will replace aging hardware, improve historical data handling, and provide enhancements in the system configuration and security.</p>	<p>This project will:</p> <p>Improve reliability, and</p> <p>Maintain existing levels of service.</p>

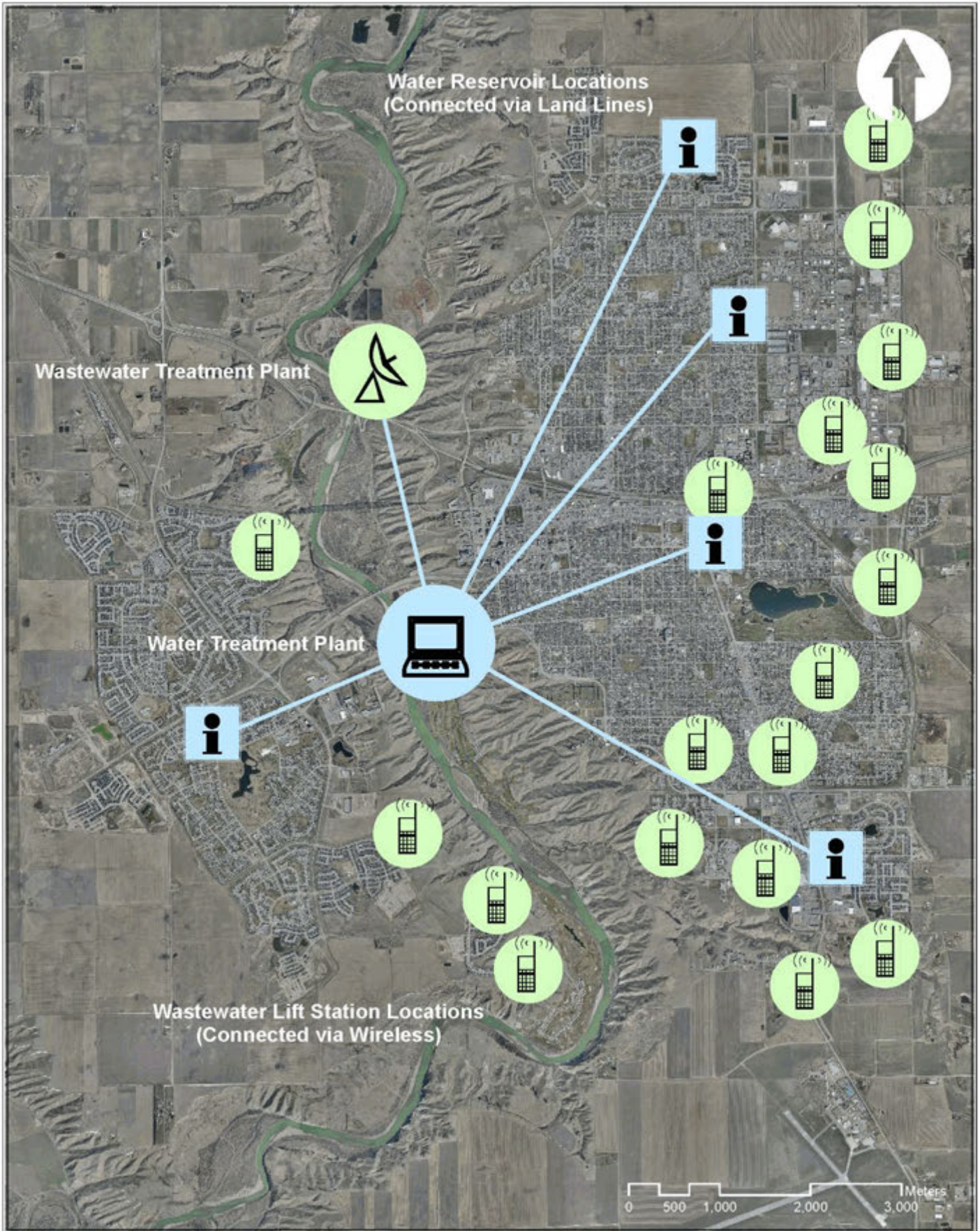
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction				230		625						855
				230		625						855
Total Costs				<b>230</b>		<b>625</b>						<b>855</b>
<b>Funding</b>												
Wastewater Capital from Operations				230		625						855
				230		625						855
Total Funding				<b>230</b>		<b>625</b>						<b>855</b>

Estimated Debt Charges

Projected Net Operating Costs

Comments



Treatment Plants SCADA Upgrade

Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Security**Dept - Project #: **216**Start Year: **2016**End Year: **2017**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This project will increase security at the wastewater treatment plant.</p> <p>The project will consist of installing additional fencing, controlled gates and interior and exterior video surveillance equipment.</p>	<p>This project will:</p> <p>Increase the security of the wastewater treatment facility.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction							650	675				1,325
							650	675				1,325
Total Costs							<b>650</b>	<b>675</b>				<b>1,325</b>
<b>Funding</b>												
External Borrowing							650	675				1,325
							650	675				1,325
Total Funding							<b>650</b>	<b>675</b>				<b>1,325</b>
Estimated Debt Charges		0	0	0	0	0	0	153	311	311	311	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**





Wastewater Treatment Plant Site

### Wastewater Treatment Plant Security



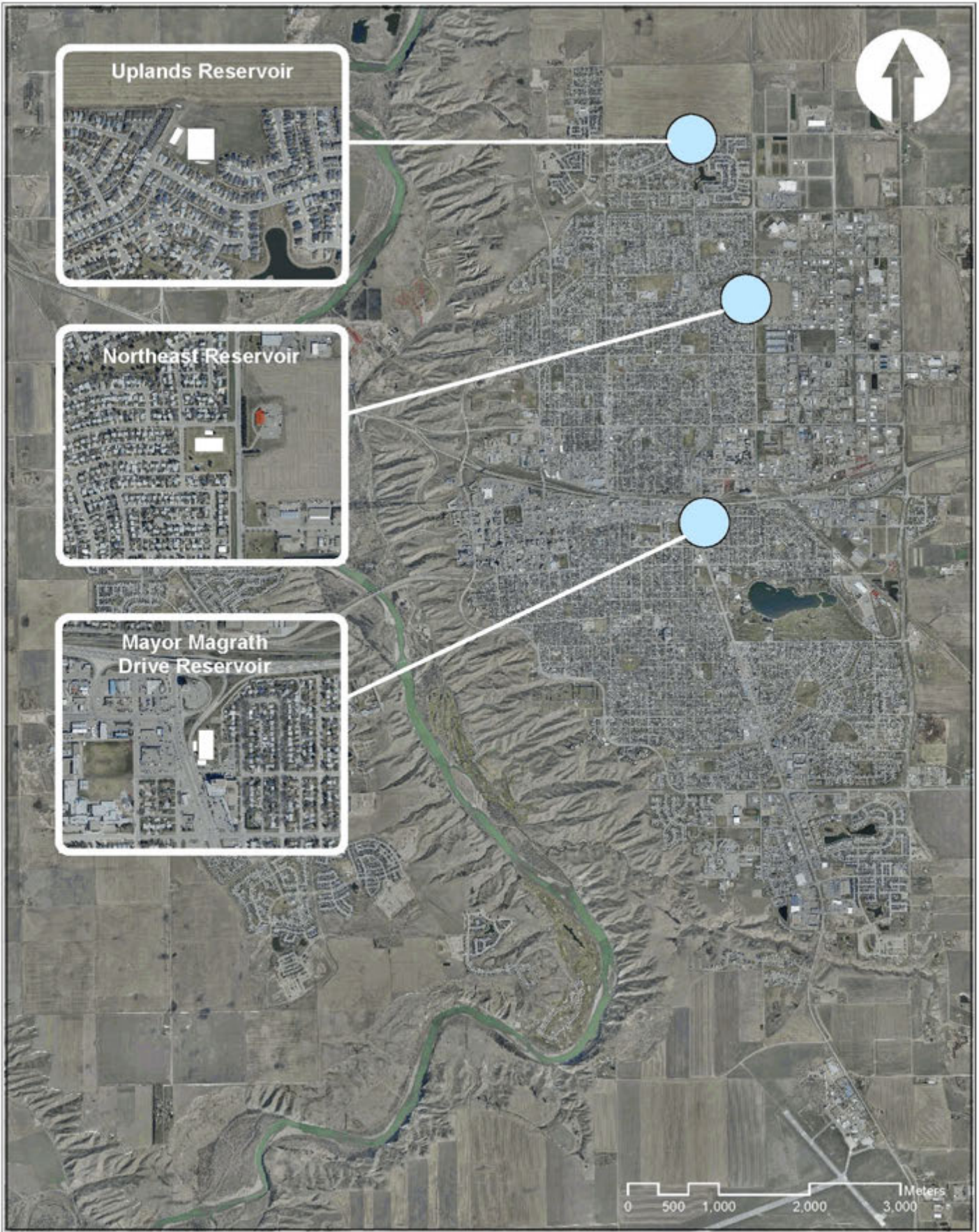
Major Program: **Water Utility**Project Title: **Water Reservoir Upgrades**Dept - Project #: **196**Start Year: **2013**End Year: **2019**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>			<u>Purpose &amp; Justification</u>
This project will consist of replacement and upgrading of existing mechanical and electrical equipment at the Uplands, Northeast and Mayor Magrath Drive Reservoirs. The allocation is as follows:			This project will:  Improve reliability and reduce maintenance,  Extend the service life of existing infrastructure, and  Maintain existing levels of service.
Reservoir	Cost	Schedule	
Northeast	\$588,000	2013-2014	
Uplands	\$3,675,000	2014-2015	
Mayor Magrath Dr	\$2,137,000	2018-2019	
Total	\$6,400,000		

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction				288	2,100	1,875			1,050	1,088		6,400
				288	2,100	1,875			1,050	1,088		6,400
Total Costs				<b>288</b>	<b>2,100</b>	<b>1,875</b>			<b>1,050</b>	<b>1,088</b>		<b>6,400</b>
<b>Funding</b>												
External Borrowing				288	2,100	1,875			1,050	1,088		6,400
				288	2,100	1,875			1,050	1,088		6,400
Total Funding				<b>288</b>	<b>2,100</b>	<b>1,875</b>			<b>1,050</b>	<b>1,088</b>		<b>6,400</b>
Estimated Debt Charges		0	0	0	30	244	435	435	435	542	653	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**



**Reservoir Upgrades**

Major Program: **Water Utility**Project Title: **Water Treatment Plant and Reservoir Security**Dept - Project #: **202**Start Year: **2016**End Year: **2017**Capital Improvement Program  
2011 to 2020

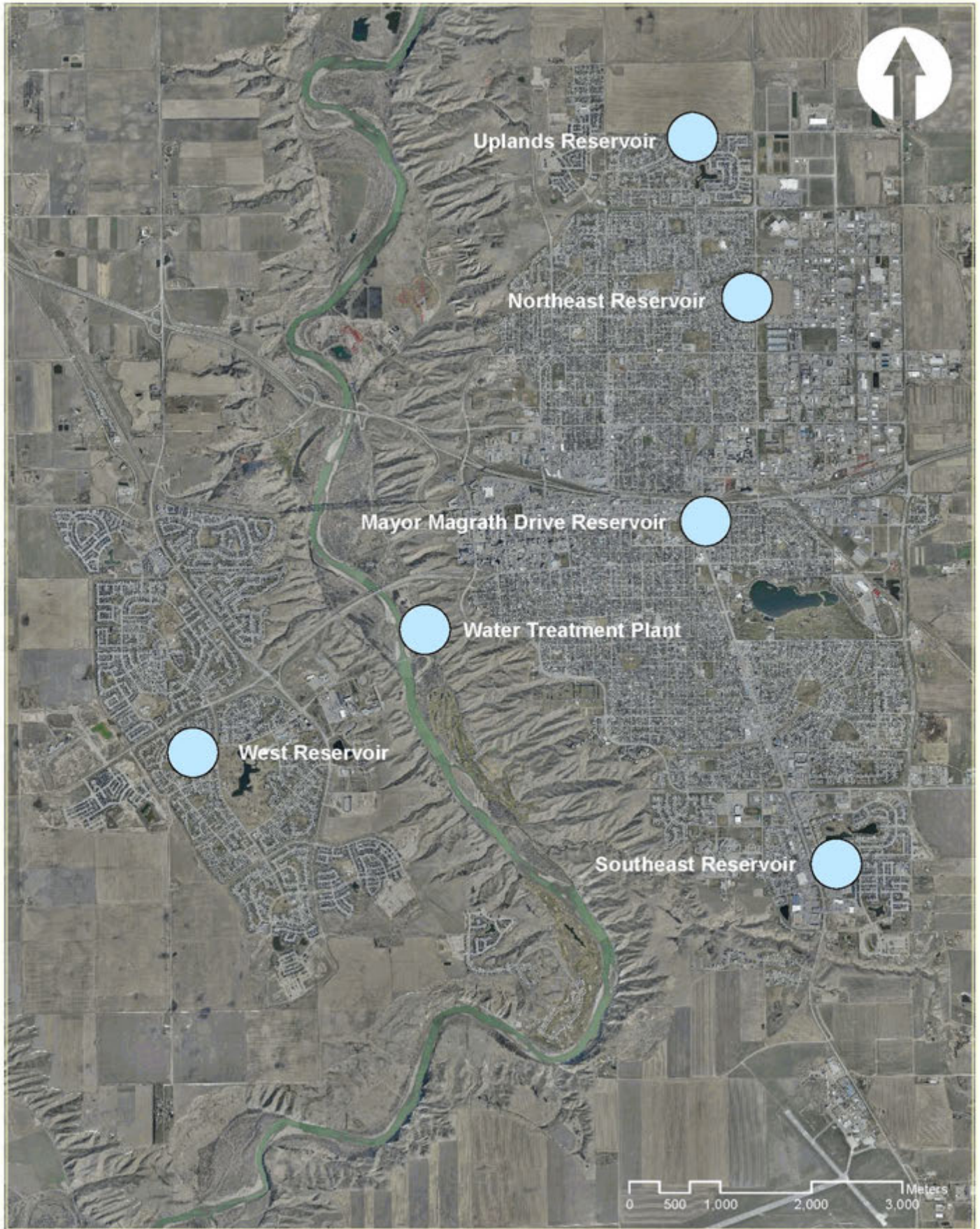
<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This project will increase the security at the water treatment plant and reservoirs.</p> <p>The project will consist of installing additional fencing, controlled gates and interior and exterior video surveillance equipment.</p>	<p>This project will:</p> <p>Increase the security of water distribution facilities.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction							650	675				1,325
							650	675				1,325
Total Costs							<b>650</b>	<b>675</b>				<b>1,325</b>
<b>Funding</b>												
External Borrowing							650	675				1,325
							650	675				1,325
Total Funding							<b>650</b>	<b>675</b>				<b>1,325</b>
Estimated Debt Charges		0	0	0	0	0	0	67	135	135	135	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**





**Water Treatment Plant and Reservoir Security**



Major Program: **Water Utility**Project Title: **Water Treatment Plant No. 2 High Lift Pump Switchgear Upgrade**Dept - Project #: **199**Start Year: **2011**End Year: **2012**Capital Improvement Program  
2011 to 2020**Description & Location**

The No. 2 Water Treatment Plant was constructed in the mid 1950's. Although the No. 2 plant is no longer used for treating water, the high lift pumps are still used to supply water to the City's reservoirs. The electrical switchgear has exceeded its useful life and is in need of replacement.

This project will consist of the replacement of existing electrical switchgear and pump motors to extend the service life of the plant.

**Purpose & Justification**

This project will:

Extend the service life of existing infrastructure, and

Maintain existing levels of service.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		735	330									1,065
		735	330									1,065
Total Costs		<b>735</b>	<b>330</b>									<b>1,065</b>
<b>Funding</b>												
Water Capital from Operations		735	330									1,065
		735	330									1,065
Total Funding		<b>735</b>	<b>330</b>									<b>1,065</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



**Water Treatment Plant No. 2 HLP Switchgear Upgrade**

Major Program: **Water Utility**Project Title: **Water Treatment Plant SCADA Upgrade**Dept - Project #: **220**Start Year: **2013**End Year: **2015**Capital Improvement Program  
2011 to 2020

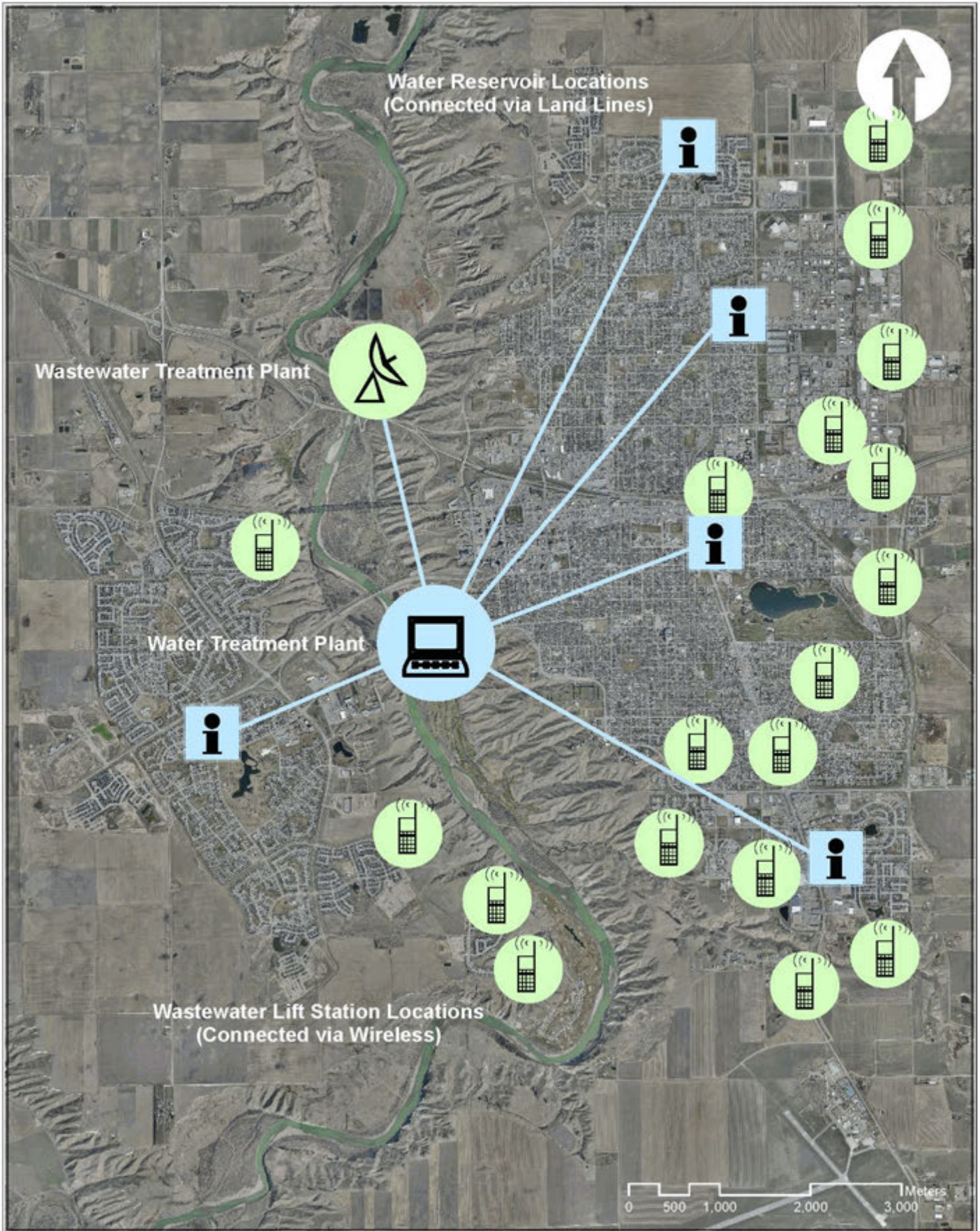
<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The SCADA (Supervisory Control and Data Acquisition) system is computers and software that provides the operators at the water and wastewater treatment plants with real-time and historical information related to the plant operation and process performance. There are thousands of pieces of information including flow rates, tank levels, pump discharge pressures, valve statuses, and water temperature and quality measurements. All of this information is continuously monitored, displayed and recorded by the SCADA system. The system also provides a means for operators in the plant control rooms to control the facilities remotely; like adjusting pump speeds, and opening or closing valves.</p> <p>This upgrade project will replace aging hardware, improve historical data handling, and provide enhancements in the system configuration and security.</p>	<p>This project will:</p> <p>Improve reliability, and</p> <p>Maintain existing levels of service.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction				230		625						855
				230		625						855
<b>Total Costs</b>				<b>230</b>		<b>625</b>						<b>855</b>
<b>Funding</b>												
External Borrowing				230		625						855
				230		625						855
<b>Total Funding</b>				<b>230</b>		<b>625</b>						<b>855</b>
Estimated Debt Charges		0	0	0	54	54	201	201	201	147	147	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	

**Comments**





Treatment Plants SCADA Upgrade



Major Program: **Water Utility**Project Title: **Water Treatment Plant Transmission Pipeline Rehabilitation**Dept - Project #: **195**Start Year: **2010**End Year: **2012**Capital Improvement Program  
2011 to 2020**Description & Location**

Water for most of south and north Lethbridge is supplied from three pump stations: Northeast, Mayor Magrath and Southeast. In turn, these pump stations are supplied with water from the water treatment plant through three interconnected pipelines. Two of these pipelines were constructed in the mid 1960's and are nearing the end of their service life.

This project will consist of the relining of the existing pipelines to extend their service life.

**Purpose & Justification**

This project will:

Extend the service life of existing infrastructure, and

Maintain existing levels of service.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	1,100	735	220									2,055
	1,100	735	220									2,055
Total Costs	<b>1,100</b>	<b>735</b>	<b>220</b>									<b>2,055</b>
<b>Funding</b>												
Water Capital from Operations	1,100	735	220									2,055
	1,100	735	220									2,055
Total Funding	<b>1,100</b>	<b>735</b>	<b>220</b>									<b>2,055</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



**Water Treatment Plant Transmission Pipeline Rehabilitation**

Major Program: **Water Utility**Project Title: **Water Treatment Plant Residuals Management**Dept - Project #: **130**Start Year: **2010**End Year: **2013**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Continuation of previous CIP project E - 16 of 2008-2017 (Project Number 130).</p> <p>Excess sludge from the clarifiers, screen backwash and filter backwash water are presently discharged directly to the Oldman River. These waste streams can impact river water quality and were regulated in the plant's 2010 Alberta Environment Approval.</p> <p>This project will provide for treatment of these waste streams before they are discharged to the river.</p>	<p>This project will:</p> <p>Improve water quality in Oldman River, and</p> <p>Ensure compliance with regulatory requirements.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			5,250	5,500								10,750
			5,250	5,500								10,750
Total Costs			<b>5,250</b>	<b>5,500</b>								<b>10,750</b>
<b>Funding</b>												
External Borrowing			5,250	5,500								10,750
			5,250	5,500								10,750
Total Funding			<b>5,250</b>	<b>5,500</b>								<b>10,750</b>
Estimated Debt Charges		0	0	536	1,097	1,097	1,097	1,097	1,097	1,097	1,097	1,097
Projected Net Operating Costs		0	0	10	50	50	50	50	50	50	50	50

**Comments**





**Water Treatment Plant Residuals Management**



Major Program: **Water Utility**Project Title: **Water Treatment Plant Process Redundancy**Dept - Project #: **128**Start Year: **2013**End Year: **2015**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Continuation of existing CIP project E - 17 of 2008-2017 (Project Number 128).</p> <p>Project identified during the 2006 CAMP Top Down asset risk assessment.</p> <p>The existing water treatment plant (Plant No. 3 constructed in 1982) has two clarifiers. Each of these clarifiers must be taken out of service annually for maintenance. Additionally, the existing plant cannot meet daily demand in Summer with one unit out of service.</p> <p>This project will retrofit Plant No. 2 (constructed in 1956) with new technology and provide the required level of treatment process redundancy.</p>	<p>This project will:</p> <p>Mitigate risk of customer impact of clarifier failure,</p> <p>Maximise value of existing plant components, and</p> <p>Allow continued growth and development of the City.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction				1,050	2,200	2,300						5,550
				1,050	2,200	2,300						5,550
Total Costs				<b>1,050</b>	<b>2,200</b>	<b>2,300</b>						<b>5,550</b>
<b>Funding</b>												
External Borrowing				1,050	2,200	2,300						5,550
				1,050	2,200	2,300						5,550
Total Funding				<b>1,050</b>	<b>2,200</b>	<b>2,300</b>						<b>5,550</b>
Estimated Debt Charges		0	0	0	107	332	566	566	566	566	566	
Projected Net Operating Costs		0	0	0	0	0	10	10	10	10	10	

**Comments**



**Water Treatment Plant Process Redundancy**

Major Program: **Urban Development (Offsite Levy)**  
 Project Title: **Metis Trail Drive Deep Utilities Phase II**  
 Dept - Project #: **177**  
 Start Year: **2012**



Capital Improvement Program  
 2011 to 2020

End Year: **Ongoing**

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The underground infrastructure that provides underground utility (water distribution, wastewater collection and stormwater collection) servicing to west Lethbridge was constructed forty years ago. At the present population of west Lethbridge (30,000), this aging infrastructure is operating at capacity.</p> <p>This project will provide the additional water distribution, wastewater collection and stormwater collection capacity required for growth in the southwestern areas of west Lethbridge.</p> <p>The 2012 component of this project will include the detailed design and construction of the deep underground utilities (wastewater collection and stormwater collection) that are required to be constructed within the Metis Trail arterial roadway between Whoop Up Drive and Temple Blvd.</p>	<p>This project will:</p> <p>Extend existing levels of service, and</p> <p>Allow growth and development in the southwestern areas of west Lethbridge.</p>

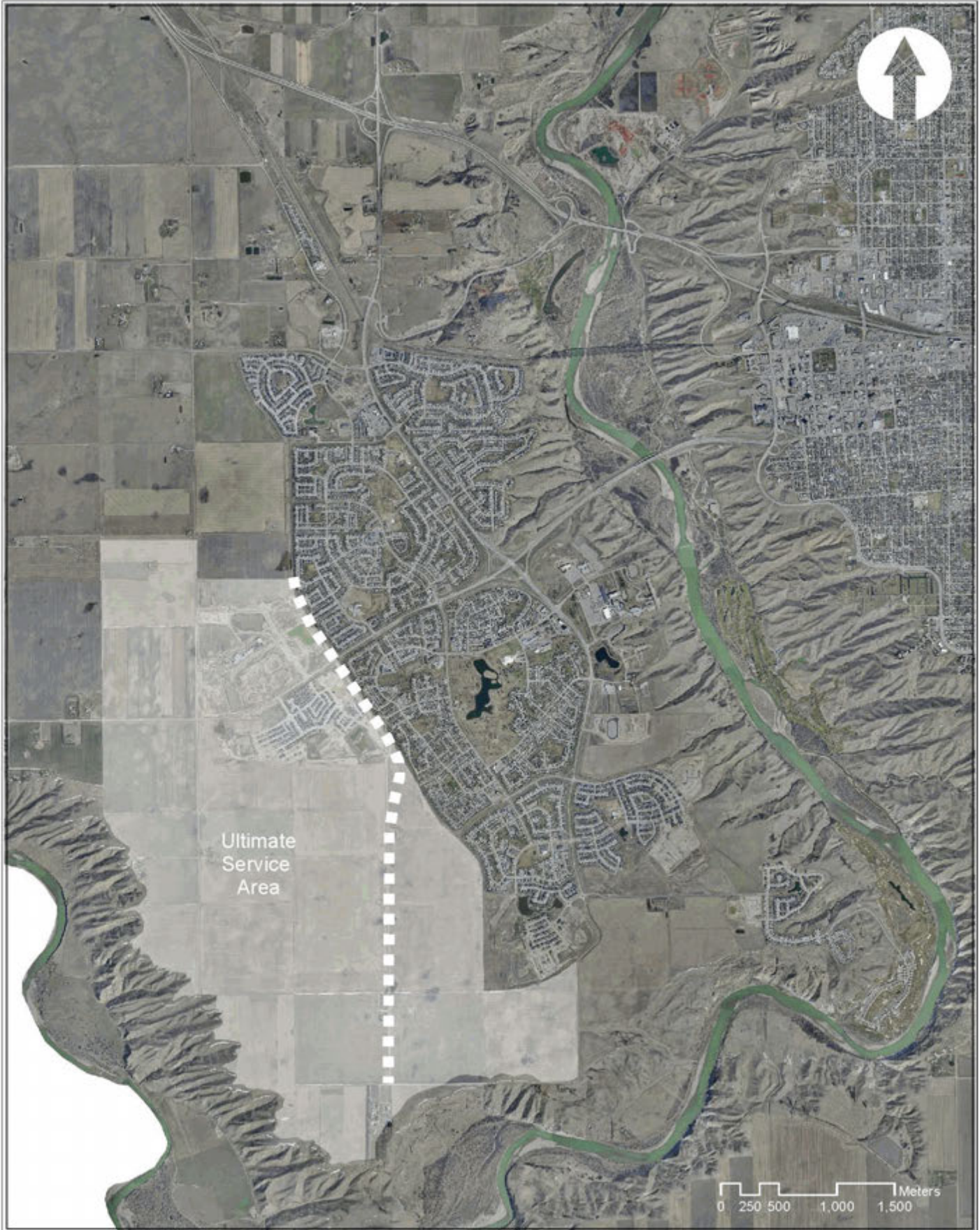
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction			2,000								7,500	9,500
			2,000								7,500	9,500
<b>Total Costs</b>			<b>2,000</b>								<b>7,500</b>	<b>9,500</b>
<b>Funding</b>												
Offsite Levies			2,000								7,500	9,500
			2,000								7,500	9,500
<b>Total Funding</b>			<b>2,000</b>								<b>7,500</b>	<b>9,500</b>

Estimated Debt Charges  
 Projected Net Operating Costs

<u>Comments</u>





**Metis Trail Deep Utilities Phase II**



Major Program: **Urban Development (Offsite Levy)**

Project Title: **Northwest Lethbridge Utility Servicing**

Dept - Project #: **132**

Start Year: **2008**

End Year: **2012**



**CITY OF**  
*Lethbridge*

Capital Improvement Program  
2011 to 2020

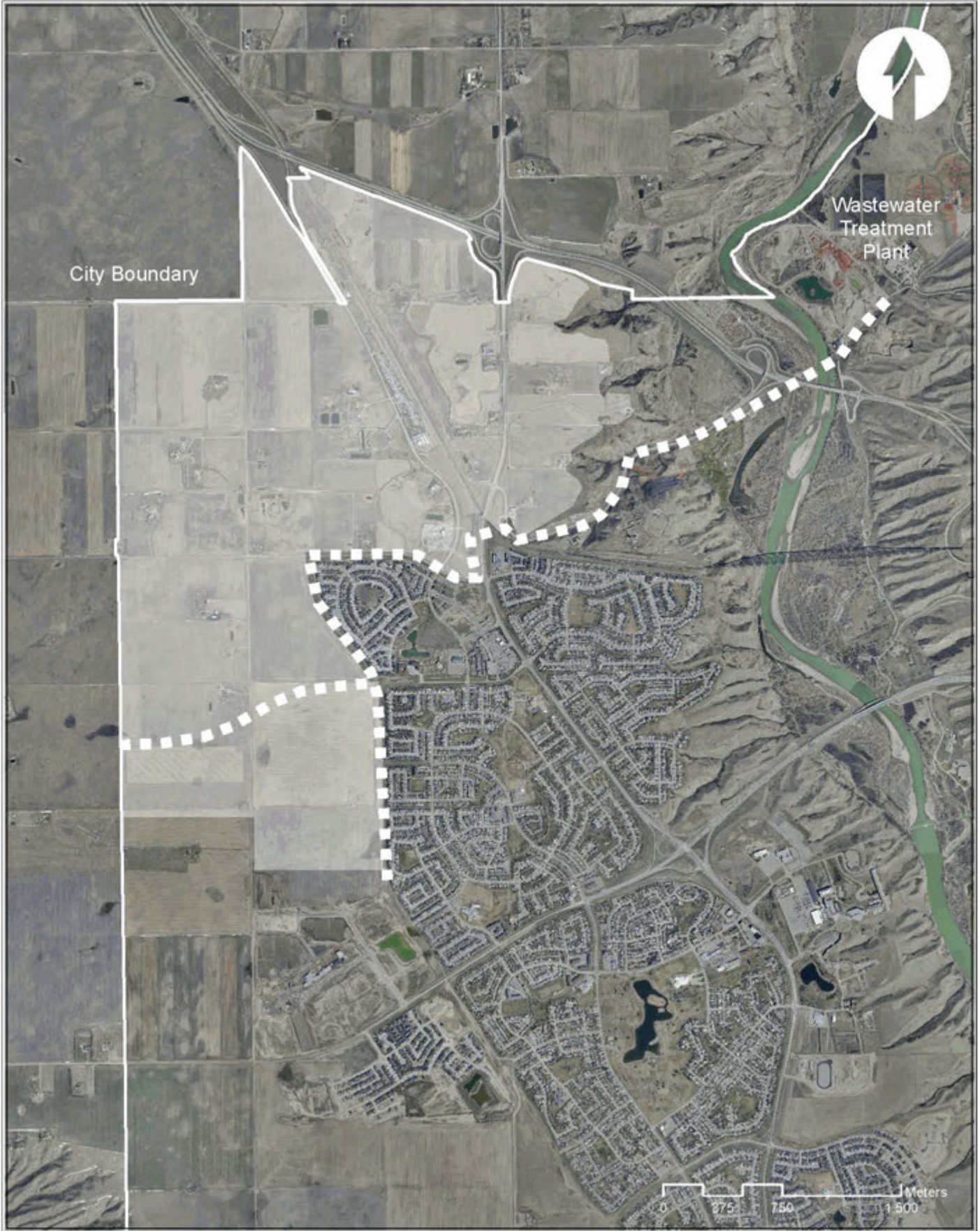
<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Continuation of existing CIP project E - 20 of 2008-2017 (Project Number 132).</p> <p>New water, wastewater and storm lines are required to maintain existing levels of service and allow continued growth in west Lethbridge.</p> <p>The project will consist of new water and wastewater pipelines across the river: a second pipeline from the water treatment plant to west Lethbridge, a second wastewater syphon from west Lethbridge to the wastewater treatment plant and a stormwater trunk and outfall servicing the northern portion of west Lethbridge. Water, wastewater and storm lines will also be extended along Walsh Drive, Metis Trail and Garry Drive.</p>	<p>This project will:</p> <p>Increase wastewater collection and water distribution system capacity to allow continued growth of west Lethbridge, and</p> <p>Increase wastewater collection and water distribution system reliability in west Lethbridge.</p> <p>Provide storm drainage service to the northern areas of west Lethbridge.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	4,500	16,100	14,650									35,250
	4,500	16,100	14,650									35,250
<b>Total Costs</b>	<b>4,500</b>	<b>16,100</b>	<b>14,650</b>									<b>35,250</b>
<b>Funding</b>												
Grant - AMIP			1,650									1,650
Offsite Levies	4,500	16,100	13,000									33,600
	4,500	16,100	14,650									35,250
<b>Total Funding</b>	<b>4,500</b>	<b>16,100</b>	<b>14,650</b>									<b>35,250</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



**Northwest Lethbridge Utility Servicing**

Major Program: **Urban Development (Offsite Levy)**

Project Title: **North Sanitary Siphon Twinning**

Dept - Project #: **182**

Start Year: **2018**

End Year: **2019**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The existing siphon that provides wastewater collection servicing to north Lethbridge was constructed thirty years ago. In 2020, the projected population of north Lethbridge will be 30,000 and the existing siphon will be operating at capacity.</p> <p>This project will provide the additional wastewater collection capacity required for growth in the northern areas of north Lethbridge.</p>	<p>This project will:</p> <p>Extend existing levels of service, and</p> <p>Allow growth and development in the northern areas of north Lethbridge.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction									3,829	3,948		7,777
									3,829	3,948		7,777
Total Costs									<b>3,829</b>	<b>3,948</b>		<b>7,777</b>
<b>Funding</b>												
Offsite Levies									3,829	3,948		7,777
									3,829	3,948		7,777
Total Funding									<b>3,829</b>	<b>3,948</b>		<b>7,777</b>

Estimated Debt Charges  
Projected Net Operating Costs

**Comments**





**North Siphon Twinning**



Major Program: **Urban Development (Offsite Levy)**

Project Title: **West Siphon Screen Relocation**

Dept - Project #: **180**

Start Year: **2014**

End Year: **2015**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>The existing south siphon is presently the only means of conveying wastewater from west Lethbridge to the wastewater treatment plant.</p> <p>Relocation of the screen chamber to a higher elevation will increase the capacity of the siphon, without having to install additional pipelines across the river. The increased capacity will allow for continued growth in the southern areas of west Lethbridge.</p>	<p>This project will:</p> <p>Leverage use of existing infrastructure,</p> <p>Extend existing levels of service, and</p> <p>Allow continued growth and development in the southern areas of west Lethbridge.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					1,129	1,164						2,293
					1,129	1,164						2,293
Total Costs					<b>1,129</b>	<b>1,164</b>						<b>2,293</b>
<b>Funding</b>												
Offsite Levies					1,129	1,164						2,293
					1,129	1,164						2,293
Total Funding					<b>1,129</b>	<b>1,164</b>						<b>2,293</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



**West Siphon Screen Relocation**

Major Program: **Urban Development (Offsite Levy)**Project Title: **SE Regional Lift Station**Dept - Project #: **168**Start Year: **2014**End Year: **2016**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Continuation of existing CIP project E - 15 of 2008-2017(Project Number 168). The Southeast Lethbridge Urbanization Plan, completed in 2002, identified the need for a regional sanitary lift station. The lift station is required to service the area east of 43 Street S. and south of 10 Avenue S.</p> <p>This project will provide the sanitary sewer capacity required for continued growth of southeast Lethbridge. The project will consist of a wastewater lift station and forcemain to convey wastewater from southeast Lethbridge, north and west to the wastewater treatment plant.</p> <p>Resolution Carried at the Council Meeting of October 5, 2009:</p> <p>BE IT RESOLVED THAT the report from the Administration on the Review of Advancing Servicing for the Southeast (SE) Lethbridge Clearview Growth Front, be received as information and filed AND FURTHER BE IT RESOLVED THAT any advancement of development in this area occur in accordance with City planning requirements for Area Structure Plans and Outline Plans prior to any servicing AND FURTHER BE IT RESOLVED THAT City staff be authorized to begin reviewing Area Structure Plans and Outline Plans with the Developer, as soon as possible, for the land south of Highway 4 and east of 43 Street South AND FURTHER BE IT RESOLVED THAT City staff meet with affected stakeholders (including the Urban Development Institute) to discuss the implications of proposed offsite infrastructure delays concurrently with discussions on the Offsite Levy Rate for 2011 - 2013 AND FURTHER BE IT RESOLVED THAT City Council authorize City Staff to explore with the developer, as soon as possible, a cost neutral development scenario for the area that allows servicing to be advanced AND FURTHER BE IT RESOLVED THAT any cost-neutral development scenario be brought back to City Council for review and decision once completed</p>	<p>This project will:</p> <p>Extend existing levels of service, and</p> <p>Allow continued growth and development in southeast Lethbridge.</p>

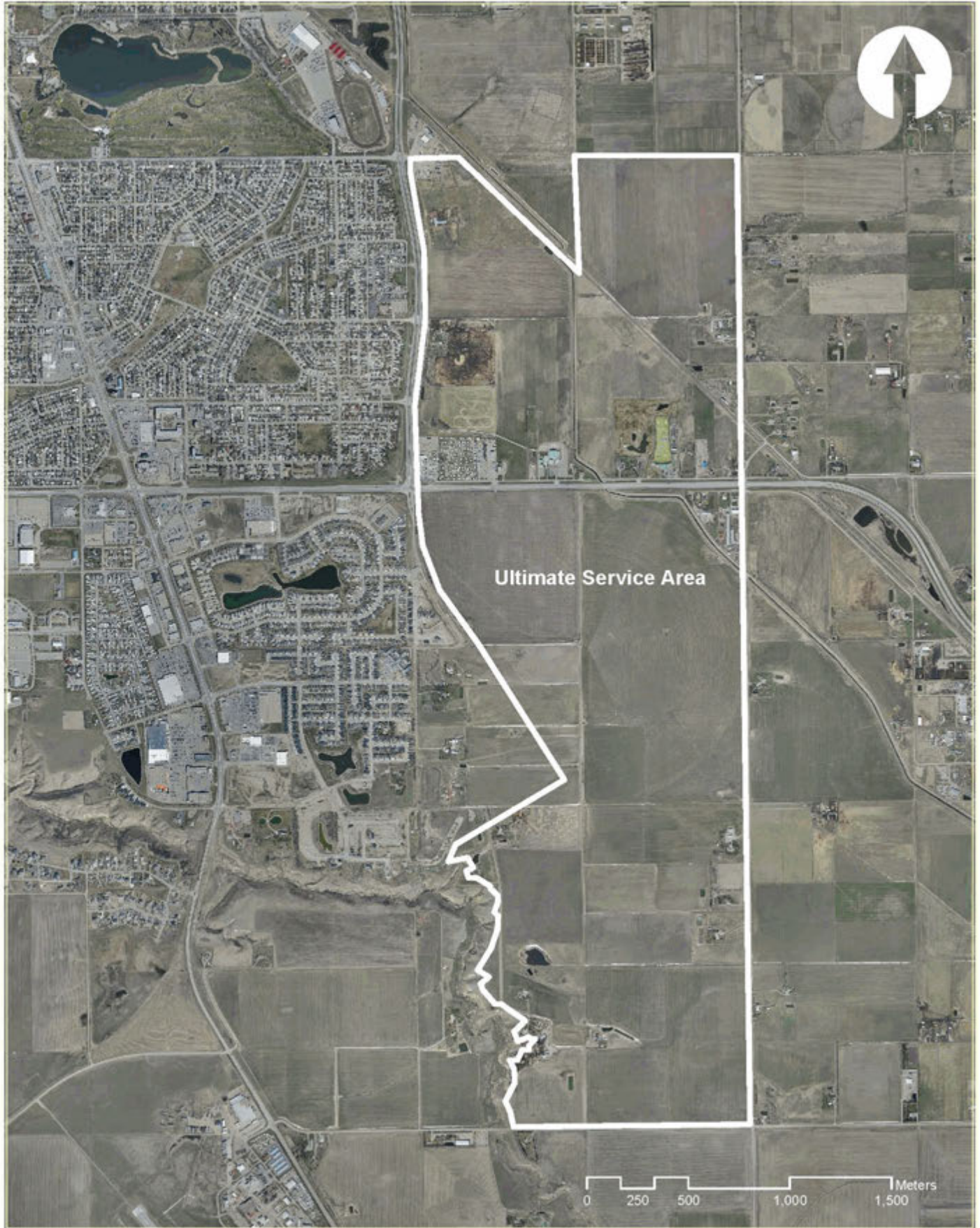
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction					1,129	10,484	9,608					21,221
					1,129	10,484	9,608					21,221
Total Costs					<b>1,129</b>	<b>10,484</b>	<b>9,608</b>					<b>21,221</b>
<b>Funding</b>												
Offsite Levies					1,129	10,484	9,608					21,221
					1,129	10,484	9,608					21,221
Total Funding					<b>1,129</b>	<b>10,484</b>	<b>9,608</b>					<b>21,221</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	2	5	7	8	9	10	

**Comments**

Project may be accelerated, per the above October 5, 2009 resolution.





