



2022 - 2031

Capital Improvement Program



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Overview of Minutes January 2019 - June 2021
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**OFFICE OF
CITY MANAGER**

June 21st 2021

HIS WORSHIP MAYOR SPEARMAN
AND MEMBERS OF CITY COUNCIL

RE: 2022-2031 CAPITAL IMPROVEMENT PROGRAM (CIP)

A four-year (2022 - 2025) Capital Plan within a ten-year (2022 - 2031) context was approved by City Council on June 1, 2021. This CIP document has been updated to include all amendments approved by Economic Standing Policy Committee in its deliberations during the week of May 10-14, 2021. This approved CIP document allows for planning and design to take place so projects scheduled for 2022 will be ready for construction. The operating costs relative to projects approved for 2022-2025 will be factored into the 2023-2026 Operating Budget.

The projects included in this Capital Improvement Program will shape the future of the Lethbridge community. The 2022 - 2031 CIP aims to fulfill City Council's commitment to complete projects previously approved, take care of existing assets, plan for the future and build new facilities that will enhance the quality of life of our citizens. Some of the significant projects approved for funding in the next four-year window include: Affordable Housing, a curbside organics program, Henderson Ice Centre upgrade, twin outdoor sports courts, Legacy Park pickleball courts, Fritz Sick Pool renovation, downtown 5th Street preliminary design, electric bus charging infrastructure, Westminster District Area Redevelopment Plan, Nikka Yuko Japanese Garden pathway, SAAG facility enhancements, Galt No.6 Mine Interpretative Park, Fire Station 3 relocation, West Lethbridge school gymnasium upsize and the Civic Commons Comprehensive Site Plan.

One of the challenges facing this City Council and the next City Council is the uncertainty regarding future provincial funding for capital projects. As Council is aware, the Province has announced its intent to transition from the Municipal Sustainability Initiative (MSI) funding framework to the Local Government Fiscal Framework (LGFF) at the end of fiscal year 2024. The Province has also announced that the transition in funding frameworks will be accompanied by a 25 per cent reduction in funding levels, which has been reflected in this document.

I'm looking forward to seeing these projects develop in the next four years. Each approved project is a very real step forward in creating better services and spaces for citizens of Lethbridge who can enjoy them now, and those who will enjoy them in years to come.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Craig Dalton'.

Craig Dalton,
City Manager

City of Lethbridge 2022 - 2031 Capital Improvement Program Evaluation Process

Overview

The task of allocating limited capital resources to a wide variety of capital projects is challenging. In order to assist City Council in making these decisions, projects are evaluated against criteria established by City Council. This evaluation can then be considered by City Council as one additional piece of information to assist in capital resource allocation. Because the City of Lethbridge places a high priority on maintaining current capital assets, projects pertaining to ongoing maintenance, such as street and recreation facility upgrading, are considered as high priority projects. The following documents provide the guiding principles for the project prioritization criteria, Lethbridge City Council Strategic Plan 2017-2021, the South Saskatchewan Regional Plan (SSRP), Municipal Government Act (MGA), Integrated Community Sustainability Plan/Municipal Development Plan Bylaw 6265 (ICSP/MDP) and various other master plans and regulatory requirements.

The following criteria form the basis of the evaluation.

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 and safety of public and employees
 - Compliance with regulations
 - Financial consequence
 - Community/public image
- Ability to respond to changing trends

Health and safety

Legislative and Regulatory requirements

Economic viability

Environmental enhancement

Public image and quality of life

Community Projects:

Maintaining Approved Capital Assets/Service Delivery

- Projects that are necessary to maintain the current functionality and level of service.

Community Support

- The project has demonstrated broad-based community support through a public process.

External Capital Contribution

- The project has external funding sources (e.g. grants specific to the project, partnerships or donations).

Economic Prosperity

- The project contributes to the local economy and reinforces the City's role as a regional center.

Well Designed City

- The project contributes to a well-designed city through smart growth, renewal, redevelopment and quality urban design.

Community Vibrancy

- The project enhances history, art, culture, sport, recreation or active living in the city.

Social Impact

- The project supports accessible housing, fostering a sense of belonging, accessibility/mobility or community social well-being.

Health and Safety Improvements

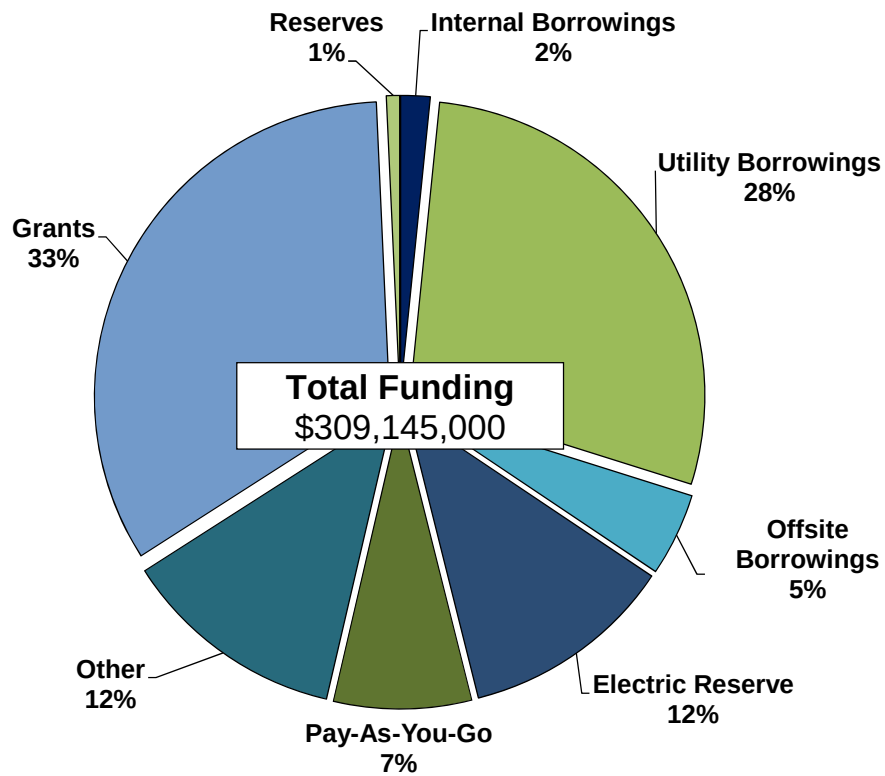
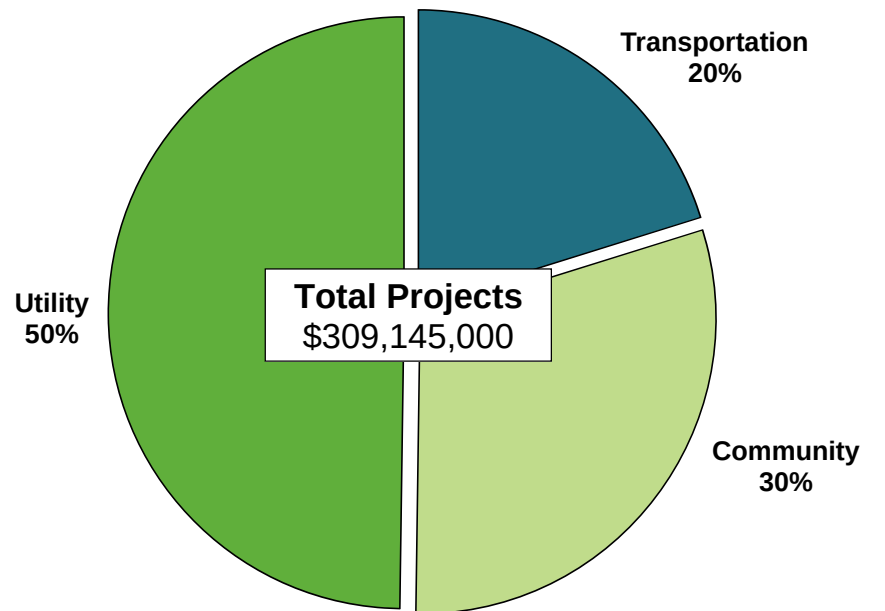
- The project improves the health and safety of the staff, user(s) or the community.

Project Planning

- The project is supported by comprehensive planning documents.

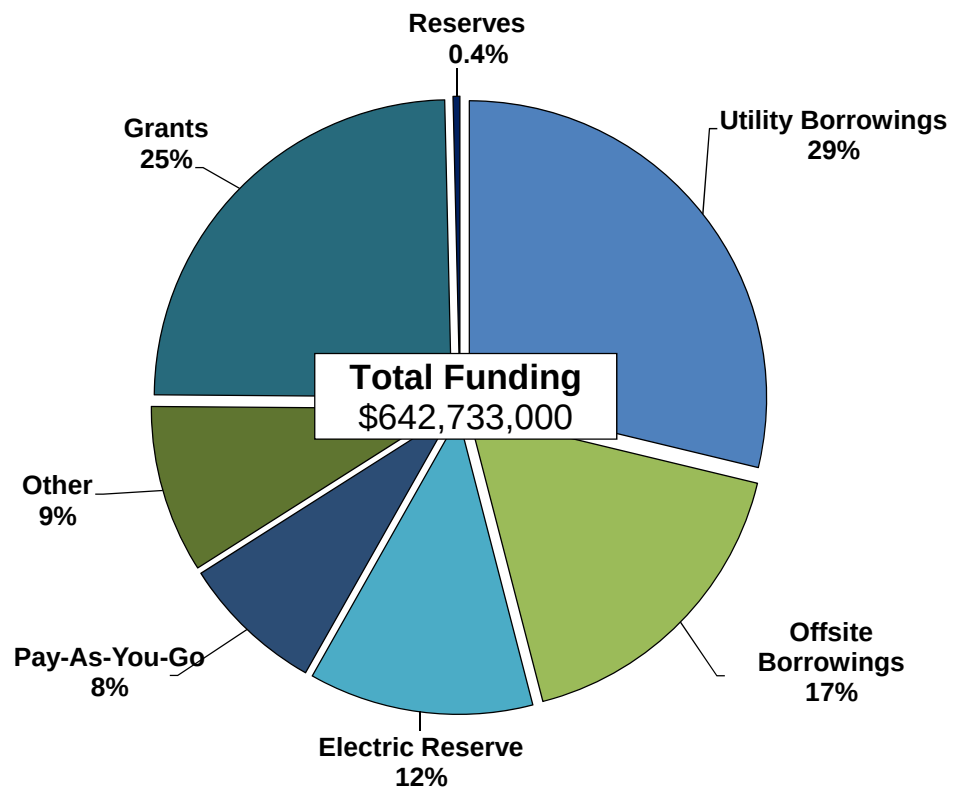
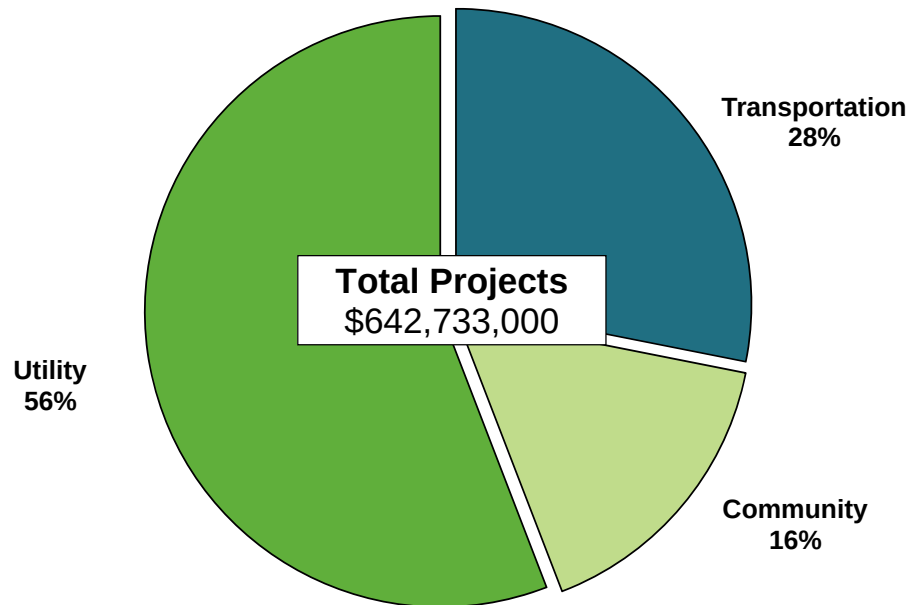
The Community Projects, were evaluated using a triple-bottom-line approach which considered each of the following separately: benefits and preparedness, cost impact and environmental impact. The triple-bottom-line evaluation allowed projects to be ranked/compared in several different ways.

A - 3
City of Lethbridge
Capital Improvement Program
2022-2025
(4 years)



Note: This does not include any portion of projects that are currently unfunded.

A - 4
City of Lethbridge
Capital Improvement Program
2022-2031
(10 years)



Note: This does not include any portion of projects that are currently unfunded.

City of Lethbridge
Capital Improvement Program 2022 - 2031
Operating Budget Cycles Within This Capital Improvement Period
Taxation Net Operating Costs (Note 1)

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

	Page	2023	2024	2025	2026	2027	2028	2029	2030
Transportation									
Infrastructure - Transportation									
Maintain Safety									
Bikeways/Pathways/Sidewalks Along Roadways	C - 6	25	38	50	63	75	88	100	113
Preserve Existing Infrastructure									
Bridge Rehabilitation Program	C - 9	10	10	10	10	10	10	10	10
Provide Access for Growth (Offsite Levy)									
North Scenic Drive (Uplands Blvd N to 44 Ave) Stage 1	CO - 2			14	14	14	14	14	14
Walsh Drive (University Dr to Metis Trail)	CO - 3					41	42	43	44
University Dr (Walsh Drive to Commercial Access)	CO - 5								11
Metis Trail (Coalbrook Gate to Greatbear Blvd)	CO - 6							13	13
26 Avenue North (23rd Street N to Scenic Dr) Stage 2	CO - 7								29
Community									
Funded Community Projects									
Previously Approved Projects									
West Lethbridge Operations Depot (Phase 3a)	D - 7	183	189	191	192	194	195	197	199
Maintain Current Assets/Ongoing Programs									
Pathways System Connections and Extensions	D - 10	22	33	44	55	66	77	88	99
Facility Assessment and Energy Efficiency Upgrades	D - 12	(15)	(30)	(45)	(60)	(75)	(90)	(105)	(120)
PSCC Secondary Site Renovations	D - 15	2	2	2	2	2	2	2	2
Henderson Ice Centre Upgrade	D - 17			105	108	109	111	112	114
Electric Bus and Charging Infrastructure	D - 18		(45)	(47)	(80)	(82)	(119)	(157)	(180)
Parks Irrigation Central Control	D - 19	2	4	6	8	8	8	8	8
New Facilities									
Fire Station #3 - 16th Ave S. Relocation	D - 22						642	650	652
Outdoor Sports Court	D - 23	28	29	30	31	31	32	33	34
Crossings Branch Expansion and Enhancement	D - 24	17	18	18	19	19	20	20	20
Galt No. 6 Mine Interpretative Park	D - 25		19	20	20	21	21	22	23
New School Site Development	D - 27	65	67	69	71	73	75	78	80
SAAG Facility Enhancements	D - 28			71	74	75	75	76	77
Legacy Park Pickleball Courts	D - 30	44	44	45	47	48	49	49	50
3rd Avenue South (Stafford Dr to MMD) Upgrade	D - 31					10	10	10	10
cityHUB - various locations	D - 33	118	121	125	129	133	137	141	145
cityHUB - Southgate	D - 34					(75)	(74)	(73)	(72)
Transit Terminal - ENMAX Centre	D - 35						84	86	88
Transit Terminal - Exhibition Park	D - 36						58	59	60
Royal View Memorial Cemetery (Phase 2)	D - 37						115	117	120
Arena Replacement	D - 38								751
Pay-As-You-Go Increase (Council Resolution July 9, 2007)		228	463	705	955	1,212	1,477	1,749	2,029
TOTAL OPERATING COSTS		729	960	1,412	1,656	1,908	3,058	3,342	4,423
Increase to taxation over prior year		\$ 729	\$ 232	\$ 451	\$ 244	\$ 252	\$1,150	\$ 283	\$ 1,081
% increase to taxation over prior year		0.46%	0.14%	0.28%	0.15%	0.15%	0.66%	0.16%	0.60%
Average annual impact on taxation		0.26%				0.39%			

Note 1: Net operating costs would include personnel costs, additional maintenance cost, and/or additional utility costs, if applicable, and is net of any anticipated savings or revenues expected to result from the capital investment project.

City of Lethbridge
Environmental Utilities
Capital Improvement Program 2022 - 2031
Net Operating Costs (Note 1)

		Project Estimated Operating Costs (All amounts below are in thousands)							
Page		2023	2024	2025	2026	2027	2028	2029	2030
Environmental Utilities									
<u>Waste & Recycling Services</u>									
Recycling									
Waste & Recycling Curbside Organics Collection	E - 7	3,474	3,543	3,614	3,686	3,760	3,835	3,912	3,990
		3,474	3,543	3,614	3,686	3,760	3,835	3,912	3,990
Landfill									
Waste & Recycling Disposal Cell Development and Closure	E - 8	100	105	105	110	110	110	110	110
Waste & Recycling Landfill Gas and Leachate Management	E - 9	100	100	100	125	125	125	125	125
Waste & Recycling Site Enhancements	E - 10	100	100	100	125	125	125	125	125
		300	305	305	360	360	360	360	360
TOTAL OPERATING COSTS		3,774	3,848	3,919	4,046	4,120	4,195	4,272	4,350
Utility Rate Impact:									
<u>Waste & Recycling Services</u>									
Dollar increase to monthly recycling fee		\$ 5.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note 1: Net operating costs would include personnel costs, additional maintenance cost, and/or additional utility costs, if applicable, and is net of any anticipated savings or revenues expected to result from the capital investment project.

Note 2: There are no operating costs related to Water or Wastewater projects.

B - 1

CITY OF LETHBRIDGE

PAY-AS-YOU-GO PLAN

OVERVIEW

The objective of this plan is to build into current spending levels, ie: the four 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.

CITY OF LETHBRIDGE

PAY-AS-YOU-GO PLAN

EFFECT ON TAXATION

	2022	2023	2024	2025
	\$	\$	\$	\$
Taxation supported Pay-As-You-Go financing				
Transportation	2,550,000	2,678,000	2,813,000	2,955,000
Community	3,250,000	3,350,000	3,450,000	3,550,000
	<u>5,800,000</u>	<u>6,028,000</u>	<u>6,263,000</u>	<u>6,505,000</u>
Add annual debt charges to taxation	7,207,147	7,625,980	7,625,980	7,625,980
Add (less) taxation contribution to (from) Major Capital Projects Reserve	922,853	504,020	504,020	504,020
	<u>13,930,000</u>	<u>14,158,000</u>	<u>14,393,000</u>	<u>14,635,000</u>
Note 1				
Increase to taxation over prior year	<u>222,000</u>	<u>228,000</u>	<u>235,000</u>	<u>242,000</u>
% Increase to taxation over prior year	<u>0.15%</u>	<u>0.15%</u>	<u>0.15%</u>	<u>0.15%</u>

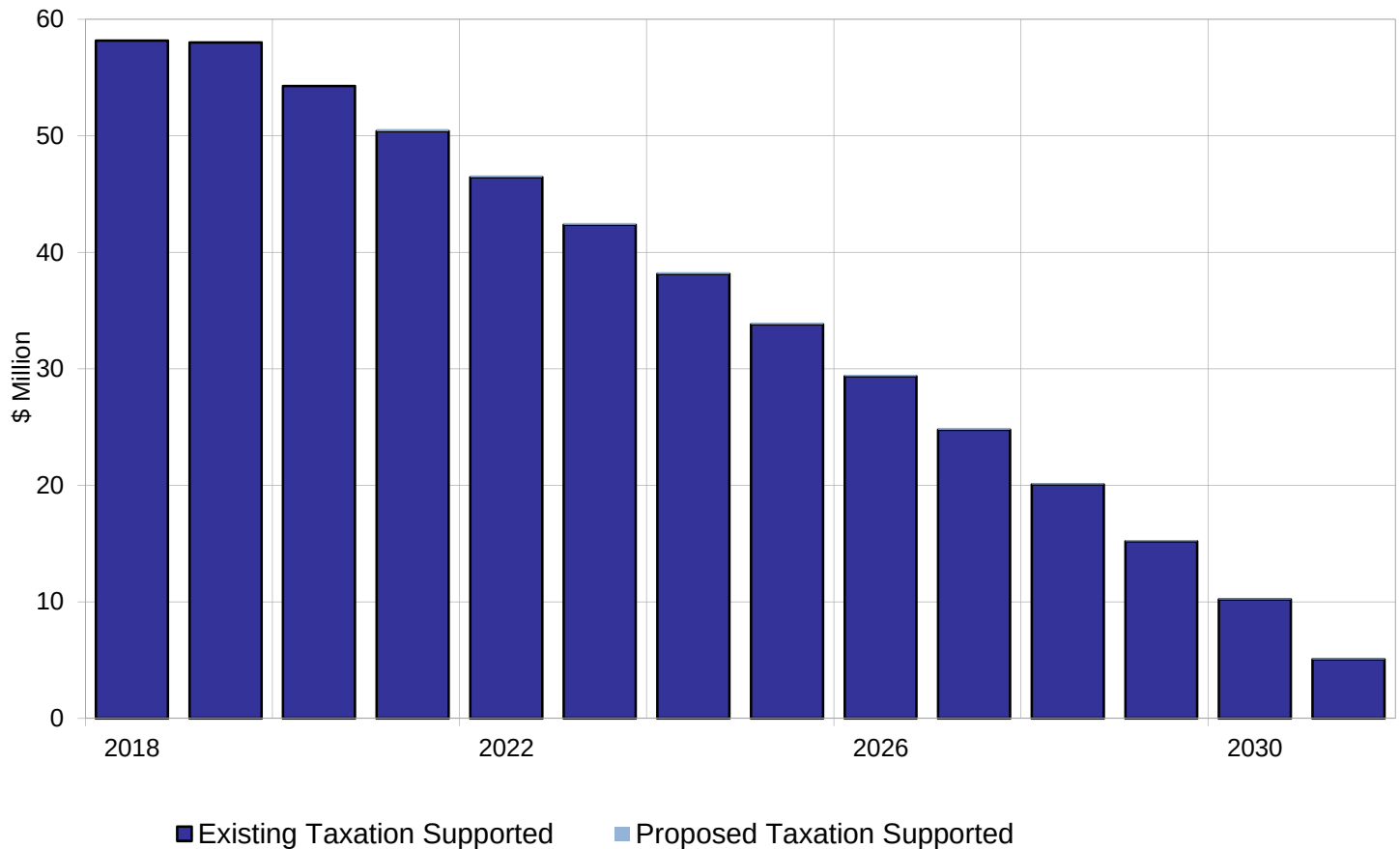
Note 1: As a result of the following Council Resolutions, the PAYG plan has been updated accordingly:

July 9, 2007: BE IT RESOLVED THAT the Pay-As-You-Go capacity be increased annually by 0.15% of the Municipal Tax Levy commencing in 2009.

2026	2027	2028	2029	2030	2031
\$	\$	\$	\$	\$	\$
3,105,000	3,262,000	3,427,000	3,599,000	3,779,000	3,967,000
3,650,000	3,750,000	3,850,000	3,950,000	4,050,000	4,150,000
6,755,000	7,012,000	7,277,000	7,549,000	7,829,000	8,117,000
7,625,980	7,625,980	7,490,441	7,490,441	7,262,262	6,096,904
504,020	504,020	639,559	639,559	867,738	2,033,096
14,885,000	15,142,000	15,407,000	15,679,000	15,959,000	16,247,000
250,000	257,000	265,000	272,000	280,000	288,000
0.15%	0.15%	0.15%	0.15%	0.15%	0.15%

Taxation Supported External Debt

2018-2031

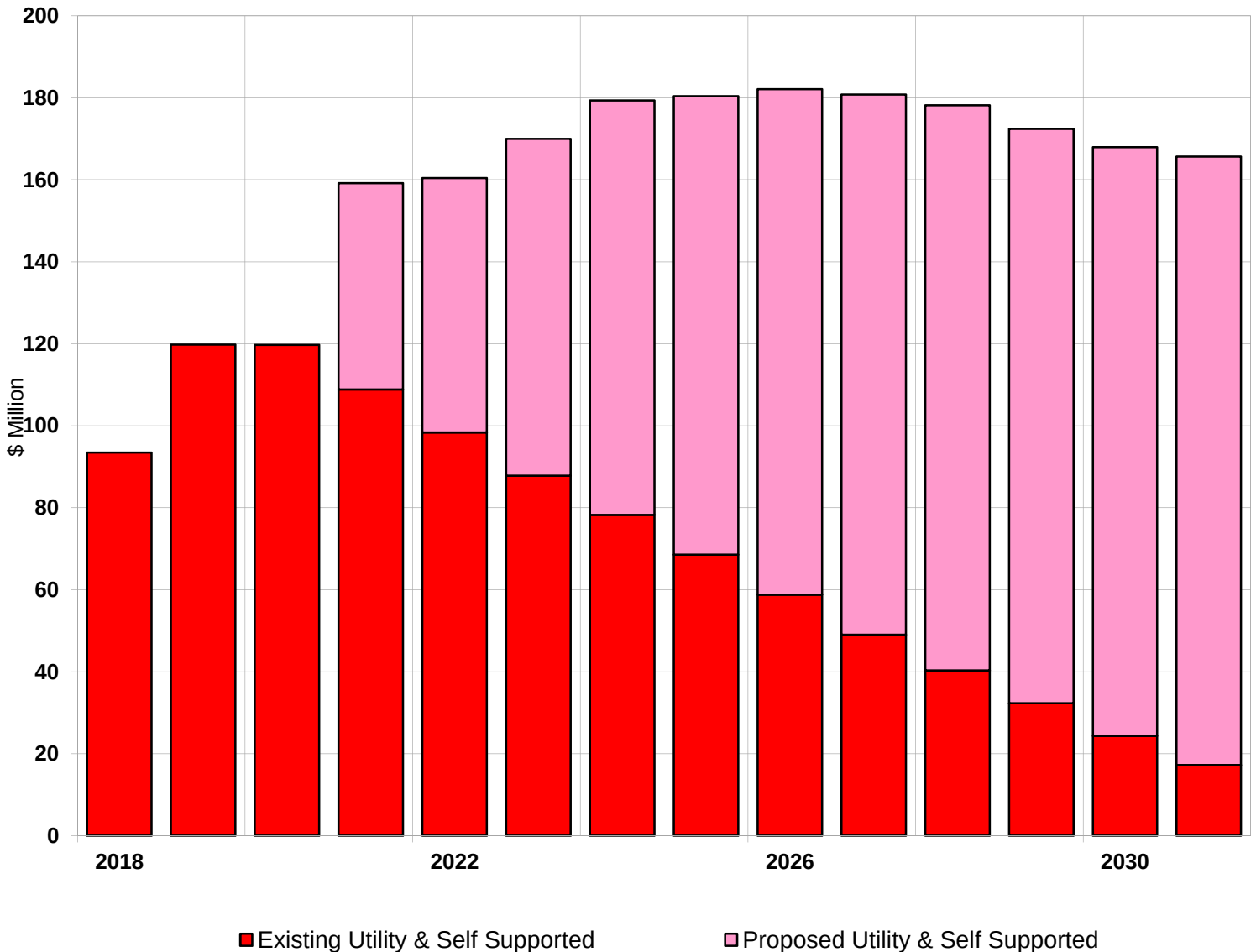


Taxation supported external debt for the City of Lethbridge relates to the construction of the ATB Centre - Phase 2 (Leisure Centre) which was approved in the 2014-2023 Capital Improvement Program. Prior to the requirement for debenture borrowing on this project, the City of Lethbridge had been free of taxation supported external debt. Given the magnitude of the ATB Centre project, external debenture debt was required as part of the overall funding strategy.

There are no other general funded external borrowings proposed within this ten-year capital improvement program.

Utility/Self Supported External Debt

2018-2031

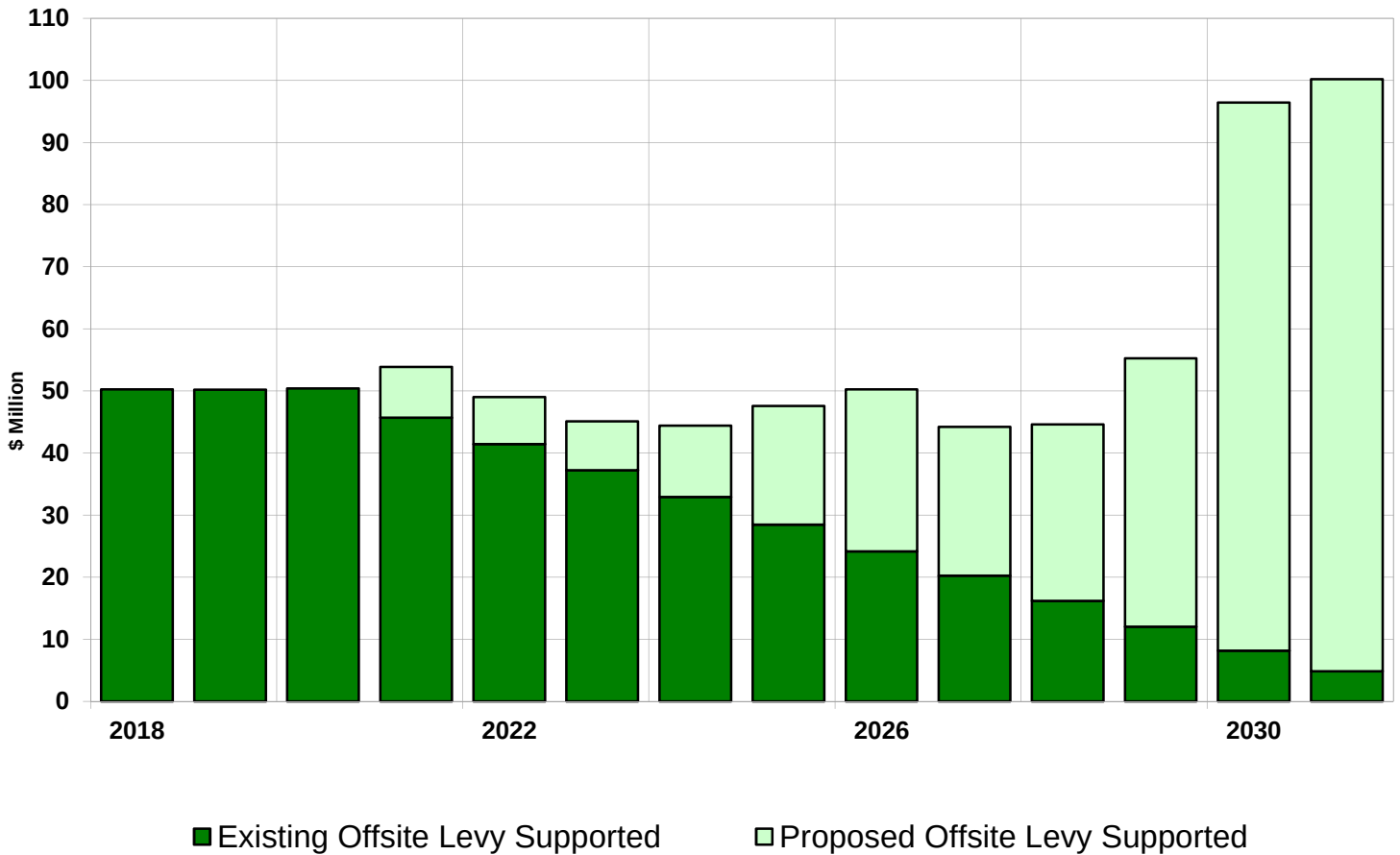


Utility supported debt includes borrowings for the Water Utility, Wastewater Utility, Waste & Recycling Utility, and Electric Utility. Self supported debt includes borrowings for the Lethbridge Airport, local improvements, land development, and debt on behalf of external agencies.

There are significant utility capital projects required within this ten-year capital improvement program. Proposed borrowings for these projects are listed on page B-6.

Offsite Levy Supported External Debt

2018-2031



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.

2021	\$281,000/ha
2022	\$281,000/ha
2023	To be determined
2024	To be determined
2025	To be determined

See page B-6 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	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
General Fund												
Affordable Housing	D - 32	5,000	-	-	-	-	-	-	-	-	-	5,000
Total Internal Borrowing		5,000	-	-	-	-	-	-	-	-	-	5,000

External Borrowings

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Waste & Recycling Services												
Waste & Recycling Centre Disposal Cell Development and Closure	E - 8	226	2,178	480	381	895	2,442	-	332	-	2,220	9,154
Waste & Recycling Centre Landfill Gas and Leachate Management	E - 9	1,698	2,775	1,885	233	-	277	-	222	-	-	7,090
Waste & Recycling Centre Site Enhancements	E - 10	2,129	2,331	1,476	1,170	722	333	-	333	-	-	8,494
Sustainability Enhancements	E - 11	830	200	-	100	389	-	-	-	-	-	1,519
		4,884	7,484	3,841	1,884	2,005	3,052	-	887	-	2,220	26,257
Water Utility												
Water Treatment Plant Process Redundancy	E - 12	-	673	3,933	-	-	-	-	-	-	-	4,606
Water Treatment Plant Medium Voltage Upgrades	E - 13	-	3,417	3,000	-	-	-	-	-	-	-	6,417
Water Treatment Plant UV Disinfection Upgrades	E - 14	-	-	-	-	3,000	-	-	-	-	-	3,000
Uplands and Garry Drive Reservoir Fill Line Twinning	E - 15	-	-	-	-	-	3,100	3,200	-	-	-	6,300
Uplands Reservoir Upgrades	E - 17	-	-	-	2,910	1,553	-	-	-	-	-	4,463
Mayor Magrath Reservoir Upgrades	E - 18	-	-	-	-	-	-	-	-	1,000	2,000	3,000
		-	4,090	6,933	2,910	4,553	3,100	3,200	-	1,000	2,000	27,786
Wastewater Utility												
Wastewater Treatment Plant Biosolids Treatment Upgrades	E - 19	-	2,946	-	-	-	-	-	-	-	-	2,946
Wastewater Treatment Plant Electrical Upgrades	E - 21	-	-	2,191	735	775	1,300	1,000	-	-	-	6,001
Wastewater Treatment Plant Bioreactor Aeration Blowers Upgrade	E - 22	-	-	1,700	1,700	-	-	-	-	-	-	3,400
Wastewater Treatment Plant UV Disinfection Upgrades	E - 23	-	-	-	400	2,500	-	-	-	-	-	2,900
Wastewater Treatment Plant Phosphorous Recovery	E - 24	-	-	-	500	-	-	-	1,000	5,000	4,000	10,500
Wastewater Treatment Plant Lagoon Upgrades	E - 25	-	-	-	-	-	500	2,500	2,000	-	-	5,000
		-	2,946	3,891	3,335	3,275	1,800	3,500	3,000	5,000	4,000	30,747
Electric Utility												
Distribution Extension & Improvement Annual Program	F - 8	8,850	8,400	8,700	8,500	8,670	8,843	9,020	9,201	9,384	9,572	89,140
		8,850	8,400	8,700	8,500	8,670	8,843	9,020	9,201	9,384	9,572	89,140
Offsite Levy Projects												
North Scenic Drive (Uplands Blvd to 44 Ave) Stage 1	CO - 2	-	-	3,453	-	-	-	-	-	-	8,862	12,315
Walsh Drive (University Dr to Metis Trail)	CO - 3	-	-	-	8,705	8,544	-	-	-	-	-	17,249
University Drive (Walsh Drive to Commercial Access)	CO - 5	-	-	-	-	-	-	-	9,510	-	-	9,510
Metis Trail (Coalbrook Gate to Greatbear Blvd)	CO - 6	-	-	-	-	-	-	6,602	-	-	-	6,602
26 Avenue North (23rd Street N to Scenic Dr) Stage 2	CO - 7	-	-	-	-	-	-	-	4,983	-	-	4,983
28 St North (Kodiak Gate to Blackwolf Entrance) Stage 1	CO - 8	-	-	-	-	-	-	-	-	7,538	-	7,538
West Siphon Screen Relocation	EO - 1	-	960	960	-	-	-	-	-	-	-	1,920
SE Sanitary Servicing 26 Ave (23 Street to Stafford Trunk)	EO - 3	-	-	-	-	-	-	-	3,127	-	-	3,127
Sanitary Main (Parkside Dr & 43 St to 24 Ave & 51 St/24 Ave to 33 Ave)	EO - 4	-	-	-	-	-	-	-	-	9,066	6,044	15,110
Gravity Main 28 St N (2 Ave to 15A Ave Sanitary Sewer)	EO - 5	-	-	-	-	-	-	-	-	9,270	-	9,270
Southeast Lift Station Phase 1	EO - 6	-	-	-	-	-	-	-	-	8,395	-	8,395
North 13 Street Storm Outfall	EO - 7	-	-	-	-	-	-	-	-	7,555	-	7,555
Macleod Drive West Storm Outfall	EO - 8	-	-	-	-	-	-	-	-	7,051	-	7,051
		-	960	4,413	8,705	8,544	-	6,602	17,620	48,875	14,906	110,625
Total External Borrowing		13,734	23,880	27,778	25,334	27,047	16,795	22,322	30,708	64,259	32,698	284,555

City of Lethbridge

External Borrowing Payments

Including Borrowings Proposed in this Capital Improvement Program

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All amounts below are in thousands of dollars										
Taxation Supported										
Buildings & Facilities	5,421	5,421	5,421	5,421	5,421	5,421	5,421	5,421	5,421	5,421
Self Supported										
Airport	50	50	49	49	49	49	49	49	49	49
Land Development	2,420	2,420	2,420	2,420	2,420	2,420	1,561	1,561	1,561	1,561
External Agencies	935	935	935	935	935	935	935	935	935	935
	3,405	3,405	3,404	3,404	3,404	3,404	2,544	2,544	2,544	2,544
Utility Supported										
Waste & Recycling Services										
Collection	423	423	423	423	423	423	423	255	31	31
Landfill	3,015	3,456	3,105	3,360	3,533	3,743	4,078	4,078	4,163	4,163
Recycling	1,158	1,158	1,158	1,158	1,158	1,158	1,158	622	622	622
	4,596	5,038	4,686	4,941	5,114	5,324	5,659	4,955	4,816	4,816
Wastewater										
Buildings	645	406	277	197	59	-	-	-	-	-
Treatment	1,739	1,739	1,914	2,238	2,515	2,692	2,842	3,133	3,383	3,799
	2,384	2,146	2,191	2,435	2,574	2,692	2,842	3,133	3,383	3,799
Water										
Buildings	482	482	482	482	482	482	309	129	107	43
Distribution	148	148	148	148	391	520	778	1,045	1,045	1,128
Treatment	923	923	1,399	2,076	2,076	2,426	2,426	2,426	2,426	2,426
	1,554	1,554	2,030	2,707	2,950	3,428	3,513	3,599	3,578	3,597
Electric										
Distribution	3,472	4,209	4,908	5,633	6,341	6,896	7,389	8,140	8,906	9,151
Transmission	1,738	1,738	1,738	1,738	1,738	1,738	1,738	1,738	1,738	1,203
	5,210	5,947	6,646	7,371	8,079	8,634	9,127	9,878	10,645	10,353
Offsite Levy Supported										
Transportation, Wastewater & Water	6,459	6,309	6,421	6,821	7,253	7,490	7,490	8,259	9,277	13,911
	6,459	6,309	6,421	6,821	7,253	7,490	7,490	8,259	9,277	13,911
Total External Borrowing Payments	29,029	29,819	30,800	33,100	34,795	36,393	36,596	37,790	39,663	44,441
Debt Service Limit										
Estimated Debt Service Limit (Note 1)	104,700	107,800	111,000	114,300	117,700	121,200	124,800	128,500	132,400	136,400
Estimated Debt Service Limit Remaining	75,700	78,000	80,200	81,200	82,900	84,800	88,200	90,700	92,700	92,000
Estimated % of Debt Service Limit Used	27.7%	27.7%	27.7%	29.0%	29.6%	30.0%	29.3%	29.4%	30.0%	32.6%

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 Borrowing (Reserve Repayments)

Including Borrowings Proposed in this Capital Improvement Program

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All amounts below are in thousands of dollars										
Taxation Supported										
Buildings & Facilities	2,542	2,961	2,961	2,961	2,961	2,493	2,358	2,358	2,130	964
Technology & Systems	120	120	120	120	120	120	120	120	120	120
	<u>2,663</u>	<u>3,081</u>	<u>3,081</u>	<u>3,081</u>	<u>3,081</u>	<u>2,614</u>	<u>2,478</u>	<u>2,478</u>	<u>2,250</u>	<u>1,085</u>
Self Supported										
Local Improvement	10	-	-	-	-	-	-	-	-	-
	<u>10</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Reserve Repayments	<u>2,673</u>	<u>3,081</u>	<u>3,081</u>	<u>3,081</u>	<u>3,081</u>	<u>2,614</u>	<u>2,478</u>	<u>2,478</u>	<u>2,250</u>	<u>1,085</u>

City of Lethbridge

External Borrowing Balance

Including Borrowings Proposed in this Capital Improvement Program

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All amounts below are in thousands of dollars										
Taxation Supported										
Buildings & Facilities	46,611	42,517	38,303	33,966	29,501	24,906	20,177	15,308	10,297	5,139
Self Supported										
Airport	491	456	421	385	348	310	271	230	188	145
Land Development	18,062	16,127	14,138	12,094	9,993	7,835	6,482	5,091	3,661	2,191
External Agencies	17,466	17,096	16,714	16,319	15,912	15,491	15,056	14,608	14,144	13,665
	36,019	33,679	31,272	28,798	26,253	23,636	21,809	19,929	17,994	16,001
Utility Supported										
Waste & Recycling Services										
Collection	2,616	2,253	1,882	1,502	1,113	715	307	58	30	-
Landfill	25,604	30,515	32,249	31,815	31,309	31,618	28,540	26,250	22,912	21,685
Recycling	10,145	9,298	8,424	7,524	6,596	5,639	4,652	4,175	3,683	3,176
	38,365	42,066	42,555	40,841	39,018	37,972	33,500	30,484	26,625	24,861
Wastewater										
Buildings	912	521	252	58	-	-	-	-	-	-
Treatment	16,409	18,012	20,439	22,064	23,406	23,144	24,429	24,966	27,276	28,243
	17,321	18,533	20,692	22,123	23,406	23,144	24,429	24,966	27,276	28,243
Water										
Buildings	2,732	2,323	1,902	1,469	1,024	566	269	146	42	-
Distribution	1,310	1,200	1,087	3,881	5,158	7,891	10,546	9,814	10,059	11,229
Treatment	9,662	13,066	18,940	17,380	18,777	16,867	14,905	12,887	10,812	8,679
	13,704	16,589	21,929	22,729	24,958	25,324	25,720	22,846	20,913	19,907
Electric										
Distribution	39,222	44,561	49,660	53,988	57,907	61,562	65,012	67,992	70,477	72,980
Transmission	15,811	14,556	13,266	11,937	10,570	9,163	7,714	6,223	4,688	3,645
	55,033	59,117	62,926	65,925	68,477	70,725	72,726	74,215	75,165	76,625
Offsite Levy Supported										
Transportation, Wastewater & Water	48,971	45,062	44,373	47,549	50,221	44,190	44,578	55,219	96,407	100,200
	48,971	45,062	44,373	47,549	50,221	44,190	44,578	55,219	96,407	100,200
Total External Borrowing Balance	256,023	257,564	262,050	261,931	261,835	249,896	242,938	242,968	274,677	270,977
Debt Limit										
Estimated Debt Limit (Note 1)	628,100	646,900	666,300	686,300	706,900	728,100	749,900	772,400	795,600	819,500
Estimated Debt Limit remaining	372,100	389,300	404,200	424,400	445,100	478,200	507,000	529,400	520,900	548,500
Estimated % of Debt Limit Used	40.8%	39.8%	39.3%	38.2%	37.0%	34.3%	32.4%	31.5%	34.5%	33.1%

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 Borrowing Balance

Including Borrowings Proposed in this Capital Improvement Program

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
All amounts below are in thousands of dollars										
Taxation Supported										
Buildings & Facilities	22,440	20,110	17,712	15,245	12,708	10,565	8,499	6,376	4,422	3,580
Technology & Systems	1,358	1,279	1,197	1,113	1,026	936	844	749	651	551
	<u>23,798</u>	<u>21,388</u>	<u>18,909</u>	<u>16,358</u>	<u>13,734</u>	<u>11,501</u>	<u>9,343</u>	<u>7,125</u>	<u>5,074</u>	<u>4,131</u>
Self Supported										
Land Development	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500
	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>	<u>5,500</u>
Total Internal Borrowing Balance	<u>29,298</u>	<u>26,888</u>	<u>24,409</u>	<u>21,858</u>	<u>19,234</u>	<u>17,001</u>	<u>14,843</u>	<u>12,625</u>	<u>10,574</u>	<u>9,631</u>

**INFRASTRUCTURE
TRANSPORTATION
CAPITAL IMPROVEMENT PROJECTS
2022-2031**

City of Lethbridge

Infrastructure - Transportation

Capital Improvement Program 2022 - 2031

Projects Commencing in the First Five Years

Project Costs		Project Costs					
Infrastructure - Transportation	Page	2022	2023	2024	2025	2026	2027-2031
All amounts below are in thousands							
<u>Transportation</u>							
Maintain Safety							
Intersection Improvements - Non-Growth	C - 5	1,380	1,380	1,380	1,330	1,520	7,100
Bikeways/Pathways/Sidewalks Along Roadways	C - 6	1,193	4,303	1,315	584	3,229	8,415
Accessibility Improvements	C - 7	608	638	670	704	740	4,288
		3,181	6,321	3,365	2,618	5,489	19,803
Preserve Existing Infrastructure							
Annual Overlay Program	C - 8	2,945	2,285	2,411	2,510	2,490	14,405
Bridge Rehabilitation Program	C - 9	195	7,880	675	2,400	1,600	1,880
Railway Rehabilitation Program	C - 10	827	818	858	900	944	5,490
Traffic Signals Replacement	C - 11	350	350	350	350	350	1,750
Community Lighting - Rehabilitation	C - 12	223	235	246	259	271	1,576
Major Sidewalk Rehabilitation Program	C - 13	326	342	359	378	396	2,300
Paved Lane Rehabilitation Program	C - 14	456	476	498	520	543	2,863
		5,322	12,386	5,397	7,317	6,594	30,264
Upgrade Existing System							
Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction	C - 15			5,800			4,500
10 Avenue S and 9 Avenue S Functional Planning and Design	C - 16		450				
In-Service Safety Review of Intersections	C - 19			250			
Variable Message Board Installations for Whoop-Up Drive TMS	C - 20				250		
			450	6,050	250		4,500
Provide Access for Growth (Offsite Levy)							
North Scenic Drive (Uplands Blvd to 44 Ave) Stage 1	CO - 2			3,453			8,862
Walsh Drive (University Dr to Metis Trail)	CO - 3				8,705	8,544	
University Drive (Walsh Dr to Hwy 3) Design	CO - 4					557	
				3,453	8,705	9,101	8,862
TOTAL PROJECTS		8,503	19,157	18,265	18,890	21,184	63,429

City of Lethbridge

Infrastructure - Transportation

Capital Improvement Program 2022 - 2031

Projects Commencing in the First Five Years

Project Funding	Project Funding					
	2022	2023	2024	2025	2026	2027-2031
	All amounts below are in thousands					
Borrowing - Offsites			3,453	8,705	8,544	8,862
Community Groups					94	
Grant - Active Transportation Fund		3,050				
Grant - Basic Municipal Transportation	5,151	11,376	10,688	5,422	8,351	30,159
Grant - Federal Gas Tax Fund (FGTF)	1,071	1,715	1,035	2,099	173	7,553
Grant - Other					828	
Offsite Levy					557	
PAYG - Transportation	2,281	3,016	3,089	2,664	2,637	12,355
Undetermined						4,500
TOTAL FUNDING	8,503	19,157	18,265	18,890	21,184	63,429

City of Lethbridge

Infrastructure - Transportation

Capital Improvement Program 2022 - 2031

		Project Costs												
Project Costs	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Infrastructure - Transportation						All amounts below are in thousands								
Transportation														
Maintain Safety														
Intersection Improvements - Non-Growth	C - 5	1,380	1,380	1,380	1,330	1,520	1,420	1,420	1,420	1,420	1,420	14,090		
Bikeways/Pathways/Sidewalks Along Roadways	C - 6	1,193	4,303	1,315	584	3,229	1,523	1,599	1,679	1,762	1,852	19,039		
Accessibility Improvements	C - 7	608	638	670	704	740	776	814	856	898	944	7,648		
		3,181	6,321	3,365	2,618	5,489	3,719	3,833	3,955	4,080	4,216	40,777		
Preserve Existing Infrastructure														
Annual Overlay Program	C - 8	2,945	2,285	2,411	2,510	2,490	2,789	2,715	2,841	2,967	3,093	27,046		
Bridge Rehabilitation Program	C - 9	195	7,880	675	2,400	1,600	1,810	20	10	20	20	14,630		
Railway Rehabilitation Program	C - 10	827	818	858	900	944	994	1,044	1,094	1,150	1,208	9,837		
Traffic Signals Replacement	C - 11	350	350	350	350	350	350	350	350	350	350	3,500		
Community Lighting - Rehabilitation	C - 12	223	235	246	259	271	285	300	315	330	346	2,810		
Major Sidewalk Rehabilitation Program	C - 13	326	342	359	378	396	416	437	459	482	506	4,101		
Paved Lane Rehabilitation Program	C - 14	456	476	498	520	543	518	544	571	600	630	5,356		
		5,322	12,386	5,397	7,317	6,594	7,162	5,410	5,640	5,899	6,153	67,280		
Upgrade Existing System														
Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction	C - 15	5,800						4,500			10,300			
10 Avenue S and 9 Avenue S Functional Planning and Design	C - 16	450									450			
18 Street Functional Planning and Design Study	C - 17													
Stafford Drive N Functional Planning and Design Study	C - 18										300	300		
In-Service Safety Review of Intersections	C - 19	250									250			
Variable Message Board Installations for Whoop-Up Drive TMS	C - 20				250						250			
Chinook Trail River Crossing (Preliminary Design)	C - 21						4,000				4,000			
		450			6,050	250	4,000	4,500		300	15,550			
Provide Access for Growth (Offsite Levy)														
North Scenic Drive and 26 Ave N Intersection	CO - 1						1,579				1,579			
North Scenic Drive (Uplands Blvd to 44 Ave) Stage 1	CO - 2	3,453									8,862	12,315		
Walsh Drive (University Dr to Metis Trail)	CO - 3				8,705	8,544				17,249				
University Drive (Walsh Dr to Hwy 3) Design	CO - 4						557				557			
University Drive (Walsh Drive to Commercial Access)	CO - 5									9,510	9,510			
Metis Trail (Coalbrook Gate to Greatbear Blvd)	CO - 6						6,602			6,602				
26 Avenue North (23rd Street N to Scenic Dr) Stage 2	CO - 7									9,966	9,966			
28 St North (Kodiak Gate to Blackwolf Entrance) Stage 1	CO - 8									7,538	7,538			
		3,453			8,705	9,101	1,579	6,602	19,476	7,538	8,862	65,316		
TOTAL PROJECTS		8,503	19,157	18,265	18,890	21,184	16,460	15,845	33,571	17,817	19,231	188,923		
Project Funding														
		2022	2023	2024	2025	2026	2027	2028	2029	2029	2030	2031		
Project Funding														
Borrowing - Offsites		3,453			8,705	8,544	6,602			14,493	7,538	8,862	58,197	
Community Groups												94		
Grant - Active Transportation Fund		3,050											3,050	
Grant - Basic Municipal Transportation		5,151	11,376	10,688	5,422	8,351	8,415	5,446	10,609	5,829	6,027	77,315		
Grant - Federal Gas Tax Fund (FGTF)		1,071	1,715	1,035	2,099	173	1,367	1,435	1,507	1,582	1,662	13,646		
Grant - Other												828		
Offsite Levy												952		
PAYG - Transportation		2,281	3,016	3,089	2,664	2,637	6,283	2,362	2,462	2,868	2,680	30,342		
Undetermined							4,500					4,500		
TOTAL FUNDING		8,503	19,157	18,265	18,890	21,184	16,460	15,845	33,571	17,817	19,231	188,923		

City of Lethbridge
Infrastructure - Transportation
Capital Improvement Program 2022 - 2031
Net Operating Costs

Please refer to A-5 for operating cost information related to this section.

Net operating costs would include personnel costs, additional maintenance cost, and/or additional utility cost if applicable.

City of Lethbridge
Grant - Basic Municipal Transportation
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance		8,962	10,084	5,068	829	1,947	226	(1,464)	(92)	(3,788)	(2,605)	
Capital Requirements												
Intersection Improvements - Non-Growth	C - 5	(1,250)	(1,250)	(1,250)	(1,200)	(1,400)	(1,300)	(1,300)	(1,300)	(1,300)	(1,300)	(12,850)
Bikeways/Pathways/Sidewalks Along Roadways	C - 6		(1,125)	(1,181)	(444)	(1,926)						(4,676)
Accessibility Improvements	C - 7	(304)	(319)	(335)	(352)	(370)	(388)	(407)	(428)	(449)	(472)	(3,824)
Annual Overlay Program	C - 8	(2,329)		(793)		(2,082)	(2,369)	(2,302)	(2,415)	(2,529)	(2,642)	(17,462)
Bridge Rehabilitation Program	C - 9	(135)	(7,505)	(610)	(2,160)	(1,260)	(1,809)	(18)	(9)	(18)	(18)	(13,542)
Railway Rehabilitation Program	C - 10	(388)	(409)	(429)	(450)	(472)	(497)	(522)	(547)	(575)	(604)	(4,893)
Traffic Signals Replacement	C - 11	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(3,000)
Community Lighting - Rehabilitation	C - 12	(148)	(156)	(163)	(172)	(180)	(189)	(199)	(209)	(219)	(230)	(1,865)
Major Sidewalk Rehabilitation Program	C - 13	(297)	(312)	(327)	(344)	(361)	(379)	(398)	(418)	(439)	(461)	(3,736)
Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction	C - 15			(5,300)								(5,300)
North Scenic Drive and 26 Ave N Intersection	CO - 1						(1,184)					(1,184)
26 Avenue North (23rd Street N to Scenic Dr) Stage 2	CO - 7								(4,983)			(4,983)
		(5,151)	(11,376)	(10,688)	(5,422)	(8,351)	(8,415)	(5,446)	(10,609)	(5,829)	(6,027)	(77,315)
Additions												
Grant Funding		6,273	6,360	6,449	6,540	6,631	6,724	6,818	6,914	7,011	7,109	66,829
		6,273	6,360	6,449	6,540	6,631	6,724	6,818	6,914	7,011	7,109	66,829
Closing Balance		10,084	5,068	829	1,947	226	(1,464)	(92)	(3,788)	(2,605)	(1,524)	

City of Lethbridge
Pay-As-You-Go (PAYG) - Transportation
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance		282	323	(16)	(291)		468	(2,554)	(1,489)	(351)	560	
Capital Requirements												
Intersection Improvements - Non-Growth	C - 5	(130)	(130)	(130)	(130)	(120)	(120)	(120)	(120)	(120)	(120)	(1,240)
Bikeways/Pathways/Sidewalks Along Roadways	C - 6	(122)	(128)	(134)	(140)	(208)	(156)	(164)	(172)	(180)	(190)	(1,594)
Accessibility Improvements	C - 7	(304)	(319)	(335)	(352)	(370)	(388)	(407)	(428)	(449)	(472)	(3,824)
Annual Overlay Program	C - 8	(616)	(570)	(583)	(411)	(408)	(420)	(413)	(426)	(438)	(451)	(4,736)
Bridge Rehabilitation Program	C - 9	(60)	(375)	(65)	(240)	(340)	(1)	(2)	(1)	(2)	(2)	(1,088)
Railway Rehabilitation Program	C - 10	(439)	(409)	(429)	(450)	(472)	(497)	(522)	(547)	(575)	(604)	(4,944)
Traffic Signals Replacement	C - 11	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(500)
Community Lighting - Rehabilitation	C - 12	(75)	(79)	(83)	(87)	(91)	(96)	(101)	(106)	(111)	(116)	(945)
Major Sidewalk Rehabilitation Program	C - 13	(29)	(30)	(32)	(34)	(35)	(37)	(39)	(41)	(43)	(45)	(365)
Paved Lane Rehabilitation Program	C - 14	(456)	(476)	(498)	(520)	(543)	(518)	(544)	(571)	(600)	(630)	(5,356)
Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction	C - 15			(500)								(500)
10 Avenue S and 9 Avenue S Functional Planning and Design	C - 16		(450)									(450)
Stafford Drive N Functional Planning and Design Study	C - 18									(300)		(300)
In-Service Safety Review of Intersections	C - 19			(250)								(250)
Variable Message Board Installations for Whoop-Up Drive TMS	C - 20				(250)							(250)
Chinook Trail River Crossing (Preliminary Design)	C - 21						(4,000)					(4,000)
		(2,281)	(3,016)	(3,089)	(2,664)	(2,637)	(6,283)	(2,362)	(2,462)	(2,868)	(2,680)	(30,342)
Additions												
Current Year Funding		2,550	2,678	2,813	2,955	3,105	3,262	3,427	3,599	3,779	3,967	32,135
		2,550	2,678	2,813	2,955	3,105	3,262	3,427	3,599	3,779	3,967	32,135
Previously Approved Allocations												
Metis Trail loan payment		(229)										(229)
		(229)										(229)
Closing Balance		323	(16)	(291)		468	(2,554)	(1,489)	(351)	560	1,847	



CITY OF

Lethbridge

Major Program: **Maintain Safety**Project Title: **Intersection Improvements - Non-Growth**Dept - Project #: **6a**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Intersection improvements include new traffic signals, pedestrian Rapid Rectangular Flashing Beacons (RRFB) signals, signal equipment upgrades, roundabouts, geometric improvements, pedestrian accommodation, pavement markings and addressing capacity and safety requirements. Improvement may also be made pertaining to traffic calming measures at intersections or along the roadway between intersections. Traffic calming improvements may include: • bulb outs at intersections • mini roundabouts • lane restrictions 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. The following intersections currently warrant different types of improvements: 26 Avenue N at Erminedale Blvd N, Stafford Drive N at St James Blvd N, 9 Avenue N at 20 Street N, Mt. Rundle Road W at Rocky Mountain Blvd W, Sunridge Mid-block crossing, Mildred Dobbs mid-block crossing north of school, McMaster Blvd W at Temple Blvd W, McMaster Blvd W at McGill Blvd W, Stafford Drive N at 3 Avenue N, Mayor Magrath Drive N at 2 Avenue N, Scenic Dr N at Grace Dainty Blvd N, Scenic Dr N at 40 Avenue N, Red Crow Blvd W at Stoney Cres W, Rivergreen at Grand River Blvd W, 12 Avenue S at 22 St, 18 Avenue N at 18 Street N. Additional intersections may be added to the list as they are identified through warrant review and analysis.	Intersection improvements will ensure safety is maintained and acceptable levels of service are restored. They typically improve pedestrian and cyclist safety and reduce congestion, collisions, delays, road user costs, travel times, emissions and driver/neighborhood frustration. These types of improvements typically provide the highest benefit-cost ratio of all capital roadway improvements. The improvements identified for this project are not specifically related to growth but are safety improvements required for arterial intersections or safety/capacity improvements required for collector and local intersections. Improvements may also include changes made pertaining to traffic calming measures. Examples of warrants and analysis used to establish the need for intersection improvements include: • Pedestrian crossing control warrants • Traffic signal warrants • Level of service (LOS) analysis • Volume to capacity ratio analysis • Collision data analysis

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		1,115	1,115	1,115	1,065	1,270	1,170	1,170	1,170	1,170	1,170	11,530
Consultive Services		135	135	135	135	130	130	130	130	130	130	1,320
		<u>1,250</u>	<u>1,250</u>	<u>1,250</u>	<u>1,200</u>	<u>1,400</u>	<u>1,300</u>	<u>1,300</u>	<u>1,300</u>	<u>1,300</u>	<u>1,300</u>	<u>12,850</u>
Costs - Non-Shareable												
Other		130	130	130	130	120	120	120	120	120	120	1,240
		<u>130</u>	<u>130</u>	<u>130</u>	<u>130</u>	<u>120</u>	<u>120</u>	<u>120</u>	<u>120</u>	<u>120</u>	<u>120</u>	<u>1,240</u>
Total Costs		<u>1,380</u>	<u>1,380</u>	<u>1,380</u>	<u>1,330</u>	<u>1,520</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>14,090</u>
Funding												
Grant - Basic Municipal Transportation		1,250	1,250	1,250	1,200	1,400	1,300	1,300	1,300	1,300	1,300	12,850
PAYG - Transportation		130	130	130	130	120	120	120	120	120	120	1,240
		<u>1,380</u>	<u>1,380</u>	<u>1,380</u>	<u>1,330</u>	<u>1,520</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>14,090</u>
Total Funding		<u>1,380</u>	<u>1,380</u>	<u>1,380</u>	<u>1,330</u>	<u>1,520</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>1,420</u>	<u>14,090</u>

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



As Warranted based on:

- Traffic and pedestrian Volumes,
- Incident History and
- Congestion

Intersection Improvements Non-Growth



CITY OF
Lethbridge

Major Program: **Maintain Safety**Project Title: **Pathways Along Roadways**Dept - Project #: **111**Start Year: **2027**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The intent of this project is to implement new multi-use pathways and within the public road right-of-ways (ROW), including rail and bridge crossings identified in the 2007 Bikeways and Pathways Master Plan and the 2016 Cycling Master Plan.	There are a number of cycling/pedestrian corridors that are needed to complete existing pedestrian and recreation corridors along roadways, as identified in the Parks Bikeways and Pathways Master Plan and Cycling Master Plan. This project will complete missing links and develop new pathway routes along the existing roadways through the development of multi-use pathways connecting with existing systems.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Other		61	64	67	70	74	78	82	86	90	95	767
		61	64	67	70	74	78	82	86	90	95	767
Costs - Shareable												
Construction		1,071	4,175	1,181	444	3,081	1,367	1,435	1,507	1,582	1,662	17,505
Consultive Services		61	64	67	70	74	78	82	86	90	95	767
		1,132	4,239	1,248	514	3,155	1,445	1,517	1,593	1,672	1,757	18,272
Totals Costs		1,193	4,303	1,315	584	3,229	1,523	1,599	1,679	1,762	1,852	19,039
Funding												
Community Groups						94						94
Grant						828						828
Grant - Active Transportation Fund			3,050									3,050
Grant - Basic Municipal Transportation			1,125	1,181	444	1,926						4,676
Grant - Federal Gas Tax Fund (FGTF)		1,071				173	1,367	1,435	1,507	1,582	1,662	8,797
PAYG - Transportation		122	128	134	140	208	156	164	172	180	190	1,594
		1,193	4,303	1,315	584	3,229	1,523	1,599	1,679	1,762	1,852	19,039
Total Funding		1,193	4,303	1,315	584	3,229	1,523	1,599	1,679	1,762	1,852	19,039
Projected Net Operating Costs		13	25	38	80	93	105	118	130	143	155	



Bikeways/Pathways/Sidewalks Along Roadways



CITY OF
Lethbridge

Major Program: **Maintain Safety**Project Title: **Accessibility Improvements**Dept - Project #: **4**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program involves construction of mobility ramps for any on-street parking stalls and ramp replacements to improve pedestrian mobility. All intersections and on-street wheel chair accessible parking areas in the downtown and other areas which are not currently constructed to this standard must eventually be upgraded. In addition, this program will include pedestrian pushbutton upgrades to Accessible Pedestrian Signal (APS) stations and relocation of pedestrian pushbuttons to improve pedestrian accessibility at signalized intersections. Approximately 75-100 ramps per year will be replaced during the course of this project. Once the ramps are installed in downtown, the program would move to focus on residential areas. In addition the program will also grind concrete/asphalt to improve riding surface or replace individual panels. Approximately 15-20 signalized intersections per year will be retrofitted with APS stations and improved pedestrian pushbutton locations to ensure accessibility. Locations will be prioritized based on high pedestrian activity, proximity to schools, community and recreation centers, facilities for seniors, and those with mobility and/or sensory impairments.	There are approximately 400 intersections and 400 wheel chair accessible 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 wheelchairs, walkers, strollers and carts. Accessibility ramps also increase safety for aging populations who are at risk of a trip and fall. Once all of the barrier free pedestrian access ramps have been installed, it will be time to replace older access ramps to new standards to improve mobility for all pedestrian users.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		304	319	335	352	370	388	407	428	449	472	3,824
		304	319	335	352	370	388	407	428	449	472	3,824
Costs - Non-Shareable												
Other		304	319	335	352	370	388	407	428	449	472	3,824
		304	319	335	352	370	388	407	428	449	472	3,824
Total Costs		608	638	670	704	740	776	814	856	898	944	7,648
Funding												
Grant - Basic Municipal Transportation		304	319	335	352	370	388	407	428	449	472	3,824
PAYG - Transportation		304	319	335	352	370	388	407	428	449	472	3,824
		608	638	670	704	740	776	814	856	898	944	7,648
Total Funding		608	638	670	704	740	776	814	856	898	944	7,648

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Accessibility Improvements



CITY OF
Lethbridge

Major Program: **Preserve Existing Infrastructure**Project Title: **Annual Overlay Program**Dept - Project #: **9a**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
This program targets rehabilitation of roadways throughout the City of Lethbridge transportation network. Locations are targeted using a pavement management program. This system relies on a database of condition assessments to determine roadway sections that require further evaluation by a technical professional. This approach yields the best value for our roadway rehabilitation budget. Current analysis indicates arterial and local road systems are in relatively good condition and that regular investments as indicated in this project should protect that investment. Additional funding in the last CIP did improve the overall condition of local roads however collector roads have fallen just below our established service levels and reallocation of funds is required to meet those levels. Required work usually involves milling a portion of existing asphalt and replacing it with new or recycled asphalt. This typically extends the life of the pavement for another 15 years. This CIP is being amended to allow the use of Federal Gas Tax Grant in lieu of Basic Municipal Transportation Grant.	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 continually maintain the transportation network. 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 the asset. The City of Lethbridge maintenance program includes crack sealing, applying "skin coats", and pothole patching. This project funds a major rehabilitation of the pavement surface. There are presently over 500 kilometres of paved roadways with an asset replacement value of approximately \$500 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. Over the last five years, our arterial and local road conditions have been maintained to a stable 72%-68% and 57%-55% respectively. However, the collector road Pavement Quality Index (PQI) over this same time period, has decreased from 64% to 56%. This has been confirmed with 2020 data collection.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Other		616	570	583	611	408	420	413	426	438	451	4,936
		616	570	583	611	408	420	413	426	438	451	4,936
Costs - Shareable												
Construction		2,329	1,715	1,828	1,899	2,082	2,369	2,302	2,415	2,529	2,642	22,110
		2,329	1,715	1,828	1,899	2,082	2,369	2,302	2,415	2,529	2,642	22,110
Totals Costs		2,945	2,285	2,411	2,510	2,490	2,789	2,715	2,841	2,967	3,093	27,046
Funding												
Grant - Basic Municipal Transportation		2,329		793		2,082	2,369	2,302	2,415	2,529	2,642	17,462
Grant - Federal Gas Tax Fund (FGTF)			1,715	1,035	2,099							4,849
PAYG - Transportation		616	570	583	411	408	420	413	426	438	451	4,736
		2,945	2,285	2,411	2,510	2,490	2,789	2,715	2,841	2,967	3,093	27,046
Total Funding		2,945	2,285	2,411	2,510	2,490	2,789	2,715	2,841	2,967	3,093	27,046

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Ongoing program varies as identified from
annual condition inspection program.

