

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>NEW TRANSIT BUS GARAGE</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>20-20-2022</b>	<b>PROFILE STAGE:</b> Approved
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE:</b> Standalone
LEAD BRANCH:	<b>Infrastructure Planning &amp; Design</b>	LEAD MANAGER: <b>Pascale Ladouceur</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Carrie Hotton-MacDonald</b>
PARTNER:	<b>Edmonton Transit Service</b>	ESTIMATED START: <b>July, 2020</b>
BUDGET CYCLE:	<b>2019-2022</b>	ESTIMATED COMPLETION: <b>December, 2022</b>

<b>Service Category:</b> Public Transit	<b>Major Initiative:</b>
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	51,000
100		<b>BUDGET REQUEST:</b>	-
		<b>TOTAL PROFILE BUDGET:</b>	51,000

## PROFILE DESCRIPTION

This profile includes the planning and design for a new transit garage for electric and diesel buses, including required maintenance and storage spaces, control centres and supporting facilities.

## PROFILE BACKGROUND

This profile supports municipal public transit initiatives, with an emphasis on safe, affordable, accessible and environmentally sustainable public transportation options in and between communities. This new profile will fund a transit bus garage as this project is seen as contributing to the broader transit network, and help to achieve enhanced transit service, mode shift, and reduced emissions.

## PROFILE JUSTIFICATION

Edmonton Transit Services facilities are at full capacity for storage and maintenance of the bus fleet. Temporary structures are already in use at Ferrier Garage to provide additional capacity. In order to support the electrification and/or growth of the fleet, additional maintenance and storage space is required. To prepare for this, New Transit Bus Garage - Planning & Design was brought forward for consideration to prepare for the opportunity to deliver this facility within the 2023-26 Capital Budget.

## STRATEGIC ALIGNMENT

This project is linked to the objectives of the City Council approved Greenhouse Gas Management Plan for Civic Operations 2019-30, as well as the potential for bus fleet expansion required to support improvement or growth in the bus network services. Edmonton Transit Services does not currently have extra capacity for bus storage and maintenance. Temporary storage in tents are already used at Ferrier Garage.

## ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow Project Development and Delivery Model (PDDM). Investigation of the possibility of renovating and expending current facilities has been completed.

The space constraints and costs were found prohibitive.

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

## COST BENEFITS

This profile is intended to allow for the development of the project to a level of detail that will enhance information to Council to make better-informed capital investment decisions.

This profile will ensure there is early investment in planning and design to support a detailed business case; a structured process to evaluate readiness, scope & prioritization; and increased confidence in budget and schedule estimates.

## 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

Approval of this capital profile allows for the completion of planning and design in accordance with the PDDM process. Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction.

## CHANGES TO APPROVED PROFILE

2022 Spring SCBA (#22-10, 3.2-1): This scope change is required to fund the acquisition of land to advance to concept and preliminary design for the new southeast garage in "20-20-2022 - New Transit Bus Garage", which is a critical component to the implementation of the ETS Fleet Storage and Maintenance Facility Strategy. Additional details are provided in the June 7, 2022 Integrated Infrastructure Services report "IIS01208 - ETS Fleet Storage Facility Update and Land Acquisition".

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PROFILE NAME: **New Transit Bus Garage**

**FUNDED**

PROFILE NUMBER: **20-20-2022**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning & Design**

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

APPROVED BUDGET		Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
	Approved Budget												
Original Budget Approved		-	-	-	-	-	-	-	-	-	-	-	-
2019 Cap Council		6,000	-	-	-	-	-	-	-	-	-	-	6,000
2020 Cap Carry Forward		-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Carry Forward		-5,055	5,055	-	-	-	-	-	-	-	-	-	-
2022 Cap Council		-	-	45,000	-	-	-	-	-	-	-	-	45,000
Current Approved Budget		945	5,055	45,000	-	-	-	-	-	-	-	-	51,000
Approved Funding Sources													
Tax-Supported Debt		945	5,055	45,000	-	-	-	-	-	-	-	-	51,000
Current Approved Funding Sources		945	5,055	45,000	-	-	-	-	-	-	-	-	51,000

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

REVISED BUDGET (IF APPROVED)													
Revised Budget (if Approved)		945	5,055	45,000	-	-	-	-	-	-	-	-	51,000
Requested Funding Source													
Tax-Supported Debt		945	5,055	45,000	-	-	-	-	-	-	-	-	51,000
Requested Funding Source		945	5,055	45,000	-	-	-	-	-	-	-	-	51,000

## 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	-5,055	5,055	45,000	-	-	-	-	-	-	-	-	45,000
	Design	6,000	-	-	-	-	-	-	-	-	-	-	6,000
	Total	945	5,055	45,000	-	-	-	-	-	-	-	-	51,000

## 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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-