**Southeast Regional Lift Station**



Major Program: **Urban Development (Offsite Levy)**Project Title: **Garry Drive Reservoir**Dept - Project #: **127**Start Year: **2010**End Year: **2011**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Continuation of existing CIP project E - 18 of 2008-2017 (Project Number 127).</p> <p>In 2000, the Underground Infrastructure Master Plan (UIMP) anticipated a shortfall in the amount of emergency (fire) storage available for west Lethbridge. Further, due to higher ground elevations in the northwest portion of west Lethbridge, the required level of service for pressure cannot be met for future development in that area. Both of these issues are best addressed by construction of a second reservoir in west Lethbridge.</p> <p>The new facility will be located north of Garry Drive and west of Metis Trail W. It have a storage capacity of between 15 and 20 million litres, pumping capacity of approximately 40 million litres per day and include stand by power.</p>	<p>This project will:</p> <p>Provide the recommended amount of emergency (fire) storage for west Lethbridge,</p> <p>Provide the same level of service to west Lethbridge as is currently provided to north and south Lethbridge, and</p> <p>Allow continued growth and development of west Lethbridge.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction	4,500	5,155										9,655
	4,500	5,155										9,655
Total Costs	<b>4,500</b>	<b>5,155</b>										<b>9,655</b>
<b>Funding</b>												
Offsite Levies	4,500	5,155										9,655
	4,500	5,155										9,655
Total Funding	<b>4,500</b>	<b>5,155</b>										<b>9,655</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	5	8	10	15	20	25	30	35	40	

**Comments**



Garry Drive Reservoir

Major Program: **Urban Development (Offsite Levy)**Project Title: **Distribution System Looping**Dept - Project #: **129**Start Year: **2008**End Year: **2016**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Continuation of previous CIP project E -19 of 2008-2017 (Project Number 129).</p> <p>This project consists of water distribution system improvements such as additional interconnections, parallel mains and upsized mains.</p>	<p>This project will:</p> <p>Increase water distribution system reliability,</p> <p>Maintain existing levels of service, and</p> <p>Allow continued growth and development of the City.</p>

**All amounts below are in thousands of dollars**

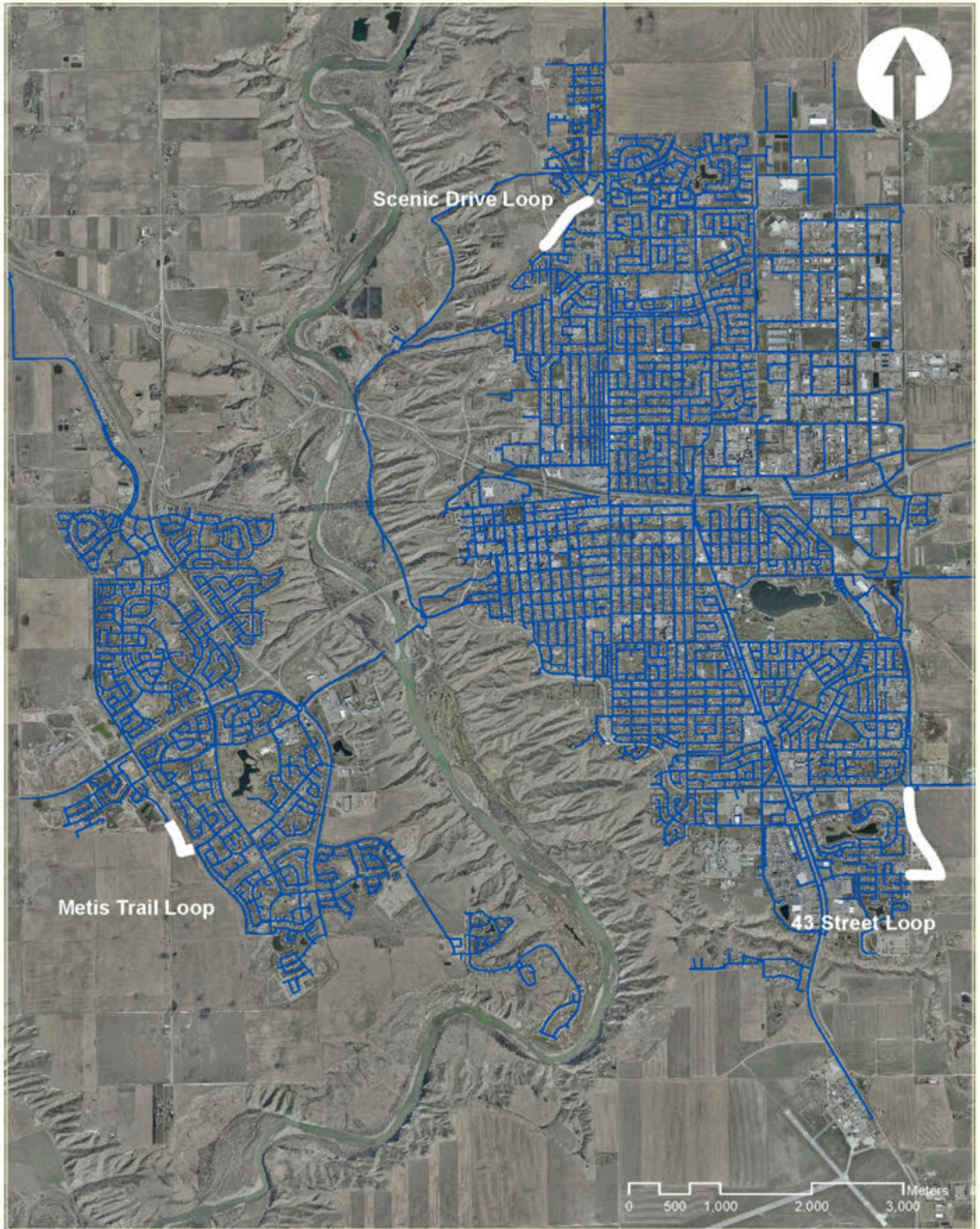
	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Shareable</b>												
Construction		515	531	547	564	582	601					3,340
		515	531	547	564	582	601					3,340
<b>Total Costs</b>		<b>515</b>	<b>531</b>	<b>547</b>	<b>564</b>	<b>582</b>	<b>601</b>					<b>3,340</b>
<b>Funding</b>												
Offsite Levies		515	531	547	564	582	601					3,340
		515	531	547	564	582	601					3,340
<b>Total Funding</b>		<b>515</b>	<b>531</b>	<b>547</b>	<b>564</b>	<b>582</b>	<b>601</b>					<b>3,340</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**





**Distribution System Looping**



**INFRASTRUCTURE  
ELECTRIC UTILITY  
CAPITAL IMPROVEMENT PROJECTS  
2011-2020**

**City of Lethbridge**  
**Infrastructure - Electric Utility**  
**Capital Improvement Program 2011 - 2020 Projects**  
**Commencing in the First Three Years**

Project Costs	Page	Project Costs			
		2011	2012	2013	2014-2020
All amounts below are in thousands					
<b>Infrastructure - Electric Utility</b>					
<u>Electric - Transmission</u>					
Substations					
Protection and Control	F - 4	37	605		2,640
Substation Transformer Upgrades	F - 6	1,438			5,125
Substation Infrastructure (Yard/Building) Upgrades	F - 7	305	506	230	143
Substation 13.8kV Switchgear Upgrades	F - 9	158			5,063
Substation Structure and Buswork	F - 10	53	77		325
Substation upgrades for Generator Interconnection	F - 12	1,733			
		<u>3,721</u>	<u>1,188</u>	<u>230</u>	<u>13,295</u>
Transmission Lines					
Line Rebuild of 734L/813L	F - 14	1,050			
		<u>1,050</u>			
<u>Electric - Distribution</u>					
Primary Lines					
Primary Line Extension Annual Program	F - 16	3,200	3,360	3,528	30,163
Infrastructure Replacement Program	F - 17	5,250	5,513	5,788	49,483
		<u>8,450</u>	<u>8,873</u>	<u>9,316</u>	<u>79,646</u>
Secondary Lines					
Secondary Line Extension Annual Program	F - 18	2,200	2,310	2,426	20,737
Secondary Metering (Advanced Meter Infrastructure)	F - 19		2,866	3,597	16,998
Lighting Secondary Annual Program	F - 20	65	69	72	613
		<u>2,265</u>	<u>5,245</u>	<u>6,095</u>	<u>38,348</u>
Transformation					
Shared/Dedicated Trans. Annual Program	F - 21	1,250	1,313	1,378	11,782
		<u>1,250</u>	<u>1,313</u>	<u>1,378</u>	<u>11,782</u>
<u>Electric - Support</u>					
Communications					
Dark Fibre Communications Systems	F - 22	313	555	310	1,215
Electric Systems Communications	F - 23	10	160	35	80
		<u>323</u>	<u>715</u>	<u>345</u>	<u>1,295</u>
Other Support					
Major Tools Annual Program	F - 24	229	215	174	
Facilities & Furnishings Annual Program	F - 25	53	495		
Fleet Annual Program	F - 26	1,634	392	23	
Electric System Environmental Mgmt.	F - 27	200	210	221	1,884
Facilities Management	F - 28	142	144	147	
Work and Financial Management	F - 29	222	153	224	302
Critical Infrastructure Protection	F - 30	275	175	175	680
		<u>2,754</u>	<u>1,784</u>	<u>964</u>	<u>2,866</u>
System Control (SCADA)					
Electric System Control	F - 31	21	374		1,020
		<u>21</u>	<u>374</u>		<u>1,020</u>
	<b>TOTAL PROJECTS</b>	<b>19,834</b>	<b>19,492</b>	<b>18,328</b>	<b>148,252</b>
<b>Project Funding</b>					
Customer Charges		2,436	736	789	6,409
External Borrowing		5,250	5,513	5,788	
Reserve - MRSR		12,149	13,243	11,751	141,843
	<b>TOTAL FUNDING</b>	<b>19,834</b>	<b>19,492</b>	<b>18,328</b>	<b>148,252</b>

**City of Lethbridge**  
**Infrastructure - Electric Utility**  
**Capital Improvement Program 2011 - 2020**

		Project Costs											
Page		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total	
<b>Project Costs</b>		All amounts below are in thousands											
<b>Infrastructure - Electric Utility</b>													
<u>Electric - Transmission</u>													
Substations													
	Protection and Control	F - 4	37	605			1,950	270	420			3,282	
	Substation Metering	F - 5			216							216	
	Substation Transformer Upgrades	F - 6	1,438			1,563			1,750	1,813		6,563	
	Substation Infrastructure (Yard/Building) Upgrades	F - 7	305	506	230				70	73		1,183	
	Substation Breaker and Switches Upgrades	F - 8							210	218		428	
	Substation 13.8kV Switchgear Upgrades	F - 9	158			1,500			1,750	1,813		5,220	
	Substation Structure and Buswork	F - 10	53	77			325					455	
	Northwest Substation for Additional Capacity	F - 11						6,750				6,750	
	Substation upgrades for Generator Interconnection	F - 12	1,733									1,733	
Transmission Lines													
	Northwest Lethbridge Transmission Line	F - 13						3,375				3,375	
	Line Rebuild of 734L/813L	F - 14	1,050									1,050	
	138kV Tie Line	F - 15									7,500	7,500	
			4,771	1,188	230	1,716	1,563	2,275	10,395	4,200	3,915	7,500	37,753
<u>Electric - Distribution</u>													
Primary Lines													
	Primary Line Extension Annual Program	F - 16	3,200	3,360	3,528	3,705	3,890	4,084	4,288	4,503	4,728	4,965	40,251
	Infrastructure Replacement Program	F - 17	5,250	5,513	5,788	6,078	6,381	6,700	7,036	7,387	7,757	8,144	66,034
Secondary Lines													
	Secondary Line Extension Annual Program	F - 18	2,200	2,310	2,426	2,547	2,675	2,808	2,948	3,096	3,250	3,413	27,673
	Secondary Metering (Advanced Meter Infrastructure)	F - 19		2,866	3,597	3,777	3,965	4,164	4,372	480	120	120	23,461
	Lighting Secondary Annual Program	F - 20	65	69	72	76	79	83	87	91	96	101	819
Transformation													
	Shared/Dedicated Trans. Annual Program	F - 21	1,250	1,313	1,378	1,447	1,520	1,595	1,675	1,759	1,847	1,939	15,723
			11,965	15,431	16,789	17,630	18,510	19,434	20,406	17,316	17,798	18,682	173,961
<u>Electric - Support</u>													
Communications													
	Dark Fibre Communications Systems	F - 22	313	555	310	280	305	315	315				2,393
	Electric Systems Communications	F - 23	10	160	35	20	20	20	20				285
Other Support													
	Major Tools Annual Program	F - 24	229	215	174								618
	Facilities & Furnishings Annual Program	F - 25	53	495									548
	Fleet Annual Program	F - 26	1,634	392	23								2,048
	Electric System Environmental Mgmt.	F - 27	200	210	221	232	243	255	268	281	295	310	2,515
	Facilities Management	F - 28	142	144	147								432
	Work and Financial Management	F - 29	222	153	224		302						901
	Critical Infrastructure Protection	F - 30	275	175	175	75	75	180	175	175			1,305
System Control (SCADA)													
	Electric System Control	F - 31	21	374		108		260	162	490			1,415
			3,098	2,873	1,309	715	945	1,030	940	946	295	310	12,460
<b>TOTAL PROJECTS</b>			<b>19,834</b>	<b>19,492</b>	<b>18,328</b>	<b>20,061</b>	<b>21,017</b>	<b>22,739</b>	<b>31,741</b>	<b>22,462</b>	<b>22,008</b>	<b>26,492</b>	<b>224,174</b>
<b>Project Funding</b>													
	Customer Charges		2,436	736	789	824	872	911	951	904	950	997	10,370
	External Borrowing		5,250	5,513	5,788								16,551
	Reserve - MRSR		12,149	13,243	11,751	19,237	20,145	21,828	30,790	21,558	21,058	25,495	197,253
<b>TOTAL FUNDING</b>			<b>19,834</b>	<b>19,492</b>	<b>18,328</b>	<b>20,061</b>	<b>21,017</b>	<b>22,739</b>	<b>31,741</b>	<b>22,462</b>	<b>22,008</b>	<b>26,492</b>	<b>224,174</b>



**City of Lethbridge**  
**Infrastructure - Electric Utility**  
**Capital Improvement Program 2011 - 2020**  
**Net Operating Cost**

Project Estimated Operating Costs (All amounts below are in thousands)

Page	2012	2013	2014	2015	2016	2017	2018	2019	2020	
<b>Infrastructure - Electric Utility</b>										
<u>Electric - Distribution</u>										
Primary Lines										
Infrastructure Replacement Program	F - 17	221	232	244	256	269	282	296	311	326
Secondary Lines										
Secondary Metering (Advanced Meter Infrastructure)	F - 19	255	268	281	295	310	326	342	359	377
<u>Electric - Support</u>										
Other Support										
Facilities Management	F - 28	54	57	60	63	66	69	73	76	80
Work and Financial Management	F - 29	23	24	26	27	28	30	31	33	34
<b>TOTAL OPERATING COSTS</b>		<b>553</b>	<b>581</b>	<b>611</b>	<b>641</b>	<b>673</b>	<b>707</b>	<b>742</b>	<b>779</b>	<b>817</b>



Major Program: **Substations**Project Title: **Protection and Control**Dept - Project #: **TS01**Start Year: **2005**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations ("Points of Delivery") and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.</p> <p>Transmission Substations are entitled:            111S (River bottom – 19 Botteril Bottom Road S.)            146S (Industrial Park – 4115 9th Ave. N.)            241S (Industrial Park – 4357 32nd Street N.)            593S (S.E. Lakeview – 2275 43rd Street S.)            674S (West Side – 3555 25th Street W.).</p> <p>Current Project and Program Requirements:</p> <p>2011 All substations, Upgrade yard junction boxes.            2012 All substations, Upgrade battery and charging equipment.            2012 Substation 146S, Upgrade/replace transformer protection.            2012 Substation 593S, Upgrade transformer and 138 kV bus protection.            2016 Substation 111S, Replace existing P&amp;C equipment (end of life).            2017 Substation 674S, Upgrade control cables to 138 kV breakers.            2018 Substation 241S, Upgrade all control cables to yard.</p>	<p>Substations convert the high transmission voltage (138,000 volts) to a lower distribution voltage (13,800 volts) – which then provides power to all users within the City of Lethbridge. Transmission plant owned by the City of Lethbridge is considered part of the Alberta Interconnected Electric System and is subject to AESO (Alberta Electric System Operator) and AUC (Alberta Utilities Commission) approvals.</p> <p>Protection and Control encompasses equipment that is utilized for the purposes of providing control, operation and observation of the status of the transmission system. It includes equipment such as SCADA (supervisory, control and data acquisition), RTU (Remote Terminal Unit), station metering equipment, protective relaying equipment and all associated low voltage wiring.</p>

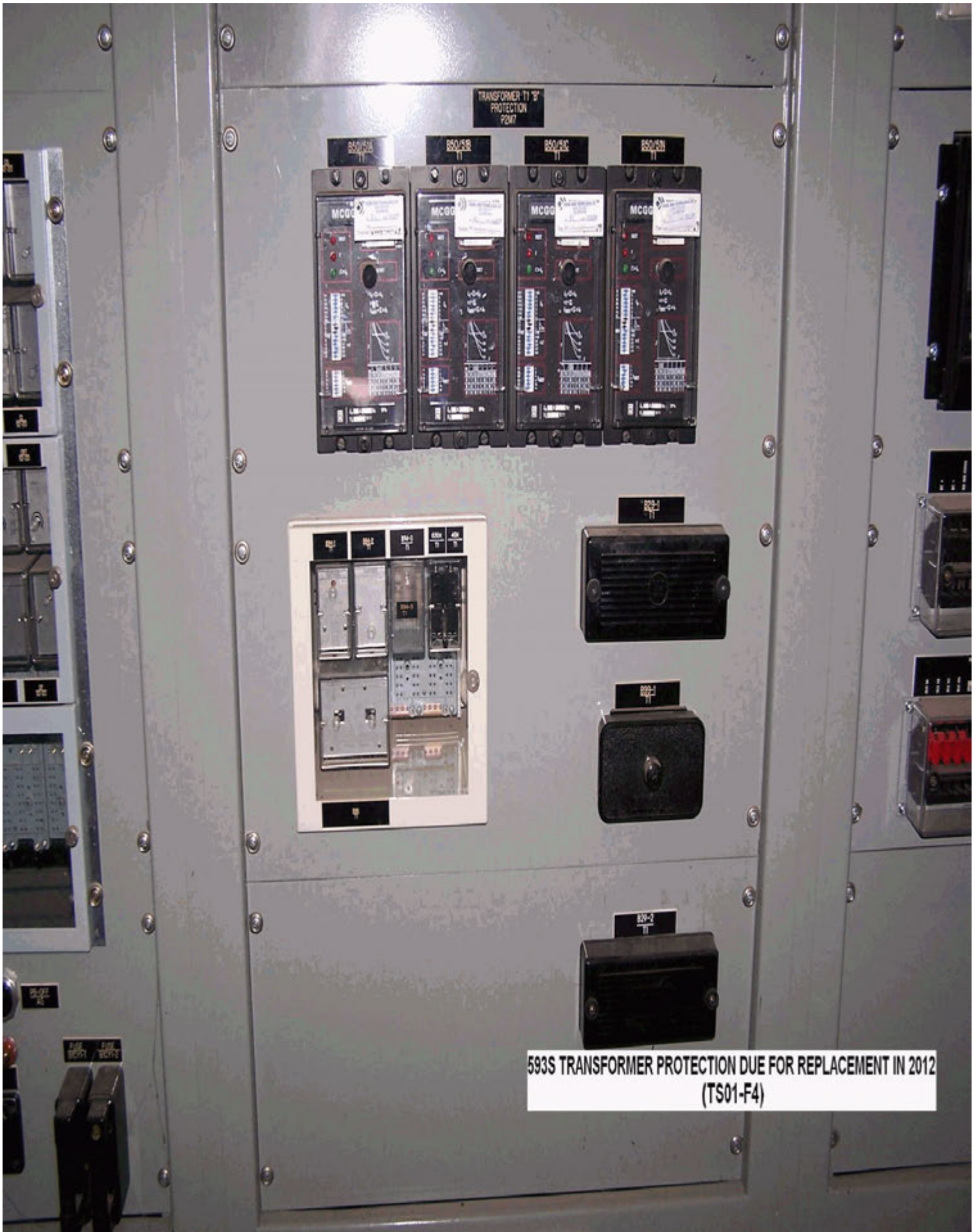
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading	1,000											1,000
Replacements		37	605				1,950	270	420			3,282
	1,000	37	605				1,950	270	420			4,282
<b>Total Costs</b>	<b>1,000</b>	<b>37</b>	<b>605</b>				<b>1,950</b>	<b>270</b>	<b>420</b>			<b>4,282</b>
<b>Funding</b>												
Reserve - MRSR	1,000	37	605				1,950	270	420			4,282
	1,000	37	605				1,950	270	420			4,282
<b>Total Funding</b>	<b>1,000</b>	<b>37</b>	<b>605</b>				<b>1,950</b>	<b>270</b>	<b>420</b>			<b>4,282</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**





Major Program: **Substations**Project Title: **Substation Metering**Dept - Project #: **TS03**Start Year: **2005**End Year: **2014**Capital Improvement Program  
2011 to 2020**Description & Location**

Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations ("Points of Delivery") and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.

Transmission Substations are entitled:

111S (River bottom – 19 Botteril Bottom Road S.)

146S (Industrial Park – 4115 9th Ave. N.)

241S (Industrial Park – 4357 32nd Street N.)

593S (S.E. Lakeview – 2275 43rd Street S. )

674S (West Side – 3555 25th Street W.).

Current Project and Program Requirements:

2014 All Substations, Replace existing metering (end of life).

**Purpose & Justification**

Substations convert the high transmission voltage (138,000 volts) to a lower distribution voltage (13,800 volts) – which then provides power to all users within the City of Lethbridge. Transmission plant owned by the City of Lethbridge is considered part of the Alberta Interconnected Electric System and is subject to AESO (Alberta Electric System Operator) and AUC (Alberta Utilities Commission) approvals.

Substation metering provides the information required for the AESO (Alberta Electric System Operator) to accurately bill the City of Lethbridge for transmission access. In addition, the information provided is essential in managing transmission assets.

Federal government regulations require testing or replacement of substation metering every 7 to 8 years.

Provincial standards require testing (and potential replacement) every 2 or 3 years.

Replacement of substation metering is estimated to be required in 2014 but will actually occur when necessary (as test results indicate the need).

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading		85										85
Replacements					216							216
		85			216							301
<b>Total Costs</b>		<b>85</b>			<b>216</b>							<b>301</b>
<b>Funding</b>												
Reserve - MRSR		85			216							301
		85			216							301
<b>Total Funding</b>		<b>85</b>			<b>216</b>							<b>301</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**

POWER MEASUREMENT

ION 7500

Total Power 04/15/2010 14:58:26

kW tot

8.326 MW

kVAR tot

2.905 MVAR

kVA tot

8.818 MVA

V, PF Volts Amps Power Energy

500005

593S PML 7500 METER DUE FOR REPLACEMENT IN 2014 (TS03-F5)

TEST KH = 1800

X 16800

Major Program: **Substations**Project Title: **Substation Transformer Upgrades**Dept - Project #: **TS04**Start Year: **2005**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020**Description & Location**

Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations ("Points of Delivery") and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.

Transmission Substations are entitled:

111S (River bottom – 19 Botteril Bottom Road S.)

146S (Industrial Park – 4115 9th Ave. N.)

241S (Industrial Park – 4357 32nd Street N.)

593S (S.E. Lakeview – 2275 43rd Street S.)

674S (West Side – 3555 25th Street W.).

Current Project and Program Requirements:

2011 Substation 111S, Replace transformer T3 (end of life).

2015 Substation 674S, Replace transformer T1 (end of life).

2018 Substation 241S, Replace transformer T1 (end of life).

2019 Substation 241S, Replace transformer T2 (end of life).

**Purpose & Justification**

Substations convert the high transmission voltage (138,000 volts) to a lower distribution voltage (13,800 volts) – which then provides power to all users within the City of Lethbridge. Transmission plant owned by the City of Lethbridge is considered part of the Alberta Interconnected Electric System and is subject to AESO (Alberta Electric System Operator) and AUC (Alberta Utilities Commission) approvals.

The Transformer Upgrade program provides for the repair and/or replacement of the large power transformers located in each substation. In some instances, these transformers may have a 30 to 50 year life depending on operating circumstances and loading.

Testing and monitoring of these critical transformers is done on a regular basis, and the test and monitor results form the basis for decisions involving the replacement of the transformers.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading	150											150
Replacements		1,438				1,563			1,750	1,813		6,563
	150	1,438				1,563			1,750	1,813		6,713
<b>Total Costs</b>	<b>150</b>	<b>1,438</b>				<b>1,563</b>			<b>1,750</b>	<b>1,813</b>		<b>6,713</b>
<b>Funding</b>												
Reserve - MRSR	150	1,438				1,563			1,750	1,813		6,713
	150	1,438				1,563			1,750	1,813		6,713
<b>Total Funding</b>	<b>150</b>	<b>1,438</b>				<b>1,563</b>			<b>1,750</b>	<b>1,813</b>		<b>6,713</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**





111S T3 HAS REACHED END OF LIFE & IS DUE FOR REPLACEMENT IN 2013  
(TS04-F6)



Major Program: **Substations**Project Title: **Substation Infrastructure (Yard/Building) Upgrades**Dept - Project #: **TS05**Start Year: **2005**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations ("Points of Delivery") and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.</p> <p>Transmission Substations are entitled:            111S (River bottom – 19 Botteril Bottom Road S.)            146S (Industrial Park – 4115 9th Ave. N.)            241S (Industrial Park – 4357 32nd Street N.)            593S (S.E. Lakeview – 2275 43rd Street S. )            674S (West Side – 3555 25th Street W.).</p> <p>Current Project and Program Requirements:</p> <p>2011 Substation 241S, Yard resurface/gravel.            2011 Substation 241S, Repair/rebuild existing access road.            2011 All Substations, Upgrade emergency DC lighting.            2012 Substation 241S, Upgrade Control Building.            2012 Substation 241S, Install Water/Wastewater Facilities.            2013 Substation 111S, Yard resurface/gravel.            2018 Substation 146S, Upgrade roof of control building.            2019 Substation 593S, Upgrade roof of control building.</p>	<p>Substations convert the high transmission voltage (138,000 volts) to a lower distribution voltage (13,800 volts) – which then provides power to all users within the City of Lethbridge. Transmission plant owned by the City of Lethbridge is considered part of the Alberta Interconnected Electric System and is subject to AESO (Alberta Electric System Operator) and AUC (Alberta Utilities Commission) approvals.</p> <p>This transmission program involves all changes or upgrades required to substation yards, fences, buildings and associated equipment. Other than the standard (building code) electrical contained in the building, it typically does not include electrical work.</p> <p>Yard resurface/gravel is typically required where the existing yard surface does not provide sufficient support (under certain conditions) for electrical maintenance vehicles. In some cases, the yard resurface/gravel may become necessary where grounding grid upgrades are required. Access road upgrades are typically required where emergency vehicles cannot access substations in certain conditions (weather or water related). In some cases (241S), an adhoc approach is being replaced with a more formalized road structure.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading	1,500	305	506	230					70	73		2,683
	1,500	305	506	230					70	73		2,683
<b>Total Costs</b>	<b>1,500</b>	<b>305</b>	<b>506</b>	<b>230</b>					<b>70</b>	<b>73</b>		<b>2,683</b>
<b>Funding</b>												
Reserve - MRSR	1,500	305	506	230					70	73		2,683
	1,500	305	506	230					70	73		2,683
<b>Total Funding</b>	<b>1,500</b>	<b>305</b>	<b>506</b>	<b>230</b>					<b>70</b>	<b>73</b>		<b>2,683</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



EXAMPLE OF A SUBSTATION YARD

Major Program: **Substations**

Project Title: **Substation Breaker and Switches Upgrades**

Dept - Project #: **TS06**

Start Year: **2009**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations (“Points of Delivery”) and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.</p> <p>Transmission Substations are entitled:                      111S (River bottom – 19 Botteril Bottom Road S.)                      146S (Industrial Park – 4115 9th Ave. N.)                      241S (Industrial Park – 4357 32nd Street N.)                      593S (S.E. Lakeview – 2275 43rd Street S. )                      674S (West Side – 3555 25th Street W.).</p> <p>Current Project and Program Requirements:</p> <p>2018 Substation 146S, Upgrade motorized disconnect switches.                      2019 Substation 593S, Upgrade motorized disconnect switches</p>	<p>Substations convert the high transmission voltage to the lower distribution voltage provided to all users within the City of Substations convert the high transmission voltage (138,000 volts) to a lower distribution voltage (13,800 volts) – which then provides power to all users within the City of Lethbridge. Transmission plant owned by the City of Lethbridge is considered part of the Alberta Interconnected Electric System and is subject to AESO (Alberta Electric System Operator) and AUC (Alberta Utilities Commission) approvals.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading	1,500											1,500
Replacements									210	218		428
									210	218		1,928
<b>Total Costs</b>	<b>1,500</b>								<b>210</b>	<b>218</b>		<b>1,928</b>
<b>Funding</b>												
Reserve - MRSR	1,500								210	218		1,928
	1,500								210	218		1,928
<b>Total Funding</b>	<b>1,500</b>								<b>210</b>	<b>218</b>		<b>1,928</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>





146S NEW 138KV CIRCUIT BREAKER BEING INSTALLED IN 2010  
(TS06-F8)



Major Program: **Substations**Project Title: **Substation 13.8kV Switchgear Upgrades**Dept - Project #: **TS07**Start Year: **2008**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020**Description & Location**

Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations ("Points of Delivery") and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.

Transmission Substations are entitled:

111S (River bottom – 19 Botteril Bottom Road S.)

146S (Industrial Park – 4115 9th Ave. N.)

241S (Industrial Park – 4357 32nd Street N.)

593S (S.E. Lakeview – 2275 43rd Street S. )

674S (West Side – 3555 25th Street W.).

Current Project and Program Requirements:

2011 Substation 241S, Upgrade Power Cables and Cable Tray for T1 & T2.

2014 Substation 241S, Upgrade 13.8kV Switchgear Equipment.

2018 Substation 146S, Upgrade 13.8kV Switchgear Equipment.

2019 Substation 593S, Upgrade 13.8kV Switchgear Equipment.

**Purpose & Justification**

Substations convert the high transmission voltage (138,000 volts) to a lower distribution voltage (13,800 volts) – which then provides power to all users within the City of Lethbridge. Transmission plant owned by the City of Lethbridge is considered part of the Alberta Interconnected Electric System and is subject to AESO (Alberta Electric System Operator) and AUC (Alberta Utilities Commission) approvals.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading	450											450
Replacements		158			1,500				1,750	1,813		5,220
	450	158			1,500				1,750	1,813		5,670
<b>Total Costs</b>	<b>450</b>	<b>158</b>			<b>1,500</b>				<b>1,750</b>	<b>1,813</b>		<b>5,670</b>
<b>Funding</b>												
Reserve - MRSR	450	158			1,500				1,750	1,813		5,670
	450	158			1,500				1,750	1,813		5,670
<b>Total Funding</b>	<b>450</b>	<b>158</b>			<b>1,500</b>				<b>1,750</b>	<b>1,813</b>		<b>5,670</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**



674S UPGRADED SWITCHGEAR IN 2009  
(TS07-F9)

Major Program: **Substations**

Project Title: **Substation Structure and Buswork**

Dept - Project #: **TS08**

Start Year: **2011**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations (“Points of Delivery”) and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.</p> <p>Transmission Substations are entitled:                      111S (River bottom – 19 Botteril Bottom Road S.)                      146S (Industrial Park – 4115 9th Ave. N.)                      241S (Industrial Park – 4357 32nd Street N.)                      593S (S.E. Lakeview – 2275 43rd Street S. )                      674S (West Side – 3555 25th Street W.).</p> <p>Current Project Program Requirements</p> <p>2011 Substation 241S, Repair 138 kV bus deflection issue.                      2012 Substation 674S, Repair 138 kV bus deflection issue.                      2016 Substation 111S, Installation of isolating switches for maintenance.</p>	<p>Substations convert the high transmission voltage (138,000 volts) to a lower distribution voltage (13,800 volts) – which then provides power to all users within the City of Lethbridge. Transmission plant owned by the City of Lethbridge is considered part of the Alberta Interconnected Electric System and is subject to AESO (Alberta Electric System Operator) and AUC (Alberta Utilities Commission) approvals.</p> <p>Substation Structures and Buswork include the concrete footings, steel structures and aluminum buswork and connectors that transmit 138 kV from device to device within each of the substations.</p> <p>Current program :</p> <p>Anomalies or issues have been noted at several substations where the span from support to support is too long and in certain conditions (wind and ice) is causing deflection problems. Additional support is required to resolve these issues.</p> <p>Substation 111S was a turnkey project and as such isolating switches were not originally installed. As age becomes more of an issue at this substation, isolating switches will be required to allow maintenance to be performed without shutting the substation down.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Replacements		53	77				325					455
		53	77				325					455
<b>Total Costs</b>		<b>53</b>	<b>77</b>				<b>325</b>					<b>455</b>
<b>Funding</b>												
Reserve - MRSR		53	77				325					455
		53	77				325					455
<b>Total Funding</b>		<b>53</b>	<b>77</b>				<b>325</b>					<b>455</b>

Estimated Debt Charges  
 Projected Net Operating Costs

<b>Comments</b>





241S BUS SUPPORT STRUCTURES SPANNING TOO GREAT & DISTANCE UPGRADES TO BEING IN 2011  
(TS08-F10)

Major Program: **Substations**

Project Title: **Northwest Substation for Additional Capacity**

Dept - Project #: **TS10**

Start Year: **2017**

End Year: **2017**



Capital Improvement Program  
2011 to 2020

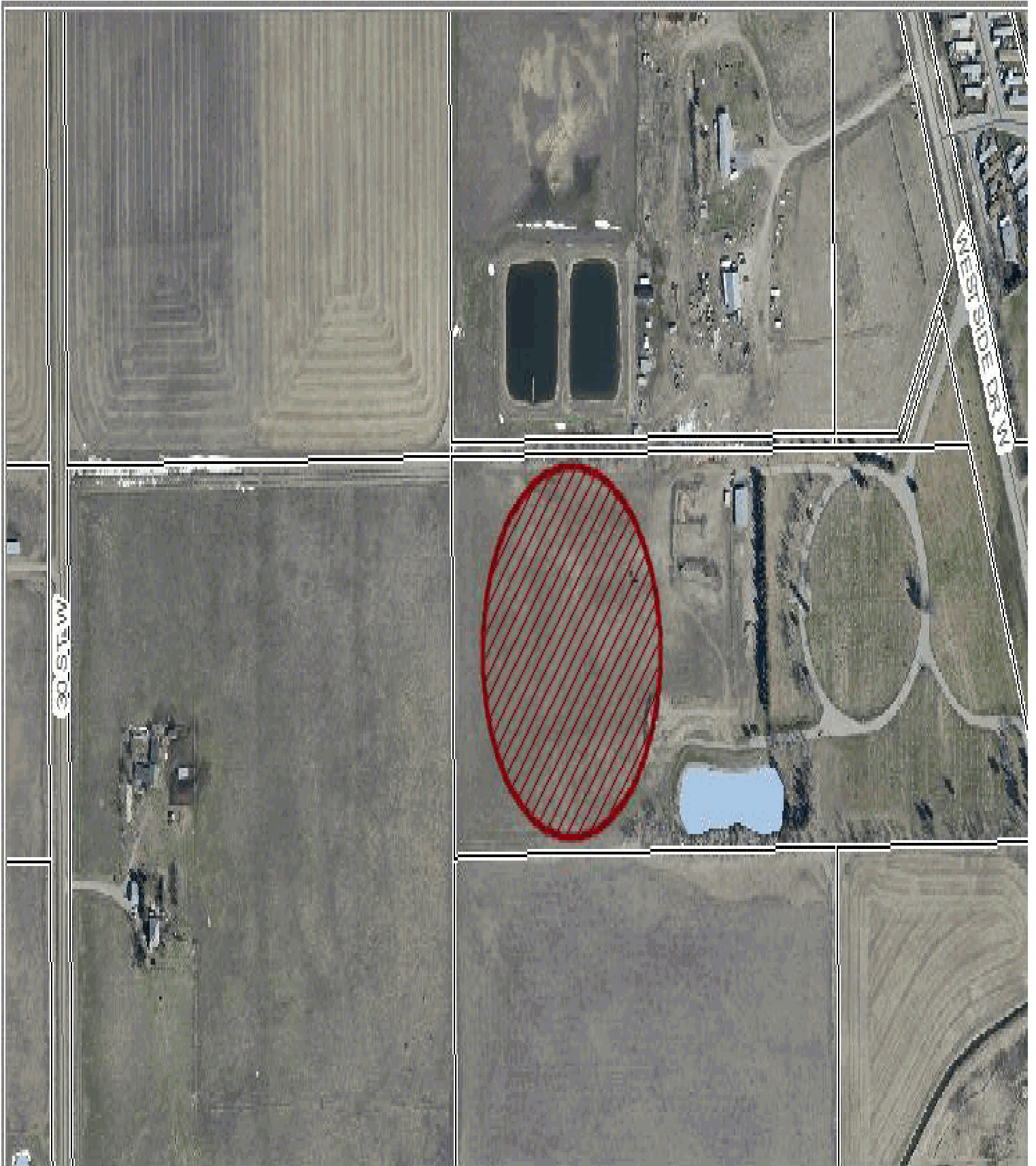
<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations (“Points of Delivery”) and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.</p> <p>Transmission Substations are entitled:                      111S (River bottom – 19 Botteril Bottom Road S.)                      146S (Industrial Park – 4115 9th Ave. N.)                      241S (Industrial Park – 4357 32nd Street N.)                      593S (S.E. Lakeview – 2275 43rd Street S. )                      674S (West Side – 3555 25th Street W.).</p> <p>Current project and Program Requirements</p> <p>2017 New Point of Delivery Substation in North West Lethbridge.</p>	<p>Increasing load in West Lethbridge will require a second point of delivery substation in the next 5 to 10 year time frame. This component of the project would be the point of delivery substation for the distribution system in NW Lethbridge. Original development would be a standard layout 2 lines of supply 138 to 13.8 kV substation with a single 18/24/30 MVA transformer / OLTC and 4 feeder breakers.</p> <p>The requirement for this substation will be made either by AESO or by Distribution Design (depending on timing and other considerations). Alternatively, if a new switching point is required, then AESO will make that determination.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions								6,750				6,750
								6,750				6,750
Total Costs								<b>6,750</b>				<b>6,750</b>
<b>Funding</b>												
Reserve - MRSR								6,750				6,750
								6,750				6,750
Total Funding								<b>6,750</b>				<b>6,750</b>

