

DATE: March 17, 2015

TO: Board of Trustees

FROM: Trustee Michael Janz

SUBJECT: Motion re Traffic Safety Initiatives Around Schools and School Zones

REFERENCE: [Trustees' Handbook – Section 5.2.2 – Notices of Motion](#)

ISSUE

Notice of motion was served at the March 3, 2015 board meeting.

RECOMMENDATION

That the Edmonton Public School Board write a letter to the Mayor and City Council advocating for a portion of the revenue collected from Photo Radar be directed to traffic safety initiatives around schools and school zones.

BACKGROUND

A February 2, 2015 article in the *Edmonton Sun* reported that speeding in school zones continues to be a major issue. There were 1,065 drivers caught speeding in thirteen different school zones on January 26, 2015 alone – the highest number recorded in one day since enforcement began on school zone limits of 30 km/h in November 2014. There were 3,515 violations recorded through all of November.

The implementation of school zones and traffic demand management strategies in our communities have been an area of great concern for the Edmonton Public School Board and numerous community partners. We were pleased to see school zones implemented.

Safe opportunities to get to and from school and supporting active transportation initiatives such as [SHAPE](#) (Safe and Healthy Active People Everywhere) have been supported by the District in the past. Ensuring that the roadways around our schools are safe and that active transportation can be promoted in our community is an area of collaboration for the City and Edmonton Public Schools.

As the City continues to move forward in traffic enforcement and targeting initiatives, support for school safety would be a sensible and advantageous investment.

NEXT STEPS

Pending approval of the recommendation, a letter will be prepared for the Board Chair's signature to the Mayor and City Council.

ATTACHMENTS & APPENDICES

- ATTACHMENT I - [City of Edmonton Transportation Committee February 25, 2015 Reports \(Item 6.4 – Traffic Safety and Automated Enforcement Reserve Fund Uses\)](#)
- ATTACHMENT II - [Edmonton Speaks as One](#)

MJ:mmf

Auto Enforcement

Attachment 1**Traffic Safety and Automated Enforcement Reserve Budget Analysis 2015 - 2018**

In Thousands (\$000)

| | <u>2015</u> | <u>2016</u> | <u>2017</u> | <u>2018</u> |
|--|--------------------|----------------------|----------------------|----------------------|
| | Budget (Note 1) | Forecast (Note 2) | Forecast (Note 2) | Forecast (Note 2) |
| Automated Enforcement Revenue transferred to Reserve | \$ 41.0 | \$ 41.0 | \$ 41.0 | \$ 41.0 |
| Transfers from the Reserve | | | | |
| Office of Traffic Safety | 14.9 | 14.9 | 14.9 | 14.9 |
| Edmonton Police Service | 15.7 | 15.7 | 15.7 | 15.7 |
| Corporate traffic safety initiatives | 4.4 | 4.4 | 4.4 | 4.4 |
| Community Facility Partner Capital Grant Program | 2.9 | 2.9 | 2.9 | 2.9 |
| Total Allocated | <u>\$ 37.9</u> | <u>\$ 37.9</u> | <u>\$ 37.9</u> | <u>\$ 37.9</u> |
| Unallocated Balance (on going) | <u>\$ 3.1</u> | <u>\$ 3.1</u> | <u>\$ 3.1</u> | <u>\$ 3.1</u> |

Projected Budget:

| | | | | |
|--|----------------|----------------|----------------|----------------|
| Opening | \$ 18.6 | \$ 21.7 | \$ 24.8 | \$ 27.9 |
| Transfers to Reserve (Revenue) | 41.0 | 41.0 | 41.0 | 41.0 |
| Transfers from Reserve (Program Allocations) | <u>(37.9)</u> | <u>(37.9)</u> | <u>(37.9)</u> | <u>(37.9)</u> |
| Closing balance | <u>\$ 21.7</u> | <u>\$ 24.8</u> | <u>\$ 27.9</u> | <u>\$ 31.0</u> |

Comprised of:

| | |
|--------------------------|----------------|
| Minimum balance required | \$ 2.1 |
| Available for allocation | |
| one time | 16.5 |
| on-going | <u>3.1</u> |
| | <u>\$ 21.7</u> |

Notes

- 1.) The 2015 Budget reflects the approved allocation of the funding after the operating budget amendments.
- 2.) The 2016-2018 Budget reflects a forecast based on the continuation of the program as approved in 2015.

