

# CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME:	LRT PRELIM DESIGN: CAPITAL LINE, CENTURY PARK TO 41 AVE	<b>FUNDED</b>
PROFILE NUMBER:	16-66-7018	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	LRT Expansion & Renewal	LEAD MANAGER: Bruce Ferguson
PROGRAM NAME:		PARTNER MANAGER: Carrie Hotton-MacDonald
PARTNER:	Edmonton Transit Service	ESTIMATED START: July, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category:	Public Transit	Major Initiative:	Public Transit Infrastructure Fund
<b>GROWTH</b>	<b>RENEWAL</b>	PREVIOUSLY APPROVED:	15,039
100		BUDGET REQUEST:	1,025,000
		TOTAL PROFILE BUDGET:	1,040,039

## PROFILE DESCRIPTION

Refresh preliminary engineering and resolve issue with station at Twin Brooks and define corridor through the TUC.

## PROFILE BACKGROUND

In 2009, Edmonton City Council adopted a long-term LRT Network Plan that defines the future size, scale and operation of Edmonton's LRT System. The Concept Plan for the West Valley line was approved on January 19, 2011 and the Concept Plan for the Downtown section of the Valley line was approved on February 15, 2012. Following two years of design and consultation, the preliminary design of the 27-kilometre urban style LRT from Mill Woods to Lewis Farms was completed on November 14, 2013. During the preliminary design more effort was placed on the Valley Line Stage 1 (Downtown to Millwoods) as it was the next expansion stage to be funded. The preliminary Design on the west leg of the Valley line was completed to approximately a 10% level as the funding was unknown and further in the future.

## PROFILE JUSTIFICATION

Edmonton's LRT Network Plan is a long-term Vision to expand the City's LRT to five lines by 2040. Expanding the LRT system is a key priority for the City in order to meet Edmonton's transportation needs as it continues to grow. At the May 3/4, 2016 City Council meeting the following motion was approved; "2. That the following three LRT design projects be prioritized for further work with the Phase 1 Federal Transit Stimulus funding (alphabetically listed): (a) Capital Line, Century Park to Ellerslie (HSW-1 to update preliminary engineering), (b) Downtown Connector, University to Bonnie Doon (LE-1 for concept planning), (c) Metro Line, North Blatchford to Campbell Road (HNW-2, HNW-3 for preliminary engineering)." Proceeding with this work will ensure the City is shovel ready for Phase 2 of the Federal Transit Stimulus funding.

## STRATEGIC ALIGNMENT

The Way We Move and The Way We Live, as well as the Transit Oriented Development (TOD) grow green and create a compact, more integrated urban environment; alternative transportation modes; the Strategic Objective for Light Rail Transit (LRT) Network

## ALTERNATIVES CONSIDERED

No other alternatives are considered for this project.

## COST BENEFITS

Proceeding with this work will ensure that the City will be ready to maximize stage 2 of the Federal Transit Stimulus funding. Reduction of GHG emissions.

## KEY RISKS & MITIGATING STRATEGY

The key risk is not having the project ready when stage 2 funding is announced. Mitigation is an early start and ensure enough resources are provided. Additional risks include land acquisition, integration with Park and Ride design, Twin Brooks station, and TUC corridor resolution.

## RESOURCES

LRT Delivery of the IIS department will manage with external consulting services.

## CONCLUSIONS AND RECOMMENDATIONS

It is recommended that the funding of this profile be approved.

## CONTINGENCY OF APPROVAL

July 12, 2016: Approval is contingent on the City of Edmonton receiving approval of Public Transit Infrastructure Fund grant, and Provincial match funding for individual projects represented in the profile.

## CHANGES TO APPROVED PROFILE

December 6, 2017 Council Minutes Adjustment 17-15:

PTIF#1: Transfer \$7,312,000 from profile CM 66-3501 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in CM-66-3501 to complete the work.

PTIF#2: Transfer \$1,050,000 from profile 16-66-3522 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-3522 to complete the work.

PTIF#3: Transfer \$1,100,000 from profile 16-66-3524 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-3524 to complete the work.

PTIF#7: Transfer \$338,000 from profile 16-66-7020 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 to complete the work.

Budget Adjustment 18-16 November 19, 2018: To adjust funding sources on some PTIF projects to match what is on the Provincial application. In some cases, too much PAYG or MSI was being drawn from instead of federal and provincial funding. In other cases, too much federal provincial funding was being drawn from instead of PAYG or MSI.

2020 Spring SCBA (#20-10, 3.4-17): To provide funding for the Neighbourhood Area Structure Plan (Heritage Valley Neighbourhood#14) work that was incurred on the Capital Line Southeast Extension Project, however not eligible to be capitalized and therefore must be transferred to operating.

2020 Fall SCBA (#20-31, CFO 1D-3): To move \$209,807 of budget from 16-66-7018 LRT Prelim Design: Capital Line, Century Park to 41 Ave related to net expenditures incurred for Neighbourhood Area Structure Plan 14 planning work that was deemed to be operating expenditures according to accounting standards. The budget transferred is composed of \$104,903 of Federal PTIF, \$52,452 of Provincial PTIF and \$52,452 of PayGo.

2020 Year End (20-39): To move \$1,025 of Pay-As-You-Go budget from 16-66-7018 LRT Prelim Design: Capital Line, Century Park to 41 Ave related to net expenditures incurred for Neighbourhood Area Structure Plan 14 planning work that was deemed to be operating expenditures (CC 995301) according to accounting standards.