Estimated Debt Charges  
 Projected Net Operating Costs

<u>Comments</u>



**PROPOSED STUDY AREA FOR NEW POINT DELIVERY SUBSTATION FOR WEST LETHBRIDGE  
(TS10-F11)**



Major Program: **Substations**

Project Title: **Substation upgrades for Generator Interconnection**

Dept - Project #: **TS11**

Start Year: **2010**

End Year: **2011**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations (“Points of Delivery”) and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.</p> <p>Transmission Substations are entitled:                      111S (River bottom – 19 Botteril Bottom Road S.)                      146S (Industrial Park – 4115 9th Ave. N.)                      241S (Industrial Park – 4357 32nd Street N.)                      593S (S.E. Lakeview – 2275 43rd Street S. )                      674S (West Side – 3555 25th Street W.).</p> <p>Current Project and Program Requirements</p> <p>2011 Substation 241S, Upgrades for Generator Interconnection.                      2011 Transmission Line, Transmission line from Substation 241S to new Generator Station.</p>	<p>Dependent on Generator decision to interconnect at 241S the City would receive AESO/AUC direction to add a 138 kV bay to 241S for Generator access to AIES. This includes all yard, structure, buswork, switches, and Protection &amp; Control upgrades to accommodate the interconnection. A new 1.2 km 138 kV transmission line to connect Generator site to 241S would also be required. This line would be 795 conductor single circuit construction.</p> <p>Most of the funding will be provided via customer contribution.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions		1,733										1,733
		1,733										1,733
Total Costs		<b>1,733</b>										<b>1,733</b>
<b>Funding</b>												
Customer Charges		1,733										1,733
		1,733										1,733
Total Funding		<b>1,733</b>										<b>1,733</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



PROPOSED STUDY AREA FOR ADDITION OF ELECTRICAL GENERATOR/TRANSMISSION LINE IN SHERRING INDUSTRIAL PARK  
(TS11-F12)

Major Program: **Transmission Lines**

Project Title: **Northwest Lethbridge Transmission Line**

Dept - Project #: **TS12**

Start Year: **2017**

End Year: **2017**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Transmission Line to supply new Point of Delivery substation in NW Lethbridge</p> <p>Current Project and Program Requirements</p> <p>2017 Transmission Line, line to supply new Point of Delivery Substation in North West Lethbridge.</p>	<p>Increasing load in West Lethbridge will require a second point of delivery substation in the next 5 to 10 year time frame. This component of the project would be the transmission line that would provide 138 kV connection to the Alberta Integrated Electric System. A double circuit line connecting to Altalink's 172 Line just NW of Lethbridge city limits would be constructed.</p> <p>The requirement for this substation will be made either by AESO or by Distribution Design (depending on timing and other considerations). Alternatively, if a new switching point is required, then AESO will make that determination.</p>

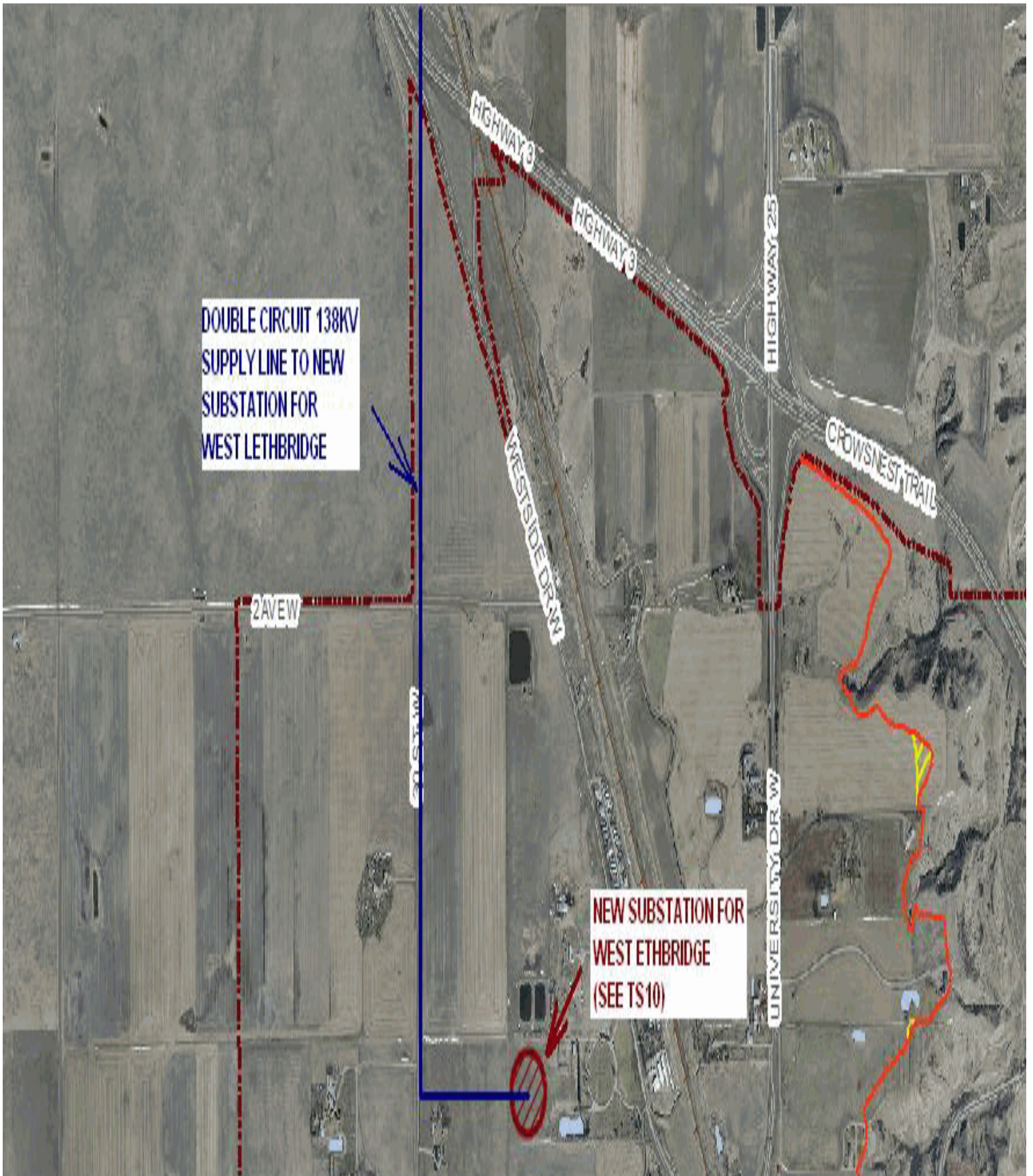
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions								3,375				3,375
								3,375				3,375
Total Costs								<b>3,375</b>				<b>3,375</b>
<b>Funding</b>												
Reserve - MRSR								3,375				3,375
								3,375				3,375
Total Funding								<b>3,375</b>				<b>3,375</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>





TRANSMISSION LINE TO SUPPLY NEW POINT OF DELIVERY SUBSTATION IN NW LETHBRIDGE  
(TS12-F13)

Major Program: **Transmission Lines**  
 Project Title: **Line Rebuild of 734L/813L**  
 Dept - Project #: **TS13**  
 Start Year: **2011**



Capital Improvement Program  
 2011 to 2020

End Year: **2011**

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
Rebuild 734L/813L from 26th Ave to 241S  Current Project and Program Requirements  2011 Transmission Line, Rebuild 734L/813L from 26th Avenue N. to Substation 241S.	This project was missed by AESO during the SE upgrade. The conductor is now a bottle neck in the system (336 currently upgrade to 477). The insulators are failing on the existing structures. Existing structures were not set properly and are starting to go off vertical. This project will rebuild this section of line according to the same standard design as was employed during SE upgrade on 26th Ave. This project will either go forward as a result of AESO direction in 2011 if proposed generator attached to 241S goes forward or AUC capital maintenance in 2012.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading		1,050										1,050
		1,050										1,050
Total Costs		<b>1,050</b>										<b>1,050</b>
<b>Funding</b>												
Reserve - MRSR		1,050										1,050
		1,050										1,050
Total Funding		<b>1,050</b>										<b>1,050</b>

Estimated Debt Charges  
 Projected Net Operating Costs

<u>Comments</u>





Major Program: **Transmission Lines**

Project Title: **138kV Tie Line**

Dept - Project #: **TS14**

Start Year: **2020**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>Transmission is defined in the Electric Utility Act as plant and equipment that operates at a voltage greater than 25 kV. The City of Lethbridge has 5 main substations (“Points of Delivery”) and approximately 35 km of transmission lines that operate at 138 kV and interface with the provincial electricity grid.</p> <p>Transmission Substations are entitled:                      111S (River bottom – 19 Botteril Bottom Road S.)                      146S (Industrial Park – 4115 9th Ave. N.)                      241S (Industrial Park – 4357 32nd Street N.)                      593S (S.E. Lakeview – 2275 43rd Street S. )                      674S (West Side – 3555 25th Street W.).</p> <p>Current Project and Program Requirements</p> <p>2020 Transmission Line, New 138kV connection between new North West substation and Bowron 674S.</p>	<p>This line would supplement 725LW and provide an improved source to City of Lethbridge Substations in West Lethbridge. Line would follow future Chinook Trail ROW from 674S Bowron to NW Lethbridge Site</p> <p>The requirement for this substation will be made either by AESO or by Distribution Design (depending on timing and other considerations). Alternatively, if a new switching point is required, then AESO will make that determination.</p>

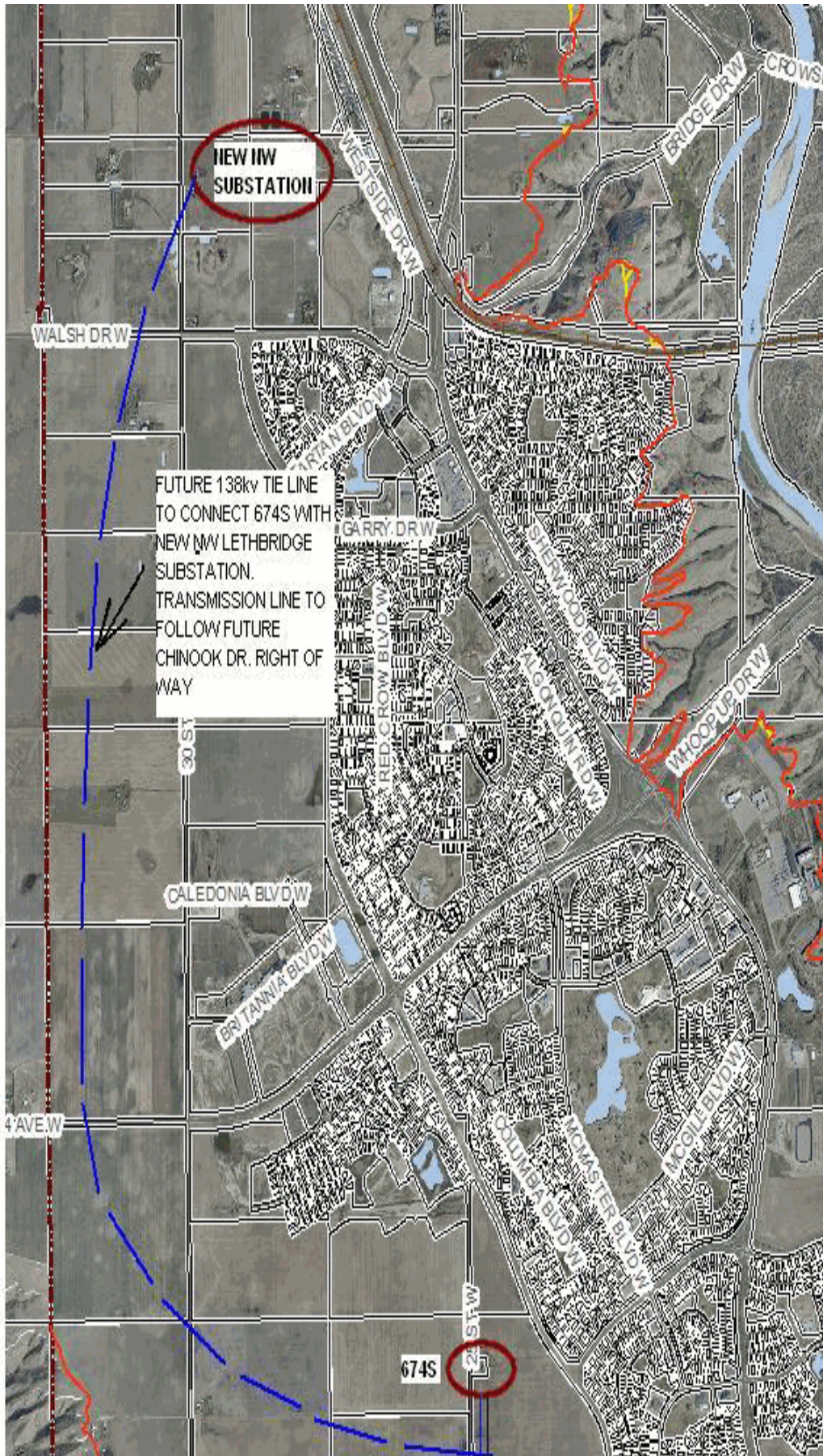
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions											7,500	7,500
											7,500	7,500
Total Costs											<b>7,500</b>	<b>7,500</b>
<b>Funding</b>												
Reserve - MRSR											7,500	7,500
											7,500	7,500
Total Funding											<b>7,500</b>	<b>7,500</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>





NEW 138kV TRANSMISSION LINE CONNECTION BETWEEN NW SUBSTATION AND 674S

(TS14-F15)

Major Program: **Primary Lines**

Project Title: **Primary Line Extension Annual Program**

Dept - Project #: **DP01**

Start Year: **2004**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program provides for the extension and improvement of the electric distribution system at voltages of 13.8 kV. It also provides for the acquisition of distribution lines within the service area of the City of Lethbridge as the City develops into those areas serviced by Fortis Canada.</p> <p>Currently there are 775 km of 13.8 kV Primary lines and 2,500 items of associated equipment.</p> <p>Program requires an average of 11% in new investment annually. Annual program reinvestment forecast is based on annual plant depreciation of 3.72%.</p> <p>2011 Program Projects: Distribution Control (Scada) Replace Porcelain Arrestors Replace LB4 Remove 111S-2 River Crossing Install PME 5 various Replace Concrete Poles 43 St Hwy 3 to 146S O/H rebuild 26 Ave N (28th to 36th St) U/G portion of 593S-5 (593S to 10th Ave) Underground 241 - 3 &amp; 4 146S-3 tie to 241S-3 Replace Overhead Copper Wire 500 MCM Riser Pole Arrestor Grounds New Circuit from SC91 to SC204 New Commercial New Residential Miscellaneous Upgrade Westside Trailer Park</p>	<p>As a wire owner under the Electric Utility Act, the City of Lethbridge is responsible to provide Electric Distribution services to the residents of Lethbridge. Primary lines are extended into newly developed areas within the City. Improvements to the system are required to ensure the integrity and reliability of the system, public safety and changes to technical or regulatory requirements and increased loading.</p> <p>2012 Program Projects: Distribution Control (Scada) 111S Cable Congestion South Replace Porcelain Arrestors New Feeders From 674S Fortis Line Purchase Install PME 5 various Replace Overhead Copper Wire Rebuild 241S-3 (36th St N &amp; 39th St N) Rebuild 241S - 5 &amp; 6 Cable work around Public Operations Upgrade 500 MCM Riser Pole Arrestor Grounds New Commercial New Residential Miscellaneous Underground 26th Ave 13 St to 28 St</p> <p>2013 Program Projects: Distribution Control (Scada) Fortis Line Purchase New Circuit from 111S to 593S Replace Overhead Copper Wire Eliminate West Lethbridge Switching Station 111S Cable Congestion North Rebuild O/H 1100 Block &amp; 27th Street 500 MCM Riser Pole Arrestor Grounds New Commercial New Residential Miscellaneous</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Extension		2,700	2,835	2,977	3,126	3,282	3,446	3,618	3,799	3,989	4,189	33,961
Line Upgrading		500	525	551	579	608	638	670	704	739	776	6,290
		<u>3,200</u>	<u>3,360</u>	<u>3,528</u>	<u>3,705</u>	<u>3,890</u>	<u>4,084</u>	<u>4,288</u>	<u>4,503</u>	<u>4,728</u>	<u>4,965</u>	<u>40,251</u>
<b>Total Costs</b>		<b>3,200</b>	<b>3,360</b>	<b>3,528</b>	<b>3,705</b>	<b>3,890</b>	<b>4,084</b>	<b>4,288</b>	<b>4,503</b>	<b>4,728</b>	<b>4,965</b>	<b>40,251</b>
<b>Funding</b>												
Reserve - MRSR		3,200	3,360	3,528	3,705	3,890	4,084	4,288	4,503	4,728	4,965	40,251
		<u>3,200</u>	<u>3,360</u>	<u>3,528</u>	<u>3,705</u>	<u>3,890</u>	<u>4,084</u>	<u>4,288</u>	<u>4,503</u>	<u>4,728</u>	<u>4,965</u>	<u>40,251</u>
<b>Total Funding</b>		<b>3,200</b>	<b>3,360</b>	<b>3,528</b>	<b>3,705</b>	<b>3,890</b>	<b>4,084</b>	<b>4,288</b>	<b>4,503</b>	<b>4,728</b>	<b>4,965</b>	<b>40,251</b>

Estimated Debt Charges  
Projected Net Operating Costs

<b>Comments</b>





Major Program: **Primary Lines**Project Title: **Infrastructure Replacement Program**Dept - Project #: **DP03**Start Year: **2011**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020**Description & Location**

This program provides for the replacement and improvement of the electric distribution system at voltages of 13.8 kV, 240/120V and 208/120V.

Funding for plant replacement is provided from the MRSR with funds deposited as the assets were depreciated over their operational life. Exact costing for this project is difficult to estimate so one or two small pilot projects are being designed and constructed in 2010. The data collected from the trials will be utilized to make program improvements and to better estimate future funding requirements.

Funding for this project will depend upon the results from the pilot project in 2010 and 2011. 2 FTE's (one designer and one contract administrator) will be required to monitor the contractors for the pilot project and the results from the pilot will determine whether the use of contractors and external resources is appropriate. In the event that internal resources are deemed a more appropriate solution, an additional 7 FTE's will be required in 2012 (subject to a cost/benefit analysis).

**Purpose & Justification**

As a wire owner under the Electric Utility Act, the City of Lethbridge is responsible to provide Electric Distribution services to the residents and businesses of Lethbridge. Power lines are extended into newly developed areas within the City and improvements to the system are required to ensure the integrity and reliability of the system, public safety and changes to technical or regulatory requirements and increased loading.

Underground cable was first installed in Lethbridge in the late 1960's and has performed very well in our operating and environmental conditions. The original cable was expected to have an estimated lifespan of 20 to 30 years but is now over 40 years old. Our operating policies have allowed us to obtain the additional life from the cable but it has reached the end of its practical lifespan. This project will allow us to enter areas with aged cable and replace the entire area at one time. This is a normal function of any aging asset and will be a continuing project for the next 10+ years. The new cable is constructed with improved designs providing an expected lifespan of 40 - 50 years.

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Upgrading		5,250	5,513	5,788	6,078	6,381	6,700	7,036	7,387	7,757	8,144	66,034
		5,250	5,513	5,788	6,078	6,381	6,700	7,036	7,387	7,757	8,144	66,034
Total Costs		<b>5,250</b>	<b>5,513</b>	<b>5,788</b>	<b>6,078</b>	<b>6,381</b>	<b>6,700</b>	<b>7,036</b>	<b>7,387</b>	<b>7,757</b>	<b>8,144</b>	<b>66,034</b>
<b>Funding</b>												
External Borrowing		5,250	5,513	5,788								16,551
Reserve - MRSR					6,078	6,381	6,700	7,036	7,387	7,757	8,144	49,483
		5,250	5,513	5,788	6,078	6,381	6,700	7,036	7,387	7,757	8,144	66,034
Total Funding		<b>5,250</b>	<b>5,513</b>	<b>5,788</b>	<b>6,078</b>	<b>6,381</b>	<b>6,700</b>	<b>7,036</b>	<b>7,387</b>	<b>7,757</b>	<b>8,144</b>	<b>66,034</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		51	221	232	244	256	269	282	296	311	326	

**Comments**





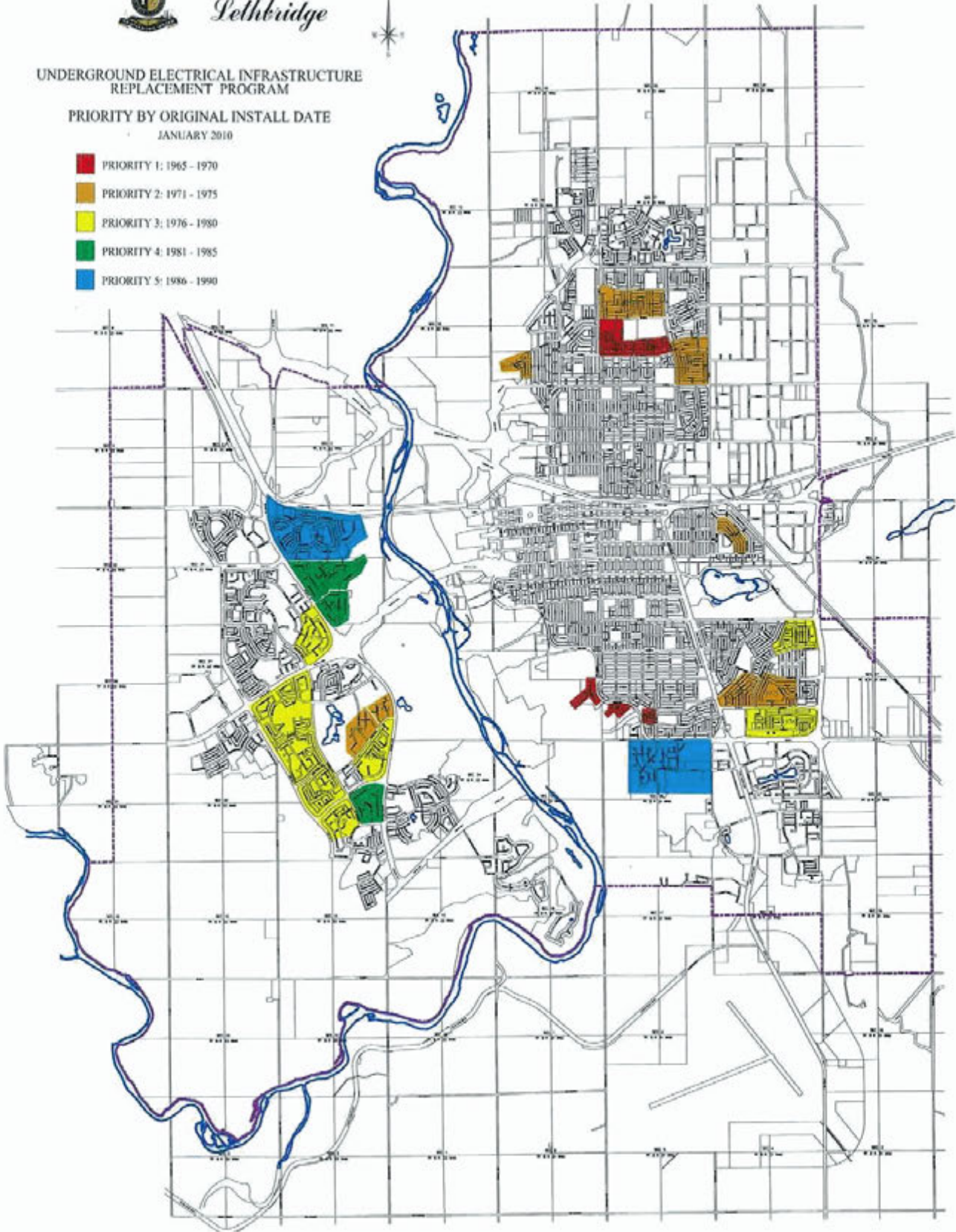
CITY OF  
*Lethbridge*



UNDERGROUND ELECTRICAL INFRASTRUCTURE  
REPLACEMENT PROGRAM

PRIORITY BY ORIGINAL INSTALL DATE  
JANUARY 2010

- PRIORITY 1: 1965 - 1970
- PRIORITY 2: 1971 - 1975
- PRIORITY 3: 1976 - 1980
- PRIORITY 4: 1981 - 1985
- PRIORITY 5: 1986 - 1990



Major Program: **Secondary Lines**Project Title: **Secondary Line Extension Annual Program**Dept - Project #: **DS01**Start Year: **2004**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program provides for the extension and improvement of the electric distribution system at voltages of 240/120 V and 208/120 V.</p> <p>Currently there is approximately 1050 km of secondary and 2000 enclosures.</p> <p>Funding for plant expansion is partially provided as contributions by the developer with the balance invested from the MRSR.</p> <p>Program requires an average of 10% in new investment annually.</p> <p>Annual program reinvestment forecast is based on annual plant depreciation of 3.33%</p> <p>2011 Program Projects</p> <p>O/H Rebuilds (See DP01 for list)</p> <p>U/G Rebuilds</p> <p>Miscellaneous</p> <p>New Residential</p> <p>New Commercial</p> <p>2012 Program Projects</p> <p>O/H Rebuilds (See DP01 for list)</p> <p>U/G Rebuilds</p> <p>Miscellaneous</p> <p>New Residential</p> <p>New Commercial</p>	<p>As a wire owner under the Electric Utility Act, the City of Lethbridge is responsible to provide Electric Distribution services to the residents of Lethbridge. Secondary lines and enclosures are extended from shared transformers in newly developed areas to the property line.</p> <p>In residential developments the City also extends the service on property to the meter base. Improvements and replacements to the secondary system are required to ensure the integrity and reliability of the system, public safety, changes to technical requirements, and increased loading or load growth.</p> <p>2013 Program Projects</p> <p>O/H Rebuilds (See DP01)</p> <p>U/G Rebuilds</p> <p>Miscellaneous</p> <p>New Residential</p> <p>New Commercial</p>

**All amounts below are in thousands of dollars**

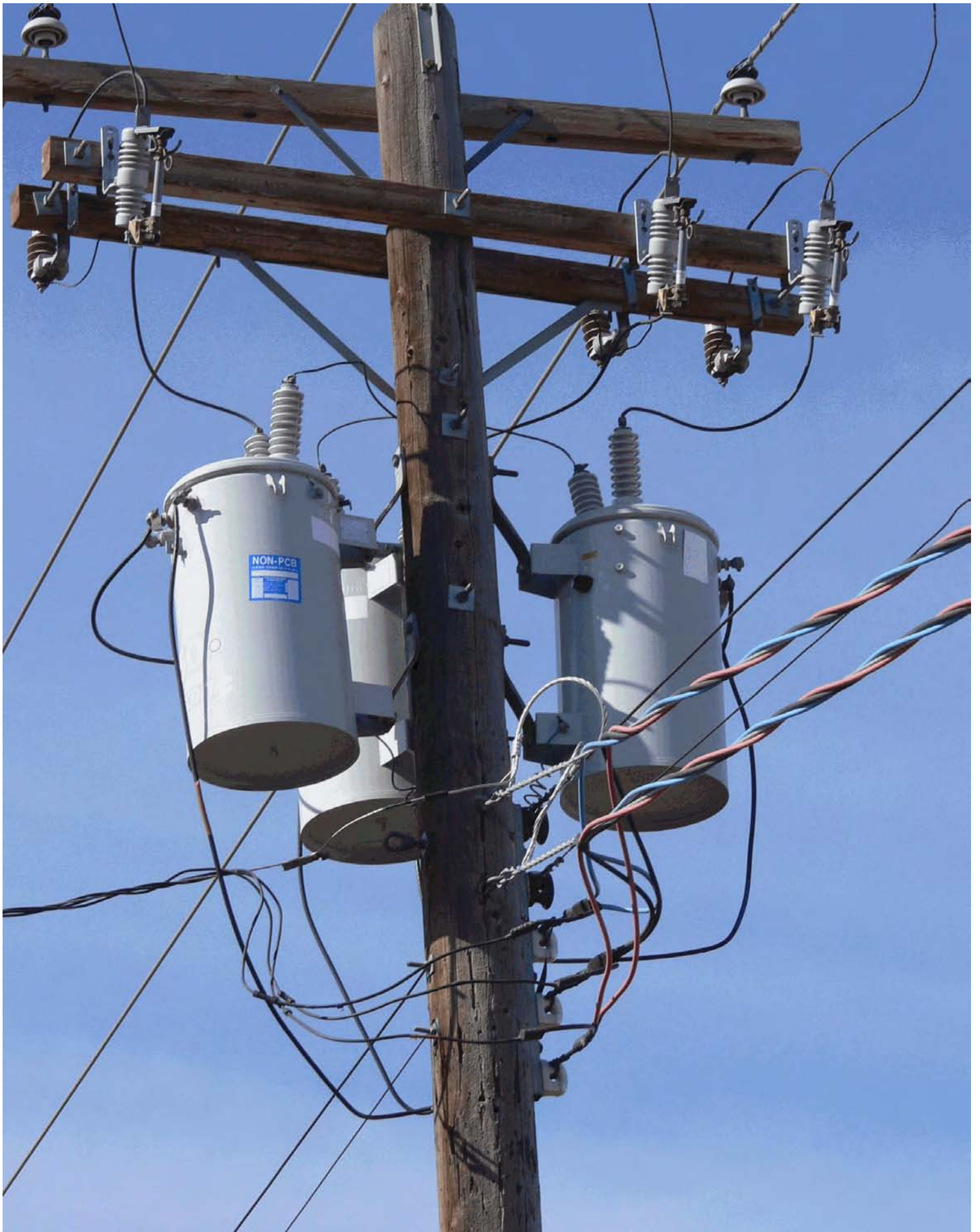
	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Extension		1,200	1,260	1,323	1,389	1,459	1,532	1,608	1,689	1,773	1,862	15,095
Line Upgrading		1,000	1,050	1,103	1,158	1,216	1,276	1,340	1,407	1,477	1,551	12,578
		<b>2,200</b>	<b>2,310</b>	<b>2,426</b>	<b>2,547</b>	<b>2,675</b>	<b>2,808</b>	<b>2,948</b>	<b>3,096</b>	<b>3,250</b>	<b>3,413</b>	<b>27,673</b>
Total Costs		<b>2,200</b>	<b>2,310</b>	<b>2,426</b>	<b>2,547</b>	<b>2,675</b>	<b>2,808</b>	<b>2,948</b>	<b>3,096</b>	<b>3,250</b>	<b>3,413</b>	<b>27,673</b>
<b>Funding</b>												
Customer Charges		330	347	364	382	401	421	442	464	488	512	4,151
Reserve - MRSR		1,870	1,963	2,062	2,165	2,274	2,387	2,506	2,632	2,762	2,901	23,522
		<b>2,200</b>	<b>2,310</b>	<b>2,426</b>	<b>2,547</b>	<b>2,675</b>	<b>2,808</b>	<b>2,948</b>	<b>3,096</b>	<b>3,250</b>	<b>3,413</b>	<b>27,673</b>
Total Funding		<b>2,200</b>	<b>2,310</b>	<b>2,426</b>	<b>2,547</b>	<b>2,675</b>	<b>2,808</b>	<b>2,948</b>	<b>3,096</b>	<b>3,250</b>	<b>3,413</b>	<b>27,673</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**







Major Program: **Secondary Lines**Project Title: **Secondary Metering (Advanced Meter Infrastructure)**Dept - Project #: **DS02**Start Year: **2012**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program provides for the development of Advanced Meter Reading to assist the Utility in acquiring meter reads and in the development of load profiles for each rate class.</p> <p>2011 - Pilot Project Extension The program provides for the purchase of the wireless system for meter data acquisition and the software and servers required to retain meter data for approximately 2400 commercial secondary service customers with an estimated average cost of \$560.</p> <p>2012 - Ongoing The ongoing program will continue to be extended to all meters installed with an average cost of \$200 for approximately 33,500 customers over a 5 year period.</p> <p>2013 Meter Data Management Application.</p> <p>Please note : Electric Project DS-02 (now F-19) was previously approved in the 2008-2017 Capital Improvements Program. That approval involved regular replacement of meters (estimated at approximately 340,000 per year), and the extension of the meter data acquisition system (estimated at approximately 1,000,000 for 2011 only). The standard replacement of meters has been temporarily delayed (pending approval of the new AMI legislation); the extension of the meter data acquisition system will proceed in 2010/2011 as originally planned.</p>	<p>As a wire owner under the Electric Utility Act of Alberta, the City of Lethbridge is responsible for providing metering and meter data management services within the Lethbridge service area. In 2010 the Department of Energy will pass legislation to mandate the use of AMI to provide hourly data to the customer.</p> <p>AMI initiative for improved meter services including reduced meter reading costs, elimination of reading estimates and errors, more accurate billing and collection practices, and increased customer services. Large customers are targeted as they represent 1/3rd of the total load so there is a requirement for timely and accurate data. "Hard to read" customers have meters located in difficult to access areas which leads to significant cumulative estimates.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions									120	120	120	360
Line Extension	1,420											1,420
Replacements			2,866	3,597	3,777	3,965	4,164	4,372	360			23,101
	1,420	2,866	3,597	3,777	3,965	4,164	4,372	480	120	120	120	24,881
<b>Total Costs</b>	<b>1,420</b>	<b>2,866</b>	<b>3,597</b>	<b>3,777</b>	<b>3,965</b>	<b>4,164</b>	<b>4,372</b>	<b>480</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>24,881</b>
<b>Funding</b>												
Reserve - MRSR	1,420	2,866	3,597	3,777	3,965	4,164	4,372	480	120	120	120	24,881
	1,420	2,866	3,597	3,777	3,965	4,164	4,372	480	120	120	120	24,881
<b>Total Funding</b>	<b>1,420</b>	<b>2,866</b>	<b>3,597</b>	<b>3,777</b>	<b>3,965</b>	<b>4,164</b>	<b>4,372</b>	<b>480</b>	<b>120</b>	<b>120</b>	<b>120</b>	<b>24,881</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	255	268	281	295	310	326	342	359	377	

**Comments**



Major Program: **Secondary Lines**

Project Title: **Lighting Secondary Annual Program**

Dept - Project #: **DL01**

Start Year: **2004**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program provides for the extension and improvement of the municipal and highway lighting distribution systems. Currently there is approximately 550 km of lighting secondary servicing 12,500 lights.</p> <p>Program Projects: Program requires an average of 10% in new investment annually. Annual program reinvestment forecast is based on annual plant depreciation of 3.33%</p> <p>2011 Program Projects</p> <p>26th Avenue North North Scenic Drive 28th Street North Streetlight Controller Upgrades New Residential New Commercial Miscellaneous</p> <p>2012 Program Projects</p> <p>13th St North Metis Trail West New Residential New Commercial Miscellaneous</p>	<p>As a wire owner under the Electric Utility Act of Alberta, the City of Lethbridge is responsible for providing Electric Distribution services to community lighting in Lethbridge. Lighting distribution is extended from shared/dedicated transformers into new development and highway projects.</p> <p>Lighting secondary extends to each lighting base but does not include "above ground" installation. Improvements and replacements to the lighting secondary system are required to ensure the integrity and reliability of the system, public safety and changes to technical requirements.</p> <p>2013 Program Projects</p> <p>McLeod Drive West 43rd Street South New Residential New Commercial Miscellaneous</p> <p>Future Projects</p> <p>43rd Street N Extension Chinook Trail 6 Mile Coulee Widening</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Extension	290	55	58	61	64	67	70	74	77	81	85	982
Line Upgrading	675	10	11	11	12	12	13	13	14	15	16	802
	<u>965</u>	<u>65</u>	<u>69</u>	<u>72</u>	<u>76</u>	<u>79</u>	<u>83</u>	<u>87</u>	<u>91</u>	<u>96</u>	<u>101</u>	<u>1,784</u>
Total Costs	<b>965</b>	<b>65</b>	<b>69</b>	<b>72</b>	<b>76</b>	<b>79</b>	<b>83</b>	<b>87</b>	<b>91</b>	<b>96</b>	<b>101</b>	<b>1,784</b>
<b>Funding</b>												
Customer Charges	130	13	14	14	15	16	17	17	18	19	20	293
Reserve - MRSR	835	52	55	58	61	63	66	70	73	77	81	1,491
	<u>965</u>	<u>65</u>	<u>69</u>	<u>72</u>	<u>76</u>	<u>79</u>	<u>83</u>	<u>87</u>	<u>91</u>	<u>96</u>	<u>101</u>	<u>1,784</u>
Total Funding	<b>965</b>	<b>65</b>	<b>69</b>	<b>72</b>	<b>76</b>	<b>79</b>	<b>83</b>	<b>87</b>	<b>91</b>	<b>96</b>	<b>101</b>	<b>1,784</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>





