

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>METRO LINE LRT (NAIT - BLATCHFORD) EXTENSION</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>16-66-7013</b>	<b>PROFILE STAGE:</b> Approved
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE:</b> Standalone
LEAD BRANCH:	<b>LRT Expansion &amp; Renewal</b>	LEAD MANAGER: <b>Bruce Ferguson</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Carrie Hotton-MacDonald</b>
PARTNER:	<b>Edmonton Transit Service</b>	ESTIMATED START: <b>January, 2016</b>
BUDGET CYCLE:	<b>2015-2018</b>	ESTIMATED COMPLETION: <b>December, 2025</b>

<b>Service Category:</b> Public Transit	<b>Major Initiative:</b> Public Transit Infrastructure Fund
---	---

<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	291,116
100		<b>BUDGET REQUEST:</b>	-
		<b>TOTAL PROFILE BUDGET:</b>	291,116

## PROFILE DESCRIPTION

The profile includes the following work components:  
 Perform preliminary engineering including engineering analysis on possible grade separation and station at Princess Elizabeth Avenue at Kingsway Mall, detailed design and preparation of tender documents.

Updated May 3, 2019: Profile name changed from LRT Design: Metro Line (NAIT - Blatchford) Extension to Metro Line LRT (NAIT - Blatchford) Extension

## 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 NorthWest line was approved on May 1, 2013. The City is presently planning the Blatchford development, this development is a Transit Oriented Development that will be integrated with the North West LRT expansion.

## 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; "1. That subject to confirming cost and available funding, the priority for LRT construction be approved as follows, and that the funding for design be the first priority in Phase 1 of the Federal Transit Stimulus funding: (b) Metro Line, NAIT to Blatchford (HNW-1, including potential upgrades near Kingsway Mall & NAIT)." 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. . Other risks include integration of design with preliminary design of the LRT extension from Blatchford to Campbell Road, industry capacity and an agreement with Kingsway Mall.

## 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#5 - Transfer \$4,500,000 from profile 16-66-7013 to profile 16-66-7017 to address additional project scope for the Design of Valley Line Downtown to Lewis Farms. The additional scope includes the costs of relocating utilities that was not originally contemplated as part of this project. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7013 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.

2019 Apr 30 (#19-08): Item 6.2-2, That the budget for capital profile 16-66-7013 (LRT Design: Metro Line (NAIT - Blatchford) Extension be increased by \$328,000,000, with funding from sources as outlined in Attachment 2 (Budget Request section) of the April 30, 2019, Financial and Corporate Services report CR\_6958.

2019 Fall SCBA (CM.2): PTIF transfer between profiles: additional spend of \$1.7M due to an updated cost estimate on Stadium planning and design.

2020 Fall SCBA (#20-31, CFO 1B-15): To update the funding source name to "Provincial ICIP - matching" as the \$127.2M relate to the Provincial matching funds on the Federal ICIP program for 16-66-7013 and do not relate to the Climate Leadership program.

2021 Spring SCBA (#21-21, CFO-11): The Public Transit Infrastructure Fund (PTIF) will be expiring this year. These adjustments are a result of the recalibration exercise completed to maximize federal and provincial funding, and to fund project shortfalls within several PTIF bundles (\$4.5K).

2022 Spring SCBA (#22-10, 3.6-1): This adjustment is required to transfer the Operating and Maintenance Facility originally planned for capital profile "16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension" to capital profile "16-66-7018 - Capital Line South LRT: Century Park to Ellerslie Road", which was approved by the Federal Treasury Board.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Metro Line LRT (NAIT - Blatchford) Extension**

**FUNDED**

PROFILE NUMBER: **16-66-7013**

PROFILE TYPE: **Standalone**

BRANCH: **LRT Expansion & Renewal**

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

	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Capital Budget Adj (one-off)	27,000	-	-	-	-	-	-	-	-	-	27,000	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Capital Budget Adj (one-off)	-4,500	-	-	-	-	-	-	-	-	-	-4,500	
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Administrative	850	-	-	-	-	-	-	-	-	-	850	
	2019 Cap Capital Budget Adj (one-off)	119,200	142,700	52,500	13,100	500	-	-	-	-	-	328,000	
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Administrative	-4	-	-	-	-	-	-	-	-	-	-4	
	2021 Cap Capital Budget Adj (one-off)	-60	-170	-	-	-	-	-	-	-	-	-230	
	2021 Cap Carry Forward	-42,353	42,353	-	-	-	-	-	-	-	-	-	
	2022 Cap Council	-	-55,750	-4,250	-	-	-	-	-	-	-	-60,000	
	<b>Current Approved Budget</b>	<b>100,133</b>	<b>129,133</b>	<b>48,250</b>	<b>13,100</b>	<b>500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>291,116</b>
	Approved Funding Sources												
	Climate Leadership Plan - Prov	-	-	-	-	-	-	-	-	-	-	-	-
	Federal - Investing in Canada Infrastructure Prgm (ICIP)	29,353	50,647	18,600	4,400	200	-	-	-	-	-	-	103,200
	Federal - Public Transit Infrastructure Fund	10,868	-	-	-	-	-	-	-	-	-	-	10,868
Munc Sustain. Initiative - MSI	5,619	-	-	-	-	-	-	-	-	-	-	5,619	
Other Grants - Provincial	5,743	-	-	-	-	-	-	-	-	-	-	5,743	
Pay-As-You-Go	1,116	135	300	100	-	-	-	-	-	-	-	1,651	
Provincial ICIP - matching	29,353	50,647	18,600	4,400	200	-	-	-	-	-	-	103,200	
Tax-Supported Debt	18,081	27,704	10,750	4,200	100	-	-	-	-	-	-	60,835	
<b>Current Approved Funding Sources</b>	<b>100,133</b>	<b>129,133</b>	<b>48,250</b>	<b>13,100</b>	<b>500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>291,116</b>	

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	100,133	129,133	48,250	13,100	500	-	-	-	-	-	-	291,116
Requested Funding Source												
Climate Leadership Plan - Prov	-	-	-	-	-	-	-	-	-	-	-	-
Federal - Investing in Canada Infrastructure Prgm (ICIP)	29,353	50,647	18,600	4,400	200	-	-	-	-	-	-	103,200
Federal - Public Transit Infrastructure Fund	10,868	-	-	-	-	-	-	-	-	-	-	10,868
Munc Sustain. Initiative - MSI	5,619	-	-	-	-	-	-	-	-	-	-	5,619
Other Grants - Provincial	5,743	-	-	-	-	-	-	-	-	-	-	5,743
Pay-As-You-Go	1,116	135	300	100	-	-	-	-	-	-	-	1,651
Provincial ICIP - matching	29,353	50,647	18,600	4,400	200	-	-	-	-	-	-	103,200
Tax-Supported Debt	18,081	27,704	10,750	4,200	100	-	-	-	-	-	-	60,835
<b>Requested Funding Source</b>	<b>100,133</b>	<b>129,133</b>	<b>48,250</b>	<b>13,100</b>	<b>500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>291,116</b>

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

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
	Construction	59,633	129,133	48,250	13,100	500	-	-	-	-	-	-	250,616
	Design	40,500	-	-	-	-	-	-	-	-	-	-	40,500
	<b>Total</b>	<b>100,133</b>	<b>129,133</b>	<b>48,250</b>	<b>13,100</b>	<b>500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>291,116</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
<b>Total Operating Impact</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-