2021 Jan 25 (#21-5): Heritage Valley LRT Dedication Land. Per CR\_7905 this budget adjustment of \$678K is to be funded with Land Fund Retained Earnings. The scope is expanding to include land from 41 Ave to 28 Ave.

2021 Spring SCBA (#21-21; CFO-11): The Public Transit Infrastructure Fund (PTIF) will be expiring this year. The \$53k adjustment is a result of the recalibration exercise completed to maximize federal and provincial funding, and to fund project shortfalls within several PTIF bundles.

# CAPITAL PROFILE REPORT

PROFILE NAME: **LRT Prelim Design: Capital Line, Century Park to 41 Ave**

**FUNDED**

PROFILE NUMBER: **16-66-7018**

PROFILE TYPE: **Standalone**

BRANCH: **LRT Expansion & Renewal**

## CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Capital Budget Adj (one-off)	9,200	-	-	-	-	-	-	-	-	-	9,200	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Capital Budget Adj (one-off)	5,800	-	-	-	-	-	-	-	-	-	5,800	
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Administrative	-211	-	-	-	-	-	-	-	-	-	-	-211
	2020 Cap Council	-481	-	-	-	-	-	-	-	-	-	-	-481
	2020 Cap Carry Forward	54	-54	-	-	-	-	-	-	-	-	-	-
	2021 Cap Administrative	-	53	-	-	-	-	-	-	-	-	-	53
	2021 Cap Capital Budget Adj (one-off)	-	678	-	-	-	-	-	-	-	-	-	678
	<b>Current Approved Budget</b>	<b>14,362</b>	<b>677</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,039</b>
APPROVED FUNDING SOURCES	Approved Funding Sources												
	Federal - Public Transit Infrastructure Fund	6,656	-	-	-	-	-	-	-	-	-	6,656	
	Land Fund Retained Earnings	-	678	-	-	-	-	-	-	-	-	678	
	Munc Sustain. Initiative - MSI	3,700	-	-	-	-	-	-	-	-	-	3,700	
	Other Grants - Provincial	3,328	-	-	-	-	-	-	-	-	-	3,328	
	Pay-As-You-Go	679	-1	-	-	-	-	-	-	-	-	678	
<b>Current Approved Funding Sources</b>	<b>14,362</b>	<b>677</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,039</b>	

BUDGET REQUEST	Budget Request	-	250	79,852	175,110	265,206	274,178	175,992	54,412	-	-	-	1,025,000
	Revised Funding Sources (if approved)												
	Federal - Investing in Canada Infrastructure Prgm (ICIP)	-	-	22,645	68,225	104,156	107,248	68,307	21,386	-	-	-	391,967
	Pay-As-You-Go	-	-	-	-	-	1,150	1,149	41	-	-	-	2,340
	Provincial ICIP - matching	-	-	30,645	68,225	104,156	97,014	-	-	-	-	-	300,040
	Tax-Supported Debt	-	250	26,562	38,660	56,894	68,766	106,536	32,985	-	-	-	330,653
<b>Requested Funding Source</b>	<b>-</b>	<b>250</b>	<b>79,852</b>	<b>175,110</b>	<b>265,206</b>	<b>274,178</b>	<b>175,992</b>	<b>54,412</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,025,000</b>	

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	14,362	927	79,852	175,110	265,206	274,178	175,992	54,412	-	-	-	1,040,039
	Requested Funding Source												
	Federal - Investing in Canada Infrastructure Prgm (ICIP)	-	-	22,645	68,225	104,156	107,248	68,307	21,386	-	-	-	391,967
	Federal - Public Transit Infrastructure Fund	6,656	-	-	-	-	-	-	-	-	-	-	6,656
	Land Fund Retained Earnings	-	678	-	-	-	-	-	-	-	-	-	678
	Munc Sustain. Initiative - MSI	3,700	-	-	-	-	-	-	-	-	-	-	3,700
	Other Grants - Provincial	3,328	-	-	-	-	-	-	-	-	-	-	3,328
	Pay-As-You-Go	679	-1	-	-	-	1,150	1,149	41	-	-	-	3,018
	Provincial ICIP - matching	-	-	30,645	68,225	104,156	97,014	-	-	-	-	-	300,040
Tax-Supported Debt	-	250	26,562	38,660	56,894	68,766	106,536	32,985	-	-	-	330,653	
<b>Requested Funding Source</b>	<b>14,362</b>	<b>927</b>	<b>79,852</b>	<b>175,110</b>	<b>265,206</b>	<b>274,178</b>	<b>175,992</b>	<b>54,412</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,040,039</b>	

## CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
REVISED BUDGET (IF APPROVED)	Construction	9,461	-	40,114	166,438	265,206	274,178	175,992	54,412	-	-	-	985,801
	Design	4,901	249	19,738	8,672	-	-	-	-	-	-	-	33,560
	Land	-	678	20,000	-	-	-	-	-	-	-	-	20,678
	<b>Total</b>	<b>14,362</b>	<b>927</b>	<b>79,852</b>	<b>175,110</b>	<b>265,206</b>	<b>274,178</b>	<b>175,992</b>	<b>54,412</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,040,039</b>

**OPERATING IMPACT OF CAPITAL**

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-