Major Program: **Transformation**Project Title: **Shared/Dedicated Trans. Annual Program**Dept - Project #: **DT01**Start Year: **2004**End Year: **Ongoing**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program provides for the installation and replacement of distribution transformers. Shared transformers include secondary voltages of 240/120 V and 208/120 V. Dedicated transformers include secondary voltages of 108/120 V, 480/277 V (existing services only) and 600/247 V.</p> <p>Currently there 4,000 shared and dedicated transformers.</p> <p>Funding for plant expansion is partially provided as contributions by the developer with the balance invested from the MRSR.</p> <p>Program Projects: Program requires an average of 7% in new investment annually. Annual program reinvestment forecast is based on annual plant depreciation of 4.95%</p> <p>Overhead Rebuilds Change Out Live-Front Transformers Change Out Non-Load Break Transformers New Residential New Commercial</p>	<p>As a wire owner under the Electric Utility Act of Alberta, the City of Lethbridge is responsible for providing Electric Distribution services to the residents of Lethbridge. Transformers are installed to the primary extensions to provide for household and commercial usages. Shares single and three phase transformers are provided to customers that can utilize common service voltage and size. Dedicated three phase transformers are provided to customers with special requirements.</p> <p>Load Growth (development) is the driver for new installations. Detail planning and construction is typically done in the same year as the development once the developer finalizes the sizing and voltage requirements. Developer input and engineering determine sizing. Improvements and replacements to transformers are driven by load growth, technical changes and replacement of deteriorated equipment. Improvements are determined by load research and testing. Improvements are typically planned 1 or 2 year prior to construction.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Line Extension		750	788	827	868	912	957	1,005	1,055	1,108	1,163	9,433
Line Upgrading		500	525	551	579	608	638	670	704	739	776	6,290
		<u>1,250</u>	<u>1,313</u>	<u>1,378</u>	<u>1,447</u>	<u>1,520</u>	<u>1,595</u>	<u>1,675</u>	<u>1,759</u>	<u>1,847</u>	<u>1,939</u>	<u>15,723</u>
Total Costs		<b>1,250</b>	<b>1,313</b>	<b>1,378</b>	<b>1,447</b>	<b>1,520</b>	<b>1,595</b>	<b>1,675</b>	<b>1,759</b>	<b>1,847</b>	<b>1,939</b>	<b>15,723</b>
<b>Funding</b>												
Customer Charges		300	315	331	347	365	383	402	422	443	465	3,773
Reserve - MRSR		950	998	1,047	1,100	1,155	1,212	1,273	1,337	1,404	1,474	11,950
		<u>1,250</u>	<u>1,313</u>	<u>1,378</u>	<u>1,447</u>	<u>1,520</u>	<u>1,595</u>	<u>1,675</u>	<u>1,759</u>	<u>1,847</u>	<u>1,939</u>	<u>15,723</u>
Total Funding		<b>1,250</b>	<b>1,313</b>	<b>1,378</b>	<b>1,447</b>	<b>1,520</b>	<b>1,595</b>	<b>1,675</b>	<b>1,759</b>	<b>1,847</b>	<b>1,939</b>	<b>15,723</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**





Major Program: **Communications**

Project Title: **Dark Fibre Communications Systems**

Dept - Project #: **FF01**

Start Year: **2010**

End Year: **2017**



Capital Improvement Program  
2011 to 2020

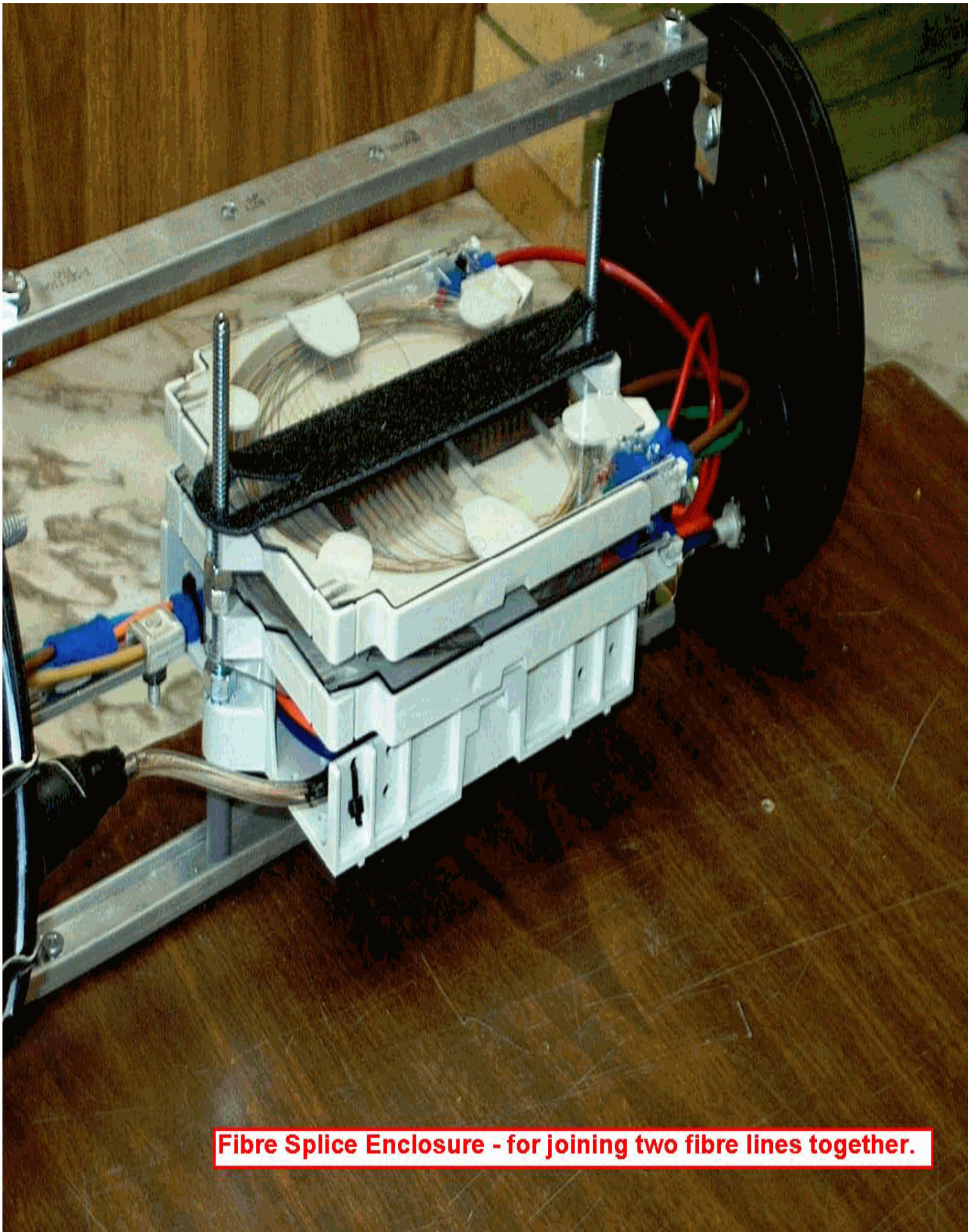
<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program provides dark fiber communication facilities for the City of Lethbridge and includes new installations and upgrading of fiber optic facilities interconnecting electric substations, the electric utility and AltaLink, and between city owned buildings.</p> <p>Current Program and Identified Projects:</p> <p>Annual reinvestment forecast is based on annual depreciation rate of 4%.</p> <p>2011 Additional circuit capacity City Hall to 4th Street Sub and Radio Tower.</p> <p>2012 Additional funding required for rivercrossing from 674S to 618S.</p> <p>2013 Upgrade circuit to 241S.</p>	<p>Program provides system control communication for the Electric Utility and provides dark fiber services corporately and through the Information Technology group, to LANET consortium members.</p> <p>Dark fiber optics provides the communications backbone for reliable interconnection of electric substations and facilities.</p> <p>The electric utility currently requires an extension to create a loop in the fiber facilities to create a fully redundant system. Upgrades to the existing fiber system are required to increase needed capacity.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions	400	203	425	150	150	175	175	175				1,853
Replacements	350	110	130	160	130	130	140	140				1,290
	<u>750</u>	<u>313</u>	<u>555</u>	<u>310</u>	<u>280</u>	<u>305</u>	<u>315</u>	<u>315</u>				<u>3,143</u>
Total Costs	<b>750</b>	<b>313</b>	<b>555</b>	<b>310</b>	<b>280</b>	<b>305</b>	<b>315</b>	<b>315</b>				<b>3,143</b>
<b>Funding</b>												
Customer Charges	200	60	60	80	80	90	90	90				750
Reserve - MRSR	550	253	495	230	200	215	225	225				2,393
	<u>750</u>	<u>313</u>	<u>555</u>	<u>310</u>	<u>280</u>	<u>305</u>	<u>315</u>	<u>315</u>				<u>3,143</u>
Total Funding	<b>750</b>	<b>313</b>	<b>555</b>	<b>310</b>	<b>280</b>	<b>305</b>	<b>315</b>	<b>315</b>				<b>3,143</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



**Fibre Splice Enclosure - for joining two fibre lines together.**

Major Program: **Communications**

Project Title: **Electric Systems Communications**

Dept - Project #: **SC01**

Start Year: **2010**

End Year: **2017**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program provides system communication facilities for the City of Lethbridge Electric Transmission and Distribution Systems.</p> <p>Communications for transmission operation between substations for SCADA, relaying data, metering and security systems.</p> <p>Communications for distribution operation, monitoring and protection downstream of substations.</p> <p>Current Program and Identified Projects:</p> <p>2011 Transmission.</p> <p>2012 Transmission/Distribution - System upgrades. Tenth year after install and OC1 optical units need replacement.</p> <p>2013 Transmission - System replacements.</p>	<p>This program provides the communications for system operation, system control, data accumulation and security monitoring.</p> <p>Communications is required to retain an operating linkage between system control, city substations, AltaLink and the Transmission Administrator (AESO).</p> <p>Communication for the electric transmission system requires upgrading to reduce fibre system capacity use and to move to a industry standard protocol for data transfer.</p> <p>The existing communication system between substations for SCADA, Relaying Data, and Metering Data requires upgrading. There is also a requirement to reduce the fibre count and move to an industry standard protocol for data transfer and to coordinate these substations with AltaLink substation communications and AESO. Equipment must match existing SONET multiplexing systems at 111S and 674S.</p>

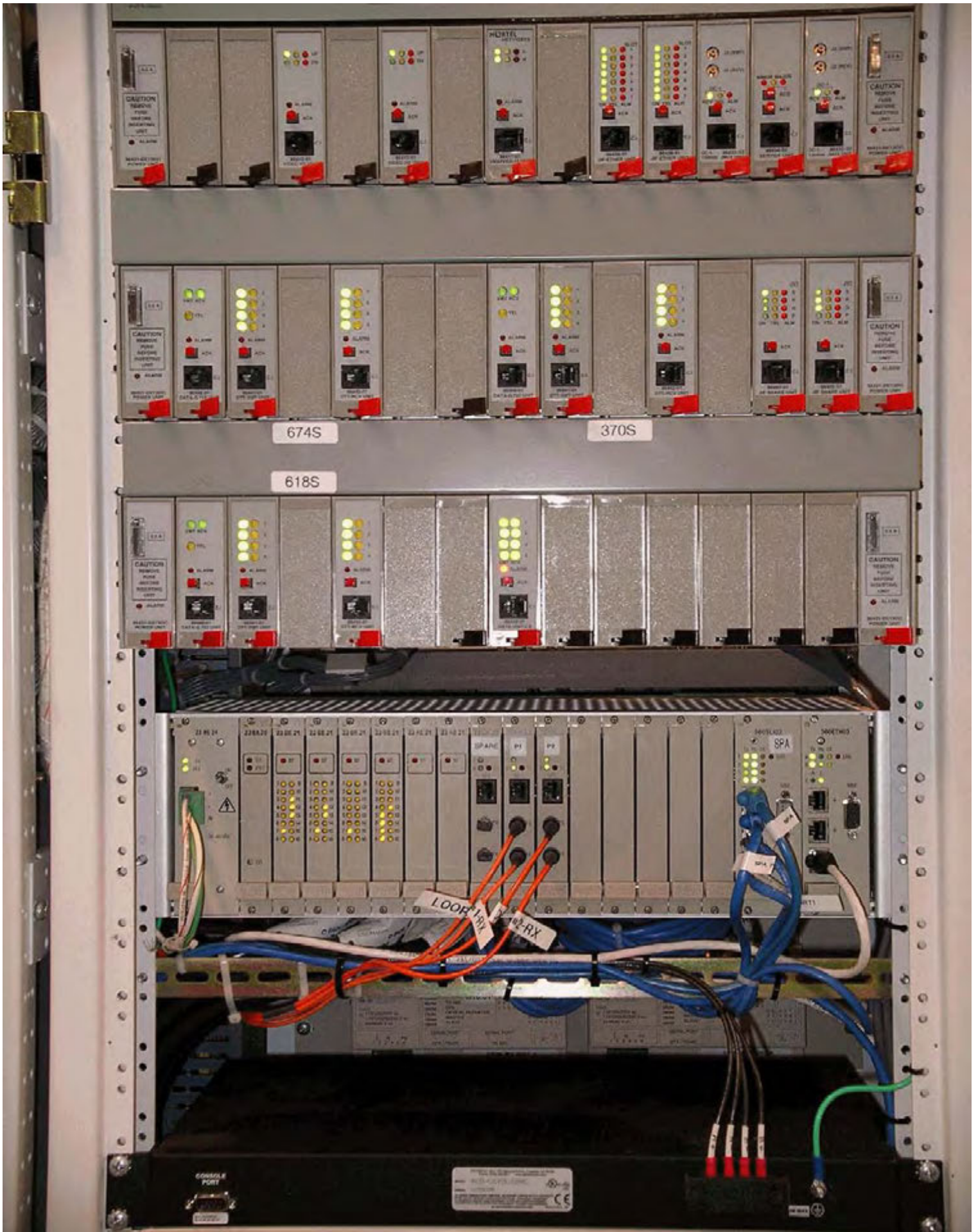
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions	500	10	10	10	10	10	10	10				570
Replacements			150	25	10	10	10	10				215
	500	10	160	35	20	20	20	20				785
<b>Total Costs</b>	<b>500</b>	<b>10</b>	<b>160</b>	<b>35</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>				<b>785</b>
<b>Funding</b>												
Reserve - MRSR	500	10	160	35	20	20	20	20				785
	500	10	160	35	20	20	20	20				785
<b>Total Funding</b>	<b>500</b>	<b>10</b>	<b>160</b>	<b>35</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>				<b>785</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>





Major Program: **Other Support**

Project Title: **Major Tools Annual Program**

Dept - Project #: **SF01**

Start Year: **2004**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program includes the purchase of major tools and equipment used in construction and testing for direct utility operations</p> <p>Current Program and Identified Projects Program requires an average of 2.5% in new investment annually. Annual reinvestment forecast is based on annual depreciation of 7.2%. Some of tools identified to date include:</p> <p>2011 Add six 5 kV Meggers for cable / equipment insulation testing Add six TTR transformer test devices Complete standardization of hotstick inventory and accessories Add protocol analyzer GPS equipment for capturing patrol data / maintenance data</p> <p>2012 Add Live Line Arm to better effect live line replacement of ageing infrastructure Add 2 additional thermal imaging systems for patrol</p> <p>2013 Add 3 phase test set relay testing Complete upgrade to DC tool fleet</p>	<p>Facilities and Tools are required in support of other capital programs as well as ongoing maintenance and system operation.</p>

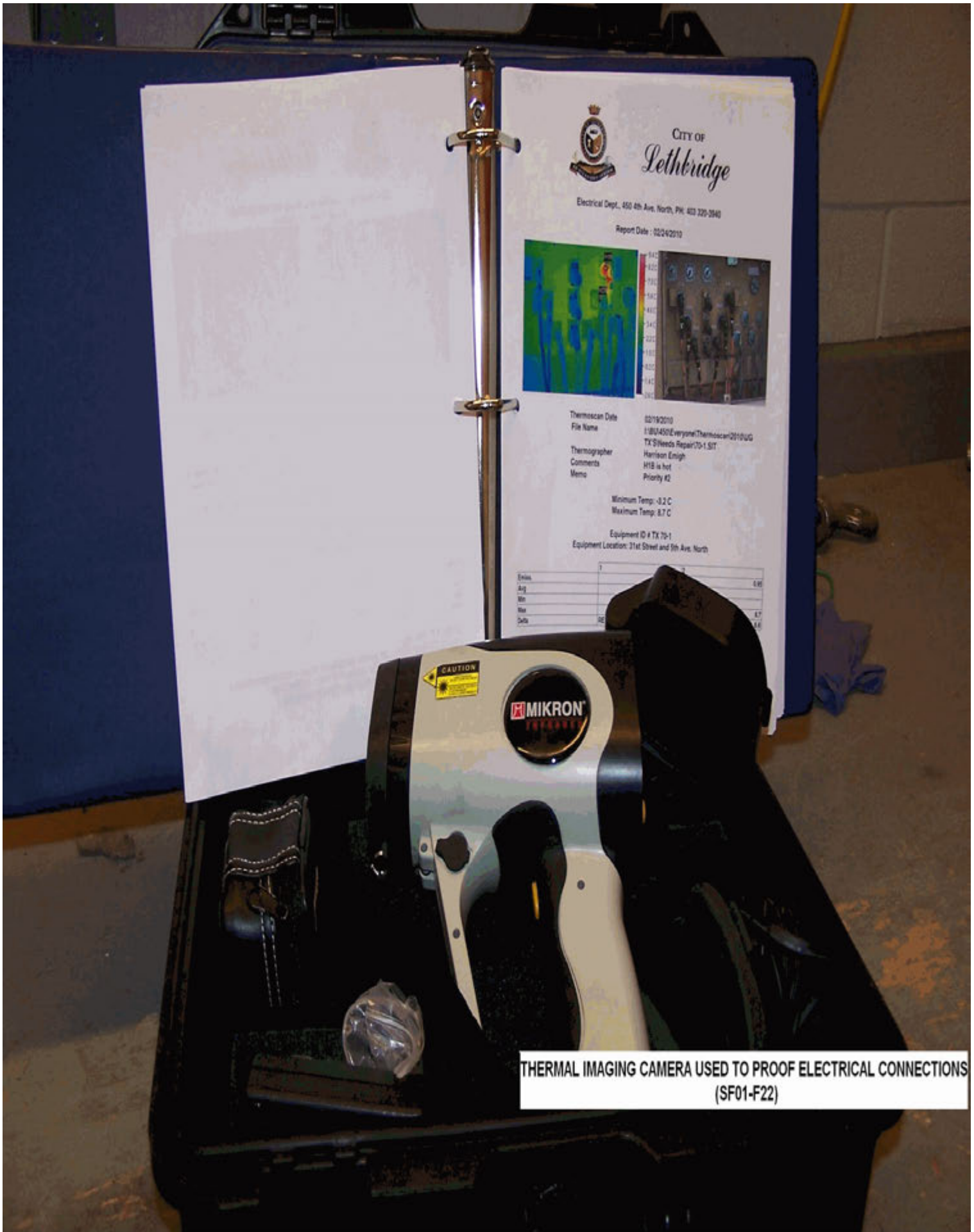
**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions		229	215	174								618
		229	215	174								618
Total Costs		<b>229</b>	<b>215</b>	<b>174</b>								<b>618</b>
<b>Funding</b>												
Reserve - MRSR		229	215	174								618
		229	215	174								618
Total Funding		<b>229</b>	<b>215</b>	<b>174</b>								<b>618</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>

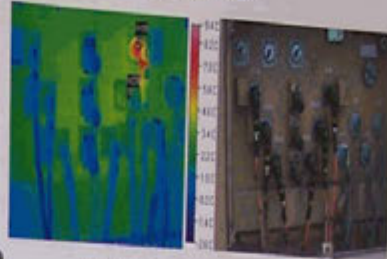




CITY OF  
*Lethbridge*

Electrical Dept., 450 4th Ave. North, P.M. 403 320-3940

Report Date : 02/24/2010



Thermocam Date 02/19/2010  
File Name I:\BU\450\Everyone\Thermocam\021910\UG  
TX'S\Needs Repair\70-1.SIT  
Thermographer Harleean Enigh  
Comments H1B is hot  
Memo Priority #2

Minimum Temp: -3.2 C  
Maximum Temp: 8.7 C

Equipment ID # TX 70-1  
Equipment Location: 21st Street and 5th Ave. North

Enrich	7	
Avg		8.95
Min		
Max		8.7
Delta	105	1.6

THERMAL IMAGING CAMERA USED TO PROOF ELECTRICAL CONNECTIONS  
(SF01-F22)



Major Program: **Other Support**

Project Title: **Facilities & Furnishings Annual Program**

Dept - Project #: **SF02**

Start Year: **2004**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program includes the construction or purchase of non-operational facilities (storage buildings), and general office furnishings required for direct utility operations including desks, computers, etc.</p> <p>Current Program and Identified Projects</p> <p>2011 Lineshop Emergency Stores. 2012 New Truck/Trailer/WO Materials Storage Yard Prep. 2012 New WO materials storage yard.</p>	<p>Facilities are required in support of other capital programs as well as ongoing maintenance and system operation.</p> <p>We currently keep a limited inventory of emergency parts at the lineshop. The room designated for this purpose was never racked out for efficient use of space. We can build a mezzanine system and double the area for storage and then rack out efficiently to hold all emergency parts.</p> <p>This is for the yard preparation of the area around the new truck / trailer / materials buildings.</p> <p>With the construction of the new storage building and yard we will need to be more efficient with our use of space to store work order and other laydown materials.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions		53	495									548
		53	495									548
Total Costs		<b>53</b>	<b>495</b>									<b>548</b>
<b>Funding</b>												
Reserve - MRSR		53	495									548
		53	495									548
Total Funding		<b>53</b>	<b>495</b>									<b>548</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



**RACKING FOR STORING TRANSFORMERS TO INCREASE EFFICIENCY  
(SF02-F23)**

Major Program: **Other Support**

Project Title: **Fleet Annual Program**

Dept - Project #: **SF03**

Start Year: **2011**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program includes the purchase of operational fleet vehicles required for direct utility operations.</p> <p>Current Program and Identified Projects</p> <p>Program requires an average of 2.5% in new investment annually.</p> <p>Annual reinvestment forecast is based on annual depreciation of 7.2%. Some vehicles identified to date include:</p> <p>Current Project and Program Requirements</p> <p>2011 Upgrade L20 Crew Cab to 4x4.</p> <p>2011 1/2 ton AWD vehicle with towing package for Fibre Business Unit.</p> <p>2011 2 - 1/2 ton AWD vehicle with towing package.</p> <p>2011 Cable Replacement program – Hydrovac.</p> <p>2011 Cable Replacement program – Directional Boring.</p> <p>2011 Cable Replacement program – Backhoe.</p> <p>2011 Cable Replacement program – Bobcat.</p> <p>2011 Cable Replacement program – Linetruck.</p> <p>2011 Cable Replacement program – 2 Crew Cabs.</p> <p>2011 Cable Replacement program – 4 Single Reel trailers.</p> <p>2011 Cable Replacement program – Light Duty Pulling Trailer.</p> <p>2011 Cable Replacement program – Construction Trailer.</p> <p>2011 Cable Replacement program – Material Handling Trailer.</p> <p>2011 Cable Replacement program – Bobcat Trailer.</p> <p>2011 Cable Replacement program – Closed Materials/Tools Trailer.</p> <p>2012 Upgrade L4 to Crew Cab.</p> <p>2012 Upgrade Lineshop ½ ton to Crew Cab 4x4.</p> <p>2012 Add 40’ Lift on 2 ton chassis.</p> <p>2012 Construction Trailer.</p> <p>2012 Locator Vans – AWD.</p> <p>2012 Change 2 subs vans to ½ ton AWD.</p> <p>2013 Add two small dump trailers.</p> <p>Note: Cable Replacement Program is part of project# DP03</p>	<p>Fleet vehicles are required in support of other capital programs as well as ongoing maintenance and system operation.</p> <p>In 2009 the fleet department transferred all vehicles that are operated by the Lethbridge Electric Utility to the business unit and are now part of the utilities assets. There was also a partial funding transfer to the MRSR for fleet reserves.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions		1,516	189	23								1,728
Replacements		118	202									320
		1,634	392	23								2,048
<b>Total Costs</b>		<b>1,634</b>	<b>392</b>	<b>23</b>								<b>2,048</b>
<b>Funding</b>												
Reserve - MRSR		1,634	392	23								2,048
		1,634	392	23								2,048
<b>Total Funding</b>		<b>1,634</b>	<b>392</b>	<b>23</b>								<b>2,048</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>





INSULATED DOUBLE BUCKET TRUCK USED FOR "LIVE LINE" WORK ON DISTRIBUTION SYSTEM (SF03-F24)

Major Program: **Other Support**

Project Title: **Electric System Environmental Mgmt.**

Dept - Project #: **SE01**

Start Year: **2010**

End Year: **Ongoing**



Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program provides for the development and implementation of an Environmental Management Plan for the Electric Utility.</p> <p>Current Program and Identified Projects:</p> <p>Develop &amp; Implement a PCB Management Plan (Completed) Legislative Compliance Work Replacement and disposal of Transformers containing PCB's.</p>	<p>To ensure the Electric Utility is 1) compliant with environmental legislation and 2) moves from compliance to sustainability.</p> <p>The Environment plan's current focus is on the management of Polychlorinated Biphenyl (PCB) material. In part, this includes: elimination of dispersive uses of PCBs; elimination of non-dispersive uses of high concentration PCBs; harmonized sampling and analysis, waste classification, labelling, and PCB waste storage time limits.</p> <p>Longer-term plans will provide continuous and systematic improvements to distribution and transmission facilities from an environmental perspective.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions	300											300
Line Upgrading	190	200	210	221	232	243	255	268	281	295	310	2,705
	490	200	210	221	232	243	255	268	281	295	310	3,005
Total Costs	<b>490</b>	<b>200</b>	<b>210</b>	<b>221</b>	<b>232</b>	<b>243</b>	<b>255</b>	<b>268</b>	<b>281</b>	<b>295</b>	<b>310</b>	<b>3,005</b>
<b>Funding</b>												
Reserve - MRSR	490	200	210	221	232	243	255	268	281	295	310	3,005
	490	200	210	221	232	243	255	268	281	295	310	3,005
Total Funding	<b>490</b>	<b>200</b>	<b>210</b>	<b>221</b>	<b>232</b>	<b>243</b>	<b>255</b>	<b>268</b>	<b>281</b>	<b>295</b>	<b>310</b>	<b>3,005</b>

Estimated Debt Charges  
Projected Net Operating Costs

<b>Comments</b>







Major Program: **Other Support**

Project Title: **Facilities Management**

Dept - Project #: **SI01**

Start Year: **2010**

End Year: **2013**



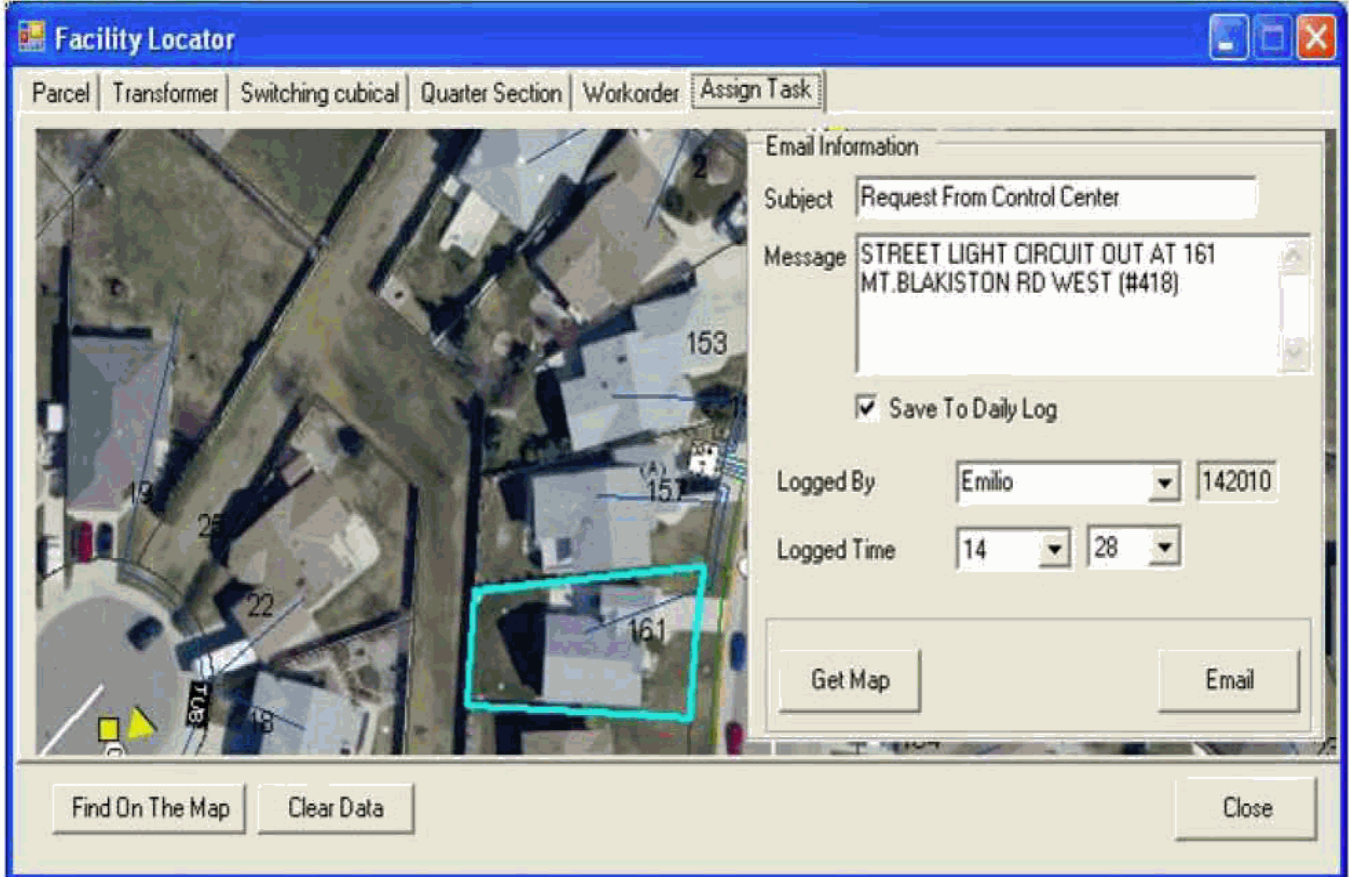
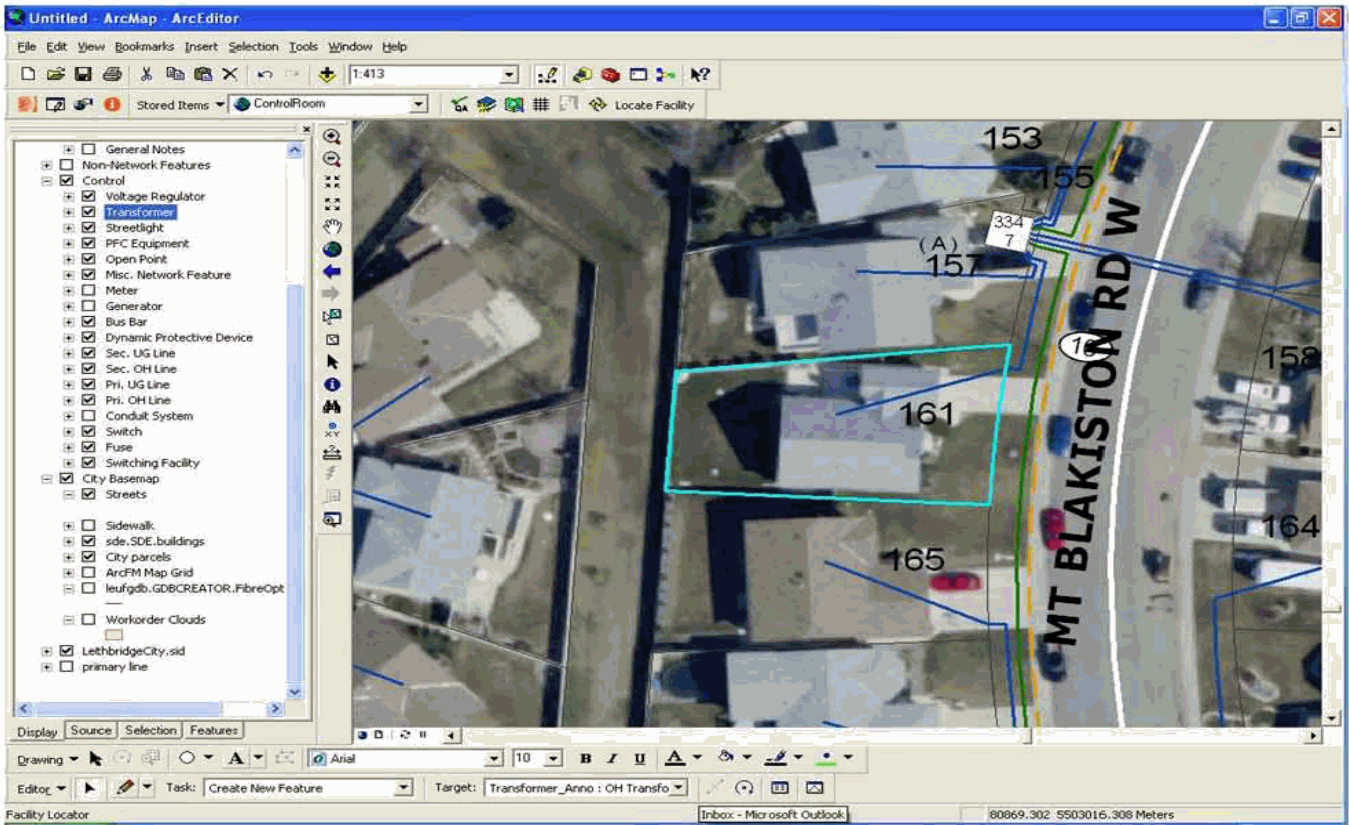
Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>		<b>Purpose &amp; Justification</b>
<p>This program provides for technologies to manage and analyze the electric distribution and transmission systems. Asset Management and Facilities Mapping (AM/FM) combined with Engineering Analysis applications allows the utility to efficiently operate existing systems and, more importantly, to plan system additions and upgrades for effectiveness, efficiency and safety. Load Research programs provide the means to gather point-in-time load data for statistical analysis and load profiling.</p> <p>Current Program and Projects:</p>		<p>The migration of our work processes to ArcFM for day to day use makes the system mission critical especially its use in the control centre. This criticality requires the system be redundant so that It remains accurate and available at all times.</p> <p>The electric utility requires the means to undertake statistically valid load profiling for use in system planning and for System Settlement; the province wide process used to determine the energy (and losses) billed through to customers.</p>
2011	<p>Addition of Transmission Facilities Provide ArcFM to the Operating Crews Line Patrols to update Asset Information Connection AM/FM to Analysis System Load Research Equipment/System</p>	<p>This program greatly enhances design capabilities, facilitates effective and efficient transmission and distribution system development and customer class load profiling.</p>
2012	<p>Connection of FM System to AMI System Load research Equipment Line Patrol to update Asset Information Connection to MDM</p>	<p>Reduce labor-intensive systems. Provides the ability to meet regulatory and AESO requirements. Provides the ability to acquire data for reviews by the AUC (future) and the Transmission Administrator (AESO). Allows effective and efficient system design.</p>
2013	<p>Load Research Equipment Line Patrol to update Asset Information</p>	<p>Provides information and capability for financial and work management systems. Provides for system specific load profiling.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions	715	102	104	107								1,027
Replacements	50	40	40	40								170
	765	142	144	147								1,197
<b>Total Costs</b>	<b>765</b>	<b>142</b>	<b>144</b>	<b>147</b>								<b>1,197</b>
<b>Funding</b>												
Reserve - MRSR	765	142	144	147								1,197
	765	142	144	147								1,197
<b>Total Funding</b>	<b>765</b>	<b>142</b>	<b>144</b>	<b>147</b>								<b>1,197</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		52	54	57	60	63	66	69	73	76	80	

**Comments**



Major Program: **Other Support**Project Title: **Work and Financial Management**Dept - Project #: **SI02**Start Year: **2010**End Year: **2015**Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program provides for technologies to manage financial connectivity and work flow requirements of the Electric Utility. Manages the financial asset process from ArcFM to JDE.</p> <p>This program will provide for an automated process for the administration of work to both internal and external work crews. Initial requirements allow a review of current and future needs of the utility as well as other corporate and department requirements.</p> <p>This program also provides for an Electric Industry standard work management and AM/FM integrated financial management and Cost of Service modelling system.</p> <p>Current Program and Project Requirements:</p> <p>2011 Capital Work Management System - Fibre Financial Management System - Fibre</p> <p>2012 Capital Work Management System - Transmission Financial Management System - Transmission</p> <p>2013 Capital Work Management System - Upgrades Financial Management System - Upgrades</p>	<p>This program provides the Electric Utility the tools for effective design, construct and maintain of electric distribution and transmission systems and to meet regulatory requirements.</p> <p>The use of contracts to provide many work applications traditionally done internally has led to a need to gather data and schedule crews and materials more effectively.</p> <p>This program also provides the utility the capability to perform rigorous cost analysis; the basis to rationalize tariffs and to meet the industry standard financial reporting requirements of the Alberta Utilities Commission (AUC).</p> <p>The inability to validate and substantiate cost information to the AUC poses a major financial risk. Costs disallowed by the AUC will need to be funded from alternate sources of income such as taxation.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions	380	222	153	74		27						856
Replacements	150			150		275						575
	530	222	153	224		302						1,431
Total Costs	<b>530</b>	<b>222</b>	<b>153</b>	<b>224</b>		<b>302</b>						<b>1,431</b>
<b>Funding</b>												
Reserve - MRSR	530	222	153	224		302						1,431
	530	222	153	224		302						1,431
Total Funding	<b>530</b>	<b>222</b>	<b>153</b>	<b>224</b>		<b>302</b>						<b>1,431</b>
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		22	23	24	26	27	28	30	31	33	34	

**Comments**



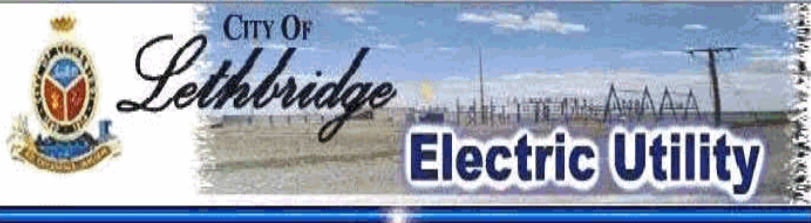
City of Lethbridge - Electric Utility: Intranet Applications

http://typhoon/leu/

File Edit View Favorites Tools Help

Google Search

City Of Lethbridge - Electric Utility: Intranet Applications



- Workorder Applications**
- [Add New Workorder](#)
- [Manage Standards](#)
- [Quick Estimate](#)
- [Workorder Flow](#)
- [My Applications](#)

**Workorder Flow Information**

Enter Workorder Number:

**Work Order Checklist**

WO#:

User:  Role:

Work Order Status:

DSA Required

Before Work Order Issued		
Role: Accounting Tech.	Role: Designer	Role: Distribution Mgr.
<input checked="" type="checkbox"/> JDE Entered	<input checked="" type="checkbox"/> Field Checked	<input checked="" type="checkbox"/> Design Approved
<input type="checkbox"/> Budget Entered	<input checked="" type="checkbox"/> Design Completed	
<input type="checkbox"/> Funds Transferred	<input checked="" type="checkbox"/> Material List Prepared	
<input checked="" type="checkbox"/> Send To Design	<input checked="" type="checkbox"/> Prints Completed	
	<input checked="" type="checkbox"/> Send To Lineshop	
After Work Order Returned		
<input type="checkbox"/> Overheads Applied	<input type="checkbox"/> Field Check Completed	<input type="checkbox"/> As-Builts Approved
<input type="checkbox"/> Lighting Info. Updated	<input type="checkbox"/> Reconcile Material	
<input type="checkbox"/> File Returned To Design	<input type="checkbox"/> <b>As-Builts Approved</b>	
<input type="checkbox"/> Invoiced	<input type="checkbox"/> As BUILTS Sent to IT	Role: Document Control
<input type="checkbox"/> <b>WO Closed</b>	<input type="checkbox"/> As BUILTS in ARCFM	<input type="checkbox"/> <b>Work Completed</b>

[\[Signout\]](#)  
 [User : rvermeer]

Major Program: **Other Support**Project Title: **Critical Infrastructure Protection**Dept - Project #: **TS09**Start Year: **2011**End Year: **2018**Capital Improvement Program  
2011 to 2020