Annual Overlay Program



CITY OF
Lethbridge

Major Program: **Preserve Existing Infrastructure**Project Title: **Bridge Rehabilitation Program**Dept - Project #: **13a**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program targets rehabilitation of bridges and overpasses throughout the City of Lethbridge transportation network and urban parks systems. Locations are targeted using the Municipal Bridge Management System, which relies on a database of condition assessments to determine bridge structures that require further evaluation by technical professionals. There are a total of 53 structures with a capital asset value of over \$300 million. The average age of all bridge structures is 28 years and the average life span is 50 years. 2023 (major work) • Bridge #27: West bound Whoop Up Drive over Oldman River; - Girder coating rehabilitation \$6M (construction and engineering) - Expansion Joint Replacement \$500K - Mud Jacking West approach slab \$200K 2024 (major work) • Bridge #31P: 17St Over CNT Pedestrian Overpass - Pier Rehabilitation \$500K 2025 (major work) • Bridge #16: Scenic over 5th Ave North - Deck Rehabilitation \$1M • Bridge #21 Stafford over CPR - Deck Rehabilitation \$800K	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 Lethbridge residents, it is necessary to maintain the bridges in the transportation network. Major/minor rehabilitation work has been identified, analyzed and prioritized based on condition/severity index using the Bridge Management System software. Work programs generated from the software consist of a 10 year work plan for rehabilitation activities. This activity will ensure rehabilitation work is done at the appropriate time to minimize life cycle costs and ensure structural integrity of the structures. Currently the analysis done by the software and inspections indicate the bridges and structures are in good condition and that identified investments as indicated in this project should protect the investment. Rehabilitation needs for 2022 to 2031 are based on 2020 condition assessments. 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.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		117	6,505	550	2,127	1,045	1,538	16	8	16	16	11,938
Consultive Services		18	1,000	60	33	215	271	2	1	2	2	1,604
		135	7,505	610	2,160	1,260	1,809	18	9	18	18	13,542
Costs - Non-Shareable												
Other		60	375	65	240	340	1	2	1	2	2	1,088
		60	375	65	240	340	1	2	1	2	2	1,088
Total Costs		195	7,880	675	2,400	1,600	1,810	20	10	20	20	14,630
Funding												
Grant - Basic Municipal Transportation		135	7,505	610	2,160	1,260	1,809	18	9	18	18	13,542
PAYG - Transportation		60	375	65	240	340	1	2	1	2	2	1,088
		195	7,880	675	2,400	1,600	1,810	20	10	20	20	14,630
Total Funding		195	7,880	675	2,400	1,600	1,810	20	10	20	20	14,630
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		10	10	10	10	10	10	10	10	10	10	10
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	0

Comments



Bridge Rehabilitation Program



CITY OF
Lethbridge

Major Program: **Preserve Existing Infrastructure**Project Title: **Railway Rehabilitation Program**Dept - Project #: **248**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
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. Also, as part of the Alberta Transportation Rail Safety regulations, extensive testing/inspections and rehabilitation are required at the rail signals every ten years (2022). This system relies on intersection assessments to determine new traffic control measures to maintain safety and upgrade the existing system. The City presently owns and maintains approximately 8.5 km of industrial rail with a capital asset value of over \$7 million to provide rail service to businesses in the industrial area, including 19 road to rail crossings. In addition, the City is responsible for a portion of the rehabilitation costs at the CP Rail mainline crossings throughout the city. The following crossing locations are identified for improvements in the next four years: D-Lead at 5th Ave North G-Lead at 5th Ave North D-Lead at 2nd Ave North G-Lead at 2nd Ave North	These railway improvements will ensure safety is maintained and acceptable level of service is 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 Certificate. Monthly condition assessment inspections by qualified internal staff generate the City's industrial railway annual work program. In 2008, Alberta Transportation Rail Safety Branch identified the requirement to apply for an 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 an industrial railway standard and the requirement for signalization of a number of rail to road crossings. Rehabilitation of our rail spur lines is ongoing and based on inspections and compliance audits from our regulator, Alberta Transportation. Ten new rail signals were commissioned in 2012 and three more in 2015 by the City for our rail spur lines. There are approximately 19 rail road crossings in Lethbridge that the City is responsible for. New rail signals will be required as warranted. These improvements will meet current regulations, reduce traffic delays, road user costs, and driver frustration.

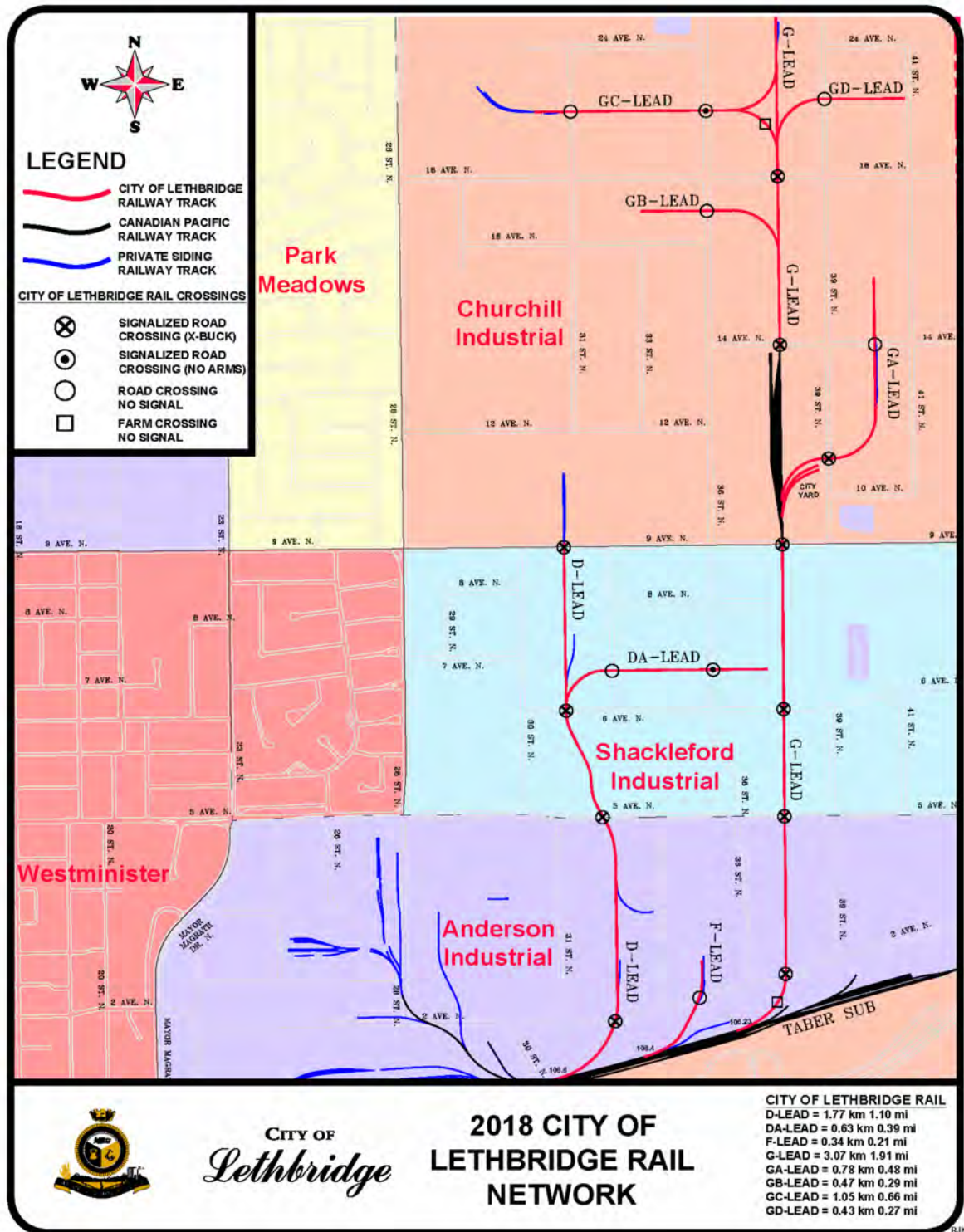
All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		350	368	386	405	425	447	469	492	517	543	4,402
Consultive Services		89	41	43	45	47	50	53	55	58	61	542
		439	409	429	450	472	497	522	547	575	604	4,944
Costs - Non-Shareable												
Construction		388	409	429	450	472	497	522	547	575	604	4,893
		388	409	429	450	472	497	522	547	575	604	4,893
Total Costs		827	818	858	900	944	994	1,044	1,094	1,150	1,208	9,837
Funding												
Grant - Basic Municipal Transportation		388	409	429	450	472	497	522	547	575	604	4,893
PAYG - Transportation		439	409	429	450	472	497	522	547	575	604	4,944
		827	818	858	900	944	994	1,044	1,094	1,150	1,208	9,837
Total Funding		827	818	858	900	944	994	1,044	1,094	1,150	1,208	9,837

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO₂e)**Comments**



Rail Rehabilitation Program



CITY OF
Lethbridge

Major Program: **Preserve Existing Infrastructure**Project Title: **Traffic Signals Replacement**Dept - Project #: **230**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This project ensures timely replacement of traffic control devices (signals) as they reach the end of their service life. Replacements may include concrete bases, detection systems, signal poles, traffic controllers, cabinets, underground conduits, pedestrian hardware, etc. Replacement may be entire signal or components of a signal depending on age and condition as determined through condition assessments. In 2018, costs include purchase and implementation of a Centralized Traffic Signal Control System (CTSCS) to facilitate remote access and monitoring of all the signalized intersections within the city.	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 146 traffic signals, 23 pedestrian actuated flashers and 32 Rectangular Rapid Flashing Beacons (RRFB) crosswalk systems within the city. Inspections for traffic signal structures (poles and mast arms) started in 2016 with inspections for the street lights (Community Lighting program).

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		300	300	300	300	300	300	300	300	300	300	3,000
Consultive Services												
		300	300	300	300	300	300	300	300	300	300	3,000
Costs - Non-Shareable												
Other		50	50	50	50	50	50	50	50	50	50	500
		50	50	50	50	50	50	50	50	50	50	500
Total Costs		350	350	350	350	350	350	350	350	350	350	3,500
Funding												
Grant - Basic Municipal Transportation		300	300	300	300	300	300	300	300	300	300	3,000
PAYG - Transportation		50	50	50	50	50	50	50	50	50	50	500
		350	350	350	350	350	350	350	350	350	350	3,500
Total Funding		350	350	350	350	350	350	350	350	350	350	3,500
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Traffic Signals Replacement



CITY OF
Lethbridge

Major Program: **Preserve Existing Infrastructure**Project Title: **Community Lighting - Rehabilitation**Dept - Project #: **226**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The primary objective is timely replacement of street light poles as they deteriorate, before they fail and increase City liability. In 2010, Transportation initiated its Condition Assessment Program. This program is well underway and we now have better information on the existing street light condition and can predict the remaining life cycle of the street light system and assist with our Community Lighting Rehabilitation Program. The Condition Assessment Program is currently being updated to include more comprehensive inspections of street lights and appropriate rehabilitation measures based on prioritization as recommended by a structural engineer. A regular Street Light Inspection Program will identify the annual funding levels required to maintain an acceptable condition.	Regular preventative maintenance presently conducted on the street lighting system consists of 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. The purpose of this program is to maintain the street lights to an acceptable standard.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		148	156	163	172	180	189	199	209	219	230	1,865
		148	156	163	172	180	189	199	209	219	230	1,865
Costs - Non-Shareable												
Other		75	79	83	87	91	96	101	106	111	116	945
		75	79	83	87	91	96	101	106	111	116	945
Total Costs		223	235	246	259	271	285	300	315	330	346	2,810
Funding												
Grant - Basic Municipal Transportation		148	156	163	172	180	189	199	209	219	230	1,865
PAYG - Transportation		75	79	83	87	91	96	101	106	111	116	945
		223	235	246	259	271	285	300	315	330	346	2,810
Total Funding		223	235	246	259	271	285	300	315	330	346	2,810

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Community Lighting Rehabilitation



CITY OF
Lethbridge

Major Program: **Preserve Existing Infrastructure**Project Title: **Major Sidewalk Rehabilitation Program**Dept - Project #: **14a**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
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 three to four 1-block sections to be replaced annually, which may consist of sidewalk installation to complete missing links. These upgrades include the installation of mobility ramps at intersections, or other locations where necessary.	In order to protect a very large capital investment and provide a safe environment for Lethbridge residents, it is necessary to maintain a safe sidewalk network particularly due to the high population of seniors in the city. There are presently 740 kilometers of sidewalks with an asset replacement value of \$80 million. On average, sidewalks should be replaced every 30 years, however, many last 50 years if properly maintained. Most sidewalk rehabilitation is funded by the operating budget through frontage levies. Major rehabilitation projects which are about one block or more in size, however, are eligible to be cost-shared from the Basic Municipal Transportation Grant.

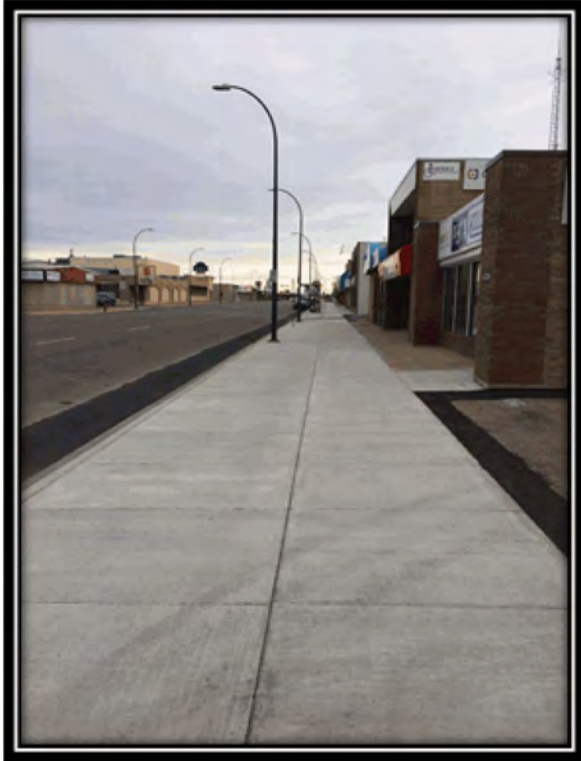
All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		297	312	327	344	361	379	398	418	439	461	3,736
		297	312	327	344	361	379	398	418	439	461	3,736
Costs - Non-Shareable												
Other		29	30	32	34	35	37	39	41	43	45	365
		29	30	32	34	35	37	39	41	43	45	365
Total Costs		326	342	359	378	396	416	437	459	482	506	4,101
Funding												
Grant - Basic Municipal Transportation		297	312	327	344	361	379	398	418	439	461	3,736
PAYG - Transportation		29	30	32	34	35	37	39	41	43	45	365
		326	342	359	378	396	416	437	459	482	506	4,101
Total Funding		326	342	359	378	396	416	437	459	482	506	4,101

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO₂e)**Comments**



Major Sidewalk Rehabilitation Program



CITY OF
Lethbridge

Major Program: **Preserve Existing Infrastructure**Project Title: **Paved Lane Rehabilitation Program**Dept - Project #: **291**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program targets paved lanes (back alleys) throughout the City of Lethbridge transportation network. Locations are targeted by the Lane Inventory System. This system relies on visual condition assessments to determine replacement sections. The program will provide for the rehabilitation of approximately 1 to 2 lanes annually. Work included in the program is not limited solely to surface rehabilitation, but also includes required underground piping and drainage improvements.	There are presently over 150 kilometers of paved lane roads with an asset replacement value of \$45 million. Currently, lane rehabilitation is also funded through the operating budget with a \$200,000 annual budget amount.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction		456	476	498	520	543	518	544	571	600	630	5,356
		456	476	498	520	543	518	544	571	600	630	5,356
Total Costs		456	476	498	520	543	518	544	571	600	630	5,356
Funding												
PAYG - Transportation		456	476	498	520	543	518	544	571	600	630	5,356
		456	476	498	520	543	518	544	571	600	630	5,356
Total Funding		456	476	498	520	543	518	544	571	600	630	5,356

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Paved Lane Rehabilitation Program



CITY OF
Lethbridge

Major Program: **Upgrade Existing System**Project Title: **Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction**Dept - Project #: **550**Start Year: **2024**End Year: **2029**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The project consists of detailed design and construction of the interchange in the following two stages: Stage 1 - 2024 • Provide additional lane on southbound to westbound ramp • Widen Scenic Drive to three northbound lanes and three southbound lanes • One post mounted variable message board Stage 2 - 2029 • Provide additional lane on eastbound to northbound ramp • Realign northbound to eastbound ramp	With the growth in traffic on the 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 City Council wanting to delay the third river crossing as long as practical, Whoop-Up Drive remains the primary route within our transportation system connecting east and west Lethbridge. A functional planning study was completed for the Whoop-Up Dr interchanges and short term recommendations were approved for inclusion into the future CIPs. This project will complete the necessary detailed design and construction of the short term recommendations as per the approved Functional Plan. This project is necessary to meet the increasing traffic demands across the river crossing and to enhance road safety.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction				4,800					3,600			8,400
Consultive Services				500					400			900
				5,300					4,000			9,300
Costs - Non-Shareable												
Other				500					500			1,000
				500					500			1,000
Total Costs				5,800					4,500			10,300
Funding												
Grant - Basic Municipal Transportation				5,300								5,300
PAYG - Transportation				500								500
Undetermined Funding									4,500			4,500
				5,800					4,500			10,300
Total Funding				5,800					4,500			10,300

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Whoop Up Dr/Scenic Dr Interchange Detailed Design and Construction



CITY OF
Lethbridge

Major Program: **Upgrade Existing System**Project Title: **10 Avenue S and 9 Avenue S Functional Planning and Design**Dept - Project #: **549**Start Year: **2023**End Year: **2023**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Complete a functional planning and design study to establish current and future needs of the transportation network in the hospital area. The corridors in this area include: 10 Avenue South from Scenic Drive South to Mayor Magrath Drive South 9 Avenue South from 13 Street South to Mayor Magrath Drive South and; the connecting streets (17 Street South and 19 Street South) around the hospital. The tasks of this study would include: • Community engagement • Review of the existing area plans i.e. Specialist Offices Plan and other Area Redevelopment Plans. • Road safety review • Traffic analysis • Active modes design • Parking assessment including the residential parking permit program • Utilities and storm water • Concept improvement options • Cost estimates	The area around the hospital and major transportation corridors serving the hospital are beginning to experience redevelopment and increased traffic. The area and corridors serving the area should be designed and planned in order to accommodate redevelopment in the area while carefully considering stakeholder needs. The 10 Avenue South corridor currently carries over 7,000 vehicles per day and the 9 Avenue South corridor over 5,000 vehicles per day. A number of streets at intersections along 10 Avenue South are located with offsets and experience sight line and pedestrian safety issues. The collision data along both these corridors show existence of road safety issues. A functional planning and design study should be completed for key corridors serving the hospital area to identify current and future transportation needs based on the Area Redevelopment Plan, the Transportation Master Plan, the Cycling Master Plan, and other relevant planning documents, and detailed safety reviews completed as part of the project.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services			450									450
			450									450
Total Costs			450									450
Funding												
PAYG - Transportation			450									450
			450									450
Total Funding			450									450

Estimated Debt Charges

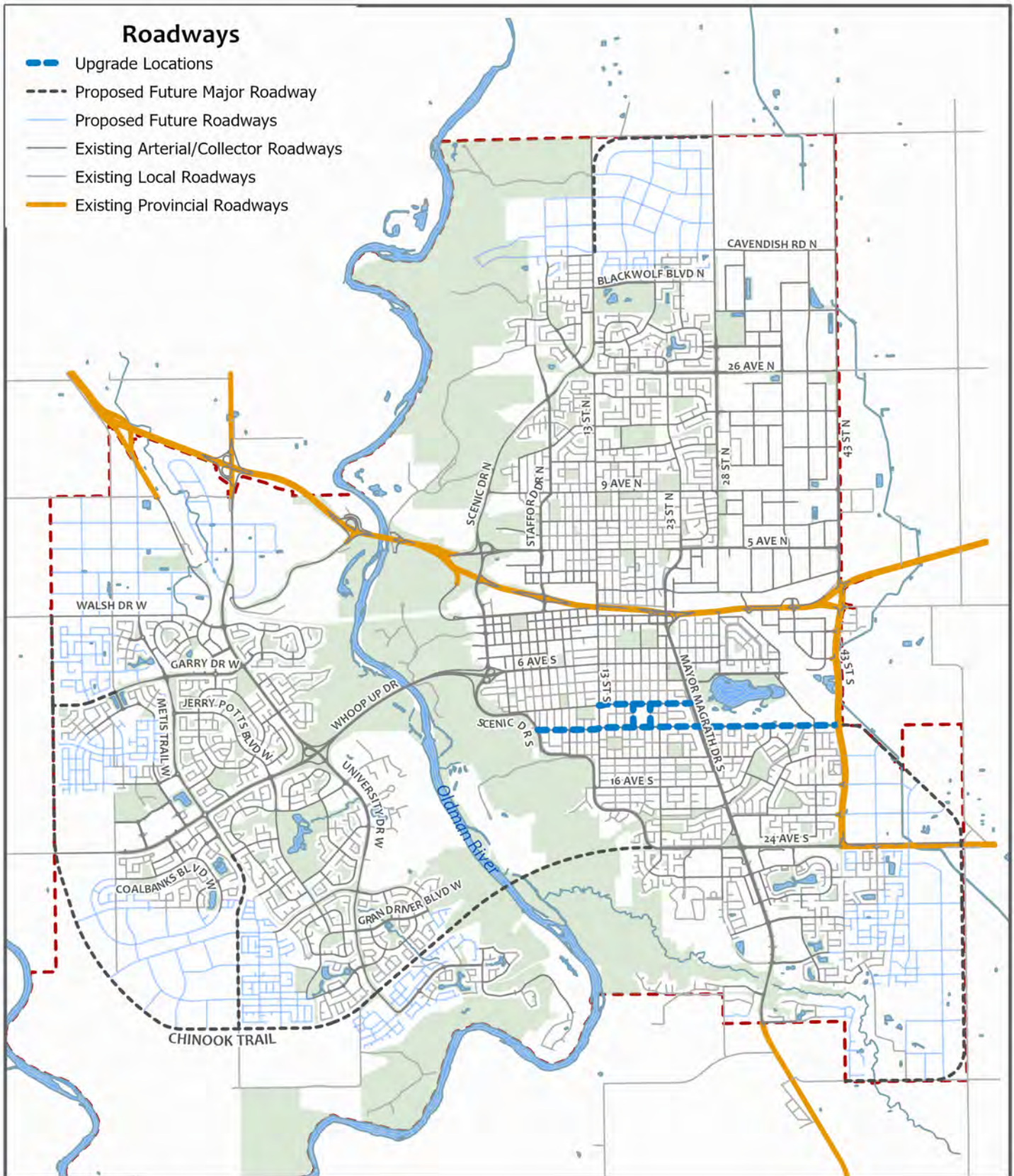
Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

Roadways

- Upgrade Locations
- Proposed Future Major Roadway
- Proposed Future Roadways
- Existing Arterial/Collector Roadways
- Existing Local Roadways
- Existing Provincial Roadways



10th Ave & 9th Ave South
Functional Planning & Design



CITY OF
Lethbridge

Major Program: **Upgrade Existing System**Project Title: **18 Street Functional Planning and Design Study**Dept - Project #: **552**Start Year: **2026**End Year: **2026**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
Complete a functional planning and design study to establish the 18 Street corridor from 26 Avenue North to Scenic Drive South as a future bicycle boulevard, including: Community engagement, Road safety review Traffic analysis Active modes design Utilities and storm water Concept improvement options Cost estimates On February 10, 2026, City Administration provided City Council with an update on this project. The 18 Street corridor, from 26 Avenue North to Scenic Drive South, which links several parks, schools and shopping areas, had been considered as a potential future bicycle boulevard. Public engagement and feedback on this project included survey results that indicated the community sentiment is largely negative (75 per cent), driven by concerns about cost pressures, perceived lack of need or demand and fears around impacts to vehicle priority and traffic flow. Many respondents cited negative experiences with past cycling projects and expressed skepticism toward planning and engagement processes. City Council then approved to cancel this project and directed Administration to not bring this project to the next Capital Improvement Program (CIP) budget deliberations.	The Cycling Master Plan identifies 18 Street as a future bicycle boulevard, connecting north and south Lethbridge via the pedestrian bridge over Highway 3 and the Canadian Pacific Railway. 18 Street is intercepted by a number of destinations along its length including the Sugar Bowl at Scenic Drive, the Chinook Regional Hospital, and numerous parks and schools. 18 Street will provide a safe, comfortable cycling experience connecting destinations across the city and intercepting existing and future east-west cycling corridors.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Funding												
PAYG - Transportation												
Total Funding												

Comments

Excerpt from the Minutes of the City Council meeting held Tuesday February 10, 2026:

BE IT RESOLVED THAT City Council:

Cancel the Capital Project C-17 18th St Functional Planning & Design Study and do not bring this project to the next CIP deliberations.



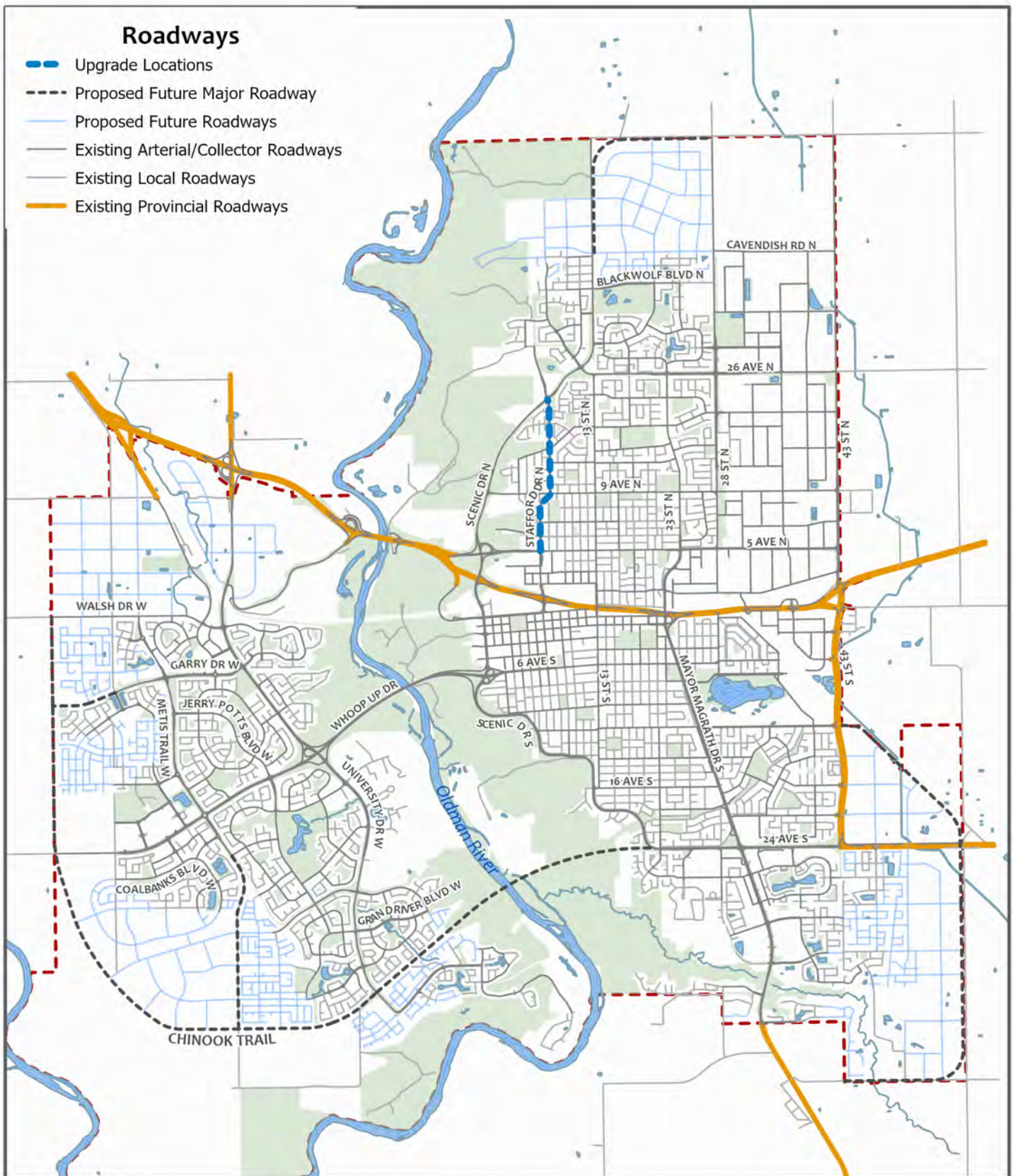
Major Program: **Upgrade Existing System**Project Title: **Stafford Drive N Functional Planning and Design Study**Dept - Project #: **553**Start Year: **2030**End Year: **2030**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Complete a functional planning and design study to establish the Stafford Drive North corridor from 5 Avenue North to Scenic Drive North as a bicycle corridor, including: Community engagement, Road safety review Traffic analysis Active modes design Utilities and storm water Concept improvement options Cost estimates	The Cycling Master Plan identifies Stafford Drive as connecting north and south Lethbridge using cycling infrastructure. The cycling infrastructure to be installed along Stafford Drive North would be a continuation of the cycling infrastructure identified in the Cycling Corridors Functional Planning Study to provide a safe and efficient connection to destinations across the city. The functional planning study would also identify improvements for pedestrian and motor vehicle safety. Currently this roadway consists of divided facility with two lanes in each direction. The daily traffic volume has decreased from approximately 13,000 vehicles to 7,000 vehicles and the roadway is appropriate to be reclassified as a collector roadway.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services										300		300
										300		300
Total Costs										300		300
Funding												
PAYG - Transportation										300		300
										300		300
Total Funding										300		300
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Stafford Drive North Functional Planning & Design



CITY OF
Lethbridge

Major Program: **Upgrade Existing System**Project Title: **In-Service Safety Review of Intersections**Dept - Project #: **554**Start Year: **2024**End Year: **2024**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This project involves undertaking comprehensive in-service intersection safety reviews based on the network screening of intersections and providing recommendations for improvement. The project also consists of functional planning based on the recommendations for a select number of intersections. These functional plans will be useful in development of future capital programs. The tasks of this project will include: • Network screening • In-service intersection safety reviews • Community engagement • Concept improvement options and functional plans • Cost estimates	Serious injuries frequently occur at intersections, often as the result of side-impact or head-on collisions and are the sites where all modes of transportation come into conflict. Intersections are typically a focus of road improvements and are more cost-effective than midblock changes. Approximately 50% of severe collisions in Lethbridge occur at intersections. The Lethbridge Transportation Safety Plan (TSP) identifies intersections as one of the focus areas. The TSP establishes a goal to eliminate serious injury and fatal collisions at intersections. This project includes network screening and comprehensive in-service intersection safety reviews to identify unsafe intersections and provide functional designs for the recommended improvements.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services				250								250
				250								250
Total Costs				250								250
Funding												
PAYG - Transportation				250								250
				250								250
Total Funding				250								250
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



In-service Safety Reviews of Intersections



CITY OF
Lethbridge

Major Program: **Upgrade Existing System**Project Title: **Variable Message Board Installations for Whoop-Up Drive TMS**Dept - Project #: **551**Start Year: **2025**End Year: **2025**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The project consists of permanent installation of five message boards for the Whoop-Up Drive River Crossing Traffic Management System (TMS). The installation will include procurement of five, 2.2x3.8 m post mounted full matrix message boards (including steel posts), associated communication system and software, and electric power connections.	Based on a resolution from City Council on February 24, 2014, a new speed/traffic management system was established along Whoop-Up Drive River Crossing. The new speed/traffic management system consisting of variable speed limit signs and variable message trailer mounted boards was the result of a review of road safety along the bridge crossing during extreme weather events and bridge maintenance. A number of the trailer mounted variable message boards are reaching their lifecycle end and need replacement. Many of these message boards are often required to be placed at other locations in the city for traffic management or public messaging. It is noted that the message boards should be placed permanently at the Whoop-Up Drive locations to serve its purpose during all emergencies. The permanent installations of the variable message boards are considered robust and safe to withstand extreme winds and weather events and would provide long lasting service to the traffic management system on Whoop-Up Drive. Five locations will be covered in this project while one location along southbound Scenic Drive will be included in Whoop-Up Drive Interchange project.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Equip. & Furnishings					250							250
					250							250
Total Costs					250							250
Funding												
PAYG - Transportation					250							250
					250							250
Total Funding					250							250

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Variable Message Board Installations for Whoop Up Drive



CITY OF
Lethbridge

Major Program: **Upgrade Existing System**Project Title: **Chinook Trail River Crossing (Preliminary Design)**Dept - Project #: **356**Start Year: **2027**End Year: **2027**Capital Improvement Program
2022 to 2031**Description & Location**

In November of 2009, City Council endorsed Chinook Trail as the location of a third river crossing.

By completing this project, this would provide the preliminary design for a third river crossing from Scenic Drive South to University Drive West tying into existing arterial roadways.

Purpose & Justification

In November of 2009, City Council endorsed Chinook Trail as the location of a third river crossing.

By completing this project, this would provide the preliminary design for a third river crossing from Scenic Drive South to University Drive West tying into existing arterial roadways.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction							4,000					4,000
							4,000					4,000
Total Costs							4,000					4,000
Funding												
PAYG - Transportation							4,000					4,000
							4,000					4,000
Total Funding							4,000					4,000
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Chinook Trail River Crossing Preliminary Design



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **North Scenic Drive and 26 Ave N Intersection**Dept - Project #: **555**Start Year: **2026**End Year: **2026**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Improve the intersection of 26 Avenue and North Scenic Drive including improvements to the intersection of 13 Street and 26 Avenue which are in close proximity to one another .	This project expands the intersections to create capacity to accommodate continued growth in north Lethbridge, Legacy Ridge, Blackwolf, Royal View and continued development in Sherring Industrial Park. Growth forecasts and project scope and estimates for this project were generated in the Offsite Levy review. The timing of this project will depend on actual growth and the capacity of the Offsite Levy.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							1,342					1,342
Consultive Services							237					237
							1,579					1,579
Total Costs							1,579					1,579
Funding												
Grant - Basic Municipal Transportation							1,184					1,184
Offsite Levies							395					395
							1,579					1,579
Total Funding							1,579					1,579

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



26 Ave N & Scenic Dr. N Intersection Improvement



CITY OF
Lethbridge

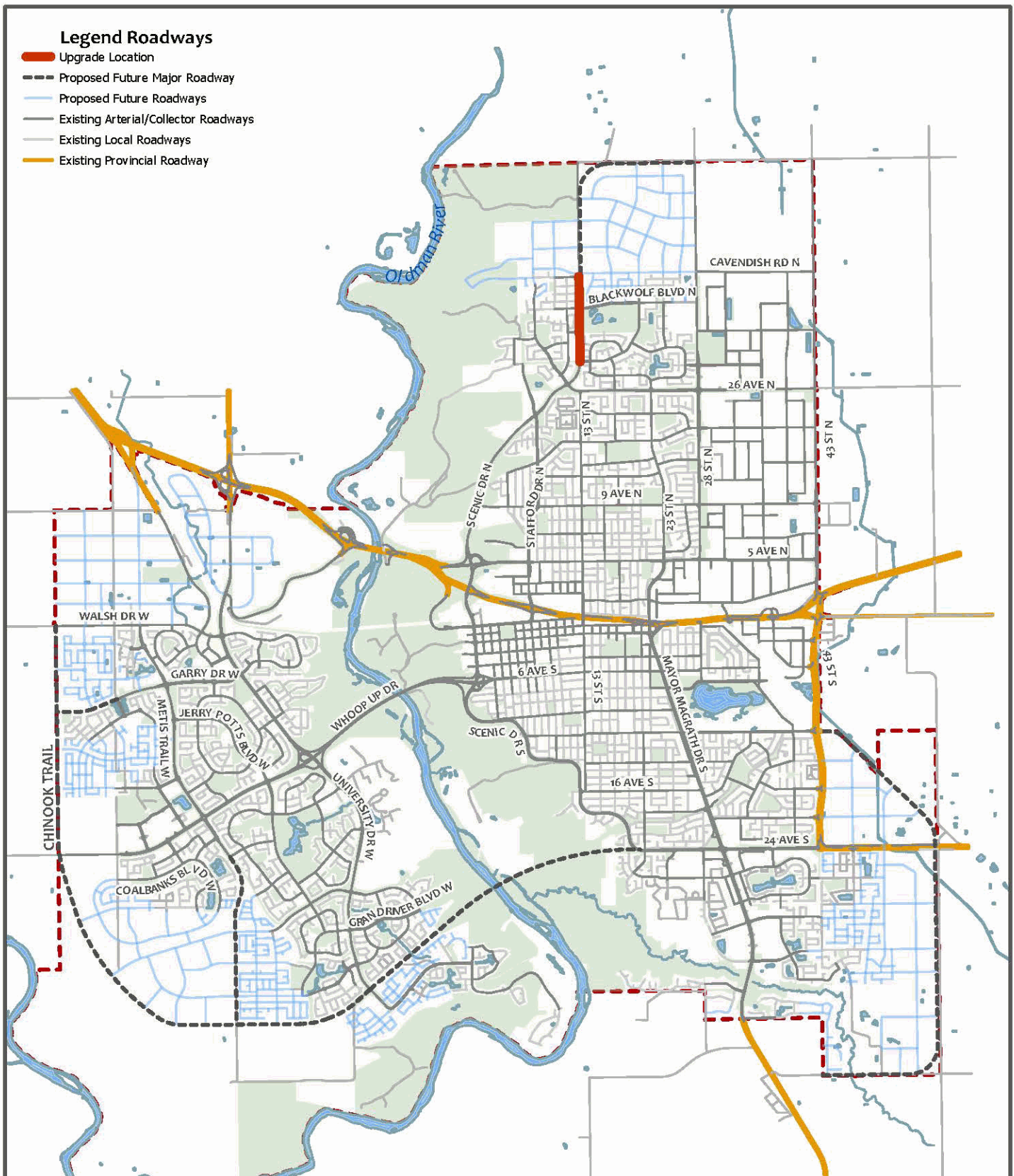
Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **North Scenic Drive (Uplands Blvd to 44 Ave) Stage 1**Dept - Project #: **50**Start Year: **2017**End Year: **2031**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Modification of previous CO-3 (CIP 2018-2027) This project originally extended from Uplands Blvd to 40 Avenue and now has been extended to 44 Avenue to accommodate the work adjacent to Hardieville in a single phase and in response to forecast growth. Preliminary design work was completed under the previous CIP 2018-2027 CO-3. 2024 Urbanization of North Scenic Drive between Uplands Blvd and Grace Dainty Road. Includes the installation of a roundabout at Uplands Blvd. 2031 Urbanization of North Scenic Drive between Grace Dainty Road and 44 Avenue (the first intersection into Royal View).	These upgrades respond to increasing traffic due to growth in Legacy Ridge, Uplands and Blackwolf, and will accommodate growth in Royal View. They extend North Scenic Drive which is a major north-south arterial roadway with connections to the downtown, Highway 3, 4 and 5. It provides the necessary access to the existing and proposed residential developments in north Lethbridge. The project will urbanize the existing rural cross section. This project is a re-scoping of project CO-3 from the 2018-2027 based on the preliminary design. This project was included in the prior CIP at \$5.393 million extending from Uplands Blvd to 40 Avenue and was approved for preliminary design in 2014 with construction scheduled for 2018. The change in timing and extents reflects developers in the area moving slower than forecasted. The adjusted scope splits the work more appropriately to serve expected growth trends and complete construction adjacent to Hardieville in a single phase. The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction	242			2,935							7,533	10,710
Consultive Services	200			518							1,329	2,047
	442			3,453							8,862	12,757
Total Costs	442			3,453							8,862	12,757
Funding												
Borrowing - Offsites	242			3,453							8,862	12,557
Offsite Levies	200											200
	442			3,453							8,862	12,757
Total Funding	442			3,453							8,862	12,757
Estimated Debt Charges		18	18	18	306	306	306	306	306	306	306	
Projected Net Operating Costs		0	0	0	14	14	14	14	14	14	14	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



North Scenic Drive Uplands Blvd N to 44 Ave N Stage 1



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **Walsh Drive (University Dr to Metis Trail)**Dept - Project #: **337**Start Year: **2025**End Year: **2026**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Combined underground utilities and arterial road extension modification of CO-7 Previous CIP 2018-2027. Removed 400 m west of Metis Trail and adjusted timing to reflect growth forecast.	This project is required because the interim sanitary sewer connection through West Highlands is reaching capacity . The project is required to create capacity for continued growth in west Lethbridge.
Installation of a trunk sanitary sewer and reconstruction of Walsh Drive to an urban standard between the twinned section west of University Drive to the immediately west of Metis Trail.	Slower than anticipated growth has allowed the project to be delayed from previous CIP schedules.
Urbanization of Walsh Drive will be done because the excavation for the sewer will destroy the existing paved rural road.	The underground portion of this project was previously included in the 2018-2027 CIP as project CO-7 scheduled for construction in 2018. The project has been combined with upgrades to Walsh Drive and adjusted to 2025, reflecting the requirements of sewer and road capacity.
2025: Detail design and construct the required underground extension on Walsh Drive.	The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.
2026: Construct Walsh Drive.	
The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.	

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction					7,399	7,262						14,661
Consultive Services					1,306	1,282						2,588
					8,705	8,544						17,249
Total Costs					8,705	8,544						17,249
Funding												
Borrowing - Offsites					8,705	8,544						17,249
					8,705	8,544						17,249
Total Funding					8,705	8,544						17,249
Estimated Debt Charges		0	0	0	0	725	1,436	1,436	1,436	1,436	1,436	
Projected Net Operating Costs		0	0	0	0	0	41	42	43	44	45	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Walsh Dr W
University Dr W to Metis Trail W



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **University Drive (Walsh Dr to Hwy 3) Design**Dept - Project #: **349**Start Year: **2026**End Year: **2026**Capital Improvement Program
2022 to 2031**Description & Location**

Modification of CO-5 from 2017-2028 CIP, timing adjusted to reflect growth forecast.

Preliminary design of University Drive from Walsh Drive to the Highway 3 interchange to an urban standard which includes boulevards, curbs and gutters. The design will take direction from the West Lethbridge Employment Centre Area Structure Plan.

Purpose & Justification

Design of University Dr. from Walsh Drive to the Highway 3 interchange. This design will be an input into the adjacent outline plans and will not proceed unless the plans are underway or imminent.

Growth forecasts and project scope and estimates for this project were generated in the Offsite Levy review. The timing of this project will depend on actual growth and the capacity of the Offsite Levy.

All amounts below are in thousands of dollars

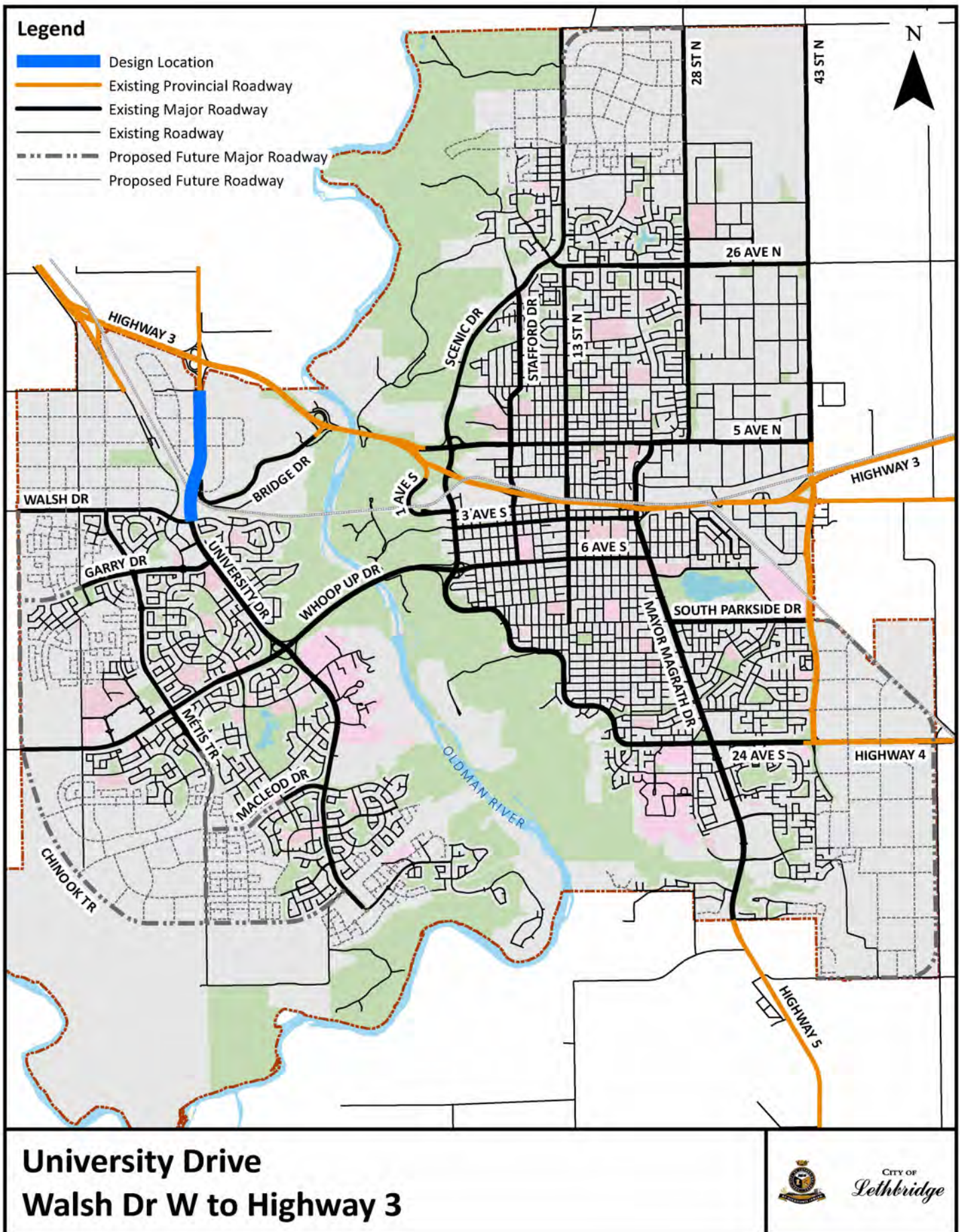
	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Consultive Services						557						557
						557						557
Total Costs						557						557
Funding												
Offsite Levies						557						557
						557						557
Total Funding						557						557

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



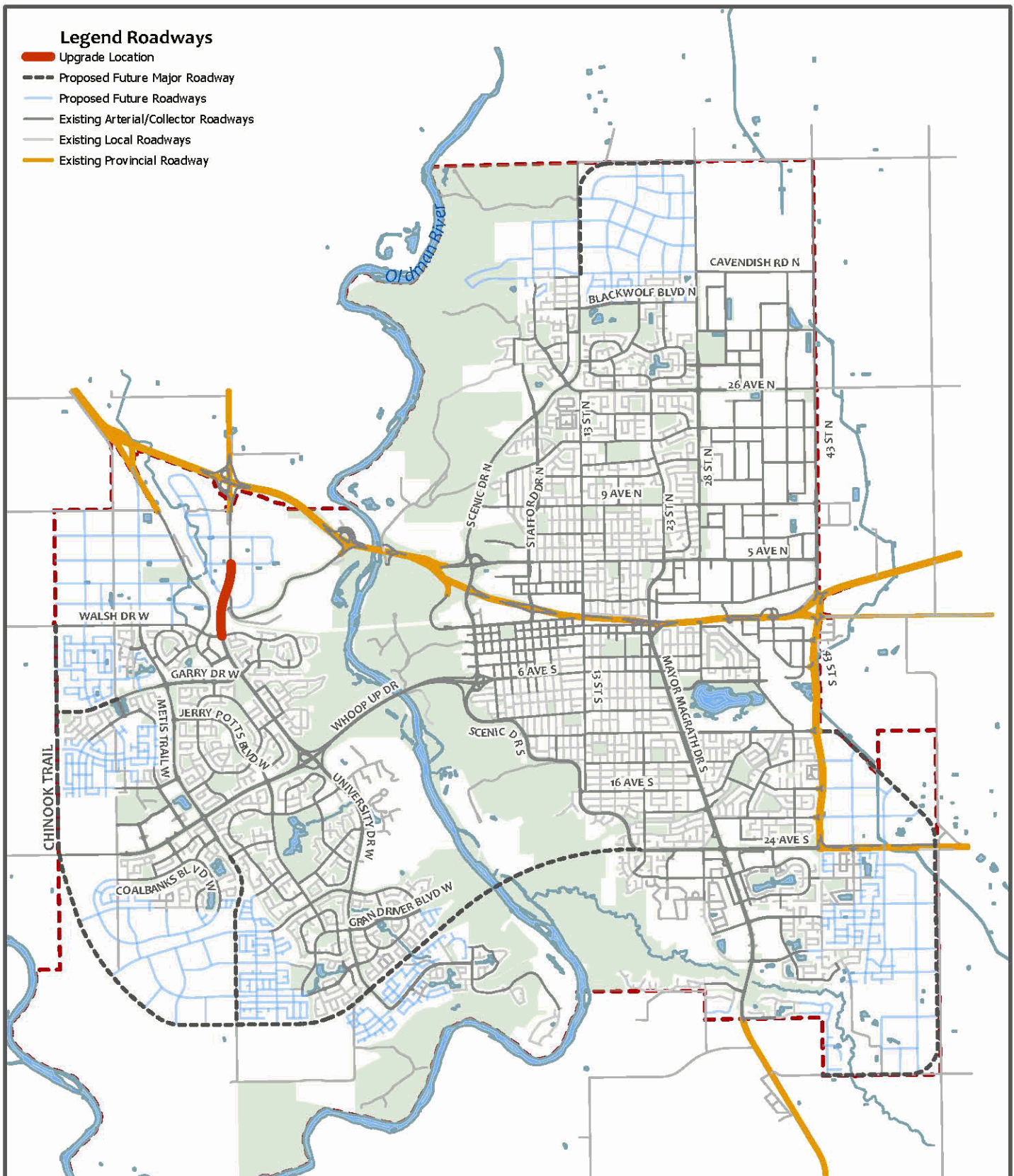
Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **University Drive (Walsh Drive to Commercial Access)**Dept - Project #: **254B**Start Year: **2029**End Year: **2029**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Modification of CO-8 from 2017-2028 CIP, timing adjusted to reflect growth forecast.	This project extends underground utilities and urbanized University Dr allowing growth to begin in the commercial area of the West Lethbridge Employment Centre Area Structure Plan.
Design and construction of the utility extension and arterial road on University Drive from Walsh Drive to the first commercial access. The project includes water distribution system crossing of the CPR to facilitate looping.	University Drive is a major north-south arterial roadway with connections to the University, Whoop Up Drive, Highway 3 and ultimately to the third river crossing. It provides the necessary access to the existing and proposed commercial development in northwest Lethbridge.
This project was included in the prior CIP at \$10 million and scheduled for construction in 2026. The change in timing of the project is in response to developers not completing the outline planning in the area and pressures on the Offsite Levy which indicate financial capacity in the Levy for 2029. The change in the budget is in response to refined estimates.	A prerequisite of this project is completion of the outline plan for the area adjacent to University Dr and north of the CPR.
2029: Design and construction of the utility extension and arterial road on University Drive from Walsh Drive to the first commercial access.	This project is growth driven and will be completed concurrently with the adjacent development. The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.
The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.	

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction									8,318			8,318
Consultive Services									1,192			1,192
									9,510			9,510
Total Costs									9,510			9,510
Funding												
Borrowing - Offsites									9,510			9,510
									9,510			9,510
Total Funding									9,510			9,510
Estimated Debt Charges		0	0	0	0	0	0	0	0	792	792	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	11	11	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



University Dr W (Stage 1)
Walsh Dr W to First Commercial Access



CITY OF
Lethbridge

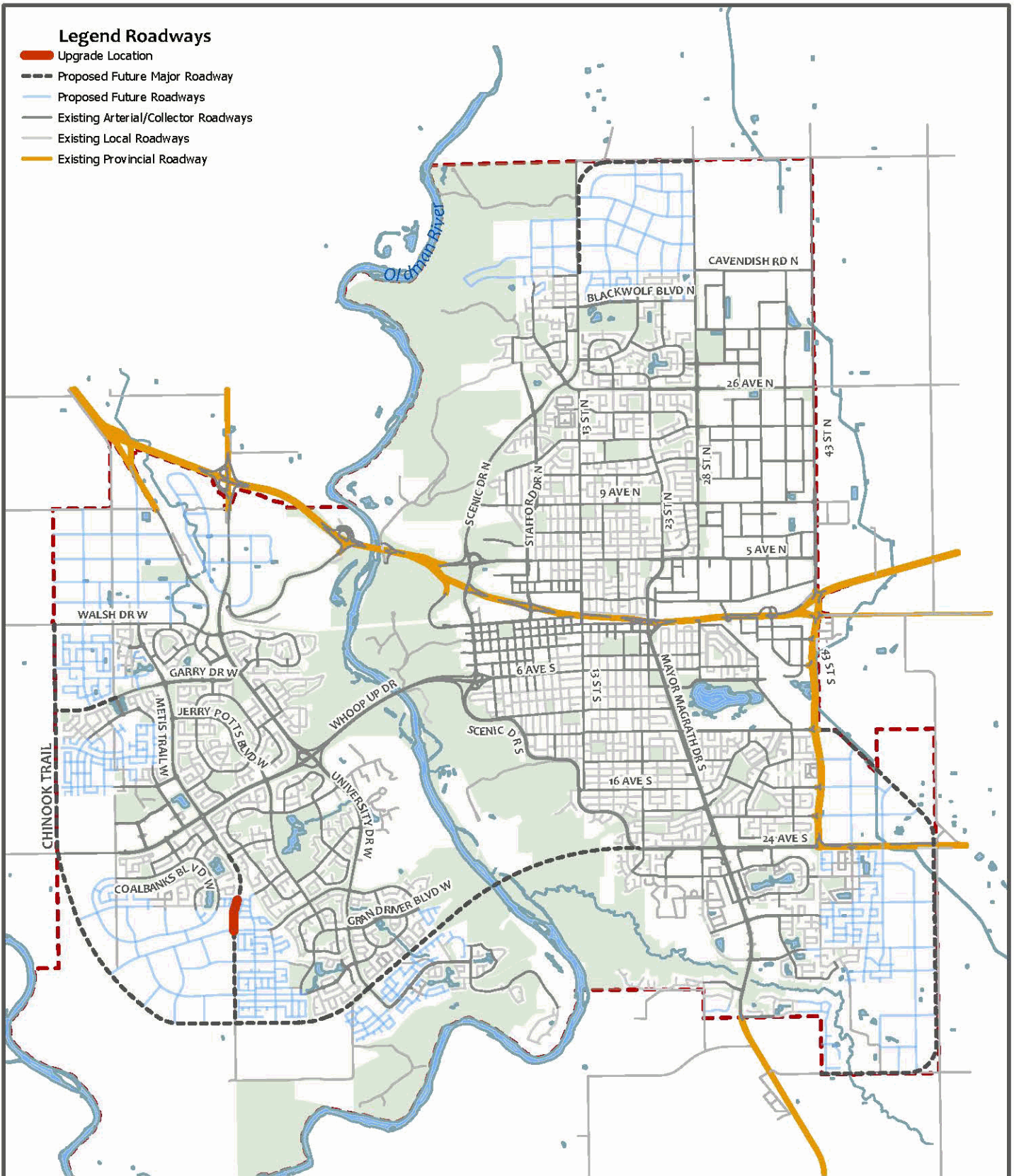
Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **Metis Trail (Coalbrook Gate to Greatbear Blvd)**Dept - Project #: **336**Start Year: **2028**End Year: **2028**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Modification of CO-11 from CIP 2018-2027, timing adjusted to reflect growth forecast.	Metis Trail is a major north-south arterial roadway (similar to University Drive) and will provide access to the proposed developments west of Metis Trail (Copperwood and Watermark neighbourhoods). This project extends services southward to Great Bear Blvd allowing development to continue in Watermark neighborhood and in future development west of Metis Trail. In addition, this roadway will reduce Fire and EMS response times to these neighbourhoods.
Combined underground utilities and arterial road extension providing access to Watermark and Copperwood. In addition to the roadway, water distribution and sanitary sewer will be extended southward along Metis Trail.	The timing of this project has been delayed to 2028 in light of projected growth and the financial capacity of the offsite levy.
Detail design and construct the first two lanes of Metis Trail, and underground utilities from Coalbrook Link to Great Bear Blvd.	The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction								5,711				5,711
Consultive Services								891				891
								6,602				6,602
Total Costs								6,602				6,602
Funding												
Borrowing - Offsites								6,602				6,602
								6,602				6,602
Total Funding								6,602				6,602
Estimated Debt Charges		0	0	0	0	0	0	0	769	769	769	
Projected Net Operating Costs		0	0	0	0	0	0	0	13	13	13	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Metis Trail W (Stage 1)
Coalbrook Gate W to Great Bear Blvd W



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **26 Avenue North (23rd Street N to Scenic Dr) Stage 2**Dept - Project #: **339**Start Year: **2029**End Year: **2029**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Modification of CO-10 from CIP 2017-2027, timing adjusted to reflect growth forecast. Design and construct of the second two lanes of 26th Avenue North from the existing twinned section of road west of 23rd Street North to Scenic Drive North. The underground sanitary sewer will be installed prior to constructing the roadway and is covered in project EO-2.	This project is necessary to accommodate continued residential development in North Lethbridge. Traffic requirements drive the completion of this work requiring the sanitary sewer to be completed earlier than needed. 26th Avenue North, an existing arterial roadway has been twinned in stages since 2013. It will be approaching capacity by 2029. In advance of this work intersection improvement will be required including 26th Avenue and Ermineview Link allowing the twinning to be delayed. 26th Avenue is a major east-west arterial in North Lethbridge and provides access to major north-south arterial roadways such as Scenic Drive, 13th Street, 28th Street/Mayor Magrath Drive and 43rd Street. The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction									8,471			8,471
Consultive Services									1,495			1,495
									9,966			9,966
Total Costs									9,966			9,966
Funding												
Borrowing - Offsites									4,983			4,983
Grant - Basic Municipal Transportation									4,983			4,983
									9,966			9,966
Total Funding									9,966			9,966
Estimated Debt Charges		0	0	0	0	0	0	0	0	415	415	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	29	29	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



26 Ave N Twinning
Scenic Dr N to 23 St N



CITY OF
Lethbridge

Major Program: **Provide Access for Growth (Offsite Levy)**Project Title: **28 St North (Kodiak Gate to Blackwolf Entrance) Stage 1**Dept - Project #: **556**Start Year: **2030**End Year: **2030**Capital Improvement Program
2022 to 2031**Description & Location**

Urbanization of 28 Street from Kodiak Gate to Blackwolf Blvd.
Includes the pedestrian pathway on the west side of 28 Street
from 26 Avenue North to Blackwolf Blvd.

Purpose & Justification

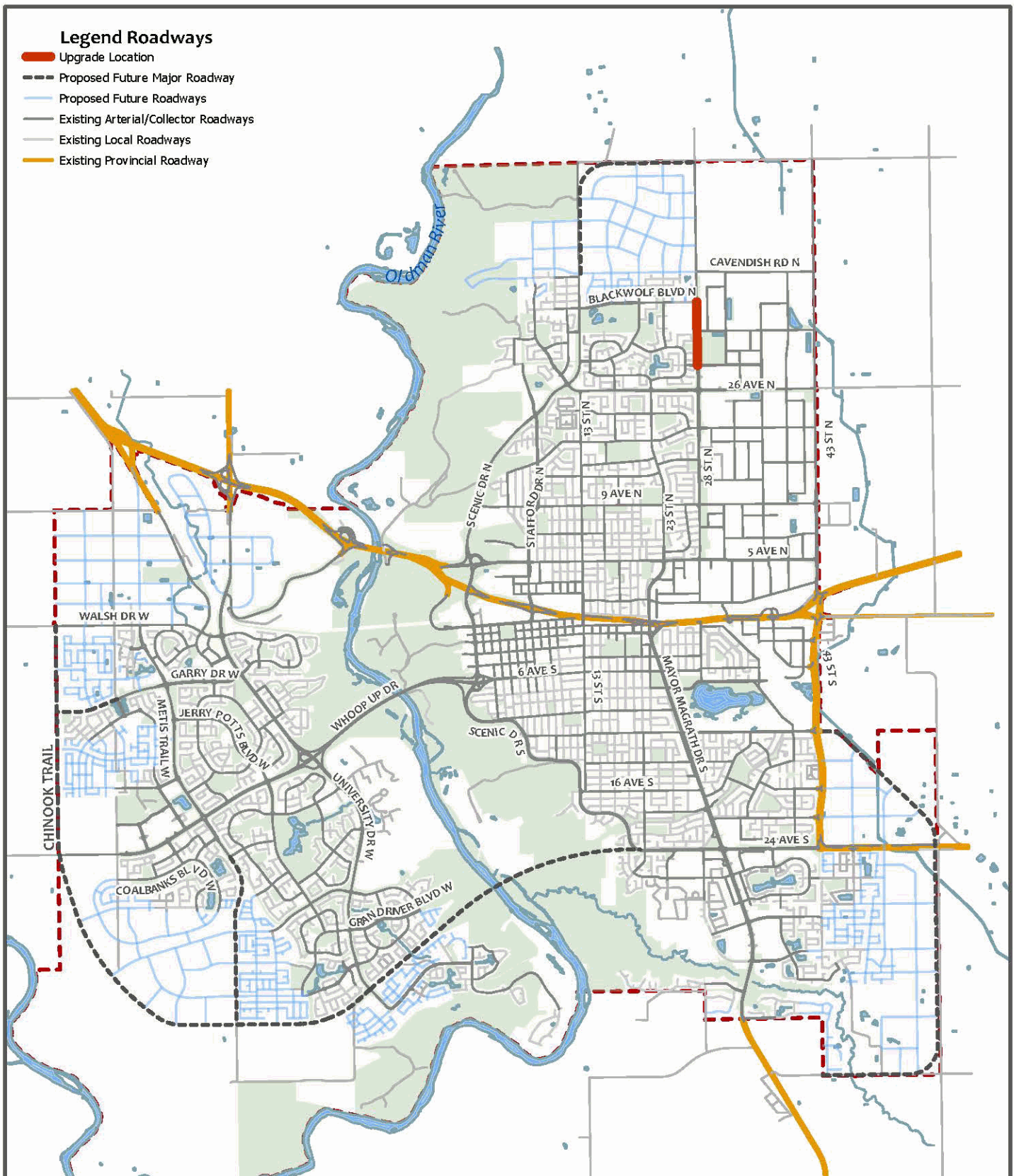
Urbanization of 28 Street accommodates forecast growth in
Blackwolf and Sherring.

