

# CAPITAL PROFILE REPORT

PROFILE NAME: **STADIUM LRT STATION UPGRADE**  
 PROFILE NUMBER: **19-10-1011**  
 DEPARTMENT: **Integrated Infrastructure Services**  
 LEAD BRANCH: **LRT Expansion and Renewal**  
 PROGRAM NAME:  
 PARTNER: **Edmonton Transit Service**  
 BUDGET CYCLE: **2019-2022**

**FUNDED**

PROFILE STAGE:	Approved
PROFILE TYPE:	Standalone
LEAD MANAGER:	Bruce Ferguson
PARTNER MANAGER:	Carrie Hotton-MacDonald
ESTIMATED START:	January, 2019
ESTIMATED COMPLETION:	December, 2022

Service Category:	Public Transit	Major Initiative:	Alberta Community Transit Fund
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>50,830</b>
	<b>100</b>	<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>50,830</b>

## PROFILE DESCRIPTION

The project includes rebuilding the Stadium LRT station to align with urban LRT design principles. Major elements include improvement to public safety, security, barrier-free accessibility, and means of integrating the station into the future Stadium Transit Oriented Development Plans, and alignment with the recently approved Stadium Area Redevelopment Plan (Council-approved February 2018).

Development phase for this project is estimated at \$1.5M (+- 50%) to advance the project from Checkpoint 2 to 3. Total cost for design and construction for the upgrades is estimated at \$27.5M (+- 50%).

## PROFILE BACKGROUND

The station opened in 1978 as part of the original LRT line. It is nearing 40 years of age and is in need of upgrades to replace aging infrastructure. There is also a desire to improve public safety, accessibility and security. Upgrades of this station will align with a number of the City's plans and operations including the the Stadium Transit Oriented Development. Conceptual planning is funded under the PTIF program and will be completed in 2018.

This project will complete the design and build, the project is considered 'growth' due to significant upgrades proposed to the existing facility to address safety, security, barrier-free accessibility, and urban integration.

## PROFILE JUSTIFICATION

Stadium station is more than 40 years of age and is in need of significant upgrades to replace aging infrastructure and improve public safety, security, and accessibility. Integrating the station with the future Stadium Transit Oriented Development plans and alignment with the Stadium Area Redevelopment Plan has also been identified as a requirement.

## STRATEGIC ALIGNMENT

This profile aligns with the strategic objective of making transformational impacts in our community by making a discrete and measurable impact on Council's four strategic goals: healthy city, urban places, regional prosperity and climate resilience, by creating a community to connect people to what matters to them. This profile also aligns to the City of Edmonton's Transportation Master Plan: Enhancing transit safety and security measures.

## ALTERNATIVES CONSIDERED

Main alternatives are:

- Status quo: continued use and maintenance of the existing facility without renewal or enhancement. The Stadium Area Redevelopment Plan identifies a future station location to the south, nearer to the new "Main Street" crossing. This relocation is not anticipated for 25+ years, and may include retaining the existing station location as a Commonwealth Stadium "event-only" station.
- Renewal: reduce scope of the project to minor rehabilitation, mainly update of finishes and rehabilitation of main building systems.

In both instances, the main concerns for safety, security and accessibility are not addressed and the rider experience is not improved.

## COST BENEFITS

Tangible Benefits:

- Improved station safety and security
- Improved barrier-free accessibility
- Improved convenience and comfort
- Improved architectural appearance
- Integration with future area development plans

Intangible Benefits:

- Will promote Transit use as the preferred mode of transportation
- Will promote development of the Stadium Transit Oriented Development and implementation of the Stadium Area Redevelopment Plan

## KEY RISKS & MITIGATING STRATEGY

Tender prices may exceed the available budget:

Contingencies will be built into the scope and budget of the work

The work scope will be reduced so as not to exceed approved funding amounts.

A budget adjustment or budget transfer from other Transit profiles could be evaluated.

Project deadline not met: Scope reduction.

Maintaining a functional station and LRT line during construction: project phasing and constructability considerations analyzed and planned during design.

## RESOURCES

The project will be delivered using a combination of internal and external resources of Integrated Infrastructure Services. All procurement of external resources will follow relevant corporate procurement Administrative Directives & Procedures and Council policies.

## CONCLUSIONS AND RECOMMENDATIONS

Approval of this capital profile is required to fund the detailed design and construction of the upgrades to Stadium LRT Station so that this important infrastructure asset can continue to serve the citizens of Edmonton by improving the safety, security, barrier-free accessibility, and integration with the neighbourhood.