<b>Description &amp; Location</b>	<b>Purpose &amp; Justification</b>
<p>This program provides for technologies to manage the documentation of AESO/NERC Critical Infrastructure Protection Reliability Standards, which is a requirement of the Electric Utility.</p> <p>The AESO intends to have seven of the CIP reliability standards approved by the AUC at the end of 2010 with full compliance by 2013.</p> <p>Locations:</p> <p>Control Centre - 500 4th Avenue North. Substation - 674S, 111S, 593S, 146S, and 241S.</p> <p>Installation of additional security equipment to meet CIP 006 requirements.</p> <p>Installation of additional equipment for access control.</p>	<p>The documentation and technologies to meet AESO compliance to the Reliability Standards requires a database and interface along with sophisticated cyber protection equipment to segment the electric network.</p> <p>The full extent of the implementation will be determined by the assessment done by the AESO of the transmission facilities owned and operated by the City of Lethbridge. The program will be fully implemented if the assessment determines that the utility owns critical assets.</p> <p>The program is also dependent on AUC approval as the program was not included in the transmission filing.</p> <p>May require an additional fibre circuit with network equipment to be added in the operating budget.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions		275	175	175	75	75						775
Replacements							180	175	175			530
		275	175	175	75	75	180	175	175			1,305
<b>Total Costs</b>		<b>275</b>	<b>175</b>	<b>175</b>	<b>75</b>	<b>75</b>	<b>180</b>	<b>175</b>	<b>175</b>			<b>1,305</b>
<b>Funding</b>												
Reserve - MRSR		275	175	175	75	75	180	175	175			1,305
		275	175	175	75	75	180	175	175			1,305
<b>Total Funding</b>		<b>275</b>	<b>175</b>	<b>175</b>	<b>75</b>	<b>75</b>	<b>180</b>	<b>175</b>	<b>175</b>			<b>1,305</b>

Estimated Debt Charges

Projected Net Operating Costs

**Comments**





Major Program: **System Control (SCADA)**

Project Title: **Electric System Control**

Dept - Project #: **SS01**

Start Year: **2010**

End Year: **2018**



Capital Improvement Program  
2011 to 2020

<u>Description &amp; Location</u>	<u>Purpose &amp; Justification</u>
<p>This program provides remote control and monitoring capabilities for electric distribution, and transmission facilities.</p> <p>The SCADA system includes master station hardware and software, substation RTU's (Remote Terminal Units), distribution RTU's and infrastructure and substation RTU's and infrastructure.</p> <p>All projects fall under the Support group and as such are allocated between distribution and transmission cost centres. Council regulates/approves distribution costs and the Alberta Utilities Commission (AUC) regulates/approves transmission costs. Therefore, these program costs may be adjusted as the various approving authorities have input into the process.</p> <p>Current Program and Identified Projects:</p> <p>2011 Upgrade Operator work stations</p> <p>2012 Upgrade to Backup Generation within Radio Tower Building New Load Flow Tool Scoutboard Upgrades</p> <p>2014 Host Server Upgrades Other IT infrastructure upgrading Architectural Upgrades</p> <p>Future: Upgrade to Visual Wall Display Radio Master Upgrade Radio Remote Upgrade Remote RTU 6ACP5 Upgrade Overall Upgrade to SCADA Software</p>	<p>The SCADA system is required to meet the needs of the Electric Utility, the Power Pool of Alberta, the Transmission Administrator of Alberta, and neighbouring Transmission Facility Owners. Real time monitoring and control is necessary to meet the requirements of the Alberta Interconnected System, and to provide required reliability and control functions within the system. Distribution automation (enhance reliability) can be performed through this system.</p> <p>Distribution RTU's are monitored, inspected and maintained annually and replaced on failure. Typically units are replaced on a 7 to 9 year cycle.</p> <p>The main SCADA System (Master Station, software and hardware) is replaced periodically. Technological improvements, maintenance requirements, availability of upgrades and parts and the ability of the system to meet key requirements are the drivers in determining replacement. Typically it is expected that these systems need completed replacement every 5 to 7 years.</p> <p>Substation RTU's are considerably more powerful (and expensive) than distribution RTU's. Replacement is based on similar criteria to the master station software and hardware systems, typically lasting 8 to 12 years.</p>

**All amounts below are in thousands of dollars**

	Prior	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
<b>Costs - Non-Shareable</b>												
Additions	90											90
Replacements	225	21	374		108		260	162	490			1,640
	315	21	374		108		260	162	490			1,730
<b>Total Costs</b>	<b>315</b>	<b>21</b>	<b>374</b>		<b>108</b>		<b>260</b>	<b>162</b>	<b>490</b>			<b>1,730</b>
<b>Funding</b>												
Reserve - MRSR	315	21	374		108		260	162	490			1,730
	315	21	374		108		260	162	490			1,730
<b>Total Funding</b>	<b>315</b>	<b>21</b>	<b>374</b>		<b>108</b>		<b>260</b>	<b>162</b>	<b>490</b>			<b>1,730</b>

Estimated Debt Charges  
Projected Net Operating Costs

<u>Comments</u>



ELECTRICAL SYSTEM CONTROL CENTER VISUAL WALL DISPLAY AND OPERATOR WORK STATIONS (SS01-F26)

## Grants / Funding

---

	<u>Page</u>
Grant - Municipal Sustainability Initiative (MSI)	G - 1
Grant - Alberta Municipal Infrastructure Program (AMIP)	G - 2
Grant - New Deal for Cities & Communities (NDCC)	G - 3
Grant - Basic Capital	G - 4
Offsite Levies	G - 5
Pay-As-You-Go Transportation	G - 6
Pay-As-You-Go Community	G - 6
Art Acquisition Program	G - 7
Downtown Redevelopment Fund	G - 7



## Grant - MSI

## Forecast

	Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars												
Opening Balance		2,631	(6,458)	(13,256)	193	(1,994)	(4,877)	6,814	20,889	34,940	48,514	
<b>Capital Requirements</b>												
Arterial Rehab Program	C - 10	(351)	(364)	(318)	(334)	(351)	(368)	(386)	(405)	(426)	(448)	(3,751)
Bridge Rehab Program	C - 11	(122)	(122)	(86)	(164)	(479)	(90)	(95)	(100)	(556)	(105)	(1,919)
Community Arts Centre	D - 5	(4,258)	(10,232)									(14,490)
Public Operations Building	D - 7	(490)										(490)
ENMAX Centre	D - 10	(7,756)										(7,756)
Cemetery Services Master Plan & New Cemetery Site	D - 11	(2,000)	(500)									(2,500)
Park Asset Management	D - 21			(567)	(1,994)	(1,993)	(1,993)					(6,547)
West Side Depot Site	D - 22	(1,001)			(1,150)		(414)					(2,565)
South Side Parks Depot	D - 23		(136)	(136)	(1,118)							(1,390)
Lethbridge Regional Police Headquarters	D - 24					(10,591)						(10,591)
North Regional Park	D - 26				(6,225)	(4,025)						(10,250)
Twin Ice Centre	D - 30	(5,800)	(10,000)									(15,800)
Bill Kergan Centre Renovation	D - 31				(4,052)							(4,052)
Exhibition Infrastructure Upgrades and Replacement	D - 32	(1,867)			(1,706)							(3,573)
		(23,645)	(21,354)	(1,107)	(16,743)	(17,439)	(2,865)	(481)	(505)	(982)	(553)	(85,674)
<b>Additions:</b>												
Grant	Note 1	14,556	14,556	14,556	14,556	14,556	14,556	14,556	14,556	14,556	14,556	145,560
		14,556	14,556	14,556	14,556	14,556	14,556	14,556	14,556	14,556	14,556	145,560
Closing Balance		(6,458)	(13,256)	193	(1,994)	(4,877)	6,814	20,889	34,940	48,514	62,517	

The Municipal Sustainability Initiative (MSI) includes funding for capital projects, including municipal roads, bridges, public transit vehicles and facilities, emergency service vehicles (including ambulances) and facilities (fire halls, municipal police stations, emergency operations centres), infrastructure management systems and solid-waste management systems and facilities.

Note 1: The annual grant amounts shown for 2011 onwards are estimates only. The estimates are based on actual amounts announced for 2010 extrapolated for future years.

## Grant - AMIP

## Forecast

	Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars												
Opening Balance		33,260	24,362	8,682								
<b>Capital Requirements</b>												
North Scenic Dr (5th Ave N to 26 Avenue N)	C - 16	(3,500)	(9,500)									(13,000)
Public Operations Building	D - 7	(2)										(2)
Transit Facility Expansion	D - 25	(1,520)	(6,180)	(8,682)								(16,382)
Exhibition Infrastructure Upgrades and Replacement	D - 32	(1,100)										(1,100)
		(6,122)	(15,680)	(8,682)								(30,484)
<b>Previously Approved</b>												
Station No 1 (Downtown)		(1,938)										(1,938)
Storm Sewer Rehab		(838)										(838)
		(2,776)										(2,776)
Closing Balance	Note 1	24,362	8,682									

The types of capital projects eligible for provincial funding under Alberta Municipal Infrastructure Program (AMIP):

**Core Infrastructure** projects fall under the following categories: Roadways and Bridges; Public Transit; Water Supply, Treatment, and Distribution Systems; Wastewater collection and Treatment Systems; Storm Sewer Drainage Systems and Facilities; and Emergency Service Facilities and Vehicles

**Other Infrastructure** projects are only eligible after certification by the municipality that the core infrastructure is in good condition. Other infrastructure projects fall under each of the following categories: Solid Waste Management; Environmental Energy Improvements; Other Municipal Buildings; and Other Municipal Physical Infrastructure.

Note 1: Deadline for project completion of AMIP grant funded projects is December 2015

## Grant - Federal Gas Tax Fund (NDCC)

## Forecast

	Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars												
Opening Balance		6,041	2,155	(228)	753	2,039	3,334	5,461	6,934	6,412	6,766	
<b>Capital Requirements</b>												
Bikeway/Pathways along Roadways	C - 9	(500)	(525)	(551)	(578)	(607)	(637)	(669)	(702)	(738)	(775)	(6,282)
Arterial Rehab Program	C - 10	(649)	(687)									(1,336)
Access-A-Ride Fleet Replacement	D - 8	(99)	(215)	(105)	(108)	(222)	(457)	(250)	(407)			(1,863)
Transit Fleet Replacement	D - 9	(1,962)		(2,627)	(544)	(1,125)			(3,120)		(1,337)	(10,715)
Helen Schuler Nature Centre Expansion and Renovation	D - 18		(400)									(400)
Transit Smart Card	D - 27	(1,700)										(1,700)
Wastewater Treatment Plant Headworks and Clarifier Upgrade	E - 14	(3,000)	(3,500)									(6,500)
		(7,910)	(5,327)	(3,283)	(1,230)	(1,954)	(1,094)	(919)	(4,229)	(738)	(2,112)	(28,796)
<b>Additions:</b>												
Grant		4,764	4,764	4,764	4,764	4,764	4,764	4,764	4,764	4,764	4,764	47,640
		4,764	4,764	4,764	4,764	4,764	4,764	4,764	4,764	4,764	4,764	47,640
<b>Previously Approved</b>												
Storm Sewer Maintenance					(913)	(940)	(968)	(1,026)	(1,057)	(1,089)		(5,993)
Strategic Build Asset Management		(500)	(500)	(500)	(575)	(575)	(575)	(625)				(3,850)
Access-A-Ride Expansion Vehicles			(305)		(216)			(118)			(129)	(768)
Transit Equipment Improvements Hoist		(240)										(240)
Transit Fleet Expansion			(1,015)		(544)			(603)		(2,583)	(3,342)	(8,087)
		(740)	(1,820)	(500)	(2,248)	(1,515)	(1,543)	(2,372)	(1,057)	(3,672)	(3,471)	(18,938)
Closing Balance		2,155	(228)	753	2,039	3,334	5,461	6,934	6,412	6,766	5,947	

The types of projects eligible for provincial funding under the Federal Gas Tax Fund (Formerly: New Deal for Cities & Communities - NDCC) program include: Public Transit; Water Supply, Treatment, and Distribution Systems; Wastewater Collection and Treatment Systems; Solid Waste Management Systems; Community Energy Systems; and Roadways and Bridges.

The last payment under the current agreement is in 2013. We have included grant payments beyond that date based on indications from the Federal Government that this grant is intended to be an ongoing program.



## Grant - Basic Capital Forecast

Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total	
All amounts below are in thousands of dollars												
Opening Balance	2,372	5,165	3,427	1,063	1,681	(1,310)	(1,861)	(1,228)	(3,084)	(3,032)		
<b>Capital Requirements</b>												
Gravelled Roadway Upgrading	C - 5	(354)	(371)	(168)	(168)	(168)	(168)	(168)	(168)	(168)	(1,901)	
Intersection Improvements - Growth	C - 6	(712)	(748)	(786)	(825)	(866)	(910)	(956)	(1,004)	(1,054)	(8,968)	
Intersection Improvements - Non-Growth	C - 7	(713)	(749)	(786)	(825)	(866)	(910)	(956)	(1,004)	(1,054)	(8,970)	
Sidewalk and Handicap Parking Mobility Ramps	C - 8	(178)	(188)	(196)	(206)	(216)	(227)				(1,211)	
Arterial Rehab Program	C - 10		(786)	(825)	(866)	(910)	(956)	(1,004)	(1,054)	(1,106)	(7,507)	
Bridge Rehab Program	C - 11		(197)	(207)	(334)	(1,121)	(218)	(229)	(240)	(1,320)	(4,118)	
Community Lighting Rehab	C - 12	(225)	(237)	(249)	(262)	(275)	(289)	(303)	(318)	(334)	(2,842)	
Traffic Signals Replacement	C - 13	(206)	(217)	(227)	(239)	(251)	(263)	(277)	(290)	(305)	(2,593)	
Major Sidewalk Rehab Program	C - 14	(135)	(142)	(149)	(156)	(164)	(172)	(180)	(189)	(199)	(1,695)	
Railway Rehab Program	C - 15	(75)	(75)	(259)	(270)	(281)	(293)	(304)	(315)	(326)	(2,535)	
43rd St N (Hwy 3 to 9 Ave N)	C - 17	(169)		(3,713)							(3,881)	
26th Ave North (Scenic Dr to 28th Street)	C - 18		(788)								(788)	
Mayor Magrath Dr. (40 Ave S to City Limit)	C - 19		(2,925)		(3,375)						(6,300)	
Mayor Magrath Dr. (3 Ave S to 3 Ave N) Design	C - 20		(225)								(225)	
6th Ave S (Mayor Magrath Dr to Scenic Dr S) Design	C - 21		(177)								(177)	
5th Ave N (Stafford Dr to Mayor Magrath Dr N) Design	C - 22				(194)						(194)	
Interchanges - Whoop Up/University Dr and Whoop Up/Scenic Dr Design	C - 23				(328)						(328)	
13th Street N (Crowsnest Trail to 26th Ave N) Design	C - 24				(194)						(194)	
University Dr North of Railway Tracks to Hwy 3 Upgrade Design	C - 25					(68)					(68)	
Transportation Master Plan Update	C - 26						(731)				(731)	
Whoop Up Dr (McMaster to Aquitania Blvd)	C - 27					(1,800)					(1,800)	
University Dr (Comm Stadium to Sun Ridge Blvd W)	C - 28							(2,734)			(2,734)	
26th Ave North (31st to 43st N)	C - 29									(2,531)	(2,531)	
28th Street North (MMD to 26 Ave N)	C - 30									(5,100)	(5,100)	
Jerry Potts Blvd (West of Red Crow Blvd to Metis Trail)	C - 35							(368)			(368)	
		(2,413)	(7,022)	(7,728)	(4,826)	(8,517)	(6,159)	(5,059)	(7,634)	(5,813)	(12,589)	(67,760)
<b>Additions:</b>												
Grant Funding	5,206	5,284	5,364	5,444	5,526	5,608	5,693	5,778	5,865	5,953	55,721	
	5,206	5,284	5,364	5,444	5,526	5,608	5,693	5,778	5,865	5,953	55,721	
Closing Balance	5,165	3,427	1,063	1,681	(1,310)	(1,861)	(1,228)	(3,084)	(3,032)	(9,667)		

Under the Basic Capital Grant, the City of Lethbridge is eligible to receive an annual grant based on the \$60 per capita and the previous year's official population. The Grant provides conditional cost-sharing grants, on a 75 percent Government/25 percent City basis, for transportation capital-related projects. The City's 25% matching share (\$20 per capita) is funded from the Pay-As-You-Go program.

Projects such as new or upgraded roads and truck routes through cities, including grade separations (interchanges), and bus purchases are eligible for cost-sharing at 75 percent Government/25 percent City.

## Offsite Levies

### Forecast

	Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars												
<u>Capital Requirements</u>												
Intersection Improvements - Growth	C - 6	(288)	(303)	(318)	(334)	(351)	(368)	(386)	(405)	(426)	(448)	(3,627)
43rd St N (Hwy 3 to 9 Ave N)	C - 17	(75)		(1,650)								(1,725)
26th Ave North (Scenic Dr to 28th Street)	C - 18		(1,050)									(1,050)
Mayor Magrath Dr. (40th Ave S to City Limit)	C - 19		(113)			(2,700)						(2,813)
6th Avenue S (Mayor Magrath Dr to Scenic Dr S) Design	C - 21		(79)									(79)
5th Avenue N (Stafford Dr to Mayor Magrath Dr N Design	C - 22				(86)							(86)
13th Street N (Crows Nest Trail to 26th Ave N) Design	C - 24				(86)							(86)
University Dr North of Railway Tracks to Hwy 3 Design	C - 25					(270)						(270)
Whoop Up Dr (McMaster to Aquitania Blvd W)	C - 27						(2,400)					(2,400)
University Dr (Community Stadium to Sun Ridge Blvd W)	C - 28								(3,345)			(3,345)
26th Ave North (31st to 43st North)	C - 29										(3,375)	(3,375)
28th Street North (MMD to 26 Ave N )	C - 30										(6,800)	(6,800)
Metis Trail (Simon Fraser to Garry Drive)	C - 31	(3,000)		(2,200)			(3,125)		(2,700)			(11,025)
Garry Dr (to 600m West of Metis Trail)	C - 32	(3,000)										(3,000)
North Scenic Dr (Uplands Dr N to 62 Ave N)	C - 33			(315)						(5,900)		(6,215)
44th Ave N (Scenic Dr N to 43rd St N)	C - 34			(315)								(315)
Whoop Up Dr (Coalbanks Gate to 30th street)	C - 36				(2,200)							(2,200)
43rd St S (Hwy 4 to Hwy 5)	C - 37								(6,383)			(6,383)
Metis Trail Drive Deep Utilities Phase II	E - 24										(9,500)	(9,500)
Northwest Lethbridge Utility Servicing	E - 25	(16,100)	(8,400)	(2,500)								(27,000)
North Sanitary Siphon Twinning	E - 26								(3,829)	(3,948)		(7,777)
West Siphon Screen Relocation	E - 27				(1,129)	(1,164)						(2,293)
SE Regional Lift Station	E - 28				(1,129)	(10,484)	(9,608)					(21,221)
Garry Drive Reservoir	E - 29	(5,155)										(5,155)
Distribution System Looping	E - 30	(515)	(531)	(547)	(564)	(582)	(601)					(3,340)
		(28,133)	(10,475)	(7,845)	(5,528)	(15,551)	(16,102)	(386)	(16,662)	(10,274)	(20,123)	(131,080)

The above listing includes all projects included in this Capital Improvement Program that are proposed to be funded from Offsite Levies.

## Pay-As-You-Go (PAYG) - Transportation

## Forecast

Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total	
All amounts below are in thousands of dollars												
Opening Balance	1,248	1,338	497	6	582	263	484	1,145	710	1,598		
<b>Capital Requirements</b>												
Gravelled Roadway Upgrading	C - 5	(171)	(179)	(82)	(82)	(82)	(82)	(82)	(82)	(82)	(924)	
Intersection Improvements - Non-Growth	C - 7	(287)	(302)	(318)	(334)	(351)	(368)	(386)	(405)	(426)	(3,625)	
Sidewalk and Handicap Parking Mobility Ramps	C - 8	(72)	(75)	(79)	(83)	(88)	(92)				(489)	
Community Lighting Rehab	C - 12	(75)	(79)	(83)	(87)	(92)	(96)	(101)	(106)	(111)	(947)	
Traffic Signals Replacement	C - 13	(94)	(98)	(103)	(108)	(113)	(118)	(124)	(133)	(138)	(1,170)	
Major Sidewalk Rehab Program	C - 14	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(145)	
Railway Rehab Program	C - 15	(275)	(275)	(259)	(270)	(281)	(293)	(305)	(315)	(326)	(2,936)	
43rd St N (Hwy 3 to 9 Ave N)	C - 17	(56)		(1,238)							(1,294)	
26th Ave North (Scenic Dr to 28th Street)	C - 18		(262)								(262)	
Mayor Magrath Dr. (40 Ave S to City Limit)	C - 19		(1,163)		(1,125)						(2,288)	
Mayor Magrath Dr. (3 Ave S to 3 Ave N) Design	C - 20		(90)								(90)	
6th Ave S (Mayor Magrath Dr to Scenic Dr S) Design	C - 21		(59)								(59)	
5th Ave N (Stafford Dr to Mayor Magrath Dr N) Design	C - 22				(64)						(64)	
Interchanges - Whoop Up/University Dr and Whoop Up/Scenic Dr Design	C - 23				(132)						(132)	
13th Street N (Crowsnest Trail to 26th Ave N) Design	C - 24				(65)						(65)	
University Dr North of Railway Tracks to Hwy 3 Upgrade Design	C - 25					(23)					(23)	
Transportation Master Plan Update	C - 26							(244)			(244)	
Whoop Up Dr (McMaster to Aquitania Blvd)	C - 27					(600)					(600)	
University Dr (Comm Stadium to Sun Ridge Blvd W)	C - 28							(1,211)			(1,211)	
26th Ave North (31st to 43st N)	C - 29									(844)	(844)	
28th Street North (MMD to 26 Ave N)	C - 30									(1,700)	(1,700)	
Jerry Potts Blvd (West of Red Crow Blvd to Metis Trail)	C - 35							(122)			(122)	
		(869)	(2,585)	(2,270)	(1,238)	(2,168)	(1,663)	(1,258)	(2,389)	(1,101)	(3,692)	(19,233)
<b>Additions:</b>												
Current Year Funding		1,709	1,744	1,779	1,814	1,849	1,884	1,919	1,954	1,989	2,024	18,665
Previously Approved Allocations:		1,709	1,744	1,779	1,814	1,849	1,884	1,919	1,954	1,989	2,024	18,665
West Side Snow Site		(750)										(750)
		(750)										(750)
Closing Balance		1,338	497	6	582	263	484	1,145	710	1,598	(70)	

## Pay-As-You-Go (PAYG) - Community

## Forecast

Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total	
All amounts below are in thousands of dollars												
Opening Balance	1,330	(800)	(699)	417	211	(2,043)	607	3,357	5,843	8,420		
<b>Capital Requirements</b>												
Community Arts Centre	D - 5	(24)									(24)	
Curling Master Plan	D - 14	(125)									(125)	
Office Space Master Plan	D - 16	(100)									(100)	
Parks Asset Management	D - 21	(567)									(1,134)	
North Regional Park	D - 26	(1,000)		(2,400)	(4,600)						(8,000)	
Art Acquisition Program	D - 28	(344)	(361)	(125)	(256)	(204)		(4)	(4)	(4)	(1,301)	
Technology Commercialization Centre Project	D - 29	(1,100)									(1,100)	
Pathways System Expansion	D - 33	(1,020)	(1,071)	(1,109)				(360)	(370)	(380)	(4,310)	
Leisure Centre Plan	D - 34		(150)								(150)	
		(4,280)	(2,149)	(1,234)	(2,656)	(4,804)	0	0	(364)	(374)	(384)	(16,244)
<b>Additions:</b>												
Current Year Funding		2,150	2,250	2,350	2,450	2,550	2,650	2,750	2,850	2,950	3,050	26,000
		2,150	2,250	2,350	2,450	2,550	2,650	2,750	2,850	2,950	3,050	26,000
Closing Balance		(800)	(699)	417	211	(2,043)	607	3,357	5,843	8,420	11,086	



## Art Acquisition Program

### Forecast

Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars											
Opening Balance	217	561	922	1,047	1,303	1,507	1,507	1,507	1,511	1,515	
<u>Additions:</u>											
Allocations from Projects	344	361	125	256	204			4	4	4	1,302
	344	361	125	256	204			4	4	4	1,302
Closing Balance	<b>561</b>	<b>922</b>	<b>1,047</b>	<b>1,303</b>	<b>1,507</b>	<b>1,507</b>	<b>1,507</b>	<b>1,511</b>	<b>1,515</b>	<b>1,519</b>	

Finance Committee Meeting - May 9, 2007

Acquisition of Public Art - B.A. LACEY:

WHEREAS one of City Council's objectives is to define the role of the City in support of a vibrant Arts community

AND WHEREAS the approved Civic Arts policy contemplates the acquisition of public art

AND WHEREAS a pilot project for the acquisition of public art has successfully demonstrated a rigorous and consultative process

THEREFORE BE IT RESOLVED THAT:

- The administration be directed to prepare a Public Arts Acquisition Policy that incorporates the key elements of the pilot project process by July 9, 2007

- Public Art funding be included in the 2008 – 2010 CIP as summarized in the draft Community Services recommendations

- Major community facility project budgets for 2009 and beyond incorporate 1% of total cost for the development of public art.

-----CARRIED

## Downtown Redevelopment Fund

### Forecast

Page	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
All amounts below are in thousands of dollars											
Opening Balance	495	710	1,000	1,290	1,580	1,871	2,161	2,451	2,741	3,031	
<u>Additions:</u>											
Operating Budget Funding	500	500	500	500	500	500	500	500	500	500	5,000
	500	500	500	500	500	500	500	500	500	500	5,000
<u>Previously Approved</u>											
Alberta Mainstreet Program	(35)	(35)	(35)	(35)	(35)	(35)	(35)	(35)	(35)	(35)	(350)
Highway Signage	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(10)
Mainstreet Program Initiative	(75)										(75)
Planning Wages for Downtown	(125)	(125)	(125)	(125)	(125)	(125)	(125)	(125)	(125)	(125)	(1,246)
Rotating Park Security	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(274)
Shelter & Bench Sanitation	(22)	(22)	(22)	(22)	(22)	(22)	(22)	(22)	(22)	(22)	(219)
	(285)	(210)	(210)	(210)	(210)	(210)	(210)	(210)	(210)	(210)	(2,174)
Closing Balance	<b>710</b>	<b>1,000</b>	<b>1,290</b>	<b>1,580</b>	<b>1,871</b>	<b>2,161</b>	<b>2,451</b>	<b>2,741</b>	<b>3,031</b>	<b>3,321</b>	

## Projects for Future CIP Consideration

Aquatic Facility Upgrades  
Civic Arena (ice centre and curling)  
Downtown Parking  
Family Circle Co-location  
Leisure Centre  
Library Satellite  
Office Requirements  
Performing Arts Centre  
Pedestrian River Crossing/River Valley Access  
South Fire Station Relocation

**I - 1**  
**City of Lethbridge**  
**Capital Improvement Program**  
**2011-2020**

## **FINANCE COMMITTEE MINUTES**

The Finance Committee met from February 1, 2010 to June 14<sup>th</sup>, 2010 to review the preliminary Capital Improvement Program. The following pages contain minutes from those meetings. The list below is a quick reference to the items discussed on each day. Please see the following pages for minutes of those discussions.

**I - 2 February 1<sup>st</sup>, 2010**

Capital Improvement Program Overview  
Review of Infrastructure Services  
Review of Community Services

**I - 3 March 1<sup>st</sup>, 2010**

Review of Lethbridge Regional Police Services  
Review of Helen Schuler Nature Centre  
Review of Transit

**I - 4 March 15<sup>th</sup>, 2010**

Review of Water & Wastewater and Storm Water  
Review of Waste & Recycling  
Review of Electric Utilities

**I - 5 March 29<sup>th</sup>, 2010**

Review of Parks  
Review of Community Services Master Plans

**I - 6 April 12<sup>th</sup>, 2010**

Review of Transportation  
Bill Kergan Centre Rehab  
Lethbridge & District Exhibition Park Rehab

**I - 7 April 26<sup>th</sup>, 2010**

Review of Offsite Levy ( Utilities & Transportation)

**I - 8 May 10<sup>th</sup>, 2010**

Capital Improvement Program Overview  
Review of Transportation Projects  
Review of Waste & Recycling  
Review of Water & Wastewater  
Review of Electric Utility

**I - 9 May 11<sup>th</sup>, 2010**

Review of Community Capital Projects  
Transit Smart Card  
LRP Headquarters Expansion  
Downtown Redevelopment  
Cemetery



I - 1

I - 10 May 12<sup>th</sup>, 2010

Community Arts Centre, U of L Conservatory of Music  
West Side Operations Depot  
South Side Parks Depot  
Pedestrian & Bicycle Crossing  
LRP Headquarters Expansion  
Transit Facility Expansion  
Bill Kergan Centre Rehab  
Lethbridge & District Exhibition Infrastructure Upgrades

Pathway System Expansion  
Multi-Purpose Leisure Centre Plan  
Storm Sewer Upgrades  
Community Arts Centre, Conservatory of Music

**DIRECTIONAL**

West Lethbridge Community Facility  
Beautification of 13 Street North  
Lethbridge Regional Police Headquarters

I - 11 June 14<sup>th</sup>, 2010

Performing Arts Centre Design & Construction  
Railway Rehab  
Park Asset Management Project  
North Regional Park Project  
South Side Parks Depot Project  
Wastewater Treatment Plant Headworks  
Exhibition Infrastructure Upgrade

I - 12 July 5, 2010

**DIRECTIONAL**

University of Lethbridge Conservatory of Music  
Approval of 2011-2020 Capital Improvement Program

**MINUTES** of a Finance Committee Meeting held on **Monday, February 1, 2010 at 1:00 P.M.** in Council Chambers with the following in attendance:

**CHAIRMAN:** Deputy Mayor T.H. Wickersham  
**MAYOR:** R. D. Tarleck  
**ALDERMEN:** J.H. Carlson  
 R. Dodic  
 R. K. Parker  
 M.A. Simmons  
 K.E. Tratch  
 S.G. Ward  
**OTHERS:** City Clerk, D. Nemeth  
 Deputy City Clerk, A. Neufeld  
 City Manager, G. Sherwin  
 City Solicitor, D. Hudson  
 City Treasurer, C. Wight  
 Director of City Manager's Office, K. Hopkins  
 Director of Infrastructure Services, D. Hawkins  
 Director of Community Services, B. Beck  
**ABSENT:** B.A. Lacey

Deputy Mayor Wickersham stated that City Council will be meeting over the next several months to prepare the 10 year Capital Improvement Program (CIP) for 2011 – 2020. The CIP will be approved at the July 5<sup>th</sup> City Council meeting. Although the CIP is a 2011 - 2020 plan, City Council will only be approving the first three years of projects, 2011 – 2013. This is important so the operating costs relative to these projects can be factored into the 2012 – 2014 Operating Budget. Deputy Mayor Wickersham outlined the agenda that will take place over the next several months which will give consideration to potential projects and provide an opportunity for public input.

## 1. PRESENTATIONS:

### 1.1 Corey Wight, City Treasurer, re Capital Improvement Program (CIP) Overview

**Corey Wight, City Treasurer**, stated that the objective is to approve a three year capital program (2011 – 2013) within a ten year capital plan (2011 to 2020) with a target approval for July 5, 2010. He stated that the operating costs that flow from this capital plan will feed the 2012 to 2014 operating budget. The CIP needs to be balanced within the three year window for “Pay-As-You-Go” and cost sharing with the Province. He reviewed the timeline by providing an overview of the agenda the Finance Committee will be covering over the next several months.

Mr. Wight gave a summary of the fiscal principles, practices and policies which are followed in developing the CIP. A review of the CIP funding sources was provided relative to the “Pay-As-You-Go funding” (PAYG), provincial and federal grants, borrowings internally and externally, electric projects funded through MRSR, offsite levies, reserves, as well as other possible grants and community partnerships.

After debating the resolutions to either amend and/or approve the CIP by the Finance Committee, the recommendations will be presented at the City Council meeting of July 5, 2010.

### 1.2 Project Update and Accomplishments:

#### a) Doug Hawkins, Director of Infrastructure Services, re Transportation

**Doug Hawkins, Director of Infrastructure Services** provided a 2008-2010 CIP Project Status Report on Transportation and Parks using a power point presentation. He highlighted some of the projects as follows:

## Transportation

- Gravel Road Upgrade C-4
  - Paving of Walsh Drive from Aberdeen Gate to west City limits; completed in 2008
  - Whoop Up Drive upgrade existing gravel road from 30 Street to West City limits ; will be completed in 2010
  - 43<sup>rd</sup> Street North paving of roadway north of 26 Avenue North; will be completed in 2010
  - Budget - \$2 million over three years
- Arterial Rehab Program C-9
  - Projects include Whoop Up Drive, Stafford Drive North, Scenic Drive South, 13<sup>th</sup> Street North, North Scenic Drive, 23<sup>rd</sup> Street North, 1<sup>st</sup> Avenue South, 3<sup>rd</sup> Avenue South and 6<sup>th</sup> Avenue South
  - Budget - \$4 million over three years
  - Approximately 200,000 square meters of pavement placed
- Sidewalk Mobility Ramps C-8 and Major Sidewalk Rehab Program C-12
  - Programs include:
    - mobility ramps with a budget of \$400,000 over two years with approximately 120 new para-ramps installed in 2008/2009
    - major sidewalk rehabilitation program with a budget of \$489,000 over three years with approximately 1100 metres of sidewalk replaced
- Upgrade Existing System and Access for Growth
  - C-14 – 26<sup>th</sup> Avenue North with a budget of \$2.8 million completed in 2008
  - C-15 – 28<sup>th</sup> Street North with a budget of \$10.8 million; functional plan, detailed design and Phase 1 construction to be completed in 2010
  - C-23 – University Drive extension for the Canyons with a budget of \$2.5 million in 2010 (currently under review)
- Intersection Improvements (C-3 and C-5)
  - Projects include:
    - Whoop Up Drive and McMaster/Jerry Potts Blvd to be completed in 2010
    - University Drive and Rocky Mountain/Grand River Blvd to be completed in 2010
    - 43 Street and 9 Avenue North completed in 2009
    - Extended turn bay at Scenic Drive and College Drive completed in 2009
    - University Drive and Whoop Up Drive new signal completed in 2008
  - Budget – \$6.6 million over three years
- Transportation Planning
  - Projects include:
    - C-17 – North Scenic Drive (Preliminary Design (\$300,000) and Detailed Design (\$1,000,000))
    - Circulation Road Study – completed in 2010 (\$1,200,000)
    - Transportation Master Plan starting in 2010 with a budget of \$510,000 planning for a multi-modal transportation system
    - C-12 – Commuter Bikeways/Pathways along Roadways (Budget is \$100,000 for the study and \$500,000 for implementation in 2010). This will complete pathway links on Mayor Magrath Drive and Scenic Drive South

## Parks

Mr. Hawkins advised that the D-13 North Regional Park Master Plan project was initiated in December 2008. The planning budget was approved in the CIP 2008-2010. Currently, the Infrastructure Services Department is conducting an extensive public engagement process which will help to identify the public's wants and needs, site recommendations and facilitate the development of a concept plan.

## **PRESENTATION: (continued)**

The Henderson Lake Water Quality Improvement (D-10) CIP project included the relocation of the water inlet, shoreline modification and creating bottom channels. The objective was to improve water quality by improving circulation and reducing a bottom sludge layer.

### **b) Bary Beck, Director of Community Services, re Community Services**

**Bary Beck, Director of Community Services**, gave a 2008-2010 Project Status Report update and presented an overview of 2011-2020 CIP process and projects not included in the CIP. He highlighted the following projects:

#### Community Stadium, D-4

- Project opened September 2009
- Municipal Contribution - \$3.7 million
- Funding sources – PAYG, Reserves, University of Lethbridge, Province of Alberta

#### West Lethbridge Centre, D-3

- Project opening September 2010
- Total cost - \$28.9 million
- Funding sources – Grants (Alberta Municipal Infrastructure Program (AMIP) and Canada Alberta Municipal Rural Infrastructure Fund (CAMRIF)), GST rebate, Operating Budget, Reserve and Subdivision Surplus

#### ENMAX, D-6

- Project opening September 2012
- Total cost - \$33.7 million
- Funding sources – Grants (Major Community Facilities and Municipal Sustainability Initiative (MSI), Operating Budget, Internal Borrowing, Lethbridge Hurricanes

#### North Station Training Facility, D6 (5<sup>th</sup> Avenue North)

- Project opening June 2010
- Total cost - \$19.8 million
- Funding sources – Grants (AMIP and MSI)

#### Downtown Firehall Station, D6 (Scenic Drive & 4<sup>th</sup> Avenue South)

- Project opening Fall, 2010

#### Public Operations Site, D-22/F-19

- Total Cost - \$37.6 million
- Funding sources – External borrowing, Grants (AMIP, MSI, New Deal For Cities and Communities (NDCC), Municipal Revenue Stabilization Reserve (MRSR))

#### Southern Alberta Art Gallery, D-5

- Total cost - \$3.4 million
- Funding sources – Fundraising, operating budget, Pay as You Go (PAYG), and Major Capital Projects Reserve (MCPR)

#### Community Arts Centre, D-14

- Project opening – 2011
- Total cost - \$12.6 million
- Funding sources – Grant, Internal borrowing and PAYG
- Next steps will be the site selection and construction beginning in Fall 2011



#### Performing Arts Centre Master Plan, D-16

- Planning completed in Summer 2010
- Total cost - \$500,000
- Funding source – MCPR
- Next steps are to prepare a schematic design and cost estimate for the 2011-2020 CIP discussions

#### Twin Ice Arena, D-15

- Project opening 2012
- Total cost – \$26.3 million
- Funding source – Grant (MSI), Internal borrowing and PAYG
- Next steps are detailed design and site selection with construction beginning in 2011

#### Public Art, D-23

- Total cost - \$710,000
- Funding source – PAYG

#### Transit Fleet Replacement, D-7

- Total cost - \$798,000
- Funding source – Grant (NDCC)

#### Transit Fleet Expansion, D-11

- Three buses purchased; ongoing program
- Total cost - \$1.3 million
- Funding source – Grant (NDCC)

#### Para-Transit (Hand-Bus) Fleet Replacement, D-12

- Seven vehicles purchased; ongoing program
- Total cost - \$523,000
- Funding sources – Grant (NDCC, Basic Capital), Handi-Bus Association

Mr. Beck stated many of the projects include community partners. Other projects include the redevelopment of existing sites and facilities. He provided an overview of the various phases that are followed by Community Services for projects being considered. Several projects were approved outside of the CIP cycle by leveraging various grants. These projects include:

- North Lethbridge Sports Park Picnic Shelter
- Stafford Centre
- Cemetery Master Plan

### **1.3 Richard Brummund, Road Infrastructure Manager**, re Status Update - Upgrade to 28<sup>th</sup> Street from on Mayor Magrath Drive to 5<sup>th</sup> Avenue to 28<sup>th</sup> Street to 26<sup>th</sup> Avenue North

**Richard Brummund, Road Infrastructure Manager**, provided City Council with information on the 28<sup>th</sup> Street North Functional Planning Study process and recommendations for the next 20 years.

He stated that in July 2007 City Council approved the 2008-2010 CIP which identified upgrading 28<sup>th</sup> Street and 5<sup>th</sup> Avenue North from Mayor Magrath Drive to 26<sup>th</sup> Avenue North. The intent of the 28<sup>th</sup> Street North Upgrade Project is to plan, design, and construct a route that will safely handle the increasing traffic volumes generated by existing and continued growth in North Lethbridge.

The presentation provided the functional study recommendations and the process followed by Administration. Five open houses were held and were well attended with over 280 comment sheets completed. Mr. Brummund provided a summary of the comment sheet results for each open house. In addition to open houses, the project team held individual meetings with land and business owners.

Mr. Brummond advised that after the approval of the 28<sup>th</sup> Street Functional Planning Study and the Construction and/or Staging Plan the Project Team will continue with the detailed design and construction in 2010 and 2011.

**2. SUBMISSIONS:**

- 2.1 a) Dennis Jobe, Concerned Citizen, **re Request for Delay of 28<sup>th</sup> Street Construction**
- b) Alvin Fritz, Fritz Architecture, **re Concerns with 28<sup>th</sup> Street Upgrade**

**590-C  
650-A**

**S.G. WARD:**

BE IT RESOLVED THAT the communication received from Dennis Jobe requesting a delay of 28<sup>th</sup> Street construction and the communication received from Alvin Fritz outlining concerns relative to the 28<sup>th</sup> Street upgrade, be received as information and filed.

AND FURTHER BE IT RESOLVED THAT Mr. Jobe and Mr. Fritz be advised of City Council's decision regarding this matter.

-----CARRIED

<b>ACTION:</b>	<i>City Clerk</i>
----------------	-------------------

---

**R.K. PARKER:**

THAT this meeting of the Finance Committee be adjourned.