Growth forecasts and project scope and estimates for this
project were generated in the Offsite Levy review. The timing
of this project will depend on actual growth and the capacity
of the offsite levy.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction										6,407		6,407
Consultive Services										1,131		1,131
										7,538		7,538
Total Costs										7,538		7,538
Funding												
Borrowing - Offsites										7,538		7,538
										7,538		7,538
Total Funding										7,538		7,538
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	878	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	17	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



28 St N
Kodiak Gate N to Blackwolf Blvd N



CITY OF
Lethbridge

COMMUNITY

CAPITAL IMPROVEMENT PROJECTS

2022-2031

City of Lethbridge

Amended July 28, 2026

Community

Capital Improvement Program 2022 - 2031

Projects Commencing in the First Five Years

Project Costs		Project Costs					
Community	Page	2022	2023	2024	2025	2026	2027-2031
All amounts below are in thousands							
<u>Funded Community Projects</u>							
Previously Approved Projects							
Lethbridge & District Exhibition: Agri-Food Hub (Trade Centre)	D - 5	26,300					
Lethbridge Airport Improvements	D - 6	8,010					
West Lethbridge Operations Depot (Phase 3a)	D - 7	2,450					
Art Acquisition Program	D - 8	231	65	27	5	5	25
		36,991	65	27	5	5	25
Maintain Current Assets/Ongoing Programs							
Parks Asset Management	D - 9	650	650	650	650	650	3,250
Pathway System Connections and Extensions	D - 10	500	500	500	500	500	2,500
Facility Assessment and Accessibility Upgrades	D - 11	275	275	275	275	275	1,025
Facility Assessment and Energy Efficiency Upgrades	D - 12	300	300	300	300	300	1,500
Nikka Yuko Japanese Garden (NYJG) Pathway	D - 14		679				
PSCC Secondary Site Renovations	D - 15	700					
Mountain View Cemetery Irrigation Automation - Blocks A-G	D - 16	57	429				
Henderson Ice Centre Upgrade	D - 17	528	3,357	2,206			
Bus Replacement Fixed Route and Access-A-Ride	D - 18	386			744	2,976	
Parks Irrigation Central Control	D - 19		125	125	125	125	
WRU Sanitation Vehicle Storage Building Expansion	D - 51		1,400				
		3,396	7,715	4,056	2,594	4,826	8,275
New Facilities							
Urban Core Public Realm Enhancement Program	D - 20	500	500	1,105	270		
Indigenous Place-making Strategy	D - 21	200	100	25			
Fire Station #3 - 16 Ave S. Relocation	D - 22	106	4,884				25,638
Outdoor Sports Court	D - 23	900					
Crossings Branch Expansion and Enhancement	D - 24	735					
Galt No. 6 Mine Interpretative Park	D - 25		2,700				
School Gymnasium Upsize	D - 26			850			
New School Site Development	D - 27	1,700					
SAAG Facility Enhancements	D - 28	88	7	330	3,076	4,213	
École La Vérendrye Gymnasium Expansion	D - 29	1,183	1,204				
Legacy Park Pickleball Courts	D - 30	650					
Affordable Housing	D - 32	5,000					
cityHUB - various locations	D - 33	3,000					
Performing Arts Centre	D - 39	146					135,635
Galbraith Elementary School Modernization	D - 52					1,200	
		14,208	9,395	2,310	3,346	5,413	161,273
Planning							
Civic Common Redevelopment Strategy	D - 40	900					
Downtown 5th Street Preliminary Design	D - 41	750	250				
Indigenous Cultural Centre Site Planning	D - 42	350					
Indoor Court/Multipurpose Space Functional Study	D - 43	100					
Lethbridge Police Service Master Plan	D - 44	320					
Lethbridge Public Library Master Plan	D - 45	320					
Mobility/Accessibility Audits (Parks, Transportation & Transit)	D - 46	320					
Nikka Yuko Japanese Garden (NYJG) Master Plan	D - 47	320					
Parks Master Plan	D - 48	320					
River Valley Ridership Study and Analysis	D - 49	64					
Warehouse District Area Redevelopment Plan	D - 50	350					
		4,114	250				
TOTAL PROJECTS		58,709	17,425	6,393	5,945	10,244	169,573

D - 1a
City of Lethbridge

Amended July 28, 2026

Community
Capital Improvement Program 2022 - 2031
Projects Commencing in the First Five Years

Project Funding	Project Funding					
	2022	2023	2024	2025	2026	2027-2031
	All amounts below are in thousands					
Community Groups	683	1,204		500	700	
Developer Contribution	850	1,700				
Fundraising	255					
Grant - Airports Capital Assistance Program (ACAP)	5,171					
Grant - Community Revitalization Fund	375					
Grant - Federal Gas Tax Fund (FGTF)	1,100	3,673	2,656	450	450	2,250
Grant - MSI	5,687	6,614	1,349	2,226	5,126	
Grant - Other	26,410				500	
Grant - Public Transit Fund (PTF)				744	744	
Grant - Regional Air Trans (RATI)	583					
Grant - Zero Emission Transit (ZETF)	102					
Internal Borrowing	5,000					
Operating Budget		90				
PAYG - Community	6,898	2,519	2,238	1,900	1,399	6,050
Reserve - Airport	575					
Reserve - MCPR	1,574	100	25		1,200	
Reserve - Operating	146					
Reserve - Urban Parks		125	125	125	125	
Subdivision Surplus	850					
Undetermined						161,273
Utility Capital	2,450	1,400				
TOTAL FUNDING	58,709	17,425	6,393	5,945	10,244	169,573

City of Lethbridge

Community

Capital Improvement Program 2022 - 2031

Project Costs		Page	Project Costs										2031	Total	
			2022	2023	2024	2025	2026	2027	2028	2029	2030				
Community								All amounts below are in thousands							
<u>Funded Community Projects</u>															
Previously Approved Projects															
Lethbridge & District Exhibition: Agri-Food Hub (Trade Centre)	D - 5	26,300										26,300			
Lethbridge Airport Improvements	D - 6	8,010										8,010			
West Lethbridge Operations Depot (Phase 3a)	D - 7	2,450										2,450			
Art Acquisition Program	D - 8	231	65	27	5	5	5	5	5	5	5	358			
			36,991	65	27	5	5	5	5	5	5	5	37,118		
Maintain Current Assets/Ongoing Programs															
Parks Asset Management	D - 9	650	650	650	650	650	650	650	650	650	650	6,500			
Pathway System Connections and Extensions	D - 10	500	500	500	500	500	500	500	500	500	500	5,000			
Facility Assessment and Accessibility Upgrades	D - 11	275	275	275	275	275	275	275	275	100	100	2,400			
Facility Assessment and Energy Efficiency Upgrades	D - 12	300	300	300	300	300	300	300	300	300	300	3,000			
Nikka Yuko Japanese Garden (NYJG) Pathway	D - 14		679										679		
PSCC Secondary Site Renovations	D - 15	700										700			
Mountain View Cemetery Irrigation Automation - Blocks A-G	D - 16	57	429										486		
Henderson Ice Centre Upgrade	D - 17	528	3,357	2,206										6,091	
Bus Replacement Fixed Route and Access-A-Ride	D - 18	386			744	2,976						4,106			
Parks Irrigation Central Control	D - 19		125	125	125	125						500			
WRU Sanitation Vehicle Storage Building Expansion	D - 51		1,400										1,400		
			3,396	7,715	4,056	2,594	4,826	1,725	1,725	1,725	1,550	1,550	30,862		
New Facilities															
Urban Core Public Realm Enhancement Program	D - 20	500	500	1,105	270						2,375				
Indigenous Place-making Strategy	D - 21	200	100	25						325					
Fire Station #3 - 16 Ave S. Relocation	D - 22	106	4,884						25,638	30,628					
Outdoor Sports Court	D - 23	900										900			
Crossings Branch Expansion and Enhancement	D - 24	735										735			
Galt No. 6 Mine Interpretative Park	D - 25		2,700										2,700		
School Gymnasium Upsize	D - 26			850										850	
New School Site Development	D - 27	1,700										1,700			
SAAG Facility Enhancements	D - 28	88	7	330	3,076	4,213						7,714			
École La Vérendrye Gymnasium Expansion	D - 29	1,183	1,204										2,387		
Legacy Park Pickleball Courts	D - 30	650										650			
3rd Avenue South (Stafford Dr to MMD) Upgrade	D - 31							2,500		2,800	5,300				
Affordable Housing	D - 32	5,000										5,000			
cityHUB - various locations	D - 33	3,000										3,000			
cityHUB - Southgate	D - 34							1,623				1,623			
Transit Terminal - ENMAX Centre	D - 35							2,490				2,490			
Transit Terminal - Exhibition Park	D - 36							2,113				2,113			
Royal View Memorial Cemetery (Phase 2)	D - 37							3,839				3,839			
Arena Replacement	D - 38							9,807	15,382	21,303	46,492				
Performing Arts Centre	D - 39	146						17,175	37,852	38,088	42,519	135,781			
Galbraith Elementary School Modernization	D - 52		1,200									1,200			
			14,208	9,395	2,310	3,346	5,413	65,185	53,234	59,391	45,319	257,802			

D - 2a
City of Lethbridge
 Community

Amended July 28, 2026

Capital Improvement Program 2022 - 2031

		Project Costs										
Project Costs	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Community							All amounts below are in thousands					
<u>Funded Community Projects</u>												
Planning												
Civic Common Redevelopment Strategy	D - 40	900										900
Downtown 5th Street Preliminary Design	D - 41	750	250									1,000
Indigenous Cultural Centre Site Planning	D - 42	350										350
Indoor Court/Multipurpose Space Functional Study	D - 43	100										100
Lethbridge Police Service Master Plan	D - 44	320										320
Lethbridge Public Library Master Plan	D - 45	320										320
Mobility/Accessibility Audits (Parks, Transportation & Transit)	D - 46	320										320
Nikka Yuko Japanese Garden (NYJG) Master Plan	D - 47	320										320
Parks Master Plan	D - 48	320										320
River Valley Ridership Study and Analysis	D - 49	64										64
Warehouse District Area Redevelopment Plan	D - 50	350										350
		4,114	250									4,364
TOTAL PROJECTS		58,709	17,425	6,393	5,945	10,244	66,915	54,964	61,121	46,874	1,555	330,146

		Project Funding										
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
Project Funding												
Community Groups		683	1,204		500	700					3,087	
Developer Contribution		850	1,700								2,550	
Fundraising		255									255	
Grant - Airports Capital Assistance Program (ACAP)		5,171									5,171	
Grant - Community Revitalization Fund		375									375	
Grant - Federal Gas Tax Fund (FGTF)		1,100	3,673	2,656	450	450	450	450	450	450	10,579	
Grant - MSI		5,687	6,614	1,349	2,226	5,126					21,002	
Grant - Other		26,410				500					26,910	
Grant - Public Transit Fund (PTF)					744	744					1,488	
Grant - Regional Air Trans (RATI)		583									583	
Grant - Zero Emission Transit (ZETF)		102									102	
Internal Borrowing		5,000									5,000	
Operating Budget			90								90	
PAYG - Community		6,898	2,519	2,238	1,900	1,399	1,280	1,280	1,280	1,105	1,105	21,004
Reserve - Airport		575									575	
Reserve - MCPR		1,574	100	25		1,200					2,899	
Reserve - Operating		146									146	
Reserve - Urban Parks			125	125	125	125					500	
Subdivision Surplus		850									850	
Undetermined							65,185	53,234	59,391	45,319	223,130	
Utility Capital		2,450	1,400								3,850	
TOTAL FUNDING		58,709	17,425	6,393	5,945	10,244	66,915	54,964	61,121	46,874	1,555	330,146

City of Lethbridge
Community
Capital Improvement Program 2022 - 2031
Net Operating Costs

Please refer to A-5 for operating cost information related to this section.

Net operating costs would include personnel costs, additional maintenance cost, and/or additional utility cost if applicable.

City of Lethbridge
Pay-As-You-Go (PAYG) - Community
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance		628	(3,020)	(2,189)	(977)	673	2,924	5,394	7,964	10,634	13,579	
Capital Requirements												
Art Acquisition Program	D - 8	(231)	(65)	(27)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(358)
Parks Asset Management	D - 9	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(6,500)
Pathway System Connections and Extensions	D - 10	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(500)
Facility Assessment and Accessibility Upgrades	D - 11	(275)	(275)	(275)	(275)	(275)	(275)	(275)	(275)	(100)	(100)	(2,400)
Facility Assessment and Energy Efficiency Upgrades	D - 12	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(3,000)
PSCC Secondary Site Renovations	D - 15	(700)										(700)
Mountain View Cemetery Irrigation Automation - Blocks A-G	D - 16	(57)	(429)									(486)
Urban Core Public Realm Enhancement Program	D - 20	(115)	(500)	(86)	(270)							(971)
Outdoor Sports Court	D - 23	(900)										(900)
Crossings Branch Expansion and Enhancement	D - 24	(480)										(480)
School Gymnasium Upsize	D - 26			(850)								(850)
SAAG Facility Enhancements	D - 28				(350)	(119)						(469)
École La Vérendrye Gymnasium Expansion	D - 29	(500)										(500)
Civic Common Redevelopment Strategy	D - 40	(900)										(900)
Downtown 5th Street Preliminary Design	D - 41	(750)	(250)									(1,000)
Lethbridge Police Service Master Plan	D - 44	(320)										(320)
Lethbridge Public Library Master Plan	D - 45	(320)										(320)
Warehouse District Area Redevelopment Plan	D - 50	(350)										(350)
		(6,898)	(2,519)	(2,238)	(1,900)	(1,399)	(1,280)	(1,280)	(1,280)	(1,105)	(1,105)	(21,004)
Additions												
Current Year Funding		3,250	3,350	3,450	3,550	3,650	3,750	3,850	3,950	4,050	4,150	37,000
		3,250	3,350	3,450	3,550	3,650	3,750	3,850	3,950	4,050	4,150	37,000
Closing Balance		(3,020)	(2,189)	(977)	673	2,924	5,394	7,964	10,634	13,579	16,624	

Major Program: **Previously Approved Projects**Project Title: **Lethbridge & District Exhibition: Agri-Food Hub (Trade Centre)**Dept - Project #: **323**Start Year: **2018**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Lethbridge Exhibition Park's EXolution project is the construction of a 268,000 sq. ft. state-of-the-art trade and exhibition space. The project will be comprised of the areas to accommodate indoor trade space, kitchen space, meeting / breakout space, administration offices, and space for storage, maintenance and mechanical needs.	The project has the potential to leverage the culinary programming at Lethbridge College combined with the investment attraction work being done by the partners of Canada's Premier Food Corridor – this site can serve as an anchor for the value-added food sector in Alberta. The EXolution project will also provide the potential for private investment to compliment the public sector investment to create numerous spinoffs for commercial development as well as future opportunities in agri-innovation, research, and incubator/accelerator space.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction	44,324	26,300										70,624
Consultive Services	2,200											2,200
	46,524	26,300										72,824
Total Costs	46,524	26,300										72,824
Funding												
Borrowing - Community Group	17,824											17,824
Community Groups	1,100											1,100
Grant		25,000										25,000
Provincial Govt Contribution	26,500	1,300										27,800
Reserve - Operating	1,100											1,100
	46,524	26,300										72,824
Total Funding	46,524	26,300										72,824

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **Previously Approved Projects**Project Title: **Lethbridge Airport Improvements**Dept - Project #: **515**Start Year: **2019**End Year: **2022**Capital Improvement Program
2022 to 2031**Description & Location**

City Council approved the Lethbridge Airport Master Plan and operating budget on May 27, 2019. The Master Plan identified the need for renovations to the Airport Terminal building (constructed approximately 40 years ago).

The total scope of the airport terminal renovation will include:

- design services,
- hazard material assessment and remediation,
- new HVAC and electrical system,
- interior construction to expand the hold area to house new washrooms,
- upgrade existing washrooms,
- create more efficient space utilization for check and securing queuing, furnishings, and
- modifications to the parking and drop off area.

The scope to the water service upgrade will include:

- replacing the old water line that extends from the City boundary to the airport, and
- decommissioning and demolition of the water pump house and reservoir.

In 2020/2021 the scope of the project was amended to include Airfield Pavement Rehabilitation (runways, taxiways and aprons) and Airfield Ground Lighting Upgrades. This has occurred as a result of funding opportunities presented from the Municipal Stimulus Program (MSP) and the Airports Capital Assistance Program (ACAP) grants. Additionally, the airport customer supports and services work will be enhanced as a result of the Regional Air Transportation Initiative (RATI) grant.

Purpose & Justification

The City of Lethbridge purchased the Lethbridge Airport from Lethbridge County on July 1, 2018. The County continued to operate the airport until July 1, 2019 when the City assumed operations.

The Lethbridge Airport renovations will support current and future passenger activity and the design for a new water service to ensure proper water supply for fire response at the airport.

In 2020, an assessment was completed for all airfield paved surfaces at the Lethbridge Airport. It was determined that several surfaces have reached or exceeded end of useful life. This reduces the airport's capacity for larger aircraft and increases the potential for foreign object debris (FOD) as the surface degrades. Poor drainage has been causing standing water and soft areas in the pavement.

Many components of the airfield electrical system have exceeded lifecycle expectations and are in a precarious state of repair with minimal replacement parts available due to their obsolete status. Should any part of this system fail, it would significantly reduce the airport's capacity.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction	14,611	7,254										21,865
Consultive Services	2,310	756										3,066
Other	905											905
	17,826	8,010										25,836
Total Costs	17,826	8,010										25,836
Funding												
Grant - Airports Capital Assistance	1,471	5,171										6,642
Grant - Municipal Stimulus Program	10,353											10,353
Grant - Municipal Sustainability (MSI)	3,939	1,681										5,620
Grant - Regional Air Trans (RATI)		583										583
PAYG - Community	700											700
Reserve - Airport	163	575										738
Subdivision Surplus	1,200											1,200
	17,826	8,010										25,836
Total Funding	17,826	8,010										25,836

Comments

Operating costs will be determined when the Governance model is established for the Lethbridge Airport.

Airport Renovations:



Water Service Upgrade:



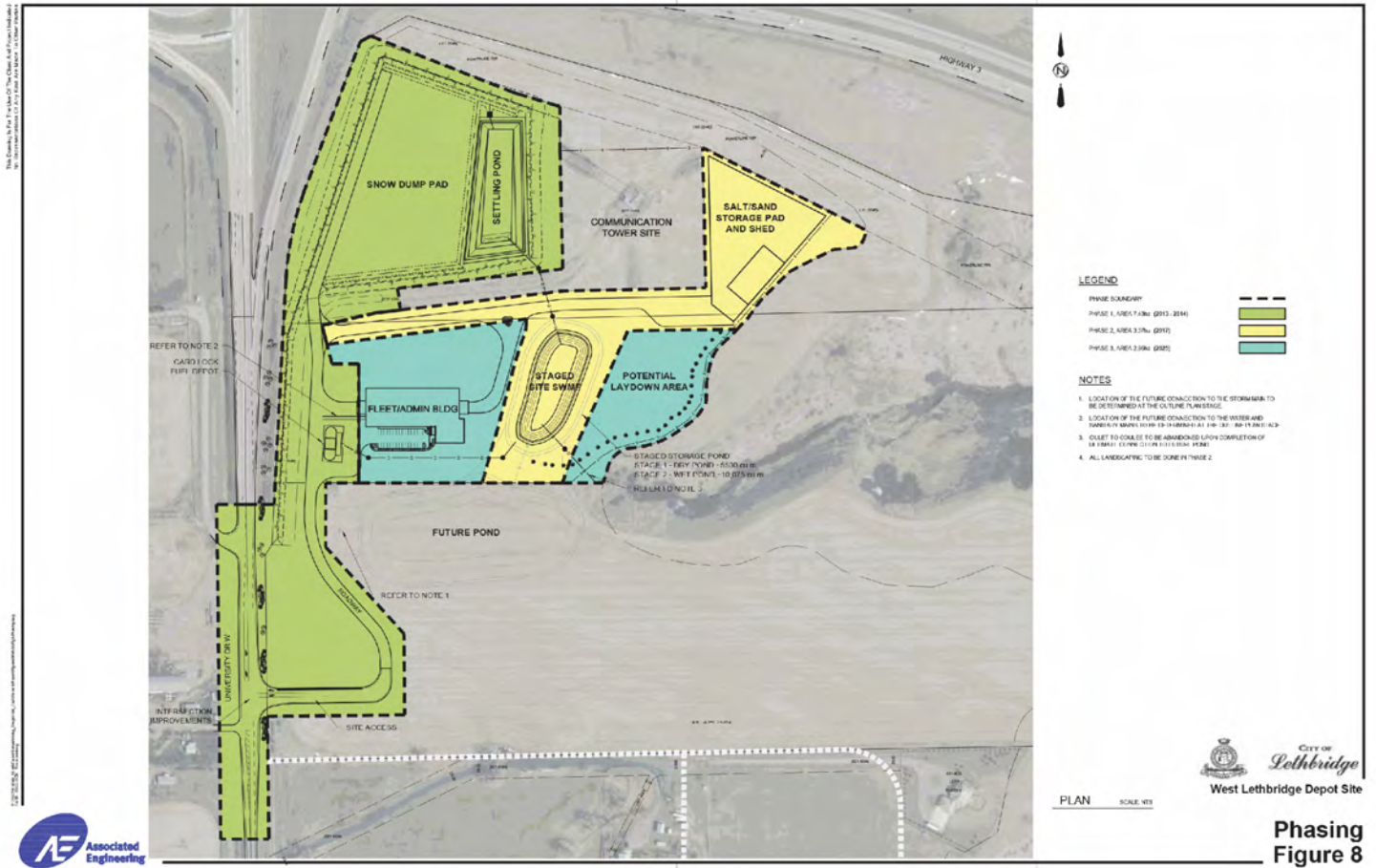
Major Program: **Previously Approved Projects**Project Title: **West Lethbridge Operations Depot (Phase 3a)**Dept - Project #: **332A**Start Year: **2021**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This project addresses future Public Operations and Corporate needs in west Lethbridge. This three phase project involves the construction of a West Lethbridge Public Operations facility. The ultimate site will require approximately 13.75 hectares of land. Phase 1 - (CIP 2011-2020 D-22). The first phase of the West Depot was approved for construction in 2011 and included the construction of a snow dump site, snow dump settling pond, fuel depot and site access intersection improvements from University Drive. Phase 2 - 2017 & 2018 (CIP 2014-2023 D-29). This phase includes the construction of a sand/salt storage facility, an onsite storm water management facility and related infrastructure. The sand/salt building will be sized at approximately 25m x 50m (82' x 164'). Phase 3A - 2021 & 2022 (CIP 2018-2027 D-19) (\$6.4 million) Phase 3A preliminary design was completed in 2021, however initial cost estimates were significantly higher than the approved construction budget and the priority for expansion became the North Public Operations yard where existing building, equipment and manpower currently reside. A new CIP sheet will be created for this project.	Phase 3A addresses Public Operations requirements for additional depot space (fleet building, material storage and parking for vehicles and equipment). This site currently does not have any water or sewer servicing and this is not anticipated for approximately 20 years. Any Public Operations expansions are considered to be more prudent on the existing North yard at 4 Avenue North. The West Lethbridge Public Works Master plan was developed and approved in 2012. All site development has been in accordance with this master plan.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction	2,963	2,450										5,413
Consultive Services	1,023											1,023
	3,986	2,450										6,436
Total Costs	3,986	2,450										6,436
Funding												
Utility Capital	3,986	2,450										6,436
	3,986	2,450										6,436
Total Funding	3,986	2,450										6,436
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **Previously Approved Projects**Project Title: **Art Acquisition Program**Dept - Project #: **169**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
To fund the Art Acquisition Program The program is supported by a designation of 1% of Community Services capital projects to the commissioning of public arts projects.	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. 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. 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.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Equip. & Furnishings		231	65	27	5	5	5	5	5	5	5	358
		231	65	27	5	5	5	5	5	5	5	358
Total Costs		231	65	27	5	5	5	5	5	5	5	358
Funding												
PAYG - Community		231	65	27	5	5	5	5	5	5	5	358
		231	65	27	5	5	5	5	5	5	5	358
Total Funding		231	65	27	5	5	5	5	5	5	5	358

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Parks Asset Management**Dept - Project #: **267**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031**Description & Location**

The Parks Asset Management Program covers the built assets, facilities and amenities throughout the Parks system across the city. The replacement value of the inventory excluding the Urban Forest and buildings exceeds \$129,065,317. This inventory includes play equipment, pathways, furniture, roads, parking lots, garbage receptacles, bleachers, various hard surface courts, sport field amenities, lighting, signs, retaining walls, irrigation systems and more.

The Asset Management Program includes up-to-date inventories, condition ratings and remaining life expectancy or functional life remaining. In addition to the inventory and components of the park it is sometimes required to retrofit the park itself to address changing community needs. This major park retrofit is usually done in conjunction with the major component lifecycle replacements. Over the past nine years there has been a major program focused on the most outdated and dysfunctional park assets and has successfully addressed a serious backlog in function, safety and usefulness of some of the assets. The past program has included various sport field and park amenities, drainage projects, playgrounds fence replacements, pathway rehab including stairs, and various park rehabs, parking lots, irrigation systems and other projects.

Purpose & Justification

Parks has recently adopted the Asset Management Planning tool to guide this ongoing program. This tool enables analysis of the inventory, utilizes the current condition of the various items in the inventory, available budget and identifies the most strategic items to be addressed. The condition of the Parks assets is more dependent on use and abuse than age which makes longer term predictions for lifecycle less dependable. The software provides the ability to analyze and set priorities on an ongoing basis. As damage or unexpected wear occurs, the priorities shift and are modified to meet the most pressing items.

Asset Planner will be used to help analyze the program and select the specific items to include for replacement in a given year. With the major back log of deficits addressed, it is critical to implement an ongoing program designed to keep the inventory from falling into widespread disrepair again.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		650	650	650	650	650	650	650	650	650	650	6,500
		650	650	650	650	650	650	650	650	650	650	6,500
Total Costs		650	650	650	650	650	650	650	650	650	650	6,500
Funding												
PAYG - Community		650	650	650	650	650	650	650	650	650	650	6,500
		650	650	650	650	650	650	650	650	650	650	6,500
Total Funding		650	650	650	650	650	650	650	650	650	650	6,500

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

Parks Asset Management



Laval Playground Before



Laval Playground After



Picnic Table Before



Picnic Table After



Mt Blakiston Drainage Before



Mt Blakiston Drainage After

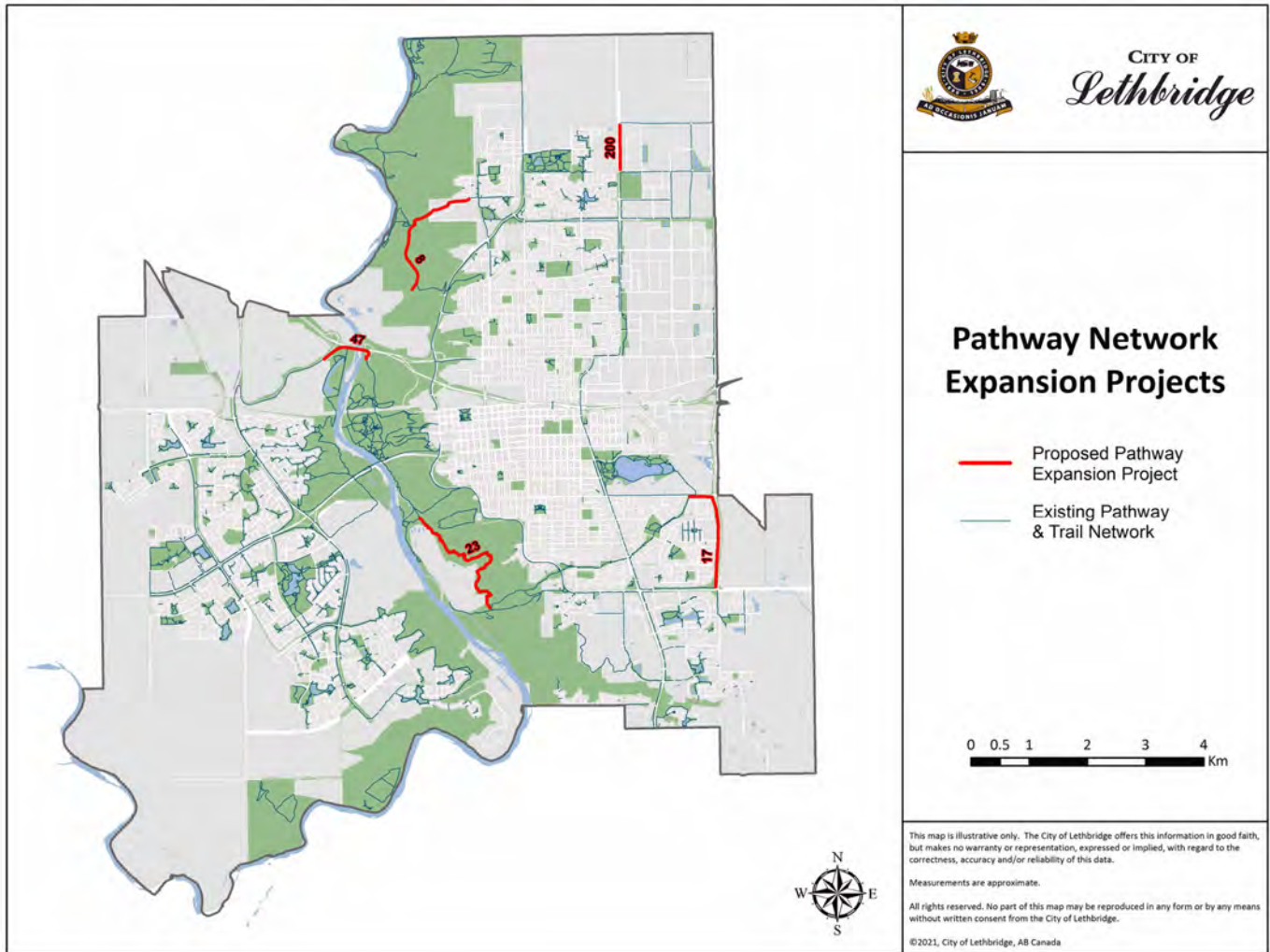
Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Pathway System Connections and Extensions**Dept - Project #: **159**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Lethbridge has a good pathway system used for multiple activities ranging between recreation to alternative transportation. In the creation of the Bikeways and Pathways Master Plan, a Community Needs Assessment gathered citizen opinions and attitudes about the existing network as well as a list of their needs and wants. All were measured against the principles that would guide decision-making including accessibility, connectivity, functionality, education, promotion and safety. Priorities were identified and measured against these principles as well as an interconnection between societal, economic and environmental decisions. Priorities have been categorized that balance financial implications with managing growth, user benefit, conflict mitigation and integration with other City initiatives. The plan has guided expansion of the pathway system in the recent past and several kilometers and connections remain to be constructed from the list of short term priorities.	In 2007, Council approved the Bikeways and Pathways Master Plan following a comprehensive public engagement process. The Plan strategically guides future development of the bikeways and pathways network as well as ensures that the current network functions effectively. In an effort to measure use of the pathway system, trail counters have been placed at various points across the City. The number of uses in 2019 recorded at 21 points is approximately 800,000. Although the data is limited to a few points along the pathway system it does demonstrate the magnitude of use and value placed by residents on the pathway system. There continues to be ongoing requests for new pathways and expanding the system to improve function and convenience.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		450	450	450	450	450	450	450	450	450	450	4,500
Consultive Services		50	50	50	50	50	50	50	50	50	50	500
		500	500	500	500	500	500	500	500	500	500	5,000
Total Costs		500	500	500	500	500	500	500	500	500	500	5,000
Funding												
Grant - Federal Gas Tax Fund (FGTF)		450	450	450	450	450	450	450	450	450	450	4,500
PAYG - Community		50	50	50	50	50	50	50	50	50	50	500
		500	500	500	500	500	500	500	500	500	500	5,000
Total Funding		500	500	500	500	500	500	500	500	500	500	5,000
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		11	22	33	44	55	66	77	88	99	110	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Facility Assessment and Accessibility Upgrades**Dept - Project #: **384**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
This program involves renovations and upgrades to City owned facilities to improve accessibility. Potential projects could include, but are not limited to the following: installation of barrier free ramps to main entrances, installation of automatic door operators, reconfiguration of existing public washrooms, widening of doorways, and the installation of gender-neutral washrooms. An accessibility assessment of approx. 80 facilities has been completed. This information will be included in ongoing program planning and prioritization.	The purpose of this program is to improve accessibility in City facilities. This will increase the ability for all members of the community to access and enjoy the services, programs, and work opportunities offered by the City. While efforts have been made to incorporate accessibility best practices in new construction or renovation projects, there is currently no dedicated funding available to implement such improvements in existing facilities. Funding for past projects has been from various sporadic sources, which has limited what can be accomplished. Dedicated annual funding is proposed so that accessibility improvements can be addressed on a prioritized basis.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Other		275	275	275	275	275	275	275	275	100	100	2,400
		275	275	275	275	275	275	275	275	100	100	2,400
Total Costs		275	275	275	275	275	275	275	275	100	100	2,400
Funding												
PAYG - Community		275	275	275	275	275	275	275	275	100	100	2,400
		275	275	275	275	275	275	275	275	100	100	2,400
Total Funding		275	275	275	275	275	275	275	275	100	100	2,400

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Facility Assessment and Energy Efficiency Upgrades**Dept - Project #: **385**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031**Description & Location**

Potential projects that could be implemented include, but are not limited to the following: building envelope improvements, mechanical and electrical system retrofits, combined heat and power systems, and renewable energy systems (e.g., solar panels).

An energy audit has already been completed on several major facilities. Projects will be implemented based on the audit recommendations. However, additional opportunities may also be considered depending on project feasibility.

Purpose & Justification

The purpose of this program is to provide funding for energy efficiency projects at City facilities. These projects will reduce operating costs and reduce the City's environmental footprint. There is currently no dedicated municipal funding source to implement projects of this type. The proposed dedicated funding could either be used independently, or in conjunction with potential provincial or federal funding programs.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Other		300	300	300	300	300	300	300	300	300	300	3,000
		300	300	300	300	300	300	300	300	300	300	3,000
Total Costs		300	300	300	300	300	300	300	300	300	300	3,000
Funding												
PAYG - Community		300	300	300	300	300	300	300	300	300	300	3,000
		300	300	300	300	300	300	300	300	300	300	3,000
Total Funding		300	300	300	300	300	300	300	300	300	300	3,000
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	(15)	(30)	(45)	(60)	(75)	(90)	(105)	(120)	(135)	
Est. GHG Emissions (t CO2e)		0	(100)	(200)	(300)	(400)	(500)	(600)	(700)	(800)	(900)	

Comments



Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Fritz Sick Pool Renovation**Dept - Project #: **429**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031**Description & Location**

Short term recommendations include addressing only current lifecycle requirements, such as the leaking pool basin, and providing modest functional and barrier free upgrades to the change room facilities. These upgrades would allow the facility to reliably provide services until such time that a comprehensive plan can be developed for the potential renovation/replacement/relocation of the entire Fritz Sick Centre.

Long term recommendations include the complete replacement of the pool facility in conjunction with the overall planning of the Civic Commons space.

Purpose & Justification

In November 2020, Finance Committee passed Motion A-132 requesting the City Manager to prepare a 2022-2031 Capital Improvement Program initiative proposing a renovation or replacement of Fritz Sick Pool.

The Fritz Sick Pool basin was constructed in 1949 as an outdoor facility. The pool basin was later enclosed in the 1960s.

The pool facility requires extensive renovations throughout to improve functionality, barrier free access, and aging infrastructure. The basin itself is showing signs of deterioration. Due to significant leakage, operations staff have had difficulties filling the basin following the most recent facility closure. The pool deck does not drain well, and the south window wall exhibits frost build-up in the winter making it difficult to open existing emergency exit doors. The frost accumulation also indicates poor energy performance and/or poor humidity control.

All amounts below are in thousands of dollars

Prior

Total

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

Excerpt from the Minutes of the City Council meeting held Tuesday, November 28, 2023:

BE IT RESOLVED THAT City Council:

1. Remove the D-13: Fritz Sick Pool Renovation from the 2022-2031 Capital Improvement Program; and
2. Direct that the existing Pay As You Go (PAYG) funding of \$530,000 be re-allocated to other future CIP projects



Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Nikka Yuko Japanese Garden (NYJG) Pathway**Dept - Project #: **414**Start Year: **2023**End Year: **2023**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
To procure the services of a contractor to remove all layers of asphalt to the base and overlay with new asphalt. The access and work site requires detailed work and smaller sized equipment to complete.	The City of Lethbridge maintains all the physical assets of the Nikka Yuko Japanese Gardens (NYJG) including the asphalt pathways. The NYJG has a lease and a fee-for-service agreement with the Lethbridge and District Japanese Garden Society. The lifecycle replacement of the asphalt pathways has been on the city's radar since 2010 and again in 2015 leading up to the 50th anniversary celebrations in 2017. The original builder of the garden Dr. Sugimoto of Japan on his many visits, has stated that the integrity and the authenticity of the Japanese Garden is impacted by the condition and the look of the pathway. He asked that the existing pathway replacement be delayed until after the anniversary as a brand new black asphalt surface would not be appropriate. The current condition of the pathway is safe for visitor and staff and attempts to repair it has been to remove asphalt where possible, crack sealing with tar similar to a road surface which has affected the aesthetics of the pathways, replacing or filling with other materials and as a last resort, patching. Annual attempts for finding non-abrasive, aesthetically pleasing methods of repairs have not turned out as hoped and the pathways are further showing decline. In 2016, the pathways were inspected by a consultant and at that time it was determined that it was sufficient as a park pathway (in terms of safety) but to their understanding may not be suitable for a high standard Japanese Garden.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction			619									619
Consultive Services			13									13
Other			47									47
			679									679
Total Costs			679									679
Funding												
Grant - Federal Gas Tax Fund (FGTF)			679									679
			679									679
Total Funding			679									679

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



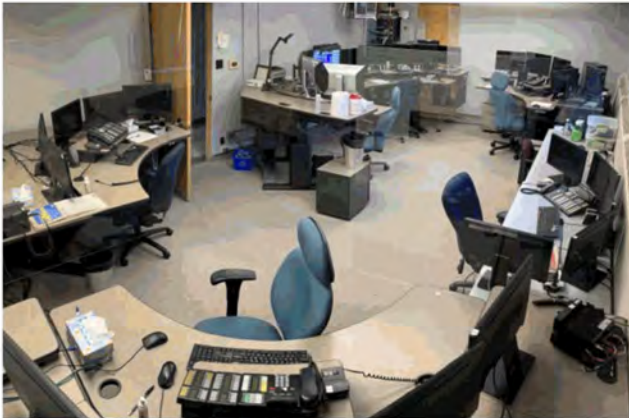
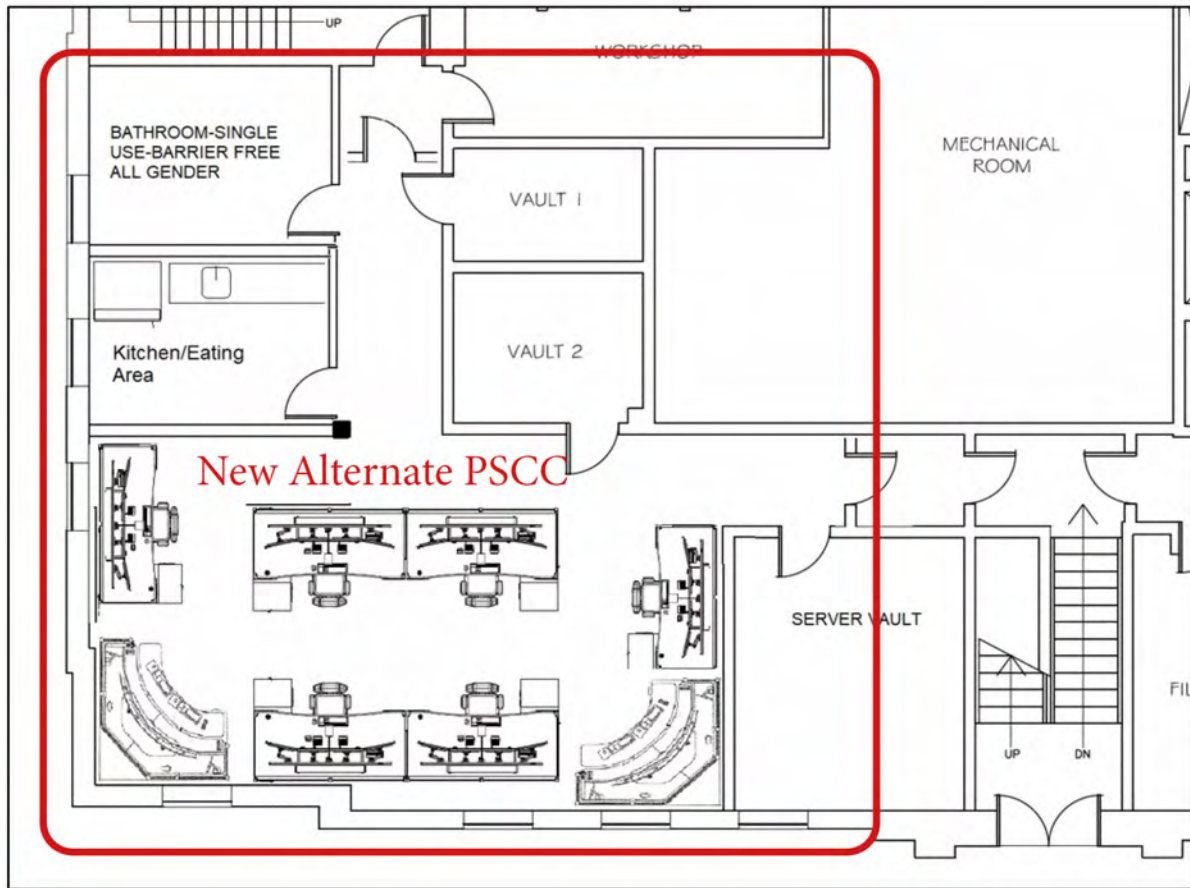
Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **PSCC Secondary Site Renovations**Dept - Project #: **425**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
This project includes a fully redundant Public Safety Communications Centre (PSCC) evacuation facility by renovating the east side basement of the Old Court House to provide the adequate space necessary for a server room, 911 dispatch workstations, necessary technology and equipment, and a bathroom facility for staff. The facility requires space reconfiguration to adequately meet the needs of the equipment it holds including IT/radio systems, computer/phone systems, the desks to support the same, as well as personnel to properly operate in the facility. This project includes the following: 1) A purpose built server room to adequately meet the climate controlled and security needs of the equipment it holds including radio systems, telephony components, IT servers and network systems to support geo-redundant operations. 2) Updated systems and technology to meet the current standards, and be appropriately prepared for new legislation regarding NG911 (CAD, Phones, Radios). 3) Necessary and required security measures in place to meet Police, CPIC, HIA requirements, such as electronic key fob access, security cameras, and any other equipment required. 4) Bathroom facilities and a kitchen with running potable water. 5) Updated room furnishings including ergonomic work stations for CAD (computer aided dispatch/radio monitors), as well as office chairs and other necessary furnishings. 6) Updated floors, wall coverings, ceiling, and lighting.	The provincial 911 standards mandates every Public Safety Answering Point (PSAP) to designate an operational evacuation facility (second physical location), that is readily available within one hour of vacating the primary site. The evacuation facility shall be capable of performing 911 answer/transfer process/functions performed at the primary site. If the operations cannot resume at the primary site, the PSAP must bring the evacuation facility up to the original standard of the primary site, and shall not depend on the functioning of any equipment or technology at the primary site. The evacuation facility must be tested in a live environment at least twice per year. The current facility used as the PSCC evacuation facility was not built to be used as a mission critical 911 emergency communications site, and does not currently meet the operational requirements. The facility is using outdated technology and office equipment and the space is not capable of hosting the necessary equipment and workstations. There is also a short fall of incoming 911 phone lines, bathrooms, running water, or kitchen facilities available to staff in a 24-hour environment. It is imperative to maintain continuity of 911 operations and emergency services dispatch in the event of an emergency or required evacuation of the primary PSCC location. The facility requires the appropriate furnishings and geo-redundant parallel systems need to be in place to support operations. The PSCC does not currently have a separate training facility and the evacuation facility serves a dual purpose as it is also used to train new staff members and continued education training. It is imperative that the operations and functionality of this facility are identical to the live environment of the primary facility.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		449										449
Consultive Services		81										81
Equip. & Furnishings		123										123
Other		47										47
		700										700
Total Costs		700										700
Funding												
PAYG - Community		700										700
		700										700
Total Funding		700										700
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	2	2	2	2	2	2	2	2	2	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Mountain View Cemetery Irrigation Automation - Blocks A-G**Dept - Project #: **413**Start Year: **2022**End Year: **2023**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
To procure a qualified consultant(s) to design and install underground irrigation for Mount View Cemetery (MVC) - Blocks A-G (approx. 9 acres). This project will need to be compatible with the existing underground system, pump station and irrigation control system. The automation (design and installation) of the underground irrigation system in Mountain View Cemetery was identified as a possible work project in the 2011-2020 Capital Improvement Program D-21, Parks Asset Management. The intent of the program was to catch up on the backlog of deteriorated infrastructure so the process of keeping current with acceptable standards could be followed.	In 2012, the decision was made to delay the automation work in MVC and to re-purpose the resources in order to complete the automation of school fields, to eliminate night watering. Once the schools were completed, MVC would then be rescheduled for completion if resources were available. The current hand pipe irrigation equipment is aging and becoming obsolete. Cemetery Services has had a very difficult time trying to replace/lifecycle the existing pipe. From automating these blocks, the excess pipe will be gathered and added to the existing inventory similar to what was done when schools were automated. This will help to schedule further phases in the automation process. Efficiencies identified by automation is difficult to quantify. The savings identified will be in the following: • Water Conservation - Less Usage - Less Waste/leakage - Less Evaporation (system runs at night) • Energy Conservation - Pump runs more at non-peak times - Less treated water consumption • Staff Time - No reductions in staffing but time capacity added to do other work.

All amounts below are in thousands of dollars

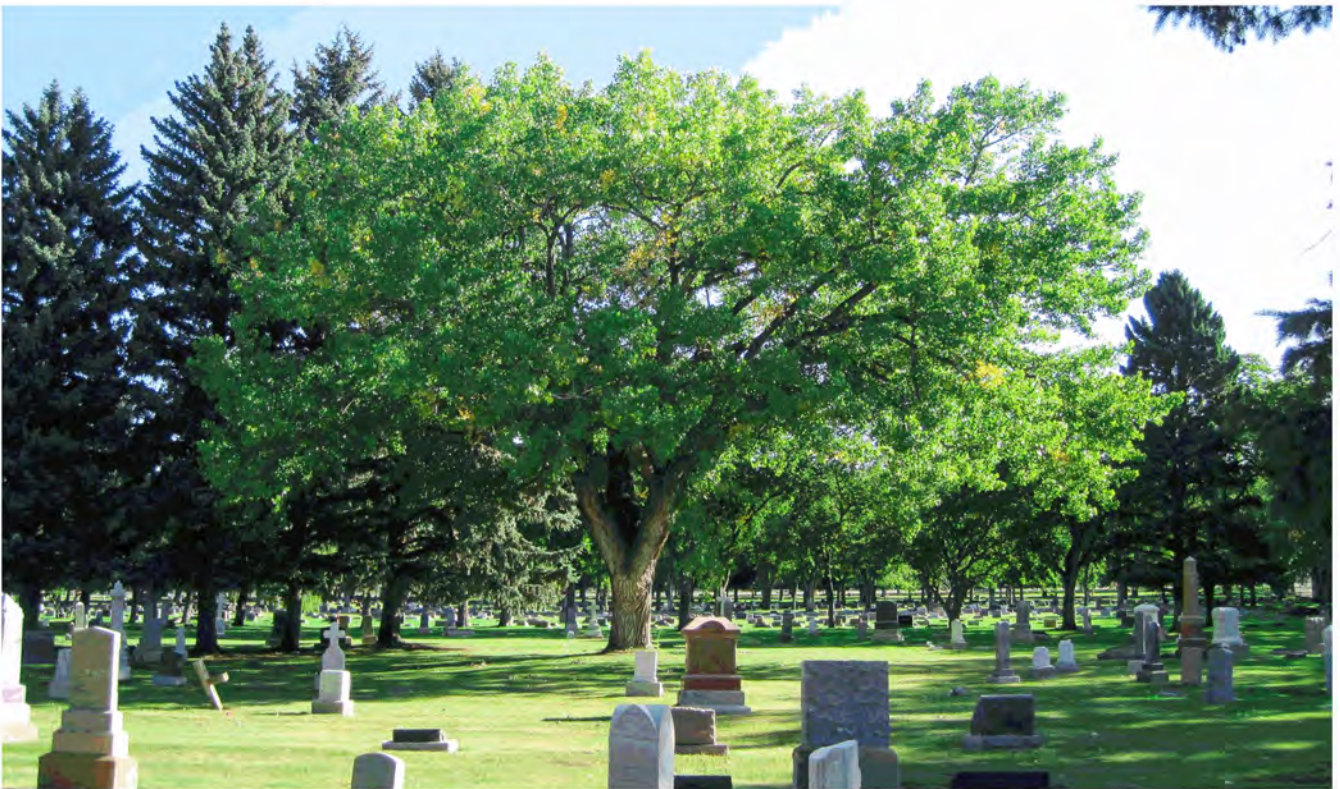
	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction			412									412
Consultive Services		53	14									67
Other		4	3									7
		57	429									486
Total Costs		57	429									486
Funding												
PAYG - Community		57	429									486
		57	429									486
Total Funding		57	429									486

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO₂e)**Comments**

Change in funding source.



Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Henderson Ice Centre Upgrade**Dept - Project #: **427**Start Year: **2022**End Year: **2024**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The functional upgrade would include the addition of four dressing rooms, each with shower and washroom facilities. The renovation of the existing dressing rooms to provide two more dressing rooms and upgraded shower and washroom facilities. It will provide an adequate and functional officials room with required washroom and shower facilities. This would provide the facility a provision for female change rooms. This upgrade will also provide an accessible entrance to the ice surface, upgrades to utility services, and the addition of accessible washrooms for SLP Skatepark.	Henderson Ice Centre was constructed in 1972. The ice surface has recently had the refrigerated slab replaced with new piping and heated floor. New higher efficiency lighting, new low e-ceiling and furnaces have also been installed to increase energy efficiency. The ice plant room and mechanical was also upgraded to be more efficient and bring the mechanical room up to building code. With the current requirement in arenas to have designated female change rooms, the existing design and layout of the change rooms, washrooms and lobby space provide poor functionality. There is currently four small dressing rooms with shared washrooms and showers and an officials room lacking adequate washroom fixtures. The current layout does not meet code requirements for accessibility or required functionality requirements for programming.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction			3,155	1,750								4,905
Consultive Services		460	88	87								635
Equip. & Furnishings				250								250
Other		68	114	119								301
		528	3,357	2,206								6,091
Total Costs		528	3,357	2,206								6,091
Funding												
Grant - Federal Gas Tax Fund (FGTF)			2,544	2,206								4,750
Grant - Municipal Sustainability (MSI)		528	813									1,341
		528	3,357	2,206								6,091
Total Funding		528	3,357	2,206								6,091
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	0	0	105	108	109	111	112	114	116	
Est. GHG Emissions (t CO2e)		0	0	0	93	93	93	93	93	93	93	

Comments



- New Addition
- Renovated

Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Bus Replacement Fixed Route and Access-A-Ride**Dept - Project #: **440**Start Year: **2022**End Year: **2026**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
This CIP identifies three diesel Fixed Route buses and another three AAR (Access-A-Ride) vans ordered in 2025 and delivered in 2026. This is within the rules of the Public Transit Fund (PTF) until 2031. Lethbridge Transit has approximately 3-5 busses annually that are required to be replaced. Some of the existing buses are over 21 years old and were scheduled to be replaced after 15 years or 1,000,000 km. Transit has not replaced any fixed route busses since 2020, this is a result of not receiving approval for the zero emissions transit fund (ZETF) to date. There remains a possibility that the federal government will reactivate this program at some point in the future. The new federal funding of Public Transit Fund (PTF) provides approximately \$744K per year for the next ten years for bus replacements. This funding allows 40% to be used for the replacement of any existing vehicle or expansions with diesel/gas being eligible until 2031.	In 2024 Lethbridge Transit completed a ten-year plan to transition from Diesel/Gas vehicles to electric, starting in 2027. This was a requirement of the Zero Emission Transit Fund (ZETF) to qualify for new federal funding. Recently the Canada Public Transit Fund was developed and the City of Lethbridge was awarded a total of \$7.4 million over the next ten years, starting in 2025. This funding is intended to support capital infrastructure including public transit systems such as fixed route buses and paratransit. These funds will be used to purchase existing diesel/gas bus replacements. Lethbridge Transit is positioning itself to adopt zero emission bus and infrastructure technology when additional funding arrives and have reflected the new fleet plan with zero emission buses to 2035 as a result of federal grant rules, Public Transit Fund (PTF). Although the associated capital costs are greater than diesel technology there are offsets to those costs with the reduction in GHG's and operational savings. The PTF provided 40% new funding available only to fully electric buses, however they have allowed the use of these funds to replace diesel buses until 2031.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		191										191
Consultive Services		195										195
Equip. & Furnishings					744	2,956						3,700
Other						20						20
		386			744	2,976						4,106
Totals Costs		386			744	2,976						4,106
Funding												
Grant - Municipal Sustainability (MSI)		284				2,232						2,516
Grant - Public Transit Fund (PTF)					744	744						1,488
Grant - Zero Emission Transit (ZETF)		102										102
		386			744	2,976						4,106
Total Funding		386			744	2,976						4,106

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments
The funding approval of this project includes ongoing Transit Fleet replacement, anticipated transition to Electric buses is deferred until the next CIP, leveraging anticipated future Federal transit grant funding of Public Transit Fund and Zero Emission Transit Fund. The operating savings for electric buses have been removed and the operating costs for diesel buses will be absorbed within Transit's current operating budget.



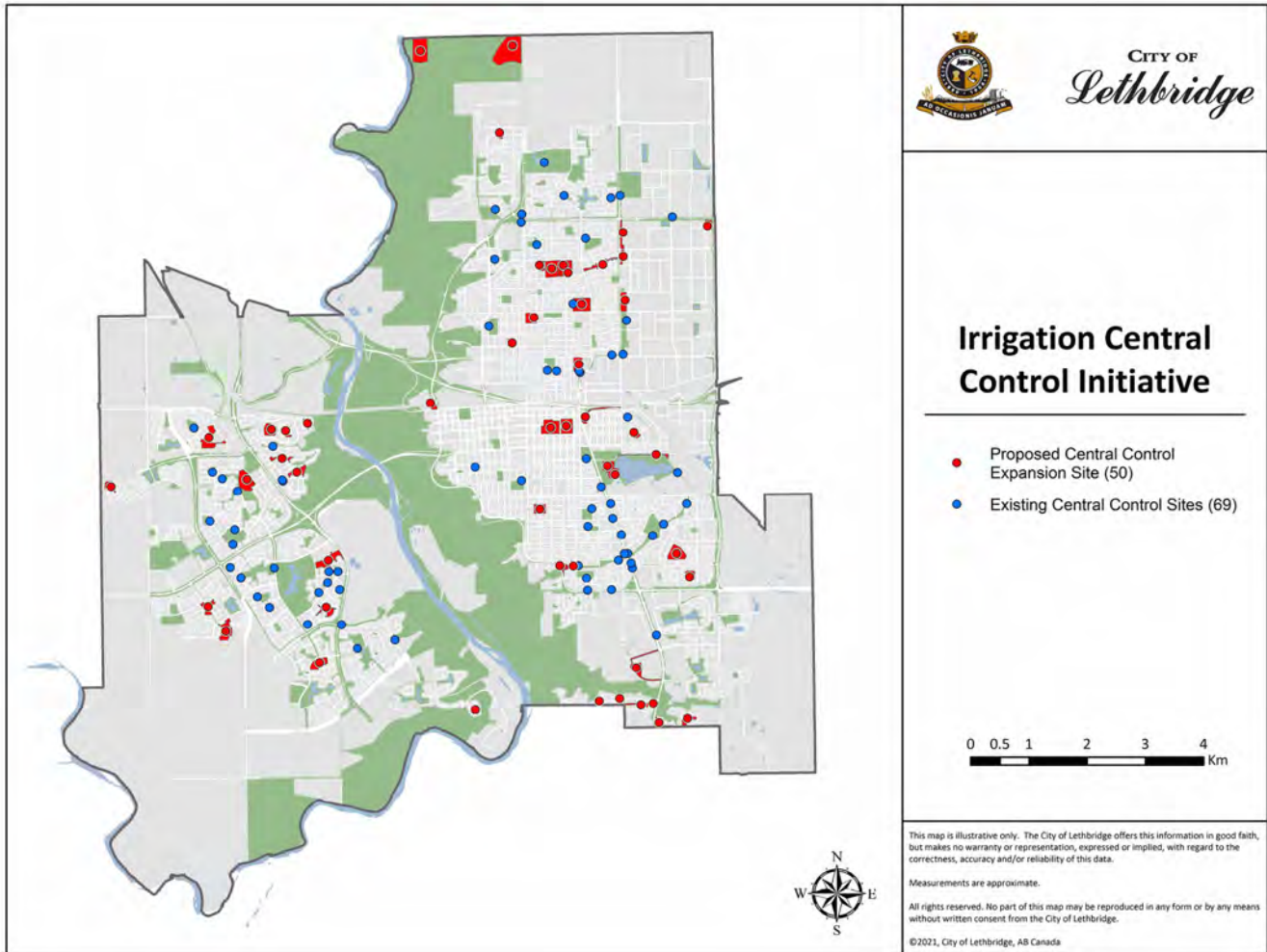
Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **Parks Irrigation Central Control**Dept - Project #: **423**Start Year: **2023**End Year: **2026**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
With just 67 of the 280 irrigation systems currently taking advantage of the benefits of the centralized control operating system, there is room to improve our environmental sustainability as a corporation by moving these systems onto the central network. The new system will be able to enhance the efforts to move from some efficiencies into a purposeful and sustainable water management strategy. These include; • the ability for quick action to turn off all sites on the system for rain events, • fine tuning the amount of water applied based on actual soil moisture and weather rather than simple estimates of water need, • improved reporting producing data useful in the development of water management strategies, • real time reporting and response for water wasting system failures, • fine tuning program schedules to provide optimum water rather than simple run times. Parks lifecycle renewal budget will be used to update existing systems as needed. The new software presents an ideal opportunity to take advantage for many of the irrigated sites not currently on the irrigation central control. This initiative will help align the parks with corporate environmental sustainability objectives.	Parks currently has 67 of the 280 irrigated sites on a central control system that allows management and control of the irrigation functions from a computer or hand held device. The system has been in place since the 1980's and Lethbridge was the first to adopt the technology in the Province of Alberta. Operating irrigation sites with this system allows for more efficient use of water by watering at night when evapotranspiration losses are lowest and park use is not interrupted. The system monitors the operation of each system and malfunctions or problems are reported so they can be fixed. More serious problems with the operation cause the system to shut down so water is not wasted. Efforts are currently in process to replace the software and hardware from the 1980's with a system with enhanced control and reporting capabilities and to allow the use of weather and soil moisture sensors to optimize the use of water. Enhanced operating reporting will allow irrigation to move from irrigating efficiently towards more proactive water management strategies. With the enhanced programs and controls in place there is opportunity to move more of the irrigated sites from timers to the central control system to take advantage of the features and enable water management strategies. Adding new sites to the central control is not a part of the lifecycle program. This initiative will allow the upgrade of 50 sites to be converted to and controlled by the central system.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction			120	120	120	120						480
Consultive Services			5	5	5	5						20
			125	125	125	125						500
Total Costs			125	125	125	125						500
Funding												
Reserve - Urban Parks			125	125	125	125						500
			125	125	125	125						500
Total Funding			125	125	125	125						500
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	2	4	6	8	8	8	8	8	8	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **New Facilities**Project Title: **Urban Core Public Realm Enhancement Program**Dept - Project #: **418**Start Year: **2022**End Year: **2025**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The project would provide funding to the ongoing implementation of the recommendations of the Public Realm and Transportation Study (PRATS) and other planning documents to (1) replace or refurbish of obsolete or worn out street furniture, (2) fill in or top up gaps in other redevelopment based public realm infrastructure funding, and/or (3) be leveraged as an incentive to improve public realm improvements adjacent to strategic private and public redevelopments. The area of applicability would be extended beyond the Downtown to support enhancements where a City endorsed master plan, redevelopment plan, and/or comprehensive site plan is in place. Infrastructure refurbishments and replacements will occur based on asset management assessments and engagement with internal and external stakeholders as required. Further, the fund may be leveraged to support strategic private investments to stimulate economic growth and achieve broader redevelopment outcomes in key urban core areas. Examples of deliverables may include: street light replacement, street banners, garbage cans, benches, street trees and grates, parklets and expanded outdoor seating, sidewalk and curb cuts, and other infrastructure improvements. On July 13, 2021 City Council approved an amendment to the project to include the development of an accessible, inclusive playground in the southeast corner of Galt Gardens.	Infrastructure throughout the downtown and the broader urban core is largely reaching the end of its life and often calls for spot replacement, upgrading, or renewal. Often funding is difficult to get through other allocations. In the 2018-2021 CIP, \$1,050,000 was approved as 4th Avenue South Enhancements which was more appropriately renamed 'Public Realm Enhancements in Downtown'. This marked the first time capital funding was approved specifically for the replacement of obsolete or worn infrastructure in the Downtown. This project builds off of the success of the previous public realm enhancement CIP project and would be establishing an ongoing program with an expanded geographic scope. Completed long range city and downtown planning documents including Municipal Development Plan (ICSP/MDP), Heart of Our City Master Plan (HOCMP), Downtown Area Redevelopment Plan (DARP), and the Public Realm and Transportation Study (PRATS) indicate that change is needed to upgrade aging infrastructure and to encourage a more pedestrian friendly public realm including alternate transportation modes is critical to ongoing revitalization efforts.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		463	475	1,080	245							2,263
Consultive Services		38	25	25	25							113
		500	500	1,105	270							2,375
Totals Costs		500	500	1,105	270							2,375
Funding												
Grant		10										10
Grant - Community Revitalization Fund		375										375
Grant - Municipal Sustainability (MSI)				1,019								1,019
PAYG - Community		115	500	86	270							971
		500	500	1,105	270							2,375
Total Funding		500	500	1,105	270							2,375

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **New Facilities**Project Title: **Indigenous Place-making Strategy**Dept - Project #: **417**Start Year: **2021**End Year: **2024**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The Indigenous Place-making Strategy is intended as a two-part project. Part 1 involves contracting a specialist to: • Determine, through meaningful engagement, a desired future state for Indigenous place-making in Lethbridge; • Conduct a review of the current and planned inventory of City owned Parks, Neighbourhoods and Facilities (collectively the Public Realm) and determine opportunities to enhance Indigenous place-making (i.e., the incorporation / reflection of Blackfoot and other Indigenous languages and cultures) in the Public Realm; • Create an implementation strategy that incorporates future capital and operating costs, in addition to ways to meaningfully engage Blackfoot and other Indigenous peoples in that implementation on an on-going basis. Part 2 involves the execution of the implementation strategy through ongoing meaningful engagement and an active investment in place-making in our City's Public Realm.	The Public Realm in Lethbridge currently lacks a reflection of Blackfoot and other Indigenous peoples' culture. This represents an opportunity to approach reconciliation from a different perspective, and one that will reach new audiences and meaningfully contribute to the City's social, economic and environmental fabric. Lethbridge is located in the heart of Blackfoot Territory, a fact formally acknowledged by City Council through the adoption of a Territory Acknowledgement Statement and OKI as the Official Greeting of the City. This project also builds upon Council's reconciliation commitment through the Reconciliation Implementation Plan and MMIWG Work Plan. While significant progress has been made in the area of reconciliation, there are very few places in which Blackfoot culture, language or history, or that of other Indigenous peoples, are meaningfully reflected. This, despite the fact that according to the 2016 Federal Census, Lethbridge is home to more than 5,000 self-identifying Indigenous peoples. We know anecdotally however, that the number of Indigenous people who live, study, work and access services in our City to be substantially higher.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		200	100	25								325
Consultive Services	50											50
	50	200	100	25								375
Total Costs	50	200	100	25								375
Funding												
Reserve - MCPR	50	200	100	25								375
	50	200	100	25								375
Total Funding	50	200	100	25								375

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

City Council Resolution June 15, 2021:

THEREFORE, BE IT RESOLVED THAT City Council (two-thirds vote required) advance the Indigenous Place-making Strategy by amending the June 1, 2021 Regular Meeting of Council decision on the Indigenous Place-making Strategy (Section D, pg 17 of the 2022 - 2031 Capital Improvement Program) to:

- revise the start year for the Indigenous Place-making Strategy from '2022' to '2021', and
- revise the funding source for the Indigenous Place-making Strategy from 'Community Project Unfunded Section' to the 'Major Capital Projects Reserve'



Major Program: **New Facilities**Project Title: **Fire Station #3 - 16 Ave S. Relocation**Dept - Project #: **301a**Start Year: **2022**End Year: **2027**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
This project will replace the existing 60-year old #3 Fire Station on 16 Avenue South with a new station in south Lethbridge and this project will include the following: 1. Functional Plan A needs assessment and functional program is required. The primary focus will be to determine the following: • Staff and space requirements • Functional requirements • Parcel size and location requirements Following this, the City requires floor plan drawings of the new facility. The drawings will be schematic only in nature and provide only enough information so that an architectural consultant could develop design drawings based on the information shown. All facility development plans will be accompanied by project cost estimates. The needs assessment study and functional program will consider the following: • Station 3 relocation needs • Fire administration needs • Public Safety Communications Centre space needs • Emergency Operations Centre needs • Other co location possibilities 2. Site Selection and Land Acquisition The City knows generally where the facility needs to be located, but needs to verify the parcel size required before finalizing site selection and acquisition. This work will determine if the City already owns a suitable site or if additional land needs to be purchased. 3. Building Design 4. Building Construction	As identified in the Fire Department Master Plan, Station 3 needs to be relocated south to accommodate the growth of the urbanized area in the southeast. Residential and commercial development is occurring outside the City Council and industry standard service level response time of 10 minutes, 90% of the time. In addition, the current building is now 60 years old and no longer meets the needs of a modern fire service.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction			2,881				21,817					24,698
Consultive Services		106	1,808				876					2,790
Equip. & Furnishings							2,212					2,212
Other			195				733					928
		106	4,884				25,638					30,628
Total Costs		106	4,884				25,638					30,628
Funding												
Grant - Municipal Sustainability (MSI)		106	4,884									4,990
Undetermined Funding							25,638					25,638
		106	4,884				25,638					30,628
Total Funding		106	4,884				25,638					30,628
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	642	650	652	666	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	582	582	582	582	



Fire Station #3, 1964



Fire Station #3, 2016

Major Program: **New Facilities**Project Title: **Outdoor Sports Court**Dept - Project #: **428**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The Lethbridge Parks system offers an environment that fosters responsible social interaction which contributes to the overall health, wellness, and quality of life of the community. Lethbridge has a wide array of sport courts but one gap that has been identified by some community groups is the lack of arena style outdoor sport courts. With a majority of recreational use by these groups being limited to indoor facilities – and only in the summer months when ice is not manufactured – twin outdoor courts are proposed. This facility will feature two courts, complete with sport court and concrete surfacing (one at each rink), side/end boards, screening, and an area for storage of nets and maintenance equipment. Unique to an outdoor court setting, the facility will be open to the general public for spontaneous play and pick-up games, as well as being available for bookings to facilitate group practice, games, and skill development. Site location will be determined as part of the project. As per May 30, 2023 Council Resolution: BE IT RESOLVED THAT City Council amend the scope of the Capital Improvement Program D-23 Outdoor Sports Court, as provided in Option 1, and reduce the scope from two courts to constructing one court at a reduced size.	The objective of this project is to create outdoor multi-sport courts to promote active living and community sport participation and development across all age groups. Community consultation included meeting with representatives from Roller Hockey Lethbridge, the Lethbridge Lacrosse Association, and the Lethbridge Roller Derby Guild who are all currently utilizing indoor public recreation facilities within the community. These organizations have identified the need for outdoor sport courts that are both bookable and available for all members of the community to freely use. These twin courts would be the first of its kind in Lethbridge and one of only a few in western Canada. The facility would attract residents from the city and region, thereby broadening outdoor recreational and social opportunities for members of the community. In addition, the outdoor sport courts would help develop and expand participation across all ages within organizations such as roller hockey, lacrosse, roller derby, and others.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		770										770
Consultive Services		83										83
Equip. & Furnishings		5										5
Other		42										42
		900										900
Total Costs		900										900
Funding												
PAYG - Community		900										900
		900										900
Total Funding		900										900
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	28	29	30	31	31	32	33	34	35	
Est. GHG Emissions (t CO2e)		0	6	6	6	6	6	6	6	6	6	

Comments



Major Program: **New Facilities**Project Title: **Crossings Branch Expansion and Enhancement**Dept - Project #: **403**Start Year: **2018**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Continuation of previous CIP project D-26 of 2018-2027.	The Crossings Branch provides services to meet the needs of the growing population of west Lethbridge. The Crossings Branch was built with a target population in west Lethbridge of 34,000 by 2031. This estimated target service population has already been surpassed with a population of 40,898 in 2019.
Expansion of the Crossings Branch into the current undeveloped space of 2588.4 square feet and will include:	The Crossings Branch is free to use and open every day of the week - currently including two evenings - and provides activities, resources and space for west Lethbridge residents not available elsewhere. The branch has a strong core user group of families with young children, and the current size, layout and use of the branch can cause barriers for this population in particular. The children's area is too small in size to accommodate programming and its current high volume of use, and is physically isolated from staff service points and washroom access. The current teen area is too closely situated to the children's area for the comfort of many families and there is no sound barrier, causing friction with other library users when teens want to socialize and use a space set aside for them as intended.
- Expanded children's area that includes programming space and easy access to washroom facilities and staff support - Improved teen space - a slightly larger space in a more appropriate location within the Library with teen friendly amenities - A new public meeting space - with a separate entry door which provides potential for use outside of regular library hours - Additional public washrooms - Additional staff working space, - Strategic redesign of library interior to provide better access to washrooms and staff support, - Additional furniture and collections that meet the needs of the west Lethbridge population.	The Library's current facilities master plan (completed in 2005) recommended an expansion to City library facilities totaling 92,600 square feet. The recommended model included a significant expansion to the main branch, the addition of a community branch and two neighbourhood branches. Current library facilities area totals approximately 62,500 square feet.
The expansion and enhancement of the Crossings Branch is a cost-effective and expedient way to significantly improve library services for Lethbridge residents.	

