

CAPITAL PROFILE REPORT

PROFILE NAME:	YELLOWHEAD TRAIL FREEWAY CONVERSION: PROJECT DEVELOPMENT	FUNDED
PROFILE NUMBER:	CM-99-0060	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Brian Latte
PARTNER:	Infrastructure Delivery	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2026

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	242,827
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	242,827

PROFILE DESCRIPTION

This composite program supports concept planning and preliminary design work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

PROJECT LIST

The Yellowhead Trail Freeway Conversion Program will be implemented through a combination of large and small projects and will also include improvements to adjacent roadways to accommodate changing travel patterns.

- * one-way service roads near 149 Street parallel to Yellowhead Trail to provide alternate access, improvements to off-corridor routes, and traffic signal modifications;
- * removal of intersections at 149 Street, 143 Street, and 142 Street;
- * interchange construction at 127 Street;
- * interchange construction at 121 Street;
- * access modifications and road network improvements near 89 Street;
- * Fort Road widening (north of Yellowhead Trail to 66 Street), including widening and upgrades to the CN Rail underpass;
- * removal of the signal at 66 Street / Yellowhead Trail, and provision of alternative access to the surrounding area;
- * a new collector road (125 Avenue) connecting westbound Yellowhead Trail from 61 Street to 66 Street and Fort Road; and
- * Yellowhead Trail widening from west of 50 Street to the North Saskatchewan River.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

This profile includes funding for project development (concept planning and preliminary design) in support of the Yellowhead Trail Freeway Conversion Program.

PROFILE JUSTIFICATION

The overall program budget for the development (concept planning and preliminary design) of the freeway conversion program was estimated prior to the adoption of the Capital Project Governance Policy C591, which outlines the Project Development & Delivery Method (PDDM).

To adhere with the PDDM, this composite profile will fund project development (concept planning and preliminary design) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget for the delivery (detailed design and construction) of the individual projects, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

STRATEGIC ALIGNMENT

These composite profiles align with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

COST BENEFITS

The planning and design composite profile provides better information to make capital investment decisions:
Structured process to evaluate readiness, scope and prioritization.
Increased confidence around budget and schedule estimates.
There is the opportunity to make changes in project scope if there are problems identified during the early planning and design phases.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the planning and design of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for concept planning and preliminary design work in adherence to the PDDM process.

CHANGES TO APPROVED PROFILE

2020 Spring SCBA (#20-10, 3.1-5): The Yellowhead Trail East Widening (61 Street to the North Saskatchewan River) project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds (\$4.5M) from a Composite Profile CM-99-0060 to a new stand alone profile.

2020 Spring SCBA (#20-10, 3.1-12): The 123 Avenue (156 Street to 142 Street) Roadway Improvements project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds \$2.5M from a Composite Profile CM-99-0060 to a new stand alone profile.

2021 Spring SCBA (#21-20, 3.1-6): The Yellowhead Trail - 156 Street to St. Albert Trail project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$177,634,225, with all requested funds being a transfer from existing approved budgets (\$56M).

2021 Spring SCBA (#21-20, 3.1-7): The Yellowhead Trail - Fort Road Widening project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$117,398,379, with all requested funds being a transfer from existing approved budgets (\$16.5M).

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail Freeway Conversion: Project Development**

FUNDED

PROFILE NUMBER: **CM-99-0060**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Delivery**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

		Prior	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond	Total	
		Years										2029		
APPROVED BUDGET	Approved Budget													
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Council	111,127	119,946	69,079	13,543	3,613	2,932	2,116	-	-	-	-	322,356	
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Council	-7,000	-	-	-	-	-	-	-	-	-	-	-7,000	
	2020 Cap Carry Forward	-54,760	54,760	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Council	-	-64,169	-5,360	-3,000	-	-	-	-	-	-	-	-	-72,529
	Current Approved Budget	49,367	110,537	63,720	10,543	3,613	2,932	2,116	-	-	-	-	242,827	
	Approved Funding Sources													
	Federal Bldg Canada Fund	4,847	-	-	543	-	-	-	-	-	-	-	-	5,390
Pay-As-You-Go	1,128	1,401	200	1,373	2,102	1,525	969	-	-	-	-	-	8,698	
Tax-Supported Debt	43,392	109,136	63,520	8,628	1,511	1,406	1,147	-	-	-	-	-	228,740	
Current Approved Funding Sources	49,367	110,537	63,720	10,543	3,613	2,932	2,116	-	-	-	-	-	242,827	