-----CARRIED

**MINUTES** of a Finance Committee Meeting held on **Monday, March 1, 2010 at 2:00 P.M.** in Council Chambers with the following in attendance:

**CHAIRMAN:** Deputy Mayor T.H. Wickersham  
**MAYOR:** R. D. Tarleck  
**ALDERMEN:** J.H. Carlson  
 R. Dodic  
 B. A. Lacey  
 R. K. Parker  
 M.A. Simmons  
 K.E. Tratch  
 S.G. Ward  
**OTHERS:** City Clerk, D. Nemeth  
 Legislative Coordinator, B. Burke  
 City Manager, G. Sherwin  
 City Solicitor, D. Hudson  
 A/City Treasurer, B. Sawada  
 Director of City Manager's Office, K. Hopkins  
 Director of Infrastructure Services, D. Hawkins  
 Director of Community Services, B. Beck

Deputy Mayor Wickersham advised that City Council sitting as Finance Committee heard presentations from City Administration that introduced the 2011-2020 Capital Improvement Plan process on February 1, 2010. Over the next two months, presentations will be made regarding several potential capital projects from Infrastructure Services, Community Services, Utility Services and Protective Services for consideration in the CIP. He advised that the presentations today, from the Lethbridge Regional Police Service, Helen Schuler Nature Centre and LA Transit will be the first of many capital project overviews.

Deputy Mayor Wickersham also advised that no decisions will be made at the end of each presentation. Members of Finance Committee should ask all the questions needed to gain a thorough understanding of each project. After the presentations, Administration may be required to return with further information, so everyone is ready for the debate and resolution sessions from May 11<sup>th</sup> through 14<sup>th</sup>

## 1. PRESENTATIONS:

- 1.1 **Chief Tom McKenzie, Lethbridge Regional Police Service (LRPS); Conrad Westerson, Facility Services Manager; Doug McLaughlin, Chair, Lethbridge Regional Police Commission and Art Ferrari, Ferrari Westwood Babits Architects**, re Lethbridge Regional Police Service Needs Assessment and Facility Master Plan

**Chief Tom McKenzie, Lethbridge Regional Police Service**, introduced the members of his team that were present and thanked those members of the Police Service who were involved with the project. He advised that the current site has been occupied since 1996 and was designed to accommodate 241 employees. Currently there is 243 staff and the building has reached capacity. He displayed pictures and explained situations of overcrowding. He also reported that changes in policing methods, technology, provincial partnerships, case management and legislation have impacted the way space is utilized.

Chief McKenzie advised that a needs assessment was conducted spring of 2009 to determine building usage, assess future space and facility needs and develop a 25 year plan. He reported that several strategies were examined and that the most feasible, economical and operationally effective solution is an expansion of the existing building. He explained that LRPS utilizes a central deployment model and that operating out of more than one building is not the usual practice for a community or police service the size of Lethbridge.

Chief McKenzie summarized the findings of the Building Needs Assessment:

- By 2035 the population of Lethbridge and Coaldale are anticipated to reach approximately 128,250
- LRPS staff is projected to grow to 335
- Existing building totals 64,325 sq.ft.
- Overall space needs are estimated at around 99,000 sq.ft. to meet 25 year growth projections
- Existing building was designed to be expanded and is in good condition
- Current site is land-locked, has no nearby street parking and no land available to purchase
- More cost effective to expand than build new

He explained that upward expansion is no longer an option because of seismic changes to the building codes.

Chief McKenzie displayed pictures/floor plans and identified the recommended proposal as being:

- Construction of a three-level structure at the rear of the existing building and reconfiguration inside to bring the total floor space to 101,950 sq.ft.
- Construction of a parking deck to increase operational and staff parking from 167 to 248 spaces
- Relocation of Public Safety Communications Centre (PSCC) to the new Fire Hall

He reported that this expansion proposal provides 100% of the projected 25 year space needs and represents the upper limit of practical and cost-effective expansion on the current site. The project total cost is estimated at \$23.4 million.

Chief McKenzie also identified interim solutions as being relocation of the PSCC as soon as possible and the lease of off-site space to temporarily relocate select units while the new expansion is being constructed.

In conclusion, Chief McKenzie stated that the Police Service requires additional space immediately and the proposed expansion represents the most feasible and cost effective way in which to meet the long term space needs. The next step would be to prepare a project implementation master plan which would provide a detailed examination of needs. He identified potential sources of funding as being the Municipal Sustainability Initiative (MSI) and Alberta Municipal Infrastructure Program (AMIP).

A question period followed with respect to:

- Methods that the Project Improvement Master Plan could be phased in
- Possibility of phasing construction over five to seven years
- Existing contract with the Town of Coaldale for Police Services and benefits of having a long term contract with them
- Partnership with Town of Coaldale regarding capital grants and the percentage of capital costs they would pay
- Up front capital costs being borne by the City of Lethbridge
- Provision of police services to Coaldale provoking need for more capacity
- Potential sources of funding
- Difference in the size of the footprint in the initial plan for the existing building and the actual footprint
- Anticipated extension in time frame that might be realized from interim solutions
- Utilization of the Community Boardroom
- Changes to seismic design standards and whether the current building would meet the new standards
- Consideration to have a satellite station in Coaldale
- Cost and benefits of satellite stations
- Requirement for a different operational model if satellite sites introduced
- Use of other City facilities for the interim solution such as the Old Court House and Bowman Arts Centre
- Consideration of the RCMP headquarters for alternative accommodation



## 1.2 Bary Beck, Director of Community Services and Coreen Putman, Nature Interpretation Coordinator, Helen Schuler Nature Centre, re Helen Schuler Nature Centre Expansion

**Bary Beck, Director of Community Services** introduced Coreen Putman, Nature Interpretation Coordinator. He advised that he would be speaking to the facility evaluation and Coreen would speak to the requirements.

**Coreen Putman, Nature Interpretation Coordinator**, advised that the Helen Schuler Nature Centre was built in 1982 with funding from the Urban Parks Program and in 1984 an indoor classroom was added. She reported that this is a City of Lethbridge facility, owned and operated.

Ms. Putman provided information on the volunteers that support the service delivery at the Nature Centre and the community use of the facility. She reported that the Nature Centre is one of the top five most used facilities, 65% growth in volunteer program in 1 year and 20% visitation increases over 5 years.

Mr. Beck advised that the decision to build new or renovate is made around several issues such as:

- functional ability to meet program output requirements
- structural condition of facility
- overall facility conditions

He reported that any one of these in extreme or a combination of them not being met drives a decision point to determine when an investment into a facility is required. He displayed a Functional Condition Index and advised that within 5 years this building will enter the critical stage if nothing is done.

Ms. Putman described the functionality of the facility, displayed a floor plan and explained the use of each of the rooms. She reported that twenty-five percent of the booking requests are currently not being met.

Ms. Putman identified the process of facility examination that has been completed with the most recent step being the 2008 Scoping Study and Schematic Design. She provided diagrams and pictures of the functional design that would see additions to the existing facility and would include:

- first accessible green roof for the community in Southern Alberta
- Sensitivity to land base and minimization of footprint
- Provision of a community room, indoor classroom, a gallery, increased entry and office space

The result, LEED Gold and the current facility 390 m<sup>2</sup> (4200 ft<sup>2</sup>) would be expanded by 365 m<sup>2</sup> (3900ft<sup>2</sup>) - space would be tripled while not quite doubling the footprint. Total cost for the project would be \$4,052,000. Ms. Putman reported that possible funding sources could be Urban Parks Reserve, Dividend from Sunridge or grants such as Community Facility Enhancement Program (CFEP) or New Deal for Cities and Communities (NDCC). She advised that the impact on the operating budget would be an increase of approximately \$150,000 for programming and building costs

A question period followed with respect to:

- Consideration of the use of alternative energy sources
- Funding available in the Urban Parks Reserve
- Process from here
- Special permits required for building in the river bottom
- Interim costs
- Costs of the green roof and necessity of the roof
- Proposed expansion providing sufficient programming and office space
- Impact on operational budget including additional staff costs
- Length of time before facility enters critical stage
- Plans taking into account future flooding
- 1995 flood being pre or post completion of the Oldman River Dam
- Opportunity for revenue generation through a gift shop

- Production of pamphlets and booklets appropriate to the area
- Use of the community room
- Internet capabilities

### 1.3 John King, Transit Manager, re Transit Barn Expansion – Phase I/Transit Facility Functional Audit

**John King, Transit Manager**, introduced Conrad Westerson, Facility Services Manager, Barry McCallum, Project Manager, Facility Services and Richard Reron, Maintenance Coordinator, Lethbridge Transit all of whom are involved in the project.

Mr. King advised that the current LA Transit facility was built in 1984 and is now exceeding capacity. He described the functions of Lethbridge Transit and identified the space allocated to each function on a floor plan. He advised that the number of vehicles has grown from 52 in 1984 to 103 in 2010 and projected to be 141 in 2025. He also reported that the size of the facility is determined by the size of the fleet because of storage and maintenance work.

Mr. King displayed slides showing the vehicle storage space in 1984 where there was sufficient expansion room to the present where some vehicles must be parked outside. He explained changes that have occurred over the years in order to accommodate the acquisition of the Access-A-Ride, increased supervisors, dispatch and administrative staff. He identified the results of the Functional Audit as being:

- Layout of heavy duty maintenance, parts room and body shop work areas are functional
- However:
  - major equipment such as hoists, bus wash rack, fuel storage tanks and fuel dispensing systems are at or nearing the end of their useful life
  - Dynamometer (engine testing) room is old technology and no longer required
  - Indoor bus storage is at capacity
  - Layout of the service line (daily fuelling, exterior bus washing, cleaning, fare box room) is inefficient
  - Demands on office space exceeding capacity
  - Meeting rooms and training facilities are no longer available as they are being used for staff

Mr. King outlined the proposed expansion which would see a second storey office expansion, new service line, exterior bus wash, work bays, additional storage, and above ground fuel tanks. He advised this would meet Lethbridge Transit's short term facility needs and would cost \$15 million. Eligible sources of funding are the Alberta Municipal Infrastructure Program (AMIP) and New Deal for Cities and Communities (NDCC). He also advised that there would be an increase of \$435,000 in the annual operating budget for life cycle (asset management) and utilities and contractual services.

A question period followed with respect to:

- Requirements to meet the facility needs to 2025
- Access-A-Ride demands
- Provision of separate facilities for female employees (washrooms and locker room)

**M.A. SIMMONS:**

THAT this meeting of the Finance Committee be adjourned.

-----CARRIED

**MINUTES** of a Finance Committee Meeting held on **Monday, March 15, 2010 at 2:00 P.M.** in Council Chambers with the following in attendance:

**CHAIRMAN:** Deputy Mayor T.H. Wickersham  
**MAYOR:** R. D. Tarleck  
**ALDERMEN:** R. Dodic  
 B. A. Lacey  
 R. K. Parker  
 M.A. Simmons  
 K.E. Tratch  
 S.G. Ward  
**OTHERS:** City Clerk, D. Nemeth  
 Legislative Coordinator, B. Burke  
 City Manager, G. Sherwin  
 City Solicitor, D. Hudson  
 City Treasurer, C. Wight  
 Director of City Manager's Office, K. Hopkins  
 Director of Infrastructure Services, D. Hawkins  
 Director of Community Services, B. Beck  
**ABSENT:** J.H. Carlson

---

Deputy Mayor Wickersham advised that City Council sitting as Finance Committee would be hearing presentations from the Utilities today.

Deputy Mayor Wickersham also advised that no decisions will be made at the end of each presentation. Members of Finance Committee should ask all the questions needed to gain a thorough understanding of each project. After the presentations, Administration may be required to return with further information, so everyone is ready for the debate and resolution sessions from May 11<sup>th</sup> through 14<sup>th</sup>

## **1. 2011 – 2020 Capital Improvement Plan Presentations:**

### **1.1 Doug Kaupp, General Manager, Water, Wastewater and Storm Water, re Water and Wastewater Utilities**

**Doug Kaupp, General Manager, Water, Wastewater and Storm Water** advised that the Capital Project drivers are regulations, asset life cycle and growth and that he would be presenting on Water, Wastewater and Combined Systems (Urban Development Projects) in project categories, previously approved, maintenance and renewal of existing assets, upgrades to existing systems and response to growth/level of service.

#### **Water - Previously Approved Projects:**

- Water Treatment Plant Residuals Management (E-22) – to provide for treatment of water treatment waste streams before they are discharged to the river. Estimated cost is \$10.7M/schedule 2012 - 2013
- Water Treatment Plant Process Redundancy (E-23) – retrofit Plant No. 2 with new technology and provide the required level of treatment process redundancy. Estimated cost of \$5.5M/schedule 2013 – 2015

### **Water – Maintenance and Renewal of Existing Assets**

- Water Treatment Plant No. 2 HLP Switchgear Upgrade (E-19) – replacement of existing electrical switchgear and pump motors to extend the service life of the plant. Estimated cost of \$1.1M/schedule 2012
- Water Treatment Plant Transmission Pipeline Rehabilitation (E-21) – refining of the existing steel water pipelines to extend their service life. Estimated cost of \$2.0M/schedule 2010 – 2013
- Water Reservoir Upgrades (E-17) – replacement of existing mechanical and electrical equipment, controls and instruments to extend the service life and reliability of the stations. Estimated cost \$6.1M/schedule 2013 – 2019

### **Water – Upgrade Existing System**

- Treatment Plants SCADA Upgrade (E-15 & E-20) – replacement of aging hardware, improve historical data handling and provide enhancements in the system configuration and security. Estimated cost \$1.7M/schedule 2013 – 2015
- Water Treatment Plant and Reservoir Security (E-18) – installing additional fencing, controlled gates and interior and exterior video surveillance. Estimated cost \$1.3M/schedule 2016 - 2017

### **Water – Response to Growth: Maintaining Level of Service**

- Water Treatment Plant Additional Filters – provision of the additional filters to increase the plant's treatment capacity. Estimated cost \$6.0M/schedule 2025 – 2026

Mr. Kaupp displayed a chart reflecting Water Utility annual debt payments 2010 to 2026. There was no impact on rates for the period 2011 – 2015. In 2016 the increased debt would require a 3% increase in rates.

A question period followed with respect to:

- Rates approved through the operating budget remaining the same until 2015 including projects identified
- Percentage increase in 2016 reflected in dollars
- Resources being in place for the projects identified
- Consistent approach to water reservoir design or unique designs being required for unique sites

### **Wastewater – Maintenance and Renewal of Existing Assets**

- Wastewater Treatment Plant Cogeneration Upgrade (E-13) – removal of equipment from the digester gas floor and installation of replacement or upgraded equipment; upgrade boilers and standby power transformer. Estimated cost \$3.2M/schedule 2011 – 2012

### **Wastewater – Upgrade Existing System**

- Wastewater Treatment Plant Security (E-16) – installing additional fencing, controlled gates and interior and exterior video surveillance; upgrade of plant fire alarm system. Estimated cost \$1.3M/schedule 2016 – 2017

### **Wastewater – Response to Growth: Maintaining Level of Service**

- Wastewater Treatment Plant Additional Digester (E-12) – construction of a third digester to provide the redundancy needed for maintenance and increased digestion capacity to accommodate future growth. Estimated cost \$6.2M/schedule 2015 – 2017



- Wastewater Treatment Plant Additional Bioreactors (E-11) – provision of additional bioreactors to double the plant’s treatment capacity. Estimated cost \$8.2M/schedule 2016 – 2019

Mr. Kaupp displayed a graph indicating the Wastewater Utility Projects have no projected impact on rates.

A question period followed with respect to:

- Success of Protective Plumbing Program
- Ability to still apply under the Protective Plumbing Program
- Consumption of electricity generated through co-generation
- Upgrade of co-generation negating the purchase of electricity
- Grey water being used for irrigation
- Upgrading of truck dumping sites
- Access to site road and the contribution by Wastewater
- Discontinuing co-generation project
- Knowledge of the content of gas created by sewage
- Disposal of sulphur removed from waste
- Explanation of growth vs maintenance
- Exclusion of Wastewater Treatment Plant growth in Offsite Levy and the practice of other communities

#### **Water and Wastewater – Offsite Levy Funded**

- Garry Drive Reservoir (E-29) – to provide 15ML of additional storage capacity and have a pumping capacity of approximately 40 MLD. Estimated cost \$9.5M/schedule 2010 – 2011
- Northwest Lethbridge Utility Servicing (E-25) – new water, wastewater and storm lines are required to maintain existing levels of service and to allow continued growth in West Lethbridge. Estimated cost \$31.5M/schedule 2010 – 2013
- Southeast Regional Sanitary Lift Station (E-28) – provision of the wastewater collection capacity required for continued growth of Southeast Lethbridge. Estimated cost \$18.0M/schedule 2011-2013
- West Siphon Screen Relocation (E-27) – increase the capacity of the existing siphon and allow continued growth in the southeastern areas of West Lethbridge. Estimated cost \$2.0M/schedule 2015
- Distribution System Looping (E-30) – water distribution system improvements such as additional interconnections, parallel mains and upsized mains. Estimated cost \$3.0M/schedule 2011 – 2016
- North Sanitary Siphon Twinning (E-26) – provide the additional wastewater collection capacity required for growth in the northern areas of North Lethbridge. Estimated cost \$6.0M/schedule 2018 – 2019
- Métis Trail Drive Deep Utilities Phase II (E-24) – provide the additional water distribution and wastewater collection capacity required for growth in the south western areas of West Lethbridge. Estimated cost \$7.0M/schedule 2020 – 2021

A question period followed with respect to:

- Timing on Bridge Drive project
- Relationship with Federal Fisheries and Alberta Environment
- Southeast Regional Sanitary Lift Station project not being done until the population reaches a certain level
- Determination of “existing” levels and continued growth

---

## 1.2 Dave Schaaf, Waste and Recycling Manager, re Waste and Recycling Utilities

**Dave Schaaf, Waste and Recycling Manager**, reported that the Capital Improvement Plan projects for Waste & Recycling Services are:

- Landfill Gas Management (Waste & Recycling Centre)
- Environmental Management at the Closed Landfills
- Disposal Cell Construction (Waste & Recycling Centre)

He also reported that other projects are the Landfill Master Plan Projects (Waste Recycling Centre) and the Recycling Depot Enhancements.

**Landfill Gas Management Project** - Design and construction of a gas collection and treatment facility (flaring) at a cost of \$4.2M/scheduled 2014 – 2015. Landfill is generating an estimated 60,000 tonnes of CO<sub>2</sub> equiv. and the treatment facility is required to meet specified Gas Emitters Regulation.

**Environmental Management at the Closed Landfill Sites** - Design and construction of a gas/leachate collection and treatment facility:

Northside site - \$1.3M in 2011 – 2012

Central site (Public Operations site) - \$825K in 2015 – 2016

These facilities are required to protect public health and safety and environmental compliance. Mr. Schaaf reported that the Central site has an active vapour extraction system venting to the atmosphere but the Northside site has no collection or treatment system.

**Disposal Cell Construction** - Design and construction of waste disposal cells at a cost of \$4.5M in 2011 and \$5.7M in 2014. These cells are required to provide the remaining 8 to 10 years of capacity at the existing Landfill site.

Mr. Schaaf advised that the rate changes necessary to support capital programs are:

- 2011 - \$2.00/tonne increase (\$54.50/tonne to \$56.50/tonne)
- 2012 – 2014 – no rate increase to support capital costs
- 2010 – preliminary design study may result in additional pressure on the capital budget

Mr. Schaaf reported on the Landfill Master Plan Projects advising that the master plan is underway and may create additional projects but they are not anticipated within the 2011 – 2013 CIP time frame. The Recycling Depot Enhancement Needs Survey has been completed. Design options will be presented to City Council in May 2010 and may result in capital expenditures in 2011.

A question period followed with respect to:

- Landfill gas management and the ability to collect for electricity generation
- Ability to sell electricity generated into the grid
- Estimated 60,000 tonnes of gas emission being just one or all landfills

- Determination of gas emission being done through mathematical models and the ability to calculate in reality the content
- Benefits of waiting for regulations to be introduced
- Handling of sulphur from Wastewater at the landfill
- Plans for dealing with City generated toxins
- Environmental programs dependency on legislation
- Recycling goals working to prevent waste at landfill
- Isolating combustible and gas generating materials at the landfill
- Balancing costs, fiscal capacity and the environment

---

### 1.3 Otto Lenz, Electric Manager, re Electric Utilities

Otto Lenz, Electric Manager, advised that the Electric Capital Plan was organized into three areas:

- Transmission – as defined by Electric Utility Act (EUA), 138,000 volts – from generator to City substation
- Distribution – as defined by EUA, 25,000 volts and below – from City substation to homes
- Support Programs – contribute to both Transmission and Distribution and allocated to either Transmission or Distribution

He advised that the Transmission consists of five major substations and 35 km of high voltage line. Distribution consists of 780 km underground, 200 km overhead line and 4,000 transformers. The Support Programs are Supervisory Control and Data Acquisition (SCADA), Fiber Work and Facilities Management. Mr. Lenz displayed pictures of a typical substation, distribution underground, distribution overhead and Support – SCADA. Support is entirely allocated to either Transmission or Distribution

Mr. Lenz provided details on Transmission Projects that are based on condition assessment. The major projects that are either completed or underway are the West side substation, additional transformer (2009) and the 26<sup>th</sup> Avenue North rebuild in 2010. He reported that new projects, “like for like” replacement, end of useful life do not require specific approvals. However, enhancements (modify the status quo) or new projects require Alberta Electric System Operator (AESO) and Alberta Utilities Commission (AUC) approval.

#### Transmission Projects

- Like-for-Like Projects:
  - North and South East Substations (F-4) – protection and control -\$600,000/scheduled 2012
  - West side Substation (F-6) – T1 (first transformer - \$1.5M/scheduled 2015
  - Industrial Park Substation (F-9) - Switchgear replacement - \$1.5M/scheduled 2014
- Enhancements or New Projects:
  - Line rebuild (26<sup>th</sup> Avenue North to substation) - \$1.1M/scheduled 2011
  - River Valley Substation – transformer replacement - \$1.4M/scheduled 2013 (requires distribution system analysis and approvals)

Mr. Lenz reported on other Transmission Projects as being:

- Potential Generator – Industrial Park (F-12) - \$1.7M/scheduled 2011
- Potential new West Side substation and 138 kV line - \$6.8M substation and \$3.4M 137 kV line/scheduled 2017. This project requires extensive distribution analysis and approvals
- Miscellaneous Upgrading (F-7, F10)

## Distribution Projects

- Primary Service Extensions and Programs (F-16, F-18, F-21)  
Mr. Lenz advised that these projects are typically based on the percentage of plant value and described the formula used. Current regulations require capitalization of these projects and he described the methods of inspecting equipment to determine life span. He advised that the following are example projects for 2011/2012
  - Remove existing river crossing
  - Replace concrete poles 43<sup>rd</sup> Street/Hwy. 3 to 9<sup>th</sup> Avenue North
  - Underground lines (Industrial area)
  - Build new tie line between substations Sherring Park to 9<sup>th</sup> Avenue North Industrial Park
  - Build new circuit between switching cubicles
- Infrastructure Replacement (F-17)
  - Underground cable installed in the 1960's and 1970'sMr. Lenz advised that global replacement is required because older cable quality is unacceptable. Costs would be \$5M to \$7M annually. Mr. Lenz displayed a map and identified priority areas for cable replacement.

## Support

- Information Technologies:
  - AM/FM and Work Management (F-27 and F-28) - \$900,000/scheduled 2011 - 2013)
  - Fiber Network (F-29) - \$1.1M/scheduled 2011 – 2013
- SCADA (F-26) – maintenance and cycle replacement of existing system - \$800,000/scheduled 2011 – 2020
- Critical Infrastructure (F-31) – regulatory compliance and protection of critical transmission components - \$1.3M/scheduled 2011 – 2020
- Fleet (F-24) – replacement of vehicles - \$1.9M/scheduled 2011 - 2020
- Other - Environmental

Mr. Lenz advised that Transmission projects have no impact on rates. Distribution projects would affect rates based primarily on new investments. Cable replacements/AMI, would have significant impact 2012 and on. He reported that the rate impact in 2011 would be approximately 2.2% related to an increase of \$.95 per month to the average residence.

- Advanced Metering Initiative (AMI) (F-19)  
Mr. Lenz advised that this is an Alberta government regulation which is currently in draft form. The current draft would require replacement of all meters in the City of Lethbridge with implementation 2012 to 2017. This system is an automatic meter reading and in-home display for all customers reporting hourly and daily consumption. The intention is that this system would influence customer behaviour. Cost would be \$26M to \$30M over the CIP timeframe. The AMI initiative may add approximately \$7.00 to \$10.00 per month to each electric customer.

A question period followed with respect to:

- Advanced Metering Initiative (AMI) rationale and scope
- Payers for AMI
- Alberta Utilities Commission coverage and exemption
- Political route available, responsible department and process for commenting on AMI
- Behaviour modification necessary to made AMI cost neutral
- Availability of information on AMI
- Requirement for Public Hearings for 241S switchgear
- Purchase of energy efficient appliances



**1.4 Doug Kaupp, General Manager, Water and Wastewater and Storm Water,** re Storm Water Utilities

**Doug Kaupp, General Manager, Water and Wastewater and Storm Water** advised that the CIP requirement is to upgrade existing systems for flood protection projects:

- Storm Sewer Upgrades consist of enhancements to the storm water collection system in an area that was affected in 2008:
  - Glacier Avenue South – benefit 35 residents
  - Great Lakes Place South – benefit 28 residents
  - Lakemount Boulevard South – benefit 11 residents
  - 2<sup>nd</sup> Avenue North – benefit 7 businesses
  - Miscellaneous City-wide – benefit 47 residences

Mr. Kaupp advised that the objective of these upgrades will be to reduce the impact of an event like July, 2008 to that of a 1 in 5 year rainfall. He reported that these improvement projects will achieve reductions in flooding risk but they will not result in the level of service provided by a properly designated overland flow route. Mr. Kaupp advised that the total estimated cost is \$25M and the schedule is 2012 to 2020.

A question period followed with respect to:

- Potential funding sources
- For debate in the CIP include as five projects with assigned funding sources
- Vertical storage of water
- Ability to put extra length of pipes in a street
- Department of Environment regulations regarding pumping water

---

**R.K. PARKER:**

THAT this meeting of the Finance Committee be adjourned.

-----**CARRIED**

**MINUTES** of a Finance Committee Meeting held on **Monday, March 29, 2010 at 1:00 P.M.** in Council Chambers with the following in attendance:

**CHAIRMAN:** Deputy Mayor T.H. Wickersham  
**MAYOR:** R. D. Tarleck  
**ALDERMEN:** J.H. Carlson  
 R. Dodic  
 B. A. Lacey  
 R. K. Parker  
 M.A. Simmons  
 K.E. Tratch  
 S.G. Ward

**OTHERS:** City Clerk, D. Nemeth  
 Legislative Coordinator, B. Burke  
 City Manager, G. Sherwin  
 City Solicitor, D. Hudson  
 City Treasurer, C. Wight  
 Director of City Manager's Office, K. Hopkins  
 Director of Infrastructure Services, D. Hawkins  
 Director of Community Services, B. Beck

---

Deputy Mayor Wickersham advised that City Council, sitting as Finance Committee would first hear from the City Treasurer, Corey Wight who will present the unaudited financial information for 2009. The report details the financial results of operations for the year ending 2009 and provides reference material which will assist Finance Committee in its work such as details on reserves, land development activities, investments, and the status of approved budget initiatives.

Following will be two presentations that will continue discussion on the 2011-2010 Capital Improvement Program which began several weeks ago.

David Ellis, Parks Manager will be presenting the Parks Capital Improvement Program (CIP) and some details of projects in the upcoming draft CIP. Bary Beck, Director of Community Services will be identifying several planning initiatives for consideration by Finance Committee. These include Community Services Master Planning Projects.

Finance Committee will not be making decisions regarding the CIP today, but only receiving information and asking questions of administration. The debate on the CIP is scheduled for May 12th and 13th.

---

## **1.2 2011 – 2020 Capital Improvement Plan Presentations:**

### **1.2.1 David Ellis, Parks Manager, re Parks**

Mr. Ellis advised that Parks act as spaces or facilities for unstructured or un-programmed recreation that accommodate flexible schedules. Parks do not cater to individual hobbies or interests but offer a wide variety of opportunities at no additional entrance fees or cost above the tax base. He reported that in surveys, parks have been identified as only 2% less important to the general public than essential services like Fire and Police. Even though people may never visit a park they enjoy the beautification provided to the City and a reprieve from the congestion.

Mr. Ellis provided a review of the 2008 to 2017 Capital Improvement Programs:

- The Crossings Park (51 acres, 4.4 km of pathway, 1,140 trees on site – mostly complete
- Henderson Lake Water Quality – program is evolving and being adjusted as we learn more. Water Quality has been improved

- North Regional Park – in 2009 a creative public process was conducted to determine what people want in this park

Mr. Ellis advised that the Parks Capital Improvement Program for 2011 – 2020 would introduce six projects recommended for inclusion.

1. Asset Management - \$9,385,800
  - a. Value of Parks assets in excess of \$400 million and includes pathways, playgrounds furniture, irrigation systems, parks drainage, sports amenities
  - b. Maintenance programs have been effective but do not address lifecycle replacement. Lifecycle replacement now needs to be addressed in an effort to catch up
  - c. Condition assessments have been conducted and the strategy is to deal with the backlog first as a concentrated effort and then to keep up with an annual program
  - d. Asset management would address pathways as well as parks amenities furniture, fencing, drainage and irrigation
2. Nicholas Sheran Playground - \$485,000
  - a. Replacement of the playground
  - b. Attempts to find a funding partner have been unsuccessful
  - c. New playground will help this park function more as a regional park and take some pressures off other playgrounds that are too busy
  - d. Surface decay is the visible problem but rot in the ground is the larger problem
  - e. Reached the point where if not replaced soon, removal should be considered for safety reasons
3. Pathway System Expansion - \$3.2 million
  - a. Surveys indicate that pathways are the most desired park amenity to be built and people want to see the system expanded
  - b. Most popular recreation activity is walking and the top ten include jogging, running and bicycling
  - c. Pathways accommodate not only recreation but major events and alternative transportation
  - d. Plan is for 25 km of pathway with mostly recreational focus and are connections from the recommendations in the Bikeways and Pathways Master plan
4. North Regional Park - \$1 million for detail design in 2012
  - a. Currently project is in the initial phases of planning focused on what the public wants and needs
  - b. Concept design and cost estimates will be completed this spring
  - c. Anticipated that basic landscape construction costs will be \$10 million plus additional costs for any feature or special amenity that is included
  - d. share of subdivision planning and development costs including roads and servicing will also increase the total cost
  - e. An outline plan for the subdivision is expected to start later this year with anticipated completion by 2012
  - f. Construction timing is dependent on availability of services and roads and will take about three years for completion
5. Mountain Bike Park - \$185,000
  - a. Proposal came just after the completion of the last CIP and the plan was to fund it by grants
  - b. Located in Botterill Bottom Park
  - c. \$50,000 has been approved in the Community Capital Project Grant but efforts to obtain Community Facility Enhancement Program (CFEP) funding have been unsuccessful
  - d. Location has been approved by City Council, the necessary development permit has been obtained and the design completed
6. Parks South Side Depot - \$1,390,000
  - a. Construction of a replacement Parks Depot on the south side to improve operational efficiency, cost control and staff safety

A question period followed with respect to:

- Possibility of construction of the North Regional Park commencing in 2013 and the requirement for roads and servicing prior to commencing construction
- Construction costs for the North Regional Park and increased costs if water feature included
- Life expectancy for playgrounds
- Metal, aluminum and plastic playground equipment
- Replacement picnic tables being recycled plastic
- Pathways maintenance standards and how the City of Lethbridge pathways maintenance standards compare to other communities
- Requirement for additional parking at Nicholas Sheran
- Design of Nicholas Sheran Playground and the costs being for the playground only
- How park visit numbers are determined
- Length of pathway system
- Capacity to complete the work proposed for Asset Management
- Additional projects such as dog runs and community gardens to come
- Maintenance and operational budgets for the six projects
- Costs for the South Side Depot including land
- Requirement for additional equipment for the South Side Depot
- New ways of naturalizing lands and the program of collecting natural grasses
- Computer controlled watering systems recognizing when it is raining
- Value of investment in trails and pathways
- Possibility of building two smaller playgrounds instead of one large playground at Nicholas Sheran
- Projects being in order of priority
- Philosophy of sighting playgrounds

Mr. Beck was asked about parks management from an asset management perspective. He advised that this currently does not exist in North America but is prevalent in New Zealand and that Mr. Ellis is proposing a leading type of program in Canada

---

### **1.2.2 Bary Beck, Director of Community Services, re **Community Services Master Planning Projects****

Mr. Beck advised that the purpose of his presentation was to:

- Review project delivery process
- Long-range facility planning
- Identify projects
- Funding options

### **Planning Proposals**

Mr. Beck displayed a diagram showing how something goes from a concept to a project. He focused on the Planning portion of the process (needs analysis and scoping) advising that a detailed scope includes functional analysis, functional relationships and schematic and site identification, if applicable. A business plan and analysis of the impact on the operating budget is required. The planning process would populate future Capital Improvement Programs and while not funded, City Council would be aware of the likelihood of the need.



The 2011 – 2020 Planning Proposals are:

**City Operations Master Plan – Office Space - \$100,000**

Mr. Beck reported that the focus would not be just on City Hall but would encompass all city facilities and would include identification of existing staff spatial allocations, future spatial needs and projects that accommodate staff growth.

**City Operations Master Plan – Update Fire Master Plan - \$120,000**

This would involve a complete analysis of levels of service in new and planned urban development and identify sites of future Fire Stations.

**Recreation & Culture Master Plan Update - \$100,000**

The current plan was completed in April 2007 and a review of the plan is warranted every three years. This review would articulate level of service and requirements and reconfirm community needs and the state of facilities.

**Arenas/Aquatics Master Plan - \$150,000**

Mr. Beck advised that these are the most expensive buildings and are now 35 to 40 years old. Planning would include a functional assessment of each community arena, identification of programming needs, review of industry standards and a facility condition assessment. A ten to fifteen year construction program would be established.

**Leisure Centre Master Plan - \$150,000**

This would reference current and upcoming recreation facility plans, assess usage and gaps, determine the facility component priorities and provide a business case which supports this facility.

**Curling Master Plan (Civic Ice Centre) - \$125,000**

The Civic Ice Centre is 62 years old. Planning would provide a functional needs assessment, facility condition assessment to determine the current and future state of repair; potential site locations and partnerships; a conceptual design and business case which supports this facility.

Mr. Beck advised that planning is important and the summary of costs for all these Planning Proposals is \$745,000. He identified funding options as Operating Reserves or Pay-As-You-Go.

A question period followed with respect to:

- What the estimated costs would purchase
- Ability to do the work in-house
- Rationale for revisiting the Recreation and Culture Master Plan
- Consideration of hiring staff versus consults with a systematic approach to planning on a permanent basis
- Maximizing the functionality of existing assets
- Borrowing and partnerships considered as funding options
- Qualification for Municipal Sustainability Initiative (MSI) funding
- Changes to Provincial Building Codes affecting the location of Fire Halls and the time frame for complying with new regulations

---

**R.K. PARKER:**

THAT this meeting of the Finance Committee be adjourned.

-----CARRIED

MINUTES of a **Financial Committee Meeting** held on **Monday, April 12, 2010** in COUNCIL CHAMBERS at 1:00 PM with the following attendance:

<b>PRESENT:</b>	Deputy Mayor	T.H. Wickersham
	Mayor	R.D. Tarleck
	Alderman	R. Dodic
	Alderman	B.A. Lacey
	Alderman	M.A. Simmons
	Alderman	K.E. Tratch
	Alderman	S.G. Ward
<b>OTHERS:</b>	City Clerk	D. Nemeth
	Deputy City Clerk	A. Neufeld
	City Manager	G. Sherwin
	City Treasurer	C. Wight
	Director of Infrastructure Services	D. Hawkins
	Director of Community Services	B. Beck
<b>ABSENT:</b>	Alderman	J.H. Carlson
	Alderman	R.K. Parker

---

Deputy Mayor Wickersham advised that City Council sitting as Finance Committee is hearing presentations from City Administration regarding the 2011-2020 Capital Improvement Plan. To date we have received details of the Capital Improvement Program (CIP) for each of the utilities and for parks.

Today, Finance Committee will hear from Darwin Juell, Transportation Manager on their Transportation Capital Improvement Program and details related to transportation projects. Additionally, the Committee will hear from representatives of the Southern Alberta Ethnic Association and Lethbridge Exhibition Park.

Finance Committee will not be making decisions regarding the CIP today, but only receiving information and asking questions of Administration. The debate on the CIP is scheduled for May 12th and 13th.

Alderman Wickersham recognized Melissa Manieri, Youth Advisory Committee Member.

## **PRESENTATIONS:**

### **1.1. 2011 - 2020 Capital Improvement Program**

<b>1.1.1</b>	<b>Darwin Juell, Transportation Manager, re Transportation</b>
--------------	--

**Darwin Juell, Transportation Manager** advised that the Transportation CIP requests had been broken into the following categories:

- Maintain Safety
- Preserve Infrastructure – Rehabilitation
- Upgrade Existing System
- Provide Access for Growth – Offsite Levy

Mr. Juell reported that funding for Transportation projects is balanced between tax supported (Pay As You Go), Provincial/Federal grants and offsite levies (restricted to growth projects). He advised that estimates include simple 5% inflation factor per year starting after 2011.