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction	187	439										626
Consultive Services	21	58										79
Equip. & Furnishings		212										212
Other	4	26										30
	212	735										947
Total Costs	212	735										947
Funding												
Fundraising		255										255
Grant - Federal Gas Tax Fund (FGTF)	191											191
PAYG - Community	21	480										501
	212	735										947
Total Funding	212	735										947
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	17	18	18	19	19	20	20	20	20	
Est. GHG Emissions (t CO2e)		0	5	5	5	5	5	5	5	5	5	

Comments



Major Program: **New Facilities**Project Title: **Galt No. 6 Mine Interpretative Park**Dept - Project #: **411**Start Year: **2023**End Year: **2023**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The Galt No. 6 Coal Mine was located in what is now part of Legacy Ridge. The Galt No. 6 Interpretative Park comprises a total municipal reserve area of 1.2 Ha. The coal mining industry played a central role in the establishment of Lethbridge. The location of the remaining structures provide an excellent opportunity to provide the natural history interpretation for our current and future generations not familiar with our roots. Melcor Developments Ltd have been working closely with the City's Planning areas over the past decade to optimize the potential of this area and create a unique park for Lethbridge. As the concept plans have been developed and cost estimates refined, there are significant financial implications to the development of this site with respect to the preservation of historic structures. Unique to this municipal historic resource compared to a typical park development include an increased cost for site reclamation, structure restoration / preservation and safeguarding for public use. In trying to tell the story in the best way possible and relate the significant history that has taken place in this location of Lethbridge, Melcor has developed site plans that far exceed the costs of a typical park development. Under the current development model, the City, through an Open Space Agreement would contribute up to \$90,000 for the development of the park. The plan has been developed in partnership with the City in a way that tells the story of the Galt No. 6 Mine and its impact on the growth of Lethbridge in the best way possible. It should be noted that operational costs for the development of this park are not affected by the City / Melcor development partnership.	Melcor's vision for the Legacy Ridge Community has been one of honoring and preserving Lethbridge's history. A historical resource impact assessment was completed along with numerous studies. In June 2016, the site was designated by City Council under Bylaw 5992 as a Municipal Historic Resource. During the past decade, Melcor has invested in numerous applications, engagements and investigations that have been completed in support of site preservation and community plan development including a Risk Management Plan, Structural Assessment Report, Public Information session and Historical Resources Act Approvals. All documentation has been submitted to the City as part of project development. The Lethbridge Historical Society and the Historical Resources Committee have also been consulted and communicated with throughout the entire process of concept development.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction			2,700									2,700
			2,700									2,700
Total Costs			2,700									2,700
Funding												
Developer Contribution			1,700									1,700
Grant - Municipal Sustainability (MSI)			910									910
Operating Budget			90									90
			2,700									2,700
Total Funding			2,700									2,700
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	19	20	20	21	21	22	23	23	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **New Facilities**Project Title: **School Gymnasium Upsize**Dept - Project #: **441**Start Year: **2024**End Year: **2024**Capital Improvement Program
2022 to 2031**Description & Location**

Through the Joint Use Agreement between the City and the two school districts, school gym upsizing supports the community and residents in a cost effective manner. New school projects and school modernizations are contemplated within the scope of the school gym upsizing.

Opportunity to upsize a gym exists with the future construction of an elementary school in west Lethbridge should the Province of Alberta approve the funds for the school construction.

Purpose & Justification

The gymnasiums will be upsized from an elementary school size (approximately 430 m2) to a middle school size (approximately 630 m2), where more community uses can be simultaneously realized.

The 2013 Recreation and Culture Master Plan identified a lack of gymnasium space in the City of Lethbridge. Evening use of gymnasium space for various sports and leisure activities, including basketball, volleyball, pickleball, and other gym activities ensures public access to these facilities for recreational purposes. During 2019, 900 hours were booked in School Division 4 and 3,622 hours were booked in School District 51. In return, school children are allowed access to City of Lethbridge recreation and cultural facilities. This is a benefit to the respective parties and improves and enhances the quality of life of Lethbridge residents.

The Joint Use Agreement, first introduced in 1959, was the first of its kind in Alberta. Today, the agreement is a model other jurisdictions are eager to use. The agreement allows the City of Lethbridge and the school boards to benefit from a mutually advantageous arrangement that maximizes utilization of tax-funded facilities - schools and municipal recreation facilities.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction				850								850
				850								850
Total Costs				850								850
Funding												
PAYG - Community				850								850
				850								850
Total Funding				850								850

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

School Gymnasium Upsize



Major Program: **New Facilities**Project Title: **New School Site Development**Dept - Project #: **442**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
An additional elementary school site is planned for development in west Lethbridge. It is not known when the Province of Alberta will announce funding for the addition of the school. When funding is announced and construction of the building starts, the development of the school sites will need to be completed alongside the building construction. Site design will be coordinated between the developer and the respective School Board to ensure the site fulfills the programing and functional needs of the school and students. Development of the school fields will be funded by the City of Lethbridge to a base level school field standard. This would include grade, loam, seed, irrigation, trees, pathways, soccer pitches. Additional site amenities above the base level standard can be provided by the developer, in consultation with the City and relevant school division. Site servicing and any required fencing are the responsibility of the developer.	When funding is announced, the City will be prepared to begin construction of the sites in alignment with building construction.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		1,230										1,230
Consultive Services		170										170
Equip. & Furnishings		300										300
		1,700										1,700
Total Costs		1,700										1,700
Funding												
Developer Contribution		850										850
Subdivision Surplus		850										850
		1,700										1,700
Total Funding		1,700										1,700
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	65	67	69	71	73	75	78	80	83	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **New Facilities**Project Title: **SAAG Facility Enhancements**Dept - Project #: **404**Start Year: **2022**End Year: **2026**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
This project will modernize and allow the Southern Alberta Art Gallery (SAAG) to meet advanced facility requirements of contemporary art exhibitions. Renovated interior spaces will facilitate a variety of public engagement and programming needs; including a “pop-up” theatre for showcasing independent film, a modest food services area, and an engaging outdoor patio and “art park”. Meanwhile, updated administrative spaces will increase efficiency for staff, increase safety and security, and address heritage building maintenance issues. Project Scope: • Expand opportunities for programming, community engagement, & private event bookings through a food services space, which presents further opportunities for community partnerships & revenue streams; • Engage Galt Gardens through an engaging exterior space that shifts the SAAG's focus outward & welcomes the community in; with a view to develop outdoor spaces to support & expand programming and engagement; • Offer improved interior spaces designed with safety, security, & accessibility in mind; improve existing building elements to support the revitalization scope & align with lifecycle & building code requirements; • Modernize the gallery spaces to meet current contemporary art gallery standards regarding environmental conditions (air quality and lighting standards), art handling, receiving and preparatory areas; • Replace all lighting with LED fixtures; • Listening Garden Public Art; • Entrance signage & lighting improvements (3 Ave S)	The SAAG's existing building structure poses several operational challenges which restrict access and security, and limits opportunities for broader community engagement, programming, and growth due to the lack of (1) direct access to Galt Gardens via an integrated outdoor space, and (2) onsite food and beverage/catering facilities. This project seeks to address these operational needs, which will, in turn, allow us to drive outward-facing community engagement initiatives and better serve the community. This revitalization project will: • Offer improved interior spaces designed with safety, security, and accessibility in mind; • Modernize the gallery spaces to meet current contemporary art gallery standards regarding environmental conditions (air quality and lighting standards), art handling, and preparatory areas; • Engage Galt Gardens through a modest food services area and patio space that shifts the SAAG's focus outward and welcomes the community in; • Expand opportunities for programming, community engagement, and private event bookings through the food services facility/catering kitchen, which present further opportunities for community partnerships and revenue streams; and • Ultimately assist the SAAG in becoming more self-sufficient.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction					2,656	3,356						6,012
Consultive Services		82	7	330	70	69						558
Equip. & Furnishings						440						440
Other		6			350	348						704
		88	7	330	3,076	4,213						7,714
Totals Costs		88	7	330	3,076	4,213						7,714
Funding												
Community Groups					500	700						1,200
Grant - Canada Cultural Spaces Fund						500						500
Grant - Municipal Sustainability (MSI)		88	7	330	2,226	2,894						5,545
PAYG - Community					350	119						469
		88	7	330	3,076	4,213						7,714
Total Funding		88	7	330	3,076	4,213						7,714
Projected Net Operating Costs					71	74	75	75	76	77	79	
Est. GHG Emissions (t CO2e)					70	70	70	70	70	70	70	

Comments



Major Program: **New Facilities**Project Title: **École La Vérendrye Gymnasium Expansion**Dept - Project #: **410**Start Year: **2022**End Year: **2023**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
To expand the footprint of the gymnasium at École La Vérendrye. A total of 432m² (375m² gym addition plus 57m² weight room) would be added to this space to bring the gymnasium up to the area allocated to the Alberta Infrastructure standard. An additional gym storage room at 24m² is also required. This would result in an addition in the range of 432m² to 456m². The goal of adding the space to the school is to build and promote active living in the community. This structure can be used by the school and the City during and after school hours. The initial concept is to expand the facility towards the west. This would involve extending the existing building into the existing outdoor field. The project is at the pre-design phase with a goal to start construction as soon as all funding is secured.	École La Vérendrye is a Francophone school. The school acts as an anchor and has a critical role to play in language learning and the cultural identity building of young Francophones in minority communities. The school is operates from kindergarten to grade 12. The school is designed to provide a community hub (flex-space, continuing education programs and arts programs oriented spaces) to the Francophone and Francophile population of Lethbridge. A gym expansion at l'ecole la Verendrye will increase the rate of participation to various educational and cultural activities of the local community. École La Vérendrye current school capacity is 411 students in a kindergarten to grade 12 configuration. The Southern Francophone Education Region is looking at expanding the gymnasium to provide the school population and the communities of Lethbridge an active living community space with an educational institution. Based on the current Alberta Capital Manual, a school this size and grade configuration would be entitled to a 595m² gymnasium, with a 60m² gym storage (for reference, the smallest gymnasium that Alberta Education would currently support for any school capacity is 430m²). In 2010-2011, the smallest supported gym size was 340m². The gymnasium at École La Vérendrye is currently undersized and prevents the school and surrounding communities from utilizing the gym for normal activities due to the non-standard size (smaller courts, no room for spectators, etc.) and the lack of a gym storage room. École La Vérendrye gym is 264m² and there is a small space allocated for gym storage.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		1,103	1,103									2,207
Consultive Services		80	48									127
Equip. & Furnishings			27									27
Other			27									27
		1,183	1,204									2,387
Total Costs		1,183	1,204									2,387
Funding												
Community Groups		683	1,204									1,887
PAYG - Community		500										500
		1,183	1,204									2,387
Total Funding		1,183	1,204									2,387

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO₂e)**Comments**



Major Program: **New Facilities**Project Title: **Legacy Park Pickleball Courts**Dept - Project #: **426**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031**Description & Location**

This project will include six additional courts to expand the current six pickleball courts at Legacy Park. Wind mitigation measures will be incorporated as well as an alternative surface conducive to hosting large events.

An operational model and agreement for use and access to the courts will be developed through discussions with the Lethbridge Pickleball Club to ensure access to both the Club and the public. The 12-courts will include wind protection. A viewing area with benches and seating will also be considered to provide an accessible area for community viewing particularly for tournament and events utilizing the pickleball courts.

The Club will be responsible to coordinate and pay for operating expenses, including, but not limited to: caretaking, grounds maintenance, utilities, and tenant insurance).

As per May 2, 2023 Resolution:

BE IT RESOLVED THAT City Council amend the 2022-2031 Capital Improvement Plan (CIP) D-30 Legacy Park Pickleball Courts scope revisions as follows:

1. Add the following key options to the base project:
 - a. Plexipave coating and windscreens (on new courts), and
 - b. concrete walkway to the new courts.
2. Remove the following regarding the existing courts:
 - a. Wind mitigation
 - b. Alternative surfacing
 - c. Viewing area and benches

Purpose & Justification

Pickleball began in the 1960/70s it has taken some time to find its place in Canadian sport, with Pickleball Canada recently founded in 2009. However, since then, the sport has become one of the fastest growing sports in North America in terms of increases in participation. In 2019, Canada had 75,000 pickleball players, with Alberta having the highest number of registered players. Today there are over 8,500 locations to play pickleball in North America. Currently, the Lethbridge region has nearly 400 pickleball players.

In Lethbridge, there is a lack of suitable, regulation, and wind protected courts. Additionally, the current Lethbridge Pickleball Club outdoor play is restricted to unscheduled ad hoc member play. Scheduled member court play was attempted in June and July of 2020 (once COVID restrictions were removed and play was permitted) but was fraught with cancellations due to unpredictable high or gusting winds. As a result, formal outdoor scheduling was abandoned at the beginning of August 2020.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		650										650
		650										650
Total Costs		650										650
Funding												
Grant - Federal Gas Tax Fund (FGTF)		650										650
		650										650
Total Funding		650										650
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	44	44	45	47	48	49	49	50	52	
Est. GHG Emissions (t CO2e)		0	15	15	15	15	15	15	15	15	15	

Comments



Proposed location for Pickleball Courts at Legacy Park.

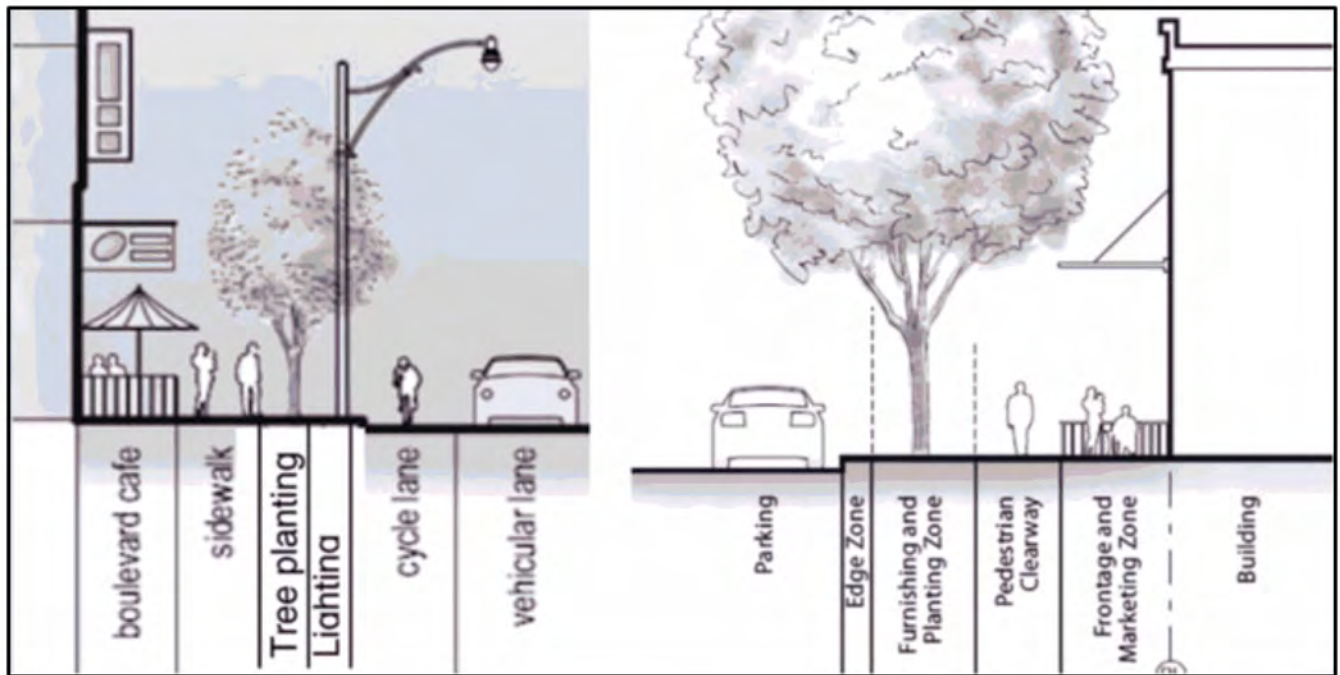
Major Program: **New Facilities**Project Title: **3rd Avenue South (Stafford Dr to MMD) Upgrade**Dept - Project #: **312a**Start Year: **2018**End Year: **2030**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
Continuation of previous CIP project D-23 of 2018-2027.	Prior to the construction of Hwy 3 (Crowsnest Trail), 3 Avenue South functioned as the major roadway through Lethbridge along Hwy 3 east and west of City limits. Since Hwy 3 was reconstructed (mid 1980s), 3 Avenue South has transitioned to a commercial corridor between Scenic Drive South and Mayor Magrath Drive S (MMD). Currently, the City has started phase 1 (Concept/Functional Design) of this project and should be completed by early 2021. Recently, the city completed the Cycling Master Plan that showed this corridor as a major link, the City has updated its Municipal Development Plan/Integrated Community Sustainability Plan (MDP/ICSP), completed a Heart of Our City Master Plan, and conducted a Public Realm & Transportation Study which contributed to a concept design for 3 Avenue South, through the downtown.
This project was included in the prior CIP at \$4.5 million. The change in timing is due to further refinement of the scope of work based on completion of the conceptual design.	
This projects consists of several inter-related phases:	
1) Concept/functional design (from Stafford Drive to MMD S) is currently underway under D-23 and allows the City to conduct improvements as required when doing other rehab work or when a property redevelops. This will include landscaping plans, approximate locations and also involve public consultation to adjacent businesses.	
2) Condition assessments would be required for water, wastewater and electrical services (outside of the scope of this project). The main lines along 3 Ave South within the roadway have already been completed and so the service connections to the businesses must be assessed, as well as the condition of any electric lines or other shallow utilities located in the boulevard space. This would be completed by the respective Utility departments over the next several years.	
3) Improving the street surface to encourage pedestrian, cycling and also higher transit usage, as well as improve overall safety, accessibility and landscaping within the existing 3 Avenue South Right of Way (ROW). Sidewalk space would be modified to include both hard and soft landscaping to improve the overall streetscaping. Transit stops would also be developed/enhanced to encourage transit use and ridership.	All planning studies, including the City's latest Transportation Master Plan (2012) indicated that a change is needed to encourage alternate transportation modes; walking, cycling and higher use of transit. 3 Avenue South has transitioned into a successful commercial corridor with relatively few geometric changes to the roadway or sidewalks. The purpose of this project is to rejuvenate 3 Avenue South into a more successful commercial corridor while increasing mode share of pedestrians, cyclists and transit users, calming traffic volumes on 3 Avenue South, and improving accessibility and overall safety for all. This conforms to the goals of both our MDP/ICSP and the Transportation Master Plan.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							2,140			2,400		4,540
Consultive Services		300					240			270		810
Equip. & Furnishings							120			130		250
		300					2,500			2,800		5,600
Total Costs		300					2,500			2,800		5,600
Funding												
PAYG - Community		300										300
Undetermined Funding							2,500			2,800		5,300
		300					2,500			2,800		5,600
Total Funding		300					2,500			2,800		5,600
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	10	10	10	10	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **New Facilities**Project Title: **Affordable Housing**Dept - Project #: **445**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Resolution from City Council Meeting May 18, 2021: S.R. Miyashiro/B.A. Crowson: WHEREAS All of society suffers when there is not an adequate supply of safe, appropriate and affordable housing. When individuals and families spend more than 30% of their income on housing, this means less money for food, education, health care, recreations culture, etc. Ultimately this leads to higher degrees of stress, frustration, and hopelessness creating a downward spiral of human suffering and an increase in public costs. Without adequate housing, the entire community suffers; and WHEREAS The Community Wellbeing and Safety Strategy (CWSS) has been identified as a top priority for the City of Lethbridge, and key to achieving community wellbeing and safety is an adequate supply of safe, appropriate and affordable housing; and WHEREAS the Municipal Housing Strategy (MHS) has identified a need for approximately 4,800 safe, appropriate and affordable housing units, and both the MHS and CWSS have identified the most critical housing gap is supportive housing units for high acuity homeless clients; and WHEREAS Significant capital funding will be required to achieve the established housing targets. The majority of available capital funding is available through the Government of Canada's National Housing Strategy, of which a foundational principle is co-investment (skin in the game) from key stakeholders, including the City of Lethbridge;	Continuation of resolution from City Council Meeting May 18, 2021: THEREFORE, BE IT RESOLVED THAT Council amend the 2022-2031 Capital Improvement Program by allocating \$5 million from available funding sources from the Capital Improvement Program to increase the supply of safe, appropriate and affordable housing in Lethbridge; and FURTHER BE IT RESOLVED THAT Administration develop a capital grant allocation policy defining how the capital funding is to be allocated. This policy may be a new policy, or a revision of the current Affordable/Social Housing Capital Grant policy (CC49). This policy must be approved by City Council. In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker Opposed: B.E. Hyggen, J.P. Mauro ----- CARRIED

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Other		5,000										5,000
		5,000										5,000
Total Costs		5,000										5,000
Funding												
Internal Borrowing		5,000										5,000
		5,000										5,000
Total Funding		5,000										5,000
Estimated Debt Charges		0	419	419	419	419	419	419	419	419	419	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **New Facilities**Project Title: **cityHUB - various locations**Dept - Project #: **438**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
As the new cityLINK network is being designed, areas of opportunity have been identified throughout the network that will complement access to transit, provide transit connections for customers, efficient turnarounds, and the potential to further increase efficiencies by eliminating redundant/circuitous loops. CityHUBs will consist of either an off-street turnaround area or on-street pull in/pull out design with bus parking locations for the safe access and connection of multiple Lethbridge Transit vehicles. Some of the provisions of the total \$3.0 million projects may require the purchase of land and or require partnerships agreements. The new cityLINK network will provide necessary ridership data to determine exact location and required resources for each cityHUB which may include passenger amenities including real time information, shelter from the weather, wayfinding signage and linkages with future micro mobility products. CityHUBs may also support future charging infrastructure for zero emission buses.	As part of the 2017 Transit Master Plan, Lethbridge Transit is looking to incorporate efficient and convenient transportation for the City of Lethbridge. This includes a newly designed transit system called cityLINK which has the potential to improve transit service in Lethbridge by streamlining the fixed transit routing system with high frequency lines, neighbourhood lines, and incorporating demand response. CityHUB's are necessary in order to maximize the safety and efficiency of the cityLINK transit network. In addition to being necessary for safety and efficiency gains, these hubs will also provide customers and operators with improved amenities, real time schedule information, and an overall improved transit experience. CityHUBs will be strategically located along main corridor high frequency lines and provide an accessible, safe location for customers to interface with demand response, and bicycle/car/scooter share, further enhancing mobility options throughout the community.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		3,000										3,000
		3,000										3,000
Total Costs		3,000										3,000
Funding												
Grant - Municipal Sustainability (MSI)		3,000										3,000
		3,000										3,000
Total Funding		3,000										3,000
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	118	121	125	129	133	137	141	145	149	
Est. GHG Emissions (t CO2e)		0	57	57	57	57	57	57	57	57	57	

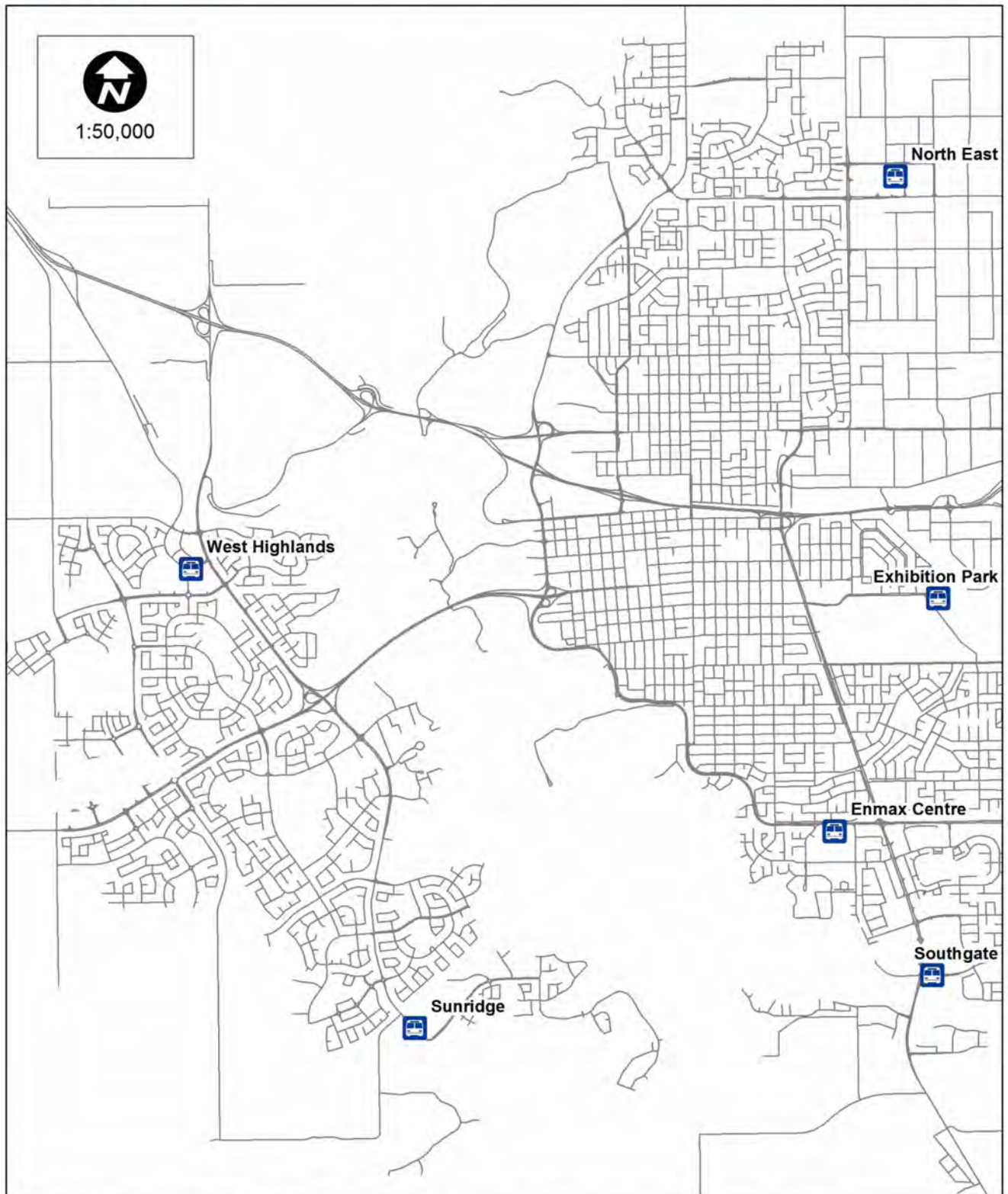
Comments



Proposed Transit Terminal/Hub Locations



CITY OF
Lethbridge



These are potential cityHUB locations, based off the initial review of the cityLINK transit network.

Major Program: **New Facilities**Project Title: **cityHUB - Southgate**Dept - Project #: **435**Start Year: **2026**End Year: **2026**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
Southgate Transit Hub is on the southeastern end of the high frequency Citylink network. This Hub will consist of a pullout for safe access and connection of multiple Lethbridge Transit vehicles along westbound lane of Southgate Blvd South. Provision for a pullout on the eastbound lane of Southgate Blvd South will be required for demand response. Provision for this project would require a newly installed traffic circle at Southgate Blvd South and Sixmile Road South. The hub would be equipped with bathrooms for customers and staff, wayfinding signage, bicycle racks and heated shelter. Buses would have the capability to turnaround at the new traffic circle providing an additional \$102,000 in annual operational efficiencies.	As part of the 2017 Transit Master Plan, Lethbridge Transit is looking to incorporate efficient and convenient transportation for the City of Lethbridge. This includes a newly designed transit system called Citylink. Citylink will improve transit service in Lethbridge by streamlining the fixed route system and incorporating demand response. Transit hubs are necessary in order to maximize the safety and efficiency of this system. In addition to being necessary for safety and efficiency gains, these hubs will also provide our customers and operators with improved amenities, real time schedule information, and an overall improved transit experience. The hubs will be strategically located along main corridor high frequency routes and provide an accessible, safe location for customers and staff along with a hub for demand response customers to connect onto Citylink. The hubs will also improve connectivity to Uber, cyclists, and other future mobility options.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							1,322					1,322
Consultive Services							224					224
Equip. & Furnishings							6					6
Other							71					71
							1,623					1,623
Total Costs							1,623					1,623
Funding												
Undetermined Funding							1,623					1,623
							1,623					1,623
Total Funding							1,623					1,623
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	(74)	(73)	(72)	(70)	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	19	19	19	19	

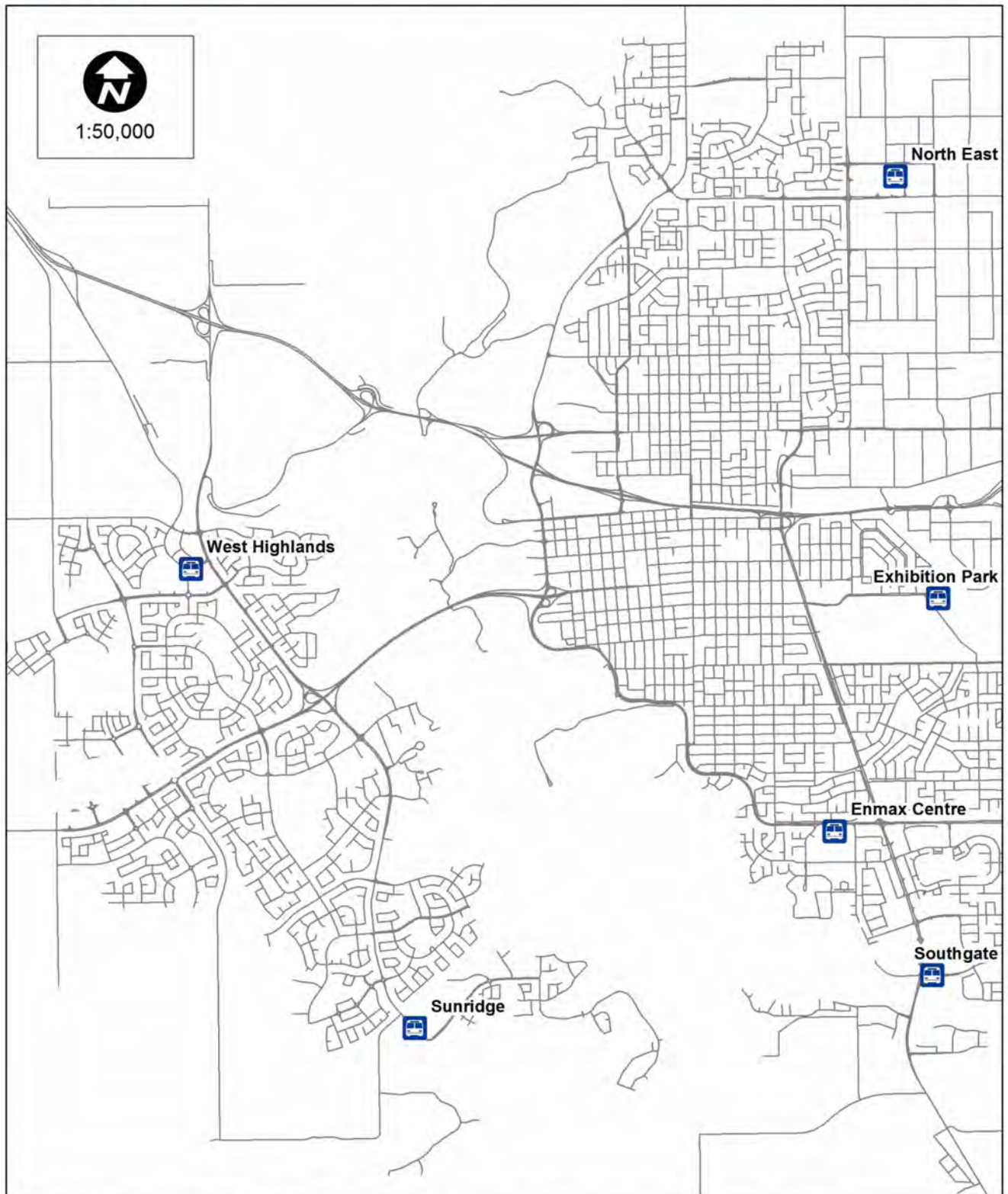
Comments



Proposed Transit Terminal/Hub Locations



CITY OF
Lethbridge



These are potential cityHUB locations, based off the initial review of the cityLINK transit network.

Major Program: **New Facilities**Project Title: **Transit Terminal - ENMAX Centre**Dept - Project #: **431**Start Year: **2027**End Year: **2027**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This will be strategically located along transit's main corridor route in south Lethbridge. The ENMAX Centre is Lethbridge's largest seated stadium along with Lethbridge College nearby. The current terminal would be moved to the new location offering the following amenities: -Heated space -Washroom facilities for transit operators -Way signage for new system -Fare kiosk capability -Bus parking This transit terminal will provide functionality including: -Safe access for transit -Turnarounds -Pull out lanes for safe left and right turning -Concrete or paved surface for large vehicles -Snow removal	As part of the 2017 Transit Master Plan, Lethbridge Transit is looking to incorporate efficient and convenient transportation for the City of Lethbridge. This includes a newly designed transit system called Citylink. Citylink will consist of straight and convenient routes consistent with the Master Plan. As part of this newly designed transit system we like to incorporate small micro-terminals so customers and operators have amenities along with enhanced access to the service. The micro-terminal will be strategically located along main corridor high frequency route and provide an accessible, safe terminal for customers and staff along with a HUB for Transit on Demand customers to connect onto Citylink routes. This terminal will also provide operational efficiencies for transit on demand buses would now have a place to wait for bookings as opposed to returning to the Park 'n Ride or bus barns.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							2,084					2,084
Consultive Services							292					292
Equip. & Furnishings							7					7
Other							107					107
							2,490					2,490
Total Costs							2,490					2,490
Funding												
Undetermined Funding							2,490					2,490
							2,490					2,490
Total Funding							2,490					2,490
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	84	86	88	90	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	19	19	19	19	

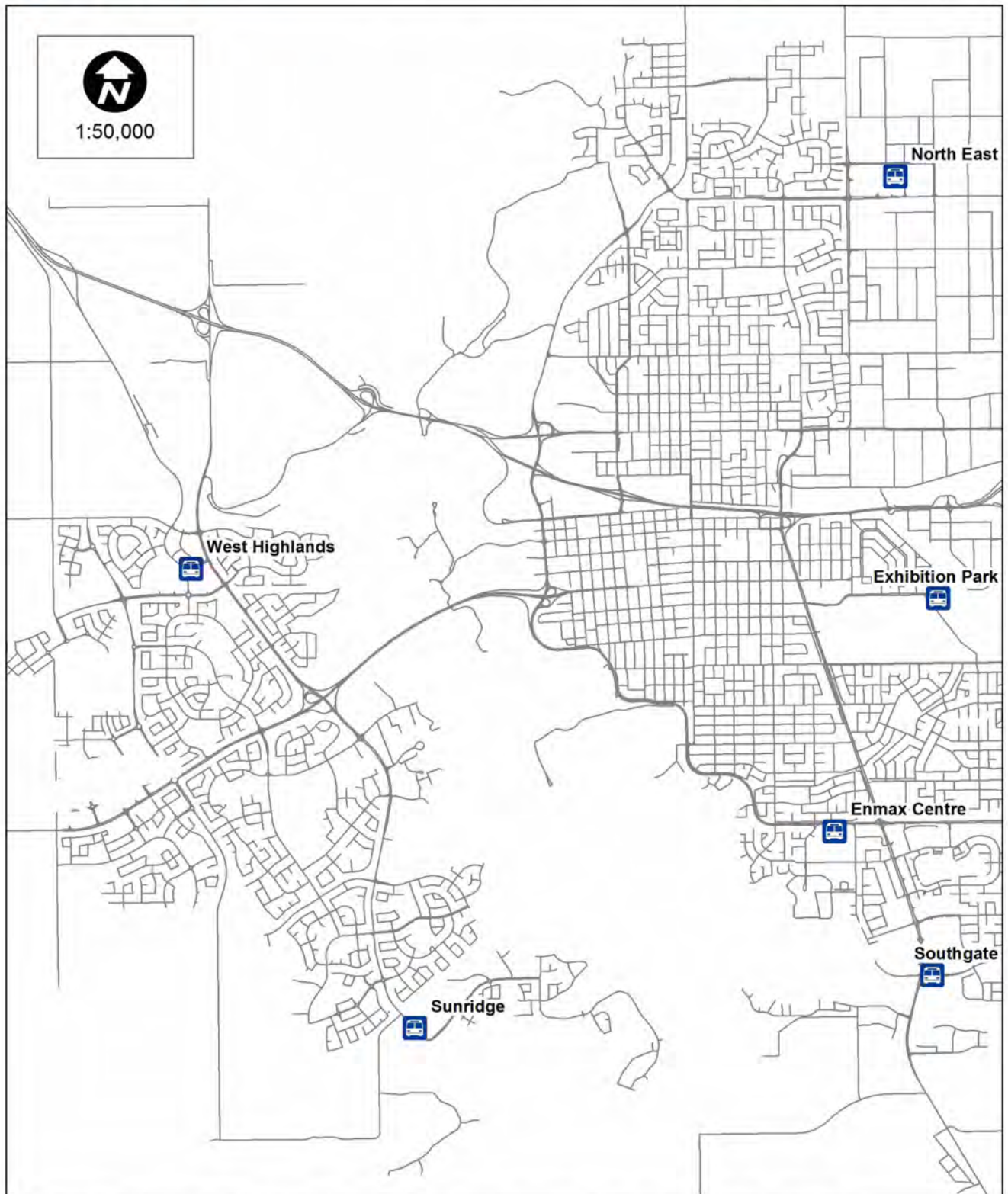
Comments



Proposed Transit Terminal/Hub Locations



CITY OF
Lethbridge



These are potential cityHUB locations, based off the initial review of the cityLINK transit network.

Major Program: **New Facilities**Project Title: **Transit Terminal - Exhibition Park**Dept - Project #: **432**Start Year: **2027**End Year: **2027**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This will be strategically located to a major destination area that includes Henderson Park, Japanese Gardens, and the newly constructed Exhibition Park. The current terminal would have the following amenities: -Heated space -Bus ticket vending -Way signage for new system -Bus parking This transit terminal will provide functionality including: -Safe access for transit -Turnarounds -Pull out lanes for safe left and right turning -Concrete or paved surface for large vehicles -Snow removal	As part of the 2017 Transit Master Plan, Lethbridge Transit is looking to incorporate efficient and convenient transportation for the City of Lethbridge. This includes a newly designed transit system called Citylink. Citylink will consist of straight and convenient routes consistent with the Master Plan. As part of this newly designed transit system we like to incorporate small micro-terminals so customers and operators have amenities along with enhanced access to the service. The micro-terminal will be strategically located along main corridor high frequency route and provide an accessible, safe terminal for customers and staff along with a HUB for Transit on Demand customers to connect onto Citylink routes. This terminal will also provide operational efficiencies for transit on demand buses would now have a place to wait for bookings as opposed to returning to the Park 'n Ride or bus barns.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							1,768					1,768
Consultive Services							249					249
Equip. & Furnishings							7					7
Other							89					89
							2,113					2,113
Total Costs							2,113					2,113
Funding												
Undetermined Funding							2,113					2,113
							2,113					2,113
Total Funding							2,113					2,113
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	58	59	60	62	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

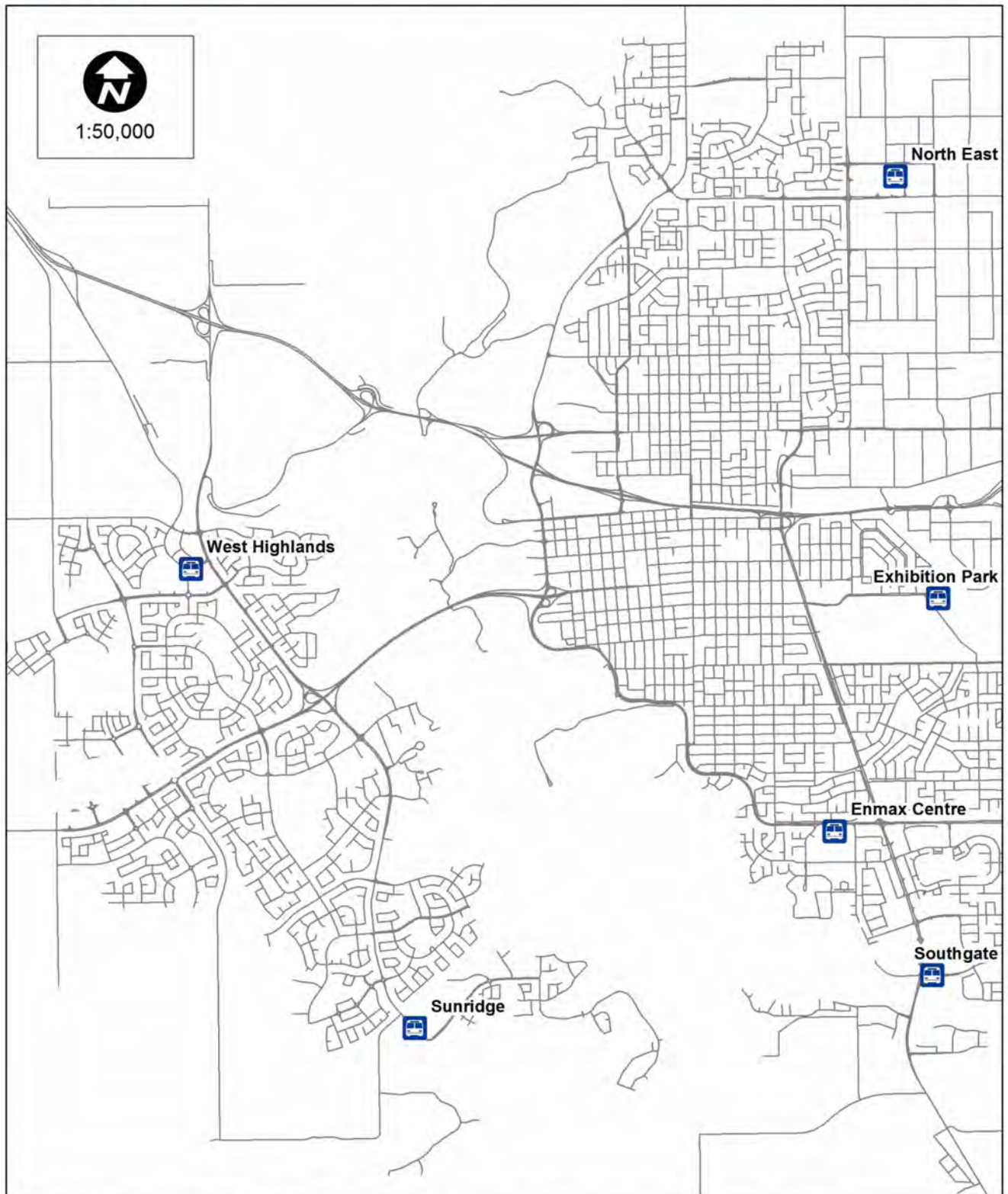
Comments



Proposed Transit Terminal/Hub Locations



CITY OF
Lethbridge



These are potential cityHUB locations, based off the initial review of the cityLINK transit network.

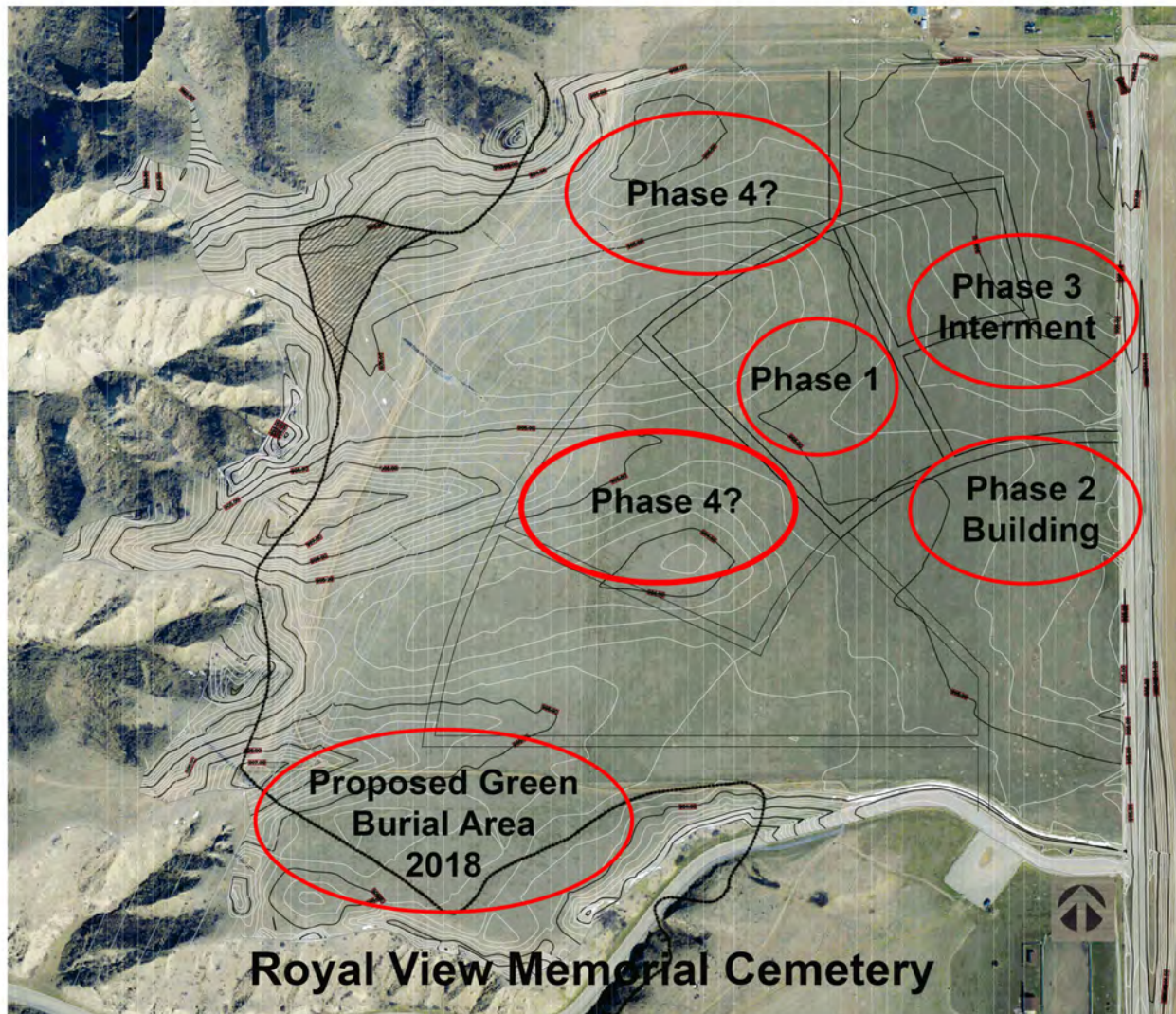
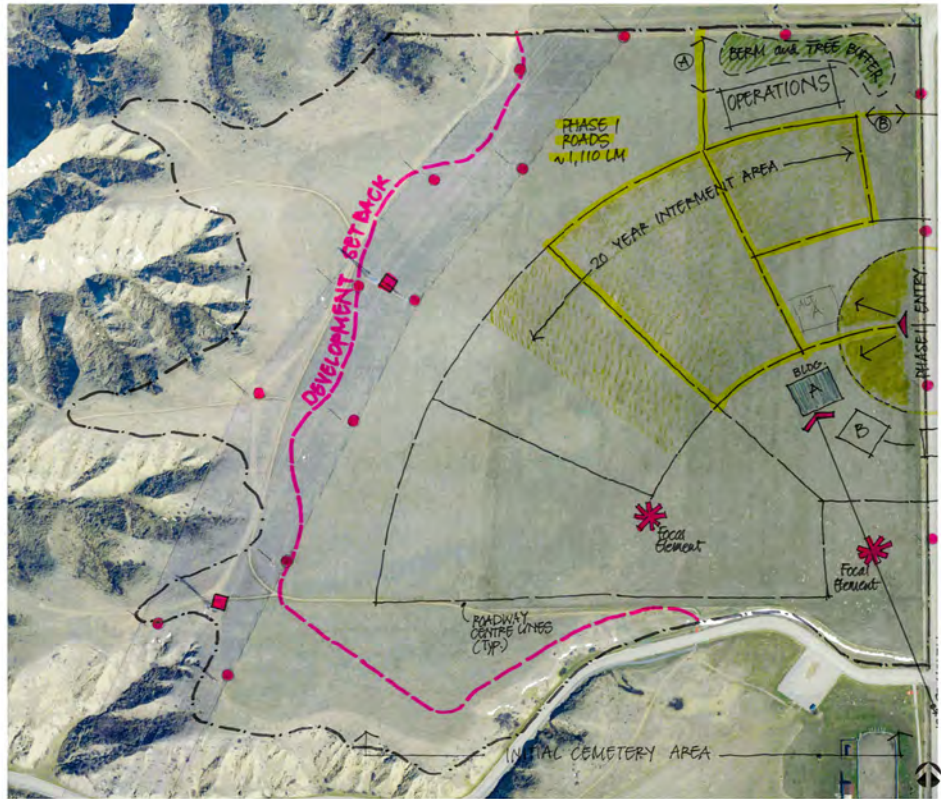
Major Program: **New Facilities**Project Title: **Royal View Memorial Cemetery (Phase 2)**Dept - Project #: **382**Start Year: **2026**End Year: **2027**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
Continuation of previous CIP project D-33 of 2018-2027.	In 2011, City Council approved the Cemetery Services Master Plan. The Master Plan identified the primary planning parameters for Royal View Memorial Cemetery (RVMC). In the first phase, an interment area was developed to provide capacity for the initial 20 years along with site features and a maintenance shop and yard.
To procure a qualified consultant(s) to design and construct Royal View Memorial Cemetery (RVMC) Phase 2 - Landscape design and construction (irrigation and turf installation).	
To procure a qualified consultant(s) to design and construct RVMC Phase 2 - administration building for cemetery administration and community event space. Including necessary amenities for the building and site including landscaping, parking, furniture, etc.	The second phase will consist of Landscape construction including the design for the layout for the already constructed interment area, installing underground irrigation, converting the existing dryland grass and wildflowers to irrigated turf (proposed design 2028, construction 2029-30, available in 2030). Phase 2 may also include the design and construction of a building for on site administration (would house offices, a reception area, meeting rooms, washrooms and parking) as well as considering a flexible community use space which could be rented out as a celebration hall, providing a venue for funerals, memorials, formal events, as well as less formal gatherings and community functions (design and construction in 2027 with opening in 2027-28).
The deliverables include the completion of RVMC Phase 2 - landscape construction and administration building. Upon completion, the site is to be ready for interment use, cemetery administration and community event space.	The new building will allow for Cemetery Services to transition from Mountain View Cemetery (MVC) to RVMC as plot sales shifts to RVMC.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							2,999					2,999
Consultive Services							392					392
Equip. & Furnishings							300					300
Other							148					148
							3,839					3,839
Total Costs							3,839					3,839
Funding												
Undetermined Funding							3,839					3,839
							3,839					3,839
Total Funding							3,839					3,839
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	0	0	0	0	0	115	117	120	126	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	57	57	57	57	

Comments



Major Program: **New Facilities**Project Title: **Arena Replacement**Dept - Project #: **304**Start Year: **2027**End Year: **2029**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The project would include the construction of a twin rink facility and the subsequent demolition of the Civic Ice Centre. The project would include the following tasks: - Consultation with user groups and general public - Design and construct the new twin ice - Demolition of one of the existing aging facilities	Previous CIP 2018-2027 (D-32) identified the need for a twin ice surface to offset the replacement of the Civic Ice Centre and the Adams Ice Arena. Since then, the initial concerns with the Adams Ice Arena roof identified in the previous CIP have been alleviated with reinforcement work undertaken in 2015. With continued maintenance at both the Civic Ice Centre and Adams Ice Arena, both facilities will reliably meet the City's ice needs for the short term. Therefore, their replacement can be deferred on that basis. However, both facilities are over 50 years old and no longer meet current functional requirements. Furthermore, the City will require additional ice surfaces with continued growth in the community. The arena replacement strategy moving forward would be to replace single rink facilities with multi rink facilities as these are less expensive to operate on a per rink basis. A twinned arena facility available for non-ice sports requiring a large dry floor surface over the summer months will benefit the various non-ice user groups, including: lacrosse, roller derby, tennis, baseball and floor hockey.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							6,473	14,484	19,763			40,720
Consultive Services							3,050	557	430			4,037
Equip. & Furnishings									391			391
Other							284	341	719			1,344
							9,807	15,382	21,303			46,492
Total Costs							9,807	15,382	21,303			46,492
Funding												
Undetermined Funding							9,807	15,382	21,303			46,492
							9,807	15,382	21,303			46,492
Total Funding							9,807	15,382	21,303			46,492
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	751	759	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	1,579	1,579	

Comments



Major Program: **New Facilities**Project Title: **Performing Arts Centre**Dept - Project #: **307**Start Year: **2018**End Year: **2030**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
• Design and construction of a 950 seat traditional performing arts centre • Located on the Civic Commons site • Includes demolition of existing structures as required for new construction • Includes site development and landscaping associated with the Performing Arts Centre In the City of Lethbridge's 2007 Recreation and Culture Master Plan, a new performing arts facility for theatre and music gained the highest ranking for cultural facility opportunities, thereby providing impetus for funding to be allocated by City Council to the functional planning and preliminary design of a Performing Arts Centre. In March 2009, a steering committee was struck to lead the process and the terms of reference for the committee were written to include the development of a business operating model and plan for the Centre. The report, prepared in 2010 by the consulting team of Ferrari Westwood Babits, Theatre Projects Consultants, Threshold Acoustics and Webb Management Services, established the feasibility of a single facility and identified the capital and operating costs of the facility. This was achieved through: 1) an intensive series of interviews with key organizations, individuals, and community groups to determine needs; 2) public events to inform the community; and 3) interviews with primary constituents to develop a pro forma facility schedule.	Funding for the functional planning of a Performing Arts Centre was approved by Council in 2017 for inclusion in 2018-2021 Capital Improvement Program (CIP) as Project D-34, Performing Arts Centre (PAC). In early 2018, the PAC Steering Committee was established to oversee this work. The PAC Steering Committee spent most of 2018 assessing the two past PAC studies, reviewing different theatre types, sizes, and amenities, and touring performing arts facilities in Alberta. In late 2018, the Committee established a vision and guiding principles for a PAC. The vision for the PAC is that it is a multi-use performing arts and community facility that showcases both emerging and experienced performers. It needs to be a vibrant regional hub that energizes the community and captures the cultural and economic vitality of live artistic performance. The PAC should be active, connected, welcoming, and sustainable. Consultants AMS Planning and Research were selected by the Steering Committee in 2019 to conduct a market feasibility assessment and to develop a business plan for a PAC. A summary of their work was presented to City Council at the September 14, 2020 CIC Meeting. The report offered both capital and operating cost projections for two types of PACs: a traditional PAC and a non-traditional PAC. The Steering Committee recommended that the project proceed with the traditional PAC.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction							6,149	35,634	36,703	36,817		115,303
Consultive Services	229	146					10,929	1,184	1,220	1,240		14,948
Equip. & Furnishings										2,829		2,829
Other							97	1,034	165	1,633		2,929
	229	146					17,175	37,852	38,088	42,519		136,010
Total Costs	229	146					17,175	37,852	38,088	42,519		136,010
Funding												
Reserve - Operating	229	146										375
Undetermined Funding							17,175	37,852	38,088	42,519		135,635
	229	146					17,175	37,852	38,088	42,519		136,010
Total Funding	229	146					17,175	37,852	38,088	42,519		136,010
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	0	5,450	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	1,446	

Comments

The following resolution was passed by Economic Standing Policy Committee on May 12, 2021:

FURTHER BE IT RESOLVED THAT the City of Lethbridge maximum contribution on a Performing Arts Centre be capped at \$75M.