BUDGET REQUEST													
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		49,367	110,537	63,720	10,543	3,613	2,932	2,116	-	-	-	-	242,827
Revised Budget (if Approved)													
Requested Funding Source													
Federal Bldg Canada Fund	4,847	-	-	543	-	-	-	-	-	-	-	-	5,390
Pay-As-You-Go	1,128	1,401	200	1,373	2,102	1,525	969	-	-	-	-	-	8,698
Tax-Supported Debt	43,392	109,136	63,520	8,628	1,511	1,406	1,147	-	-	-	-	-	228,740
Requested Funding Source	49,367	110,537	63,720	10,543	3,613	2,932	2,116	-	-	-	-	-	242,827

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond	Total
		Years											2029
REVISED BUDGET (IF APPROVED)	Construction	-61,759	-9,410	-5,360	-3,000	-	-	-	-	-	-	-	-79,529
	Design	26,755	35,101	2,683	2,171	1,511	1,406	1,147	-	-	-	-	70,773
	Land	84,372	84,645	66,197	10,000	-	-	-	-	-	-	-	245,214
	Percent for Art	-	200	200	1,373	2,102	1,525	969	-	-	-	-	6,369
	Total	49,367	110,537	63,720	10,543	3,613	2,932	2,116	-	-	-	-	242,827

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	YELLOWHEAD TRAIL FREEWAY CONVERSION: PROJECT DELIVERY	FUNDED
PROFILE NUMBER:	CM-99-9600	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Composite
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Jason Meliefste
PARTNER:	Infrastructure Planning & Design	ESTIMATED START: January, 2019
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2027

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	417,894
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	417,894

PROFILE DESCRIPTION

This composite program supports detailed design and construction work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

PROJECT LIST

The Yellowhead Trail Freeway Conversion Program will be implemented through a combination of large and small projects and will also include improvements to adjacent roadways to accommodate changing travel patterns.

- * one-way service roads near 149 Street parallel to Yellowhead Trail to provide alternate access, improvements to off-corridor routes, and traffic signal modifications;
- * removal of intersections at 149 Street, 143 Street, and 142 Street;
- * interchange construction at 127 Street;
- * interchange construction at 121 Street;
- * access modifications and road network improvements near 89 Street;
- * Fort Road widening (north of Yellowhead Trail to 66 Street), including widening and upgrades to the CN Rail underpass;
- * removal of the signal at 66 Street / Yellowhead Trail, and provision of alternative access to the surrounding area;
- * a new collector road (125 Avenue) connecting westbound Yellowhead Trail from 61 Street to 66 Street and Fort Road; and
- * Yellowhead Trail widening from west of 50 Street to the North Saskatchewan River.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

This profile includes funding for project delivery (detailed design and construction) in support of the Yellowhead Trail Freeway Conversion Program.

PROFILE JUSTIFICATION

The overall program budget for the delivery (detailed design and construction) of the freeway conversion program was estimated prior to the adoption of the Capital Project Governance Policy C591, which outlines the Project Development & Delivery Method (PDDM).

To adhere with the PDDM, this composite profile will fund project delivery (detailed design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget of the individual projects, reducing the risk of cost overruns, schedule issues, and other unanticipated issues during delivery.

STRATEGIC ALIGNMENT

These composite profiles align with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:
A structured process to evaluate readiness, scope and prioritization.
Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives & policies

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CHANGES TO APPROVED PROFILE

2020 Spring SCBA (#20-10, 3.1-5): The Yellowhead Trail East Widening (61 Street to the North Saskatchewan River) project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds (\$31.8M) from a Composite Profile CM-99-9600 to a new stand alone profile.

2020 Spring SCBA (#20-10, 3.1-12): The 123 Avenue (156 Street to 142 Street) Roadway Improvements project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds \$5.1M from a Composite Profile CM-99-9600 to a new stand alone profile.

2021 Spring SCBA (#21-20, 3.1-6): The Yellowhead Trail - 156 Street to St. Albert Trail project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$177,634,225, with all requested funds being a transfer from existing approved budgets (\$121.6M).

