

**CAPITAL PROFILE REPORT**

PROFILE NAME: **KATHLEEN ANDREWS TRANSIT GARAGE**  
 PROFILE NUMBER: **12-66-1413**  
 DEPARTMENT: **Integrated Infrastructure Services**  
 LEAD BRANCH: **Infrastructure Delivery**  
 PROGRAM NAME:  
 PARTNER: **Edmonton Transit**  
 BUDGET CYCLE: **2009-2011**

**FUNDED**

PROFILE STAGE: **Post Budget Approval**  
 PROFILE TYPE: **Standalone**  
 LEAD MANAGER: **Brian Latte**  
 PARTNER MANAGER: **Eddie Robar**  
 ESTIMATED START: **January, 2012**  
 ESTIMATED COMPLETION: **March, 2019**

**Service Category: Public Transit****Major Initiative:**

<b>GROWTH</b>	<b>RENEWAL</b>
<b>10</b>	<b>90</b>

<b>PREVIOUSLY APPROVED:</b>	<b>200,409</b>
<b>BUDGET REQUEST:</b>	<b>10,300</b>
<b>TOTAL PROFILE BUDGET:</b>	<b>210,709</b>

**PROFILE DESCRIPTION**

This project includes construction and equipment for a new transit garage to replace the existing Westwood facility. The replacement facility pricing is based on housing and maintaining a similar capacity of transit fleet of 300 buses which is currently held at the Westwood Transit Garage. The new facility is planned to be operational by 2018.

Land has been purchased for the site in the northeast section of the city and preliminary design has been completed. The base cost estimate included in this profile of \$181.6M is for construction a 300 bus transit garage with facilities to replace the maintenance functions at the existing Westwood garage. The new garage also includes additional workspace to deal with overcrowding issues and best optimize resources among the ETS transit garages.

December 6, 2017 Fall SCBA: A motion was made to change the name of Profile #12-66-1413 from Westwood Transit Garage Replacement to "Kathleen Andrews Transit Garage".

**PROFILE BACKGROUND**

The Westwood Garage will be at the end of its life by 2018. A new facility is required in the NE to replace Westwood Garage.

**PROFILE JUSTIFICATION**

The existing Westwood transit garage is at the end of its service life and is experiencing numerous operational challenges related to facility and fleet maintenance, fueling, cleaning, and service delivery. In addition to offering modern design features to optimize efficiency in these areas, a replacement transit garage is deemed more economically attractive than the alternative of extending the life cycle of the existing Westwood garage. This fact is largely due to the impending land requirements at the existing site; with implications for both NAIT and the Blatchford development, it makes more economic sense to build a new garage now than to continue to extend the life of the existing facility only to build a new garage in the near future.

**STRATEGIC ALIGNMENT**

The profile aligns with The Way we Move by supporting a shift in Edmonton's transportation mode and The Way we Green through reducing impacts on air, land and water systems.

**ALTERNATIVES CONSIDERED**

Rehabilitation of the Westwood Garage was considered as part of the 2012-2014 Capital Plan but ruled out as a viable, cost efficient alternative.

**COST BENEFITS**

Constructing a new garage provides better long term value (both return on investment and operationally) than rehabilitating the Westwood Garage. Cost savings of \$600k are expected due to more efficient maintenance and lower utilities.

**KEY RISKS & MITIGATING STRATEGY**

Deferral of the NE transit garage will require significant rehabilitation of the existing Westwood garage to keep the building operational beyond the end of 2017. The building is currently only being maintained to a "run down" condition.

**RESOURCES**

The project will be managed by Community Services Building and Landscape Services.

**CONCLUSIONS AND RECOMMENDATIONS**

Construction a new NE bus garage as a replacement for Westwood Garage is recommended. A new garage provides a better return on investment as compared to maintaining operations at Westwood, especially given future plans for the existing Westwood site.

## CONTINGENCY OF APPROVAL

Business Case for Workspace Enhancements – Westwood Garage Replacement - Transportation Svcs.  
December 11, 2014 - City Council Meeting

That Capital Profile Westwood Transit Garage Replacement #12-66-1413 increase by \$5.13 million to fund contemporary workspace enhancements with funding from debt, with the expenditure of funds subject to the Transportation Services report to Committee on the Business Case for Workspace Enhancements - Westwood Garage Replacement, brought back to Committee.

Due By: Apr. 22, 2015 Transportation Committee

Contingency met: dd/mm/yyyy

## CHANGES TO APPROVED PROFILE

Capital Budget Amendment number CAP #18 - Approved December 10, 2014

An additional approval to this profile costs of \$5.13 million which provides enhancements including provisions for onsite daycare for working parents that operate out of the garage, city employees and potentially the public. Informal meeting area / concession would provide opportunities for staff collaboration while ensuring staff have access to a modest selection of healthy food. Also an onsite River City Credit Union provides various financial products to all city employees; the intended space would replace the existing branch at Westwood.

Capital Budget Adjustment number CBA-2015-00011 - for Council Approval

This Capital Budget adjustment will reduce the additional profile costs approved in Capital Budget Amendment number CAP#18. The change of scope is from a commercial kitchen to a concession and results in a cost reduction of \$570,000. Per Council report CR\_1810\_Attachment 1.