Major Program: **Planning**Project Title: **Civic Common Redevelopment Strategy**Dept - Project #: **443**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The deliverables for this project will be a completed redevelopment strategy for the extended plan area and a corresponding report with detailed information necessary to undertake future redevelopment. Background & Existing Conditions Report: - existing conditions report of all downstream utility constraints - consolidation and evaluation of all existing environmental, geotechnical, and historical resource impact assessment work and additional work as needed. - parking study and Traffic Impact Analysis (TIA) based on assumed building footprints and uses - functional road corridor design with streetscaping including operational review of intersecting road connections from the east and west to develop transitions for better operation and safety - master servicing and drainage strategy for the extended plan area based on City provided tie-ins and allowable release rates to existing systems including a staging strategy - detailed site plan identifying roads and pedestrian connectivity, open space and landscaping, buildings, and special amenities - general assessment and recommendations for City-owned buildings including feasibility of retain, adaptively, and/or re-use. - detailed programming strategy including activation and integration with/between buildings and outdoor spaces (maintenance, parking, landscaping, permits & programming, etc.) Redevelopment Strategy: - development conditions including zoning/land use, relationship with adjacent land uses, market conditions, and development potential of the extended plan area - description of existing infrastructure and redevelopment measures including utilities, servicing, transportation, open space and streetscaping, parking, environmental and geotechnical, city buildings and refurbishment, and additional redevelopment measures - redevelopment phasing strategy with rationalized site servicing plan (on-site and surrounding) - plan and Infrastructure costs including demolition costs.	The Civic Common is a four-square-block section that includes land occupied by City Hall south to the Civic Ice Centre as well as the Civic Field, the Yates Theatre, the LSCO complex and the Old Courthouse. With the aging Civic Ice Centre, the then proposed demolition of the YMCA building and upcoming relocation of the RCMP, the City completed the Civic Common Master Plan (CCMP) in 2018. The CCMP established a vision to guide future decisions on fulfilling the community's vision for redevelopment in this area based on extensive community engagement. With a vision set, it is now pertinent to complete a redevelopment strategy to put the site and the surrounding area in a position to support and encourage redevelopment, including the potential for new buildings, an enhanced public realm, and vibrant and welcoming uses. This process will identify key information on the public infrastructure investment required to support the redevelopment of the site including phasing strategy and cost estimates.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		900										900
		900										900
Totals Costs		900										900
Funding												
PAYG - Community		900										900
		900										900
Total Funding		900										900

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

The following resolution was passed by Economic Standing Policy Committee on May 13, 2021:
FURTHER BE IT RESOLVED THAT the Civic Common be designated as the future home of the Performing Arts Centre (PAC), and that this be considered in the comprehensive planning.

As per the May 2024 Information Update for Council this project name has been changed from Civic Common Comprehensive Site Plan to Civic Common Redevelopment Strategy.



*image represents an example of a comprehensive site plan deliverable.



Major Program: **Planning**Project Title: **Downtown 5th Street Preliminary Design**Dept - Project #: **416**Start Year: **2022**End Year: **2023**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The proposed project is to complete preliminary designs for a re-imagined 5th Street between 1st Avenue South and 6th Avenue South. Preliminary designs will include contracting a consultant to identify the fundamental elements of the reconstruction project to enable a detailed design and construction to move forward in the future once funding is available. Some of the elements include stakeholder engagement, geotechnical and environmental recommendations, existing conditions assessment, stormwater management requirements and constraints, access management, intersection types, public realm improvements including multi-modal considerations, property requirements and constraints including opportunities to support and integrate future private redevelopment, utility impacts and planning, construction methods and estimated capital costs. Major deliverable will be a completed preliminary design of 5th Street from 1st Avenue to 6th Avenue South including five full intersections and 1 T-intersection including all necessary supplementary materials.	5th Street South is a wide four lane roadway with narrow sidewalks. The street is a major retail strip running north to south, that changes in intensity and character from more historic two and three story structures to the north, to a 12 story structure at Lethbridge Centre, then back to lower density generic building form to the south. Completed long range city and downtown planning documents including Municipal Development Plan (ICSP/MDP), Heart of Our City Master Plan (HOCMP), Downtown Area Redevelopment Plan (DARP), and the Public Realm and Transportation Study (PRATS) indicate that change is needed to upgrade aging infrastructure and to encourage a more pedestrian friendly public realm including alternate transportation modes is critical to ongoing revitalization efforts of Downtown. 5th Street would be the second of three such street reconstruction projects specifically identified in the Public Realm and Transportation Study (PRATS) as priorities. This would be the preliminary design stage necessary to move towards a shovel ready project and future construction funding in the future. Once reconstructed, 5th Street would have upgraded and stable infrastructure to not only support existing development but to encourage new development, the street corridor will be better suited as a major retail and pedestrian corridor supporting a lively and vibrant urban space, and further increase modal share of pedestrians, cyclists, and transit users. In addition, traffic calming measures will slow down traffic and improve safety.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		750	250									1,000
		750	250									1,000
Total Costs		750	250									1,000
Funding												
PAYG - Community		750	250									1,000
		750	250									1,000
Total Funding		750	250									1,000

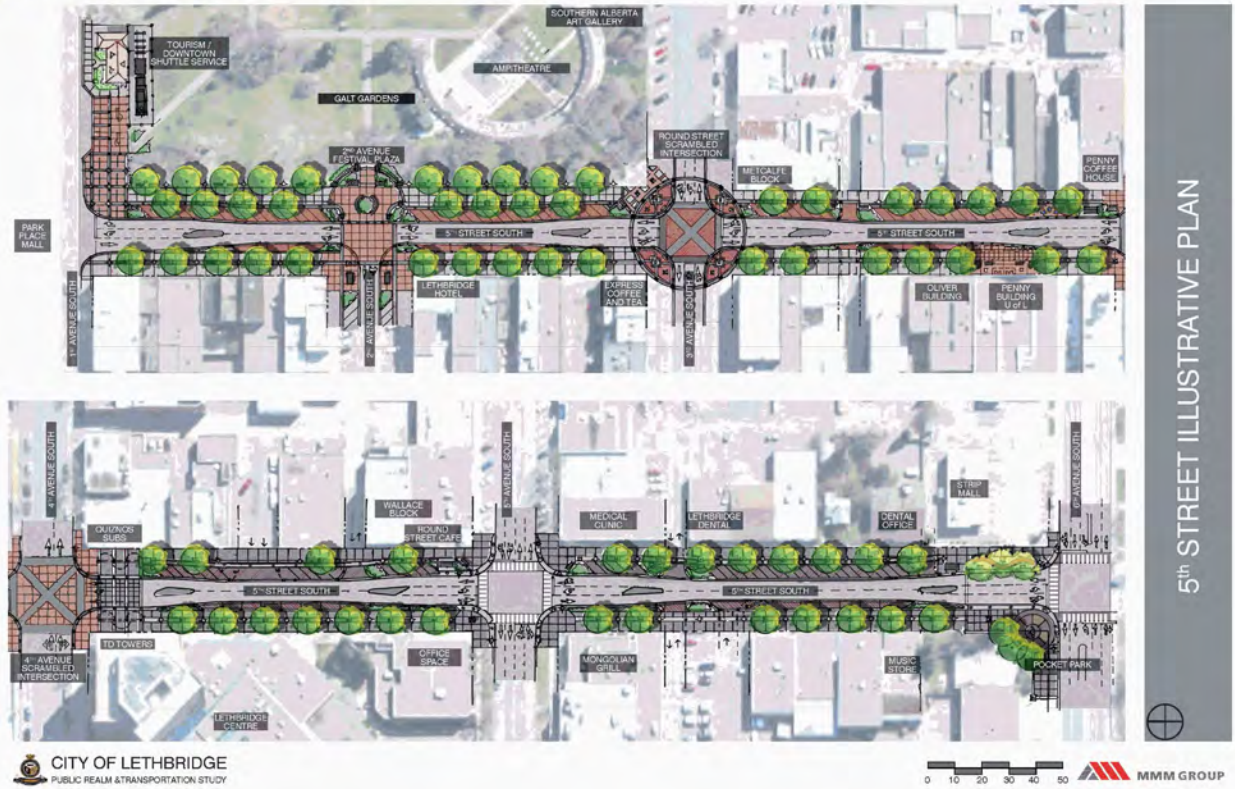
Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

Figure 6.1.1 – 5th Street South Concept Plans (B)



Major Program: **Planning**Project Title: **Indigenous Cultural Centre Site Planning**Dept - Project #: **386A**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The purpose of the Indigenous Cultural Centre (ICC) Site Planning project is to move the ICC forward with additional site specific work. This work includes: 1) seeking written expressions of interest from potential partners to play active roles in the ICC development 2) "piloting" aspects of the proposed governance framework and begin shifting the leadership of this project from City to Community 3) Using site selection criteria identified in the Feasibility Study to choose a preferred location 4) creating a business case for City Council to develop or possibly acquire lands for the ICC (which would come to City Council separately) 5) creating a Comprehensive Site Plan for the ICC which contemplates outdoor and indoor spaces (may also include consideration for compatible / complementary uses on the same or adjacent parcels) and; 6) completing detailed design for the outdoor gathering space.	In the 2018 - 2027 Capital Improvement Program, City Council funded D-35 Indigenous Cultural Centre Study. A Feasibility Study was undertaken from 2019 - 2020, led by the City with significant community participation, to determine the business case and opportunities presented by an Indigenous Cultural Centre (ICC). The findings of the ICC Feasibility Study were presented to City Council in February 2020, and described the role that an ICC could play in the City and Region to meet well-defined cultural, educational, economic and wellness needs as well as broader reconciliation goals - including those previously supported by City Council in the Reconciliation Implementation Plan and the Missing and Murdered Indigenous Women and Girls Calls for Justice Recommendations. The Feasibility Study described three possible build-out scenarios, the middle range of which envisions approximately 1500m2 of outdoor gathering space and a building approximately 1750m2 in size. Following the Feasibility Study, additional Governance Planning work has taken place (March - December 2020) to identify a successful model for the ongoing advocacy and ultimate development and operations of this community facility.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		350										350
		350										350
Total Costs		350										350
Funding												
Grant		100										100
Reserve - MCPR		250										250
		350										350
Total Funding		350										350
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Major Program: **Planning**Project Title: **Indoor Court/Multipurpose Space Functional Study**Dept - Project #: **430**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
A functional study to determine what a base level multi-sport complex for use by a wide range of community groups would entail. Possible tenants could include basketball, volleyball, tennis, soccer, baseball, golf, pickleball, cricket and sport climbing. The study would consider style of structure with a focus on providing the community groups with space to practice or to have non spectator based games. Amenities considered would include, but are not limited to, change room facilities, special services (vending, rental, etc..), public washrooms, court types and sizes, court surfaces. Flexibility of the facility would be critical with the study looking at rigging system for dividers and/or net systems.	Through the Recreation and Culture Master Plan process in 2020 and through liaising with our community groups, a need for additional court and gym space has been identified in the city. Gym space in Lethbridge is currently provided almost exclusively through the Joint Use Agreement with the school districts. The City of Lethbridge only programs one gym facility at the Fritz Sick Centre. Other gym facilities within the City remain difficult to gain access due to factors such as cost and limited availability. The Joint Use model is commendable but significant limits due to facility and staff availability through the school districts exist. Growth for court based user groups has completely stagnated due to these limitations. In research for the upcoming Recreation and Culture Master Plan, 47% of user groups identified that getting access to facilities is a challenge with a lack of available gymnasium space identified as major gap in the City.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		100										100
		100										100
Total Costs		100										100
Funding												
Reserve - MCPR		100										100
		100										100
Total Funding		100										100

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments

The following resolution was passed by Economic Standing Policy Committee on May 14, 2021:

FURTHER BE IT RESOLVED THAT the City Manager re-scope the Functional Study to determine the best way to maximize access to, and the use of, existing facilities in our community by:

1. Undertaking a facility audit of current indoor court / multipurpose facilities in the city, including joint-use agreement schools and private facilities;
2. Identifying community groups, organizations or users who either currently or would possibly utilize an indoor court / multipurpose facility, and;
3. Considering equitable access for all groups, ages and socioeconomic levels to indoor court / multipurpose facilities.



Major Program: **Planning**Project Title: **Lethbridge Police Service Master Plan**Dept - Project #: **412**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Procurement of a consultant firm in order to develop a Police Service Master Plan that will: 1. Evaluate current police resources, equipment, and infrastructure; 2. Assess existing service levels and identify recommendations to improve / enhance levels based on stakeholder needs; 3. Identify recommendations to guide future police strategic plans; 4. Provide information to assist with operating and capital investment decisions; 5. Functional programming for future police facility needs including budgetary cost estimates.	The City of Lethbridge reported a population of 101,482 in 2019 and is currently the third largest city in Alberta. Since 2015, Lethbridge has averaged a 1.7% increase in population each year. As of 2019, over 40% of the population resides in west Lethbridge and this area continues to see a large increase in growth compared to others. As Lethbridge grows, the capacity of existing and future policing resources, equipment, and infrastructure needs to be evaluated. Currently all police services, with the exception of some training venues, are centralized at the police headquarters building in downtown. In order to provide adequate policing services to citizens in the west and south areas of the city, it is important to plan for long-term growth and potential police facilities in these areas. Mandatory training for police is not only necessary, but mandated and required by Alberta Provincial Policing Standards. Lethbridge Police Service (LPS) currently utilizes a firearms range for training that is situated in the Botterill Bottom Park. The location of the range has an increasing potential for liability due to its close proximity to public spaces and an alternative training facility needs to be explored. The development of a Police Service Master Plan will assist the LPS Executive, Police Commission, and City Council to identify future needs for policing services and provide a framework for future planning.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		320										320
		320										320
Total Costs		320										320
Funding												
PAYG - Community		320										320
		320										320
Total Funding		320										320
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Major Program: **Planning**Project Title: **Lethbridge Public Library Master Plan**Dept - Project #: **420**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Procurement of a consultant firm in order to develop a Library Master Plan that will: 1. Evaluate current library service provision in the City of Lethbridge and the role as resource library in the region; 2. Assess existing service levels and identify recommendations to improve / enhance levels based on stakeholder needs, including guiding principles for future facility planning; 3. Identify recommendations to guide future library strategic plans and facilities directions, including tools/criteria to guide future capital decision making; 4. Provide information to assist with operating and capital investment decisions; 5. Recommend functional programming for future library facility needs including budgetary cost estimates.	This project addresses long term planning needs for public library services in Lethbridge. A Needs Assessment and Facilities Strategic Direction study was completed in 2005 for the Library and identified the need for an expanded/new main branch location to provide increased building/service capacity that meet Library best practices for space in relation to population size, including increased space for: - popular materials/new collections, - children's services and cultural spaces, - technology (such as a community maker space), - community meeting, performance spaces and parking, - a single access to the building to improve safety and security of staff, patrons and spaces - improved flow/access to all spaces based on accessibility standards and regulations of the Alberta Building Code - flexibility of spaces to ensure long term viability and future service changes based on community need - efficiency of staffing, and building operational costs The report also included recommendations for neighbourhood/community branches to serve the growing population of Lethbridge. Increasing concerns expressed from customer and community in regards to access and perceptions of safety at the main branch indicate a need to continue exploring how a main branch as well as neighbourhood branches could better serve the population of Lethbridge into the future. The report above indicated a need for more in depth facilities planning and direction in order to ensure sustainable growth of library services in relation to Lethbridge's population size. Additional strategy for investment into branch locations is necessary to support accessible library services in Lethbridge. Since the previous study (2005), the community has changed dramatically. Some of the conclusions included in the document were quickly outdated, including the estimated population growth of the city. It is also missing some key aspects such as criteria (e.g. socio-economic demographics and relationships to City planning documents) for identification of preferred investment in branch locations.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		320										320
		320										320
Total Costs		320										320
Funding												
PAYG - Community		320										320
		320										320
Total Funding		320										320

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)



Major Program: **Planning**Project Title: **Mobility/Accessibility Audits (Parks, Transportation & Transit)**Dept - Project #: **419**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The audits will measure City-owned infrastructure against defined accessibility standards. Assets to be evaluated include transit stops, parks, transportation, and public/private interfaces. The resulting values will be summarized in a final report and used to establish and prioritize future asset upgrades (improvements are outside the scope of this project). A defined scope of work for the project will include: - Collection of background data and identification of asset locations - Preparation of GIS base map - Engagement with Accessibility Think Tank (ATT) - Field data collection - Summarize data and draft report - Review with ATT - Prepare cost estimates for proposed improvements/upgrades - Prioritize improvements - Final report Out of scope work includes any physical improvements to City infrastructure or assets.	In July 2020 City Council accepted the corporate-wide Mobility/Accessibility Master Plan (MAMP), which defines the direction of the City's approach to creating a place where people of all ages and abilities can participate in the community. One recommendation in the MAMP was the completion of accessibility audits of existing, publicly-owned infrastructure. Determining the condition of existing assets is a critical first step to improving city infrastructure to meet the needs of all residents. Once there is an understanding of existing successes and deficiencies, more efficient planning can occur towards future improvements, allowing the City to be proactive in its response to mobility/accessibility (M/A) rather than reactive.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		320										320
		320										320
Total Costs		320										320
Funding												
Reserve - MCPR		320										320
		320										320
Total Funding		320										320

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO₂e)**Comments**



8/2/2014 12:15 pm

Major Program: **Planning**Project Title: **Nikka Yuko Japanese Garden (NYJG) Master Plan**Dept - Project #: **422**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031**Description & Location**

The Master Planning documents will include:

- A review and analysis of all existing information on the Garden, including historical materials, past Garden plans, and consultant reports.
- Engagement with project stakeholders, as identified by the City and Garden Society.
- A condition assessment that reports the current state of the Garden itself (plans and trees), and all Garden facilities and physical structures.
- Development of a ten-year Garden plan that acknowledges a relationship with the original Garden design and addresses the results of the condition assessment.
- Identification of required future capital projects to maintain the Garden, including project timelines and projected budgets.
- Identification of potential future capital projects to support growth of the Garden, including project timelines and projected budgets.
- A review of Garden operations, governance structure, and distribution of responsibilities amongst Garden stakeholders.
- Recommendation of an operating model, including an inventory of all operational responsibilities and recommended distribution of responsibilities.
- Recommendation of a process to manage alterations to the Garden (both plan materials and physical structure) that aligns with municipal and provincial historical designation reporting requirements.
- Recommendation of a consulting plan for future consultation, as required.

The Master Plan could include up to four separate reports. Several of the reports will be prepared by Japanese consultants who have been involved with the Garden since its inception. These reports will inform the final Master Plan to be completed by a North American consultant. The Japanese consulting reports will be prepared in advance of the North American consultant completing the final Master Plan.

Purpose & Justification

This project is the development of Master Planning documents for the Nikka Yuko Japanese Garden. The Master Plan will focus on three areas: horticultural elements of the Garden (trees, shrubs, etc.), Garden facilities and other physical structures, and Garden operations. The Master Plan will help the Garden establish and maintain standards and practices necessary to maintain its designations as both a municipal and provincial historic resource. External consultants will be procured to develop assessment and planning documents to inform the Master Plan.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		320										320
		320										320
Total Costs		320										320
Funding												
Reserve - MCPR		320										320
		320										320
Total Funding		320										320

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO₂e)**Comments**



Major Program: **Planning**Project Title: **Parks Master Plan**Dept - Project #: **421**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031**Description & Location**

The 2007 Parks Master Plan has guided the management of Parks and Open space for the past 13 years with principles, strategies and measures to gauge success in Parks provision and management. Future success can only be realized by understanding Community needs and defining the proper balance of a variety of services and options available. An updated overarching Master Plan will allow the understanding of changing community views and position the City to achieve continual service excellence.

Parks provide a wide array of services to our community including;

- natural areas management,
- constructed park management,
- sports fields and courts,
- multi-purpose pathways,
- facilities for both passive and active recreation,
- environmental services management,
- water management,
- urban forestry management,
- opportunities for play,
- ecosystem and biodiversity protection,
- natural and historical protection and interpretive information
- space for heritage, cultural and community events or celebrations and
- aesthetics and character definition to the City built environments.

Guided by the 2007 Parks Master Plan the City has been able to provide a balance of services that has consistently met with a very high approval rating by City residents. To maintain the past levels of success it is necessary to learn of and articulate the needs, desires, wishes and wants of the Community.

Purpose & Justification

The Parks Master Plan provides overarching guidance, principles and strategy for the ongoing management of the Parks System. Without national standards or guidance for municipal parks systems it is critical to connect and engage with the community to determine their needs, wants and desires for the future direction of the parks and open space system. The process of creating the Master Plan creates the opportunity for community wide discussions and learning. As the needs and wants in the community evolve it is critical to understand and be guided by the community. The Master Plan has been and provides the measure of successful delivery of assets and services to improve and enhance quality of life for the residents of Lethbridge. The definition of success is providing what is needed and wanted in an inclusive, diverse and cost effective delivery system. The updated Parks Master Plan will contribute to the continuation of the past successes that have yielded the high approval of our community in the past.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		320										320
		320										320
Total Costs		320										320
Funding												
Reserve - MCPR		320										320
		320										320
Total Funding		320										320

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Lethbridge Parks

990ha Urban Parks

2,040ha River Valley Parks

32ha Lakes

125 Playgrounds

250km Pathways

160 Sports Fields

49 Sports Courts

47,400 Park & Street Trees

49,000 River Valley
Trees

www.Lethbridge.ca/parks



Major Program: **Planning**Project Title: **River Valley Ridership Study and Analysis**Dept - Project #: **388**Start Year: **2018**End Year: **2022**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
Continuation of previous CIP project D-38 of 2018-2027.	Valley Accessibility - offers barrier free access between Lethbridge city centre and its amenities and the river valley.
The project was included in the prior CIP as the River Valley Accessibility Study and since then the scope has been further refined.	River Valley Parks Master Plan - (August 2017 – Page #58, Section 4) "The Oldman River and Lethbridge River Valley will be enjoyed by all, regardless of ability. Accessible pathways and amenities will ensure that park users with limited mobility can experience all that the River Valley has to offer..."
The River Valley Ridership Study is an opportunity to study the efficacy of further accessibility developments between the river basin and that of the plateau. A specially branded bus will run between the Nikka Yuko Japanese Garden, Casa, Southern Alberta Art Gallery, Galt Museum & Archives, Fort Whoop-Up and Helen Schuler Nature Centre and key tourism partners for 12 months (156 days) to determine peak travel times and utilization. Ridership will assist in the development of a cost-benefit analysis of a purpose built funicular between the Galt Museum & Archives and Fort Whoop-Up.	River Valley Accessibility Study - (January 23, 2019) which offers alternative systems for access to the Valley moving forward with a ridership survey to determine community interest and capacity as part of the overall business case related to capital project D-38 is warranted.
Deliverables: Report on ridership between Lethbridge's premiere attractions and tourism hubs/hotels. Recommendations for next steps in development of a funicular between Galt Museum & Archives and Fort Whoop-Up.	Community Need - Connection of Lethbridge cultural facilities with that of tourist hubs/hotels. Currently there is no public transport option between the City Centre and the Valley. Access is limited to those who are able to walk, ride bicycles, and/or drive. Community Benefits - Lower carbon emissions, enhancement of public transport networks, utilization of urban green spaces, enhanced tourism initiatives.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services	100	64										164
	100	64										164
Total Costs	100	64										164
Funding												
Reserve - MCPR		64										64
Reserve - Urban Parks	100											100
	100	64										164
Total Funding	100	64										164
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Major Program: **Planning**Project Title: **Warehouse District Area Redevelopment Plan**Dept - Project #: **444**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031**Description & Location**

The deliverable for this project will be a completed Area Redevelopment Plan (ARP). An ARP is an important planning document which establishes comprehensive land use policies and other proposals that help guide the future of individual communities. An ARP supplements the Land Use Bylaw by giving a local policy context and specific land use and development guidelines on which the approving authority can base its judgement when deciding on land use amendments (rezoning) and development proposals. While land use districts (zones) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the city, an ARP provides a community perspective to the land use districts within that district. An ARP also provides a more detailed evaluation and understanding for the City of how the district will integrate with surrounding neighborhoods and what is required in terms of infrastructure renewal to support the envisioned future state of development.

The ARP will be developed in alignment with previously established plans and studies such as the Heart of Our City Master Plan, Public Realm and Transportation Study, 3rd Avenue Beautification Functional Planning Study (in-progress), 13th Street Functional Planning Study (in-progress) and the City's Commercial and Industrial Development Study while also incorporating community feedback.

Purpose & Justification

The Warehouse District is a 46.5ha (115 acre) commercial district located directly east of downtown Lethbridge that serves as the east gateway and approach into downtown and as an important transition area for the residential neighborhoods to the south.

When the Heart of Our City Master Plan was completed in 2007, some high level key objectives were established for the area (then referred to as Upper East Side) and it was identified in the implementation plan (11+ years) to engage in a comprehensive planning and development exercise for the district when market conditions were in place to justify and support the efforts.

Over the past 3 years, the district has faced its share of adversity as it grappled with challenges with specific land uses and overall social and economic conditions. However, there remains a great deal of optimism for the district and redevelopment interest appears to be quite high and there are strategic infrastructure based plans currently underway in the district. The district is primed for change and an ARP will ensure this change is appropriate, feasible and rooted in community perspectives.

While the details on the future of the district will be formulated through the plan development process with community input, there is an existing vision that future public and private investment and redevelopment be focused on creating a built and social environment that facilitates entrepreneurship, education, innovation, and culture. This may include a districts built form that is walkable with increased densities and a healthy and vibrant mix of uses such as warehousing, office commercial, light industrial, mixed-use residential, live-work opportunities, open spaces, and community amenities.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services		350										350
		350										350
Total Costs		350										350
Funding												
PAYG - Community		350										350
		350										350
Total Funding		350										350
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



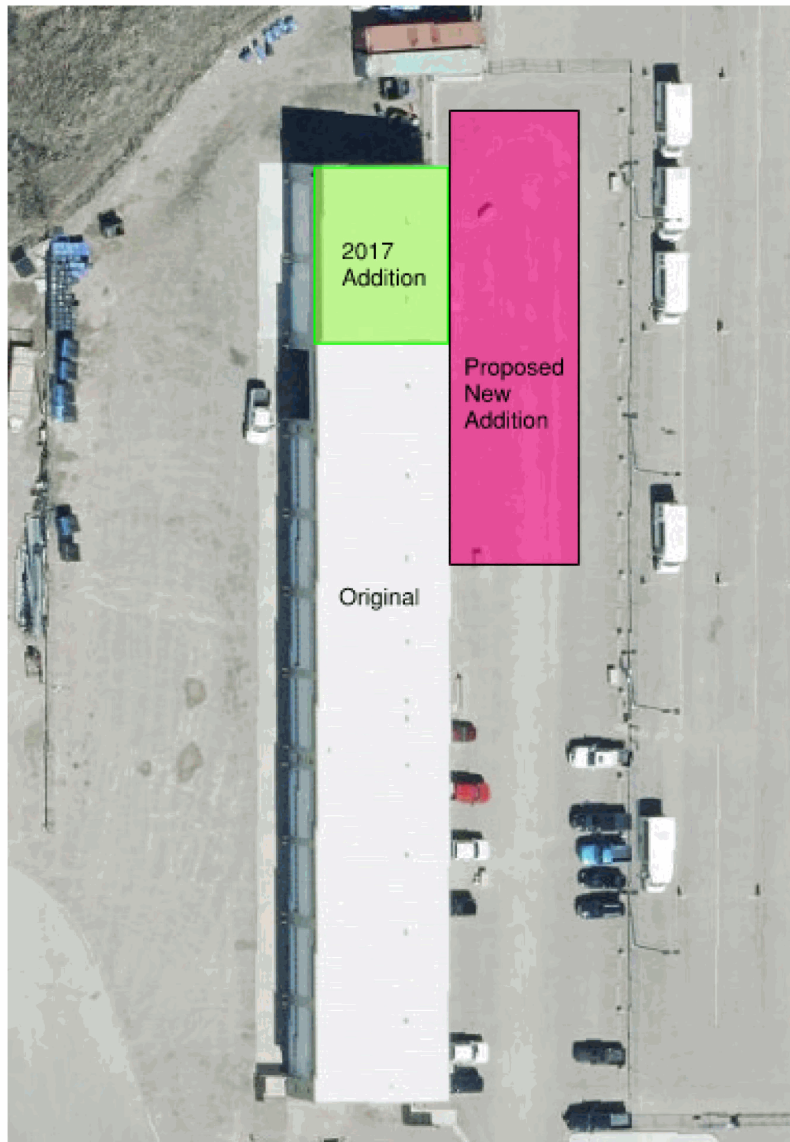
Major Program: **Maintain Current Assets/Ongoing Programs**Project Title: **WRU Sanitation Vehicle Storage Building Expansion**Dept - Project #: **607**Start Year: **2023**End Year: **2023**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This project addresses short and medium term storage needs for the Waste and Recycling Utility (WRU) at the North Lethbridge Public Operations (PO) site. The project will expand on the current Sanitation Vehicle Storage Building providing adequate indoor vehicle and equipment storage to meet immediate short term and five year forecasted storage requirements for the department.	An operational review was initiated in 2021 for both the North Public Operations (PO) Facility and the West PO Site. The results recommended short, medium and long-term expansion needs to both facilities. Immediate expansion at the North PO Facility is required to support growth and accommodate collection vehicles for the curbside organics program. Heated indoor storage of vehicles and equipment is necessary for operational and reliability constraints. The vehicles utilized by the WRU have hydraulic, electric and mechanical apparatuses that are prone to failure if left in the cold prior to utilization. The curbside organics collection program was approved by Council June 1, 2021. Phase 1 - curbside organics collection began for 1,950 residential properties in May 2022. Roll-out for the remaining 32,500 single family households set to receive curbside collection is planned for spring 2023. Multi-family rollout is set to begin in Fall of 2023.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction			1,300									1,300
Consultive Services			100									100
			1,400									1,400
Total Costs			1,400									1,400
Funding												
Utility Capital			1,400									1,400
			1,400									1,400
Total Funding			1,400									1,400
Estimated Debt Charges	0	0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs	0	0	43	44	47	48	49	50	51	51		
Est. GHG Emissions (t CO2e)	0	0	71	71	71	71	71	71	71	71	71	

Comments



Major Program: **New Facilities**Project Title: **Galbraith Elementary School Modernization**Dept - Project #: **639**Start Year: **2026**End Year: **2026**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The Joint Use Agreement between the City and Lethbridge School Division allows for the upsizing of school gyms, during construction or modernization, to better serve the communities recreational needs and capitalize on the cost savings of a shared capital project. Galbraith Elementary School, located in north Lethbridge, is the oldest school in the City at 113 years old and is due for a modernization. In February 2024, Alberta Education advanced the Galbraith modernization project to the design stage demonstrating the Province's commitment to the project. As a result, the Division requires a funding commitment from the City of Lethbridge to contribute to the upsizing of the gymnasium so that planning may be incorporated into the schematic designs.	The gymnasium will be upsized from an elementary school size (approximately 430 m2) to a middle school size (approximately 630 m2), where more community users and varied types of activities can be accommodated. The 2021 Recreation and Culture Master Plan identified a need for additional gymnasium space in the City. Additionally, the 2022 City of Lethbridge Indoor Court/Multipurpose Space Audit and Analysis Report, recommended that the City continue to partner on gymnasium upsizings with the School Divisions when possible. During 2022-23, over 600 community bookings were made in Lethbridge School Division gymnasiums. In return, schools are allowed access to City of Lethbridge recreation and cultural facilities at no cost during school hours. This partnership is a significant benefit to all parties, and improves and enhances the quality of life of Lethbridge residents. The Joint Use Agreement, first introduced in 1959, was the first of its kind in Alberta. Today, the agreement is a model other jurisdictions are eager to use. The agreement allows the City of Lethbridge and the school boards to benefit from a mutually advantageous arrangement that maximizes utilization of tax-funded facilities - schools and municipal recreation facilities.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction						1,200						1,200
						1,200						1,200
Totals Costs						1,200						1,200
Funding												
Reserve - MCPR						1,200						1,200
						1,200						1,200
Total Funding						1,200						1,200

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



**INFRASTRUCTURE
ENVIRONMENTAL UTILITIES
CAPITAL IMPROVEMENT PROJECTS
2022-2031**

City of Lethbridge

Environmental Utilities

Capital Improvement Program 2022 - 2031

Projects Commencing in the First Five Years

Project Costs		Project Costs					
Environmental Utilities	Page	2022	2023	2024	2025	2026	2027-2031
All amounts below are in thousands							
<u>Waste & Recycling Utility</u>							
Recycling							
Waste & Recycling Curbside Organics Collection	E - 7	10,629					
		10,629					
Landfill							
Waste & Recycling Centre Disposal Cell Development and Closure	E - 8	2,630	2,521	1,175	820	1,162	4,994
Waste & Recycling Centre Landfill Gas and Leachate Management	E - 9	1,698	2,775	1,885	233		499
Waste & Recycling Centre Site Enhancements	E - 10	2,129	2,331	1,476	1,170	722	666
Sustainability Enhancements	E - 11	830	450		100	389	
		7,288	8,077	4,536	2,323	2,272	6,159
<u>Water</u>							
Water Utility							
Water Treatment Plant Process Redundancy	E - 12	109	259	2,539	9,256	19,492	10,560
Water Treatment Plant Medium Voltage Upgrades	E - 13	54	124	319	5,558	12,222	6,622
Water Treatment Plant UV Disinfection Upgrades	E - 14					3,000	
Uplands and Garry Drive Reservoir Fill Line Twinning	E - 15				600		6,300
Water Treatment Plant River Intake Conceptual Design	E - 16			200			
Uplands Reservoir Upgrades	E - 17				3,000	2,000	
Water Treatment Plant Expansion - Detailed Design	E - 27				800	800	2,000
		163	384	3,058	19,215	37,515	25,482
<u>Wastewater</u>							
Wastewater Utility							
Wastewater Treatment Plant Biosolids Treatment Upgrades	E - 19	2,200	3,600				
Wastewater Treatment Plant Effluent Water System Upgrade	E - 20	1,000					
Wastewater Treatment Plant Electrical Upgrades	E - 21	100	500	2,800	1,100	1,000	2,300
Wastewater Treatment Plant Bioreactor Aeration Blowers Upgrade	E - 22			1,700	1,700		
Wastewater Treatment Plant UV Disinfection Upgrades	E - 23				400	2,500	
Wastewater Treatment Plant Phosphorous Recovery	E - 24				500		10,000
WWTP Train 2 - 20 ML/D Expansion Detailed Design	E - 26				1,483	1,750	15,367
		3,300	4,100	4,500	5,183	5,250	27,667
<u>Combined Deep Utility</u>							
Urban Development (Offsite Levy)							
West Siphon Screen Relocation	EO - 1		960	960			
			960	960			
TOTAL PROJECTS		21,380	13,521	13,054	26,721	45,036	59,308

City of Lethbridge

Environmental Utilities

Capital Improvement Program 2022 - 2031

Projects Commencing in the First Five Years

Project Funding	Project Funding					
	2022	2023	2024	2025	2026	2027-2031
	All amounts below are in thousands					
Accumulated Surplus	1,645	500	2,300			
Borrowing - Offsites		960	960			
Borrowing - Utilities	4,884	10,430	7,732	8,129	23,535	40,528
Capital Consolidation	54	124	519	442		
Grant - AB Community Partnership				800	800	1,200
Grant - Federal Gas Tax Fund (FGTF)	5,879			1,483	924	13,867
Grant - MSI	4,750					
Grant - Other		250			9,300	
Landfill Capital	2,404	343	695	439	267	
Reserve - Wastewater					826	
Reserve - Water				4,646	5,820	
Utility Capital						2,300
Wastewater Capital	1,655	654	609	365	225	
Water Capital	109	259	239	10,416	3,339	1,413
TOTAL FUNDING	21,380	13,521	13,054	26,721	45,036	59,308

City of Lethbridge

Environmental Utilities

Capital Improvement Program 2022 - 2031

Project Costs		Page	Project Costs										
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Environmental Utilities						All amounts below are in thousands							
<u>Waste & Recycling Utility</u>													
Recycling													
Waste & Recycling Curbside Organics Collection		E - 7	10,629							10,629			
			10,629							10,629			
Landfill													
Waste & Recycling Centre Disposal Cell Development and Closure		E - 8	2,630	2,521	1,175	820	1,162	2,442		332	2,220	13,302	
Waste & Recycling Centre Landfill Gas and Leachate Management		E - 9	1,698	2,775	1,885	233		277		222		7,090	
Waste & Recycling Centre Site Enhancements		E - 10	2,129	2,331	1,476	1,170	722	333		333		8,494	
Sustainability Enhancements		E - 11	830	450		100	389					1,769	
			7,288	8,077	4,536	2,323	2,272	3,052		887	2,220	30,654	
<u>Water</u>													
Water Utility													
Water Treatment Plant Process Redundancy		E - 12	109	259	2,539	9,256	19,492	10,560				42,216	
Water Treatment Plant Medium Voltage Upgrades		E - 13	54	124	319	5,558	12,222	6,622				24,900	
Water Treatment Plant UV Disinfection Upgrades		E - 14					3,000					3,000	
Uplands and Garry Drive Reservoir Fill Line Twinning		E - 15				600		3,100	3,200			6,900	
Water Treatment Plant River Intake Conceptual Design		E - 16			200							200	
Uplands Reservoir Upgrades		E - 17				3,000	2,000					5,000	
Mayor Magrath Reservoir Upgrades		E - 18								1,000	2,000	3,000	
Water Treatment Plant Expansion - Detailed Design		E - 27				800	800	900	1,100			3,600	
			163	384	3,058	19,215	37,515	21,182	4,300		1,000	2,000	88,816
<u>Wastewater</u>													
Wastewater Utility													
Wastewater Treatment Plant Biosolids Treatment Upgrades		E - 19	2,200	3,600								5,800	
Wastewater Treatment Plant Effluent Water System Upgrade		E - 20	1,000									1,000	
Wastewater Treatment Plant Electrical Upgrades		E - 21	100	500	2,800	1,100	1,000	1,300	1,000			7,800	
Wastewater Treatment Plant Bioreactor Aeration Blowers Upgrade		E - 22			1,700	1,700						3,400	
Wastewater Treatment Plant UV Disinfection Upgrades		E - 23				400	2,500					2,900	
Wastewater Treatment Plant Phosphorous Recovery		E - 24				500				1,000	5,000	4,000	10,500
Wastewater Treatment Plant Lagoon Upgrades		E - 25						500	2,500	2,000		5,000	
WWTP Train 2 - 20 ML/D Expansion Detailed Design		E - 26				1,483	1,750	7,865	6,820	682		18,600	
			3,300	4,100	4,500	5,183	5,250	9,665	10,320	3,682	5,000	4,000	55,000
<u>Combined Deep Utility</u>													
Urban Development (Offsite Levy)													
West Siphon Screen Relocation		EO - 1		960	960							1,920	
28 St North (Giffen Rd to Blackwolf Entrance) Water Loop		EO - 2							505			505	
SE Sanitary Servicing 26 Ave (23 Street to Stafford Trunk)		EO - 3								3,127		3,127	
Sanitary Main (Parkside Dr & 43St to 24Ave & 51St/24Ave to 33Ave)		EO - 4									9,066	6,044	15,110
Gravity Main 28 St N (2 Ave to 15A Ave Sanitary Sewer)		EO - 5									9,270		9,270
Southeast Lift Station Phase 1		EO - 6									8,395		8,395
North 13 Street Storm Outfall		EO - 7									7,555		7,555
Macleod Drive West Storm Outfall		EO - 8									7,051		7,051
				960	960				505	3,127	41,337	6,044	52,933
TOTAL PROJECTS			21,380	13,521	13,054	26,721	45,036	33,899	15,125	7,696	47,337	14,264	238,032

City of Lethbridge

Environmental Utilities

Amended May 26, 2026

Capital Improvement Program 2022 - 2031

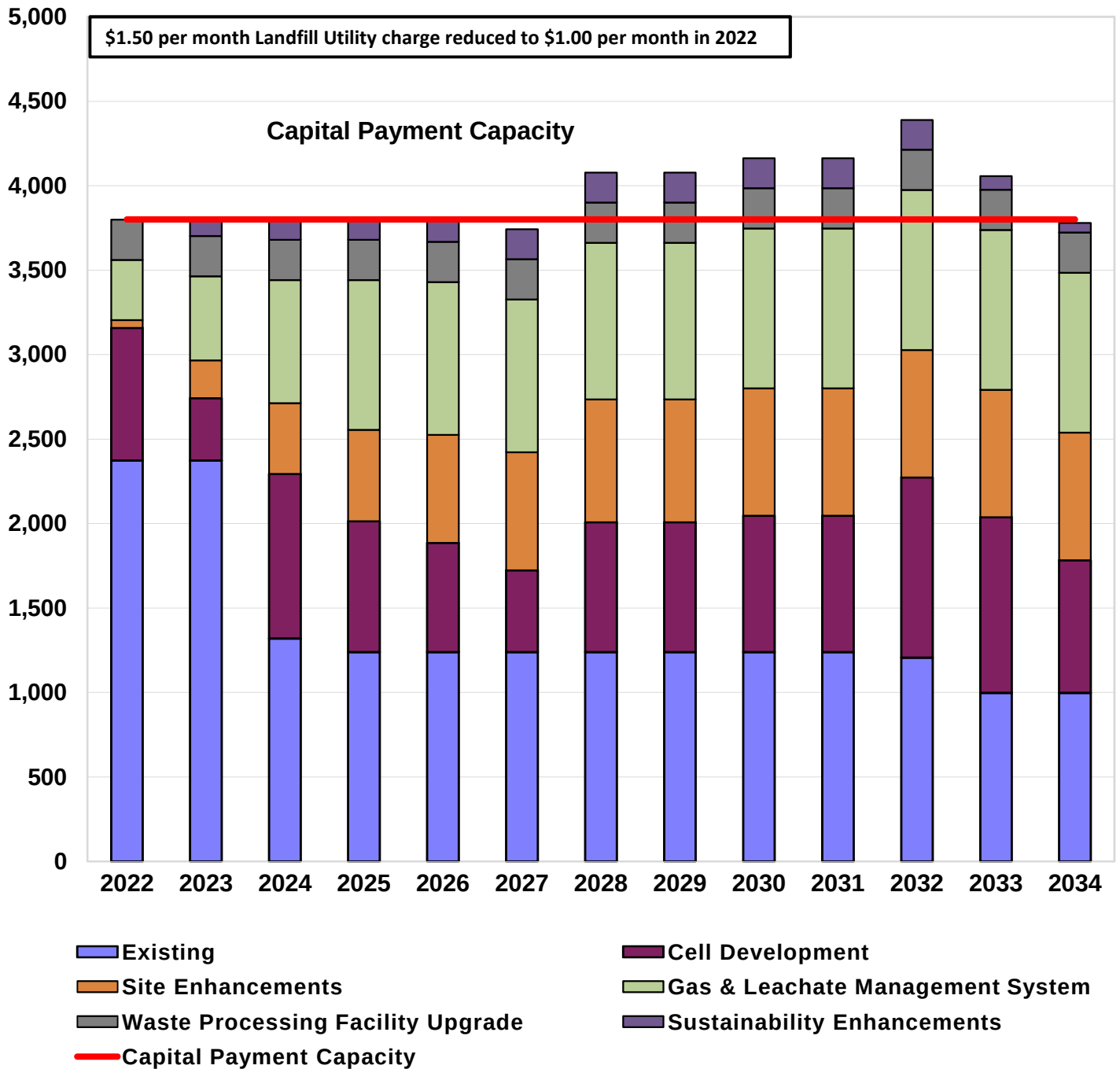
	Project Funding										
	2022	2023	2024	2025	2026	2027	2028	2029	2029	2030	2031
Project Funding											
Accumulated Surplus	1,645	500	2,300								4,445
Borrowing - Offsites		960	960					3,127	41,337	6,044	52,428
Borrowing - Utilities	4,884	10,430	7,732	8,129	23,535	23,721	6,700	3,887	6,000	8,220	103,237
Capital Consolidation	54	124	519	442							1,140
Grant - AB Community Partersnship				800	800	900	300				2,800
Grant - Federal Gas Tax Fund (FGTF)	5,879			1,483	924	7,865	6,002				22,153
Grant - MSI	4,750										4,750
Grant - Other		250			9,300						9,550
Landfill Capital	2,404	343	695	439	267						4,148
Offsite Levy							505				505
Reserve - Wastewater					826						826
Reserve - Water				4,646	5,820						10,467
Utility Capital							1,618	682			2,300
Wastewater Capital	1,655	654	609	365	225						3,508
Water Capital	109	259	239	10,416	3,339	1,413					15,775
TOTAL FUNDING	21,380	13,521	13,054	26,721	45,036	33,899	15,125	7,696	47,337	14,264	238,032

City of Lethbridge
Environmental Utilities
Capital Improvement Program 2022 - 2031
Net Operating Costs

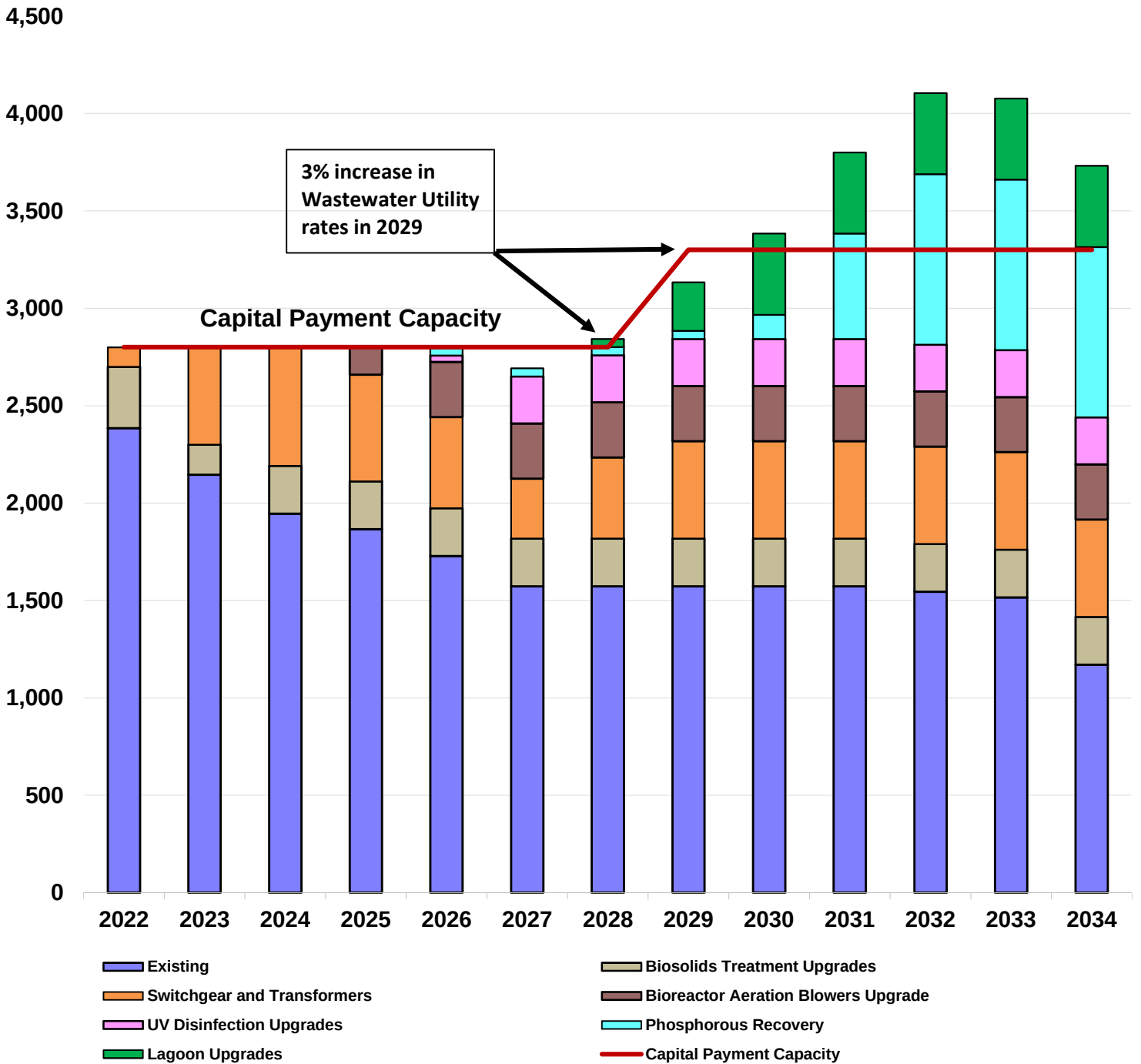
Please refer to A-6 for operating cost information related to this section.

Net operating costs would include personnel costs, additional maintenance cost, and/or additional utility cost if applicable.

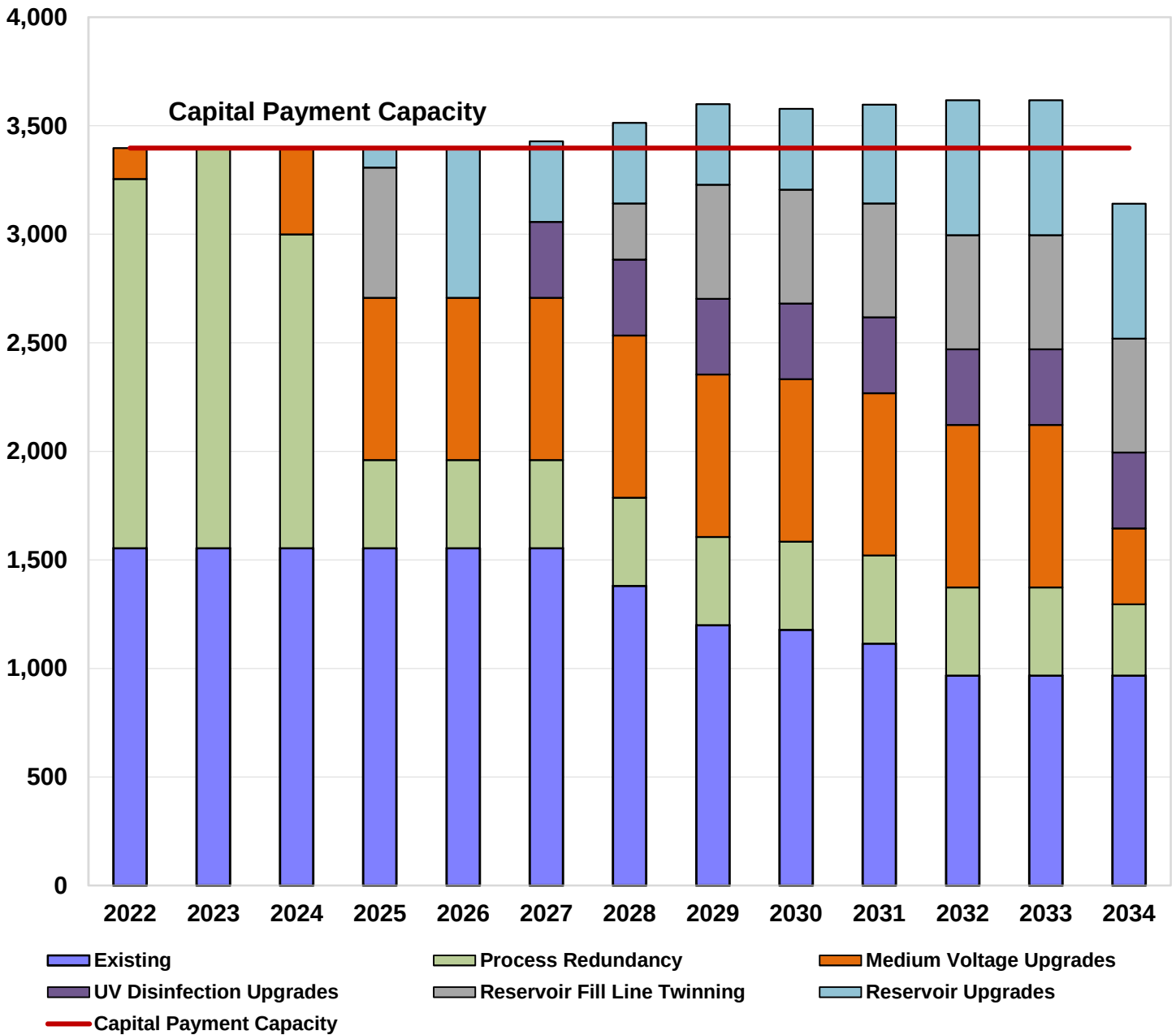
Landfill Utility Annual Capital Payments



Wastewater Utility Annual Capital Payments



Water Utility Annual Capital Payments



Major Program: **Recycling**Project Title: **Waste & Recycling Curbside Organics Collection**Dept - Project #: **519**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Lethbridge City Council approved in 2016 the implementation of a bi-weekly recycling (blue cart) program. As part of this program, 34,500 households were implemented in May 2019. Included in the approval, Council asked administration for an implementation plan for a Curbside Organics Collection program once Curbside Recycling was completed. The Waste & Recycling Utility (WRC) would provide green cart/bin service to 34,500 single family dwelling units and 7,500 multi-family dwelling units. Organics Materials accepted will include: - Food Waste - Yard Waste (small branches up to 3 ft, grass and leaves) A sitting exercise has been completed and confirmed the Waste & Recycling Centre as the location of the new facility. All materials will be received at the WRC and processing will occur at the compost pad. The Waste & Recycling Utility will undertake the design and construction of the compost facility commencing in 2022 and the facility will be operational in spring 2023. The implementation of this program requires the following capital investment: 1) Construction of compost facility 2) Purchase of carts and bins for single family and multi-family services 3) Purchase of four collection trucks There is a requirement for five additional staff to support collection operations and the operations of the compost facility.	In July 2015 City Council approved a Waste Diversion Policy. The policy speaks to residential sector waste diversion goals of: • 50% waste diversion rate by 2021 • 65% waste diversion rate by 2030 A Residential Waste Diversion Strategy was developed and approved by City Council on November 28, 2016. This strategy creates a structure of programs that will allow the Waste & Recycling Utility to meet the waste diversion goals. On November 28, 2016, City Council approved a Residential Curbside Recycling program with a pilot in 2018 and full implementation in 2019. As part of the resolution, Council had the following clause: "Following the introduction of the residential curbside collection of recyclables (blue cart) in 2019, administration will prepare for council's consideration a program implementation plan for residential curbside collection of organics." After the successful implementation of the recycling program in May 2019, the curbside collection of organics plan was presented to Council on October 2019, and Council referred the implementation project to the 2022 to 2031 CIP deliberations. The execution of this CIP project is required to meet the Waste Diversion policy approved by Council.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		10,350										10,350
Consultive Services		279										279
		10,629										10,629
Total Costs		10,629										10,629
Funding												
Grant - Federal Gas Tax Fund (FGTF)		5,879										5,879
Grant - Municipal Sustainability (MSI)		4,750										4,750
		10,629										10,629
Total Funding		10,629										10,629
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	
Projected Net Operating Costs		0	3,474	3,543	3,614	3,686	3,760	3,835	3,912	3,990	4,070	
Est. GHG Emissions (t CO2e)		(510)	(1,009)	(1,497)	(1,975)	(2,443)	(2,901)	(3,349)	(3,788)	(4,217)	(4,637)	

Comments

Net increase for residential customers for the Curbside Organics Collection will be \$5/month effective in 2023.

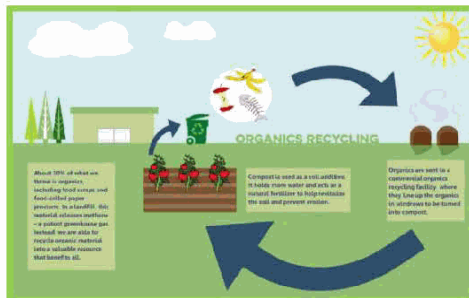
Curbside Organics Program

About 50% of what we throw is organics, including food scraps and food-soiled paper products. In a landfill, these materials release methane, a green gas house.

Instead, we are able to recycle organics materials into a valuable resource that benefits all.



