

CAPITAL PROFILE REPORT

PROFILE NAME: **50 STREET CPR GRADE SEPARATION**
 PROFILE NUMBER: **18-66-6503**
 DEPARTMENT: **Integrated Infrastructure Services**
 LEAD BRANCH: **Infrastructure Planning & Design**
 PROGRAM NAME:
 PARTNER: **Parks & Roads Services**
 BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE: **Approved**
 PROFILE TYPE: **Standalone**
 LEAD MANAGER: **Pascale Ladouceur**
 PARTNER MANAGER: **Anna Dechamplain**
 ESTIMATED START: **June, 2018**
 ESTIMATED COMPLETION: **December, 2023**

Service Category: Roads Major Initiative:

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	145,344
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	145,344

PROFILE DESCRIPTION

This rail crossing has been identified as one of the City's priority locations for a grade separation to improve traffic flow along 50 Street. The grade separation includes accommodation for future widening of 50 Street but the widening of the road outside the limits of this project is not included with this project. The City has applied for Federal and Provincial funding for the project, and has received funding commitments from both orders of government. A formal agreement with the Federal government, through the National Trade Corridors Fund, is expected in mid-2018 and is contingent on the City demonstrating a commitment to funding the work.

Separate profiles will be advanced for the replacement and widening of the 50 Street over Sherwood Park Freeway bridge, as well as widening of 50 Street between Sherwood Park Freeway and 76 Avenue.

The work includes land acquisition, design and construction.

Preliminary design is currently ongoing to confirm scope, schedule and budget. The scope, schedule, and budget presented in this profile are based on conceptual level analysis that has been completed to date. Adjustments to scope, schedule, and budget will be required in the future as the process progresses.

PROFILE BACKGROUND

This rail crossing has been identified as one of the priority locations for grade separation to improve traffic flow along 50 Street. The grade separation includes widening of 50 Street at the underpass, between Sherwood Park Freeway and 90 Avenue.

Replacement and widening of the 50 Street over Sherwood Park Freeway bridge, as well as widening of 50 Street between Sherwood Park Freeway and 76 Avenue will be brought forward as separate profiles.

The City has secured Federal and Provincial funding commitments for the work, and is working towards formal funding agreements which require a commitment from City Council for funding. Preliminary design work is underway.

PROFILE JUSTIFICATION

The 50 Street railway crossing ranks highly on the City's priority list for grade separation due to high traffic volumes and frequent train blockages. The crossing is adjacent to the CP Lambton yards, resulting in multiple, frequent, irregular, and lengthy train crossing and blockages of 50 Street.

The City has made applications to the Provincial and Federal governments for funding commitments. The Provincial government has earmarked funding for this project, and a Federal commitment through the National Trade Corridors Fund is forthcoming. In order to tap into these funding sources, a commitment to fund the balance of the work from City Council is required.

STRATEGIC ALIGNMENT

This project aligns with the Way We Move by improving access and mobility for goods and services and commuters. By improving capacity and decreasing congestion, this project will improve Edmontonians' ability to move efficiently through the city.

ALTERNATIVES CONSIDERED

Railway grade separation is required to eliminate significant traffic delays caused by train blockages. The alternative to grade separation is to maintain the existing roadway infrastructure which has delays due to train blockages of the roadway.

COST BENEFITS

Tangible benefits include decrease travel time, decreased collision rates, and decreased emissions. Intangible benefits include maintained or improved goods and service movement and improved business and citizen satisfaction with roadway capacity in the area.

KEY RISKS & MITIGATING STRATEGY

Coordination will be required with CP throughout the project to ensure that operations of the railway line are accommodated during construction. Land acquisition and substantial utility relocations will also be necessary, and should be initiated as soon as possible.

RESOURCES

The project will require an external Consultant and Contractor to complete design and construction, who will be selected via a competitive process.

CONCLUSIONS AND RECOMMENDATIONS

That funding for this widening project be approved to grade separate the railway crossing and decrease congestion in the area.

A funding commitment from City Council will allow for execution of a funding agreement with the Federal Government.

Release of \$6.5M of funding immediately will allow for land acquisition to begin, as well as initiation of design work for utility relocations.

