

CAPITAL PROFILE REPORT

PROFILE NAME:	LRT PRELIM DESIGN: METRO LINE: BLATCHFORD TO CAMPBELL RD	FUNDED
PROFILE NUMBER:	16-66-7020	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	LRT Expansion and Renewal	LEAD MANAGER: Bruce Ferguson
PROGRAM NAME:		PARTNER MANAGER: Wayne Mandryk
PARTNER:	LRT Expansion and Renewal	ESTIMATED START: July, 2016
BUDGET CYCLE:	2015-2018	ESTIMATED COMPLETION: December, 2019

Service Category: Public Transit	Major Initiative: Public Transit Infrastructure Fund
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GROWTH	RENEWAL	PREVIOUSLY APPROVED:	44,318
100		BUDGET REQUEST:	-
		TOTAL PROFILE BUDGET:	44,318

PROFILE DESCRIPTION

Perform preliminary engineering and provide engineering analysis on possible grade separations along the route, resolve any outstanding issues left from concept planning.

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, further design work is required for future prioritization of LRT expansions.

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; "2. That the following three LRT design projects be prioritized for further work with the Phase 1 Federal Transit Stimulus funding (alphabetically listed): (a) Capital Line, Century Park to Ellerslie (HSW-1 to update preliminary engineering), (b) Downtown Connector, University to Bonnie Doon (LE-1 for concept planning), (c) Metro Line, North Blatchford to Campbell Road (HNW-2, HNW-3 for preliminary engineering)." 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. Regional connectivity to St. Albert and regions north west of Edmonton.

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 approval from CN for the rail crossing, public consultation, land acquisition and utility interference.

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#6 - Transfer \$100,000 from profile 16-66-7020 to profile 16-66-7017 to address additional project scope for 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 16-66-7020 to complete the work.

PTIF#7: Transfer \$338,000 from profile 16-66-7020 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 to complete the work.

PTIF#8: Transfer \$6,115,000 from profile 16-66-7020 to profile CM-66-3216 - Projects 1, 3, 5, 7, and 8. \$1,910,000 will address additional scope for LRT Surface Station Warning Tile replacements. The increased scope includes the selection of a custom fabricated platform warning tile strip which combines both the yellow truncated dome tile and the white edge tile in one piece and mechanically secured to the edge of the LRT platform to reduce maintenance requirements. \$1,915,000 will address additional project scope for Bay & Corona LRT Station Floor tiles. Additional floor tiles are being replaced at the stations, including stair tile and the sandbed to improve safety. \$140,000 will address additional project scope for Corona LRT Station Concourse Ceiling. Additional funding is required to replace the CCTV cabling and sound systems mounted within the ceiling structure. Includes a new IT room that is required to meet code and safety requirements. \$1,050,000 will address additional project scope for Upgrade LRT Station Lighting to LED. Additional funding is required for the replacement of adjacent pedestrian scale light standards that are fed from each station's distribution panel at Clareview, Stadium and McKernan LRT stations. Modernization of exit signs to meet current building code requirements. \$1,100,000 to expand project scope for LRT Tunnel Lighting to LED to include a full fixture replacement to meet electrical certification requirements. The transfer will provide adequate funds to complete these projects and leave sufficient funds in 16-66-7020 to complete the work.

PTIF#9: Transfer \$450,000 from profile 16-66-7020 to profile 16-66-3218. Additional technical design review is required to inform code compliance. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 to complete the work.

PTIF#10: Transfer \$3,000,000 from profile 16-66-7020 to profile 18-66-3514 to address additional project scope for Heritage Valley Park and Ride. Additional funding is required for oversizing of servicing to account for future adjacent developments and detour road construction. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 to complete the work.

PTIF#11: Transfer \$200,000 from profile 16-66-7020 to profile 16-66-3652 to address a change in project scope. Two approved locations will be replaced with two new locations. 40th Avenue & Terwillegar Drive is replaced with Ellerslie Rd & 70th Street AND 120th Avenue & 82nd Street is replaced with 111th Avenue & 186th Street. The new locations will require additional funding to allow for full signals rather than half bus activated signals. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 to complete the work.