CITY OF
Lethbridge



Major Program: **Landfill**Project Title: **Waste & Recycling Centre Disposal Cell Development and Closure**Dept - Project #: **215**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program provides a mechanism for ongoing development and closure of class II mixed solid waste (MSW) disposal cells and industrial contaminated soil (ICS) disposal cells at the Waste & Recycling Centre (WRC), as well as other related cell development activities. The program includes conceptual, detailed design, tender/specifications construction management, and commissioning waste disposal cells. Cells will be constructed as described in the 2016 Approval to Operate and the Standards for Landfills in Alberta and other regulations as required. The cells and projects will include at a minimum: 1) a liner that provides for containment of the waste 2) a leachate collection system that maintains the leachate level limit 3) a groundwater monitoring systems 4) a run-on control system 5) a closure system Projects considered are sideler and liner design and construction, vertical expansion, ICS sitting and design, compost facility upgrades, surface water management, hydrovac materials disposal facility upgrades, grinder, landfill approval renewal, and a staging plan.	The construction, operation and closure of WRC disposal cells is governed by an Approval to Operate issued by Alberta Environment and Parks (AEP). Pursuant to the approval, the city has developed class II MSW and ICS disposal cells. As available landfill disposal capacity in these cells is consumed, 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 develop, maintain, and close disposal cells in a timely fashion to meet the needs of our customers and maintain regulatory compliance.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		2,115	1,865	900	600	650	2,200		200		2,000	10,530
Consultive Services		515	656	275	220	512	242		132		220	2,772
		2,630	2,521	1,175	820	1,162	2,442		332		2,220	13,302
Total Costs		2,630	2,521	1,175	820	1,162	2,442		332		2,220	13,302
Funding												
Borrowing - Utilities		226	2,178	480	381	895	2,442		332		2,220	9,154
Landfill Capital		2,404	343	695	439	267						4,148
		2,630	2,521	1,175	820	1,162	2,442		332		2,220	13,302
Total Funding		2,630	2,521	1,175	820	1,162	2,442		332		2,220	13,302
Estimated Debt Charges		0	26	280	336	380	485	769	769	808	808	
Projected Net Operating Costs		100	100	105	105	110	110	110	110	110	110	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

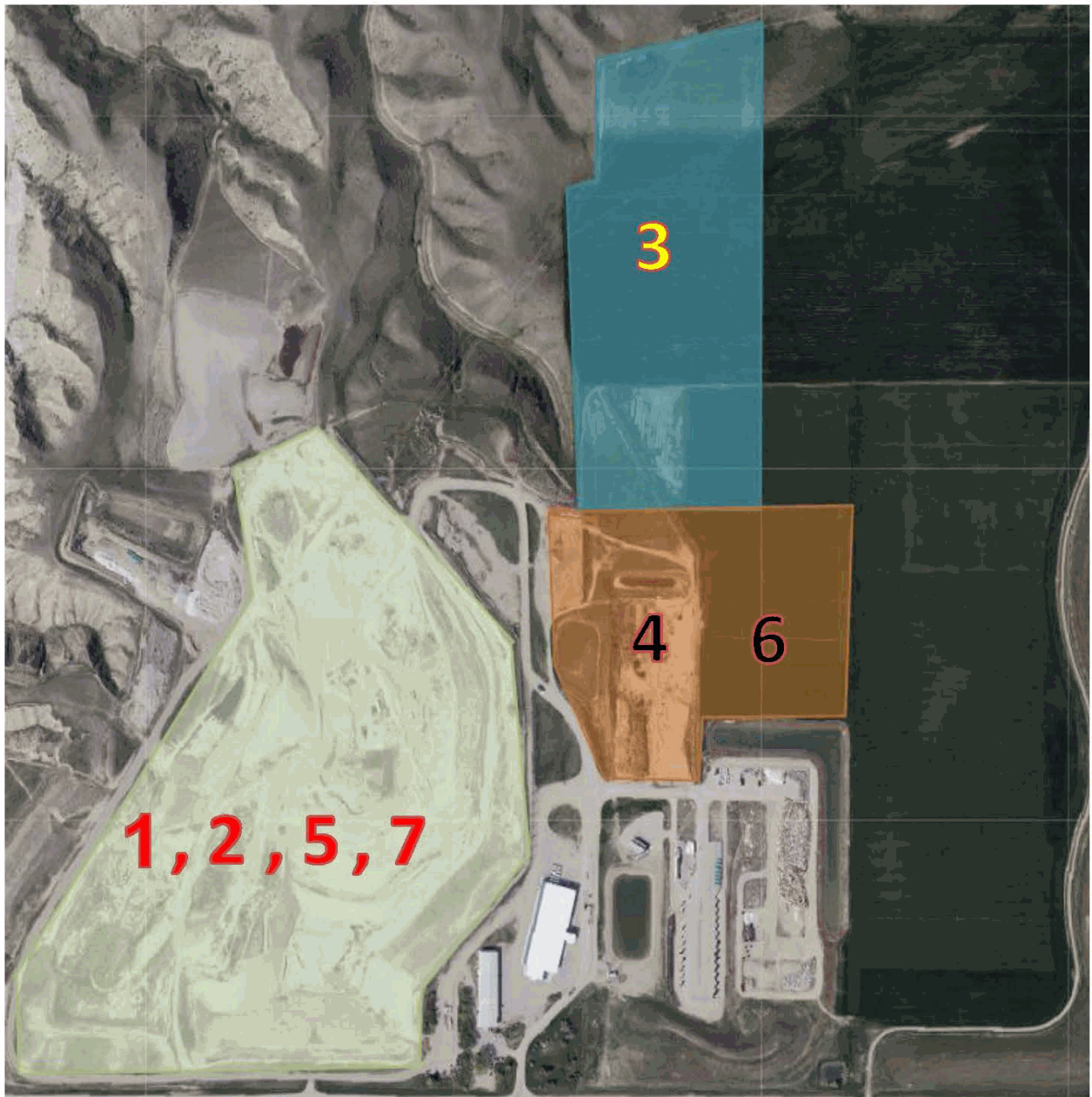
Comments

Waste & Recycling Centre Disposal Cell Development and Closure

- 1) Sideliner and Liner Design and Construction
- 2) Vertical expansion
- 3) ICS Sitting and Design
- 4) Compost Facility Upgrades
- 5) Surface Water Management
- 6) Hydrovac Facility Upgrades
- 7) Staging Planning



CITY OF
Lethbridge



Major Program: **Landfill**Project Title: **Waste & Recycling Centre Landfill Gas and Leachate Management**Dept - Project #: **219**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
In 2019, 126,000 tonnes of waste and recyclables were received at the Waste & Recycling Centre (WRC) from the City of Lethbridge and surrounding communities. Since 1985, over 2.5 million tonnes of waste have been disposed of at the site. It is one of the largest landfill sites in Southern Alberta. The WRC Master Plan provides initial concept plans for the landfill gas (LFG) and leachate management systems. The following phases are considered for the 2022 to 2031 Capital Improvement Program (CIP): 1) Leachate Manhole Upgrades. 2) Leachate Collection System Design and Construction. 3) Leachate Management Plan. 4) Extend Gas Well System Phase 2 The system design and construction project that will be completed in 2021 has provided another layer to the future system and the next step will be the detailed design of the LFG utilization. This CIP includes one full time equivalent position to operate landfill gas and leachate system at the WRC.	The construction operation and closure of the WRC is governed by an approval issued by Alberta Environment and Parks (AEP). The major by-products of decomposition of waste within disposal cells are liquid and gas. The liquid is primarily water which leaches elements from the decomposing waste and is referred to as leachate. The gas is primarily carbon dioxide and methane, both of which are green house gases that contribute to climate change. The gas is referred to as landfill gas. The approval requires the development of a leachate management system. Furthermore, landfills governed by the Specified Gas Emitters Regulation, in Alberta as well as the Federal Governments large emitters regulations. Currently, the Waste & Recycling Centre generates (92,000 tonne CO2 equivalents) enough green house gas to trigger the reporting component (>10,000 tonne CO2 equivalents) in the regulation, but is not required to reduce green house gas emissions (>100,000 tonne CO2 equivalents). In Alberta, emitters who voluntarily reduce their emissions qualify to sell emissions credits to other large emitters that are unable to meet their emissions reductions targets and it is anticipated that government will lower the reduction limit in the near future. Development of a system to reduce green house emissions from the landfill prior to regulatory changes requiring reductions is proposed.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		985	2,500	1,500	200		200		200			5,585
Consultive Services		713	275	385	33		77		22			1,505
		1,698	2,775	1,885	233		277		222			7,090
Total Costs		1,698	2,775	1,885	233		277		222			7,090
Funding												
Borrowing - Utilities		1,698	2,775	1,885	233		277		222			7,090
		1,698	2,775	1,885	233		277		222			7,090
Total Funding		1,698	2,775	1,885	233		277		222			7,090
Estimated Debt Charges		0	141	373	530	549	549	572	572	590	590	
Projected Net Operating Costs		0	100	100	100	125	125	125	125	125	125	
Est. GHG Emissions (t CO2e)		(20,814)	(28,290)	(33,223)	(38,433)	(38,433)	(40,379)	(49,449)	(55,263)	(67,418)	(68,776)	

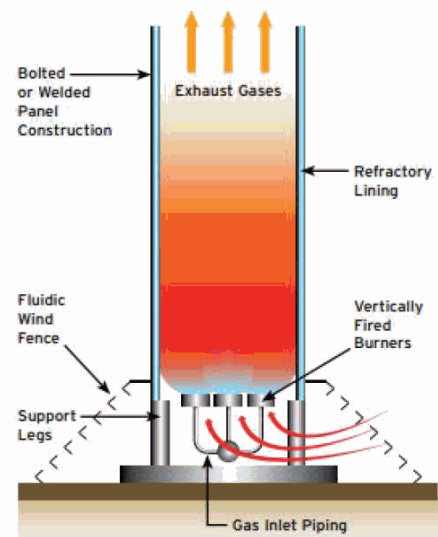
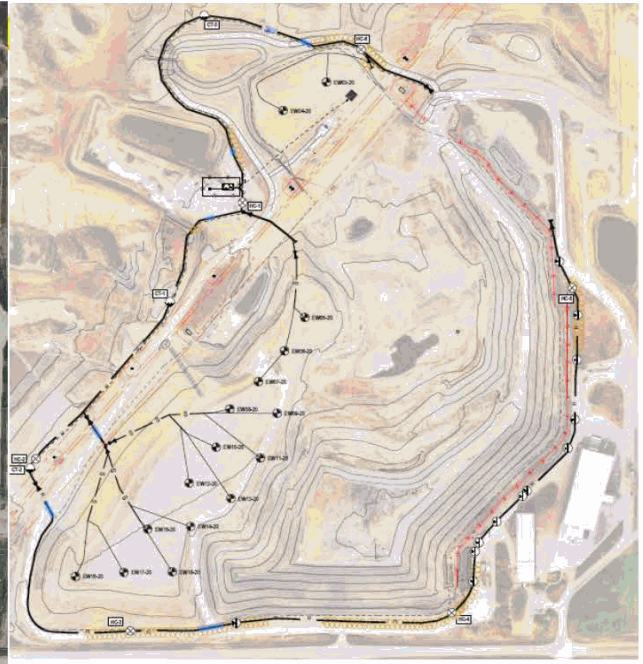
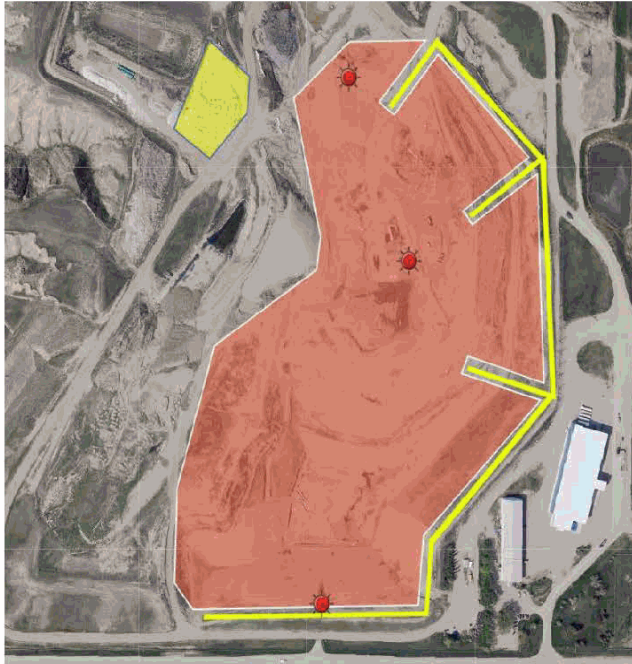
Comments

Waste & Recycling Centre Landfill Gas and Leachate Management

- 1) Leachate Manhole Upgrades 
- 2) Leachate collection system design and construction 
- 3) Leachate management 
- 4) Extend gas well system Phase 2 



CITY OF
Lethbridge



Major Program: **Landfill**Project Title: **Waste & Recycling Centre Site Enhancements**Dept - Project #: **334**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
On October 24, 2016, the City received the Operating Approval which includes the vertical and horizontal expansion of the landfill. This expansion creates 60 years of disposal capacity and increases the developable area to 360 acres (145 hectares) from 120 acres (50 hectares). The site enhancement project is required to make the necessary changes to the site in order to accommodate cell developments, landfill gas system, and leachate management projects. The projects included are: 1) Waste & Recycling Centre (WRC) roads and parking areas. 2) Traffic management to the site to accommodate growth and traffic flow. 3) Debris fence installation to meet requirements in the Alberta Environment and Parks (AEP) approval for litter control. 4) Education Centre - The education center involves upgrades required to accommodate exhibits and provide a permanent space for exhibits, classroom, and meeting space.	Extensive public consultation was undertaken during the Approval application process. During the public consultation a major concern raised by stakeholders was the visual impact caused by the expanding landfill. To address these concerns, large landscaped screening berms were included in the designs shared with the community and regulators. Under the Operating Approval, the facility is required to manage fugitive emissions from the site. The Waste & Recycling Utility is required to have litter fences through the site and to install new ones every time a new cell or new operations area is established. Traffic management within the site is required to avoid non-compliance with Lethbridge County bylaws, and improvements to the scale system are required to avoid lineups encroaching onto the county road due to high volume of vehicles during peak hours. Education Centre - The WRC provides 70 to 100 site tours per year ranging from elementary age children to university classes and special interest groups. The interpretive centre supports growth of education and outreach programming providing a space for community education regarding waste, recycling, composting, site operational, and environmental protection features.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction		1,150	2,100	1,300	950	650	300		300			6,750
Consultive Services		979	231	176	220	72	33		33			1,744
		2,129	2,331	1,476	1,170	722	333		333			8,494
Total Costs		2,129	2,331	1,476	1,170	722	333		333			8,494
Funding												
Borrowing - Utilities		2,129	2,331	1,476	1,170	722	333		333			8,494
		2,129	2,331	1,476	1,170	722	333		333			8,494
Total Funding		2,129	2,331	1,476	1,170	722	333		333			8,494
Estimated Debt Charges		0	177	371	494	592	652	680	680	707	707	
Projected Net Operating Costs		0	100	100	100	125	125	125	125	125	125	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

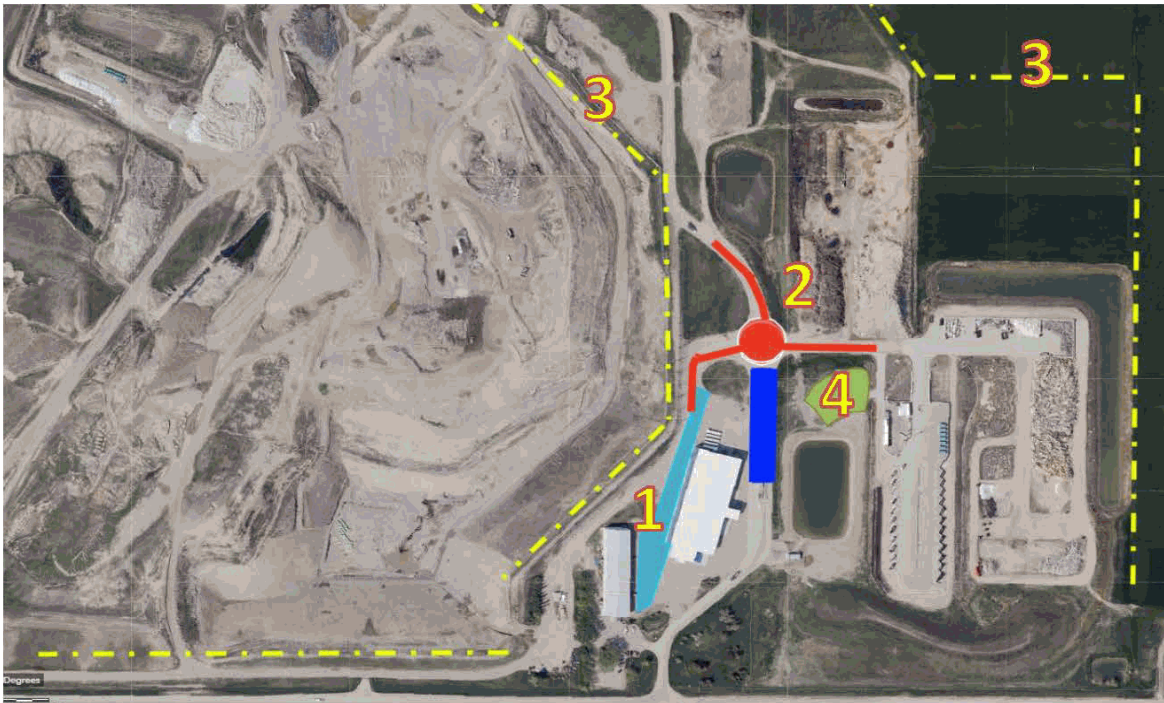
Comments

Waste & Recycling Centre Site Enhancements

- 1) Waste & Recycling Centre roads and parking areas.
- 2) Traffic Management to the site to accommodate growth and traffic flow.
- 3) Debris fence installation to meet requirements in the AEP approval for litter control.
- 4) Education Centre



CITY OF
Lethbridge



Major Program: **Landfill**Project Title: **Sustainability Enhancements**Dept - Project #: **520**Start Year: **2022**End Year: **2026**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The Sustainability Team's five key focus areas for the corporation are air, energy, water, land and waste. Many of the projects are pilot projects or small projects to move us towards sustainable goals for the corporation. In addition, the Energy Conservation Master Plan (ECMP) and Strategy has presented a list of recommended initiatives for the City of Lethbridge that would provide savings on energy. From the large list presented within the Master plan, there are a few that have been selected for the Sustainability Team to support. The other initiatives would be considered by the appropriate departments. This project includes: 1) Characterization/verification of three potential former landfills. 2) Enhancements and Technology Pilots for Two Closed Landfills. 3) Solar Pilot/Charging Stations. 4) Recover Heat from Exhaust Pilot. 5) Lighting Retrofit. 6) Energy Audits for Utility Owned Buildings (MRF & WTS). 7) Other Energy Efficiency Projects as identified in the ECMP. The proposed initiatives include technology, operational and behavioral change recommendations, as well as a due diligence component for historical landfills.	The Sustainability Team was officially launched in September 2018 after a successful initiative called the Corporate Environmental Sustainability initiative. This team looks at environmental ways of being efficient in the things that we do and the decisions that we make. They look at piloting and trialing different options, technologies, and methods for the organizations so that we can make the best decisions possible. The Energy Conservation Master Plan and Strategy was an initiative of City Council that was part of the Operating Budget process and was introduced as N-84. The initiative read: Objective(s): To develop an Energy Conservation Master Plan and roadmap that would support and guide the corporation to transition to energy efficiencies in our facilities and vehicles. This is also in alignment with the 2021 Municipal Development Plan. Which City Council or organizational goals is this initiative aligned with: City Council Strategic Goal of Financial Stewardship and Economic Prosperity (Build and Diversify our Economy). Background: This master plan would support the project Facility Assessment and Energy Efficiency Upgrades (D-13) approved in the 2018 - 2027 Capital Improvement Plan and would guide the corporation to transition to energy efficiency in City-owned facilities and vehicles. The strategy would assist in identifying priority initiatives and would explore the feasibility of implementing pilot programs to test new technology the community could use for business and home use.

All amounts below are in thousands of dollars

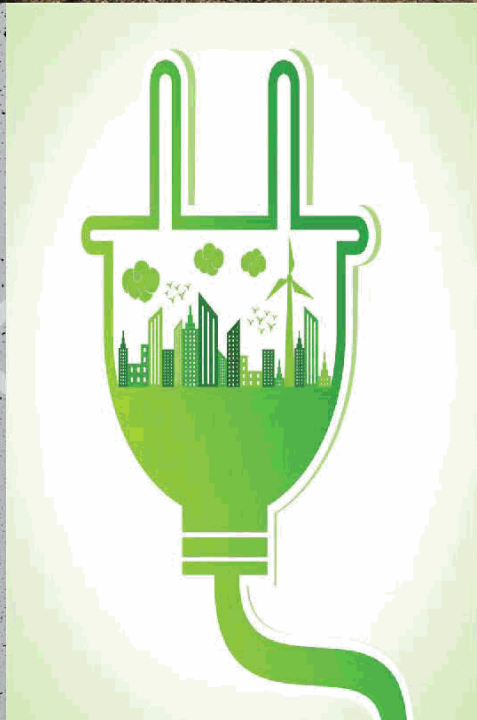
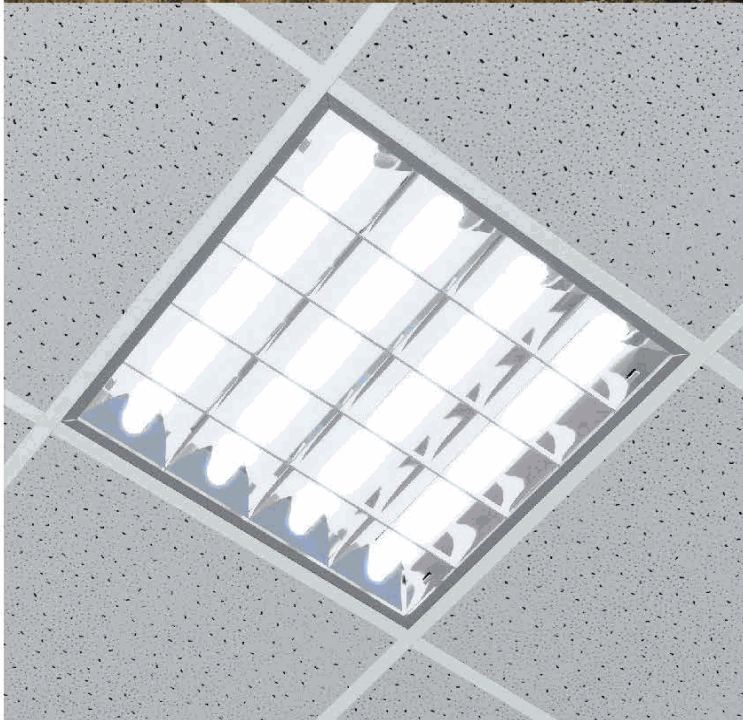
	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		700	450		100	350						1,600
Consultive Services		130				39						169
		830	450		100	389						1,769
Total Costs		830	450		100	389						1,769
Funding												
Borrowing - Utilities		830	200		100	389						1,519
Grant			250									250
		830	450		100	389						1,769
Total Funding		830	450		100	389						1,769
Estimated Debt Charges		0	97	120	120	132	177	177	177	177	177	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments

Sustainability Enhancements

This project includes:

1. Characterization/verification of three potential former landfills
2. Enhancements and Technology Pilots for Two Closed Landfills
3. Solar Pilot/Charging Stations
4. Recover Heat from Exhaust Pilot
5. Lighting Retrofit
6. Energy Audits for Utility Owned Buildings
7. Other Energy Efficiency Projects as identified in the ECMP



Major Program: **Water Utility**Project Title: **Water Treatment Plant Process Redundancy**Dept - Project #: **128**Start Year: **2013**End Year: **2027**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
Continuation of existing CIP 2018-2027 project E-20. 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 during summer months with one unit of service. This project will provide additional clarification capacity and provide the required level of treatment process redundancy. June 12, 2025 Economic & Finance SPC - This CIP amendment will include one additional clarifier.	This project will: Provide redundancy level of service in this portion of the treatment process and ability to operate at design capacity with the largest unit out of service, Mitigate risk of clarifier failure resulting in water shortages that would negatively impact customers, Permit regular and routine clarifier maintenance without affecting treatment plant operational performance, and Allow continued growth and development of the City.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction	84	109	259	2,539	9,256	19,492	10,560					42,300
	84	109	259	2,539	9,256	19,492	10,560					42,300
Totals Costs	84	109	259	2,539	9,256	19,492	10,560					42,300
Funding												
Accumulated Surplus				2,300								2,300
Borrowing - Utilities						1,480	9,147					10,627
Grant						9,300						9,300
Reserve - Water						5,820						5,820
Water Capital	84	109	259	239	9,256	2,892	1,413					14,253
	84	109	259	2,539	9,256	19,492	10,560					42,300
Total Funding	84	109	259	2,539	9,256	19,492	10,560					42,300
Estimated Debt Charges							113	811	811	811	611	
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Water Treatment Plant Process Redundancy

Major Program: **Water Utility**Project Title: **Water Treatment Plant Medium Voltage Upgrades**Dept - Project #: **563**Start Year: **2022**End Year: **2027**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This project will provide the following upgrades to the plant's medium voltage (4,160V) electrical systems: Ability to switch between the plant's two redundant transformers to allow uninterrupted operation of the plant when maintenance is required on a transformer. This project will install arc flash windows on the redundant transformers to facilitate scheduled inspections, replace buried power cables between the transformers and the plant that are approaching the end of their life expectancy, and provide an additional low voltage (600V) transformer for redundancy. June 12, 2025 Economic & Finance SPC - This CIP amendment may include variable frequency drives on the high lift pumps, providing redundant variable speed pumping capacity.	This project will: Improve reliability, Mitigate risk of customer impact from water shortage due to power supply failure, and Improve the safety and energy efficiency of the operation.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction		54	124	319	5,558	12,222	6,622					24,900
		54	124	319	5,558	12,222	6,622					24,900
Totals Costs		54	124	319	5,558	12,222	6,622					24,900
Funding												
Borrowing - Utilities						12,222	6,622					18,844
Capital Consolidation		54	124	319	442							940
Reserve - Water					4,646							4,646
Water Capital					469							469
		54	124	319	5,558	12,222	6,622					24,900
Total Funding		54	124	319	5,558	12,222	6,622					24,900
Estimated Debt Charges							933	1,439	1,439	1,439	1,439	
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Water Treatment Plant Medium Voltage Upgrades

Major Program: **Water Utility**Project Title: **Water Treatment Plant UV Disinfection Upgrades**Dept - Project #: **564**Start Year: **2026**End Year: **2026**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The Ultraviolet (UV) Disinfection System was installed at the plant in 2003. The equipment was installed prior to recognized validation techniques being developed for regulatory bodies to assess the technology. Without the recognized validation, the regulator requires higher UV doses be applied, resulting in increased energy costs. Validation is costly, and the UV reactors are approaching the end of their useful life. This project will upgrade the UV equipment with modern validated technology and improve equipment performance, reliability and reduce power usage.	This project will: Increase performance and improve reliability, Avoid increasing maintenance costs, and Reduce power usage.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction						1,500						1,500
Consultive Services						300						300
Equip. & Furnishings						1,200						1,200
						3,000						3,000
Total Costs						3,000						3,000
Funding												
Borrowing - Utilities						3,000						3,000
						3,000						3,000
Total Funding						3,000						3,000
Estimated Debt Charges		0	0	0	0	0	349	349	349	349	349	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Water Treatment Plant UV Disinfection Upgrades

Major Program: **Water Utility**Project Title: **Uplands and Garry Drive Reservoir Fill Line Twinning**Dept - Project #: **565**Start Year: **2025**End Year: **2028**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The Uplands and Garry Drive reservoirs are connected to the plant by a single fill line that was constructed in 1980. Failure of that line would result in the City losing a third of its water distribution capacity, along with impacting high volume industrial users in north Lethbridge. This project will provide redundancy in the event of failures.	This project will: Improve reliability, Mitigate risk of customer impact of water shortage due to water line failure, and Allow continued growth and development of the city.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction							3,000	3,000				6,000
Consultive Services					600		100	200				900
					600		3,100	3,200				6,900
Total Costs					600		3,100	3,200				6,900
Funding												
Borrowing - Utilities							3,100	3,200				6,300
Water Capital					600							600
					600		3,100	3,200				6,900
Total Funding					600		3,100	3,200				6,900
Estimated Debt Charges		0	0	0	0	0	0	258	525	525	525	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Uplands and Garry Drive Reservoir Fill Line Twinning

Major Program: **Water Utility**Project Title: **Water Treatment Plant River Intake Conceptual Design**Dept - Project #: **566**Start Year: **2024**End Year: **2024**Capital Improvement Program
2022 to 2031**Description & Location**

The plant's raw water intake canal was originally constructed in the 1950's, with some minor improvements made in the late 1980's. The canal and two large diameter pipes allow the plant to draw water from the east bank of the Oldman River. The canal and piping are subject to seasonal sedimentation and require regular maintenance to maintain a continuous supply of raw water for treatment.

This project will complete conceptual design for a new in-stream intake to provide a more reliable source of raw water to the plant.

Purpose & Justification

This project will:

Improve reliability and

Avoid increasing maintenance costs.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Consultive Services				200								200
				200								200
Total Costs				200								200
Funding												
Capital Consolidation				200								200
				200								200
Total Funding				200								200
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Water Treatment Plant River Intake Conceptual Design

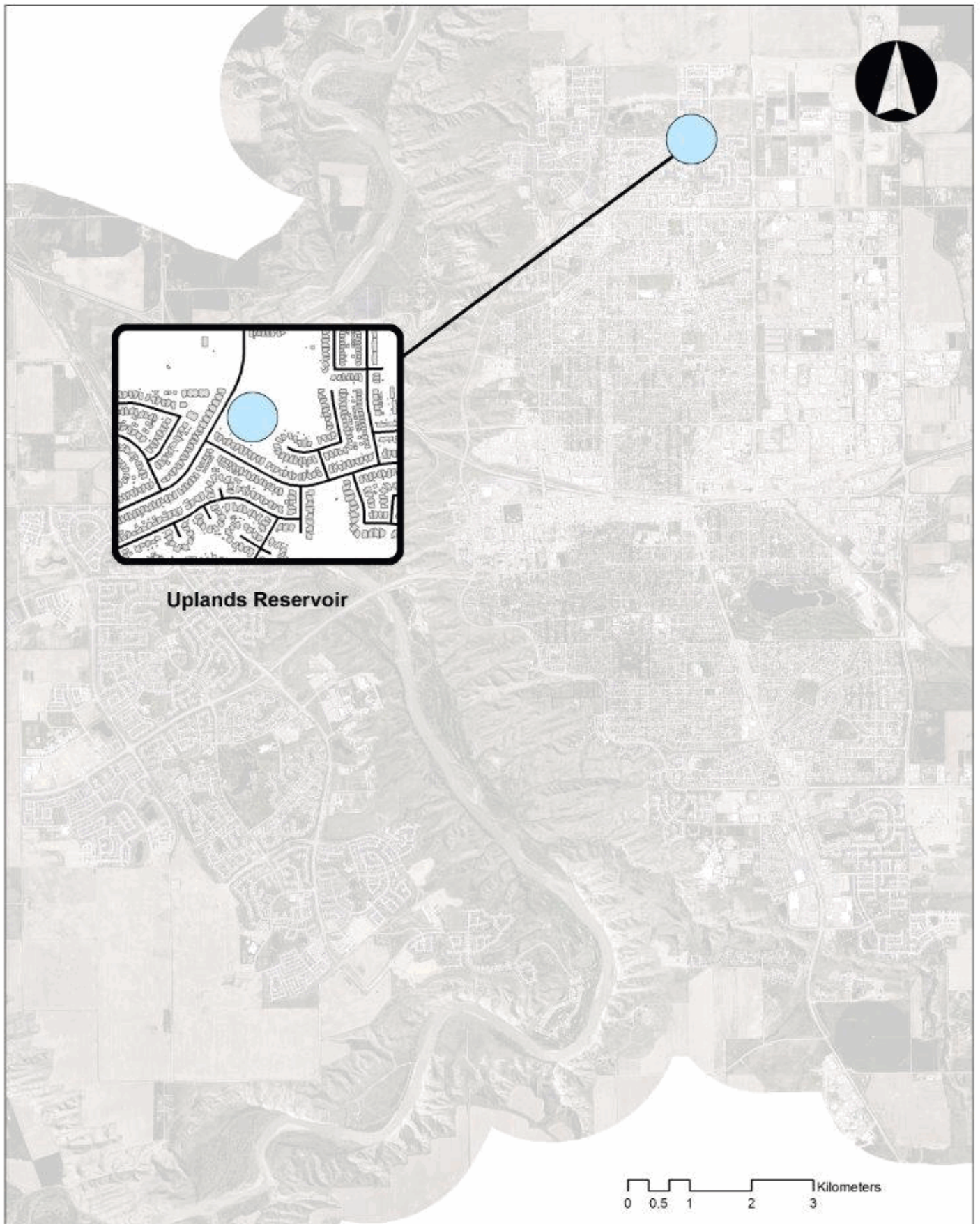
Major Program: **Water Utility**Project Title: **Uplands Reservoir Upgrades**Dept - Project #: **567**Start Year: **2025**End Year: **2026**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This project will consist of lifecycle replacement and upgrading of aging mechanical and electrical equipment at the Uplands Reservoir. The scope of this project appeared as part of CIP 2018-2027 E-21: Water Reservoir Upgrades and has been decoupled as a separate project and rescheduled for later.	This project will: Improve reliability and reduce maintenance, Extend the service life of existing pump station infrastructure, and Maintain existing levels of service for water pressure and fire protection.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction					2,800	1,500						4,300
Consultive Services					200	500						700
					3,000	2,000						5,000
Total Costs					3,000	2,000						5,000
Funding												
Borrowing - Utilities					2,910	1,553						4,463
Water Capital					90	447						537
					3,000	2,000						5,000
Total Funding					3,000	2,000						5,000
Estimated Debt Charges		0	0	0	0	242	372	372	372	372	372	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Uplands Reservoir Upgrades

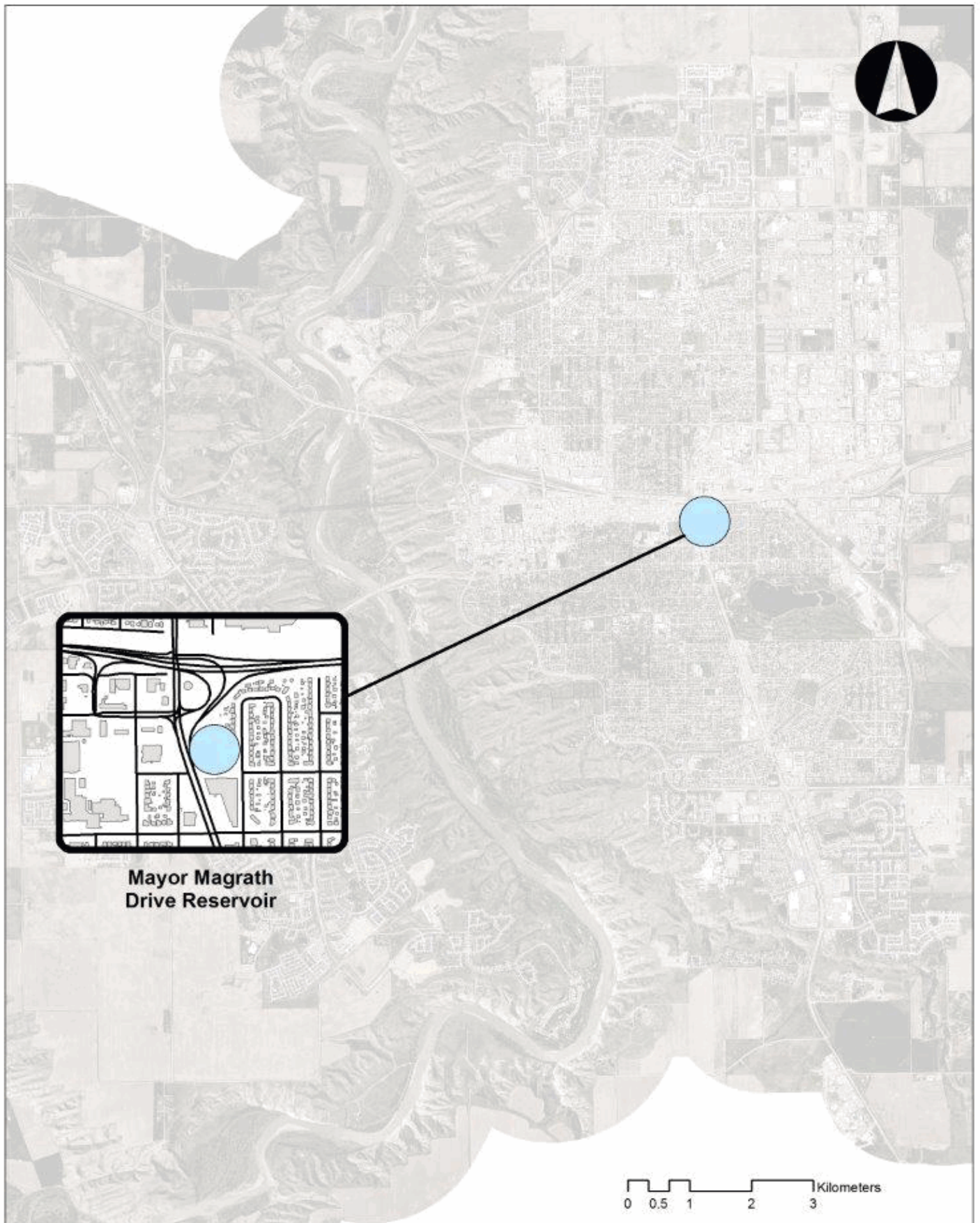
Major Program: **Water Utility**Project Title: **Mayor Magrath Reservoir Upgrades**Dept - Project #: **568**Start Year: **2030**End Year: **2031**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This project will consist of lifecycle replacement and upgrading of aging mechanical and electrical equipment at the Mayor Magrath Reservoir. The scope of this project appeared as part of CIP 2018-2027 E-21: Water Reservoir Upgrades and has been decoupled as a separate project and rescheduled for later.	This project will: Improve reliability and reduce maintenance, Extend the service life of existing pump station infrastructure, and Maintain existing levels of service for water pressure and fire protection.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										600	1,900	2,500
Consultive Services										400	100	500
										1,000	2,000	3,000
Total Costs										1,000	2,000	3,000
Funding												
Borrowing - Utilities										1,000	2,000	3,000
										1,000	2,000	3,000
Total Funding										1,000	2,000	3,000
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	83	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Mayor Magrath Reservoir Upgrades

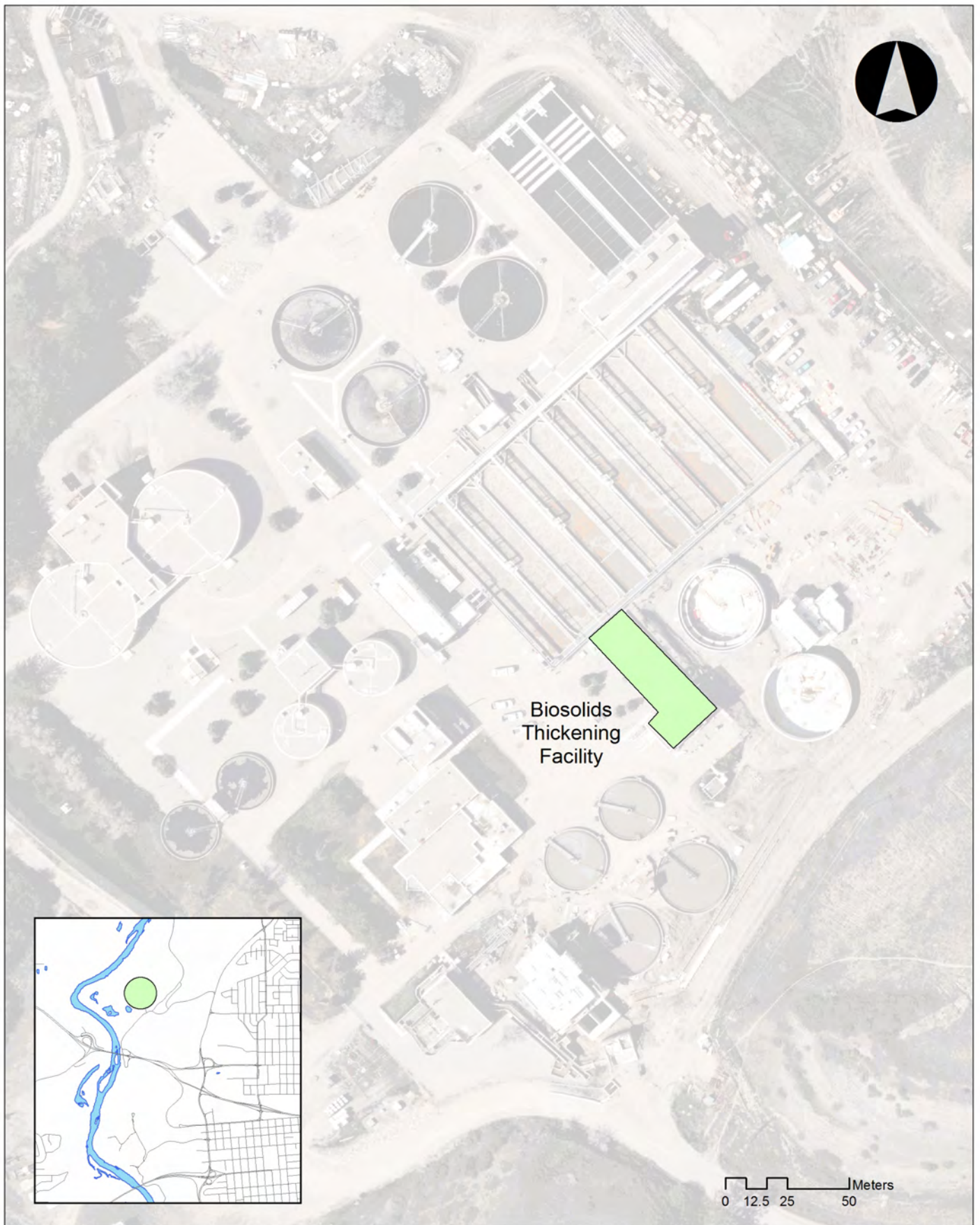
Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Biosolids Treatment Upgrades**Dept - Project #: **206**Start Year: **2022**End Year: **2023**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Continuation of existing CIP 2018-2027 project E-13.	This project will:
The plant's two digesters were constructed in 1987. A third digester was previously believed to be required to allow periodic maintenance. Implementation of new thickening technology will improve the quality of biosolids entering the digesters, allowing more efficient use of the existing digester capacity and eliminating the need for a third digester. New thickening equipment will replace existing equipment that is approaching the end of its useful life.	Leverage use of existing plant components,
	Increase performance and improve reliability,
	Improve operator health and safety, and
This project will upgrade existing waste activated sludge thickening equipment, and repurpose existing infrastructure to house the equipment.	Allow continued growth and development of the City.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction		1,500	1,500									3,000
Consultive Services		700	100									800
Equip. & Furnishings			2,000									2,000
		2,200	3,600									5,800
Total Costs		2,200	3,600									5,800
Funding												
Accumulated Surplus		645	500									1,145
Borrowing - Utilities			2,946									2,946
Wastewater Capital		1,555	154									1,709
		2,200	3,600									5,800
Total Funding		2,200	3,600									5,800
Estimated Debt Charges		0	0	245	245	245	245	245	245	245	245	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Wastewater Treatment Plant Biosolids Upgrades

Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Effluent Water System Upgrade**Dept - Project #: **543**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The plant's effluent water (ewater) system allows the reuse of treated wastewater for a number of in-plant processes. This practice reduces the volume of potable City water used by the plant. The plant's demand for ewater has increased in recent years such that the system struggles to meet seasonal demands. This project will upgrade the existing system, ensuring that seasonal demands are met.	This project will: Improve reliability, and Improve existing levels of service.

All amounts below are in thousands of dollars

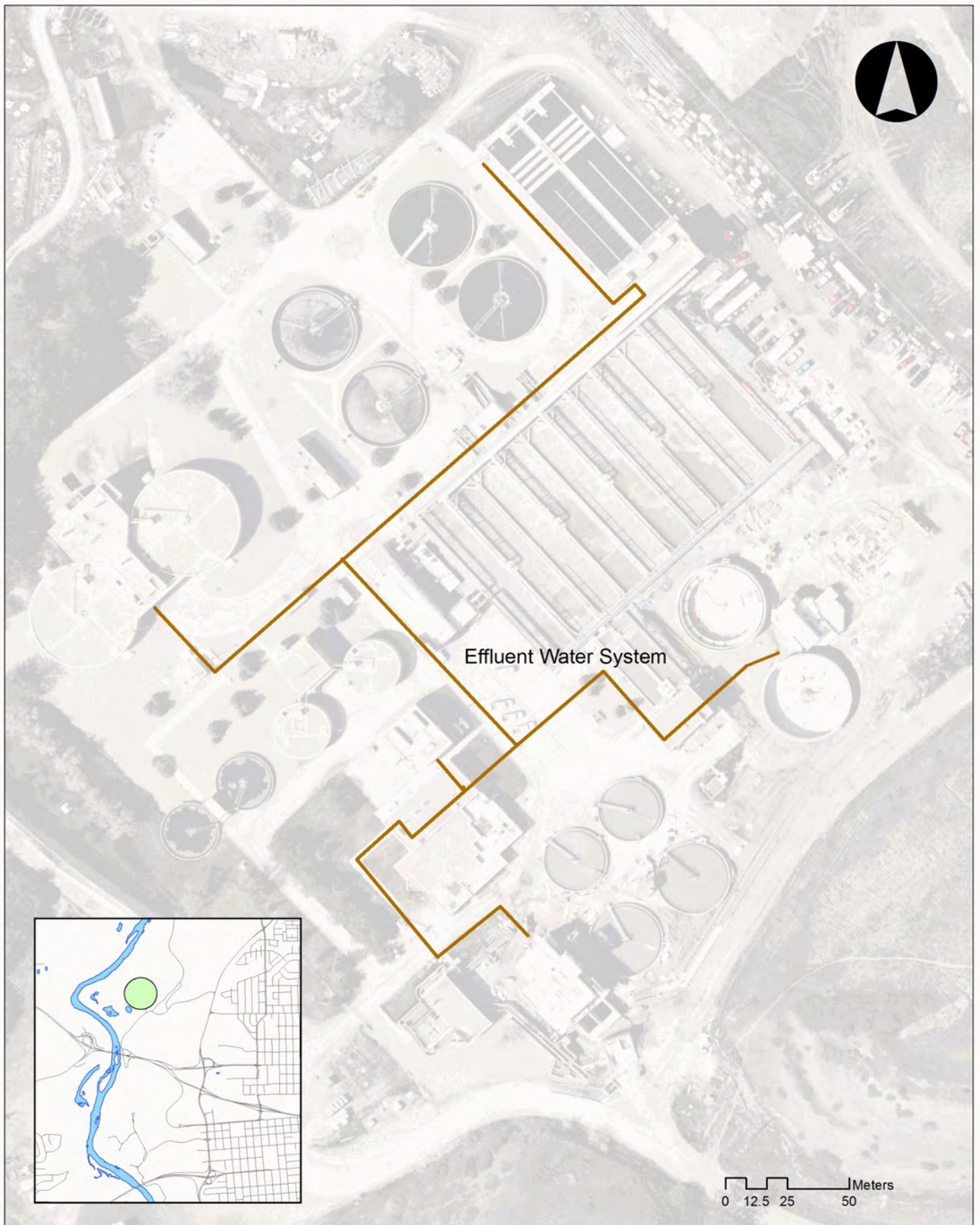
	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction		500										500
Consultive Services		150										150
Equip. & Furnishings		350										350
		1,000										1,000
Total Costs		1,000										1,000
Funding												
Accumulated Surplus		1,000										1,000
		1,000										1,000
Total Funding		1,000										1,000

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Wastewater Treatment Effluent Water System Upgrade

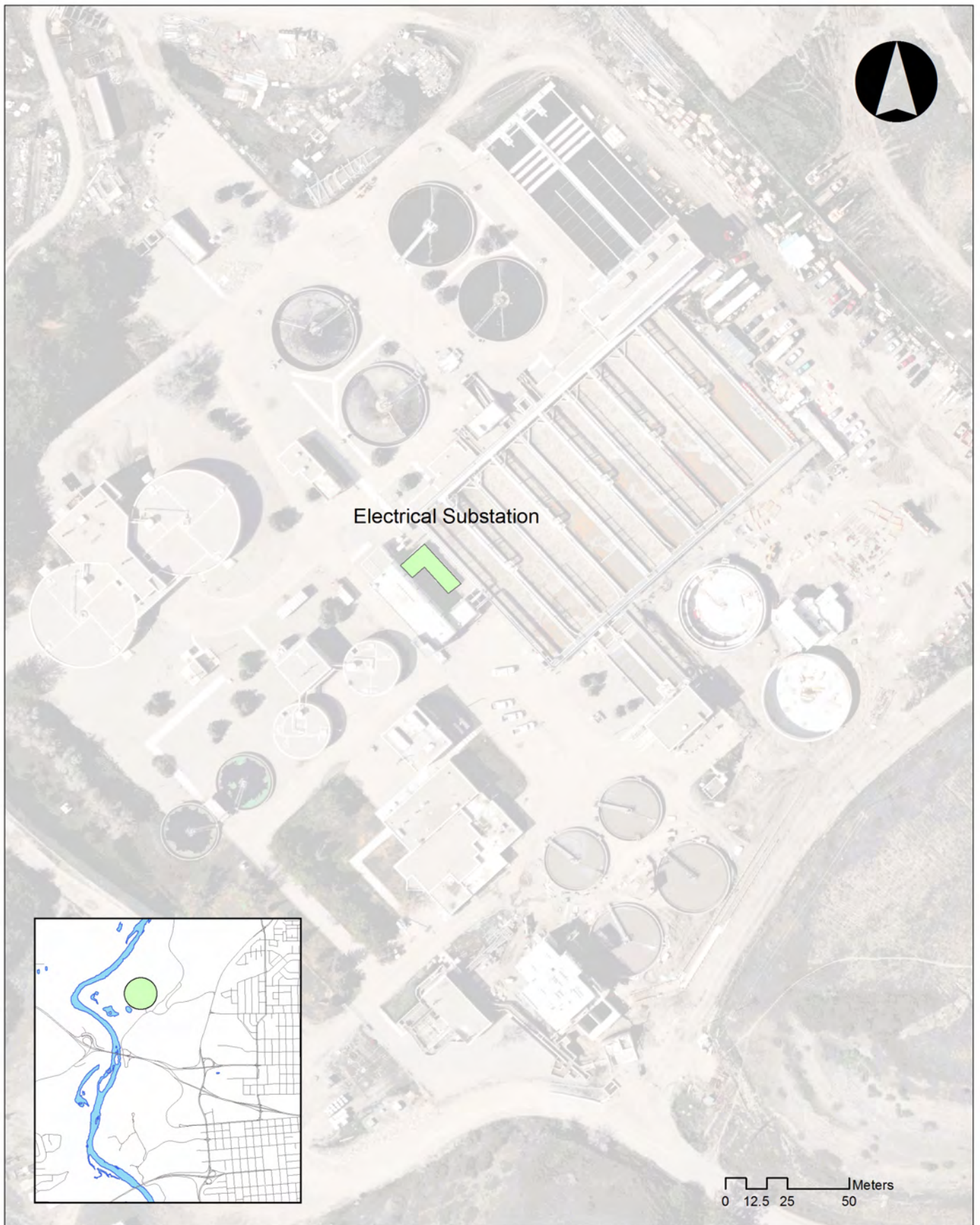
Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Electrical Upgrades**Dept - Project #: **545**Start Year: **2022**End Year: **2028**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The plant's main electrical supply system was constructed in 1972. The equipment requires frequent maintenance and is long past the end of its useful life. Replacement parts and components are difficult to source. This project will upgrade medium and low voltage components with modern technology and improve equipment performance, reliability, and reduce power usage. The project will be completed in two phases: Phase 1 Description: Full Upgrades Design and Phase 1 Construction Schedule: 2022-2026 Cost: \$5,500,000 Phase 2 Description: Phase 2 Construction Schedule: 2027-2028 Cost: \$2,300,000	This project will: Improve reliability, Improve existing levels of service, and Improve the safety of plant personnel.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction				2,700	1,000	800	1,200	900				6,600
Consultive Services		100	500	100	100	200	100	100				1,200
		100	500	2,800	1,100	1,000	1,300	1,000				7,800
Total Costs		100	500	2,800	1,100	1,000	1,300	1,000				7,800
Funding												
Borrowing - Utilities				2,191	735	775	1,300	1,000				6,001
Wastewater Capital		100	500	609	365	225						1,799
		100	500	2,800	1,100	1,000	1,300	1,000				7,800
Total Funding		100	500	2,800	1,100	1,000	1,300	1,000				7,800
Estimated Debt Charges		0	0	0	182	244	308	416	500	500	500	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Wastewater Treatment Electrical Upgrades

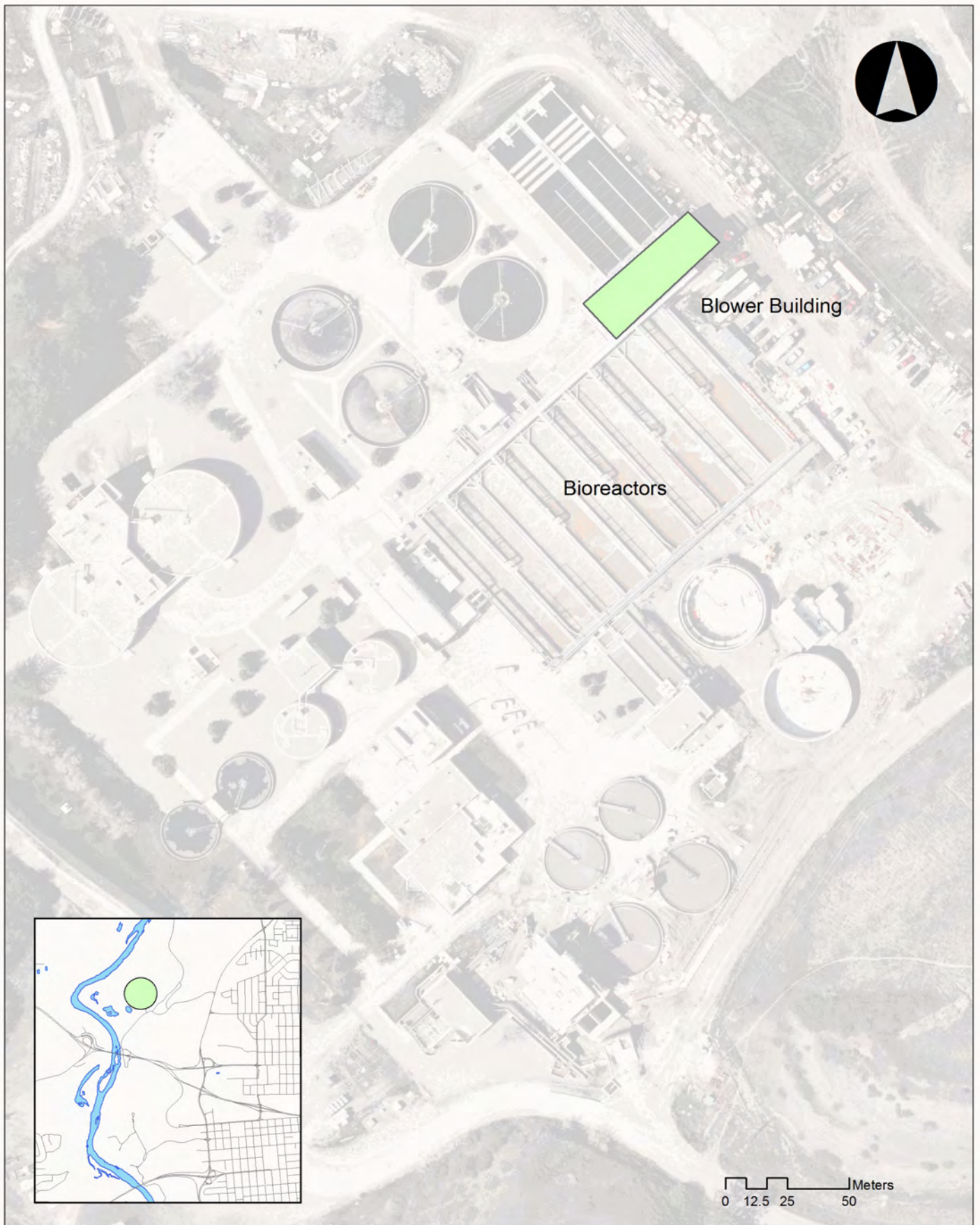
Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Bioreactor Aeration Blowers Upgrade**Dept - Project #: **343**Start Year: **2024**End Year: **2025**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Continuation of existing CIP 2018-2027 project E-17.	This project will:
Three 1,500 horsepower (HP) blowers supply air to the plant's five bioreactors. Replacement of the three existing blowers with smaller blowers will improve dissolved oxygen process control, system reliability, reduce the Wastewater Treatment Plant peak power demand, and the amount of electricity used.	Improve reliability,
	Improve existing levels of service, and
	Reduce power usage.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction				700	850							1,550
Consultive Services				300								300
Equip. & Furnishings				700	850							1,550
				1,700	1,700							3,400
Total Costs				1,700	1,700							3,400
Funding												
Borrowing - Utilities				1,700	1,700							3,400
				1,700	1,700							3,400
Total Funding				1,700	1,700							3,400
Estimated Debt Charges		0	0	0	142	283	283	283	283	283	283	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Wastewater Treatment Plant Bioreactor Aeration Blowers Upgrade

Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant UV Disinfection Upgrades**Dept - Project #: **347**Start Year: **2025**End Year: **2026**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Continuation of existing CIP 2018-2027 project E-16.	This project will:
The Ultraviolet (UV) Disinfection System was installed at the plant in 1998. The equipment requires frequent maintenance and is approaching the end of its useful life. Replacement parts and components are becoming difficult to source.	Improve reliability,
This project will upgrade the UV equipment with modern technology to improve equipment performance, reliability, and reduce power usage.	Avoid increasing maintenance costs,
	Improve operator health and safety, and
	Reduce power usage.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction						1,250						1,250
Consultive Services					400							400
Equip. & Furnishings						1,250						1,250
					400	2,500						2,900
Total Costs					400	2,500						2,900
Funding												
Borrowing - Utilities					400	2,500						2,900
					400	2,500						2,900
Total Funding					400	2,500						2,900
Estimated Debt Charges		0	0	0	0	33	242	242	242	242	242	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Wastewater Treatment Plant UV Disinfection Upgrades

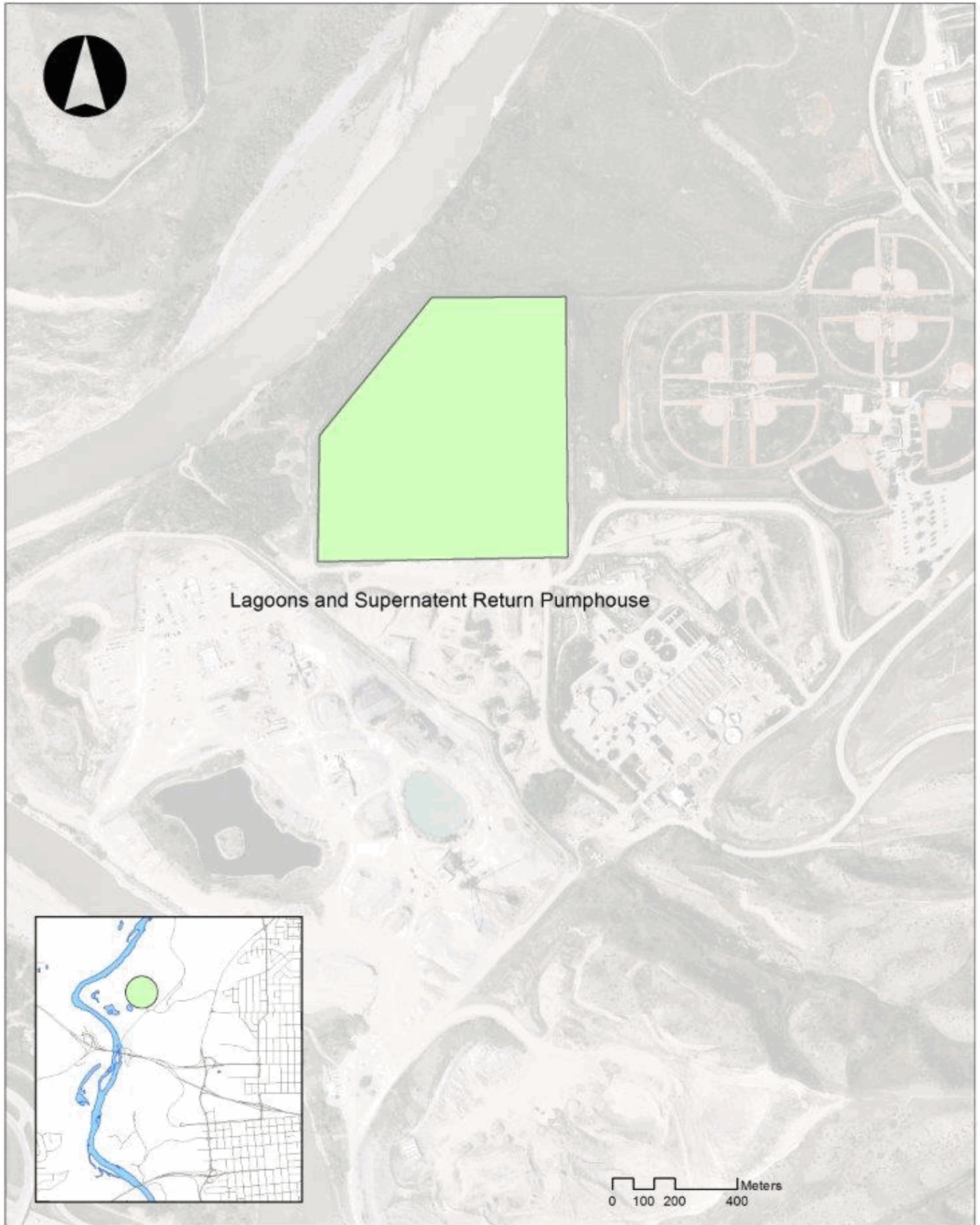
Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Phosphorous Recovery**Dept - Project #: **344**Start Year: **2025**End Year: **2031**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Modification of previous CIP 2018-2027 project E-15.	This project will:
This project was included in the prior CIP at \$6 million. The change in budget is due to a modification to the project's scope.	Leverage use of existing plant components,
As part of the plant's Biological Nutrient Removal process, phosphorous is removed from plant effluent and captured in biosolids. Biosolid supernatant from the lagoons is continuously recycled to the head of the plant, recirculating the phosphorus through the treatment process without reducing it, which has resulted in accumulated concentration of phosphorous. This phosphorous precipitates in pipes, tanks, and pumps forming a crystalline structure called struvite, causing pipe blockages, pump inefficiency, and challenges meeting regulatory effluent limits.	Increase performance and improve reliability,
	Avoid increasing maintenance costs, and
This project will implement equipment for removal of phosphorous and protect existing equipment from blockage and service interruption.	Allow continued growth and development of the City.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction										5,000	4,000	9,000
Consultive Services					500				1,000			1,500
					500				1,000	5,000	4,000	10,500
Total Costs					500				1,000	5,000	4,000	10,500
Funding												
Borrowing - Utilities					500				1,000	5,000	4,000	10,500
					500				1,000	5,000	4,000	10,500
Total Funding					500				1,000	5,000	4,000	10,500
Estimated Debt Charges		0	0	0	0	42	42	42	42	125	541	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



**Wastewater Treatment Plant Phosphorus Recovery
Detailed Design and Construction**

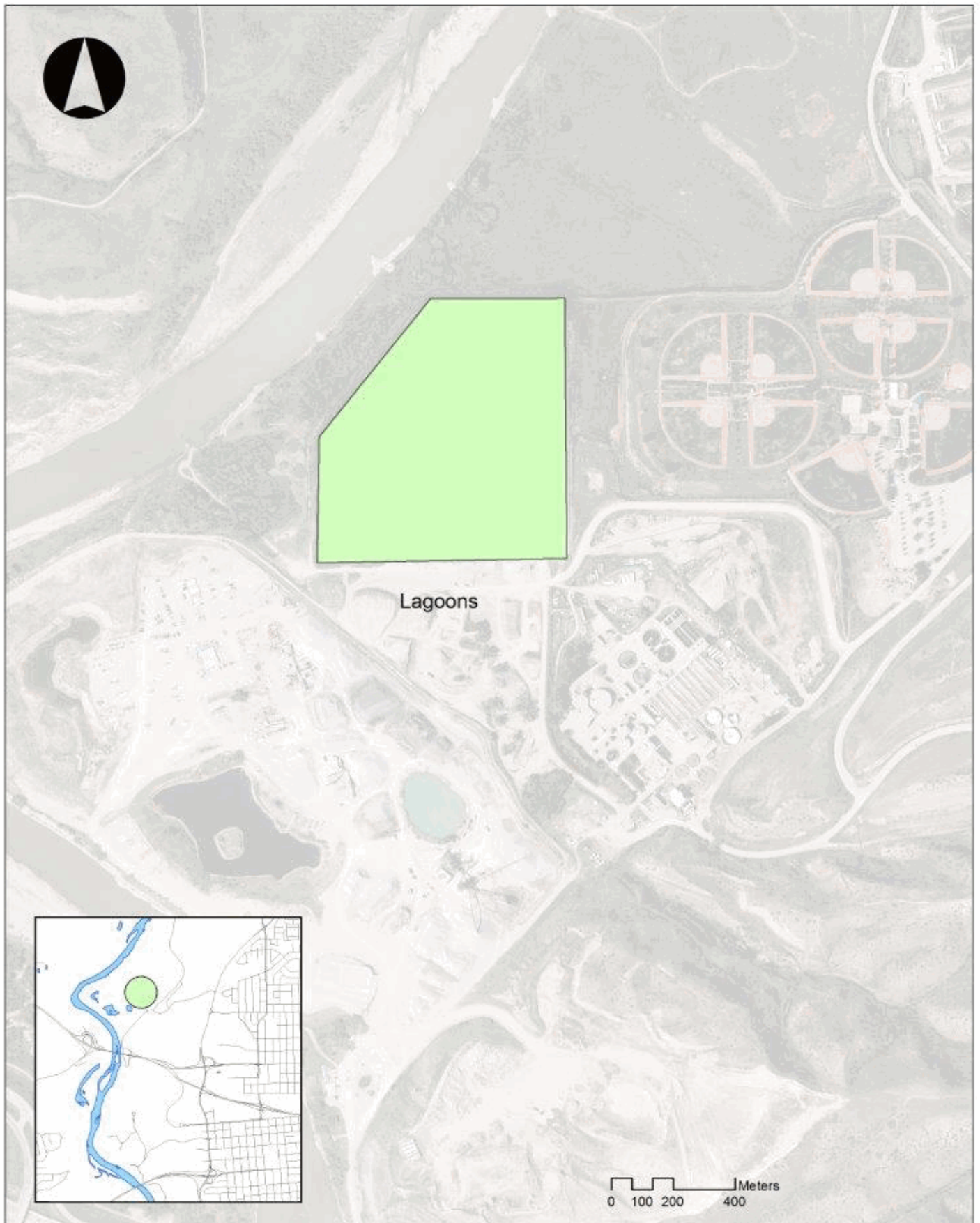
Major Program: **Wastewater Utility**Project Title: **Wastewater Treatment Plant Lagoon Upgrades**Dept - Project #: **544**Start Year: **2027**End Year: **2029**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The plant's lagoons were constructed in the early 1970's. Over time, the lagoon embankments have deteriorated, hindering access for normal operations and requiring increased maintenance to avoid release of wastewater to the environment. This project will upgrade the existing lagoon embankments to ensure continued operation and facilitate maintenance.	This project will: Improve reliability, Improve existing levels of service, and Improve the safety of plant personnel.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction								2,500	2,000			4,500
Consultive Services							500					500
							500	2,500	2,000			5,000
Total Costs							500	2,500	2,000			5,000
Funding												
Borrowing - Utilities							500	2,500	2,000			5,000
							500	2,500	2,000			5,000
Total Funding							500	2,500	2,000			5,000
Estimated Debt Charges		0	0	0	0	0	0	42	250	416	416	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Wastewater Treatment Plant Lagoon Upgrades

Major Program: **Wastewater Utility**Project Title: **WWTP Train 2 - 20 ML/D Expansion Detailed Design**Dept - Project #: **637**Start Year: **2025**End Year: **2029**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The Wastewater Treatment Plant (WWTP) Train 2 - 20 ML/D Expansion – engineering services will deliver comprehensive detailed design to increase the existing WWTP's capacity by at least 20 ML/D. The program encompasses a series of major upgrades and new facilities, including but not limited to: • New industrial flow pre-treatment • Modifications to the plant influent (industrial split), wet-weather bypass, and grit tank concrete upgrades • New primary clarification infrastructure • A new secondary treatment train, including bioreactors, blowers, and additional clarifiers as required • A new ultraviolet (UV) disinfection facility and a new outfall to the Oldman River • A new sludge thickening facility • A new anaerobic digester and associated waste-gas burners • Electrical system upgrades, including construction of a new electrical building • Laboratory and administrative facility enhancements The program will be constructed at the existing WWTP location, with the new train being constructed towards the east and the outfall being constructed at the Oldman River. The engineering services required for construction of the program will be included as part of the proposed 2027-2036 CIP project for the WWTP Train 2 - 20 ML/D Expansion.	Many components of the existing Wastewater Treatment Plant facility have reached or exceeded their intended service life, and several critical processes are now in deteriorated condition. This increases the likelihood of equipment failure, regulatory non-compliance, and unplanned service interruptions. Updating the facility to a 20 ML/D expansion will also introduce the operational flexibility and redundancy needed to safely undertake any future lifecycle renewal program without compromising treatment performance. The plant is operating at or above its current engineered capacity of approximately 40 ML/D. This constraint limits the City's ability to accommodate residential, commercial, and industrial growth. The 20 ML/D expansion is intended to meet current treatment demands while providing the additional capacity required to support projected population and industrial development. Enhancing treatment reliability and performance is essential for long-term community growth, regulatory compliance, and the continued protection of the Oldman River. Design work for the 20 ML/D expansion is scheduled to begin in Q2 2026, with the proposed construction targeted for completion by Q4 2029.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services					1,483	1,750	7,865	6,820	682			18,600
					1,483	1,750	7,865	6,820	682			18,600
Totals Costs					1,483	1,750	7,865	6,820	682			18,600
Funding												
Grant - Canada Comm Bldg Fund (CCBF)					1,483	924	7,865	5,202				15,474
Reserve - Wastewater						826						826
Utility Capital								1,618	682			2,300
					1,483	1,750	7,865	6,820	682			18,600
Total Funding					1,483	1,750	7,865	6,820	682			18,600

Comments



CITY OF

Lethbridge

Major Program: **Water Utility**Project Title: **Water Treatment Plant Expansion - Detailed Design**Dept - Project #: **638**Start Year: **2025**End Year: **2028**Capital Improvement Program
2022 to 2031

Description & Location	Purpose & Justification
The project will provide detailed design engineering for an expansion at the Water Treatment Plant (WTP), increasing treated water capacity to 180 million liters per day (MLD). The project will also provide preliminary engineering services for a future expansion to 250 MLD. The scope of work includes detailed design for upgrades at the WTP, including two additional high-rate clarifiers, HVAC upgrades to address corrosion in the existing Plant 3 clarifier/filter area, chlorine gas dosing upgrades to address capacity limitations, filter improvements to increase filter capacity and operation, ultraviolet (UV) disinfection upgrades to address end of life infrastructure, and other chemical system upgrades to increase capacity and replace end of life infrastructure. The scope of work will also include preliminary design for future upgrades, including a second electrical feed and backup power system, raw water intake, piping, and pumping to address capacity needs, filter expansion, UV disinfection expansion, clearwell expansion, high lift pumping and transmission piping connections in the yard, chemical systems upgrades, residuals handling upgrades. Projects that have detailed design will require additional future engineering costs for construction services. Projects that have preliminary design completed will require future detailed design and construction services, however design certainty from the preliminary design will reduce those costs when they are incurred.	The primary objectives of this project are to: • Meet future demand: The expansions will be designed to meet the projected increase in water demands over the next five years and beyond. This is necessary to support the City's long-term growth and development plans. • Ensure water quality and treatment reliability: The upgrades and lifecycle replacements of infrastructure and equipment will help ensure the continued delivery of high-quality water to the City's residents. Planning and designing these expansion phases simultaneously, along with currently approved lifecycle replacement and redundancy projects, allows the City to make more informed decisions about infrastructure investments and simplify construction of future phases. This proactive approach helps to ensure the smooth and uninterrupted operation of the plant and is expected to result in fewer delays and cost overruns during construction phases.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Consultive Services					800	800	900	1,100				3,600
					800	800	900	1,100				3,600
Totals Costs					800	800	900	1,100				3,600
Funding												
Grant-AB Comm Partnership					800	800	900	300				2,800
Grant-Canada Comm Bldg Fund (CCBF)								800				800
					800	800	900	1,100				3,600
Total Funding					800	800	900	1,100				3,600

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



CITY OF

Lethbridge

Major Program: **Urban Development (Offsite Levy)**Project Title: **West Siphon Screen Relocation**Dept - Project #: **180**Start Year: **2023**End Year: **2024**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Modification of EO-2 from CIP 2017-2027 timing adjusted to reflect growth forecast	The project will:
This project was included in the prior CIP at \$1.655 million. In order to reduce pressure on the Offsite Levy, the project timeline has changed.	Leverage use of existing infrastructure.
The existing siphon is presently operating at full capacity. 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 southern areas of West Lethbridge.	Extend existing levels of service.
The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.	Allow continued growth and development in southern areas of West Lethbridge.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction			960	960								1,920
			960	960								1,920
Total Costs			960	960								1,920
Funding												
Borrowing - Offsites			960	960								1,920
			960	960								1,920
Total Funding			960	960								1,920
Estimated Debt Charges		0	0	112	224	224	224	224	224	224	224	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Westside Siphon Screen Relocation



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**Project Title: **28 St North (Giffen Rd to Blackwolf Entrance) Water Loop**Dept - Project #: **562**Start Year: **2028**End Year: **2028**Capital Improvement Program
2022 to 2031**Description & Location**

Complete the waterline on 28 Street between Giffen Road and Blackwolf Blvd. This project is to be done ahead of the stage 1 road construction on 28 Street North from Kodiak gate to Blackwolf entrance.