Projects are identified by the four following methods:

- Growth – in conjunction with the Growth Management Plan determining an estimate of where and when construction of arterial roads is necessary

- Capacity – in conjunction with the Transportation Master Plan and other studies, improvements are determined
- Rehabilitation – annual rehabilitation necessary to maintain roads, lanes, sidewalks etc. as determined from the Asset Management Program (CAMP)
- System Upgrades – identify system upgrades to improve the transportation system through public requests and inspection programs

### **Maintain Safety**

Mr. Juell advised of the following project highlights:

- (C-5) Gravel Roadway Upgrading
  - Reconstruction of existing gravel roads or upgrading to a paved standard rural roadway if traffic volumes warrant
  - Levels of funding - \$700,000 in 2011, \$525,000 in 2012, \$550,000 in 2013
- (C-6) Intersection Improvements – Growth
  - Project involves new traffic signals and geometric improvements in new growth areas. Growth projects funded with 75% basic capital and 25% offsite levies
  - Levels of funding - 2011- \$1,000,000, 2012 - \$1,051,000, 2013 - \$1,104,000
- (C-7) Intersection Improvements – Non-growth
  - Project involves new traffic signals, signal upgrades and geometric improvements in older non-growth areas. Funded 25% from offsite levies and remaining Basic Capital
  - Levels of funding: 2011 - \$1,000,000, 2012 - \$1,051,000; 2013 - \$1,104,000
- (C-8) Sidewalk Mobility Ramps
  - Approximately 25 intersections and 25 handicap parking stalls per year will be reconstructed until 2016. This program involves replacement of barrier curb at intersections with para-ramps designed to today's standard and involves the installation of barrier free mobility ramps for downtown parking stalls.
  - Levels of funding – 2011- \$250,000, 2012 - \$263,000, 2013 - \$275,000
- (C-9) Bikeways/Pathways on Roadways
  - Program will complete pathway connections and develop bikeways within roadways as per the Bikeways/Pathways Master Plan
  - Levels of funding– 2011- \$500,000, 2012 - \$525,000, 2013 - \$551,000

Discussion of this portion of the report resulted in questions with respect to the following:

- Developing pathways on roadways to finish off missing links allowing better access throughout the City including access to the Downtown core
- Proposed pathway on Scenic Drive and 1 Ave S/5 Ave N and whether this pathway will continue to the Downtown area
- Adequately marking for bicycles for motorist awareness and safety
- Sidewalk mobility ramps and ensuring they are friendly for wheelchair access
- Review of railway crossings and traffic back ups
- Intersection improvement at 6 Ave and Mayor Magrath Dr S regarding traffic backup
- Status of the red light camera initiative
- Communication between the Transit and Transportation departments regarding para-ramps at various bus stop and handibus locations
- Managing traffic during events at the Community Stadium (West Lethbridge)
- Status of the footbridge concept
- Eligibility of electric wheelchairs on bicycle pathways and making provision for them in the proposed cycling bylaw
- Dust abatement program and the scheduled improvements for gravel road upgrades
- Expanding the bikeways and pathways to the downtown core by sharing roadways with motorists
- Reviewing the traffic safety of the Northside Transit terminal as buses exit the site
- Significant traffic increase to 26 Avenue N and whether four lanes are being considered

- Traffic moving more efficiently using round-a-bouts versus traffic signals, cost and safety comparison and if they have been considered in the older areas

### ***Preserve Infrastructure***

Mr. Juell advised of the following project highlights:

- (C-10) Arterial Rehab Program
  - Intent of the program is to maintain arterial roads to an acceptable standard and preserve the existing arterial roads
  - Funding allows rehab of 3% to 4% of the total system annually utilizing Basic Capital grant
  - Collector and local roadway repairs are funded through frontage levies within operating budget
  - Next several years will focus on major rehabilitation to Scenic Drive, 24 Ave S, 13 Street and include median repairs, curb and gutter repair and installation of pathways
  - Levels of funding – 2011 - \$1,000,000, 2012 - \$1,051,000, 2013 - \$1,104,000
- (C-11) Bridge Rehab Program
  - rehabilitation of bridges and overpasses including the transportation and parks system
  - City of Lethbridge has over 40 bridges to maintain
  - Utilizes Basic Capital grant for major bridge rehabilitation
  - Level of funding – 2011 - \$1,315,000, 2012 - \$319,000, 2013 - \$293,000
- (C-12) Community Lighting
  - Program replaces 1% of street lights annually that are beyond their useful life with LED bulbs
  - Level of funding – 2011 - \$300,000, 2012 - \$316,000, 2013 - \$332,000
- (C-13) Traffic Signal Replacement
  - Replaces traffic signals that are beyond their useful life as well as funding may be used for replacement of steel poles, cabinet replacement and other equipment
  - Level of funding – 2011- \$300,000, 2012 - \$315,000, 2013 - \$330,000
- (C-14) Major Sidewalk Rehabilitation Program
  - Program targets major rehabilitation of sidewalks throughout the City and the focus is on replacing the entire sidewalk within a block
  - Replaces about 750m (one – two blocks) annually
  - Level of funding – 2011 - \$190,000, 2012 - \$200,000, 2013 - \$210,000
- (C-15) Railway Rehab Program
  - Program repairs spur lines as required through ongoing inspections
  - Alberta Transportation Rail Safety branch is the regulator and in 2010 new rail regulations came into effect that have impacted the rail standard
  - Currently have 24 rail to road crossings; 11 require signalization
  - Level of funding – 2011 - \$500,000, 2012 - \$526,000, 2013 - \$552,000

### ***Upgrade Existing System***

Mr Juell provided the following highlights:

- (C-16) Scenic Drive North/ 9 Avenue/Stafford Drive
  - Prepare a detailed design and provide construction services and proceed to construct the initial two lanes of an four lane roadway
  - Funding is approved with \$14M from Alberta Municipal Infrastructure Program and \$6M from Build Canada Fund
  - Level of funding – 2011 - \$9,500,000, 2012 - \$9,500,000
- (C-17) 43 Street North
  - Prepare a detailed design and provide construction services to build two lanes of an ultimate four lane roadway



- Level of funding – 2011 - \$300,000, 2013 - \$6,600,000
- (C-18) 26 Avenue North, 23 Street to 28 Street North
  - Prepare a detailed design and construct a four lane roadway to connect with recent construction at 28 Street
  - Level of funding – 2012 - \$2,100,000
- (C-19) Mayor Magrath Drive, 40 Avenue South to City Limit
  - Prepare a detailed design and construct embankment fill to accommodate a six lane divided roadway with pathway connection
  - Level of funding – 2012 - \$4,200,000

Mr. Juell summarized the preliminary designs and functional studies that are required over the next three years to determine land requirements, their initial cost estimates and constraints. The two projects in the next three years include Mayor Magrath Drive, 3 Ave S to 3 Ave N and 6 Ave S, Mayor Magrath Dr to Scenic Dr. Each of these projects will require funding in 2012 in the amount of \$315,000.

Other planning study projects beyond the three year timeframe include:

- C-22, 5 Avenue North, Stafford Dr to Mayor Magrath Drive
- C-23, Interchange preliminary design – Whoop-up/University Dr and Whoop-up/Scenic Dr
- C-24, 13 Street N, Crowsnest Trail to 26 Ave N
- C-25, University D, North of rail tracks to Highway 3
- C-26, Transportation Master Plan
- C-27, Whoop-up Drive (McMaster to Aquatania Blvd)
- C-28, University Dr (SunRidge Blvd to Community Stadium)
- C-29, 26 Ave N (31 to 43 St N)
- C-30., 28 St N (5 Ave to 18 Ave N)
- C-17, 43 St N (9 Av to 26 Av N)
- C-18, 26 Ave N (Scenic Drive N to 23 St N)
- C-19 Mayor Magrath Dr (40 Ave S to South City limits)

***Provide Access for Growth – Offsite Levy***

Mr. Juell advised of the following requirements to accommodate growth:

- (C-31) Métis Trail, Simon Fraser to Garry Drive
  - Prepare a detailed design and construct the initial two lanes of arterial roadway to accommodate development
  - Driven by the Copperwood subdivision and funded by offsite levies
  - Level of funding – 2011 - \$3,000,000, 2013 - \$2,200,000
- (C-32) Garry Drive, Existing to 600m west of Metis Trail
  - Prepare a detailed design and construct the initial two lanes of arterial roadway to accommodate development
  - Funded by offsite levies
  - Level of funding – 2011 - \$3,000,000

Mr. Juell highlighted two planning study projects that are planned for the next three years. The planning studies are needed to determine land requirements, cost estimates their initial cost estimates and determine any constraints. The two projects are as follows:

- C-33, North Scenic Drive, Upland Blvd/62 Ave in 2013
- C-34, 44 Ave N, Scenic Dr N to 43 St N in 2013

Other planning study projects beyond the three year timeframe (2014 – 2020) include:

- C-31, Metis Trail (Whoop-up Drive to Caledonia and Jerry Potts W to Garry Drive W)
- C-35, Jerry Potts
- C-36, Whoop-up Drive (Coalbanks Gate to 30 Street W)
- C-37, 43 Street S (24 Ave/Hwy 4 to 40 Ave)

Discussion of this portion of the report resulted in questions with respect to the following:

- Left hand turning signals and what determines more left hand turns
- Development of Garry Drive to Metis Trail and whether this will take pressure off Squamish Blvd West
- Determining unused railway lines and the process that is followed to remove or cover them up

<b>1.1.2</b>	<b>Surya Acharya, President, Southern Alberta Ethnic Association, re Bill Kergan Centre (Multicultural Heritage Centre)</b>
--------------	---

**Dr. Surya Acharya, President, Southern Alberta Ethnic Association (SAEA)** stated that there is a need for renovations to the Bill Kergan Centre. The Bill Kergan Centre is the permanent home of the SAEA and the site is ideally located for the organization. Mr. Acharya provided a brief history of the facility.

Dr. Acharya advised the purpose of the presentation was to advise City Council of the need for renovations to the Bill Kergan Centre as well as ask for City Council support to include the project in the current CIP.

The City of Lethbridge is one of the top ten preferred cities for immigration and as a result attracts approximately 450 new immigrants or refugees on a yearly basis. Over the next ten years, ten percent of the region's population will be new Canadians. Some of the services the two groups (immigrants and refugees) require are legal, schooling and healthcare.

The vision of SAEA is to become a multicultural association focused on community development, creating ethnic awareness and to sponsor programs that eliminate discrimination in Southern Alberta. Mr. Acharya outlined the current and proposed activities of their organization.

Currently, the Bill Kergan Centre is old and in need of repair. Mr. Acharya highlighted the functional discrepancies and provided a brief overview on the following areas that require improvement:

- Barrier free access
- Reception
- Main hall
- Kitchen upgrades
- Meeting rooms
- Facility not conducive to programming
- Mechanical systems (heating and ventilation)
- Storage
- Bathrooms

Mr. Acharya showed conceptual drawings of the proposed facility renovations and additions. Exterior changes will include reorganizing the parking lot to accommodate 60 parking stalls, building a deck along the north side of the building, installing larger windows and an addition to the existing kitchen. The main level renovation will include the installation of an elevator and increasing the capacity of the main floor multi-purpose room. Lower level renovations will include classroom and computer space, relocating the mechanical room, washrooms and offices.

The total costs of the renovation and addition will be approximately \$4,638,000 which includes the operational, renovation, addition and site costs. SAEA is proposing to raise 10% of the total costs to supply furnishings and programming needs.

Discussion resulted in questions with respect to the following:

- Priority requirements
- If furnishing was included in the \$4,638,000 budget
- Applying for additional provincial and federal grant funding
- Total number of ethnical group members and how they utilize the current and proposed services of SAEA
- Square footage of addition
- Current tenants and how the proposed renovation will meet their need
- Operational funding and how this is currently funded
- City of Lethbridge Financial and Maintenance support currently for SAEA and how this is currently provided
- Use of a temporary site during renovations and if this is covered in the proposed budget

	<b>1.1.3</b>	<b>Rick Buis, President and Rudy Friesen, General Manager, Lethbridge and District Exhibition, re Lethbridge Exhibition Park</b>
--	--------------	--

**Rudy Friesen, General Manager, Lethbridge Exhibition Park**, outlined the request of the Board and indicated that the relationship between Exhibition Park and the City of Lethbridge dates back to Exhibition Park's inception in 1897. Mr. Friesen briefly provided a brief overview of their history since this time.

The Lethbridge & District Exhibition operates as a nonprofit organization under the Agricultural Societies Act. The purpose of the organization is to be a year round community organization, supported by volunteers which promote agriculture, trade, tourism, education and recreational events that benefit the economy and quality of life in Southern Alberta. Exhibition Park is the largest facility of its kind in Southern Alberta and serves a trading area of approximately 275,000.

Over the last decade, the demand for their facilities has grown and the ability to meet the demands is compromised by the size, function and condition of the current faculties.

In July 2009, a joint committee consisting of members from the Lethbridge & District Exhibition Board and City Council was formed. The mandate of the joint committee was to evaluate the opportunities of Park redevelopment/renewal and make recommendations to the Exhibition Park Board of Directors. By developing a process, the committee identified four areas. The four areas are as follows:

1. Financial Review

The vast majority of revenue is generated by shows and facility rentals and the remaining funding is from provincial grants. Mr. Friesen highlighted the financial trends and stated that the gap between revenue and expenses is growing closer and revenue is becoming increasing harder to generate. This is important as net operating revenue each year determines how much is available for the Board to put back into capital upgrades and community programs.

2. Facility Condition Audit Review

Every building was audited and determined to be either in good, fair, poor or critical condition. As a result, information indicated that only two buildings on the site are in good condition. According to an audit performed, significant investment would be required to bring the current buildings to good condition. The underground infrastructure also requires a significant investment to address deficiencies in water, storm and sanitary.

3. Functional Review

- Presentations
- Questionnaire

In order to better meet and understand the functional needs of their customers, the Joint Committee took a two pronged approach. Stakeholder presentations were made directly to the committee and questionnaires were emailed to stakeholders and members of the public. The responses indicated the

Exhibition Park is seen as a community cornerstone which needs investment to meet the community needs and attract tradeshows and conferences.

4. Choosing by Advantage (CBA)

The Joint Committee agreed on seven different options for redevelopment, examined the options and applied nine attributes which included costing. Two options were identified that had the same cost benefit ratio. They are as follows:

Option 4A

- Build in two phases
- Remove and rebuilt on current site with race track
- Increase in square feet of Agriplex, demolition and rebuilding of racing facilities, based on 31 acre footprint
- 800 parking (net loss of 400 parking stalls)

Option 6

- Rebuild on green site, increase in square feet of Agriplex, campground with no racetrack
- 156 acre footprint (increase of 125 acre)
- 100 sites for RV parking

Mr. Friesen advised that the recommendations approved by the Lethbridge and District Exhibition Board are as follows:

- Rehabilitation of the current building to reduce liability risk
- Further examination of Options 4A and 6
- Retain a placeholder position to present the successful option to the 2013 Capital Improvement Program discussion

They are requesting funding to rehabilitate the current facilities. The amount would address the immediate conditions concerns and bring the current building to warm, safe and dry conditions.

In addition to the capital amount, they are requesting planning funding of \$500,000 to complete a comprehensive examination of the two options, develop a master plan and develop a more detailed plan around the preferred option.

Discussion resulted in questions with respect to the following:

- Commitment of Exhibition Park to the current site and how long they foresee that commitment to be
- Amount of funding Exhibition Park receives from adjacent communities and examining these options in the future
- Decline in attendance and exhibitors at the 2010 Home and Garden Trade Show
- Commitment of 15 years versus up to 15 years on the current site
- Status of the current agreement with the Rocky Mountain Turf Club and the need to have them involved in the development process
- Choosing by Advantage of an explanation of the process
- Others sources of funding used by exhibition parks in other provinces
- Process that will be followed addressing immediate conditions of current facilities prior to underground infrastructure or vice versa)
- Long term preference to relocation and the magnitude of the City's investment when there is no City equity and not located within the City

**S.G. WARD:**

THAT we do now adjourn this Finance Committee Meeting.

----- CARRIED



MINUTES of a **Finance Committee Meeting** held on **Monday, April 26, 2010** in CITY COUNCIL CHAMBERS at 1:00 PM with the following attendance:

<b>PRESENT:</b>	Deputy Mayor	T.H. Wickersham
	Mayor	R.D. Tarleck
	Alderman	J.H. Carlson
	Alderman	R. Dodic
	Alderman	B.A. Lacey
	Alderman	R.K. Parker
	Alderman	M.A. Simmons
	Alderman	K.E. Tratch
	Alderman	S.G. Ward
<b>OTHERS:</b>	City Clerk	D. Nemeth
	Deputy City Clerk	A. Neufeld
	City Manager	G. Sherwin
	City Solicitor	D. Hudson
	City Treasurer	C. Wight
	Director, City Manager's Office	K. Hopkins
	Director of Infrastructure Services	D. Hawkins
	Director of Community Services	B. Beck

Deputy Mayor Wickersham advised that City Council sitting as Finance Committee is hearing presentations from City Administration that introduced the 2011-2020 Capital Improvement Plan. Recently, we received details on the Transportation Capital Improvement Program and related projects, Southern Alberta Ethnic Association and Lethbridge Exhibition Park.

Today, Finance Committee will hear from Lethbridge Byron Buzunis, Urban Construction Manager on Offsite Levy Review. Additionally, the Committee will hear from representatives from Urban Development Institute and Canadian Home Builders' Association – Lethbridge Region regarding the offsite levy review.

Finance Committee will not be making decisions regarding the CIP today, but only receiving information and asking questions. The debate on the CIP is scheduled for May 12<sup>th</sup> and 13<sup>th</sup>.

**PRESENTATIONS:**

	<b>1.2</b>	<b>2011 - 2020 Capital Improvement Program</b>
	<b>1.2.1</b>	<b>Byron Buzunis, Urban Construction Manager, re Offsite Levy Review (Utilities and Transportation)</b>

**Byron Buzunis, Urban Construction Manager, re Offsite Levy Review (Utilities and Transportation),** advised that Administration, Urban Development Institute (UDI) and Canadian Home Builders' Association – Lethbridge Region have jointly worked together in establishing the offsite levy in order to synchronize the rate with the Capital Improvement Program discussions.

The offsite levy is a mechanism to fund the offsite infrastructure needed for continued growth. Growth for the purpose of the offsite levy is defined as the means by which new serviced lots are created. Mr. Buzunis advised that the Municipal Government Act (MGA) is very specific on projects that are eligible and non-eligible growth costs. Examples of eligible offsite infrastructure are new or expanded water storage, sanitary treatment, storm sewer and roads required for or impacted by the development. Non-eligible costs are fire halls, parks, recreation facilities, police stations and libraries.

Mr. Buzunis addressed offsite levies services extensions. A service extension is the extension of new water,

sewer storm or road service so that lots can be serviced. The MGA allows the municipality to charge an offsite levy for expanded infrastructure. Expanded infrastructure is increasing the capacity of a water, sewer, storm or arterial roads. The expanded infrastructure benefits existing and new residents and as a result costs are shared between the offsite levy and other sources of funding.

He provided examples of growths costs that are allowed in the MGA; however, the City does not include them in the offsite levy. Mr. Buzunis provides examples of these projects and additionally examples of shared cost between offsite levies and other sources of funding.

The offsite levy avoids large upfront investments for the developers. Additionally, it apportions the cost of development between developers and provides an immediate refund of costs for providing services to future developments. The City facilitates growth, controls the major infrastructure projects and provides the upfront investment; however, the disadvantage is assuming the debt risk. Mr. Buzunis advised that the offsite levy spreads costs over time, space, beneficiaries and promotes orderly growth.

The five offsite levy principles are:

1. New growth areas fund infrastructure required to service the growth area. Those who benefit share proportionally in its costs.
2. No levy cost advantage or penalty due to location, time, geographic feature or location of infrastructure.
3. Maintain continual cost effective and orderly development.
4. Open transparent process to set the rate and for annual reporting.
5. Projects of a magnitude and scale that they provide substantial community wide benefit should be funded by the community as a whole. Examples include: Treatment Plants and Future Third Bridge Crossing

Mr. Buzunis provided details on how the offsite levies are calculated, history of the offsite levy since 1991 and showed graphs that displayed various aspects of calculating the offsite levy.

He advised that Administration consults with UDI and the Canadian Homebuilders' Association – Lethbridge Region. They have discussed calculation inputs and administrative issues/editing and agreed upon the growth forecast, projects, costs, timing and the cost allocation framework resulting in an offsite levy rate recommendation.

In the next 50 years, the City will invest in roughly \$414 million growth costs. This does not include over \$280 million in City wide and regional benefit costs. Of the levy costs, 43% are service extensions, 43% are arterial twinning and the remaining 14% are intersection upgrades.

Mr. Buzunis states that the challenge for 2011 – 2013 is the City has a requirement for \$134 million for unfunded projects in the next 50 years. In order to resolve the problem, a funding commitment is required. He stated in their offsite levy discussions, it was identified that growths are shared as follows:

- Services extensions – 100%
- Arterial upgrades range from 25% to 75%
- City wide benefit/regional connects – 0%

This manages to allocate cost of unfunded projects to offsite levy and the City. Mr. Buzunis showed graphs on the new and old cost allocation, cost of growth to the City over the next 50 years and the combined offsite account 2011- 2013 phased increases. The offsite levy forecast is as follows:

- 2010 - \$149,000/ha
- 2011 - \$164,000/ha
- 2012 - \$179,000/ha
- 2013 - \$195,000

The forecast is based on 60ha of developed land per year which is approximately 500 - 600 lots per year.

Discussion of this report resulted in questions with respect to the following:

- Offsite levy only for arterial road leading to development not the local roads within the development
- Costs of offsite levy per hectare and approximately how many lots are developed per hectare of land
- Reasons for more extensive dialogue with the developers/stakeholders compared to previous years
- Benton Drive (Métis Trail) scheduled to be developed, reasons why the development of this road is not currently being done and the development of two schools and library that may promote the completion of Benton Drive (Métis Trail)
- Advancing projects prior to their scheduled timeframe i.e. Garry Drive connecting to Jerry Potts and Squamish Blvd
- Legislation in the Municipal Government Act that governs what infrastructure growth costs are eligible/non-eligible for the offsite levy

	<b>1.2.2</b>	<b>Urban Development Institute (UDI)/ Canadian Home Builders' Association – Lethbridge Region</b>
--	--------------	---

**Neil Johnson, Chapter Chairman, Urban Development Institute (UDI)** advised that there has been excellent cooperation between the industry and Administration in undertaking an in-depth review of the Offsite Levy Bylaw.

The review included the examination of Utility and Transportation projects required for service extensions and system upgrades to improve the level of service to new and existing neighbourhoods. The review examined the following:

- Project scope and timing
- Interest rates and projections
- Inflation rate estimates
- Anticipated growth rates

and resulted in the following recommendations:

- Adjusting the timing of some projects
- Modifying the cost sharing splits for system upgrade projects
- Include previously unfunded projects

The review resulted in an increase to the offsite levy rate for 2011 and beyond; however UDI is supportive of the process and recommendations. Mr. Johnson outlined the following benefits:

- Previously unfunded projects are now included in the offsite levy
- Timing of some projects being adjusted or delayed based on growth projections and industry needs
- Cost sharing of system upgrade projects being adjusted to more accurately represent a measure of benefit and who pays

Mr. Johnson stated that the Management Plan for administering the offsite levy fund still requires work to move forward. UDI would like a formalized process for the contracting of design and construction to be included in the Plan. They also believe that sole sourcing of levy funded projects should be avoided in order to obtain competitive pricing in order to receive the best cost controls.

UDI recognizes that the infrastructure projects must be built to allow the City to continue to grow and prosper and that other sources of funding are a concern. They encourage Administration to continue to review and apply for any infrastructure grants available in order to reduce the pressure on the offsite levy and improve new home affordability in the City.

**Bruce Galts, Canadian Home Builders' Association – Lethbridge Region** advised that the review of the Offsite Levy Bylaw was time consuming; however, the discussions resulted in a positive outcome. The areas of opportunity and review included redefining growth, redefining of existing areas and the management process.

Mr. Galts provided a diagram showing how the industry works conceptually. He outlined the economic impact on home purchasers as follows:

<b>Levy Costs</b>	<b>12 homes/hectare</b>	<b>Mortgage Costs</b>
2011	\$13,667	\$28,782
2012	\$14,916	\$31,412
2013	\$16,250	\$34,221

He advised that the Association would like to continue discussions to review the principles of the offsite levy and to ensure that the management process is transparent on how the industry's dollars are spent.

Discussion of this report resulted in questions with respect to the following:

- Clarity on the unfunded projects and examples
- Offsite levy costs and the amount of increase from 2010 to 2011 on individual home prices
- UDI and who the institute is comprised of
- New and old cost allocations and where the City's contribution comes from
- Real Estate and Land Department paying offsite levy costs the same as other developers
- Reasons why the cost allocations are not done on a case by case basis (i.e. each arterial road, intersection etc.)
- Giving bonuses for increased densification to reduce offsite levy costs
- Grants to mitigate offsite levy and the likelihood of reducing the cost
- Economic impact on home purchases during the 2011-2013 period and the amount of the yearly increase
- Request for a greater role in contractors performing offsite work in selection contractors and designers
- Benefit of a formalized process for the contracting of design and construction tasks, UDI/Homebuilder input and at what stage are they requesting involvement – contract award, design etc.

---

**S.G. WARD:**

THAT we do now adjourn this Finance Committee Meeting.

----- **CARRIED**



**MINUTES** of a Finance Committee Meeting held on **Monday, May 10, 2010 at 1:30 P.M.** in Council Chambers with the following in attendance:

**CHAIRMAN:** Acting Mayor S.G. Ward  
**MAYOR:** R. D. Tarleck  
**ALDERMEN:** J. H. Carlson  
 R. Dodic  
 B. A. Lacey  
 R.K. Parker  
 M. A. Simmons  
 K. E. Tratch  
**OTHERS:** City Clerk, D. Nemeth  
 Deputy City Clerk, A. Neufeld  
 City Manager, G.H. Sherwin  
 City Treasurer, C. Wight  
 City Solicitor, D.S. Hudson  
 Director of City Manager's Office, K. Hopkins  
 Director of Infrastructure Services, D. Hawkins  
 Director of Community Services, B. Beck  
**ABSENT:** T.H. Wickersham

---

## 1.1 2011 – 2020 Capital Improvement Program Overview

**Garth Sherwin, City Manager**, stated that City Council is meeting this week as Finance Committee and this is merely a continuation of the Capital Improvement Program (CIP) process which began back in February. The task is to prepare a 10 year CIP for 2011-2020 that will ultimately be forwarded to the City Council meeting on July 5<sup>th</sup>, 2010. Although it is a 10 year CIP, City Council will only be approving the first three years of projects (i.e. 2011-2013). This is important so the operating costs relative to these projects can be factored into the 2012-2014 Operating Budget.

Over the next four days, Finance Committee will consider capital projects which will shape our community for decades to come. The capital projects contained within this draft 2011-2020 Capital Improvement Program (CIP) are focused primarily on:

- addressing the infrastructure deficit
- sustaining a healthy community, and/or
- enhancing the quality of life of our citizens

Mr. Sherwin stated that the projects which Finance Committee will review this week have flowed from many of the City's planning documents. He advised that information has been collected with a significant amount of work complete which in turn will now serve as the foundation for this 10 year Capital Plan. The level of community input into the plans, and subsequently into the CIP, has been extensive. Several new planning initiatives are also included and if approved will assist in the formation of future CIP's (three and six years from now).

Mr. Sherwin stated that it is only in the past couple of years that per capita investment by Alberta municipalities in parks and recreation equalled what it did back in the 80's. As a result of significant reduction in overall funding towards parks and recreation, this particular capital budget includes a sizeable investment in our parks and recreation infrastructure. Some of these projects include:

- North Regional Park
- extension and enhancement of our Pathway/Bikeway system
- Nicholas Sheran Playground
- Parks Asset Management - Twin Ice Arena and ENMAX Centre (approved in the prior CIP)

Since the adoption of our last CIP in 2007, several new grant programs have been launched by senior government to assist municipalities in addressing infrastructure needs. The City of Lethbridge has been successful in securing about \$23 million of funding through these Infrastructure Stimulus programs. These projects include:

- Community Arts Centre, \$6 million (BCF)
- North Scenic Drive, \$6 million (BCF)
- ENMAX Expansion, \$3.7 million (MCFP)
- Community Sports Stadium at the U of L, \$2 million (MCFP)
- Technology Commercialization Centre, \$4.2 million (CAF)
- Sherring Sportsfields -- Picnic Shelter, \$0.5 million (CAF)
- Nicholas Sheran Arena upgrade, \$0.5 million (RInC)

Mr. Sherwin updated Finance Committee on issues regarding provincial funding. He stated the following:

- Funding under the Alberta Municipal Infrastructure Program (AMIP) must be totally expended by Dec 31, 2015
- Premier has indicated that the overall provincial funding available under the Municipal Sustainability Initiative (MSI) will remain intact at the \$11.3 billion however, as a result of recent provincial budget decisions; the original timeline will likely be extended a year or two.
- To complete the City's obligations under the Federal Gas Tax Fund (formerly known as New Deal for Cities and Communities), this 10 year Capital Plan along with the Municipal Development Plan/Integrated Community Sustainability Plan, (once approved), will need to be forwarded to the Provincial and Federal governments

Mr. Sherwin stated that Finance Committee is now faced with the challenge of balancing the needs/wants of the community with the dollars available. It is always a difficult task to match the house one needs/wants to build with the dollars the bank is prepared to provide.

---

## **1.2 Corey Wight, City Treasurer, re Overview of Capital Improvement Program (CIP), including funding**

**Corey Wight, City Treasurer** provided a power point presentation and stated that the objective is to approve a three year capital program (2011-2013) within a ten year capital plan (2011-2020). He stated that the operating costs that flow from this capital plan will feed the 2012 to 2014 operating budget. The CIP needs to be balanced within the three year window.

Mr. Wight defined the CIP as a plan which matches the capital wants, needs and priorities of the community with a financial strategy. The wants and needs of the community have been determined by a great deal of CIP planning. These plans help to provide the necessary scope to allow a project to be well executed and properly funded.

Mr. Wight provided an overview of the draft CIP book and highlighted the timelines. A review of the financial capacity was provided relative to the Pay-As-You-Go (PAYG) Plan, provincial and federal grants, various transportation, community, environmental utilities and electric utility projects as well as their funding source(s). He stated that the City will maximize the use of all available capital grants. He outlined the various provincial and federal grants and identified eligible projects.

Discussion resulted in the following questions:

- PAYG capacity and after 2013 whether there is commitment to the borrowing capacity after this time
- Red line on the PAYG capacity graph and clarity on how this bar increases and if projects are approved, will this cause the bars to increase or the red line
- Confirmation that the PAYG chart represents what capacity exists at the present time
- Differences in the estimated Debt Service Limit remaining (B6) and the estimated Debt Limit remaining (B-8) and how this relates to borrowing and how limits are defined

- Clarity on the meaning of debt service limit (B-6) in comparison to debt limit (B-8) and Internal Loan Balance (B-9)
- Establishing the interest rate the City borrows at internally, how this rate is established and how it compares to the banking industry and the Alberta Capital Finance Authority
- Gravelled roadway upgrading and community lighting (rehab) funded from the operating budget, previously funded from the capital budget and the likelihood of changing back to the capital budget
- Continuing the monitoring of waste energy facilities, changing technology and what is available to the industry

---

### **1.3 Doug Hawkins, Director of Infrastructure Services, re Review of Transportation Projects**

Doug Hawkins, Director of Infrastructure Services outlined the City of Lethbridge Transportation 2011 – 2020 Capital Improvement Plan Capital projects. Mr. Hawkins stated that projects are identified by the four following methods:

- Growth – in conjunction with the Growth Management Plan determining an estimate of where and when construction of arterial roads is necessary
- Capacity – in conjunction with the Transportation Master Plan and other studies, improvements are determined
- Rehabilitation – annual rehabilitation necessary to maintain roads, lanes, sidewalks etc. as determined from the Asset Management Program (CAMP)
- System Upgrades – identify system upgrades to improve the transportation system through public requests and inspection programs

He advised that the Transportation CIP requests had been broken into the following categories:

- Maintain Safety
- Preserve Infrastructure – Rehabilitation
- Upgrade Existing System
- Provide Access for Growth – Offsite Levy

Mr. Hawkins reported that funding for Transportation projects is balanced between tax supported (Pay-As-You-Go), provincial/federal grants and offsite levies (restricted to growth projects).

He identified the projects that fall into the various four categories and highlighted various projects within each of them.

Discussion resulted in the following questions:

- Status of 26 Avenue North and access into the Northside transit terminal
- Squamish Blvd and if a CIP initiative will improve this intersection
- Reasons for the variation in the funding for Bridge Rehab (C-11) between 2011 – 2020

---

### **1.4 Doug Hawkins, Director of Infrastructure Services, re Review of Utility Funded Projects**

#### **Waste and Recycling Services**

Doug Hawkins, Director of Infrastructure Services outlined the Waste and Recycling Services 2011 – 2020 Capital Improvement Plan Capital projects. He stated that projects are identified by the following three methods:

- Regulations
- Planning Documents
  - City Council Strategic Initiatives
  - Master Plans (e.g. Waste Prevention and Diversion)
  - Business Plans
- Lifecycle Management of Assets

The projects are prioritized in the following categories:

- Health and safety
- Regulatory compliance
- Condition assessment
- Maintaining a level of service
- Financial viability

Mr. Hawkins reported that the major Capital Improvement Plan in the next three years for Waste & Recycling Services are:

- Landfill Gas Management (Waste & Recycling Centre)
- Environmental Management at the Closed Landfills
- Disposal Cell Construction (Waste & Recycling Centre)

Discussion resulted in the following questions:

- Listing of how projects were prioritized and if similar criteria was used for all the utility funded projects
- Engineering studies data and the accuracy of the information (E-9)
- Pending legislation

### **Water and Wastewater**

Doug Hawkins, Director of Infrastructure Services outlined the Water and Wastewater 2011 – 2020 Capital Improvement Plan Capital projects. He stated that projects are identified by the following four methods:

- Regulations
  - Upgrades to meet regulatory requirements
- System growth
  - New facilities and network extensions (offsite funded)
- Performance
  - Failure to meet levels of service
  - Analysis predicting performance issues
- Asset lifecycle replacement
  - Elevated maintenance costs
  - End of useful life

The projects are prioritized in the following categories:

- Regulations
- Risk assessment
- Cost-benefit analysis
- Budget and funding alternatives

He identified the projects that fall into the various four categories and highlighted various projects within each of them.

Discussion resulted in the following questions:

- Utilizing grant funding for water and wastewater projects
- Successfulness of the Protective Plumbing Program, program only funded until 2012 and if there should be ongoing funding
- Consistency of figures between E-10 and E-1

### **Electric Utility**

Doug Hawkins, Director of Infrastructure Services outlined the Electric Utility 2011 – 2020 Capital Improvement Plan Capital projects.



He stated that projects are identified by the following two methods:

- Transmission
  - Large projects – external (AESO/AUC)
  - Smaller projects
- Distribution
  - Regulatory compliance
  - Condition assessment
  - Planning and design (includes load growth and safety)
  - Financial (cost/benefit, risk/liability analyses)
  - Support – process improvement/change

He stated that projects are prioritized by the following methods in order of importance:

- Safety
- Regulatory compliance
- Maintenance of service level
- Financial
- Improvement of service level

He advised that the Electric Capital Plan is primarily program based and is organized into the following three areas:

- Transmission – as defined by Electric Utility Act (EUA), 138,000 volts – from generator to City substation
- Distribution – as defined by EUA, 25,000 volts and below – from City substation to homes
- Support Programs – contribute to both Transmission and Distribution and allocated to either Transmission or Distribution

He identified the projects that fall into the various four categories and highlighted various projects within each of them.

Discussion resulted in the following questions:

- Metering system and research stating that there will be minimal savings with the program and if the City's findings are consistent with this research
- Primary line extension program and the costs regardless if the City is in the transmission/distribution business or not (F-16)
- Ensuring the electric distribution system is maintained
- External borrowing for the first three years for the Infrastructure Replacement Program (F-17)
- Requesting funding for the secondary metering when the program may not be implemented
- Borrowing internally versus externally and how different models of funding are established

Meeting Adjourned at 4:30 p.m.

**MINUTES** of a Finance Committee Meeting held on **Tuesday, May 11, 2010, 9:05 a.m. to 11:45 a.m. and 12:45 p.m. to 2:45 p.m.** in Council Chambers with the following in attendance:

- CHAIRMAN:** Acting Mayor S.G. Ward  
**MAYOR:** R. D. Tarleck (left meeting at 1:30 p.m.)  
**ALDERMEN:** J.H. Carlson  
R. Dodic  
B. A. Lacey  
R.K. Parker (arrived at 1:16 p.m. for afternoon session)  
M.A. Simmons  
K.E. Tratch
- OTHERS:** City Clerk, D. Nemeth  
City Manager, G. Sherwin  
City Treasurer, C. Wight  
City Solicitor, D.S. Hudson  
Director of City Manager's Office, K. Hopkins  
Director of Infrastructure Services, D. Hawkins  
Director of Community Services, B. Beck
- Absent: T.H. Wickersham

---

**1.1. Barry Beck, Director of Community Services and Doug Hawkins, Director of Infrastructure Services, re Review of Community Projects 2011 – 2020/Community Capital Projects**

**Bary Beck, Director of Community Services and Doug Hawkins, Director of Infrastructure Services,** outlined the City of Lethbridge Community Capital Projects. Mr. Beck explained that Parks had moved to the Infrastructure family last year in and therefore Doug Hawkins would be outlining those projects. Mr. Beck reviewed the various aspects of the projects which included the prioritization process, the implementation strategy and the planning of the projects.

**Previously Approved Project that Expand across CIP timelines.**

Mr. Beck advised that the following projects had previously been approved and expands across CIP timelines.

- D-5 Community Arts Centre – construction to begin 2011
- D-6 Nicholas Sheran Leisure Centre Expansion and Renovation – projected opening March 2011
- D-7 Public Operations Building to be completed 2011/2012
- D-10 ENMAX Centre – projected Opening September 2012

**New Sustaining projects**

Mr. Beck outlined:

- D-11 Cemetery Master Plan and New Site in North Lethbridge – approximately 90 acres, first phase to meet community's cemetery requirements for approximately 20 years
- D-18 Helen Schuler Nature Centre Expansion and Renovations – design and construction of a 370 sq. M. addition and renovation to the existing building

Mr. Hawkins outlined:

- D-20 Mountain Bike Park – location and development permit approved in Botterill Bottom Park
- D-21 Parks Asset Management – includes life cycle managements for example the needed replacements drainage issues, irrigation requirements and amenity upgrades

**Previously Approved Projects to Enhance and Expand City Services**

Mr. Hawkins spoke to item D-26 (previously D-22) North Regional Park – just completing the Master Plan for this project. Currently at the concept design stage

Mr. Beck spoke to the following items:

- D-27 (previously D-23) Transit Smart Card which has not been approved by City Council yet, detailed presentation at afternoon meeting
- D-28 (previously D-24) Art Acquisition Program which is funded by an allocation of 1% of community services capital facilities projects
- D-29 (previously D-25) Technology Commercialization Centre – projected opening is March 2011
- Twin Ice Centre (D-30) (previously D-26) - construction to begin in 2011

### **Unfunded Growth Projects**

Mr. Beck and Mr. Hawkins explained that the following are unfunded Growth Projects and would need a motion to approve to move them forward:

Mr. Hawkins spoke to Unfunded Growth Projects which included:

- D-22 (previously D-27) West Side Depot Site – phase 1 to locate and construct a snow design site and fuel depot is a pressing need
- D-23 (previously D-28) South Side Parks Depot – in recognition of Lethbridge's growth this project is needed to improve operation response time and efficiencies and includes equipment and outdoor storage and staff facilities
- (previously D-29) Pedestrian River Crossing – rough estimate of the cost would be 53.05 M
- D-33 (previously D-39) Pathways System Expansion – highest priority pathway connections
- D-41 to 45 Storm Sewer Upgrades for Glacier Avenue, Great Lakes Place South, Lakemount Blvd. S., 2<sup>nd</sup> Avenue North and City wide upgrades required due to overland and flooding problems during heavy rainstorms.

Bary Beck spoke to Unfunded Growth projects which included:

- D-24 (previously D-30) Lethbridge Regional Police Headquarters Expansion – to address current space shortages and anticipated future space needs
- D-25 (previously D-32) Transit Facility Expansion – spatial deficiencies need to be addressed
- D-31 (previously D-37) Bill Kergan Centre Renovation – addition of 375 sq. feet and renovation of the existing building as well as reconfiguring of the parking lot
- D-32 (previously D-38) Exhibition Infrastructure Upgrades and Renovation – replacement of existing underground infrastructure and replacement of roof, electrical and HVAC system
- D-34 (previously D-40) Leisure Centre Plan

Also during the discussion of the projects Mr. Beck spoke to the following new Master Plans:

- D-12 Aquatics Master Plan
- D-13 Arena Master Plan
- D-14 Curling Master Plan
- D-15 Fire Master Plan
- D-16 Office Space Master Plan
- D-17 Recreation and Culture Master Plan

Discussion of this report resulted in questions with respect to the following:

- Clarification on the lack of life cycling programming for parks and why the parks are in such poor condition
- Clarification of the assessments completed to determine the needs of every single park in the community
- Timelines for moving forward with the Twin Ice Centre and estimated completion date
- Potential success of the proposed sewer upgrades listed in D-41 to D-45 in terms of preventing flooding in future
- Justification of the prioritization of the Storm Sewer Upgrades e.g. Glacier Avenue South is first on the list because it offers the greatest protection for the greatest amount of homes
- Clarifications of sheets D-1, D-2 and D-3 – why some projects are included in the budget and other are unfunded
- Effect of removing funded projects from the CIP

## 1.2 Corey Wight, City Treasurer, re Discussion on Project Funding

Corey Wight outlined the funding available for projects:

Transportation Projects which includes roadways, bridges, pathways and sidewalks – can be funded through a Basic Capital Grant, Pay-as-You-Go, MSI/AMIP Grant, other Grants and Offsite Levies

Community Projects which includes sport/recreational/culture facilities; other facilities such as Public Operations, Transit, Community partnerships and Stormwater – can be funded from Pay-as-You-Go, MSI/AMIP Grant, other Grants and Internal Loans

Environmental Utilities such as water, wastewater and solid waste can be funded from MSI/AMIP Grant, external loan and offsite levies.

Electric Utilities such as transmission, distribution can be funded from MSI/AMIP Grant, External Loan and MRSR.

With the aid of graphs he outlined capacity in the following funding models including MSI, AMIP and NDCC and MCP Grants as well as Pay-As-You-Go and Borrowing capacity.

