

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
GROWTH	RENEWAL	PREVIOUSLY APPROVED:	213,961
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	213,961

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).

2021 Fall SCBA (#21-30, 3.1-8): The Relocation of Fire Station 8 to Blatchford project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile. The total funding request for this profile is \$23,656,581, with all requested funds being a transfer from existing approved composite profile "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development".

2022 Spring SCBA (#22-10, 3.3-4): This recosting adjustment is required due to higher than estimated costs on the reconstruction of the CN Rail bridge structure, land purchases and an increase in the scope of work related to the new EPCOR Water utility and roadway improvements along 66 Street, between Yellowhead Trail and Fort Road. The total cost increase of \$23,728,000 will be funded with a transfer from existing capital profiles "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" (\$19,728,000), and "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" (\$4,000,000).

2022 Spring SCBA (#22-10, 3.5-4): This funding source adjustment is required to swap \$1,252,484 of Federal Building Canada grant funding and Tax-Supported Debt funding within the Yellowhead Trail Freeway conversion composite profiles "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery". This adjustment requires council approval because it will trigger a borrowing bylaw change to come forward later in the year.

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 Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Council	231,073	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	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Council	-64,198	-21,697	-10,291	-	-	-	-	-	-	-	-	-96,186
	2021 Cap Capital Budget Adj (one-off)	-200	-200	-	-	-	-	-	-	-	-	-	-400
	2021 Cap Carry Forward	-97,958	97,958	-	-	-	-	-	-	-	-	-	-
	2022 Cap Administrative	-	-810	-	-	-	-	-	-	-	-	-	-810
	2022 Cap Council	-	-	-4,000	-	-	-	-	-	-	-	-	-4,000
Current Approved Budget	61,717	144,330	-747	3,613	2,932	2,116	-	-	-	-	-	213,961	
Approved Funding Sources	Developer Financing	558	-558	-	-	-	-	-	-	-	-	-	
	Federal Bldg Canada Fund	6,642	-543	543	-	-	-	-	-	-	-	6,642	
	Pay-As-You-Go	1,128	391	1,373	2,102	1,525	969	-	-	-	-	7,487	
	Tax-Supported Debt	53,389	145,040	-2,663	1,511	1,406	1,147	-	-	-	-	199,831	
	Current Approved Funding Sources	61,717	144,330	-747	3,613	2,932	2,116	-	-	-	-	-	213,961

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	61,717	144,330	-747	3,613	2,932	2,116	-	-	-	-	-	213,961
Requested Funding Source												
Developer Financing	558	-558	-	-	-	-	-	-	-	-	-	-
Federal Bldg Canada Fund	6,642	-543	543	-	-	-	-	-	-	-	-	6,642
Pay-As-You-Go	1,128	391	1,373	2,102	1,525	969	-	-	-	-	-	7,487
Tax-Supported Debt	53,389	145,040	-2,663	1,511	1,406	1,147	-	-	-	-	-	199,831
Requested Funding Source	61,717	144,330	-747	3,613	2,932	2,116	-	-	-	-	-	213,961

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	-169,156	75,451	-14,291	-	-	-	-	-	-	-	-	-107,996
	Design	61,856	2,683	2,171	1,511	1,406	1,147	-	-	-	-	-	70,773
	Land	169,017	66,197	10,000	-	-	-	-	-	-	-	-	245,214
	Percent for Art	-	-	1,373	2,102	1,525	969	-	-	-	-	-	5,969
	Total	61,717	144,330	-747	3,613	2,932	2,116	-	-	-	-	-	213,961

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:	398,166
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	398,166

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.

2022 Spring SCBA (#22-10, 3.3-4): This recosting adjustment is required due to higher than estimated costs on the reconstruction of the CN Rail bridge structure, land purchases and an increase in the scope of work related to the new EPCOR Water utility and roadway improvements along 66 Street, between Yellowhead Trail and Fort Road. The total cost increase of \$23,728,000 will be funded with a transfer from existing capital profiles "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" (\$19,728,000), and "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" (\$4,000,000).

2022 Spring SCBA (#22-10, 3.5-4): This funding source adjustment is required to swap \$1,252,484 of Federal Building Canada grant funding and Tax-Supported Debt funding within the Yellowhead Trail Freeway conversion composite profiles "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery". This adjustment requires council approval because it will trigger a borrowing bylaw change to come forward later in the year.