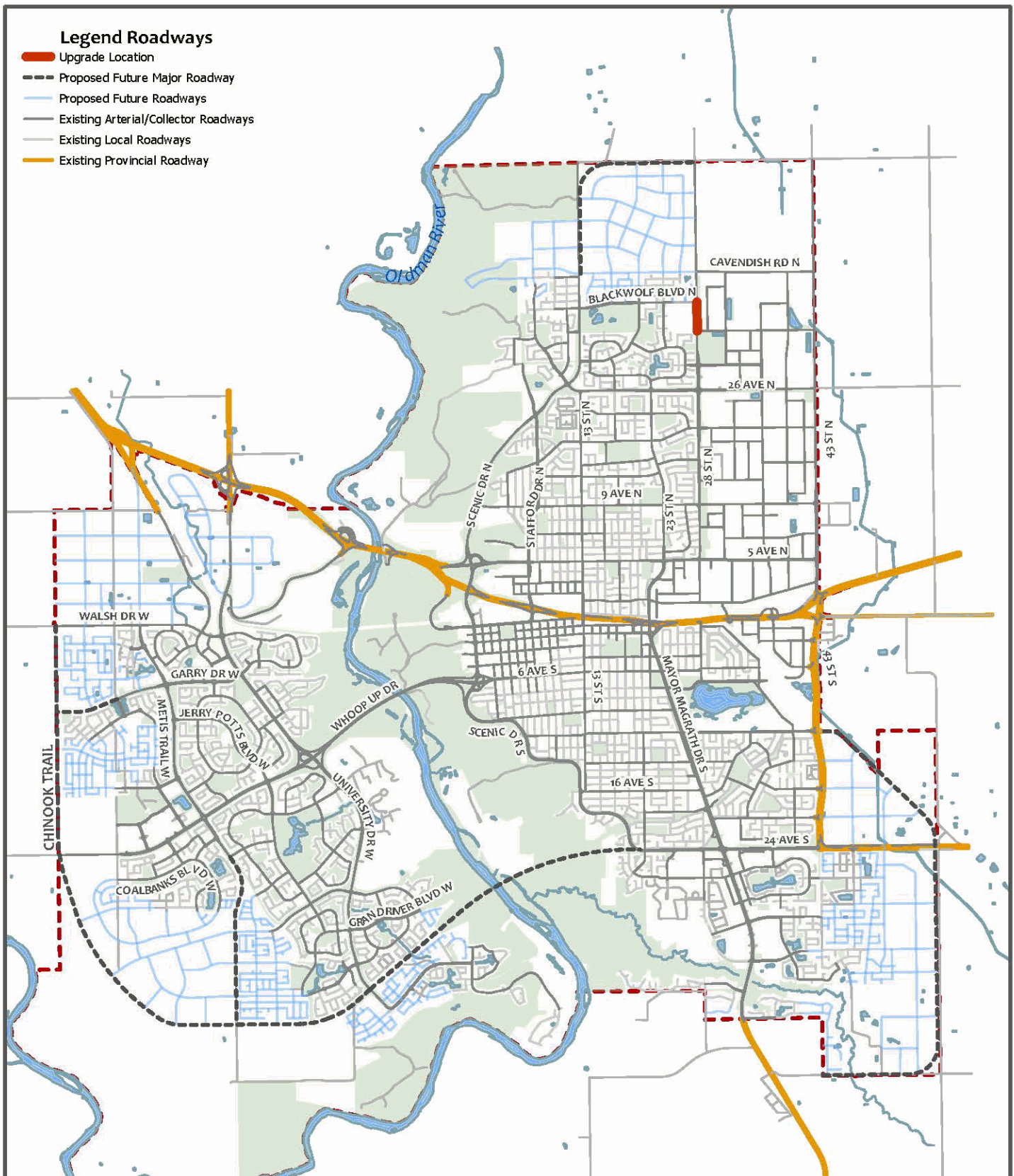
Purpose & Justification

This water line creates capacity and looping for growing areas of Sherring Industrial Park and provides benefit to future growth in Royal View and the northward expansion of the industrial park.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction								505				505
								505				505
Total Costs								505				505
Funding												
Offsite Levies								505				505
								505				505
Total Funding								505				505
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



28 St N - Kodiak Gate N to Blackwolf Entrance Water Service



CITY OF
Lethbridge

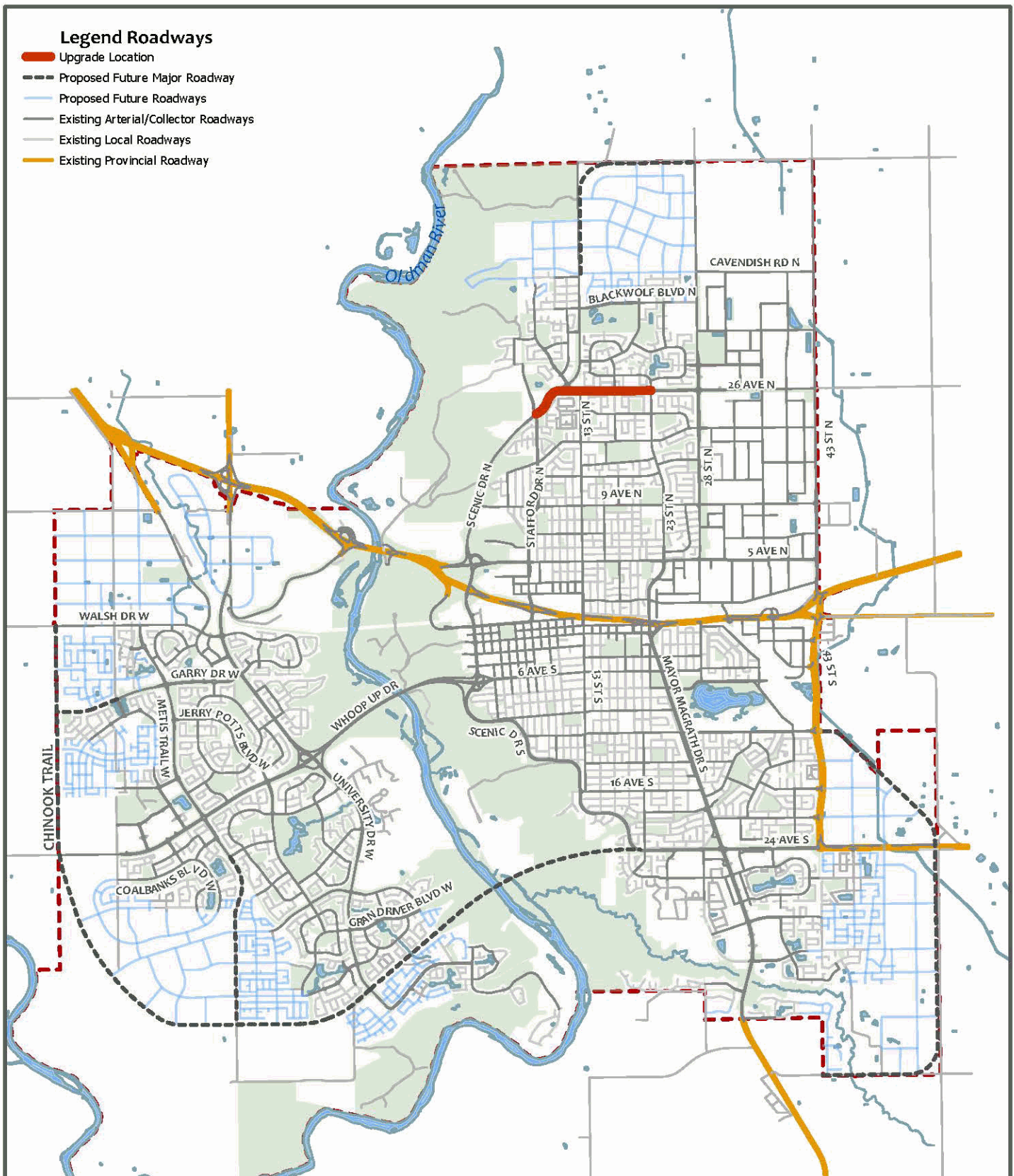
Major Program: **Urban Development (Offsite Levy)**Project Title: **SE Sanitary Servicing 26 Ave (23 Street to Stafford Trunk)**Dept - Project #: **558**Start Year: **2029**End Year: **2029**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Completion of the sanitary sewer trunk on 26 Avenue North between 23 Street and North Scenic Drive and Stafford Drive.	This sanitary sewer completes a link between the North Sanitary Sewer Siphon and the previously installed sewer installed with the twinning of 26 Avenue East of 23 Street. It is required to service the Southeast Lethbridge Area Structure Plan and to provide additional capacity to allow for continued growth in Broadcast Business Park and growth in the industrial area. This project must be done in advance of the road works. The sanitary sewer is part of the Southeast Regional Sanitary Sewer Servicing Strategy. Traffic requirements drive the completion of this work requiring the sanitary sewer to be completed earlier than needed. The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction									2,814			2,814
Consultive Services									313			313
									3,127			3,127
Total Costs									3,127			3,127
Funding												
Borrowing - Offsites									3,127			3,127
									3,127			3,127
Total Funding									3,127			3,127
Estimated Debt Charges		0	0	0	0	0	0	0	0	260	260	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



SE Sanitary Servicing
26 Ave N - 23 St N to Stafford Trunk



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**Project Title: **Sanitary Main (Parkside Dr & 43St to 24Ave & 51St/24Ave to 33Ave)**Dept - Project #: **559**Start Year: **2030**End Year: **2031**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Extension sanitary sewer trunks serving neighbourhoods in the Southeast Lethbridge Area Structure Plan:	This project extends the infrastructure required to service portions of the Southeast Area Structure Plan and will replace interim measures built to service the Southbrook development. The timing of the work will depend on planning and development demands south of 33 Avenue and East of 51 Street.
Stage 1: Parkside Drive and 43 Street to 24 Avenue	Delivery of this project may be undertaken by area land developers concurrently as they proceed with their adjacent developments.
Stage 2: 51 Street and 24 Avenue to 51 Street and 33 Avenue	The actual timing and delivery of this project will be subject to the financial capacity of the Offsite levy and community growth demands.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										8,159	5,440	13,599
Consultive Services										907	604	1,511
										9,066	6,044	15,110
Total Costs										9,066	6,044	15,110
Funding												
Borrowing - Offsites										9,066	6,044	15,110
										9,066	6,044	15,110
Total Funding										9,066	6,044	15,110
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	755	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments

CITY OF
Lethbridge

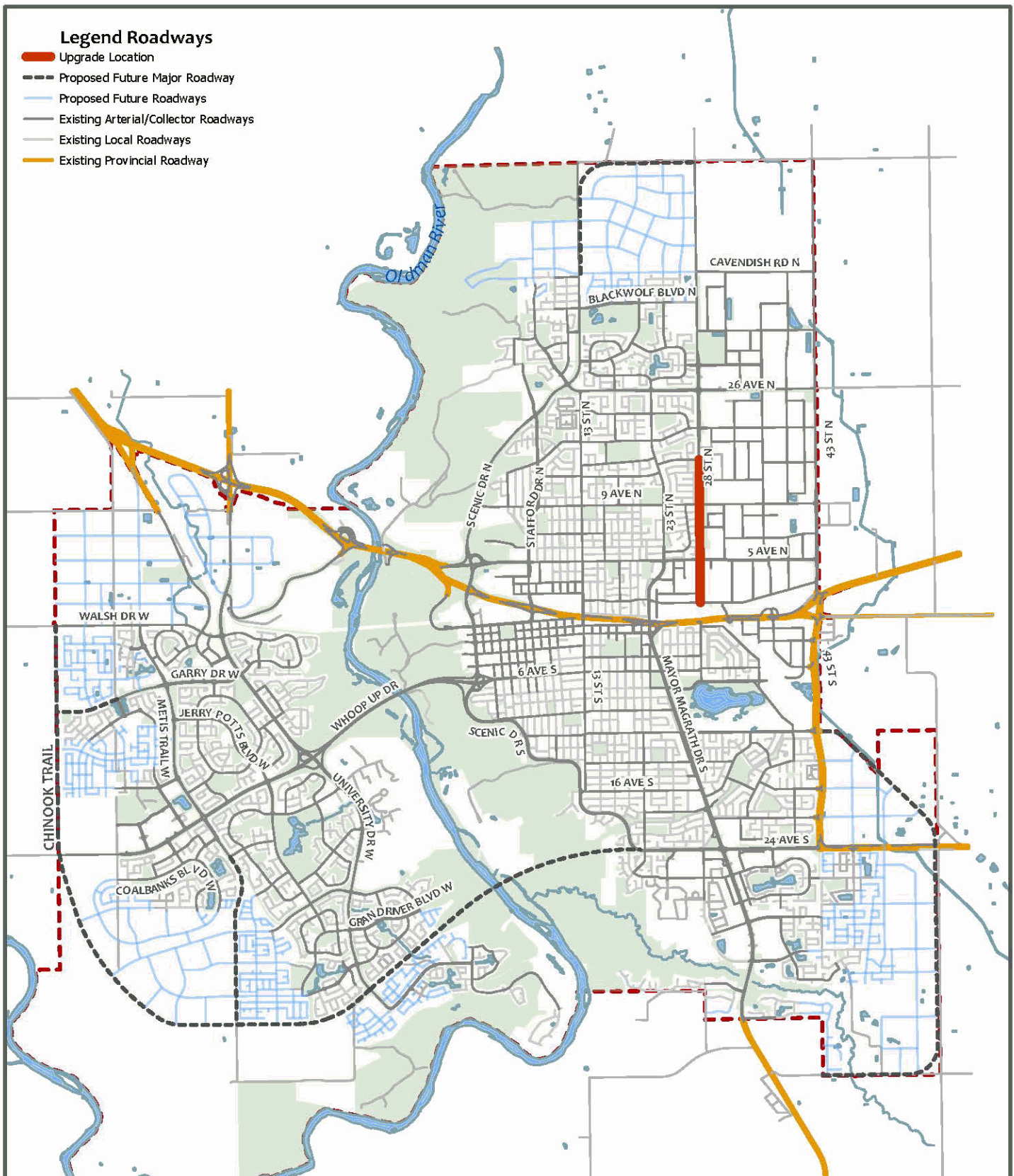
Major Program: **Urban Development (Offsite Levy)**Project Title: **Gravity Main 28 St N (2 Ave to 15A Ave Sanitary Sewer)**Dept - Project #: **569**Start Year: **2030**End Year: **2030**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
Extension of sanitary sewer trunk along 28 Street North between 2 Avenue and 15A Avenue. This project must occur in advance of road upgrades to 28 Street North. Where possible the trunk will be installed within the green strip on the east side of 18 Street to preserve the existing roadway.	This project is part of the Southeast Sewer Servicing Strategy. This project extends the infrastructure required to service portions of the Southeast Area Structure Plan and will replace interim measures built to service the Southbrook development. The actual timing and delivery of this project will be subject to the financial capacity of the Offsite levy and community growth demands.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										8,343		8,343
Consultive Services										927		927
										9,270		9,270
Total Costs										9,270		9,270
Funding												
Borrowing - Offsites										9,270		9,270
										9,270		9,270
Total Funding										9,270		9,270
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	772	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Gravity Main - Sanitary Sewer
28 St N - 2 Ave N to 15A Ave N



CITY OF
Lethbridge

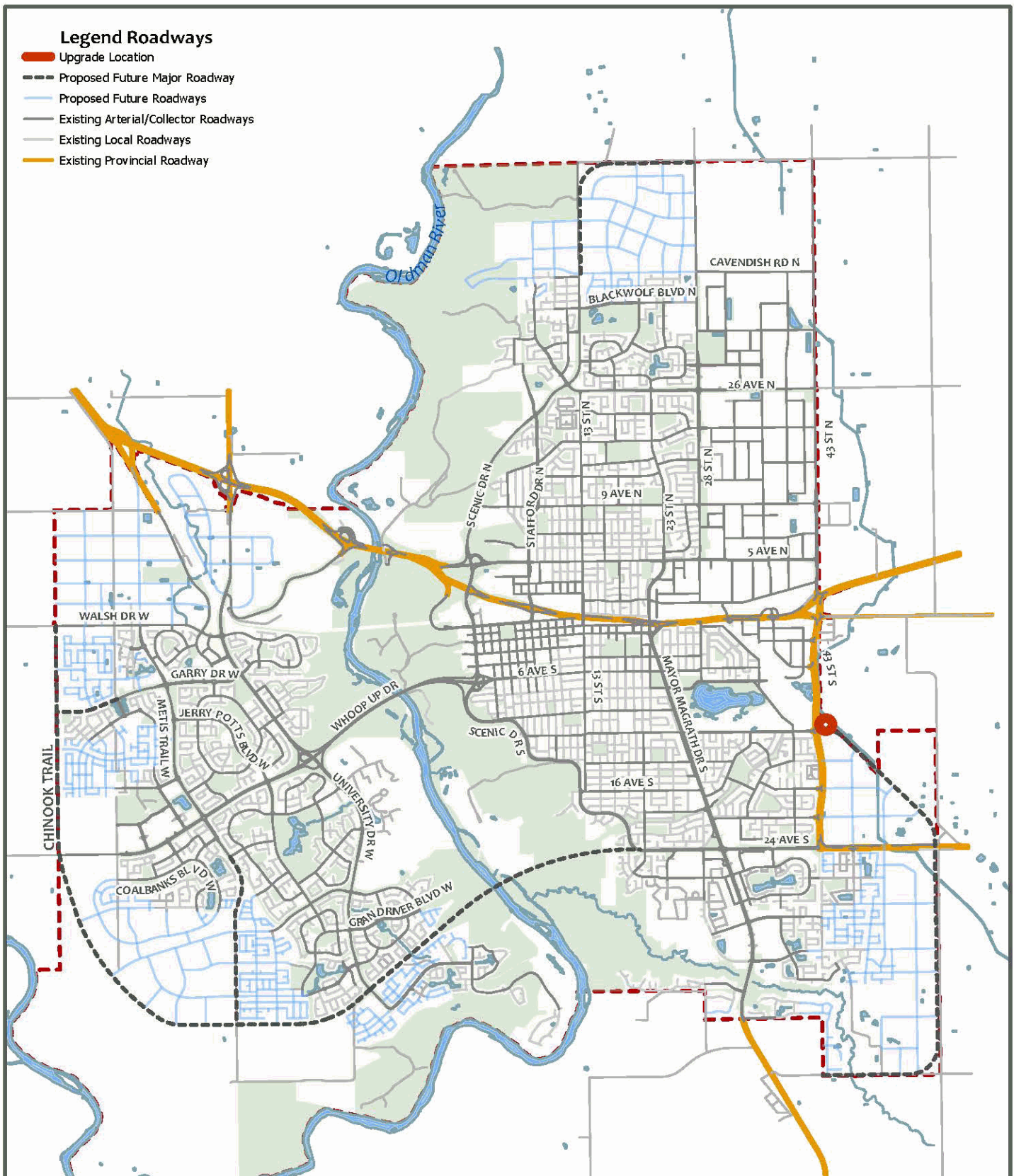
Major Program: **Urban Development (Offsite Levy)**Project Title: **Southeast Lift Station Phase 1**Dept - Project #: **560**Start Year: **2030**End Year: **2030**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
As part of the Southeast Lethbridge Sanitary Sewer Servicing Strategy the construction of the phase one lift station near the intersection of 10 Avenue S and 43 Street.	This project provides sanitary sewer capacity to service the Southeast Area Structure Plan. It will also facilitate redevelopment of the Exhibition lands. The timing of this project has been delayed to reflect the financial capacity of the Offsite levy. The actual timing and delivery of this project will be subject to the financial capacity of the Offsite levy and community growth demands.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										7,555		7,555
Consultive Services										840		840
										8,395		8,395
Total Costs										8,395		8,395
Funding												
Borrowing - Offsites										8,395		8,395
										8,395		8,395
Total Funding										8,395		8,395
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	699	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	14	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Southeast Lift Station Phase 1



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**Project Title: **North 13 Street Storm Outfall**Dept - Project #: **561**Start Year: **2030**End Year: **2030**Capital Improvement Program
2022 to 2031**Description & Location**

From Outfall at River to 13 Street and along 44 Avenue to 28 Street and along 28 Street for 400m. Portions of this storm sewer will be completed with the construction of 44 Avenue by the land developer with the first phases of the Royal View neighbourhood.

Purpose & Justification

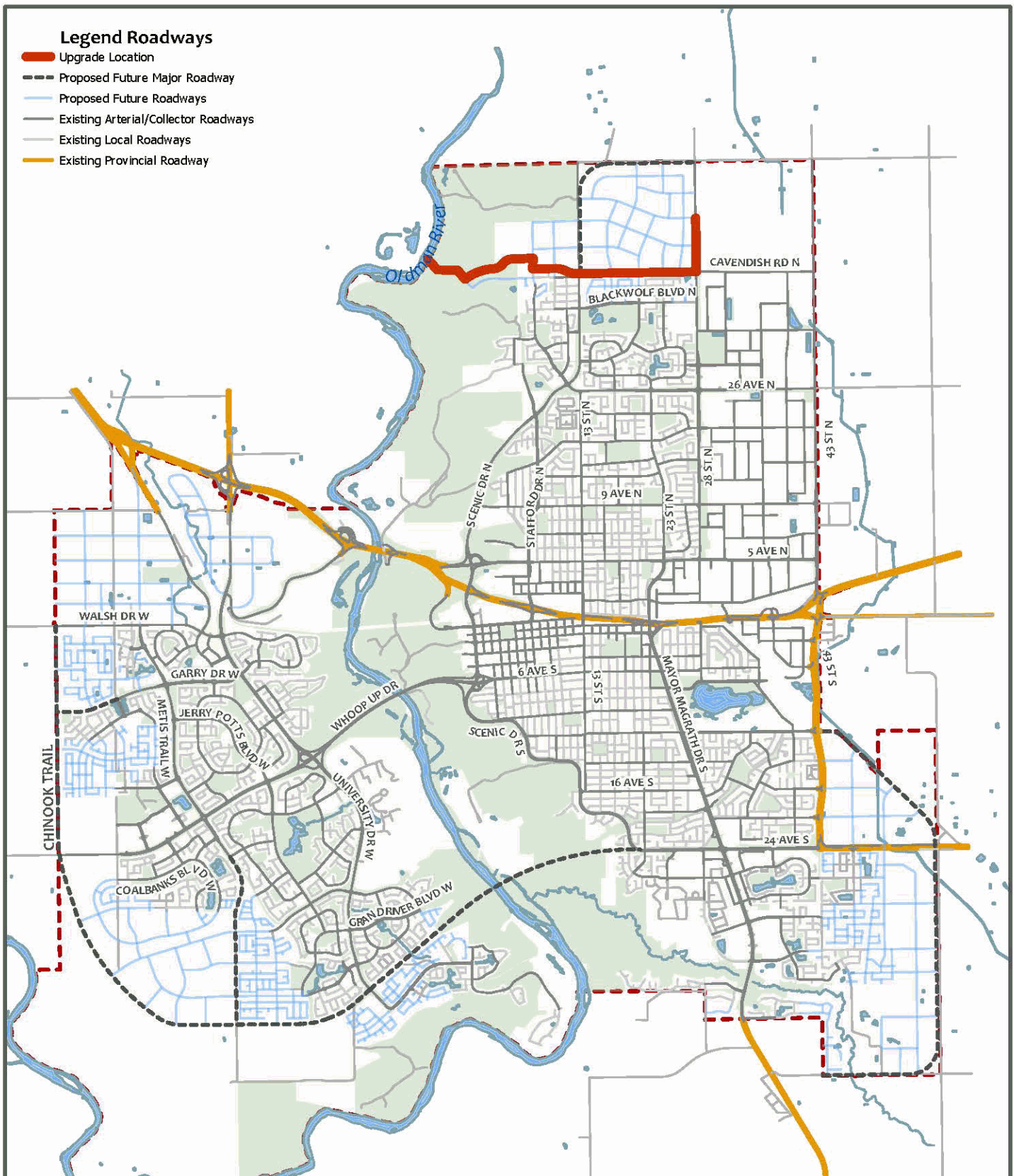
This new outfall is required to provide storm water capacity for the Royal View Area Structure Plan, along with areas of the Sherring Industrial Park and will allow growth to continue in north Lethbridge. The first few phases of Royal View and the northern part of Blackwolf will be serviced to the south on an interim basis but will ultimately drain through this outfall. This outfall is described within the Royal View Area Structure Plan.

The actual timing of this project is subject to the financial capacity of the offsite levy and the growth requirements of the community.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										6,799		6,799
Consultive Services										756		756
										7,555		7,555
Total Costs										7,555		7,555
Funding												
Borrowing - Offsites										7,555		7,555
										7,555		7,555
Total Funding										7,555		7,555
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	629	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



North 13 St
Storm Outfall



CITY OF
Lethbridge

Major Program: **Urban Development (Offsite Levy)**Project Title: **Macleod Drive West Storm Outfall**Dept - Project #: **352**Start Year: **2030**End Year: **2030**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
A new storm outfall draining to the Oldman River proceeding westward in the vicinity of the extension of Macleod Drive West.	As growth in the westside peninsula proceeds the land begins to slope towards the west. A storm water outfall will be required to drain the area of the peninsula west of the drainage divide and south of Whoop Up Drive. Several future outfalls have been identified that will allow growth on the peninsula to proceed. Growth projections indicate that a new outfall draining the south west portion of the peninsula will be required by approximately 2030. The timing of this project will depend on the capacity of the Offsite Levy and community growth demands.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Construction										6,346		6,346
Consultive Services										705		705
										7,051		7,051
Total Costs										7,051		7,051
Funding												
Borrowing - Offsites										7,051		7,051
										7,051		7,051
Total Funding										7,051		7,051
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	1,529	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Macleod Dr W
Storm Outfall



CITY OF
Lethbridge

**INFRASTRUCTURE
ELECTRIC UTILITY
CAPITAL IMPROVEMENT PROJECTS
2022-2031**

City of Lethbridge
Infrastructure - Electric Utility
Capital Improvement Program 2022 - 2031 Projects Commencing
in the First Five Years

		Project Costs					
	Page	2022	2023	2024	2025	2026	2027-2031
All amounts below are in thousands							
Project Costs							
Infrastructure - Electric Utility							
<u>Electric - Transmission</u>							
Substations							
Protection and Control	F - 4	1,540	500	500	550	1,400	4,766
Substation Transformer Upgrades	F - 5	2,580	2,632	2,685			
Substation Infrastructure (Yard/Building) Upgrades	F - 6	300	120	214	218	223	1,182
Substation Breakers and Switches Upgrade	F - 7	1,400	1,100	1,000	1,000	400	3,342
		5,820	4,352	4,399	1,768	2,023	9,290
<u>Electric - Distribution</u>							
Distribution							
Distribution Extension & Improvement Annual Program	F - 8	10,950	10,500	10,800	10,600	10,812	57,392
Distribution Main Line / Single Phase Renewal Annual Program	F - 9	3,000	3,000	3,000	3,000	3,000	15,612
		13,950	13,500	13,800	13,600	13,812	73,004
<u>Electric - Support</u>							
Communications							
Dark Fibre Systems	F - 10	1,025	500	370	900	1,280	3,880
		1,025	500	370	900	1,280	3,880
Other Support							
Support Plant Renewal Annual Program	F - 11	1,632	806	871	985	335	6,065
		1,632	806	871	985	335	6,065
System Control (SCADA)							
Electric System Coordination Centre	F - 12	220	142	105	230	130	769
		220	142	105	230	130	769
TOTAL PROJECTS		22,647	19,300	19,545	17,483	17,580	93,008
Project Funding							
Borrowing - Utilities		8,850	8,400	8,700	8,500	8,670	46,020
Customer Charges		2,100	2,100	2,100	2,100	2,142	11,372
Reserve - Electric		11,697	8,800	8,745	6,883	6,768	35,616
TOTAL FUNDING		22,647	19,300	19,545	17,483	17,580	93,008

City of Lethbridge
Infrastructure - Electric Utility
Capital Improvement Program 2022 - 2031

		Project Costs											
Page		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Project Costs		All amounts below are in thousands											
Infrastructure - Electric Utility													
Electric - Transmission													
Substations													
Protection and Control	F - 4	1,540	500	500	550	1,400	916	934	953	972	991	9,256	
Substation Transformer Upgrades	F - 5	2,580	2,632	2,685								7,897	
Substation Infrastructure (Yard/Building) Upgrades	F - 6	300	120	214	218	223	227	232	236	241	246	2,257	
Substation Breakers and Switches Upgrade	F - 7	1,400	1,100	1,000	1,000	400	400	400	831	847	864	8,242	
		5,820	4,352	4,399	1,768	2,023	1,543	1,566	2,020	2,060	2,101	27,652	
Electric - Distribution													
Distribution													
Distribution Extension & Improvement Annual Program	F - 8	10,950	10,500	10,800	10,600	10,812	11,028	11,249	11,474	11,703	11,938	111,054	
Distribution Main Line / Single Phase Renewal Annual Program	F - 9	3,000	3,000	3,000	3,000	3,000	3,000	3,060	3,121	3,184	3,247	30,612	
		13,950	13,500	13,800	13,600	13,812	14,028	14,309	14,595	14,887	15,185	141,666	
Electric - Support													
Communications													
Dark Fibre Systems	F - 10	1,025	500	370	900	1,280	715	730	775	810	850	7,955	
Other Support													
Support Plant Renewal Annual Program	F - 11	1,632	806	871	985	335	1,525	1,485	1,185	685	1,185	10,694	
System Control (SCADA)													
Electric System Coordination Centre	F - 12	220	142	105	230	130	134	80	250	155	150	1,596	
		2,877	1,448	1,346	2,115	1,745	2,374	2,295	2,210	1,650	2,185	20,245	
TOTAL PROJECTS		22,647	19,300	19,545	17,483	17,580	17,945	18,170	18,825	18,597	19,471	189,563	
Project Funding													
Borrowing - Utilities		8,850	8,400	8,700	8,500	8,670	8,843	9,020	9,201	9,384	9,572	89,140	
Customer Charges		2,100	2,100	2,100	2,100	2,142	2,185	2,229	2,273	2,319	2,366	21,914	
Reserve - Electric		11,697	8,800	8,745	6,883	6,768	6,917	6,921	7,351	6,894	7,533	78,509	
TOTAL FUNDING		22,647	19,300	19,545	17,483	17,580	17,945	18,170	18,825	18,597	19,471	189,563	

City of Lethbridge
Infrastructure - Electric Utility
Capital Improvement Program 2022 - 2031
Net Operating Costs

There is no operating cost information related to this section.

Net operating costs would include personnel costs, additional maintenance cost, and/or additional utility cost if applicable.



CITY OF

Lethbridge

Major Program: **Substations**Project Title: **Protection and Control**Dept - Project #: **TP02**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The City of Lethbridge owns six main transmission substations (Points of Delivery) that operate throughout the city. The substations deliver electrical power to the distribution system. At each of the six substations an extensive modern set of digital devices, or Protection and Control (P& C) infrastructure, are deployed which continuously monitor and assess the functionality of the electrical infrastructure at the site.	Protection and Control infrastructure is required to continuously monitor (24/7/365) and respond to "off normal" conditions on the electrical power system. P&C devices act essentially instantaneously to remove fault conditions by opening circuit breakers or other switches to isolate faulted infrastructure. This insures that damage to electrical infrastructure and risks to the public in vicinity to the electrical infrastructure are minimized. After the P&C infrastructure operates, human operators of the electrical system are notified and take action to assess and correct the off normal scenarios as soon as possible to ensure the reliable operation of the electrical system for all customers. Before a human operator would return the electrical system to use, a verification of the P&C system is completed to insure safe operation of the system upon successful energization. The life expectancy of the digital P&C devices is estimated between 10 to 15 years.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Replacements		1,540	500	500	550	1,400	916	934	953	972	991	9,256
		1,540	500	500	550	1,400	916	934	953	972	991	9,256
Total Costs		1,540	500	500	550	1,400	916	934	953	972	991	9,256
Funding												
Reserve - Electric		1,540	500	500	550	1,400	916	934	953	972	991	9,256
		1,540	500	500	550	1,400	916	934	953	972	991	9,256
Total Funding		1,540	500	500	550	1,400	916	934	953	972	991	9,256

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **Substations**Project Title: **Substation Transformer Upgrades**Dept - Project #: **TS04**Start Year: **2018**End Year: **2024**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The City of Lethbridge owns six main transmission substations (Points of Delivery) that operate throughout the city. The substations deliver electrical power to the distribution system. At each of the six substations, major power transformers are installed to facilitate the connection of the distribution system to the transmission substation.	Substation transformers convert transmission voltage (138,000 V) to distribution voltage (13,800 V). The transformation to a lower voltage is required as it is practical to install 13,800 V systems throughout city right of ways to efficiently deliver electrical power to end use customers. The space and equipment costs to deliver power throughout Lethbridge at 138,000 V would be impractical. The Transformer Upgrade program provides for the replacement of the large power transformers located at Transmission substations. Major power transformers typically last 35 to 40 years. The major power transformers must be rated to supply the bulk supply of electrical power required by Distribution connected customers at the substation site for the long term. The Substation Transformer Upgrade program began in 2018, and as of the end of 2020, two transformer upgrades have been completed. A third upgrade is planned for construction in fall of 2021. At the completion of 2024, all major power transformers installed between the mid 1970s to the mid 1980s will have been upgraded to provide long term reliable capacity to the distribution system.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Replacements	9,000	2,580	2,632	2,685								16,897
	9,000	2,580	2,632	2,685								16,897
Total Costs	9,000	2,580	2,632	2,685								16,897
Funding												
Borrowing - Utilities	9,000											9,000
Reserve - Electric		2,580	2,632	2,685								7,897
	9,000	2,580	2,632	2,685								16,897
Total Funding	9,000	2,580	2,632	2,685								16,897
Estimated Debt Charges		790	790	790	790	790	790	790	790	790	790	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **Substations**Project Title: **Substation Infrastructure (Yard/Building) Upgrades**Dept - Project #: **TS16**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The City of Lethbridge owns six main transmission substations (Points of Delivery) that operate throughout the city. The substations deliver electrical power to the distribution system. At each of the six substations there are fenced compounds and secured buildings which house the electrical assets of the substation. The compounds and buildings are required to keep the facilities secure from intrusion and the impacts of adverse weather.	The main purpose of the substation yard is to provide the proper operating environment for the electrical and control systems required at the site. Because of the existence of high voltage (138,000 V to 13,800 V) apparatus within the Substation yard, it is critical that an effective and secure perimeter fence be installed around each facility. This is to insure that only trained and authorized personnel can enter the site for operations. Over time, there have been occurrences of theft from the yards where fences have been cut to gain access to the yard. This project will renew that compromised fencing with a more rugged design to prevent / deter this activity in the future. In addition, buildings at all sites provide security for digital based equipment for protection and control at the site as well as 13,800 V switches which are designed to be operated in an indoor environment. The buildings provide security from intrusion as well as weather. These buildings are monitored closely by staff who attend sites regularly. Repairs to roof infrastructure is normally required in the 20 to 30 year time frame. Finally, substation yards must be accessible by a wide range of vehicles in all weather conditions. Normally, substation yards are built with a specific gravel base to insure safety of operating personnel during fault conditions. Asphalt can provide an equivalent safety condition to the gravel. Creating a paved access pad on the site to connect the entry gate to the control building allows for effective snow clearing and access by staff during winter months.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Line Upgrading												
Replacements		300	120	214	218	223	227	232	236	241	246	2,257
		300	120	214	218	223	227	232	236	241	246	2,257
Total Costs		300	120	214	218	223	227	232	236	241	246	2,257
Funding												
Reserve - Electric		300	120	214	218	223	227	232	236	241	246	2,257
		300	120	214	218	223	227	232	236	241	246	2,257
Total Funding		300	120	214	218	223	227	232	236	241	246	2,257
Estimated Debt Charges												
Projected Net Operating Costs												
Est. GHG Emissions (t CO2e)												

Comments



Major Program: **Substations**Project Title: **Substation Breakers and Switches Upgrade**Dept - Project #: **TS06**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
The City of Lethbridge owns six main transmission substations (Points of Delivery) that operate throughout the city. The substations deliver electrical power to the distribution system. At each of the six substations there are substation circuit breakers and disconnect switches used to control and isolate the flow of electricity on the 138,000 V (138 kV) infrastructure that connect the incoming transmission lines to the major power transformers. The circuit breakers and disconnect switches are interconnected electrically by a variety of electrical conductors. The entire system is elevated on steel structures and foundations which provide engineered vertical clearances from the ground for operational safety requirements.	This program provides for the lifecycle upgrading of high voltage circuit breakers and disconnect switches which are utilized to control and isolate the flow of power within the substation. The work required at substations 146S and 593S is the changeout of circuit breakers which have reached end of life. In addition, the structural steel that supports the breakers and disconnects at 593S requires repair and painting. The damage to the structural steel is a result of the road salt spray coming off of the adjacent 43 Street South roadway. The 111S substation is located in the river valley on the original site of the generators that first brought electric light and power to Lethbridge over a century ago. When the 111S substation was built in 2001 the old generator site was decommissioned. The site began showing signs of differential settlement due to subsurface conditions in 2007. For the past 15 years the site has been closely monitored and adjusted to insure reliable operation. However, the limits of adjustment of the equipment are being reached. It is prudent to replace the steel structure design with one that can withstand the settling without impacting the operation of the electrical equipment it supports. The site will be renewed over a two year project to ensure the long term reliability of the point of delivery to the distribution system. In 2026 - 2028 the 138 kV disconnect switches and voltage instrument transformers at 674S, 146S and 593S will reach end of life and replacement will be required.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Replacements		1,400	1,100	1,000	1,000	400	400	400	831	847	864	8,242
		1,400	1,100	1,000	1,000	400	400	400	831	847	864	8,242
Total Costs		1,400	1,100	1,000	1,000	400	400	400	831	847	864	8,242
Funding												
Reserve - Electric		1,400	1,100	1,000	1,000	400	400	400	831	847	864	8,242
		1,400	1,100	1,000	1,000	400	400	400	831	847	864	8,242
Total Funding		1,400	1,100	1,000	1,000	400	400	400	831	847	864	8,242

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **Distribution**Project Title: **Distribution Extension & Improvement Annual Program**Dept - Project #: **DA01**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program provides for the extension and improvement of the electric distribution system including the work order, asset management, and geographic information system (GIS) mapping tools required to track distribution assets from installation to end of life. This annual program also provides for the acquisition of distribution lines within the service area of the City of Lethbridge as the city develops into outlying areas currently serviced by FortisAlberta. Currently there are 900 km of 13.8 kV primary lines, 4,500 transformers, and 40,000 customer delivery points.	As a wires service provider, the City of Lethbridge is responsible to provide electrical connection services to all customers within the corporate city limits. A new request to provide power to any home or business requires funding to extend and adapt the existing electrical system to accommodate the new load while maintaining the same power quality and reliability to existing customers. Extensions to the Electric Utility are driven by development within the community. Improvements to the Electric Utility are driven by customers increasing the amount of power their facility requires which then necessitates upgrading infrastructure. In addition, major transportation projects often present an efficient opportunity to improve the placement of electric utility infrastructure for the long term.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Line Upgrading		10,500	10,500	10,500	10,500	10,710	10,924	11,143	11,366	11,593	11,825	109,561
Replacements		450		300	100	102	104	106	108	110	113	1,493
		10,950	10,500	10,800	10,600	10,812	11,028	11,249	11,474	11,703	11,938	111,054
Total Costs		10,950	10,500	10,800	10,600	10,812	11,028	11,249	11,474	11,703	11,938	111,054
Funding												
Borrowing - Utilities		8,850	8,400	8,700	8,500	8,670	8,843	9,020	9,201	9,384	9,572	89,140
Customer Charges		2,100	2,100	2,100	2,100	2,142	2,185	2,229	2,273	2,319	2,366	21,914
		10,950	10,500	10,800	10,600	10,812	11,028	11,249	11,474	11,703	11,938	111,054
Total Funding		10,950	10,500	10,800	10,600	10,812	11,028	11,249	11,474	11,703	11,938	111,054
Estimated Debt Charges		0	737	1,437	2,161	2,869	3,591	4,327	5,079	5,845	6,626	
Projected Net Operating Costs		0	0	0	0	0	0	0	0	0	0	
Est. GHG Emissions (t CO2e)		0	0	0	0	0	0	0	0	0	0	

Comments



Major Program: **Distribution**Project Title: **Distribution Main Line / Single Phase Renewal Annual Program**Dept - Project #: **DA02**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program provides for the renewal and life extension of the existing core assets that provide bulk power shipment through the electric distribution system. The core backbone of the distribution system are referred to as the "main line feeders". The main feeders are critical to maintaining the reliability of supply of electrical power to customers throughout the city. When a "main line" fault occurs thousands of customers can be impacted. Single phase distribution lines extend from the main line feeders and supply electricity to single phase customers throughout the city. The overhead single phase lines which exist throughout the mature neighbourhoods of north and south Lethbridge have reached end of life and focused renewal will begin during this CIP. Underground single phase systems will be renewed as system reliability concerns are monitored through control center systems. This program ensures that main lines and single phase lines are reviewed and renewed proactively to maintain reliability of electrical supply to all customers.	As a wire service provider, the City of Lethbridge is responsible to provide safe and reliable power distribution to the residents of Lethbridge. This program provides funding to rebuild and replace main line feeders and single phase lines, both overhead and underground, throughout the city as the lines come to end of life status. This program began in 2018 and was focused on main line feeders in order to maintain the level of reliability that currently exists on the distribution network. During the 2022 - 2031 CIP, it is anticipated that work will be completed on the overhead main line feeders. At that time the program focus will move to the single phase distribution lines which have reached end of life and must be replaced to meet reliability and capacity requirements of customers.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Line Upgrading		3,000	3,000	3,000	3,000	3,000	3,000	3,060	3,121	3,184	3,247	30,612
		3,000	3,000	3,000	3,000	3,000	3,000	3,060	3,121	3,184	3,247	30,612
Total Costs		3,000	3,000	3,000	3,000	3,000	3,000	3,060	3,121	3,184	3,247	30,612
Funding												
Reserve - Electric		3,000	3,000	3,000	3,000	3,000	3,000	3,060	3,121	3,184	3,247	30,612
		3,000	3,000	3,000	3,000	3,000	3,000	3,060	3,121	3,184	3,247	30,612
Total Funding		3,000	3,000	3,000	3,000	3,000	3,000	3,060	3,121	3,184	3,247	30,612

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **Communications**Project Title: **Dark Fibre Systems**Dept - Project #: **CS01**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program provides dark fibre optic connectivity to support data networking for the City of Lethbridge and "not for profit" entities in Lethbridge. Internal City of Lethbridge customers include: Electric Utility, Corporate Information Technology, Water/Wastewater, Waste & Recycling, Radio, Fire, Police and the Emergency Operations Centre/Public Safety Communications Centre. The external "not for profit" customers include: Alberta Health Services, University of Lethbridge, Lethbridge College, and Cybera. The program includes the addition of new fibre facilities and replacement of existing fibre facilities.	The Dark Fibre system supports all customers' needs to have: Access to an open, dedicated, and secure fibre optic link between sites. Reduction of Telco / internet service provider dependencies and costs. The Dark Fibre System has continued to expand services to customers since its inception in the 1990s. This Capital Improvement Program (CIP) project will see the first replacement of the original cables due to both their age and functionality. The key project in this CIP is to complete the "looping" of the dark fibre system currently serving west Lethbridge. This will provide a higher level of reliability to customers and eliminate the need for temporary outages to add new customers in the future.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Additions		725		370	900	1,280	715	730	775	810	850	7,155
Replacements		300	500									800
		1,025	500	370	900	1,280	715	730	775	810	850	7,955
Total Costs		1,025	500	370	900	1,280	715	730	775	810	850	7,955
Funding												
Reserve - Electric		1,025	500	370	900	1,280	715	730	775	810	850	7,955
		1,025	500	370	900	1,280	715	730	775	810	850	7,955
Total Funding		1,025	500	370	900	1,280	715	730	775	810	850	7,955

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **Other Support**Project Title: **Support Plant Renewal Annual Program**Dept - Project #: **SP01**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031**Description & Location**

This program provides the funding of support to plant assets and includes operational fleet vehicles, major tools, and facility & furnishing upgrades. These assets are used by the three functional areas: transmission, distribution, and dark fibre.

Purpose & Justification

Fleet vehicles are crucial in support of other capital programs as well as ongoing maintenance and Electric Utility system operation.

The majority of the fleet budget is spent on replacements of existing units. Before replacing a unit, a condition assessment is done in order to ensure replacement is required.

Major Tools - These are the inventory of specialized tools required in the construction and maintenance activities as well as other specialized test equipment that is required for testing in the electric utility environment. New advancements in tools and replacement of end of life devices are funded from this account.

Facilities & Furnishings - These are the facilities and office equipment that are used by Electric Utility personnel which are not provided through Facility Services. Storage yards, storage buildings, and office infrastructure are all renewed when necessary under this program.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Additions		200	75									275
Replacements		1,432	731	871	985	335	1,525	1,485	1,185	685	1,185	10,419
		1,632	806	871	985	335	1,525	1,485	1,185	685	1,185	10,694
Total Costs		1,632	806	871	985	335	1,525	1,485	1,185	685	1,185	10,694
Funding												
Reserve - Electric		1,632	806	871	985	335	1,525	1,485	1,185	685	1,185	10,694
		1,632	806	871	985	335	1,525	1,485	1,185	685	1,185	10,694
Total Funding		1,632	806	871	985	335	1,525	1,485	1,185	685	1,185	10,694

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Major Program: **System Control (SCADA)**Project Title: **Electric System Coordination Centre**Dept - Project #: **SS01**Start Year: **2022**End Year: **Ongoing**Capital Improvement Program
2022 to 2031

<u>Description & Location</u>	<u>Purpose & Justification</u>
This program provides remote control and monitoring capabilities for the electric distribution and transmission facilities. The Supervisory Control and Data Acquisition (SCADA) system includes centralized hardware and software infrastructure at the Coordination Centre and remote automation infrastructure at critical points throughout the distribution and transmission systems. The data and controls delivered through the SCADA system allow operators at the Coordination Centre to manage the reliable supply of electrical energy to customers throughout the City of Lethbridge.	The Coordination Centre is in place to manage the operation of the Electrical Utility system. All switching operations and planned outages are coordinated between field crews and coordination centre operators on a daily basis. The diligent observation and organization of activities on the Electric Utility system insure adequate, efficient, and reliable supply of electricity to all Lethbridge customers 24/7/365. Although outages on the system are rare, it is the actions of the coordination centre operators and remote field crews that resolve issues and restore power on a priority basis with an emphasis on safety of both employees and the public. The SCADA system provides coordination centre operators with data and controls to ensure their situational awareness and control of the Electric Utility system can support both day to day operations and recovery from outage scenarios. With the rate of technological change occurring in this area expected life cycles are short (3 to 6 years) which leads to the requirement for replacement funding. There are also rapid advancements in software functionality and remote sensing technology which are the planned additions. The software advancements are able to increase the analytic processing of data that is captured by the SCADA system to better inform operators during normal operations and outages.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Non-Shareable												
Additions		196	52	75	130	80	100	50	190	125	150	1,148
Replacements		24	90	30	100	50	34	30	60	30		448
		220	142	105	230	130	134	80	250	155	150	1,596
Total Costs		220	142	105	230	130	134	80	250	155	150	1,596
Funding												
Reserve - Electric		220	142	105	230	130	134	80	250	155	150	1,596
		220	142	105	230	130	134	80	250	155	150	1,596
Total Funding		220	142	105	230	130	134	80	250	155	150	1,596

Estimated Debt Charges

Projected Net Operating Costs

Est. GHG Emissions (t CO2e)

Comments



Grants / Funding

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Grant - Federal Gas Tax Fund (FGTF)	G - 3
Pay-As-You-Go Transportation	G - 4
Pay-As-You-Go Community	G - 5
Undetermined Funding	G - 6

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City of Lethbridge
Grant - Basic Municipal Transportation
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance		8,962	10,084	5,068	829	1,947	226	(1,464)	(92)	(3,788)	(2,605)	
Capital Requirements												
Intersection Improvements - Non-Growth	C - 5	(1,250)	(1,250)	(1,250)	(1,200)	(1,400)	(1,300)	(1,300)	(1,300)	(1,300)	(1,300)	(12,850)
Bikeways/Pathways/Sidewalks Along Roadways	C - 6		(1,125)	(1,181)	(444)	(1,926)						(4,676)
Accessibility Improvements	C - 7	(304)	(319)	(335)	(352)	(370)	(388)	(407)	(428)	(449)	(472)	(3,824)
Annual Overlay Program	C - 8	(2,329)		(793)		(2,082)	(2,369)	(2,302)	(2,415)	(2,529)	(2,642)	(17,462)
Bridge Rehabilitation Program	C - 9	(135)	(7,505)	(610)	(2,160)	(1,260)	(1,809)	(18)	(9)	(18)	(18)	(13,542)
Railway Rehabilitation Program	C - 10	(388)	(409)	(429)	(450)	(472)	(497)	(522)	(547)	(575)	(604)	(4,893)
Traffic Signals Replacement	C - 11	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(3,000)
Community Lighting - Rehabilitation	C - 12	(148)	(156)	(163)	(172)	(180)	(189)	(199)	(209)	(219)	(230)	(1,865)
Major Sidewalk Rehabilitation Program	C - 13	(297)	(312)	(327)	(344)	(361)	(379)	(398)	(418)	(439)	(461)	(3,736)
Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction	C - 15			(5,300)								(5,300)
North Scenic Drive and 26 Ave N Intersection	CO - 1						(1,184)					(1,184)
26 Avenue North (23rd Street N to Scenic Dr) Stage 2	CO - 7								(4,983)			(4,983)
		(5,151)	(11,376)	(10,688)	(5,422)	(8,351)	(8,415)	(5,446)	(10,609)	(5,829)	(6,027)	(77,315)
Additions												
Grant Funding		6,273	6,360	6,449	6,540	6,631	6,724	6,818	6,914	7,011	7,109	66,829
		6,273	6,360	6,449	6,540	6,631	6,724	6,818	6,914	7,011	7,109	66,829
Closing Balance		10,084	5,068	829	1,947	226	(1,464)	(92)	(3,788)	(2,605)	(1,524)	

City of Lethbridge
Grant - Federal Gas Tax Fund (FGTF)
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance		4,949	5,872	5,143	6,133	6,553	8,249	2,361	(1,868)	159	1,978	
Capital Requirements												
Bikeways/Pathways/Sidewalks Along Roadways	C - 6	(1,071)				(173)	(1,367)	(1,435)	(1,507)	(1,582)	(1,662)	(8,797)
Annual Overlay Program	C - 8		(1,715)	(1,035)	(2,099)							(4,849)
Pathway System Connections and Extensions	D - 10	(450)	(450)	(450)	(450)	(450)	(450)	(450)	(450)	(450)	(450)	(4,500)
Nikka Yuko Japanese Garden (NYJG) Pathway	D - 14		(679)									(679)
Henderson Ice Centre Upgrade	D - 17		(2,544)	(2,206)								(4,750)
Legacy Park Pickleball Courts	D - 30	(650)										(650)
Waste & Recycling Curbside Organics Collection	E - 7	(5,879)										(5,879)
WWTP Train 2 - 20 ML/D Expansion Detailed Design	E - 26				(1,483)	(924)	(7,865)	(5,202)				(15,474)
Water Treatment Plant Expansion - Detailed Design	E - 27							(800)				(800)
		(8,050)	(5,388)	(3,691)	(4,032)	(1,547)	(9,682)	(7,887)	(1,957)	(2,032)	(2,112)	(46,378)
Additions												
Grant		12,095	6,095	6,095	6,095	6,186	6,279	6,373	6,469	6,566	6,644	68,895
		12,095	6,095	6,095	6,095	6,186	6,279	6,373	6,469	6,566	6,644	68,895
Previously Approved Allocations												
Access-A-Ride Fleet Replacement		(664)	(936)	(914)	(1,143)	(1,143)	(686)	(914)	(686)	(914)	(914)	(8,913)
Facility Life Cycle Management (Energy Efficiency)		(500)	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(5,000)
Storm Sewer Maintenance						(1,300)	(1,300)	(1,300)	(1,300)	(1,300)	(1,300)	(7,800)
Transit Fleet Replacement		(1,957)										(1,957)
		(3,121)	(1,436)	(1,414)	(1,643)	(2,943)	(2,486)	(2,714)	(2,486)	(2,714)	(2,714)	(23,670)
Closing Balance		5,872	5,143	6,133	6,553	8,249	2,361	(1,868)	159	1,978	3,796	

City of Lethbridge
Pay-As-You-Go (PAYG) - Transportation
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance		282	323	(16)	(291)		468	(2,554)	(1,489)	(351)	560	
Capital Requirements												
Intersection Improvements - Non-Growth	C - 5	(130)	(130)	(130)	(130)	(120)	(120)	(120)	(120)	(120)	(120)	(1,240)
Bikeways/Pathways/Sidewalks Along Roadways	C - 6	(122)	(128)	(134)	(140)	(208)	(156)	(164)	(172)	(180)	(190)	(1,594)
Accessibility Improvements	C - 7	(304)	(319)	(335)	(352)	(370)	(388)	(407)	(428)	(449)	(472)	(3,824)
Annual Overlay Program	C - 8	(616)	(570)	(583)	(411)	(408)	(420)	(413)	(426)	(438)	(451)	(4,736)
Bridge Rehabilitation Program	C - 9	(60)	(375)	(65)	(240)	(340)	(1)	(2)	(1)	(2)	(2)	(1,088)
Railway Rehabilitation Program	C - 10	(439)	(409)	(429)	(450)	(472)	(497)	(522)	(547)	(575)	(604)	(4,944)
Traffic Signals Replacement	C - 11	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(500)
Community Lighting - Rehabilitation	C - 12	(75)	(79)	(83)	(87)	(91)	(96)	(101)	(106)	(111)	(116)	(945)
Major Sidewalk Rehabilitation Program	C - 13	(29)	(30)	(32)	(34)	(35)	(37)	(39)	(41)	(43)	(45)	(365)
Paved Lane Rehabilitation Program	C - 14	(456)	(476)	(498)	(520)	(543)	(518)	(544)	(571)	(600)	(630)	(5,356)
Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction	C - 15			(500)								(500)
10 Avenue S and 9 Avenue S Functional Planning and Design	C - 16		(450)									(450)
Stafford Drive N Functional Planning and Design Study	C - 18									(300)		(300)
In-Service Safety Review of Intersections	C - 19			(250)								(250)
Variable Message Board Installations for Whoop-Up Drive TMS	C - 20				(250)							(250)
Chinook Trail River Crossing (Preliminary Design)	C - 21						(4,000)					(4,000)
		(2,281)	(3,016)	(3,089)	(2,664)	(2,637)	(6,283)	(2,362)	(2,462)	(2,868)	(2,680)	(30,342)
Additions												
Current Year Funding		2,550	2,678	2,813	2,955	3,105	3,262	3,427	3,599	3,779	3,967	32,135
		2,550	2,678	2,813	2,955	3,105	3,262	3,427	3,599	3,779	3,967	32,135
Previously Approved Allocations												
Metis Trail loan payment		(229)										(229)
		(229)										(229)
Closing Balance		323	(16)	(291)		468	(2,554)	(1,489)	(351)	560	1,847	

City of Lethbridge
Pay-As-You-Go (PAYG) - Community
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance		628	(3,020)	(2,189)	(977)	673	2,924	5,394	7,964	10,634	13,579	
Capital Requirements												
Art Acquisition Program	D - 8	(231)	(65)	(27)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(358)
Parks Asset Management	D - 9	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(650)	(6,500)
Pathway System Connections and Extensions	D - 10	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(50)	(500)
Facility Assessment and Accessibility Upgrades	D - 11	(275)	(275)	(275)	(275)	(275)	(275)	(275)	(275)	(100)	(100)	(2,400)
Facility Assessment and Energy Efficiency Upgrades	D - 12	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(300)	(3,000)
PSCC Secondary Site Renovations	D - 15	(700)										(700)
Mountain View Cemetery Irrigation Automation - Blocks A-G	D - 16	(57)	(429)									(486)
Urban Core Public Realm Enhancement Program	D - 20	(115)	(500)	(86)	(270)							(971)
Outdoor Sports Court	D - 23	(900)										(900)
Crossings Branch Expansion and Enhancement	D - 24	(480)										(480)
School Gymnasium Upsize	D - 26			(850)								(850)
SAAG Facility Enhancements	D - 28				(350)	(119)						(469)
École La Vérendrye Gymnasium Expansion	D - 29	(500)										(500)
Civic Common Redevelopment Strategy	D - 40	(900)										(900)
Downtown 5th Street Preliminary Design	D - 41	(750)	(250)									(1,000)
Lethbridge Police Service Master Plan	D - 44	(320)										(320)
Lethbridge Public Library Master Plan	D - 45	(320)										(320)
Warehouse District Area Redevelopment Plan	D - 50	(350)										(350)
		(6,898)	(2,519)	(2,238)	(1,900)	(1,399)	(1,280)	(1,280)	(1,280)	(1,105)	(1,105)	(21,004)
Additions												
Current Year Funding		3,250	3,350	3,450	3,550	3,650	3,750	3,850	3,950	4,050	4,150	37,000
		3,250	3,350	3,450	3,550	3,650	3,750	3,850	3,950	4,050	4,150	37,000
Closing Balance		(3,020)	(2,189)	(977)	673	2,924	5,394	7,964	10,634	13,579	16,624	

City of Lethbridge
Undetermined Funding
Forecast

	Page	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
All amounts below are in thousands of dollars												
Opening Balance								(65,185)	(118,419)	(182,311)	(227,630)	
Capital Requirements												
Whoop-Up Dr/Scenic Dr Interchange Detailed Design & Construction	C - 15							(4,500)				(4,500)
Fire Station #3 - 16 Ave S. Relocation	D - 22					(25,638)						(25,638)
3rd Avenue South (Stafford Dr to MMD) Upgrade	D - 31					(2,500)			(2,800)			(5,300)
cityHUB - Southgate	D - 34					(1,623)						(1,623)
Transit Terminal - ENMAX Centre	D - 35					(2,490)						(2,490)
Transit Terminal - Exhibition Park	D - 36					(2,113)						(2,113)
Royal View Memorial Cemetery (Phase 2)	D - 37					(3,839)						(3,839)
Arena Replacement	D - 38					(9,807)	(15,382)	(21,303)				(46,492)
Performing Arts Centre	D - 39					(17,175)	(37,852)	(38,088)	(42,519)			(135,635)
						(65,185)	(53,234)	(63,891)	(45,319)			(227,630)
Closing Balance						(65,185)	(118,419)	(182,311)	(227,630)	(227,630)		

City of Lethbridge
2022 - 2031 Capital Improvement Program
Overview of Meeting Minutes January 2019 - June 2021

From January 2019 to November 2020 there were a variety of presentation and submissions about the Capital Improvement Program that were made to City Council, Community Issues Committee and Finance Committee meetings. The Economic Standing Policy Committee (previously know as Finance Committee) of Council met from January 20, 2021 to May 14, 2021 to review Capital Improvement Program (CIP) projects. The following pages captures the presentation minutes from those meetings.

CIP Presentations & Information

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April 29, 2019

Capital Improvement Program Deliberations 2

May 21, 2019 (CIC Meeting):

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October 15, 2019:

Curbside Organics Collection 4

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February 24, 2020:

Southern Alberta Art Gallery Facility Enhancements 5
 Changes to the CIP Process 6

March 9, 2020:

Pathway Systems Connections and Extensions 8

April 6, 2020:

Cycling Corridors Functional Planning Study 9
 Nikka Yuko Japanese Garden Programming & Community Facility 9

July 27, 2020:

Connectivity in Lethbridge 10

September 28, 2020 (CIC Meeting):

Administrative Scoring Criteria for CIP 10

October 5, 2020:

Administrative Scoring Criteria for CIP 11

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City of Lethbridge

2022 - 2031 Capital Improvement Program

Meeting Minutes

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May 10, 2021

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CIP Approval	60
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CIP Additional Resolutions

June 15, 2021 (City Council Meeting)

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CITY OF

Lethbridge

MINUTES of the **Regular Meeting** of the City Council held on **Monday, January 21, 2019** in City Council Chambers at 1:30 PM

PRESENT:

Mayor	C.A. Spearman
Deputy Mayor	R.K. Parker
Councillor	A.M. Campbell
Councillor	J.H. Carlson
Councillor	J.A. Coffman
Councillor	B.A. Crowson
Councillor	B.E. Hyggen
Councillor	J.P. Mauro
Councillor	S.R. Miyashiro

OTHERS:

City Clerk	A. Neufeld
Legislative Services Manager	B. Burke
City Manager	B. Strain
A/City Solicitor	S. Shigehiro
City Treasurer	H. Pinksen
Director of Infrastructure Services	D. Hawkins
Director of Community Services	T. Vanden Heuvel
Director of Property Services	J. Greene
Communications Advisor	T. Grindle
Director of City Manager's Office	J. Meli

4. PRESENTATIONS:

4.2. Ahmed Ali, Transportation Engineering Manager, re: Whoop Up Drive Interchanges Functional Planning Study

J.H. Carlson:

BE IT RESOLVED THAT the report received from Administration, regarding the Whoop Up Drive Interchange Functional Planning Study, be received as information; and

FURTHER BE IT RESOLVED THAT staff consider the short term recommended improvements in the future Capital Improvement Program (CIP); and

FURTHER BE IT RESOLVED THAT the medium and long-term recommendations be referred for a review after 10 years; and

FURTHER BE IT RESOLVED THAT Mr. Ali be thanked for his presentation.

In Favour: C.A. Spearman, R.K. Parker, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro

----- **CARRIED**

MINUTES of the **Regular Meeting** of the City Council held on **Monday, April 29, 2019** in City Council Chambers at 1:30 PM

PRESENT:

Mayor	C.A. Spearman
Councillor	A.M. Campbell
Councillor	J.H. Carlson
Councillor	J.A. Coffman
Councillor	B.A. Crowson
Councillor	B.E. Hyggen
Councillor	J.P. Mauro
Councillor	S.R. Miyashiror

ABSENT:

Deputy Mayor	R.K. Parker
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OTHERS:

City Clerk	A. Neufeld
Legislative Services Manager	R. Westerson
City Manager	B. Strain
City Solicitor	B. Loewen
City Treasurer	H. Pinksen
Director of Infrastructure Services	D. Hawkins
Director of Community Services	T. Vanden Heuvel
Director of City Manager's Office	J. Meli
Communications Consultant	M. Williams

6. OFFICIAL BUSINESS:

6.1. Capital Improvement Program Deliberations

J.A. Coffman:

WHEREAS City Council's strategic plan refers to a review of the current budget processes to ensure a sound and sustainable financial future;

THEREFORE BE IT RESOLVED THAT City Council instruct the City Manager to investigate options regarding changing the timing of the Capital Improvement Program deliberations; and

FURTHER BE IT RESOLVED, the City Manager report back to City Council on May 13, 2019

Absent: R.K. Parker

In Favour: C.A. Spearman, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro

----- **CARRIED**

PRESENT:

Mayor	C.A. Spearman
Deputy Mayor	B.E. Hyggen
Councillor	J.H. Carlson
Councillor	J.A. Coffman
Councillor	B.A. Crowson
Councillor	J.P. Mauro
Councillor	S.R. Miyashiro
Councillor	R.K. Parker

ABSENT:

Councillor	A.M. Campbell
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OTHERS:

Deputy City Clerk	D. Sarsfield
Legislative Services Manager	R. Westerson
City Manager	B. Strain
City Solicitor	B. Loewen
A/City Treasurer	B. Sawada
Director of Infrastructure Services	D. Hawkins
Director of Community Services	T. Vanden Heuvel
Director of City Manager's Office	J. Meli
Communications Consultant	M. Williams

4. PRESENTATIONS:

4.4. Hailey Pinksen, City Treasurer, re: Capital Improvement Program Deliberation Options

J.A. Coffman:

BE IT RESOLVED THAT the report from Bramwell Strain, City Manager, and Hailey Pinksen, City Treasurer, regarding Options for Capital Improvement Program Deliberations, be received as information; and

FURTHER BE IT RESOLVED THAT Mr. Strain be thanked for his presentation.