## CONTINGENCY OF APPROVAL

CAP#18/Motion 10.2: Held in abeyance subject to approval of ACT grant funding. Report returns to Committee at the Spring SCBA.

## CHANGES TO APPROVED PROFILE

2019 Spring SCBA (CA#10): (2.5.6) Adjustment of profile funding sources based on the actual amount of grant funding received from Alberta Community Transit fund (ACTF) (\$1.5M) and an increase to TSD (\$804K).

2019 Fall SCBA #19-34A/5.4 ACT Funding Reduction:

To reduce the total profile budget to \$750K based on cancellation of Alberta Community Transit Fund grant.

2019 Fall SCBA #19-35/3.1 Capital Amendment CP-7(5):

That capital profile #19-10-1011, be increased by \$29,090,000 to fund planning and design and delivery of the Stadium LRT Station Upgrade, with \$28,340,000 of funding from Tax-Supported Debt and \$750,000 of funding from Pay-As-You-Go as follows:

2020 - \$750,000 Pay-As-You-Go and \$4,350,000 of Tax-Supported Debt

2021 - \$18,000,000 of Tax-Supported Debt

2022 - \$5,990,000 of Tax-Supported Debt

2019 Fall SCBA (CM.2): PTIF transfer between profiles: additional spend of \$1.7M due to an updated cost estimate on Stadium planning and design.

2019 Fall SCBA (CM.5): Work that had commenced under the profile for Stadium Station LRT Renewal (16-66-3212) is now being incorporated into the profile for Stadium LRT Station Upgrade (19-10-1011). This adjustment transfers \$69.5K (PTIF), \$25.8K (MSI), \$34.8K (Other Grants - Provincial) and \$8.9K (PAYG) funding from 16-66-3212 to 19-10-1011 to keep all expenditures and budget for the project under one profile.

2020 Spring SCBA (#20-11, BM-7) Funding transfer to cover 2019 overspend.

2020 Fall SCBA (#20-31, BM-4) Work that had commenced under the profile for Stadium Station LRT Renewal (16-66-3212) is now being incorporated into the profile for Stadium LRT Station Upgrade (19-10-1011). This adjustment transfers \$69.5K (PTIF), \$25.8K (MSI), \$34.8K (Other Grants - Provincial) and \$8.9K (PAYG) funding from 16-66-3212 to 19-10-1011 to keep all expenditures and budget for the project under one profile.

2020 Fall SCBA (#20-31, CFO 1D-5): To move Pay-As-You-Go funding for % for Art \$ (\$71,000) from 19-10-1011 Stadium Station to operating for the art payments that will be incurred in Fall 2020.

2021 Spring SCBA (#21-20, 3.3-1): This recosting adjustment is required due to the following: Increased construction and material costs due to COVID-19, and complex coordination on safety critical works around the operations that have led to further contingency required to manage this work to completion. In addition to this, unforeseen concourse roof repairs require approximately \$1M in additional funding that was not part of the original scope. The original approved budget for this project was based on the development report that underestimated traction power, communication, signal system, poor soil condition resulted in changing the location of the gantry columns which was not identified during the original scope. The overall recosting adjustment request is \$11,888,090, and would be funded with Federal Gas Tax funding.

2021 Spring 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 (\$812K).

2021 Fall SCBA (#21-31, DCM-9): The recalibration exercise completed for this Public Transit Infrastructure Fund (PTIF) bundle in the Spring 2021 SCBA took excess \$1,025 budget from the Capital Line South 16-66-7018 and this correction entry is returning this budget back from the Stadium Station profile 19-10-1011 that received the majority of this PTIF bundle's excess funds in the Spring 2021 SCBA.

2021 Fall SCBA (#21-31, CFO-27): Additional funding of \$1,600,000 is required to complete the Stadium LRT Station Upgrade Project due to additional consultant fees, inclusion of legacy costs related to an earlier contract on the project. The Project has recently accommodated stakeholder requests to prioritize service for major events in August and September which has delayed various critical works and added schedule and cost to the Project. This SCBA request also includes allocation of overhead, additional contingency to account for cost of service impact to the operational station due to construction works, reduction in anticipated savings through value engineering exercises, the escalation of costs through the supply chain due to the pandemic, and subsequent supply shortages.