Spring 2016 (#16-22): Transfer budget for % for art to operating; which is not a Tangible Capital asset.

2016 Fall SCBA (CA#40): (2.2) A scope change is required to enable NETG Modifications for e-buses. The modifications will add the required electrical equipment and components to be able to operate 40 electric buses at this facility. The estimated cost of this change (design and construction) is \$1,331,000. Funding for these modifications is available within the existing profile and therefore no change to the profile approved budget.

Nov 29/30, 2016 Council Minutes Item 6.2: 3. That the budgeted completion date for the North East Transit Garage (12-66-1413) identified in Attachment 2 of the November 29, 2016, Financial and Corporate Services report CR\_3330, be changed from December 31, 2017, to March 31, 2019.

2017 Fall (CA#40)

A motion was made to change the name of Profile #12-66-1413 from Westwood Transit Garage Replacement to "Kathleen Andrews Transit Garage".

2.3-16: Debt is not an eligible funding source for Art. Requesting \$913K of Pay-as-you-Go to fund Art expenditure within the capital profile.

2.7-17 Transfer \$913K for % for Art related to Westwood Transit Garage, Art is not a Tangible Capital Asset

# CAPITAL PROFILE REPORT

PROFILE NAME: **Kathleen Andrews Transit Garage**  
 PROFILE NUMBER: **12-66-1413**  
 BRANCH: **Infrastructure Delivery**

**FUNDED**  
 PROFILE TYPE: **Standalone**

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

	Prior Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	Beyond 2025	Total
<b>APPROVED BUDGET</b>												
Approved Budget												
Original Budget Approved	-21,000	-	-	-	-	-	-	-	-	-	-	-21,000
2012 CBS Budget Adjustment	-9,209	-	-	-	-	-	-	-	-	-	-	-9,209
2013 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2013 CBS Budget Adjustment	44,969	-	-	-	-	-	-	-	-	-	-	44,969
2014 Cap Budget Request for Next Cycle	112,555	74,202	-	-	-	-	-	-	-	-	-	186,758
2014 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2015 Cap Capital Budget Adj (one-off)	-570	-	-	-	-	-	-	-	-	-	-	-570
2015 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Council	-539	-	-	-	-	-	-	-	-	-	-	-539
2016 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	-
2016 Cap Carry Forward	-79,541	79,541	-	-	-	-	-	-	-	-	-	-
2017 Cap Council	-	-	-	-	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>46,665</b>	<b>153,743</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,409</b>
<b>Approved Funding Sources</b>												
Munc Sustain. Initiative - MSI	13,502	-	-	-	-	-	-	-	-	-	-	13,502
Other	2	-2	-	-	-	-	-	-	-	-	-	-
Pay-As-You-Go	693	-314	-	-	-	-	-	-	-	-	-	379
Tax-Supported Debt	32,468	154,059	-	-	-	-	-	-	-	-	-	186,527
<b>Current Approved Funding Sources</b>	<b>46,665</b>	<b>153,743</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,409</b>

<b>BUDGET REQUEST</b>	Budget Request	-	-	7,000	3,300	-	-	-	-	-	-	-	10,300
	Revised Funding Sources (if approved)												
	Tax-Supported Debt	-	-	7,000	3,300	-	-	-	-	-	-	-	10,300
	Requested Funding Source	-	-	7,000	3,300	-	-	-	-	-	-	-	10,300

<b>REVISED BUDGET (IF APPROVED)</b>	Revised Budget (if Approved)	46,665	153,743	7,000	3,300	-	-	-	-	-	-	-	210,709
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	13,502	-	-	-	-	-	-	-	-	-	-	13,502
	Other	2	-2	-	-	-	-	-	-	-	-	-	-
	Pay-As-You-Go	693	-314	-	-	-	-	-	-	-	-	-	379
	Tax-Supported Debt	32,468	154,059	7,000	3,300	-	-	-	-	-	-	-	196,827
	Requested Funding Source	46,665	153,743	7,000	3,300	-	-	-	-	-	-	-	210,709

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

	Activity Type	Prior Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	Beyond 2025	Total
<b>REVISED BUDGET (IF APPROVED)</b>													
	Construction	30,247	153,674	7,000	3,300	-	-	-	-	-	-	-	194,222
	Design	1,547	-	-	-	-	-	-	-	-	-	-	1,547
	Other Costs	14,760	-	-	-	-	-	-	-	-	-	-	14,760
	Percent for Art	111	69	-	-	-	-	-	-	-	-	-	180
	<b>Total</b>	<b>46,665</b>	<b>153,743</b>	<b>7,000</b>	<b>3,300</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>210,709</b>

## OPERATING IMPACT OF CAPITAL

Type of Impact: Interdepartmental, Utilities

Branch:	2019			2020				2021				2022			
	Rev	Exp	Net	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Edmonton Transit	-	600	600	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Operating Impact</b>	<b>-</b>	<b>600</b>	<b>600</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>