Absent: A.M. Campbell

In Favour: C.A. Spearman, B.E. Hyggen, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- **CARRIED**

PRESENT:

Mayor	C.A. Spearman
Deputy Mayor	B.E. Hyggen
Councillor	A.M. Campbell
Councillor	J.H. Carlson
Councillor	J.A. Coffman
Councillor	B.A. Crowson
Councillor	J.P. Mauro
Councillor	S.R. Miyashiro
Councillor	R.K. Parker

OTHERS:

City Clerk	B. Hilford
Legislative Services Manager	R. Westerson
City Manager	B. Strain
City Treasurer	H. Pinksen
Director of Infrastructure Services	D. Hawkins
Director of Community Services	T. Vanden Heuvel
Director of City Manager's Office	J. Meli
Communications Consultant	M. Williams

6. OFFICIAL BUSINESS:

6.1. Curbside Organics Collection

J.H. Carlson:

WHEREAS City Council approved the Waste Diversion Policy – CC54 on July 20, 2015, and a Residential Waste Diversion Strategy on November 28, 2015; and

WHEREAS Administration presented to the October 7, 2019 Community Issues Committee Meeting options regarding implementation of organic curbside collection in order to meet Council's Diversion Strategy; and

WHEREAS there would be a significant capital investment and ongoing operational cost;

THEREFORE BE IT RESOLVED THAT Administration be directed to include options for organic curbside collection and processing in the 2022 - 2031 Capital Improvement Plan for deliberation by Finance Committee.

In Favour: B.E. Hyggen, A.M. Campbell, J.H. Carlson, B.A. Crowson, J.P. Mauro, S.R. Miyashiro, R.K. Parker

Opposed: C.A. Spearman, J.A. Coffman

----- **CARRIED**

4. PRESENTATIONS:

4.1. Perry Stein, Indigenous Relations Advisor, re: Indigenous Cultural Centre Feasibility Study Final Report & Recommendations

C.A. Spearman:

BE IT RESOLVED THAT City Council accept the findings of the Indigenous Cultural Centre Feasibility Study for information; and

FURTHER BE IT RESOLVED THAT City Council refer the subsequent phase of the project to the next Capital Improvement Program for consideration; and

FURTHER BE IT RESOLVED THAT Mr. Stein and Ms. Manasc be thanked for their presentation.

In Favour: C.A. Spearman, B.A. Crowson, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

6. OFFICIAL BUSINESS:

6.4. D-39 Southern Alberta Art Gallery Facility Enhancements

J.A. Coffman: Revised Resolution

WHEREAS the City of Lethbridge is undergoing operational reviews to look for efficiencies and opportunities for reinvestments; and

~~WHEREAS the Province of Alberta has signaled austerity and has not supported Expressions of Interest for all of our projects submitted through the Capital Improvement Plan (CIP); and~~

WHEREAS Council is responsible for the prioritization of projects that support the strategic priorities of our community;

WHEREAS the original project has changed in scope and has yet to be submitted to City Council for further consideration.

THEREFORE BE IT RESOLVED THAT the following project be discontinued from the current Capital Improvement Plan for the current four year cycle (2018 – 2021)

D-39 Southern Alberta Art Gallery (SAAG) Facility Enhancements; and

And FURTHER BE IT RESOLVED THAT the rescoped project be resubmitted for consideration in the next Capital Improvement Plan.

In Favour: C.A. Spearman, B.A. Crowson, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

6. OFFICIAL BUSINESS:

6.5. Changes to the Capital Improvement Program Process

NOTE: The Main Motion was moved by Councillor Coffman at the February 10 meeting

J.A. Coffman:

BE IT RESOLVED THAT the MAIN MOTION be amended to include the revisions as noted below:

OFFICIAL BUSINESS RESOLUTION Changes to CIP Process 6.5

WHEREAS City Council's strategic plan refers to a review of the current budget processes, to ensure a sound and sustainable financial future, and

WHEREAS City Council recognizes that under the current process, one Council approves capital projects and the subsequent Council is required to accept the accompanying and associated operating costs which affect taxation, and

WHEREAS each City Council ought to be accountable to, and responsible for, its respective capital decisions, and

WHEREAS the City Manager presented City Council with process and timing options for Capital Improvement Program (CIP) deliberations and approval,

~~THEREFORE, BE IT RESOLVED THAT City Council approve Option 4: "Current City Council to notionally approve a CIP with final approval from incoming City Council," and~~

THEREFORE, be it resolved that City Council (2017-2021) consider and approve a four- year (2022-2025) Capital Plan within a 10 year (2022-2031) context and the next City Council (2021-2025) will be afforded, no later than June 1, 2022 the opportunity to reconsider Section D projects to have greater control of operating budget impacts; and

~~FURTHER BE IT RESOLVED THAT the City Manager establish options for a transition process that would reorient the budgets so that the CIP becomes deliberated and approved first in a term, followed by deliberation and approval of the operating budget, and~~

~~FURTHER BE IT RESOLVED THAT the City Manager present the transition options to City Council no later than December 14th, May 1, 2020, and~~

~~FURTHER BE IT RESOLVED THAT City Council approve a transition option no later than April 30th, 2021, June 30, 2020.~~

Prior to a vote on the Amendment, the following Amendment to Amendment motion was presented:

S.R. Miyashiro / A.M. Campbell: Amendment to Amendment

THAT the Amended Resolution be amended to change the date for reconsideration of Section D projects in the First Operative Clause from June 1, 2022 to January 31, 2022.

Absent: C.A. Spearman

In Favour: B.A. Crowson, A.M. Campbell, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

Opposed: J.H. Carlson

----- CARRIED

VOTE ON THE AMENDED MOTION, AS PRESENTED:

WHEREAS City Council's strategic plan refers to a review of the current budget processes, to ensure a sound and sustainable financial future, and

WHEREAS City Council recognizes that under the current process, one Council approves capital projects and the subsequent Council is required to accept the accompanying and associated operating costs which affect taxation, and

WHEREAS each City Council ought to be accountable to, and responsible for, its respective capital decisions, and

WHEREAS the City Manager presented City Council with process and timing options for Capital Improvement Program (CIP) deliberations and approval,

THEREFORE, be it resolved that City Council (2017-2021) consider and approve a four- year (2022-2025) Capital Plan within a 10 year (2022-2031) context and the next City Council (2021-2025) will be afforded, no later than January 31, 2022 the opportunity to reconsider Section D projects to have greater control of operating budget impacts; and

FURTHER BE IT RESOLVED THAT the City Manager establish options for a transition process that would reorient the budgets so that the CIP becomes deliberated and approved first in a term, followed by deliberation and approval of the operating budget, and

FURTHER BE IT RESOLVED THAT the City Manager present the transition options to City Council no later than December 14th, and

FURTHER BE IT RESOLVED THAT City Council approve a transition option no later than April 30th, 2021.

Absent: C.A. Spearman

In Favour: B.A. Crowson, A.M. Campbell, J.H. Carlson, J.A. Coffman,

B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- **CARRIED**

6. OFFICIAL BUSINESS:

6.1. Pathway System Connections and Extensions (D-11)

J.A. Coffman:

WHEREAS the City of Lethbridge is undergoing operational reviews to look for efficiencies and opportunities for reinvestments; and

WHEREAS the Province of Alberta has signaled austerity and has not supported Expressions of Interest for all of our projects submitted through the Capital Improvement Plan (CIP); and

WHEREAS Council is responsible for the prioritization of projects that support the strategic priorities of our community;

THEREFORE BE IT RESOLVED THAT the following project be discontinued from the current Capital Improvement Plan for the current four year cycle (2018-2021):

D-11 Pathway System Connections and Extensions;

AND FURTHER BE IT RESOLVED THAT the project be resubmitted for consideration in the next Capital Improvement Plan.

In Favour: B.E. Hyggen

Opposed: C.A. Spearman, B.A. Crowson, A.M. Campbell, J.H. Carlson, J.A. Coffman, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- **DEFEATED**

5. SUBMISSIONS:

5.2. Adam St. Amant, Transportation Engineer, re: Cycling Corridors Functional Planning

J.A. Coffman:

BE IT RESOLVED THAT City Council adopt the Cycling Corridors Functional Planning Study, as indicated in Attachment 1 and as presented at the March 16, 2020 Community Issues Committee meeting; and

FURTHER BE RESOLVED THAT City Council refer the long-term recommendations as indicated in Attachment 1 to the 2022-2031 Capital Improvement Program for consideration.

In Favour: C.A. Spearman, B.A. Crowson, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

6. OFFICIAL BUSINESS:

6.2. CIP Projects - Discontinue 25 - Nikka Yuko Japanese Garden Programming & Community Facility

B.E. Hyggen:

WHEREAS the City of Lethbridge is undergoing operational reviews to look for efficiencies and opportunities for reinvestments; and

WHEREAS the Province of Alberta has signaled austerity and has not supported Expressions of Interest for all of our projects submitted through the Capital Improvement Plan (CIP); and

WHEREAS Council is responsible for the prioritization of projects that support the strategic priorities of our community;

THEREFORE BE IT RESOLVED THAT the following projects be discontinued from the current Capital Project Plan for the current four year cycle (2018 – 2021)

D-25 Nikka Yuko Japanese Garden Programming and Community Facility; and

FURTHER BE IT RESOLVED THAT the project be resubmitted for consideration in the next Capital Improvement Plan.

In Favour: B.E. Hyggen, J.P. Mauro

Opposed: C.A. Spearman, B.A. Crowson, A.M. Campbell, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

----- DEFEATED

5. SUBMISSIONS:

5.3. Vicky Bennett, Intelligent Community Program Manager, re: Connectivity in Lethbridge

B.E. Hyggen:

BE IT RESOLVED THAT City Council accept the findings of the Connectivity in Lethbridge submission for information; and

FURTHER BE IT RESOLVED THAT City Council refer the project to the next Capital Improvement Program for consideration.

In Favour: C.A. Spearman, J.A. Coffman, A.M. Campbell, J.H. Carlson, B.A. Crowson, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

Excerpt from Minutes Community Issues Committee (CIC) Meeting held Monday, September 28, 2020

4. PRESENTATIONS:

4.4. Karrie Nightingale, A/Facility Services Manager, and Sam Conard, Engineer Planner, re: Administrative Scoring Criteria for CIP

B.E. Hyggen:

BE IT RESOLVED THAT the Community Issues Committee accept this report and presentation for information; and

FURTHER BE IT RESOLVED THAT the Administrative Scoring Criteria for CIP be forwarded to the October 5, 2020 Council Meeting; and

FURTHER BE IT RESOLVED THAT Karrie Nightingale and Sam Conard be thanked for the presentation.

In Favour: J.A. Coffman, C.A. Spearman, A.M. Campbell, J.H. Carlson, B.A. Crowson, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

5. SUBMISSIONS:

5.7. Karrie Nightingale, Facility Services Manager, re: Administrative Prioritization Criteria for CIP

J.A. Coffman:

BE IT RESOLVED THAT City Council approve the proposed prioritization criteria for Capital Improvement Program 2022-2031 Community Projects (Section D) as provided in Attachment 3.

In Favour: C.A. Spearman, J.A. Coffman, A.M. Campbell, J.H. Carlson, B.A. Crowson, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

Evaluation Criteria	Description	Weighting
Maintaining Approved Capital Assets/Service Delivery	Projects that are necessary to maintain the current functionality and level of service.	2
Community Support	The project has demonstrated broad-based community support through a public process.	1
External Capital Contributions	The project has external funding sources (e.g. grants, specific to the project, partnerships or donations	1
Economic Prosperity	The project contributes to the local economy and reinforces the City's role as a regional Centre	1
Well Designed City	The project contributes to a well-designed city through smart growth, renewal, redevelopment and quality urban design	1
Community Vibrancy	The project enhances history, art, culture, sport, recreation or active living in the City.	1
Social Impact	The project supports accessible housing, fostering a sense of belonging, accessibility/mobility or community social well-being.	1
Health & Safety Improvements	The project improves the health and safety of the staff, user(s) or the community.	1
Project Planning	The project is supported by comprehensive planning documents	2

A132 – Closure of the Fritz Sick Pool

D.M. Miyashiro recused himself and left the Chamber. Mayor C.A. Spearman assumed the Chair

Moved By: Cllr. Coffman

Seconded By: Mayor Spearman

BE IT RESOLVED THAT Finance Committee postpone initiative A-132 (Closure of Fritz Sick Pool), and

FURTHER BE IT RESOLVED THAT Finance Committee request the City Manager to prepare a 2022-2031 Capital Improvement Program initiative proposing a renovation or replacement of Fritz Sick Pool.

Absent: Miyashiro

----- VOTE: 8-0 (CARRIED)

Excerpt from Minutes Regular Meeting of City Council held Monday, November 30, 2020

2.3. Status of Directed Resolutions

S.R. Miyashiro

BE IT RESOLVED THAT the minutes of the Regular Meeting of City Council held Monday November 16, 2020 be approved and the Mayor and City Clerk be authorized to sign the same; and

FURTHER BE IT RESOLVED THAT the minutes of the Public Hearing held Monday November 16, 2020 be approved and the Mayor and City Clerk be authorized to sign the same; and

FURTHER BE IT RESOLVED THAT City Council receive for information the Status of Directed Resolutions, with the following amendments:

THAT City Council defer the date of return of the item – Changes to CIP Process to a meeting of City Council no later than April 30, 2021; and

FURTHER BE IT RESOLVED THAT City Council receive the following reports as information:

Procurement Summary Report – October 2020;

Monthly City Council Work Plan Update; and

Operational Review Implementation Plan Update; and

FURTHER BE IT RESOLVED THAT City Council give First Reading to the following Bylaws:

Bylaw 6253 – 2021 Incentives for Prepayments Penalty and Tax Deferral Bylaw;

Bylaw 6254 – 2021 Residential Assessment and Supplementary Assessment Sub-Class Bylaw;

Bylaw 6256 – Bylaw to Amend Procedure Bylaw 5411; and

Bylaw 6258 – Bylaw to Amend Election Bylaw 5803.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.1. Hailey Pinksen, City Treasurer, re: Proposed 2022-2031 CIP Revised Schedule Update

J.A. Coffman: S.R. Miyashiro:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the update on the 2022-2031 Capital Improvement (CIP) as information; and

BE IT RESOLVED THAT Ms. Jerred be thanked for her presentation.

In Favour: S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

Absent: C.A. Spearman

----- CARRIED

4. PRESENTATIONS:

4.1. Darwin Juell, Transportation Manager, re: CIP presentation - Section C Transportation projects

R.K. Parker

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.2. Byron Buzunis, Urban Construction Manager, re: Capital Improvement Program: Offsite Levy Funded Projects

R.K. Parker

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4.1. Stewart Purkis, Electric Utility Manager, re: 2022-2031 Capital Improvement Program Electric Utility

B.A. Crowson

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro, R.K. Parker

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro

----- CARRIED

4. PRESENTATIONS:

4.1. Doug Kaupp, Water, Wastewater, and Stormwater Manager, re: Water and Wastewater CIP 2022-2031 Projects

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.2. Joel Sanchez, Waste & Recycling Utility General Manager, re: Water & Recycling Utility CIP 2022-2031 Projects

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro,

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.3. Hailey Pinksen, City Treasurer, re: Proposed Budget Process Options

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

5. SUBMISSIONS:

5.1. Doug Hawkins, Director of Infrastructure Services, re: Items delayed from City Council outlining these topics forwarded to the Economic Standing Policy Committee.

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.1. Hailey Pinksen, City Treasurer, re: 2022-2031 Capital Improvement Program (CIP) Update

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.2. Perry Stein, Indigenous Relations Advisor, re: Indigenous Relations Office CIP Project Submissions

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.3. Andrew Malcolm, Urban Revitalization Manager, re: Urban Core Realm Enhancement and 5th Street Reconstruction Preliminary Design

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.4. Darwin Juell, Transportation Manager, re: CIP Section D projects for Transportation

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

Excerpt from Minutes Economic Standing Policy Committee held Wednesday, March 24, 2021

5. SUBMISSIONS:

5.1. Hailey Pinksen, City Treasurer, re: Community (Section D) CIP 2022-2031 Projects (Day 1 of 4)

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

Excerpt from Minutes Economic Standing Policy Committee held Wednesday, April 7, 2021

4. PRESENTATIONS:

4.2. Marc Rathwell, Chief of Fire and EMS, re: Fire/ EMS CIP

A.M. Campbell:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

Excerpt from Minutes Economic Standing Policy Committee held Wednesday, April 7, 2021

4. PRESENTATIONS:

4.3. Joel McDonald ACP, ENP, Deputy Commander - Public Safety Communications Centre, re: CIP D Section - Public Safety Communications Centre - Alternate

J.P. Mauro:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

Excerpt from Minutes Economic Standing Policy Committee held Wednesday, April 7, 2021

4. PRESENTATIONS:

4.4. Karrie Nightingale, Facility Services Manager, re: CIP Section D projects for Facility Services

R.K. Parker:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.5. Hiroshi Okubo, Parks Operations Manager, re: CIP Section D projects for Cemetery Services

B.A. Crowson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.6. Robin Harper, General Manager Rec & Culture, re: CIP Section D projects for Recreation and Culture

J.A. Coffman:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.7. Scott Grieco, Transit Operations Manager, re: Capital Improvement Program - Section D Community Services - Transit Projects

B.E. Hyggen:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

5. SUBMISSIONS:

5.1. Hailey Pinksen, City Treasurer, re: Community (Section D) CIP 2022-2031 Projects (Day 2 of 4)

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report as information.

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.1. Darrin Martens – Chief Executive Officer/Executive Director of Galt Museum/Fort Whoop up. re: Capital Improvement Program - Galt Museum

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

Absent: J.A. Coffman

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.2. Chief Mehdizadeh – Chief of Police, re: Capital Improvement Program - Police Master Plan

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive this report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.3. Terra Plate – CEO – Lethbridge Public Library, re: Lethbridge Public Library CIP Projects

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.4. Mark McMurray – President and Melissa Arseniuk - Co-Chair Southern Alberta Art Gallery, re: Capital Improvement Plan Proposal

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentation as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.5. Klaus Witzke – President, Lethbridge Pickleball Club and Isla Wong – Director, Lethbridge Pickleball Club, re: Lethbridge Pickleball Club’s Public Submission

S.R. Miyashiro:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentation as information.

Absent: J.H. Carlson

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.6. Stephan De Loof, FrancoSud - Executive Director Operation, Maintenance and Infrastructure, re: Ecole La Verendrye Gym Expansion

J.A. Coffman:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentation as information.

Absent: J.H. Carlson

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

5. SUBMISSIONS:

5.1. Hailey Pinksen, City Treasurer, re: Community (Section D) CIP 2022-2031 Projects (Day 3 of 4)

J.A. Coffman:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentation as information.

Absent: J.H. Carlson

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.2. Andrew Malcolm, Urban Revitalization Manager, re: 2022 - 2025 CIP - Civic Common Comprehensive Site Plan

B.A. Crowson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.3. Robin Harper, General Manager – Recreation and Culture re: Section D CIP - Recreation and Culture - Performing Arts Centre Design and Construction

J.A. Coffman:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.4. Andrew Malcolm, Urban Revitalization Manager, re: 2022 - 2025 CIP - Warehouse District Area Redevelopment Plan

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

5. SUBMISSIONS:

5.1. Hailey Pinksen, City Treasurer, re: Community (Section D) CIP 2022-2031 Projects (Day 4 of 4)

R.K. Parker:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, S.R. Miyashiro, B.E. Hyggen, A.M. Campbell, J.H. Carlson, J.A. Coffman, B.A. Crowson, J.P. Mauro, R.K. Parker

----- CARRIED

4. PRESENTATIONS:

4.1. Hailey Pinksen, City Treasurer, re: Introduction to the 2022-2031 Capital Improvement Program (CIP), Historical and Current Funding Allocations

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

4.2. Michael Kelly, General Manager - Opportunity Lethbridge, re: New School Site Development

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

4.3. Michael Kelly, General Manager - Opportunity Lethbridge, re: School Gymnasium Upsize

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

4.4. Marc Rathwell, Chief of Fire and EMS re: Fire Station #3 Relocation Options

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report and presentations as information.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

5. SUBMISSIONS:

5.1. Hailey Pinksen, City Treasurer re: Capital Improvement Program (CIP) Engagement Results

J.H. Carlson:

BE IT RESOLVED THAT this item be Tabled to 09:30 A.M. on May 11, 2021.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

CIP DEBATE & RESOLUTIONS OF THE ECONOMIC STANDING POLICY COMMITTEE

5.6. Hailey Pinksen, City Treasurer re: Capital Improvement Program (CIP) Budget

WHEREAS there is an objective to approve a four (4) year capital plan (2022-2025) within the ten-year planning context in order that the corresponding operating costs from the approved projects can be included in the 2023-2026 operating budget; THEREFORE, BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council, at their Meeting of May 18, 2021, approve the 2022-2031 Capital Improvement Plan, including the following funded projects:

Section C and CO – Transportation and Offsite Projects

- C-5 Intersection Improvements - Non-Growth
- C-7 Accessibility Improvements
- C-8 Annual Overlay Program
- C-10 Railway Rehabilitation Program
- C-11 Traffic Signals Replacement
- C-12 Community Lighting – Rehabilitation
- C-13 Major Sidewalk Rehabilitation Program
- C-14 Paved Lane Rehabilitation Program
- C-15 Whoop Up Dr/Scenic Dr Interchange Detailed Design & Construction
- C-16 10 Avenue S and 9 Avenue S Functional Planning and Design
- C-17 18 Street Functional Planning and Design Study
- C-18 Stafford Drive N Functional Planning and Design Study
- C-19 In-Service Safety Review of Intersections
- C-20 Variable Message Board Installations for Whoop-Up Drive TMS
- C-21 Chinook Trail River Crossing (Preliminary Design)
- CO-1 North Scenic Drive and 26 Ave N Intersection
- CO-2 North Scenic Drive (Uplands Blvd to 44 Ave) Stage 1
- CO-4 University Drive (Walsh Dr to Hwy 3) Design
- CO-5 University Drive (Walsh Drive to Commercial Access)
- CO-6 Metis Trail (Coalbrook Gate to Greatbear Blvd)
- CO-7 26 Avenue North (23rd Street N to Scenic Dr) Stage 2
- CO-8 28 St North (Kodiak Gate to Blackwolf Entrance) Stage 1

Section E – Environment Utilities (Waste & Recycling Utility) Projects

- E-8 Waste & Recycling Centre Disposal Cell Development and Closure

Section E and EO – Environment Utilities (Water Utility, Wastewater Utility and Combined Deep Utility) Projects

- E-12 Water Treatment Plant Process Redundancy
- E-13 Water Treatment Plant Medium Voltage Upgrades
- E-14 Water Treatment Plant UV Disinfection Upgrades
- E-15 Uplands and Garry Drive Reservoir Fill Line Twinning
- E-16 Water Treatment Plant River Intake Conceptual Design

- E-17 Uplands Reservoir Upgrades
- E-18 Mayor Magrath Reservoir Upgrades
- E-19 Wastewater Treatment Plant Biosolids Treatment Upgrades
- E-20 Wastewater Treatment Plant Effluent Water System Upgrade
- E-21 Wastewater Treatment Plant Electrical Upgrades
- E-22 Wastewater Treatment Plant Bioreactor Aeration Blowers Upgrade
- E-23 Wastewater Treatment Plant UV Disinfection Upgrades
- E-24 Wastewater Treatment Plant Phosphorous Recovery
- E-25 Wastewater Treatment Plant Lagoon Upgrades
- EO-1 West Siphon Screen Relocation
- EO-2 8 St North (Giffen Rd to Blackwolf Entrance) Water Loop
- EO-3 SE Sanitary Servicing 26 Ave (23 Street to Stafford Trunk)
- EO-4 Sanitary Main (Parkside Dr & 43St to 24Ave & 51St/24Ave to 33Ave)
- EO-5 Gravity Main 28 St N (2 Ave to 15A Ave Sanitary Sewer)
- EO-6 Southeast Lift Station Phase 1
- EO-7 North 13 Street Storm Outfall
- EO-8 Macleod Drive West Storm Outfall

Section F – Electric Utility Projects

- F-4 Protection and Control
- F-5 Substation Transformer Upgrades
- F-6 Substation Infrastructure (Yard/Building) Upgrades
- F-7 Substation Breakers and Switches Upgrade
- F-8 Distribution Extension & Improvement Annual Program
- F-9 Distribution Main Line / Single Phase Renewal Annual Program
- F-10 Dark Fibre Systems
- F-11 Support Plant Renewal Annual Program
- F-12 Electric System Coordination Centre

Section D – Community (Previously Approved) funded projects

Lethbridge & District Exhibition: Agri-Food Hub (Trade Centre)

Lethbridge Airport Renovation

West Lethbridge Operations Depot (Phase 3a)

Art Acquisition Program (as per Council Policy)

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen, J.P. Mauro

---- CARRIED

Prior to a vote on the Main Motion, the following Motions to Divide were introduced:

J.A. Coffman/J.P. Mauro:

BE IT RESOLVED THAT Item E-7 – Waste & Recycling Curbside Organics Collection be divided from the Main Motion and debated on separately.

Absent: R.K. Parker

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro

Opposed: S.R. Miyashiro

---- CARRIED

B.E. Hyggen/J.P. Mauro:

BE IT RESOLVED THAT each project as listed above, be divided from the Main Motion and debated on separately.

In Favour: B.A. Crowson, B.E. Hyggen, J.P. Mauro, R.K. Parker

Opposed: C.A. Spearman, A.M. Campbell, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

---- DEFEATED

Prior to a vote on the Main Motion, the following Tabling Motion was introduced:

J.A. Coffman/B.A. Crowson:

BE IT RESOLVED THAT the Main Motion Be Tabled to May 11, 2021 following item 5.1 – CIP Engagement Results

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

Opposed: J.P. Mauro

---- CARRIED

Excerpt from Minutes Economic Standing Policy Committee Meeting held on Tuesday May 11, 2021

5. SUBMISSIONS:

5.1. Hailey Pinksen, City Treasurer re: Capital Improvement Program (CIP) Engagement Results

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee receive the report as information.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

5.6. Hailey Pinksen, City Treasurer re: Capital Improvement Program (CIP) Budget

Prior to a vote on the Main Motion, the following Motions to Divide were introduced:

B.A. Crowson/J.A. Coffman:

BE IT RESOLVED THAT the following operating projects with tax impacts be divided from the Main Motion and voted on separately as a grouping:

- C-6 Bikeways/Pathways/Sidewalks Along Roadways
- C-9 Bridge Rehabilitation Program
- CO-3 Walsh Drive (University Dr to Metis Trail)
- E-10 Waste & Recycling Centre Site Enhancements
- E-9 Waste & Recycling Centre Landfill Gas and Leachate Management

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

R.K. Parker/B.A. Crowson:

BE IT RESOLVED THAT project E – 11 - Sustainability Enhancements be divided from the Main Motion and voted on separately.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

J.H. Carlson:

WHEREAS there is an objective to approve a four (4) year capital plan (2022-2025) within the ten-year planning context in order that the corresponding operating costs from the approved projects can be included in the 2023-2026 operating budget;

THEREFORE, BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council, at their Meeting of May 18, 2021, approve the 2022-2031 Capital Improvement Plan, including the following funded projects:

1. Section C and CO – Transportation and Offsite Projects

- C-5 Intersection Improvements - Non-Growth
- C-7 Accessibility Improvements
- C-8 Annual Overlay Program
- C-10 Railway Rehabilitation Program
- C-11 Traffic Signals Replacement
- C-12 Community Lighting – Rehabilitation
- C-13 Major Sidewalk Rehabilitation Program
- C-14 Paved Lane Rehabilitation Program
- C-15 Whoop Up Dr/Scenic Dr Interchange Detailed Design & Construction
- C-16 10 Avenue S and 9 Avenue S Functional Planning and Design
- C-17 18 Street Functional Planning and Design Study
- C-18 Stafford Drive N Functional Planning and Design Study
- C-19 In-Service Safety Review of Intersections
- C-20 Variable Message Board Installations for Whoop-Up Drive TMS
- C-21 Chinook Trail River Crossing (Preliminary Design)
- CO-1 North Scenic Drive and 26 Ave N Intersection
- CO-2 North Scenic Drive (Uplands Blvd to 44 Ave) Stage 1
- CO-4 University Drive (Walsh Dr to Hwy 3) Design
- CO-5 University Drive (Walsh Drive to Commercial Access)
- CO-6 Metis Trail (Coalbrook Gate to Greatbear Blvd)
- CO-7 26 Avenue North (23rd Street N to Scenic Dr) Stage 2
- CO-8 28 St North (Kodiak Gate to Blackwolf Entrance) Stage 1

Section E – Environment Utilities (Waste & Recycling Utility) Projects

- E-8 Waste & Recycling Centre Disposal Cell Development and Closure

Section E and EO – Environment Utilities (Water Utility, Wastewater Utility and Combined Deep Utility) Projects

- E-12 Water Treatment Plant Process Redundancy
- E-13 Water Treatment Plant Medium Voltage Upgrades
- E-14 Water Treatment Plant UV Disinfection Upgrades
- E-15 Uplands and Garry Drive Reservoir Fill Line Twinning
- E-16 Water Treatment Plant River Intake Conceptual Design
- E-17 Uplands Reservoir Upgrades
- E-18 Mayor Magrath Reservoir Upgrades
- E-19 Wastewater Treatment Plant Biosolids Treatment Upgrades
- E-20 Wastewater Treatment Plant Effluent Water System Upgrade
- E-21 Wastewater Treatment Plant Electrical Upgrades
- E-22 Wastewater Treatment Plant Bioreactor Aeration Blowers Upgrade
- E-23 Wastewater Treatment Plant UV Disinfection Upgrades
- E-24 Wastewater Treatment Plant Phosphorous Recovery
- E-25 Wastewater Treatment Plant Lagoon Upgrades
- EO-1 West Siphon Screen Relocation
- EO-2 28 St North (Giffen Rd to Blackwolf Entrance) Water Loop
- EO-3 SE Sanitary Servicing 26 Ave (23 Street to Stafford Trunk)
- EO-4 Sanitary Main (Parkside Dr & 43St to 24Ave & 51St/24Ave to 33Ave)
- EO-5 Gravity Main 28 St N (2 Ave to 15A Ave Sanitary Sewer)
- EO-6 Southeast Lift Station Phase 1
- EO-7 North 13 Street Storm Outfall
- EO-8 Macleod Drive West Storm Outfall

Section F – Electric Utility Projects

- F-4 Protection and Control
- F-5 Substation Transformer Upgrades
- F-6 Substation Infrastructure (Yard/Building) Upgrades
- F-7 Substation Breakers and Switches Upgrade
- F-8 Distribution Extension & Improvement Annual Program
- F-9 Distribution Main Line / Single Phase Renewal Annual Program
- F-10 Dark Fibre Systems
- F-11 Support Plant Renewal Annual Program
- F-12 Electric System Coordination Centre

Section D – Community (Previously Approved) funded projects

- Lethbridge & District Exhibition: Agri-Food Hub (Trade Centre)
- Lethbridge Airport Renovation
- West Lethbridge Operations Depot (Phase 3a)
- Art Acquisition Program (as per Council Policy)

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen, J.P. Mauro

----- CARRIED

J.H. Carlson:

2. E – 7 Waste & Recycling Curbside Organics Collection

Prior to a Vote on the Main Motion, the following Postponement Motion was introduced:

J.A. Coffman/B.E. Hyggen:

BE IT RESOLVED THAT project E-7 Waste & Recycling Curbside Organics Collection be postponed to January 2022.

In Favour: J.A. Coffman, B.E. Hyggen, J.P. Mauro, R.K. Parker

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, S.R. Miyashiro

----- DEFEATED

J.H. Carlson:

2. E – 7 Waste & Recycling Curbside Organics Collection

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, S.R. Miyashiro

Opposed: J.A. Coffman, B.E. Hyggen, J.P. Mauro, R.K. Parker

----- CARRIED

B.A. Crowson:

Operating Projects with Tax Impact

C-6 Bikeways/Pathways/Sidewalks Along Roadways
C-9 Bridge Rehabilitation Program
CO-3 Walsh Drive (University Dr to Metis Trail)
E-9 Waste & Recycling Centre Landfill Gas and Leachate Management
E-10 Waste & Recycling Centre Site Enhancements

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen, J.P. Mauro

---- CARRIED

Councillor R.K. Parker declared a conflict of interest as his spouse is employed by the City in the affected department, and left the meeting.

J.H. Carlson:

E-11 Sustainability Enhancements

Absent: R.K. Parker

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro

---- CARRIED

Councillor R.K. Parker returned to the meeting.

J.H. Carlson:

Matching Funds for Future Projects

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council amend the 2022-2031 Capital Improvement Program by reserving \$10M of the projected capital funding to be held in reserve as 'matching funds' for future projects.

Prior to a vote on the Main Motion, the following Amendment was introduced:

J.P. Mauro/B.E. Hyggen:

BE IT RESOLVED THAT the Main Motion be amended by deleting the \$10M and replacing it with \$25M.

In Favour: B.E. Hyggen, J.P. Mauro, R.K. Parker

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

---- DEFEATED

J.H. Carlson:

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council amend the 2022-2031 Capital Improvement Program by reserving \$10M of the projected capital funding to be held in reserve as 'matching funds' for future projects.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

---- CARRIED

Section D – Community Projects

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Parks Asset Management** as identified on **Page 5** of the Community Projects Unfunded.

Prior to a Vote on the Main Motion, the following amendment was introduced:

B.E. Hyggen/J.P. Mauro:

THAT Parks Asset Management be removed from the Capital Improvement Program starting in 2023 and Parks Asset Management funded for 2022 be from the MRSR.

In Favour: J.A. Coffman, B.E. Hyggen, J.P. Mauro, R.K. Parker

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, S.R. Miyashiro

----- DEFEATED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Parks Asset Management** as identified on **Page 5** of the Community Projects Unfunded; and

FURTHER BE IT RESOLVED THAT the City Manager present a strategy to include this in the Parks Lifecycle in the Operating Budget.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen, J.P. Mauro

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Pathway System Connections and Extensions** as identified on Page 6 of the Community Projects Unfunded.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Facility Assessment and Accessibility Upgrades** as identified on Page 7 of the Community Projects Unfunded.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen S.R. Miyashiro, R.K. Parker

Opposed: J.P. Mauro

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Facility Assessment and Energy Efficiency Upgrades** as identified on **Page 8** of the Community Projects Unfunded.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen S.R. Miyashiro, R.K. Parker

Opposed: J.P. Mauro

----CARRIED

Councillor S.R. Miyashiro declared a conflict of interest as his place of employment is co-located with this facility, and left the meeting.

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Fritz Sick Pool Renovation** as identified on **Page 9** of the Community Projects Unfunded;

Absent: S.R. Miyashiro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, R.K. Parker

---- **CARRIED**

Councillor S.R. Miyashiro rejoined the meeting.

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Nikka Yuko Japanese Gardens (NYJG) Pathway** as identified on **Page 10** of the Community Projects Unfunded Section.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

--- **CARRIED**

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **PSCC Secondary Site Renovations** as identified on **Page 11** of the Community Projects Unfunded Section.

In Favour: C.A. Spearman, A.M. Campbell, J.H. Carlson, J.P. Mauro, S.R. Miyashiro, R.K. Parker

Opposed: B.A. Crowson, J.A. Coffman, B.E. Hyggen

---- **CARRIED**

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Mountain View Cemetery Irrigation Automation – Blocks A-G** as identified on Page 12 of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- **CARRIED**

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Henderson Ice Centre Upgrade** as identified on **Page 13** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

Prior to a vote on the Main Motion, the following amendment was introduced:

J.H. Carlson/A.M. Campbell:

BE IT RESOLVED THAT the design in the amount of \$627,000 be delayed to 2025, and

FURTHER BE IT RESOLVED THAT the remaining construction be unfunded.

Absent: J.P. Mauro

In Favour: J.H. Carlson

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----- **DEFEATED**

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Henderson Ice Centre Upgrade** as identified on **Page 13** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Parks Irrigation Central Control** as identified on **Page 15** of the Community Projects Unfunded Section

Prior to a vote on the Main Motion, the following amendment was introduced:

J.A. Coffman/B.E. Hyggen:

BE IT RESOLVED THAT funding for Parks Irrigation Central Control be identified as the Urban Parks Reserve.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Parks Irrigation Central Control** as identified on **Page 15** of the Community Projects Unfunded Section, with Funding from the Urban Parks Reserve.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Urban Core Public Realm Enhancement Program** as identified on **Page 16** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Indigenous Place-making Strategy** as identified on **Page 17** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

Opposed: B.E. Hyggen, R.K. Parker

---- CARRIED

J.P. Mauro/B.E. Hyggen:

BE IT RESOLVED THAT the Economic Standing Policy Committee postpone deliberations on the Capital Improvement Program (CIP) to after November 1, 2021.

Prior to a vote on the Main Motion, the following amendment was introduced:

B.E. Hyggen/R.K. Parker:

BE IT RESOLVED THAT the Main Motion to be amended to include the following after 2021 “or after for the years 2023 and onward”

In Favour: J.H. Carlson, B.E. Hyggen, J.P. Mauro, R.K. Parker

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.A. Coffman, S.R. Miyashiro

----- DEFEATED

J.P. Mauro/B.E. Hyggen:

BE IT RESOLVED THAT the Economic Standing Policy Committee postpone deliberations on the Capital Improvement Program (CIP) to after November 1, 2021.

In Favour: B.E. Hyggen, J.P. Mauro, R.K. Parker

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

----- DEFEATED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project **Electric Bus and Charging Infrastructure** as identified on **Page 14** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Tabling Motion was introduced:

J.H. Carlson:

BE IT RESOLVED THAT project: Electric Bus and Charging Infrastructure as identified on Page 14 be tabled to 9:30 A.M. May 13, 2021.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Fire Station #3 – 16 Ave. S Relocation** as identified on **Page 18** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following amendment was introduced:

J.A. Coffman/S.R. Miyashiro:

BE IT RESOLVED THAT Fire Station #3 – 16 Ave. S Relocation as identified on Page 18 be funded for the purchase of land and for the development of a detailed functional study during this Capital Improvement Program (CIP) Cycle (2022-2025), \$4.848M identified in 2022/2023.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Fire Station #3 – 16 Ave. S Relocation** as identified on **Page 18** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT Fire Station #3 – 16 Ave. S Relocation as identified on Page 18 be funded for the purchase of land and for the development of a detailed functional study during this Capital Improvement Program (CIP) Cycle (2022-2025), \$4.848M identified in 2022/2023.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson/S.R. Miyashiro:

BE IT RESOLVED THAT the following Community Projects to be debated as part of Section D – Community Projects Unfunded Section, be brought forward in the Agenda and set for 1:00 P.M. May 12, 2021:

- SAAG Facility Enhancements
- Ecole La Verendrye Gymnasium Expansion
- Galt Gardens Pickleball Courts
- Performing Arts Centre

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Outdoor Sports Court** as identified on **Page 19** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Tabling Motion was introduced:

J.H. Carlson/A.M. Campbell:

BE IT RESOLVED THAT Section D – Community project: Outdoor Sports Court as identified on Page 19 be tabled to the end of Capital Improvement Program (CIP) deliberations.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

----- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **SAAG Facility Enhancements** as identified on **Page 45** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

Opposed: B.E. Hyggen, R.K. Parker

---- CARRIED

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Ecole La Verendrye Gymnasium Expansion** as identified on **Page 46** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E.Hyggen, S.R. Miyashiro

Opposed: R.K. Parker

----- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Galt Gardens Pickleball Courts** as identified on **Page 47** of the Community Projects Unfunded Section, as amended

Prior to a vote on the Main Motion, the following amendments were introduced:

S.R. Miyashiro/B.E. Hyggen:

BE IT RESOLVED THAT the Pickleball Courts at Legacy Park be upgraded to meet the standards as laid out by the Pickleball Club and work with the Parks department and Recreation and Culture department to identify a plan for that site, up to a maximum of \$650,000.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E.Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

S.R. Miyashiro/B.E. Hyggen:

BE IT RESOLVED THAT the main motion be amended to replace Galt Gardens with Legacy Park.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Legacy Park Pickleball Courts** as identified on **Page 47** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT the Pickleball Courts at Legacy Park be upgraded to meet the standards as laid out by the Pickleball Club and work with the Parks department and Recreation and Culture department to identify a plan for that site, up to a maximum of \$650,000.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E.Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Performing Arts Centre** as identified on **Page 48** of the Community Projects Unfunded

Prior to a vote on the Main Motion, the following amendments were introduced:

J.H. Carlson/A.M. Campbell:

BE IT RESOLVED THAT project Performing Arts Centre be amended by reducing the prior amount from \$375,000 to \$229,000 and reallocate \$146,000 to 2022.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.A. Coffman/S.R. Miyashiro:

BE IT RESOLVED THAT the City of Lethbridge maximum contribution on a Performing Arts Centre be capped at \$75M.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

Opposed: B.E. Hyggen, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project:
Performing Arts Centre as identified on **Page 48** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT project Performing Arts Centre be amended by reducing the prior amount from \$375,000 to \$229,000 and reallocate \$146,000 to 2022; and

FURTHER BE IT RESOLVED THAT the City of Lethbridge maximum contribution on a Performing Arts Centre be capped at \$75M.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro

Opposed: R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project **Electric Bus and Charging Infrastructure** as identified on **Page 14** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Amendment was introduced:

J.H. Carlson/C.A. Spearman:

BE IT RESOLVED THAT the electric bus and charging infrastructure CIP be amended to show \$8.812M as funded in 2023 with the remaining equipment and furnishings as undetermined funding; and

FURTHER BE IT RESOLVED that \$399,000 in 2022 be approved.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project **Electric Bus and Charging Infrastructure** as identified on **Page 14** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT the electric bus and charging infrastructure CIP be amended to show \$8.812M as funded in 2023 with the remaining equipment and furnishings as undetermined funding; and

FURTHER BE IT RESOLVED that \$399,000 in 2022 be approved.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R.Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project **cityHUB - ATB Centre** as identified on **Page 24** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- DEFEATED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (SectionD) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project
 - **cityHUB – Northeast** (30 Ave & 34 St N) as identified on Page 25 of the Community Projects Unfunded Section;
 - **cityHUB – Southgate** as identified on Page 26 of the Community Projects Unfunded Section;
 - **cityHUB – SunRidge** as identified on Page 27 of the Community Projects Unfunded Section;
 - **cityHUB – West Highlands** as identified on Page 28 of the Community Projects Unfunded Section

In the amount of \$3M with the remaining requested amounts as unfunded.

J.A. Coffman/C.A. Spearman:

BE IT RESOLVED THAT that the main motion be divided by removing cityHUB – Southgate as identified on Page 26 of the Community Projects Unfunded Section and voted on separately.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

Opposed: J.H. Carlson

----- CARRIED

J.A. Coffman/J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project
 - **cityHUB – Northeast** (30 Ave & 34 St N) as identified on Page 25 of the Community Projects Unfunded Section;
 - **cityHUB – SunRidge** as identified on Page 27 of the Community Projects Unfunded Section;
 - **cityHUB – West Highlands** as identified on Page 28 of the Community Projects Unfunded Section

In the amount of \$3M with the remaining requested amounts as unfunded.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project **cityHUB – Southgate** as identified on **Page 26** of the Community Projects Unfunded Section and

Prior to a vote on the Main Motion, the following Amendment was introduced:

J.A. Coffman/J.H. Carlson:

FURTHER BE IT RESOLVED the funding outlined on page 26 in year 2022 be moved to 2026 with the source of the funding being undetermined.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

Main Motion, as Amended:

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **cityHUB – Southgate** as identified on Page 26 of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT the funding outlined on page 26 in year 2022 be moved to 2026 with the source of the funding being undetermined.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community projects:
 - **Transit Terminal – ENMAX Centre** as identified on **Page 29** of the Community Projects Unfunded Section.
 - **Transit Terminal – Exhibition Park** as identified on **Page 30** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project **Crossings Branch Expansion and Enhancement** as identified on **Page 20** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED 43

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Galt No. 6 Mine Interpretive Park** as identified on **Page 21** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following amendment was introduced:

B.E. Hyggen/J.A. Coffman:

BE IT RESOLVED THAT the funding be moved from 2023 to 2026.

Absent: J.P. Mauro

In Favour: J.A. Coffman, B.E. Hyggen

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, S.R. Miyashiro, R.K. Parker

----- DEFEATED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Galt No. 6 Mine Interpretive Park** as identified on **Page 21** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, S.R. Miyashiro, R.K. Parker

Opposed: J.A. Coffman, B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **School Gymnasium Upsize** as identified on **Page 22** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, B.E. Hyggen, S.R. Miyashiro

Opposed: J.A. Coffman, R.K. Parker

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **New School Site Development** as identified on **Page 23** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Amendment was introduced:

J.H. Carlson/J.A. Coffman:

FURTHER BE IT RESOLVED THAT the funding be moved from 2025 to 2022, and be funded as follows:

- \$850k from subdivision surplus; and
- \$850k from developer contribution

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

--- CARRIED

Main Motion, as Amended:

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **New School Site Development** as identified on **Page 23** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT the funding be moved from 2025 to 2022, and be funded as follows:

- \$850k from subdivision surplus; and
- \$850k from developer contribution

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Royal View Memorial Cemetery (Phase 2)** as identified on **Page 31** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Arena Replacement** as identified on **Page 32** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **3rd Avenue South (Stafford Dr to MMD) Upgrade** as identified on **Page 33** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Civic Common Comprehensive Site Plan** as identified on **Page 34** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Amendment was introduced:

J.H. Carlson/J.A. Coffman:

BE IT RESOLVED THAT the Civic Common be designated as the future home of the Performing Arts Centre, and that this be considered in the comprehensive planning.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

Opposed: B.E. Hyggen, R.K. Parker

--- CARRIED

Main Motion, as Amended:

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Civic Common Comprehensive Site Plan** as identified on **Page 34** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT the Civic Common be designated as the future home of the Performing Arts Centre, and that this be considered in the comprehensive planning.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

Opposed: B.E. Hyggen, R.K. Parker

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Downtown 5th Street Preliminary Design** as identified on **Page 35** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

--- CARRIED

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Indigenous Cultural Centre Site Planning** as identified on **Page 36** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Indoor Court/Multipurpose Space Functional Study** as identified on Page 37 of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Tabling Motion was introduced:

J.A. Coffman/J.H. Carlson:

BE IT RESOLVED THAT this item be tabled to Friday May 14, 2021 at the call of the Chair.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

----- **CARRIED**

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Lethbridge Police Service Master Plan** as identified on **Page 38** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

--- **CARRIED**

Excerpt from Minutes Economic Standing Policy Committee Meeting held on Friday May 14, 2021

J.H. Carlson:

WHEREAS Master Plans provide direction to the Organization and to our community; and

WHEREAS the City Manager ought to co-ordinate master plans across the organization, therefore

BE IT RESOLVED THAT Economic Standing Policy Committee recommend that the City Manager establish the terms, conditions and funding model of a Master Plan Reserve, and

FURTHER BE IT RESOLVED THAT City Council approve the terms, conditions and funding model of a Master Plan Reserve and

FURTHER BE IT RESOLVED THAT to meet immediate requests, Economic Standing Policy Committee recommend that \$3,000,000 be transferred from the Municipal Revenue Stabilization Reserve (MRSR) to the Master Plan Reserve.

Prior to a vote on the Main Motion, the following Amendments were introduced:

J.H. Carlson: A.M. Campbell:

BE IT RESOLVED THAT the final operative clause be deleted.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, J.H. Carlson

Opposed: B.A. Crowson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----- DEFEATED

B.E. Hyggen: C.A. Spearman:

BE IT RESOLVED THAT the \$3,000,000 be transferred from the Fleet Reserve to the MRSR.

Absent: J.P. Mauro

In Favour: J.H. Carlson, J.A. Coffman, B.E. Hyggen

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, S.R. Miyashiro, R.K. Parker

----- DEFEATED

J.H. Carlson:

BE IT RESOLVED THAT the Main Motion be divided and voted on separately as follows:

1. WHEREAS Master Plans provide direction to the Organization and to our community; and

WHEREAS the City Manager ought to co-ordinate master plans across the organization, therefore

BE IT RESOLVED THAT Economic Standing Policy Committee recommend that the City Manager establish the terms, conditions and funding model of a Master Plan Reserve, and

FURTHER BE IT RESOLVED THAT City Council approve the terms, conditions and funding model of a Master Plan Reserve, and

2. FURTHER BE IT RESOLVED THAT to meet immediate requests, Economic Standing Policy Committee recommend that \$3,000,000 be transferred from the Municipal Revenue Stabilization Reserve (MRSR) to the Master Plan Reserve.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----- CARRIED

J.A. Coffman:

1. WHEREAS Master Plans provide direction to the Organization and to our community; and

WHEREAS the City Manager ought to co-ordinate master plans across the organization, therefore

BE IT RESOLVED THAT Economic Standing Policy Committee recommend that the City Manager establish the terms, conditions and funding model of a Master Plan Reserve, and

FURTHER BE IT RESOLVED THAT City Council approve the terms, conditions and funding model of a Master Plan Reserve, and

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----- **CARRIED**

J.A. Coffman:

2. FURTHER BE IT RESOLVED THAT to meet immediate requests, Economic Standing Policy Committee recommend that \$3,000,000 be transferred from the Municipal Revenue Stabilization Reserve (MRSR) to the Master Plan Reserve.

Absent: J.P. Mauro

In Favour: J.A. Coffman, S.R. Miyashiro

Opposed: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, B.E. Hyggen, R.K. Parker

----- **DEFEATED**

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project:
Lethbridge Public Library Master Plan as identified on **Page 39** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- **CARRIED**

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Mobility/ Accessibility Audits (Parks, Transportation & Transit)** as identified on **Page 40** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

--- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Nikka Yuko Japanese Garden (NYJG) Master Plan** as identified on **Page 41** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Parks Master Plan** as identified on Page 42 of the Community Project Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **River Valley Ridership Study and Analysis** as identified on **Page 43** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Amendment was introduced:

C.A. Spearman/ J.H. Carlson:

BE IT RESOLVED THAT Economic Standing Policy Committee amend the River Valley Ridership Study and Analysis as identified on Page 43 of the Community Projects Unfunded Section in the amount of \$64,000, in addition to the previously approved \$100,000.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, , S.R. Miyashiro, R.K. Parker

Opposed: J.A. Coffman, B.E. Hyggen

---- CARRIED

Main Motion, as Amended:

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **River Valley Ridership Study and Analysis** as identified on **Page 43** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT Economic Standing Policy Committee amend the River Valley Ridership Study and Analysis as identified on Page 43 of the Community Projects Unfunded Section in the amount of \$64,000, in addition to the previously approved \$100,000.

Absent: J.P. Mauro, B.A. Crowson

In Favour: C.A. Spearman, A.M. Campbell, J.H. Carlson, S.R. Miyashiro, R.K. Parker

Opposed: J.A. Coffman, B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Warehouse District Redevelopment Plan** as identified on **Page 44** of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Indoor Court/Multipurpose Space Functional Study** as identified on **Page 37** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Amendment was introduced:

J.H. Carlson/J.A. Coffman:

BE IT RESOLVED THAT the City Manager re-scope the Functional Study to determine the best way to maximize access to, and the use of, existing facilities in our community, by:

1. Undertaking a facility audit of current indoor court / multipurpose facilities in the city, including joint-use agreement schools and private facilities;
2. identifying community groups, organizations or users who either currently or would possibly utilize an indoor court / multipurpose facility, and;
3. Considering equitable access for all groups, ages and socioeconomic levels to indoor court / multipurpose facilities.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- CARRIED

Main Motion, as Amendment:

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. 3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Indoor Court/Multipurpose Space Functional Study** as identified on **Page 37** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT the City Manager re-scope the Functional Study to determine the best way to maximize access to, and the use of, existing facilities in our community, by:

1. Undertaking a facility audit of current indoor court / multipurpose facilities in the city, including joint-use agreement schools and private facilities;
2. identifying community groups, organizations or users who either currently or would possibly utilize an indoor court / multipurpose facility, and;
3. Considering equitable access for all groups, ages and socioeconomic levels to indoor court / multipurpose facilities.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E.

Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Outdoor Sports Court** as identified on **Page 19** of the Community Projects Unfunded Section.

Prior to a vote on the Main Motion, the following Amendment was:

S.R. Miyashiro/B.E. Hyggen:

BE IT RESOLVED THAT Economic SPC approve two courts at a cost of no more than \$900,000

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- CARRIED

Main Motion, as Amendment:

J.H. Carlson:

WHEREAS the Economic Standing Policy Committee has allocated community projects (Section D) into three CIP cycles (2022-2025, 2026-2029, 2030-2031);

AND WHEREAS the unfunded community projects (Section D) are currently shown in 2022 dollars;

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D); and
3. Amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: **Outdoor Sports Court** as identified on **Page 19** of the Community Projects Unfunded Section; and

FURTHER BE IT RESOLVED THAT Economic Standing Policy Committee approve two courts at a cost of no more than \$900,000.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

---- **CARRIED**

Reconsiderations:

J.A. Coffman/S.R. Miyashiro:

WHEREAS the lifecycle replacement of the asphalt pathways has been on the City's radar since 2010 and again in 2015 and again in 2017, and

WHEREAS attempts to maintain the integrity of the pathways has affected the aesthetics of the pathways and not slowed further decline, and

WHEREAS the new Bunka Centre is to be complete at the end of Summer 2021,

THEREFORE, BE IT RESOLVED THAT the Economic Standing Policy Committee, for the below previously approved resolution, reconsider the year of funding of '2026' and replace with '2023'.

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: Nikka Yuko Japanese Gardens (NYJG) Pathway as identified on Page 10 of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

----- **CARRIED**

Reconsiderations:

J.A. Coffman/S.R. Miyashiro:

WHEREAS efforts have been made to incorporate accessibility best practices in new construction or renovation projects, and

WHEREAS there is currently no dedicated funding available to implement such improvements in existing facilities, and

WHEREAS funding for past projects has been from various sporadic sources, which has limited what can be accomplished, and

WHEREAS dedicated funding will ensure that accessibility improvements can be addressed on a prioritized basis,

THEREFORE, BE IT RESOLVED THAT the Economic Standing Policy Committee, for the below previously approved resolution, reconsider the table of funding/years and replace with a revised table of funding/years that incorporates the following:

- Approve \$1.1M over the years 2022 to 2025 for all outstanding work identified as “High Priority” from the accessibility assessment, and
- Approve \$1.1M over the years 2026 to 2029 for all outstanding work identified as “Medium and Low Priority” respectively, from the accessibility assessment.

BE IT RESOLVED THAT the Economic Standing Policy Committee recommend that Council amend the 2022-2031 Capital Improvement Program to include the following Section D – Community project: Facility Assessments and Accessibility Upgrades as identified on Page 7 of the Community Projects Unfunded Section.

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, S.R. Miyashiro, R.K. Parker

----- **CARRIED**

BE IT RESOLVED THE Economic Standing Policy Committee forward Item 5.6 – 2022 – 2031 Capital Improvement Program (CIP) Budget, as amended, to the May 18, 2021 meeting of City Council, and recommend City Council:

1. Allocate the projects within the assigned Capital Improvement Plan cycles to match revenue available by year (Section D); and
2. Adjust project costs and revenues for inflation (Section D).

Absent: J.P. Mauro

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen

---- **CARRIED**

5. SUBMISSIONS:

5.1. 2022-2031 Capital Improvement Program (CIP) Recommendations from Economic Standing Policy Committee

C.A. Spearman/J.H. Carlson:

BE IT RESOLVED THAT City Council adopt the recommendations of the May 10-14, 2021 Economic Standing Policy Committee, as provided in Attachment 2,

Prior to a vote on the Main Motion, the following amendment was introduced:

J.H. Carlson/S.R. Miyashiro:

BE IT RESOLVED THAT the 2022-2031 Capital Improvement Program (CIP) be amended to show funding for Project E-7: Waste & Recycling Curbside Organics Collection as unrestricted grant funding in place of borrowing, in the amount of \$10,629,000.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

Opposed: B.E. Hyggen, J.P. Mauro, R.K. Parker

----- **CARRIED**

S.R. Miyashiro/B.A. Crowson:

WHEREAS All of society suffers when there is not an adequate supply of safe, appropriate and affordable housing. When individuals and families spend more than 30% of their income on housing, this means less money for food, education, health care, recreations culture, etc. Ultimately this leads to higher degrees of stress, frustration, and hopelessness creating a downward spiral of human suffering and an increase in public costs. Without adequate housing, the entire community suffers; and

WHEREAS The Community Wellbeing and Safety Strategy (CWSS) has been identified as a top priority for the City of Lethbridge, and key to achieving community wellbeing and safety is an adequate supply of safe, appropriate and affordable housing; and

WHEREAS the Municipal Housing Strategy (MHS) has identified a need for approximately 4800 safe, appropriate and affordable housing units, and both the MHS and CWSS have identified the most critical housing gap is supportive housing units for high acuity homeless clients; and

WHEREAS Significant capital funding will be required to achieve the established housing targets. The majority of available capital funding is available through the Government of Canada's National Housing Strategy, of which a foundational principle is co-investment (skin in the game) from key stakeholders, including the City of Lethbridge;

THEREFORE, BE IT RESOLVED THAT Council amend the 2022-2031 Capital Improvement Program by **allocating \$5 million** from available funding sources from the Capital Improvement Program to increase the supply of safe, appropriate and **affordable housing** in Lethbridge; and

FURTHER BE IT RESOLVED THAT Administration develop a capital grant allocation policy defining how the capital funding is to be allocated. This policy may be a new policy, or a revision of the current Affordable/Social Housing Capital Grant policy (CC49). This policy must be approved by City Council.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen, J.P. Mauro

----- **CARRIED**

Prior to a vote on the Main Motion, the following Motion to Divide was introduced:

J.H. Carlson/R.K. Parker:

BE IT RESOLVED THAT the Main Motion, as amended, be divided to vote separately on E-11 – Sustainability Enhancements.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

Councillor R.K. Parker declared a conflict of interest, and left the meeting,

C.A. Spearman:

BE IT RESOLVED THAT 2022-2031 Capital Improvement Program (CIP) Project: E-11 – Sustainability Enhancements, be approved.

Absent: R.K. Parker

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro

Opposed: B.E. Hyggen, J.P. Mauro

----- CARRIED

Councillor R.K. Parker returned to the meeting.

Prior to a vote on the Main Motion as Amended, the following postponement was introduced:

B.E. Hyggen/J.A. Coffman:

BE IT RESOLVED THAT the following items be postponed for two weeks, to June 1, 2021;

5.1.A. 2022-2031 Capital Improvement Program (CIP) Recommendations from Economic Standing Policy Committee

5.1.B. 2022-2031 Capital Improvement Program (CIP) projects in 2026

5.1.C. Summary of CIP Projects from Economic SPC Budget Deliberations May 10-14, 2021

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, R.K. Parker

Opposed: S.R. Miyashiro

----- CARRIED

5. SUBMISSIONS:

5.1. 2022-2031 Capital Improvement Program (CIP)

5.1.A 2022-2031 Capital Improvement Program (CIP) Recommendations from Economic Standing Policy Committee

5.1.B. 2022-2031 Capital Improvement Program (CIP) projects in 2026

5.1.C. Summary of CIP Project from Economic SPC Budget Deliberations May 10-14, 2021

BE IT RESOLVED THAT City Council adopt the recommendations of the May 10-14, 2021 Economic Standing Policy Committee, as provided in Attachment 2, as amended, excluding E-11 Sustainability Enhancements

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, S.R. Miyashiro, R.K. Parker

Opposed: B.E. Hyggen, J.P. Mauro

----- CARRIED

6. OFFICIAL BUSINESS RESOLUTION:

6.2. Indigenous Place-Making Strategy

J.A. Coffman:

WHEREAS the discovery in Kamloops BC of a mass grave holding the bodies of 215 Indigenous children has renewed calls for governments to take substantive action on the Truth and Reconciliation Calls to Action; and

WHEREAS the City of Lethbridge is responsible for the public spaces in our community, such as City owned parks, neighbourhoods and facilities, certain historical markers, as well as the naming of public infrastructure and spaces; and

WHEREAS City Council approved the Indigenous Place-making Strategy as part of the 2022- 2031 Capital Improvement Program, a Strategy that includes a review (audit) of the public spaces, markers and language used by the City; and

WHEREAS undertaking an audit of our public spaces, done through the lenses of Truth and Reconciliation and Inclusion, would allow our community to have a conversation around placemaking, and possibly determine outcomes where public spaces can further define us as a community;

THEREFORE, BE IT RESOLVED THAT City Council (two-thirds vote required) advance the Indigenous Place-making Strategy by amending the June 1, 2021 Regular Meeting of Council decision on the Indigenous Place-making Strategy (Section D, pg 17 of the 2022 - 2031 Capital Improvement Program) to:

- a. revise the start year for the Indigenous Place-making Strategy from '2022' to '2021', and
- b. revise the funding source for the Indigenous Place-making Strategy from 'Community Project Unfunded Section' to the 'Major Capital Projects Reserve', and

FURTHER BE IT RESOLVED THAT the City Manager include regular updates on the work of the Indigenous Place-making Strategy as part of City Council's Work Plan; and

FURTHER BE IT RESOLVED THAT the City Manager present City Council with the findings of the public spaces audit and recommendations for further action, no later than February 28, 2022.

In Favour: C.A. Spearman, A.M. Campbell, B.A. Crowson, J.H. Carlson, J.A. Coffman, B.E. Hyggen, J.P. Mauro, S.R. Miyashiro, R.K. Parker

----- CARRIED

**CAPITAL IMPROVEMENT PROJECTS
CONSIDERED – NOT APPROVED**

2022-2031

Major Program: **New Facilities**Project Title: **cityHUB - ATB Centre**Dept - Project #: **437**Start Year: **2022**End Year: **2022**Capital Improvement Program
2022 to 2031**Description & Location**

The ATB Centre is a major destination. Transit will look to design routing with enhanced connectivity to this facility. This will provide an accessible connection between Lethbridge Transit and ATB Centre for those with a disability. The heated shelter will be placed next to the existing pullouts located north of the ATB Centre. The hub will also include wayfinding signage, and bicycle racks.

Purpose & Justification

As part of the 2017 Transit Master Plan, Lethbridge Transit is looking to incorporate efficient and convenient transportation for the City of Lethbridge. This includes a newly designed transit system called Citylink. Citylink will improve transit service in Lethbridge by streamlining the fixed route system and incorporating demand response. Transit hubs are necessary in order to maximize the safety and efficiency of this system. In addition to being necessary for safety and efficiency gains, these hubs will also provide our customers and operators with improved amenities, real time schedule information, and an overall improved transit experience. The hubs will be strategically located along main corridor high frequency routes and provide an accessible, safe location for customers and staff along with a hub for demand response customers to connect onto Citylink. The hubs will also improve connectivity to Uber, cyclists, and other future mobility options.

All amounts below are in thousands of dollars

	Prior	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Costs - Shareable												
Construction		215										215
Consultive Services		41										41
Equip. & Furnishings		5										5
Other		36										36
		297										297
Total Costs		297										297
Funding												
Undetermined Funding		297										297
		297										297
Total Funding		297										297
Estimated Debt Charges		0	0	0	0	0	0	0	0	0	0	0
Projected Net Operating Costs		0	22	23	24	25	26	27	28	29	30	
Est. GHG Emissions (t CO2e)		0	19	19	19	19	19	19	19	19	19	

Comments