Traffic Safety and Automated Enforcement Reserve Fund Uses

Recommendation:

That February 25, 2015, Financial Services and Utilities report CR_1968, be received for information.

Report Summary

This report outlines the allocation to specific project or programs allowed under the Traffic Safety and Automated Enforcement Reserve Policy including a discussion of potential uses of the 2015 unallocated funds available in the reserve.

Previous Council/Committee Action

At the November 26, 2014, City Council Budget meeting, the following motions were passed:

- That Administration provide a report to Committee outlining the allocation to specific projects or programs allowed under the Traffic Safety and Automated Enforcement Reserve Fund Policy including the potential uses of the 2015 unallocated funds available in the Reserve.
 1. That a Traffic Safety and Automated Enforcement Reserve to accumulate surpluses and fund shortfalls that arise from the variability of photo enforcement revenue, as outlined in Attachment 1 of the November 26, 2014, Financial Services and Utilities report CR_1873, be approved.
 2. That Policy C579, as set out in Attachment 1 of the November 26, 2014, Financial Services Utilities report CR_1873, be approved.
- That the Community Services, Community Facility Partner Capital Grant Program Branch, 2015 Operating Budget increase by \$2.9 million, to fund the Community Facility Partner Capital Grant Program, on an ongoing basis, with funding from the Photo Enforcement Reserve.
- That Administration provide a report a report on options for funding Capital Profile Traffic Signals - Pedestrian Vehicle Safety CM-66-2520, including the potential to fund it from a photo enforcement reserve, if such a reserve is established.

Report

Background

City Council approved the Traffic Safety and Automated Enforcement Reserve and City Policy C579 during the 2015 operating budget deliberations. The reserve is a specific purpose reserve established to address revenue variability unique to the Traffic Safety and Automated Enforcement Program and to allow for the accumulation of annual surplus funds within the reserve or when necessary, account for a program deficit.

Reporting

With the approval of the Traffic Safety and Automated Enforcement Reserve, Traffic Safety and Automated Enforcement Revenue will be budgeted in the annual operating budget for Corporate Programs and allocated to the reserve. Funding allocations will be made from the reserve to eligible programs and projects.

Allocations from the reserve will be made to the operational areas to offset actual approved capital and operating expenditures up to a maximum amount authorized by City Council through budget approval. Any excess budget will remain in the reserve. If funding requirements are greater than those approved through the annual budget process, further approval is required from City Council for use of reserve funds, if any, to offset those additional expenditures. Unused funds that are committed to future expenditures require City Council approval for continued funding from the reserve. This will be done annually through the annual preliminary year-end operating financial performance report.

Eligibility

With the approval of policy C579, included as attachment 2 to this report, funding allocations from the reserve can be made to the following:

- a) The Office of Traffic Safety
- b) Edmonton Police Services
- c) Other traffic safety programs as approved by City Council in the capital or operating budget.
- d) Community infrastructure programs such as, but not limited to, the Community Facility Partner Capital Grant Program and the Community League Infrastructure Grant Program.

To clarify the programs and projects eligible for funding from the reserve the following more detailed information is provided on each of the above items identified.

