

Emerging Items - Spring 2021 (Unfunded)

Emerging items include projects that Council has previously approved and funded that may require additional funding in the future. Also included are projects that require funding in the future to address an urgent need. Amounts identified represent Administration's best current estimate.					
1.	Profile	Profile Name	Phase	Potential Funding Source	Estimated Cost (\$millions)
	18-66-6503	50 Street CPR Grade Separation	Planning, Design, and Delivery	2021 Federal Gas Tax (funding swap)	\$18.1
<p><u>Current Status:</u></p> <p>The 50 Street Canadian Pacific Railway (CPR) Grade Separation project is advancing through detailed design. Negotiations are underway with CPR to finalize contribution agreements.</p> <p>The total estimated project cost exceeds the currently approved project budget. In the Fall 2019 SCBA, Council approved \$16.3 million of additional funding to advance the project to PDDM Checkpoint 4 to allow further advancement of design, land negotiations, and commence early construction works.</p> <p>The full delivery of the project is estimated to require an additional \$18.1 million of external funding. A portion of these funds are expected to be covered by the CPR cost contribution agreement, with the remainder required from the City. The sale of surplus land after project completion, contributions from CPR, recovery of expenditures from other partners (such as utility companies), or other orders of government may allow recovery of some City funds.</p> <p>In 2021, Administration will advance early construction works to Checkpoint 5 (Delivery). A more defined cost will be known by the Fall 2021 SCBA to refine the final project costs and allow advancement of the grade separation construction starting in 2022.</p> <p>The Grade Separation project is not eligible for Gas Tax funding as the federal grant contribution limit for the project has already been reached. Administration is proposing that the amount needed for the project is held from the additional 2021 federal Gas Tax funds temporarily, to be swapped with unconstrained funding sources from other eligible projects in the currently approved capital</p>					

budget. The unconstrained funding could then be used to fund the grade separation.

2.	Profile	Profile Name	Phase	Funding Source	Estimated Cost (\$millions)
	20-20-2024	NE Pedestrian Bridge Project (Funded)	Planning & Design Phase 1	RVA - \$1.2 Strathcona - \$0.3 City - \$2.9	\$4.4
	20-20-2024	NE Pedestrian Bridge Project (Unfunded)	Delivery Phase 2	RVA - \$14.8 (Funded) Strathcona - \$3.7 (Funded) City - \$1.1 (Proposed 2021 Federal Gas Tax Funds)	\$19.6 (\$18.5 Funded, \$1.1 Proposed Federal Gas Tax Funds)

Current Status:

The North East (NE) Pedestrian Bridge has been identified as a priority by the City of Edmonton, Strathcona County and the River Valley Alliance (RVA). The total forecasted cost for the NE Pedestrian Bridge Project is \$24 million. Administration brought forward a standalone capital profile in the 2020 Fall SCBA to fund the project up to Checkpoint 3 of the PDDM at a total cost of \$4.4 million, funded with existing City funds of \$2.9 million and partnership funding of \$1.5 million.

This project is a joint initiative between the RVA, Strathcona County and the City of Edmonton. The project scope will be split into two phases:

- Phase 1 (\$4.4 million) - comprises the planning and design of the project (PDDM Checkpoints 1 to 3), including public and Indigenous engagement to inform the decision making.

- Phase 2 (\$19.6 million) - will comprise the detailed design and delivery of the initiative (PDDM Checkpoints 3 to 5).

Total project funding is anticipated to comprise a 2/3 contribution from the RVA, 1/6 contribution from Strathcona County and 1/6 contribution from the City of Edmonton, subject to future cost sharing agreements. The RVA's funding consists of equal Federal and Provincial contributions (1/3 each) and totals \$16 million. The total forecasted cost of the NE Pedestrian Bridge Project is estimated at \$24 million (subject to refinement through the planning and design phase).

The preliminary design is expected to be complete in Q4 2021, detailed design Q2 2022, tender in summer 2022, with construction expected to start Q3 2022 and finish in Q4 2024.

Administration will bring forward a request for Phase 2 funding at Checkpoint 3 with a more refined project estimate. Based on the current total estimate of \$19.6 million for Phase 2, the City would require an additional \$1.1 million in funding to fully match partnership funding, subject to confirmation of total project estimate at Checkpoint 3.

Administration is proposing that a portion of the additional 2021 Federal Gas Tax Funds be held to fund this project in the future.

3.	Profile	Profile Name	Phase	Potential Funding Source (\$millions)	Estimated Cost (\$millions)
	21-20-2100	170 Street Pedestrian Bridge	Delivery	Combination of Local Improvement Levy and Federal Gas Tax	\$9.5

Current Status:

The 170 Street Pedestrian Bridge project has reached Checkpoint 3. Detailed design is advancing to get the project construction ready by August 2021. Construction of the 170 Street Pedestrian Bridge is anticipated to be financed by way of a Local Improvement (LI) Levy to be amortized over a period of 30 years, with contributions from adjacent benefitting funding partners, and Federal Gas Tax funds.

Stakeholder engagement is ongoing to coordinate construction work and LI funding contribution.

Administration will bring forward a request for Delivery funding (PDDM Checkpoint 3-5) in Q2 2021. The current estimate for project delivery is \$9.5 million and are subject to change as estimates are refined.