2021 Spring SCBA (#21-20, 3.1-7): The Yellowhead Trail - Fort Road Widening project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$117,398,379, with all requested funds being a transfer from existing approved budgets (\$100.9M).

2021 Spring SCBA (#21-20, 3.1-16): The Yellowhead Trail - Noise Attenuation System (97 Street to Fort Road) project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$14,915,349, with all requested funds being a transfer from existing approved budgets (\$3M).

2021 Spring SCBA (#21-21, CFO-22): As per the 2020 carryforward exercise, a funding swap for tax supported debt profiles will be completed between various IIS profiles.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail Freeway Conversion: Project Delivery**

FUNDED

PROFILE NUMBER: **CM-99-9600**

PROFILE TYPE: **Composite**

BRANCH: **Infrastructure Delivery**

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	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Council	55,358	45,024	77,273	119,432	133,027	137,013	89,016	24,158	-	-	680,302	
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Council	-18,575	-18,330	-	-	-	-	-	-	-	-	-36,905	
	2020 Cap Carry Forward	-18,714	18,714	-	-	-	-	-	-	-	-	-	
	2021 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Council	-	-61,559	-81,441	-82,503	-	-	-	-	-	-	-225,503	
	Current Approved Budget	18,069	-16,150	-4,168	36,928	133,027	137,013	89,016	24,158	-	-	-	417,894
	Approved Funding Sources												
Federal Bldg Canada Fund	3,714	-1,380	-8	14,086	43,376	45,934	12,400	24,142	-	-	-	142,263	
Provincial BCF - matching	-	-	-	30,376	65,064	68,902	49,680	-	-	-	-	214,021	
Tax-Supported Debt	14,355	-14,770	-4,159	-7,533	24,588	22,177	26,937	17	-	-	-	61,610	
Current Approved Funding Sources	18,069	-16,150	-4,168	36,928	133,027	137,013	89,016	24,158	-	-	-	417,894	

BUDGET REQUEST	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Revised Budget (if Approved)	18,069	-16,150	-4,168	36,928	133,027	137,013	89,016	24,158	-	-	-	417,894
Requested Funding Source												
Federal Bldg Canada Fund	3,714	-1,380	-8	14,086	43,376	45,934	12,400	24,142	-	-	-	142,263
Provincial BCF - matching	-	-	-	30,376	65,064	68,902	49,680	-	-	-	-	214,021
Tax-Supported Debt	14,355	-14,770	-4,159	-7,533	24,588	22,177	26,937	17	-	-	-	61,610
Requested Funding Source	18,069	-16,150	-4,168	36,928	133,027	137,013	89,016	24,158	-	-	-	417,894

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Construction	7,056	-18,935	-37,128	36,378	132,477	137,013	89,016	24,158	-	-	-	370,036
	Design	11,012	2,785	32,960	550	550	-	-	-	-	-	-	47,858
	Total	18,069	-16,150	-4,168	36,928	133,027	137,013	89,016	24,158	-	-	-	417,894

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	YELLOWHEAD TRAIL - 123 AVENUE: 156 STREET TO 142 STREET	FUNDED
PROFILE NUMBER:	20-20-9201	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Pascale Ladouceur
PARTNER:	Infrastructure Planning & Design	ESTIMATED START: April, 2020
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2020

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	7,575
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	7,575

PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail - 123 Avenue: 156 Street to 142 Street) that has reached Checkpoint 3 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

STRATEGIC ALIGNMENT

This profile is a Transformational Project and aligns with the Strategic Objective of Regional Prosperity - Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:
 A structured process to evaluate readiness, scope and prioritization.
 Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CHANGES TO APPROVED PROFILE

2021 Spring SCBA (#21-21, CFO-22): As per the 2020 carryforward exercise, a funding swap for tax supported debt profiles will be completed between various IIS profiles.