Office of Traffic Safety

The Office of Traffic Safety supports the goal of a safe transportation system in the City

of Edmonton through education, engineering, enforcement and evaluation. The Office of Traffic Safety evaluates traffic data to manage local traffic, reduce speed, deter risky driver behaviour and reduce collisions and traffic related injury. The Office of Traffic Safety installs and manages intersection safety cameras and photo radar enforcement. To administer programs, the Office of Traffic Safety works with a number of organizations in the community including the Edmonton Police Service, the Edmonton Federation of Community Leagues and various schools. Programs under the mandate of the Office of Traffic Safety are eligible for funding from the reserve.

Edmonton Police Services

Each year a portion of the Edmonton Police Services budget is funded from a portion of the automated enforcement revenue generated by the Traffic Safety and Automated Enforcement Program in Transportation Operations. With the establishment of the Traffic Safety and Automated Enforcement Reserve, the Edmonton Police Services budget will be adjusted to include a transfer from the reserve. The Edmonton Police Services budget is eligible for funding from the reserve.

Traffic Safety Programs as Approved by City Council in the Capital or Operating Budget

There are a number of other traffic safety initiatives throughout the City of Edmonton that do not fall within the mandate of the Office of Traffic Safety. Traffic safety initiatives undertaken through other program areas are eligible for funding from the reserve. Traffic safety initiatives can include educational programs in the community, the design, construction and maintenance of safe roadways, traffic operations such as signals and street lighting that contribute to traffic safety and any other programs or initiatives that support improved traffic safety. In addition to the funding approved for the Office of Traffic Safety, the 2015 approved budget includes an allocation to traffic safety initiatives within the Transportation Department.

Community Infrastructure Programs

The reserve policy allows for the funding of community infrastructure programs. While the policy specifically identified the Community Facility Partner Capital Grant Program and the Community League Infrastructure Program as programs eligible for funding from the reserve, funding is not restricted to these programs. Reserve transfers can be used to fund any community infrastructure programs including neighbourhood park development or any other programs contributing to community infrastructure.

Program/Project Funding Currently Identified

Through the budget deliberations a motion was passed requesting a report outlining funding options for Capital Profile Traffic Signals - Pedestrian Vehicle #CM-66-2520 including potential funding from the Traffic Safety and Automated Enforcement Reserve. On February 25, 2015, Pedestrian Safety – Traffic Signal Funding Options Transportation Services report CR_1981 will be presented to Transportation Committee

in response to this request. If this project is approved for funding from the Traffic Safety and Automated Enforcement Reserve \$2.9 million will be allocated from the reserve on an annual basis from 2015 - 2018 to fund the \$11.6 million identified in the profile.

Administration will be presenting a Road Safety Strategy for City Council approval and the funding for the components of the strategy will be outlined in Capital Profile and proposed for future operating budgets. The program's focus on traffic safety would make the program eligible for funding from the reserve.

The policy allows for excess funds to be held in the reserve until programs or projects are identified. A number of other traffic safety or community infrastructure initiatives will be identified over the coming years allowing an opportunity for funding allocations to be made on the basis of emerging issues.

Budget/Financial Implications

Attachment 1 provides a summary of the approved 2015 budget for the Automated Enforcement Program along with the forecast budget for 2016-2018 assuming the continuation of the Automated Enforcement Program in the format approved for 2015. The attachment provides the projected reserve balance by year based on allocations currently approved by City Council and the unallocated balance after ensuring the required minimum balance is maintained.

With the establishment of the Traffic Safety and Automated Enforcement Reserve, the excess of the 2014 automated enforcement revenue over expenditures will be transferred to the reserve. Projected to be \$9.9 million in the September 30, 2014 report on Projected Year End Financial Results, at the date of writing the amount is projected to be \$18.6 million. The program surplus was generated by \$15.4 million in greater than budgeted revenues, \$2.8 million in unspent capital transfers and \$400,000 in other favourable expense variances. It is important to note that the program surplus balance is unaudited and subject to change. After allowing for the minimum balance of the reserve as required by the policy, a total of \$16.5 million is projected to be available to fund eligible programs or projects on a one-time basis. This projection will be updated on March 3, 2015, with the December 31, 2014, Preliminary Year-End Financial Results – Operating and finalized with the approval of the December 31, 2014, Consolidated Financial Statements of the City of Edmonton in April 2015.