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	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
APPROVED BUDGET												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2019 Cap Council	100,382	77,273	119,432	133,027	137,013	89,016	24,158	-	-	-	-	680,302
2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2020 Cap Council	-36,905	-	-	-	-	-	-	-	-	-	-	-36,905
2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Council	-61,559	-81,441	-82,503	-	-	-	-	-	-	-	-	-225,503
2021 Cap Carry Forward	16,598	-16,598	-	-	-	-	-	-	-	-	-	-
2022 Cap Council	-	-	-19,728	-	-	-	-	-	-	-	-	-19,728
Current Approved Budget	18,517	-20,766	17,200	133,027	137,013	89,016	24,158	-	-	-	-	398,166
Approved Funding Sources												
Federal Bldg Canada Fund	3,573	-2,500	7,510	43,376	45,934	12,400	24,142	-	-	-	-	134,435
Provincial BCF - matching	-	-	23,800	65,064	68,902	49,680	-	-	-	-	-	207,445
Tax-Supported Debt	14,944	-18,266	-14,109	24,588	22,177	26,937	17	-	-	-	-	56,286
Current Approved Funding Sources	18,517	-20,766	17,200	133,027	137,013	89,016	24,158	-	-	-	-	398,166

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	18,517	-20,766	17,200	133,027	137,013	89,016	24,158	-	-	-	-	398,166
Requested Funding Source												
Federal Bldg Canada Fund	3,573	-2,500	7,510	43,376	45,934	12,400	24,142	-	-	-	-	134,435
Provincial BCF - matching	-	-	23,800	65,064	68,902	49,680	-	-	-	-	-	207,445
Tax-Supported Debt	14,944	-18,266	-14,109	24,588	22,177	26,937	17	-	-	-	-	56,286
Requested Funding Source	18,517	-20,766	17,200	133,027	137,013	89,016	24,158	-	-	-	-	398,166

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
REVISED BUDGET (IF APPROVED)													
Construction		4,719	-53,726	16,650	132,477	137,013	89,016	24,158	-	-	-	-	350,308
Design		13,798	32,960	550	550	-	-	-	-	-	-	-	47,858
Total		18,517	-20,766	17,200	133,027	137,013	89,016	24,158	-	-	-	-	398,166

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:	141,126
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	141,126

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 twining 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.

CHANGES TO APPROVED PROFILE

2022 Spring SCBA (#22-10, 3.3-4): This recosting adjustment is required due to higher than estimated costs on the reconstruction of the CN Rail bridge structure, land purchases and an increase in the scope of work related to the new EPCOR Water utility and roadway improvements along 66 Street, between Yellowhead Trail and Fort Road. The total cost increase of \$23,728,000 will be funded with a transfer from existing capital profiles "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" (\$19,728,000), and "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" (\$4,000,000).

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)

	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	55,169	31,360	30,869	-	-	-	-	-	-	-	117,398
	2021 Cap Carry Forward	-25,737	25,737	-	-	-	-	-	-	-	-	-
	2022 Cap Council	-	-	23,728	-	-	-	-	-	-	-	23,728
	Current Approved Budget	29,433	57,097	54,597	-	-	-	-	-	-	-	141,126
	Approved Funding Sources											
	Federal Bldg Canada Fund	1,267	23,954	16,855	-	-	-	-	-	-	-	42,077
	Provincial BCF - matching	-	-	16,855	-	-	-	-	-	-	-	16,855
	Tax-Supported Debt	28,166	33,142	20,886	-	-	-	-	-	-	-	82,194
Current Approved Funding Sources	29,433	57,097	54,597	-	-	-	-	-	-	-	141,126	

BUDGET REQUEST	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	29,433	57,097	54,597	-	-	-	-	-	-	-	141,126
	Requested Funding Source											
	Federal Bldg Canada Fund	1,267	23,954	16,855	-	-	-	-	-	-	-	42,077
	Provincial BCF - matching	-	-	16,855	-	-	-	-	-	-	-	16,855
	Tax-Supported Debt	28,166	33,142	20,886	-	-	-	-	-	-	-	82,194
Requested Funding Source	29,433	57,097	54,597	-	-	-	-	-	-	-	141,126	

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2022	2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030	Total
REVISED BUDGET (IF APPROVED)	Construction	14,261	55,685	54,597	-	-	-	-	-	-	-	-	124,544
	Design	5,793	-	-	-	-	-	-	-	-	-	-	5,793
	Land	9,379	1,411	-	-	-	-	-	-	-	-	-	10,790
	Total	29,433	57,097	54,597	-	-	-	-	-	-	-	-	141,126

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