CAPITAL PROFILE REPORT

PROFILE NAME: Yellowhead Trail - 123 Avenue: 156 Street to 142 Street

FUNDED

PROFILE NUMBER: 20-20-9201

PROFILE TYPE: Standalone

BRANCH: Infrastructure Delivery

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Council	7,575	-	-	-	-	-	-	-	-	-	-	7,575
	2020 Cap Carry Forward	-1,536	1,536	-	-	-	-	-	-	-	-	-	-
	2021 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	6,039	1,536	-	-	-	-	-	-	-	-	-	7,575
Approved Funding Sources													
	Federal Bldg Canada Fund	839	1,536	-	-	-	-	-	-	-	-	-	2,375
	Tax-Supported Debt	5,200	-	-	-	-	-	-	-	-	-	-	5,200
	Current Approved Funding Sources	6,039	1,536	-	-	-	-	-	-	-	-	-	7,575

BUDGET REQUEST													
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Revised Budget (if Approved)		6,039	1,536	-	-	-	-	-	-	-	-	-	7,575
Requested Funding Source													
	Federal Bldg Canada Fund	839	1,536	-	-	-	-	-	-	-	-	-	2,375
	Tax-Supported Debt	5,200	-	-	-	-	-	-	-	-	-	-	5,200
	Requested Funding Source	6,039	1,536	-	-	-	-	-	-	-	-	-	7,575

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Construction	5,282	1,536	-	-	-	-	-	-	-	-	-	6,817
	Design	757	-	-	-	-	-	-	-	-	-	-	757
	Total	6,039	1,536	-	-	-	-	-	-	-	-	-	7,575

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	YELLOWHEAD TRAIL EAST WIDENING (61 ST TO NORTH SASKATCHEWAN RIVER	FUNDED
PROFILE NUMBER:	20-20-9202	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Pascale Ladouceur
PARTNER:	Infrastructure Planning & Design	ESTIMATED START: April, 2020
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2021

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	36,330
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	36,330

PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail East Widening between 61 Street and the North Saskatchewan River) that has reached Checkpoint 3 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

STRATEGIC ALIGNMENT

This profile is a Transformational Project and aligns with the Strategic Objective of Regional Prosperity - Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:
 A structured process to evaluate readiness, scope and prioritization.
 Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: Yellowhead Trail East Widening (61 St to North Saskatchewan River)

FUNDED

PROFILE NUMBER: 20-20-9202

PROFILE TYPE: Standalone

BRANCH: Infrastructure Delivery

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	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Council	18,000	18,330	-	-	-	-	-	-	-	-	36,330
	2020 Cap Carry Forward	-5,497	5,497	-	-	-	-	-	-	-	-	-
	Current Approved Budget	12,503	23,827	-	-	-	-	-	-	-	-	36,330
	Approved Funding Sources											
	Federal Bldg Canada Fund	3,012	8,977	-	-	-	-	-	-	-	-	-
Tax-Supported Debt	9,490	14,851	-	-	-	-	-	-	-	-	-	24,341
Current Approved Funding Sources	12,503	23,827	-	-	-	-	-	-	-	-	-	36,330

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	12,503	23,827	-	-	-	-	-	-	-	-	36,330
	Requested Funding Source											
	Federal Bldg Canada Fund	3,012	8,977	-	-	-	-	-	-	-	-	11,989
	Tax-Supported Debt	9,490	14,851	-	-	-	-	-	-	-	-	24,341
Requested Funding Source	12,503	23,827	-	-	-	-	-	-	-	-	-	36,330

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	9,803	23,827	-	-	-	-	-	-	-	-	-	33,630
	Design	2,700	-	-	-	-	-	-	-	-	-	-	2,700
	Total	12,503	23,827	-	-	-	-	-	-	-	-	-	36,330

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	YELLOWHEAD TRAIL - 156 STREET TO ST ALBERT TRAIL	FUNDED
PROFILE NUMBER:	21-20-9301	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Pascale Ladouceur
PARTNER:	Infrastructure Planning & Design	ESTIMATED START: June, 2021
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2023

Service Category:	Roads	Major Initiative:	Yellowhead Freeway
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	177,634
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	177,634

PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail 156 Street to St Albert Trail) that has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr. The Yellowhead Trail: 156 Street to St Albert Trail project includes the removal of direct access to and from Yellowhead Trail at 149 Street, 143 Street and 142 Street. Access to adjacent business is maintained through the 156 Street or St. Albert Trail interchanges and the new 2 lane, one-way service roads constructed on the north and south sides of Yellowhead Trail. Additionally the scope of the project includes improvement to the drainage system along with a construction of a surge pond, and improved vertical clearances under the St Albert Trail interchange.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

