

Unfunded Council Directed Service Packages

This addendum reflects the GHG impacts associated with the Council-directed service packages in the Operating Budget addendum 1. Please note that the 2026 GHG Emissions impacts were not quantified for these packages due to the short time provided for their assessment.

Service Package Name	CETS Action	Pathway				2026 GHG Emissions Impacts (tonnes CO2e)	Enabling	Community /Corporate /Both	2023-2026 Budget Request (\$000s)	Description of GHG Impacts
		1	2	3	4					
Airport Express Service from Edmonton International Airport to Downtown Edmonton	<input type="checkbox"/>	-	-	↓	-	Not Quantified	-	Both	9,230	This profile is to fund the establishment of an express transit service from downtown to the international airport. The service can support increased transit use and decrease pathway 3 emissions from reduced personal vehicle trips. Direct Emissions Impacts - Medium: associated with establishing a new transit service.
Bike Plan Implementation Acceleration - CM-20-0310 - Approach 1 Bike Plan Implementation Acceleration - CM-20-0310 - Approach 2 Bike Plan Implementation Acceleration - CM-20-0310 - Approach 3	<input checked="" type="checkbox"/>	-	-	↓	-	Part of Active Mode Composite (700)	↓	Community	6,771	This profile is to fund alternative options related to the development of the bike network. The options in this profile would expand the bike network within the city and ensure residents have greater opportunity to access destinations by biking or other micro mobility modes. Profile will directly decrease Pathway 3 emissions through more use of active mode of travel and enable ongoing growth of active travel as the City grows. Direct Emissions Impacts - Low: associated with increased active mode capacity. Enabling Emissions Impacts - Medium: associated with the potential to induce more active travel and displace vehicle travel.
Progress Land Development at Blatchford	<input checked="" type="checkbox"/>	-	-	-	-	Not Quantified	↓	Community	Included elsewhere in 2023 budget	This profile is to fund a feasibility study to expand the Blatchford Renewable Energy Utility to service a larger area. Results from this study could facilitate expansion of the system and enable emissions decreases through supplying low carbon heating. Enabling Emissions Impacts - Low: Associated with the potential expansion of low carbon heating service.
Derelict Residential and Non-Residential Properties - Grant Program and Draft Policy	<input type="checkbox"/>	-	↓	-	-	Not Quantified	↓	Community	1164	This profile is to support implementation of the derelict properties grant program and policy. These programs and policies together motivate either demolition or redevelopment/occupation of derelict properties. Redevelopment of these properties will likely serve to increase density/improve energy performance of these properties and therefore decrease Pathway 2 emissions. Demolition of these properties can enable new higher performance buildings to be constructed, and enabling emissions decreases. Direct Emission Impacts - Low: associated with increased density / redevelopment of derelict properties. Enabling Emissions Impacts - Low: associated with demolishing derelict buildings enabling construction of higher performance buildings. Increase in density within redeveloping area will enable more transit and active mode use.
Do North Bid for the Professional Triathlon Association's Canadian Open	<input type="checkbox"/>	-	-	-	-	Not Quantified	↑	Community	2,325	This profile is to support attraction of international sports events to the region and continue to advance Edmonton as Canada's leading triathlon city. Successfully attracting these events to the region will serve to promote more travel to and within the City of Edmonton for event attendance and enable emissions increases. Enabling Emissions Impacts - Low: associated with induced travel to and within the City.
Edmonton Metropolitan Transit Services Commission - Phase One Service Plan Implications	<input checked="" type="checkbox"/>	-	-	?	-	Not Quantified	↓	Both	49,490	This profile is to fund the Phase 1 service plan developed by the Edmonton Metropolitan Transit Services Commission. It is uncertain at this time if additional new buses are required under this plan, and therefore pathway 3 emissions impacts are uncertain. The service plan can support increased transit use throughout the region, and enable emissions reductions from reduced personal vehicle trips. Direct Emissions Impacts - Medium: associated with the emissions generated from the regional bus service. Enabling Emissions Impacts - Medium: associated with the potential to reduce the use of personal vehicles.
Edmonton Ski Club Replacement	<input type="checkbox"/>	-	?	-	-	Not Quantified	-	Community	4,000	This profile is to fund the replacement of the existing Edmonton Ski Club facility. It is expected that the new facility will improve the energy performance compared to the existing facility which will be demolished, however there are currently no available information about the new facilities design and expected energy use and therefore there are uncertain impacts to Pathway 2 emissions. No enabling emissions impacts. Direct Emissions Impacts - Low: associated with the expected energy use of a new facility.
Employee Psychological Health and Safety Programs and Practices	<input type="checkbox"/>	-	-	-	-	Not Quantified	-	Corporate	992	This profile is to support implementation of Employee Psychological H&S programs and practices. No direct or enabling emissions impacts are expected.
On Demand Transit - Service Delivery Model	<input checked="" type="checkbox"/>	-	-	↓	-	Not Quantified	↓	Both	7,352	This profile is to fund expanded operating hours for on-demand and off-peak bus service. This will result in increased transit capacity and therefore decrease Pathway 3 emissions for the community. There would be an increase in corporate emissions from the expanded transit service, but this is expected to be offset from less personal vehicle emissions. Expanded bus service can facilitate more transit use as the population grows and enable emissions decreases. Direct Emissions Impacts - Medium: Associated with increased bus service levels. Enabling Emissions Impacts - Medium: Associated with inducing more transit use over personal vehicles.