

UTILITY LINE ASSIGNMENT FEES

1. **Permitting and Inspection Fees**

a. **Establishment of Charges**

The permitting and inspection charges used in the Right-of-Way Consent and Access Agreements were established in 2001 based on recovery of causal costs. The permitting and inspection fees were established as part of Bylaw 12846.

The distribution of costs by project length is based on the accepted methodology in CRTC Decision Number 2001-23. The rates are based on the Vancouver model of cost splits between projects less than or greater than 20 meters including a 15% loading as accepted in CRTC Decision Number 2001-23, applied against Edmonton's causal costs.

b. **Adjustment of Charges**

The permitting and inspection charges established in 2001 are adjusted annually based on the increase in the Consumer Price Index (CPI) for Alberta, released annually by Statistics Canada in November. The Factor is the change in the Consumer Price Index from September of previous year to September of current year. If the change in the CPI for any given year is a negative sum, the CPI Factor for that period shall be zero.

The following table shows the Permitting and Inspection Fees for 2026:

| Year | No Circulation | Full Circulation (length < 20m) | Full Circulation (length > 20m) | Linear Charge for Permits (length > 20m) |
|------|----------------|---------------------------------|---------------------------------|--|
| 2026 | 363.39 | 581.42 | 1589.82 | 2.73 |

2. **Pavement Degradation Fee**

a. **Establishment of Pavement Degradation Charges**

The pavement degradation charges used in the Right-of-Way Consent and Access Agreements were established in 2005 based on the recovery of causal costs as accepted in CRTC Decision Number 2001-23. Pavement degradation fees are applied in instances where the Company excavates, breaks up or otherwise breaches any hard surfaced area of any Municipal Rights-Of-Way.

The City calculates the Pavement Degradation charges based on the length of the total Alignment within the Municipal Rights-Of-Way on a per linear metre rate on a one time per project basis.

b. **Adjustment of Pavement Degradation Charges**

The Pavement Degradation Charges established in 2001 are adjusted annually based on the increase in the Non-residential Building Construction Price Index, released annually by Statistics Canada in November. The Factor is the change in the Non-residential Building Construction Price Index, from September of previous year to September of current year. If the change in the CPI for any given year is a negative sum, the CPI Factor for that period shall be zero.

The following table shows the Pavement Degradation Rates 2024:

| Year | Linear per m Rate |
|------|-------------------|
| 2026 | \$ 2.69 |