STRATEGIC ALIGNMENT

This profile aligns with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:
 A structured process to evaluate readiness, scope and prioritization.
 Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: Yellowhead Trail - 156 Street to St Albert Trail

FUNDED

PROFILE NUMBER: 21-20-9301

PROFILE TYPE: Standalone

BRANCH: Infrastructure Delivery

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	-	69,000	54,000	54,634	-	-	-	-	-	-	-	177,634
	Current Approved Budget	-	69,000	54,000	54,634	-	-	-	-	-	-	-	177,634
Approved Funding Sources													
	Federal Bldg Canada Fund	-	9,880	16,903	17,284	-	-	-	-	-	-	-	44,067
	Provincial BCF - matching	-	-	-	17,284	-	-	-	-	-	-	-	17,284
	Tax-Supported Debt	-	59,120	37,097	20,067	-	-	-	-	-	-	-	116,284
	Current Approved Funding Sources	-	69,000	54,000	54,634	-	-	-	-	-	-	-	177,634

BUDGET REQUEST		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Revised Budget (if Approved)		-	69,000	54,000	54,634	-	-	-	-	-	-	-	177,634
Requested Funding Source													
	Federal Bldg Canada Fund	-	9,880	16,903	17,284	-	-	-	-	-	-	-	44,067
	Provincial BCF - matching	-	-	-	17,284	-	-	-	-	-	-	-	17,284
	Tax-Supported Debt	-	59,120	37,097	20,067	-	-	-	-	-	-	-	116,284
	Requested Funding Source	-	69,000	54,000	54,634	-	-	-	-	-	-	-	177,634

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Construction		-	20,700	47,520	49,171	-	-	-	-	-	-	-
Design		-	8,970	3,240	2,732	-	-	-	-	-	-	-	14,942
Land		-	39,330	3,240	2,732	-	-	-	-	-	-	-	45,302
Total		-	69,000	54,000	54,634	-	-	-	-	-	-	-	177,634

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME: **YELLOWHEAD TRAIL - FORT ROAD WIDENING**
 PROFILE NUMBER: **21-20-9302**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Delivery**
 PROGRAM NAME:
 PARTNER: **Infrastructure Planning & Design**
 BUDGET CYCLE: **2019-2022**

FUNDED

PROFILE STAGE: **Approved**
 PROFILE TYPE: **Standalone**
 LEAD MANAGER: **Jason Meliefste**
 PARTNER MANAGER: **Pascale Ladouceur**
 ESTIMATED START: **June, 2021**
 ESTIMATED COMPLETION: **December, 2023**

Service Category: **Roads** Major Initiative: **Yellowhead Freeway**

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	117,398
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	117,398

PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail Fort Road Widening) that has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr. The Fort Road Widening project includes the widening of Fort Road to a 6 lane cross section between Yellowhead Trail and 66 Street, and the construction of a new industrial collector (125 Avenue) connecting 61 Street to 71 Street. Scope of the work also includes temporary rail structures required to facilitate the twinning of the existing CN underpass, surface and underground storm water facilities, and improved pedestrian connectivity in the area.

PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

STRATEGIC ALIGNMENT

This profile aligns with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:
 A structured process to evaluate readiness, scope and prioritization.
 Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies.

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - Fort Road Widening**
 PROFILE NUMBER: **21-20-9302**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	-	55,169	31,360	30,869	-	-	-	-	-	-	-	117,398
	Current Approved Budget	-	55,169	31,360	30,869	-	-	-	-	-	-	-	117,398
Approved Funding Sources													
	Federal Bldg Canada Fund	-	15,248	9,973	10,279	-	-	-	-	-	-	-	35,501
	Provincial BCF - matching	-	-	-	10,279	-	-	-	-	-	-	-	10,279
	Tax-Supported Debt	-	39,921	21,387	10,310	-	-	-	-	-	-	-	71,618
	Current Approved Funding Sources	-	55,169	31,360	30,869	-	-	-	-	-	-	-	117,398