CHANGES TO APPROVED PROFILE

Spring SCBA 2018: (2.1-01) Recent indications are that the City will be successful in obtaining federal funding for the grade separation project. This adjustment is to provide funding to begin land acquisition and utility relocation work in anticipation of a formal funding announcement.

The full funding request will be brought forward to City Council for funding as part of the 2019-22 Capital Budget.

2019 Fall SCBA (3.9.1): The 50 Street CP Rail Grade Separation project was approved for capital funding early in the project development (checkpoint 2 as opposed to checkpoint 3). To take advantage of a time-sensitive grant funding opportunity, the funding request was not fully aligned with Capital Governance Policy C591. The project has since progressed in terms of its level of development, including a more fulsome understanding of the scope, schedule, and budget. With this more complete understanding of the scope and budget, it has been determined that additional funding is required for the project. This request is being made to advance the project to Checkpoint 4 (detailed design), in addition to requesting funding for land, and for early construction works. Revised completion date is December 2024.

2021 Fall SCBA (#21-30, 3.3-2): This recosting adjustment is required to fully fund the "50 Street CPR Grade Separation" project so that it can proceed to the delivery phase. The request for \$42,444,166 of additional budget is required due to an updated estimate for the project, which is based on a more comprehensive design and understanding of all the elements that were originally put forward within the original budget request. Specific increases in estimates relate to increased land costs, utility relocations and the added complexities of working near the CP Rail Yard. Recommended funding for this request is tax-supported debt. There is a potential for additional federal funding becoming available to help offset the total additional budget required. Once the outcome of possible federal funding is known and it is determined that the project is eligible for funding, Administration will reduce the total \$42,444,166 million of additional tax-supported debt by the amount of any additional federal funding received.

CAPITAL PROFILE REPORT

PROFILE NAME: **50 Street CPR Grade Separation**
 PROFILE NUMBER: **18-66-6503**
 BRANCH: **Infrastructure Planning & Design**

FUNDED
 PROFILE TYPE: **Standalone**

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	-	-	-	-	-	-	-	-	-	-	-
	2018 Cap Council	23,900	25,000	30,000	7,700	-	-	-	-	-	-	86,600
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	12,900	-10,907	-6,365	13,194	7,425	27	24	-	-	-	16,300
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Carry Forward	-25,853	25,853	-	-	-	-	-	-	-	-	-
	2021 Cap Council	-	-	-	-	22,144	20,300	-	-	-	-	42,444
	Current Approved Budget	10,947	39,946	23,635	20,894	29,570	20,327	24	-	-	-	145,344
	Approved Funding Sources											
	Federal Grant	478	14,072	11,350	10,400	3,500	-	-	-	-	-	39,800
	Partnership Funding	-	243	285	294	625	27	24	-	-	-	1,500
	Pay-As-You-Go	10,470	5,830	-	200	-	-	-	-	-	-	16,500
Provincial Grant	-	3,000	12,000	10,000	3,300	-	-	-	-	-	28,300	
Tax-Supported Debt	-	16,800	-	-	22,144	20,300	-	-	-	-	59,244	
Current Approved Funding Sources	10,947	39,946	23,635	20,894	29,570	20,327	24	-	-	-	145,344	

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)											
	10,947	39,946	23,635	20,894	29,570	20,327	24	-	-	-	-	145,344
Requested Funding Source												
Federal Grant	478	14,072	11,350	10,400	3,500	-	-	-	-	-	-	39,800
Partnership Funding	-	243	285	294	625	27	24	-	-	-	-	1,500
Pay-As-You-Go	10,470	5,830	-	200	-	-	-	-	-	-	-	16,500
Provincial Grant	-	3,000	12,000	10,000	3,300	-	-	-	-	-	-	28,300
Tax-Supported Debt	-	16,800	-	-	22,144	20,300	-	-	-	-	-	59,244
Requested Funding Source	10,947	39,946	23,635	20,894	29,570	20,327	24	-	-	-	-	145,344

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	-22,353	39,946	23,635	20,894	29,570	20,327	24	-	-	-	-	-
Design	10,800	-	-	-	-	-	-	-	-	-	-	-	10,800
Land	22,500	-	-	-	-	-	-	-	-	-	-	-	22,500
Total	10,947	39,946	23,635	20,894	29,570	20,327	24	-	-	-	-	-	145,344

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