Automated Enforcement Revenue is budgeted at \$41 million. A total of \$14.9 million in reserve transfers has been budgeted for programming in the Office of Traffic Safety and \$4.4 million has been budgeted for base traffic safety expenditures in Transportation Operations.

The Edmonton Police Services budget is partially funded by a \$15.7 million transfer from the Traffic Safety and Automated Enforcement Reserve. On December 9, 2014, as part of the budget deliberations, City Council voted to increase the 2015 Operating Budget by \$2.9 million to fund the Community Facility Partner Capital Grant Program on

an ongoing basis with funding from the Traffic Safety and Automated Enforcement Reserve.

Based on the current approved budget a total of \$3.1 million in annual funding is unallocated and available to fund eligible projects or programs on an on-going basis. Funding the proposed Capital Profile Traffic Signals - Pedestrian Vehicle Safety CM-66-2520 would reduce the on-going funding available from the reserve to \$200,000 on an annual basis.

Attachments

1. Traffic Safety and Automated Enforcement Reserve Budget Analysis 2015-2018
2. City Policy C579 Traffic Safety and Automated Enforcement Reserve



CITY POLICY

POLICY NUMBER: C579

REFERENCE:

ADOPTED BY:

City Council
November 26, 2014

SUPERSEDES:

New

PREPARED BY: Financial Services and Utilities

DATE: November 26, 2014

TITLE: **Traffic Safety and Automated Enforcement Reserve**

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Policy Statement:

1. In compliance with this policy and the *Municipal Government Act*, the establishment of all Reserve accounts and the transfers to and from these accounts require City Council approval.
2. The Traffic Safety and Automated Enforcement Reserve will be funded from the Automated Enforcement Revenue and is to have a minimum balance of 5% of actual Automated Enforcement Revenue. In the event the reserve balance falls below the minimum level, a strategy will be adopted to achieve the minimum level over a period not to exceed three years.
3. The Traffic Safety and Automated Enforcement Reserve is established to address the revenue variability associated with automated traffic enforcement and to allow for the accumulation of Annual Traffic Safety Program Surplus funds within the reserve or fund an Annual Traffic Safety Program Deficit when necessary. Annual budgeted automated enforcement revenue is intended to fund on-going traffic safety initiatives and other programs approved by City Council through the budget process. The minimum reserve balance represents the stabilization portion of the Traffic Safety and Automated Enforcement Reserve and is intended to manage unforeseen impacts to revenue in the current year. Any sustained impact to program revenues (i.e. change in legislation, automated enforcement technologies) must be managed in the following budget year.
4. The reserve account balance will be reviewed, a minimum of every three years, with recommendations made to City Council.



CITY PROCEDURE

POLICY NUMBER: C579

AUTHORITY: City Manager

EFFECTIVE DATE: November 26,
2014

TITLE: Traffic Safety and Automated Enforcement Reserve

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1. DEFINITIONS

- 1.01 Reserve Accounts represent amounts appropriated from accumulated surplus for designated requirements.
- 1.02 Traffic Safety and Automated Enforcement Reserve represents the amount appropriated from Automated Enforcement Revenue and the Annual Traffic Safety and Automated Enforcement Surplus/Deficit to be used for revenue stabilization, traffic safety and City Council approved projects such as, but not limited to, community infrastructure programs.
- 1.03 Automated Enforcement Revenue is the revenue generated from automated traffic enforcement activities excluding Traffic Safety Act revenues within the activities of the Edmonton Police Service.
- 1.04 Annual Traffic Safety and Automated Enforcement Surplus is the actual Automated Enforcement Revenue in excess of actual expenditures at fiscal year-end for the programs approved by City Council to be funded from the reserve.
- 1.05 Annual Traffic Safety and Automated Enforcement Deficit is the actual expenditures for the programs approved by City Council to be funded from the reserve in excess of actual Automated Enforcement Revenue at fiscal year-end.