BUDGET REQUEST		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Revised Budget (if Approved)		-	55,169	31,360	30,869	-	-	-	-	-	-	-	117,398
Requested Funding Source													
	Federal Bldg Canada Fund	-	15,248	9,973	10,279	-	-	-	-	-	-	-	35,501
	Provincial BCF - matching	-	-	-	10,279	-	-	-	-	-	-	-	10,279
	Tax-Supported Debt	-	39,921	21,387	10,310	-	-	-	-	-	-	-	71,618
	Requested Funding Source	-	55,169	31,360	30,869	-	-	-	-	-	-	-	117,398

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Construction		-	39,998	29,949	30,869	-	-	-	-	-	-	-
Design		-	5,793	-	-	-	-	-	-	-	-	-	5,793
Land		-	9,379	1,411	-	-	-	-	-	-	-	-	10,790
Total		-	55,169	31,360	30,869	-	-	-	-	-	-	-	117,398

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

CAPITAL PROFILE REPORT

PROFILE NAME:	YELLOWHEAD TRAIL - NOISE ATTENUATION SYSTEM (97 STREET -FORT RD)	FUNDED
PROFILE NUMBER:	21-24-9300	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	Infrastructure Delivery	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Pascale Ladouceur
PARTNER:	Infrastructure Planning & Design	ESTIMATED START: June, 2021
BUDGET CYCLE:	2019-2022	ESTIMATED COMPLETION: December, 2022

Service Category:	Roads	Major Initiative:	
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	14,915
20	80	BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	14,915

PROFILE DESCRIPTION

This profile supports the delivery phase of a single project (Yellowhead Trail - Noise Attenuation System between 97 Street and Fort Road) that has reached Checkpoint 4 of the Project Development and Delivery Module (PDDM) as part of the Bridge and Auxiliary Structure Renewal program.

PROFILE BACKGROUND

The Bridge and Auxiliary Structure Renewal program outlines a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers. The project will provide the community with a welcoming, well-lit, sustainable community connection that can be enjoyed by citizens of all ages. The newly established corridor will quickly become a popular link in the City's Active Transportation Network.

PROFILE JUSTIFICATION

Auxiliary structures require renewal or replacement due to deterioration and upon reaching the end of the asset life. Maintaining access, public safety and maintaining urban form are key outcomes of the Bridge and Auxiliary Structure Renewal program.

STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience; by creating a community to connect people to what matters to them.

ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions: A structured process to evaluate readiness, scope and prioritization. Increased confidence around budget and schedule estimates.

KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

RESOURCES

Projects will be delivered using a combination of internal and external resources. Where possible, internal forces will be used to manage and undertake the work. All procurement of external resources will follow relevant corporate procurement directives and policies

CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail - Noise Attenuation System, in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - Noise Attenuation System (97 Street -Fort Rd)**
 PROFILE NUMBER: **21-24-9300**
 BRANCH: **Infrastructure Delivery**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	-	7,750	7,165	-	-	-	-	-	-	-	-	14,915
	Current Approved Budget	-	7,750	7,165	-	-	-	-	-	-	-	-	14,915
Approved Funding Sources													
	Munc Sustain. Initiative - MSI	-	5,628	5,204	-	-	-	-	-	-	-	-	10,832
	Pay-As-You-Go	-	563	520	-	-	-	-	-	-	-	-	1,083
	Tax-Supported Debt	-	1,559	1,441	-	-	-	-	-	-	-	-	3,000
	Current Approved Funding Sources	-	7,750	7,165	-	-	-	-	-	-	-	-	14,915

BUDGET REQUEST		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
Budget Request		-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)		Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Revised Budget (if Approved)		-	7,750	7,165	-	-	-	-	-	-	-	-
Requested Funding Source													
	Munc Sustain. Initiative - MSI	-	5,628	5,204	-	-	-	-	-	-	-	-	10,832
	Pay-As-You-Go	-	563	520	-	-	-	-	-	-	-	-	1,083
	Tax-Supported Debt	-	1,559	1,441	-	-	-	-	-	-	-	-	3,000
	Requested Funding Source	-	7,750	7,165	-	-	-	-	-	-	-	-	14,915

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2021	2022	2023	2024	2025	2026	2027	2028	2029	Beyond 2029	Total
	Construction		-	5,968	7,165	-	-	-	-	-	-	-	-
Design		-	1,782	-	-	-	-	-	-	-	-	-	1,782
Total		-	7,750	7,165	-	-	-	-	-	-	-	-	14,915

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-