

CAPITAL PROFILE REPORT

Profile Page 1

PROFILE NAME: **VALLEY LINE LRT: DOWNTOWN TO LEWIS FARMS**
PROFILE **16-66-7017**
DEPARTMENT: **Transportation Services**
BRANCH: **LRT Design & Construction**
PROGRAM
LEAD BRANCH: **LRT Projects**
BUDGET CYCLE: **2015-2018**

FUNDED

PROFILE STAGE: **Approved**
PROFILE TYPE: **Standalone**
PROFILE MANAGER: **Brad Smid**
LEAD BRANCH MANAGER: **Guy Boston**
ESTIMATED START: **July, 2016**
ESTIMATED COMPLETION: **December, 2019**

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

GROWTH	RENEWAL	PREVIOUSLY APPROVED:	24,000
100		BUDGET REQUEST:	130,000
		TOTAL PROFILE BUDGET:	154,000

PROFILE DESCRIPTION

The profile includes the following work components:

Completion of preliminary design including evaluation of possible grade separations along the route. Completion of a project delivery assessment and development of a procurement framework and project agreement. Early engagement with utility companies and the City's Corporate Properties group to undertake utility relocation and land acquisition, respectively.

[Update May 23, 2017] Valley Line West is a 14km urban-style low-floor LRT system connecting downtown Edmonton to Lewis Farms Transit Centre. The delivery of this project will involve design, procurement, construction phases, in addition to operation and maintenance considerations. The profile name is being changed from "LRT Design: Valley Line, Downtown to Lewis Farms" to "Valley Line LRT: Downtown to Lewis Farms" to reflect additional work. Additional work includes land acquisition, utility relocations, detailed engineering, procurement, construction of necessary infrastructure, and purchase of light rail vehicles needed to operate this extension to the low floor LRT network. These components will be brought forward in different stages for Council approval.

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 West Valley line was approved on January 19, 2011 and the Concept Plan for the Downtown section of the Valley line was approved on February 15, 2012. Following two years of design and consultation, the preliminary design of the 27-kilometre urban style LRT from Mill Woods to Lewis Farms was completed on November 14, 2013. During the preliminary design more effort was placed on the Valley Line Stage 1 (Downtown to Mill Woods) as it was the next expansion stage to be funded. The preliminary Design on the west leg of the Valley Line was completed to approximately a 10% level as the funding was unknown and further in the future.

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: (a) Valley Line, Downtown to Lewis Farms (LW-1, LW-2, LW-3)." 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 will ensure enough resources are provided. Other risks include industry capacity (engineering, contract, utilities, and project management), public consultation, and project delivery risks.

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 in order to be shovel ready for Phase 2 of the Federal Transit Stimulus funding.

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.

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Profile Page 3

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FUNDED

PROFILE NUMBER: **16-66-7017**

PROFILE TYPE: **Standalone**

BRANCH: **LRT Design & Construction**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

		Prior Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	Beyond 2025	Total
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	2016 Cap Capital Budget Adj (one-off)	5,000	10,000	5,000	-	-	-	-	-	-	-	-	20,000
	2016 Cap Carry Forward	-5,000	5,000	-	-	-	-	-	-	-	-	-	-
	2017 Cap Capital Budget Adj (one-off)	-	4,000	-	-	-	-	-	-	-	-	-	4,000
	Current Approved Budget	-	19,000	5,000	-	-	-	-	-	-	-	-	24,000
	Approved Funding Sources												
	Federal - Public Transit Infrastructure Fund	-	9,056	2,334	-	-	-	-	-	-	-	-	11,390
	Munc Sustain. Initiative - MSI	-	4,875	1,349	-	-	-	-	-	-	-	-	6,224
	Other Grants - Provincial	-	4,528	1,167	-	-	-	-	-	-	-	-	5,695
	Pay-As-You-Go	-	542	150	-	-	-	-	-	-	-	-	692
	Current Approved Funding Sources	-	19,000	5,000	-	-	-	-	-	-	-	-	24,000

BUDGET REQUEST	Budget Request	-	30,000	60,000	40,000	-	-	-	-	-	-	-	130,000
	Revised Funding Sources (if approved)												
	Tax-Supported Debt	-	30,000	60,000	40,000	-	-	-	-	-	-	-	130,000
	Requested Funding Source	-	30,000	60,000	40,000	-	-	-	-	-	-	-	130,000

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	49,000	65,000	40,000	-	-	-	-	-	-	-	154,000
	Requested Funding Source												
	Federal - Public Transit Infrastructure Fund	-	9,056	2,334	-	-	-	-	-	-	-	-	11,390
	Munc Sustain. Initiative - MSI	-	4,875	1,349	-	-	-	-	-	-	-	-	6,224
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	Requested Funding Source	-	49,000	65,000	40,000	-	-	-	-	-	-	-	154,000

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

	Activity Type	Prior Years	2017	2018	2019	2020	2021	2022	2023	2024	2025	Beyond 2025	Total
REVISED BUDGET (IF APPROVED)	Design	-	19,000	5,000	-	-	-	-	-	-	-	-	24,000
	Land	-	30,000	60,000	40,000	-	-	-	-	-	-	-	130,000
	Total	-	49,000	65,000	40,000	-	-	-	-	-	-	-	154,000

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