Discussion of the funding options resulted in questions with respect to the following:

- Clarification of the availability of funds
- Clarification of where the baseline is
- Potential borrowing available and the effect on the operation budget and possible increase on taxation

---

**Break: 11:45 a.m. to 12:45 p.m.**

---

## 1.3 John King and Wade Coombs, Transit re Smart Card Technology/New Fare Collection and Data Analysis System

Mr. Coombs outlined the objectives, the current system used, alternative strategies and conclusions and recommendations for moving forward with a new fare collection and Data Analysis system.

He advised that taking the bus would be more convenient because of the ability to reload smart cards, have fare boxes that count coins and technology that would collect data on ridership and would assist Administration to plan more effectively. The cost to implement is approximately \$1.7 million which has been approved under the Federal Gas Tax Fund. This program could increase operating costs by approximately \$110,000 in 2012.

Mr. Coombs explained:

- the current system fare boxes explaining that they are over 40 years and spoke to the limited capabilities of the system
- alternative strategies and the advantages and disadvantages of alternative systems
- analysis of the estimated one time capital costs and ongoing annual operating costs

Discussion of the presentation resulted in questions with respect to the following:

- Clarification on the annual operating costs and if they included additional staffing
- New cash boxes accepting bills or only coins
- Universality of smart card technology and the ability for other Business Units to use the same technology
- Occasional users having the ability to use cash and the process for refilling the smart card
- Clarification of the process of using a smart card from the perspective of the customer



- Convenience of locations for purchase and refilling of smart cards
- Process and security for customers who lose their smart card
- GPS potential and the extra costs involved
- GPS system providing information to customers as to when the next bus would be arriving

**1.4 Bary Beck, Director of Community Services and Chief Tom McKenzie, Lethbridge Regional Police Service, re Response to City Council Inquiries regarding the Lethbridge Regional Police Headquarters Expansion**

**Mr. Beck, Director of Community Services and Police Chief McKenzie** outlined the various options available in order to move forward with the expansion:

- Option 1 would be a full build including addition, parking structure and internal renovations in 2014 – 2015 –cost of 26.7 Million
- Option 2 would hold off construction and stretch the project out and require relocation of Police Administration with the building being completed in stages - cost of 29.5 Million
- Option 3 would stretch the project out further and require relocation of Police Administration, Renovations and Building Addition in 2 phases, and an additional phase for the parking structure – cost of 40 Million

Discussion of the options resulted in questions with respect to the following:

- Potential of going forward with Option 1 and the availability of accommodating other municipal services for a period of time until the building has reached capacity
- Why Options 2 and 3 require relocation of the Police Administration
- Cost of the relocation to the Old Court House
- Use of Regional Teams in the Policing process and space availability
- Clarification on capital funding available, debt payment on the current structure and the use of the MSI Grant
- Advantages of Option 1 and 2
- Security requirements if the building is occupied by other Municipal Departments
- Input on operating costs
- Options for a less expensive way to build

**Discussion on Directional Resolutions included:**

- 1. Downtown Redevelopment Area Plan/Parkade/Badlands funding**
  - Clarification on the Downtown Parkade and the resolution approved in 2007 at the CIP discussions and the status of the current Downtown Redevelopment Area Plan
  - Urgency of the Heart of Our City Committee to move forward with the Downtown Redevelopment Area Plan and the need for action rather than more public consultation
  - Clarification for the need for a business plan before moving ahead with the Parkade
  - Availability of Badlands funding and its use in the planning process
- 2. Cemetery**
  - City Manager clarified the status of City Council request to look at the impact of full costs recovery and the resulting changes in operations which would be needed

Meeting adjourned at 2:45 p.m.

**MINUTES** of a Finance Committee Meeting held on **Wednesday, May 12, 2010** at 1:20 P.M. in Council Chambers with the following in attendance:

**CHAIRMAN:** Deputy Mayor T.H. Wickersham  
**MAYOR:** R. D. Tarleck  
**ALDERMEN:** J.H. Carlson  
 R. Dodic  
 B. A. Lacey  
 R.K. Parker  
 M.A. Simmons  
 K.E. Tratch  
 S.G. Ward  
**OTHERS:** City Clerk, D. Nemeth  
 City Manager, G. Sherwin  
 City Treasurer, C. Wight  
 City Solicitor, D.S. Hudson  
 Director of City Manager's Office, K. Hopkins  
 Director of Infrastructure Services, D. Hawkins  
 Director of Community Services, B. Beck

---

### **Introductory Remarks 2011-2020 Capital Improvement Program**

**Deputy Mayor Wickersham** stated that the Finance Committee was meeting today to debate and make decisions regarding the 2011–2020 Capital Improvement Program (CIP). Projects included on Pages C-2, D-2, E-2 and F-2 require a resolution to accelerate, delay or amend. If that does not happen, these projects would be included in the 2011–2020 CIP as they appear in the draft document.

Projects on Page D-3 will require a positive resolution to be included in the final 2011–2020 CIP. If no resolution is passed to approve these projects, they will not be included.

The process for the adoption of the CIP was discussed. Open Houses will be held in the City Hall Foyer on Tuesday, May 18, 2010 and Thursday, May 20, 2010 from 5:00 – 8:00 p.m. In addition, story boards on each of the projects will be on display in the City Hall Foyer from May 17 to May 21, 2010 and June 7 to June 11, 2010.

The draft CIP document will be considered at June 14, 2010 Finance Meeting and the CIP will be scheduled for approval at the July 5, 2010 City Council Meeting.

---

The following resolutions were presented and debated:

#### **D-5 Community Arts Centre, University of Lethbridge Conservatory of Music**

##### **S.G. WARD:**

WHEREAS the previously approved Community Arts Centre (D-5) is expected to enter the construction phase in 2011 on the former IGA site, 721 - 3 Avenue South

AND WHEREAS the University of Lethbridge Conservatory of Music has been a valued contributor to the cultural life of Lethbridge area since its establishment in 1968

AND WHEREAS it is a community priority that Downtown Lethbridge be enhanced and revitalized by encouraging people to live, work, study and recreate Downtown

AND WHEREAS the University of Lethbridge Conservatory of Music provides quality music instruction to students of all ages and currently serves over 600 students per semester in both private and ensemble classes using 44 instructional staff

AND WHEREAS the University of Lethbridge Conservatory of Music programs and services align with the goals of the Community Arts Centre

THEREFORE BE IT RESOLVED THAT the Community Arts Centre (D-5) be expanded to address and include the requirements of the University of Lethbridge Conservatory of Music

AND FURTHER BE IT RESOLVED THAT a maximum upset price of \$4 million be assigned to the expanded requirements with funding from the Municipal Sustainability Initiative (MSI) grant.

**PRIOR TO A VOTE BEING CALLED ON THE FOREGOING RESOLUTION, THE FOLLOWING TAPLING RESOLUTION WAS PRESENTWED:**

**R. DODIC:**

BE IT RESOLVED THAT Resolution D-5 be tabled until the end of the meeting in order to determine what the impact of this decision would have on the Capital Improvement Program Budget for 2011 – 2020 as this project has not gone through the usual process of having had presentations and supporting documentation at any Finance Committee Meetings.

For: R.D. Tarleck  
J.H. Carlson  
R. Dodic  
M.A. Simmons  
T.H. Wickersham

Opposed: B.A. Lacey  
R. K. Parker  
K.E. Tratch  
S.G. Ward

-----CARRIED

.....

**D-22 (previously D-27) West Side Operations Depot**

**R. DODIC:**

WHEREAS the City continues to grow in all directions

AND WHEREAS the largest share of the growth is occurring on the West Side

AND WHEREAS the City’s operations base is currently located centrally on the North Side of the City

AND WHEREAS operational efficiencies and improved response times can be achieved in the provision of services such as snow and ice control, snow storage, sand and salt storage, material and equipment storage, and equipment fueling with the siting of a West Side operations depot

AND WHEREAS a West Side snow dump will decrease snow removal operating costs by reducing haul distances; improving snow removal efficiency and increasing public safety

THEREFORE BE IT RESOLVED THAT the West Side Operations Depot project (D-22) (previously D-27) in the amount of \$4.965 million with funding of \$2.4 million from the public operations facility project projected surplus, and \$2.565 million from the Municipal Sustainability Initiative (MSI) grant, be approved

AND FURTHER BE IT RESOLVED THAT Phase 3 of the project be accelerated from 2017 to 2016.

-----CARRIED

.....

**D-23** (previously D-28) **South Side Parks Depot**

**K.E. TRATCH:**

WHEREAS the Parks Operation deploys from the centrally located Public Operations site on the North Side

AND WHEREAS the City continues to grow in the South

AND WHEREAS parks maintenance equipment is typically slow moving and not well suited to lengthy trips along City streets as it poses a safety risk to our operators, increases travel times and reduces efficient service delivery

AND WHEREAS a South Side Parks Depot strategically located to accommodate equipment and material storage will improve operating efficiencies and productivity

THEREFORE BE IT RESOLVED THAT the South Side Parks Depot project (D-23) (previously D-28), in the amount of \$1.39 million with funding from the Municipal Sustainability Initiative (MSI) Grant, be approved.

-----**CARRIED**

.....

**D-29 Pedestrian and Bicycle River Crossing**

**S.G. WARD:**

WHEREAS the City continues to grow in all directions

AND WHEREAS in 2009 City Council protected the Chinook Trail as a future river crossing between the east and west parts of the City

AND WHEREAS it is desirable to accommodate and improve pedestrian and bicycle movements between the east and west

AND WHEREAS a dedicated pedestrian and cyclist pathway along the Chinook Trail corridor would improve pedestrian and bicycle access between the east and west parts of the City

THEREFORE BE IT RESOLVED THAT the Pedestrian and Bicycle River Crossing project (D-29), in the amount of \$550,000 for the preliminary design with funding from Community Pay-As-You-Go, be approved.

For J.H. Carlson  
S.G. Ward

Opposed: R.D. Tarleck  
R. Dodic  
B.A. Lacey  
R.K. Parker  
M.A. Simmons  
K.E. Tratch  
T.H. Wickersham

-----**DEFEATED**

.....

**D-24** (previously D-30) **Lethbridge Regional Police Headquarters Expansion**

**R. DODIC:**

WHEREAS the provision of Police Services is of crucial importance to citizens



AND WHEREAS the present location of the Lethbridge Regional Police Services which moved into their present location in 1996 has now exceeded its design occupancy

AND WHEREAS the population continues to increase necessitating an expansion of existing building to address critical space shortages and to accommodate future growth

AND WHEREAS the Lethbridge Regional Police Service utilizes a central deployment model where all police services are dispatched from a single site

AND WHEREAS deviating from this model would be impractical and unworkable from a policing perspective and result in a breakdown of effective communication between units as well as other inefficiencies

AND WHEREAS while alternative accommodation strategies were considered, the most feasible and economical solution is an expansion of the existing building

AND WHEREAS the proposed expansion will extend the service life of the headquarters building for approximately 25 years

THEREFORE BE IT RESOLVED THAT the Lethbridge Regional Police Headquarters Expansion Project, Option 1 (D-24) (previously D-30) be approved with funding of \$15.850 million from internal borrowing and \$10.591 million from the Municipal Sustainability Initiative (MSI) grant

AND FURTHER BE IT RESOLVED THAT \$0.264 million be added to the Art Acquisition Program with funding from Community Pay-As-You-Go, be approved.

-----CARRIED

.....

**D-25 (previously D-32) Transit Facility Expansion**

**B.A. LACEY:**

WHEREAS the Transit Facility was completed in 1984 to accommodate the maintenance and storage of vehicles and the administrative functions for transit services

AND WHEREAS service growth in public transit, school bussing and the addition of para-transit services has resulted in a fleet size expansion from 52 vehicles to 103 vehicles

AND WHEREAS community growth and adherence to service standard guidelines is predicted to create a need for 141 vehicles by 2025

AND WHEREAS the recently completed Transit Facility Functional Audit recommends the addition of 7,400 square meters of storage and vehicle service lines

THEREFORE BE IT RESOLVED THAT the Transit Facility Expansion (D-25) (previously D-32), be approved

AND FURTHER BE IT RESOLVED THAT the funding of \$16.382 million be allocated from the Alberta Municipal Infrastructure Program (AMIP) grant

AND FURTHER BE IT RESOLVED THAT \$0.164 million be added to the Art Acquisition Program with funding from Community Pay-As-You-Go, be approved.

-----CARRIED

.....

**D-31** (previously D-37) **Bill Kergan Centre Rehabilitation and Upgrade, Southern Alberta Ethnic Association (207 – 13 Street North)**

**M.A. SIMMONS:**

WHEREAS the community support for a new Multicultural Heritage Centre was identified in the Recreation and Cultural Master Plan (2007)

AND WHEREAS a facility condition audit of the Bill Kergan Centre indicates that rehabilitation of most major building systems is required

AND WHEREAS a functional spatial needs assessment has been completed by the Southern Alberta Ethnic Association (SAEA) and that significant renovations are required to ensure that the centre can facilitate the SAEA programs and services

THEREFORE BE IT RESOLVED that the Bill Kergan Centre Rehabilitation and Upgrade project (D-31) (previously D-37) be approved and scheduled as follows:

2012 – 2013	Planning and design
2014	Construction

AND FURTHER BE IT RESOLVED THAT the project costs be shared with the Southern Alberta Ethnic Association contributing \$1.5 million towards the project and the City funding \$4.052 million from the Municipal Sustainability Initiative (MSI) grant

AND FURTHER BE IT RESOLVED THAT \$56,000 be added to the Art Acquisition Program (D-28) with funding from Community Pay-As-You-Go, be approved.

-----CARRIED

.....

**D-32** (previously D-38) **Lethbridge and District Exhibition Park Infrastructure Upgrades and Replacement**

**S.G. WARD:**

WHEREAS the Lethbridge and District Exhibition Park plays an important role in providing opportunities for trade space, conference and banquet facilities, agriculture and trade displays, community events and entertainment

AND WHEREAS a 15 year lease has been negotiated for use of the existing Lethbridge and District Exhibition Park grounds

AND WHEREAS the City recognizes there is a need to renew and rehabilitate the existing infrastructure

AND WHEREAS the Exhibition Park Board has requested to partner with the City of Lethbridge in the renewal and rehabilitation of the existing site by matching dollars contributed by the City on underground infrastructure with equal dollars spent by the Exhibition Park Board on building renewals and rehabilitation

AND WHEREAS these improvements are essential if the Lethbridge and District Exhibition Park is to remain viable and capable of offering a quality service to the people of Lethbridge and District

THEREFORE BE IT RESOLVED that the Lethbridge and District Exhibition Park Upgrades and Replacement (D-32) (previously D-38), be approved

AND FURTHER BE IT RESOLVED THAT the project costs be funded through a 50:50 cost sharing with the City's contribution of \$4.673 million funded from the Municipal Sustainability Initiative (MSI) grant

AND FURTHER BE IT RESOLVED THAT, if required by the Exhibition Park Board, a no interest loan of up to \$4.673 million for a term of 15 years, secured by land owned by the Exhibition Park Board, will be undertaken pursuant to the requirements of the Municipal Government Act

AND FURTHER BE IT RESOLVED THAT the Joint Committee of three City Council members and members of the Exhibition Park Board continue to oversee the project.

-----CARRIED

.....

**D-33 (previously D-39) Pathway System Expansion**

**R.K. PARKER:**

WHEREAS the City completed a Bikeways and Pathways Master Plan in 2007

AND WHEREAS the Master Plan identified some key pathway system improvements

AND WHEREAS pathway development and expansion is in alignment with the City’s future vision as defined by its Municipal Development Plan

AND WHEREAS pathways provide connectivity, multiple leisure opportunities, and the provision for alternative transportation

AND WHEREAS recent public surveys in Lethbridge identified that pathways are the most requested and desired recreational facility

THEREFORE BE IT RESOLVED THAT the Pathway System Expansion project (D-33) (previously D-39) in the amount of \$4.310 million with funding from Community Pay-As-You-Go

AND FURTHER BE IT RESOLVED THAT \$43,000 be added to the Art Acquisition Program with funding from Community Pay-As-You-Go, be approved.

***PRIOR TO A VOTE BEING CALLED ON THE FOREGOING RESOLUTION, THE FOLLOWING AMENDMENT AS AN ADDITION WAS PRESENTED:***

**S.G. WARD:**

AND FURTHER BE IT RESOLVED THAT the preliminary design for a dedicated pedestrian and cyclist corridor across the Old Man River at the Chinook Crossing site be included among the pathway expansion projects at a cost of \$150,000 with funding from the Community Pay-As-You-Go.

For: J.H. Carlson  
S.G. Ward

Opposed: R.D. Tarleck  
R. Dodic  
B.A. Lacey  
R.K. Parker  
M.A. Simmons  
K.E. Tratch  
T.H. Wickersham

-----DEFEATED

***A VOTE WAS THEN CALLED ON THE ORIGINAL RESOLUTION:***

-----CARRIED

.....

**D-34** (previously D-40) **Multi-Purpose Leisure Centre Plan**

**R.K. PARKER:**

WHEREAS a new Multi-Purpose Leisure Centre was identified as a priority by 57% of respondents in the 2007 Community Survey on Recreation and Cultural facilities

AND WHEREAS a concept plan including facility components, configuration, site, capital costing and business operating model would be required before investment could be considered

THEREFORE BE IT RESOLVED THAT the Multi-Purpose Leisure Centre Plan (D-34) (previously D-40), with funding of \$150,000 from Community Pay-As-You-Go, be approved.

Opposed: B.A. Lacey

-----CARRIED

.....  
**D41 to D45 Storm Sewer Upgrades – Glacier Avenue South, Great Lakes Place South, Lakemount Boulevard South, 2<sup>nd</sup> Avenue North, Citywide**

**K.E. TRATCH:**

WHEREAS the City experienced a severe wet weather event on July 1, 2008 which caused severe overland flooding

AND WHEREAS significant property damage occurred at 16 locations throughout the City as a result of the storm

AND WHEREAS it is desirable to make storm system improvements to reduce the risk of overland flooding in the future

AND WHEREAS the traditional engineered solutions are expensive and achieve only marginal improvements in flood protection

THEREFORE BE IT RESOLVED THAT the Administration be directed to work with the affected property owners in order to explore creative, non-traditional solutions to assist individual residents to discover and implement unique flood protection solutions

AND FURTHER BE IT RESOLVED THAT a budget of \$1 million funded from the Community Pay-As-You-Go, be approved.

For: K.E. Tratch  
S.G. Ward

Opposed: R.D. Tarleck  
J.H. Carlson  
R. Dodic  
B.A. Lacey  
R.K. Parker  
M.A. Simmons  
T.H. Wickersham

-----DEFEATED

.....  
**Directional 1 Designation of Land for Future West Lethbridge Community Facility Development**

**R.K. PARKER:**

WHEREAS the Crossings subdivision has been designed to serve as a community service core for West Lethbridge



AND WHEREAS there is a 30 acre parcel identified as a “swing site” in the Crossings Outline Plan

AND WHEREAS co-location of community facilities provides potential for efficient use of servicing and amenities and improved customer service

THEREFORE BE IT RESOLVED THAT a parcel of 15-20 acres be included in the recently assigned site for the Twinned Ice Centre located west of the intersection of Britannia Blvd and Mauretania Road be designated for future community facility development

AND FURTHER BE IT RESOLVED THAT a Master Plan for the site be prepared to guide future use of the site.

Opposed: B.A. Lacey

-----CARRIED

.....

**Directional 2 Beautification of 13<sup>th</sup> Street North between 2<sup>nd</sup> Avenue and 9<sup>th</sup> Avenue North**

**M.A. SIMMONS:**

WHEREAS 13 Street North between 2 Avenue and 9 Avenue North is in need of aesthetic upgrading

AND WHEREAS 13 Street North is a core commercial sector

AND WHEREAS the commercial sector is surrounded by residential neighbourhoods

AND WHEREAS there is need to rehabilitate existing planters and benches in the area

THEREFORE BE IT RESOLVED THAT Administration be directed to prepare an aesthetic upgrading plan, including cost of sustaining the upgrading, for consideration in the 2012 – 2014 Operating Budget discussions.

***PRIOR TO A VOTE BEING CALLED ON THE FOREGOING RESOLUTION, THE FOLLOWING AMENDMENT WAS PRESENTED:***

***Mayor Tarleck assumed the Chair***

**T.H. WICKERSHAM:**

AND FURTHER BE IT RESOLVED THAT the Businesses between 2<sup>nd</sup> Avenue and 9<sup>th</sup> Avenue North on 13 Street North be consulted to determine if they are prepared to share in the cost of the upgrading

For: R.D. Tarleck  
R. Dodic  
B.A. Lacey  
K.E. Tratch  
T.H. Wickersham

Opposed: J.H. Carlson  
R.K. Parker  
M.A. Simmons  
S.G. Ward

-----CARRIED

***Deputy Mayor Wickersham assumed the Chair***

***A VOTE WAS THEN CALLED ON THE RESOLUTION AS AMENDED:***

WHEREAS 13 Street North between 2 Avenue and 9 Avenue North is in need of aesthetic upgrading

AND WHEREAS 13 Street North is a core commercial sector

AND WHEREAS the commercial sector is surrounded by residential neighbourhoods

AND WHEREAS there is need to rehabilitate existing planters and benches in the area

THEREFORE BE IT RESOLVED THAT Administration be directed to prepare an aesthetic upgrading plan, including cost of sustaining the upgrading, for consideration in the 2012 – 2014 Operating Budget discussions.

AND FURTHER BE IT RESOLVED THAT the Businesses between 2<sup>nd</sup> Avenue and 9<sup>th</sup> Avenue North on 13 Street North be consulted to determine if they are prepared to share in the cost of the upgrading

For: R.D. Tarleck  
R. Dodic  
B.A. Lacey  
R.K. Parker  
M.A. Simmons  
K.E. Tratch  
T.H. Wickersham

Opposed: J.H. Carlson  
S.G. Ward

-----CARRIED

.....

**Directional 3 Lethbridge Regional Police Headquarters**

**K.E. TRATCH:**

WHEREAS the proposed expansion of the Lethbridge Regional Police Headquarters (D-24) (previously D-30) is anticipated to meet the spatial requirements of the Department for approximately 25 years

AND WHEREAS interim use of the excess capacity is desirable

THEREFORE BE IT RESOLVED THAT the Administration be directed to explore options for compatible uses of the excess capacity until it is required by the Lethbridge Regional Police Service

-----CARRIED

.....

**D-5 Community Arts Centre, University of Lethbridge Conservatory of Music**

**S.G. WARD:**

BE IT RESOLVED THAT D-5, Community Arts Centre, University of Lethbridge Conservatory of Music be lifted from the Table.

-----CARRIED

**S.G. WARD:**

WHEREAS the previously approved Community Arts Centre (D-5) is expected to enter the construction phase in 2011 on the former IGA site, 721 - 3 Avenue South

AND WHEREAS the University of Lethbridge Conservatory of Music has been a valued contributor to the cultural life of Lethbridge area since its establishment in 1968

AND WHEREAS it is a community priority that Downtown Lethbridge be enhanced and revitalized by encouraging people to live, work, study and recreate Downtown

AND WHEREAS the University of Lethbridge Conservatory of Music provides quality music instruction to students of all ages and currently serves over 600 students per semester in both private and ensemble classes using 44 instructional staff

AND WHEREAS the University of Lethbridge Conservatory of Music programs and services align with the goals of the Community Arts Centre

THEREFORE BE IT RESOLVED THAT the Community Arts Centre (D-5) be expanded to address and include the requirements of the University of Lethbridge Conservatory of Music

AND FURTHER BE IT RESOLVED THAT a maximum upset price of \$4 million be assigned to the expanded requirements with funding from the Municipal Sustainability Initiative (MSI) grant.

***PRIOR TO A VOTE BEING CALLED ON THE FOREGOING RESOLUTION, THE FOLLOWING FRIENDLY AMENDMENTS WERE ACCEPTED BY ALDERMAN WARD:***

**R.D. TARLECK:**

AND FURTHER BE IT RESOLVED THAT this approval be conditional upon the completion of a lease agreement that, at a minimum, the operating and life cycle costs of the Conservatory of Music be the full responsibility of the University of Lethbridge

**R. DODIC:**

AND FURTHER BE IT RESOLVED THAT ongoing efforts be made to seek capital contributions from the University of Lethbridge

***PRIOR TO A VOTE BEING CALLED, THE DEPUTY MAYOR RULED THAT THE RESOLUTION WOULD BE VOTED ON IN TWO PARTS WITH PART 2 BEING VOTED ON FIRST***

Alderman Dodic challenged the ruling of the Chair because if Part 1 does not succeed then Part 2 is irrelevant. Mayor Tarleck advised that he would accede to the wishes of the Chair. Deputy Mayor Wickersham acknowledged the challenge and then proceeded with his ruling of dealing with Part 2 first.

**Part 2**

AND FURTHER BE IT RESOLVED THAT this approval be conditional upon the completion of a lease agreement that, at a minimum, the operating and life cycle costs of the Conservatory of Music be the full responsibility of the University of Lethbridge

AND FURTHER BE IT RESOLVED THAT ongoing efforts be made to seek capital contributions from the University of Lethbridge

For: R.D. Tarleck  
J.H. Carlson  
B.A. Lacey  
K.E. Tratch  
S.G. Ward  
T.H. Wickersham

Opposed: R. Dodic  
R.K. Parker  
M.A. Simmons

-----**CARRIED**

**Part 1**

WHEREAS the previously approved Community Arts Centre (D-5) is expected to enter the construction phase in 2011 on the former IGA site, 721 - 3 Avenue South

AND WHEREAS the University of Lethbridge Conservatory of Music has been a valued contributor to the cultural life of Lethbridge area since its establishment in 1968

AND WHEREAS it is a community priority that Downtown Lethbridge be enhanced and revitalized by encouraging people to live, work, study and recreate Downtown

AND WHEREAS the University of Lethbridge Conservatory of Music provides quality music instruction to students of all ages and currently serves over 600 students per semester in both private and ensemble classes using 44 instructional staff

AND WHEREAS the University of Lethbridge Conservatory of Music programs and services align with the goals of the Community Arts Centre

THEREFORE BE IT RESOLVED THAT the Community Arts Centre (D-5) be expanded to address and include the requirements of the University of Lethbridge Conservatory of Music

AND FURTHER BE IT RESOLVED THAT a maximum upset price of \$4 million be assigned to the expanded requirements with funding from the Municipal Sustainability Initiative (MSI) grant.

For: R.D. Tarleck  
J.H. Carlson  
B.A. Lacey  
K.E. Tratch  
S.G. Ward  
T.H. Wickersham

Opposed: R. Dodic  
R.K. Parker  
M.A. Simmons

-----CARRIED

The meeting adjourned at 5:50 p.m.



MINUTES of a **Finance Committee Meeting** held on **Monday, June 14, 2010** in COUNCIL CHAMBERS at 1:00 PM with the following attendance:

<b>PRESENT:</b>	Acting Mayor	T.H. Wickersham
	Mayor	R.D. Tarleck
	Alderman	J.H. Carlson
	Alderman	R. Dodic
	Alderman	B.A. Lacey
	Alderman	R.K. Parker
	Alderman	M.A. Simmons
	Alderman	K.E. Tratch
	Alderman	S.G. Ward
	<b>OTHERS:</b>	City Clerk
	City Manager	G. Sherwin
	City Treasurer	C. Wight
	Director of City Manager's Office	K. Hopkins
	Director of Infrastructure Services	D. Hawkins
	Director of Community Services	B. Beck
	Director of Planning and Development	J. Greene

---

Deputy Mayor Wickersham advised that this meeting was to review the draft 2011-2020 Capital Improvement Budget (CIP) document and make amendments to the document, if necessary. He outlined the process that had been followed to date and the response from the Community consultation process. The approval of this CIP will allow for approximately \$298M projects to proceed.

**PRESENTATIONS:**

**1.1. 2011 - 2020 Capital Budget Discussion**

Corey Wight, spoke to the funding model and advised where changes were made in accessing grant funding.

Alderman Lacey advised that after second thoughts, she has decided to withdraw her resolution on the Performing Arts Centre Design and Construction:

.....

**Performing Arts Centre Design and Construction**

WHEREAS the completion of the Lethbridge Performing Arts Study has provided a clear vision for a multi-purpose theatre suitable for meeting the needs of current and future requirements of audiences, performers and touring programs' promoters

AND WHEREAS City Council has directed the Performing Arts Centre Steering Committee to complete a review of operating and capital funding options for consideration in the 2012 – 2014 Operating Budget deliberations

AND WHEREAS a committed municipal investment for capital funding has the potential to leverage matching funds from other levels of government and the private sector

THEREFORE BE IT RESOLVED THAT \$25,000,000 of the Municipal Sustainability Initiative (MSI) funding be earmarked in 2017 for the Performing Arts Centre project as an indication of City Council's support and to stimulate fund raising from other levels of government and the private sector

AND FURTHER BE IT RESOLVED THAT this funding be contingent upon additional funding being available from other sources.

-----**WITHDRAWN**

Alderman Dodic asked how citizens can be ensured that the full operating costs of the University of Lethbridge Music Conservatory in the Community Arts Centre are included in a lease agreement and he questioned if this could be done by July 5, 2010. Kathy Hopkins, Director of City Manager's Office, advised that a memo of understanding will be developed at the concept stage which should be completed in two months time.

.....

The following resolutions were presented and debated:

**C-15 Railway Rehab Program**

**S.G. WARD:**

WHEREAS the Alberta Transportation Rail Safety Branch has agreed to accelerate the high priority railway crossing improvements from a five year program to a two year program (2011 – 2012)

AND WHEREAS this program targets major rehabilitation of railway spur lines and roadway crossings throughout the City's Industrial Park

THEREFORE BE IT RESOLVED THAT the Railway Rehab Program (C-15) as revised, be approved

-----CARRIED

.....

**D 21 PARKS ASSET MANAGEMENT PROJECT and  
D 26 (previously D-22) - NORTH REGIONAL PARK PROJECT**

**J.H. CARLSON**

BE IT RESOLVED THAT funding of \$1,134,000 (in 2011/2012) on the Parks Asset Management project (D – 21) be amended from MSI grant to PAYG-Community

AND FURTHER BE IT RESOLVED THAT funding of \$2,200,000 (in 2014) on the North Regional Park Project (D-26) (previously D-22) be amended from PAYG-Community to MSI

-----CARRIED

.....

**D-23 – SOUTH SIDE PARKS DEPOT PROJECT**

**K.E. TRATCH:**

BE IT RESOLVED THAT the South Side Parks Depot Project (D–23) (previously D-28) be deferred by one year, and be approved and scheduled as follows:

2012 – 2013	Planning and Design
2014	Construction

-----CARRIED

.....

**E-14 - WASTE WATER TREATMENT PLANT HEADWORKS FACILITY and  
D-32 (previously D-38)- EXHIBITION INFRASTRUCTURE UPGRADE PROJECT**

**S.G. WARD:**

WHEREAS the 2008 -2017 CIP included projects for the Waste Water Treatment Plant Headworks Facility (E – 8 2008-2017 CIP) and Clarifier Upgrades (E–11 2008-2017 CIP) for a total of \$10,100,000 for both projects

AND WHEREAS these two projects have been combined in the 2011-2020 CIP (E-14) and the current cost estimates total \$8,600,000

AND WHEREAS \$1,100,000 of Alberta Municipal Infrastructure Program (AMIP) grant funding was applied to this project by the Finance Committee Resolution on November 21, 2008

AND WHEREAS the reduced estimated cost of the project makes it no longer necessary to apply AMIP grant funding to this project

THEREFORE BE IT RESOLVED THAT the \$1,100,000 of AMIP grant funding identified on project E–14 (2011-2020 CIP) be changed to external borrowing

AND FURTHER BE IT RESOLVED THAT funding of \$1,100,000 on the Exhibition Infrastructure Upgrade & Replacement project (D–32) (previously D-38) be amended from MSI grant to AMIP grant funding in 2011.

-----CARRIED

.....

**R.D. TARLECK:**

WHEREAS Finance Committee has reviewed and made amendments to the ten-year Capital Improvement Program (CIP) for 2011-2020, May 10 through to June 14, 2010

AND WHEREAS there is an objective to approve a three (3) year capital plan (2011/12/13) within the ten-year planning context in order that the corresponding operating costs from the approved projects can be included in the 2012-2014 operating budget

THEREFORE BE IT RESOLVED THAT the 2011 to 2020 CIP, as amended, and the foregoing resolutions be approved and referred to City Council for consideration on Monday, July 5, 2010

AND FURTHER BE IT RESOLVED THAT the 2011 to 2013 CIP projects (as amended) be approved:

1. Transportation Projects outlined on Page C-1
2. Community Projects outlined on Page D-1
3. Waste & Recycling Services, Wastewater, Water, and Combined Deep Utility Projects outlined on Page E-1
4. Electric Projects outlined on Page F-1

-----CARRIED

The meeting adjourned at 2:11 PM.

MINUTES of the **Regular Meeting** of the City Council held on **Monday, July 5, 2010**

**PRESENT:**

Mayor	R.D. Tarleck
Alderman	J.H. Carlson
Alderman	R. Dodic
Alderman	B.A. Lacey
Alderman	R.K. Parker
Alderman	M.A. Simmons
Alderman	K.E. Tratch
Alderman	S.G. Ward
Alderman	T.H. Wickersham

**OTHERS:**

Deputy City Clerk	A. Neufeld
Legislative Coordinator	B. Burke
City Manager	G. Sherwin
City Treasurer	C. Wight
Director of City Manager's Office	K. Hopkins
Director of Infrastructure Services	D. Hawkins
Director of Community Services	B. Beck
Director of Planning and Development	J. Greene

**5.1 Directional Resolution regarding the University of Lethbridge Conservatory of Music component of the Community Arts Centre (C.I.P. 2011 - 2020)**

**590-C**

**R. Dodic:**

WHEREAS Finance Committee conditionally approved the expansion of the Community Arts Centre project to include the requirements of the University of Lethbridge Conservatory to a maximum of \$4 million

AND WHEREAS the approval was conditional upon the completion of a lease agreement that, at a minimum, stipulated that the operating and life cycle costs of the Conservatory of Music be the full responsibility of the University of Lethbridge

AND WHEREAS it was requested that efforts be made to seek capital funding from the University of Lethbridge

AND WHEREAS Nancy Walker, Vice President of Finance and Administration, University of Lethbridge in her presentation to City Council on June 7, 2010 reported that the University would be unable to make a capital contribution to the Community Arts Centre project

AND WHEREAS Ms. Walker further indicated that the University of Lethbridge could meet annual lease fee payments of up to \$129,000 to cover life cycle and operating costs associated with the expansion to accommodate the Conservatory

THEREFORE BE IT RESOLVED THAT prior to the adoption of a concept design and the beginning of the preparation of detail design drawings, the Administration be directed to complete a Memorandum of Agreement with the University of Lethbridge to confirm their commitment to enter into a lease agreement covering all incremental operating and lifecycle costs associated with the increased scope of the projects to accommodate the Conservatory programming.

----- **CARRIED**

<b>ACTION:</b>	<i>City Treasurer</i>
----------------	-----------------------

.....



## 5.2 Approval of Capital Improvements Program (CIP), 2011-2020

590-C

**Tom Wickersham, Deputy Mayor and Chair of the Finance Committee** advised that the City Financial Committee has met numerous times over the last few months to develop our “10 year 2011-2020 Capital Improvement Program Budget”, otherwise known as “CIP”. To allow for public input the City of Lethbridge held Open Houses May 18 & 20 and featured Story Board displays May 17 - 21 and June 7 - 11.

Every three years the CIP 10 year budget is revisited and re-evaluated. The two categories evaluated are Transportation Projects and Utility and Community Projects.

The proposed and recommended CIP budget to City Council for the next three years (2011-2013) is as follows: 42% Utilities, 21% Transportation, (for a total of 63% combined) and Community Projects at 37%. These three categories total \$297,000,000. If City Council approves this budget it will be funded by Federal and Provincial Grants at 40%, Pay-A-You-Go (PAYG) 4%, Municipal Revenue Stabilization Reserve (MRSR) – Electric 12%, Offsite Levies 16%, Borrowing 19%, Reserves 1% and other 7%.

The 10 year plan is \$727,925,000. A large portion of funding is from Federal and Provincial Grants. If City Council passes this resolution it will have a tax increase (including .15% Pay-As-You-Go, .14% Taxation, .15% 2012) on the next operating budget of 2012-2014.

A few of the CIP projects include:

- Twinned Ice Arena, \$26.3 million
- Community Arts Centre, \$21 million
- Helen Schuler Nature Centre Expansion and Renovations, \$4.5 million
- Lethbridge Regional Police Service Head Quarters (H.Q) Expansion, \$26 million
- Bill Kergan Centre Renovation, \$5.5 million
- Exhibition Park Infrastructure Upgrades, \$9.3 million

Deputy Mayor Wickersham advised the projects will improve the quality of life for the residents of Lethbridge. The CIP budget reflects the desires of most of our community and is a realistic Capital Program Budget.

He reported that it is always difficult to choose the top priority as there is limited funding available. However, with stimulus funding and grants available from Federal and Provincial money this budget cycle, he believes these projects will serve our community well in coming years.

### **T.H. Wickersham:**

WHEREAS Finance Committee has reviewed and made amendments to the ten-year Capital Improvement Program (CIP) for 2011-2020, May 10 through to June 14, 2010;

AND WHEREAS there is an objective to approve a three (3) year capital plan (2011/12/13) within the ten-year planning context in order that the corresponding operating costs from the approved projects can be included in the 2012-2014 operating budget;

AND WHEREAS Finance Committee passed the following directional resolutions at the meeting of May 12:

1. Designation of Land for Future West Lethbridge Community Facility Development
2. Beautification of 13th Street North between 2nd Avenue and 9th Avenue North
3. Lethbridge Regional Police Headquarters

AND THEREFORE BE IT RESOLVED THAT the 2011 to 2020 CIP, as amended, and the foregoing resolutions be approved

AND FURTHER BE IT RESOLVED THAT the 2011 to 2013 CIP projects (as amended) (attached C-1, D-1,

E-1, F-1), be approved:

**Note:**

1. Transportation Projects outlined on Page C-1
2. Community Projects outlined on Page D-1
3. Waste & Recycling Services, Wastewater, Water, and Combined Deep Utility Projects outlined on Page E-1
4. Electric Projects outlined on Page F-1

**Resolution 1 - Designation of Land for Future West Lethbridge Community Facility Development**

WHEREAS the Crossings subdivision has been designed to serve as a community service core for West Lethbridge

AND WHEREAS there is a 30 acre parcel identified as a “swing site” in the Crossings Outline Plan

AND WHEREAS co-location of community facilities provides potential for efficient use of servicing and amenities and improved customer service

THEREFORE BE IT RESOLVED THAT a parcel of 15-20 acres be included in the recently assigned site for the Twinned Ice Centre located west of the intersection of Britannia Blvd and Mauretania Road be designated for future community facility development

AND FURTHER BE IT RESOLVED THAT a Master Plan for the site be prepared to guide future use of the site.

.....  
**Resolution 2 - Beautification of 13<sup>th</sup> Street North between 2<sup>nd</sup> Avenue and 9<sup>th</sup> Avenue North**

WHEREAS 13 Street North between 2 Avenue and 9 Avenue North is in need of aesthetic upgrading

AND WHEREAS 13 Street North is a core commercial sector

AND WHEREAS the commercial sector is surrounded by residential neighbourhoods

AND WHEREAS there is need to rehabilitate existing planters and benches in the area

THEREFORE BE IT RESOLVED THAT Administration be directed to prepare an aesthetic upgrading plan, including cost of sustaining the upgrading, for consideration in the 2012 – 2014 Operating Budget discussions.

AND FURTHER BE IT RESOLVED THAT the Businesses between 2<sup>nd</sup> Avenue and 9<sup>th</sup> Avenue North on 13 Street North be consulted to determine if they are prepared to share in the cost of the upgrading

.....  
**Resolution 3 - Lethbridge Regional Police Headquarters**

WHEREAS the proposed expansion of the Lethbridge Regional Police Headquarters (D-24) is anticipated to meet the spatial requirements of the Department for approximately 25 years

AND WHEREAS interim use of the excess capacity is desirable

THEREFORE BE IT RESOLVED THAT the Administration be directed to explore options for compatible uses of the excess capacity until it is required by the Lethbridge Regional Police Service

----- **CARRIED**

<b>ACTION:</b>	<i>City Treasurer</i>
----------------	-----------------------