CITY PROCEDURE

POLICY NUMBER: C579

AUTHORITY: City Manager

EFFECTIVE DATE: November 26,
2014

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2. PROCEDURES

2.01 City Manager to:

- a) Recommend to the Executive Committee of City Council approval of this Policy and amendments thereto.
- b) Recommend to City Council approval of the establishment of and changes to the Traffic Safety and Automated Enforcement Reserve.
- c) Recommend transfers to or from the reserve through the budget.
- d) Recommend to City Council a strategy to replenish the Traffic Safety and Automated Enforcement Reserve if the reserve balance falls below the minimum balance.

2.02 Reserve transfers will be recommended and approved through the budget.

2.03 The Chief Financial Officer will undertake a detailed review of the Traffic Safety and Automated Enforcement Reserve requirements every three years as a part of the City of Edmonton's reserve review process.

2.04 Interest earnings will be applied to the Traffic Safety and Automated Enforcement Reserve balance in excess of the minimum reserve balance. The minimum reserve balance is set to manage the risk associated with the volatility of automated enforcement revenue. Balances in excess of the revenue stabilization requirement are primarily maintained for future capital and other program expenditures, therefore are in line with the City's policy for applying interest. Interest will be applied at the City's short-term investment earnings rate.

2.05 The Traffic Safety and Automated Enforcement Reserve shall have a minimum balance of 5% of actual Automated Enforcement Revenue.



CITY PROCEDURE

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AUTHORITY: City Manager

EFFECTIVE DATE: November 26,
2014

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- 2.06 Revenue from automated enforcement will be budgeted in the Corporate Programs operating budget annually and allocated to the reserve. Funding allocations will be made from the reserve to individual programs for budgeted expenditures in the operational areas responsible for the provision of traffic safety and other programs, as follows:
- a) Office of Traffic Safety
 - b) Edmonton Police Services
 - c) Other traffic safety programs as approved by City Council in the capital or operating budget.
 - d) Community infrastructure programs such as, but not restricted to, the Community Facility Partner Capital Grant Program and the Community League Infrastructure Grant Program.
- 2.07 Corporate Programs will transfer the Automated Enforcement Revenue to the Traffic Safety and Automated Enforcement Reserve.
- 2.08 Allocations from the Traffic Safety and Automated Enforcement Reserve will be made to the operational areas to offset actual approved program expenditures up to a maximum amount authorized by City Council through budget approval. Program surpluses and deficits will accrue back to the Traffic Safety and Automated Enforcement Reserve.
- 2.09 Transfers to and from the Automated Enforcement Reserve will be reported to City Council as a part of the regular financial performance reporting process.

Edmonton Speaks as One

Posted December 1st, 2014 in [2013-2017 Term](#), [A city with better housing & transportation choices](#), [A fiscally responsible city](#), [A profitable and prosperous city](#), [Crime](#), [Economy](#), [Education & Innovation](#), [Taxation](#)

On November 10, I hosted the inaugural Mayor's City-Building Summit here at City Hall. The Summit gathered leaders from the health, K-12 education, post-secondary, business and community safety sectors to speak – as one – about Edmonton's priorities in the coming years. A key deliverable from this Summit is the following letter summarizing this discussion for Premier Prentice and the Government of Alberta in advance of their budget deliberations.

December 1, 2014

Dear Premier Prentice:

Alberta's capital city is facing unprecedented population growth pressures. We are Canada's fastest-growing city in Canada's fastest-growing province — an economic engine that is now powering our country. In 2013, 40 per cent of all new jobs in Canada were created in the Edmonton region. Our city is a magnet, more than ever a destination for those seeking a better life for their families — growing by more than 60,000 people in just two years.