PTIF#12: Transfer \$650,000 from profile 16-66-7020 to profile 16-66-3516 to address additional project scope. Additional funding is required for re-grading on the south portion of the plaza for improved integration of the new transit centre and the LRT station, including changes to the LRT station access door configuration to improve circulation between the plaza and the LRT Station. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 to complete the work.

PTIF#13: Transfer \$600,000 from profile 16-66-7013 to profile 16-66-3520 to address additional project scope. Additional funding is required for demolition of the existing male operator washroom and the old substation building located on the northwest corner of Jasper Place Transit Centre and replacing it with a new building to provide public washrooms, a security office and service rooms. Landscaping will also be added. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7013 to complete the work.

PTIF#14: Transfer \$1,500,000 from profile 16-66-7020 to profile 16-66-3303. Added scope includes upgrade to the DC Protection Relays, additional overhead catenary poles and bases and associated design fees. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-7020 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.

2021Spring 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 (\$120.8K).

CAPITAL PROFILE REPORT

PROFILE NAME: **LRT Prelim Design: Metro Line: Blatchford to Campbell Rd**

FUNDED

PROFILE NUMBER: **16-66-7020**

PROFILE TYPE: **Standalone**

BRANCH: **LRT Expansion and 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)	40,000	-	-	-	-	-	-	-	-	-	40,000	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Capital Budget Adj (one-off)	-12,953	-	-	-	-	-	-	-	-	-	-12,953	
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Administrative	-2,850	-	-	-	-	-	-	-	-	-	-	-2,850
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Administrative	121	-	-	-	-	-	-	-	-	-	-	121
	2022 Cap Budget Request for Next Cycle	-	-	2,000	2,000	2,000	14,000	-	-	-	-	-	20,000
	Current Approved Budget	24,318	-	2,000	2,000	2,000	14,000	-	-	-	-	-	44,318
APPROVED FUNDING SOURCES	Approved Funding Sources												
	Federal - Public Transit Infrastructure Fund	12,075	-	-	-	-	-	-	-	-	-	12,075	
	Munc Sustain. Initiative - MSI	5,833	-	-	-	-	-	-	-	-	-	5,833	
	Other Grants - Provincial	5,562	-	-	-	-	-	-	-	-	-	5,562	
	Pay-As-You-Go	848	-	-	-	-	-	-	-	-	-	848	
	Tax-Supported Debt	-	-	2,000	2,000	2,000	14,000	-	-	-	-	-	20,000
Current Approved Funding Sources	24,318	-	2,000	2,000	2,000	14,000	-	-	-	-	-	44,318	

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	24,318	-	2,000	2,000	2,000	14,000	-	-	-	-	-	44,318
Requested Funding Source												
Federal - Public Transit Infrastructure Fund	12,075	-	-	-	-	-	-	-	-	-	-	12,075
Munc Sustain. Initiative - MSI	5,833	-	-	-	-	-	-	-	-	-	-	5,833
Other Grants - Provincial	5,562	-	-	-	-	-	-	-	-	-	-	5,562
Pay-As-You-Go	848	-	-	-	-	-	-	-	-	-	-	848
Tax-Supported Debt	-	-	2,000	2,000	2,000	14,000	-	-	-	-	-	20,000
Requested Funding Source	24,318	-	2,000	2,000	2,000	14,000	-	-	-	-	-	44,318

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	-2,850	-	-	-	-	-	-	-	-	-	-	-2,850
	Design	27,168	-	-	-	-	-	-	-	-	-	-	27,168
	Land	-	-	2,000	2,000	2,000	14,000	-	-	-	-	-	20,000
	Total	24,318	-	2,000	2,000	2,000	14,000	-	-	-	-	-	44,318

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