2021 Fall SCBA (#21-30, 3.5-1): This funding source adjustment is required in order to fully utilize Green-trip funding allocated to the City of Edmonton. Green-trip funding of \$31,024,958 is being transferred from the "08-66-1672 - NLRT (Downtown to NAIT)" capital profile to stand-alone capital profiles "19-10-1011 - Stadium LRT Station Upgrade" and "CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement". In exchange, these two standalone profiles are transferring back Federal Gas Tax funding and Tax-supported debt to the NLRT (Downtown to NAIT) capital profile. There is \$0 net impact to all three capital profiles involved in this funding source adjustment.

2022 Spring SCBA (#22-10, 3.3-5): This recosting adjustment is required due to supply chain issues (availability and pricing), unforeseen site conditions, additional design changes required to satisfy code and project outcomes, impacts due to extreme weather, and additional COVID-19 related impacts. The total cost increase is \$5,054,000, and will be funded with a transfer from existing capital profile "08-66-1672 - Metro Line LRT (Downtown to NAIT)".

2023 Spring SCBA (#23-10, 4.5-2): This funding source adjustment is required to reduce the amount of tax-supported debt approved for the Stadium LRT Upgrade project due to additional Green-trip funding becoming available from recoveries and interest earned. This adjustment requires council approval because it involves debt as a funding source and will result in a borrowing bylaw change brought forward at a later point in time.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Stadium LRT Station Upgrade**  
 PROFILE NUMBER: **19-10-1011**  
 BRANCH: **LRT Expansion and Renewal**

**FUNDED**  
 PROFILE TYPE: **Standalone**

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

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
APPROVED BUDGET	Approved Budget											
	Original Budget Approved	27,500	-	-	-	-	-	-	-	-	-	27,500
	2019 Cap Administrative	1,839	-	-	-	-	-	-	-	-	-	1,839
	2019 Cap Council	2,340	-	-	-	-	-	-	-	-	-	2,340
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Administrative	-71	-	-	-	-	-	-	-	-	-	-71
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Administrative	2,411	-	-	-	-	-	-	-	-	-	2,411
	2021 Cap Council	11,880	-	-	-	-	-	-	-	-	-	11,880
	2021 Cap Capital Budget Adj (one-off)	-123	-	-	-	-	-	-	-	-	-	-123
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Council	5,054	-	-	-	-	-	-	-	-	-	5,054
	2022 Cap Carry Forward	-334	334	-	-	-	-	-	-	-	-	-
	2023 Cap Council	-	-	-	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>50,496</b>	<b>334</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,830</b>
APPROVED FUNDING SOURCES	Approved Funding Sources											
	Federal - Public Transit Infrastructure Fund	879	-	-	-	-	-	-	-	-	-	879
	Federal Gas Tax Fund	11,880	-	-	-	-	-	-	-	-	-	11,880
	Green-trip	30,150	-	-	-	-	-	-	-	-	-	30,150
	Munc Sustain. Initiative - MSI	273	-	-	-	-	-	-	-	-	-	273
	Other Grants - Provincial	584	-	-	-	-	-	-	-	-	-	584
	Pay-As-You-Go	3,820	-	-	-	-	-	-	-	-	-	3,820
	Tax-Supported Debt	2,910	334	-	-	-	-	-	-	-	-	3,244
<b>Current Approved Funding Sources</b>	<b>50,496</b>	<b>334</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,830</b>

BUDGET REQUEST	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	50,496	334	-	-	-	-	-	-	-	-	50,830
	Requested Funding Source											
	Federal - Public Transit Infrastructure Fund	879	-	-	-	-	-	-	-	-	-	879
	Federal Gas Tax Fund	11,880	-	-	-	-	-	-	-	-	-	11,880
	Green-trip	30,150	-	-	-	-	-	-	-	-	-	30,150
	Munc Sustain. Initiative - MSI	273	-	-	-	-	-	-	-	-	-	273
	Other Grants - Provincial	584	-	-	-	-	-	-	-	-	-	584
	Pay-As-You-Go	3,820	-	-	-	-	-	-	-	-	-	3,820
	Tax-Supported Debt	2,910	334	-	-	-	-	-	-	-	-	3,244
<b>Requested Funding Source</b>	<b>50,496</b>	<b>334</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,830</b>

## CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
	Construction	47,907	334	-	-	-	-	-	-	-	-	-	48,241
	Design	2,589	-	-	-	-	-	-	-	-	-	-	2,589
	<b>Total</b>	<b>50,496</b>	<b>334</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,830</b>

## OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:												
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
<b>Total Operating Impact</b>	-	-	-	-	-	-	-	-	-	-	-	-