Building this city requires the effort and partnership of many. On November 10, at the inaugural Mayor's City-Building Summit, an unprecedented gathering of leaders from the fields of education, business, health and community safety met to identify their collective 2015-16 priorities. Every leader, and every organization present, spoke about the desire to work with the Province in pursuing their goals and the importance of ensuring Edmonton — a hub and service centre for Northern Alberta — is prosperous and competitive, resilient and adaptive, healthy and inclusive — overall, uplifting.

From K-12 and post-secondary education to policing, from infrastructure and transportation to social support development, we heard several recurring themes:

- Alberta's two largest cities account for the majority of the province's population growth and generate the majority of its economic output; the Alberta government must be a committed partner in unlocking our big cities' promise and prosperity
- It is in our best interest to build on Edmonton's already considerable strengths in select disciplines and enhance the city's competitive edge as a city of learning and an unrivalled hub for health and care
- Adequate, stable and predictable funding is the optimal approach to plan for and to sustain growth in areas of provincial jurisdiction
- A clear desire exists to enhance partnerships between those who gathered at the table and the Alberta government.

With these themes in mind and, on behalf of my peers at the City-Building Summit, please consider the following as Edmonton's submission to the Government of Alberta's 2015-16 budget deliberations.

Health & Care

We must recognize and invest in Edmonton's role as a health centre for Western and Northern Canada. Our city also requires an investment in prevention through early childhood development programming, and efforts to head off mid-life chronic illnesses associated with smoking, obesity, inactivity and injuries. While my Task Force to Eliminate Poverty is taking a close look at preventing and eliminating the cycle of poverty versus simply continuing to manage it, we will not and cannot succeed without a solid partnership with the Province. Indeed, the Task Force's work is aligned with the poverty work of your government, and I recognize Human Services Minister Heather Klimchuk for her spirited participation as a valued Task Force member.

In front of us is an opportunity to create a true centre of excellence for health and care in Edmonton by investing in treatment best practices, expanding the role of medical and public health schools, and building on existing strengths in transplants, cardiac care and obstetrics. As a start, we should open up available health data for broader use in order to create a baseline for understanding our current health, defining pathways for change, and unlocking innovation and clinical possibilities. These steps could lead to better performance measures and enhanced accountability while maximizing the University of Alberta's capacity in this respect. Our city's business community, in its presentations, also carried this message and spoke about Edmonton's preeminence in health and the need to build on this strength by investing in health care research, new product and process innovation laboratories, and a new health data analytics centre that improves health outcomes.

As Edmonton grows, and with it the larger family of northern communities it serves, there is no doubt that new and replacement hospitals will be needed very soon in our city, including a new children's hospital that allows us to enhance our leadership in children's health care.

Education

Board chairs of Edmonton Public Schools, Edmonton Catholic Schools and Greater North Central Francophone School Board emphasized funding targeted programs in early education, intervention strategies and supports. This means recognizing continued acute and growing needs for new schools in addition to funding required to modernize existing ones. We appreciate the Province's announcements of new schools and modernization projects in Edmonton and we are doing our part to assemble sites and facilitate the necessary permits and applications; however, we must build on these in order to match the capital needs of our fast-growing city.

An essential component of our province's lifelong learning is its public libraries. We heard from Linda Cook, Chief Executive Officer of Edmonton Public Library — Canada's third-most popular library system, based on circulation, and Edmonton's second-most visited destination. The library needs provincial per-capita funding that keeps pace with our province's rapid rate of growth, particularly to support digital literacy. Named library of the year by the prestigious *Library Journal* in 2014, Edmonton Public Library is seeking a partnership with the provincial government that ensures capital and operational funding assistance can keep up with a library network that has maintained its relevance to citizens now more than ever.

Post-Secondary Education

Provosts representing the University of Alberta, MacEwan University, Northern Alberta Institute of Technology, Concordia University College of Alberta, The King's University and NorQuest College came together with a shared vision for the role of post-secondary learning in Edmonton. As Alberta's premier university town, Edmonton universities employ in excess of 22,000 people with an annual \$1.5 billion payroll. Post-secondary leaders told us about the need to develop stronger pathways into productive careers for Aboriginal, immigrant and underemployed learners, the help required to apply to and navigate the process for newcomers' permanent residency in Alberta, the assistance needed with settling families and accessing health care, and the help single parents need in order to obtain a post-secondary education. Post-secondary institutions require stable, multi-year program funding, and new operating and capital funding to manage enrollment growth and support skills training in one of the country's most vital economies.

Business

This vision for both our K-12 and post-secondary education systems was also expressed in a joint presentation by the leaders of Edmonton Economic Development, TEC Edmonton and Edmonton Chamber of Commerce Board — describing the need for a long-term sustainable funding model for education that builds on Edmonton's leadership as a learning city and magnet for research and teaching talent. They described the need to enhance Canada's manufacturing and energy supply and services hub by servicing the Edmonton Energy Technology Park, accelerating interchange infrastructure and freeing up remaining land at the Edmonton Research Park to attract companies and innovators — and stand ready to demonstrate the business case for each vital investment.

Community Safety

Edmonton Police Commission Chair Shami Sandu spoke of the need for increased upfront investment in police officer recruitment to face growth pressures. In law enforcement terms, Edmonton is one of Canada's most complex cities and is facing increasingly sophisticated and resource-intensive criminal activity. At the same time, the Edmonton Police Service has become the social agency of first response for Edmonton and the homeless, addicted and mentally ill who come from across Northern Alberta. Investing in preventing these problems could, over time, actually decrease the need for expensive police funding.

Municipal Priorities

We can help your government successfully achieve its social policy framework goals of ending homelessness and ending child poverty, along with supporting your mental health and addictions work. These are the kind of prevention strategies Edmonton needs, too. At the municipal level, my City Council colleagues and I are seeking a true partnership with your government that will result in better health and education outcomes for our citizens, and the long-term sustainability of our city. **We believe the most effective way forward is through the continued development of a big city charter that supports a shared vision developed between Alberta's two big cities and the province.**

In that vein, over the medium term, we are seeking a commitment to fully fund the Municipal Sustainability Initiative (MSI) to the level that was originally intended; an increase to the Family and Community Support Services (FCSS) grant that matches the needs of a hub and service centre like Edmonton; and finally, a renewed GreenTRIP program that provides a line of sight to a full build-out of our LRT system — essential transportation infrastructure to keep our economy moving. Let us also work together to advocate for federal investment in much-needed transportation upgrades that will open up key economic trade corridors in the Edmonton region. Building on your recent meeting with Premiers Clark and Wall, I would be pleased to discuss this opportunity with you in the near future.

As a practical first short-term step, the City of Edmonton is seeking an **immediate provincial investment in community safety** in the form of funding for an increased number of police officers on our streets. Response times are trending up while our city's geographical footprint continues to increase. Edmonton also has one of the highest number of inmate spaces per capita in the country. Bottom line: while crime is declining in other parts of Canada, it is not declining in Edmonton. Provincial funding and partnerships, while valued and instrumental in the delivery of a fundamental service, have not kept pace with inflation nor have they kept pace with increasing mental health-related social disorder.

Finally, a thoughtful, productive and timely review of the Municipal Government Act is paramount to our mutual success and the success of all the City-Building Summit partners who work in health care, education, innovation and research, business and community safety. This process is well underway, and I remain committed to lending Edmonton's voice to these discussions as we move along.

In the context of your recent 2014-15 second-quarter financial update, we understand the need for fiscal diligence in your budgetary planning process. To that end, it is our expectation that this submission will assist in prioritizing areas of investment for Edmonton.

On behalf of my City Council colleagues and partners in our community, thank you for considering these priorities – and we look forward to discussing them with you and your government as you formulate the Province's 2015-16 budget.

Yours truly,

Mayor Don Iveson