

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>NEW TRANSIT BUS GARAGE</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>20-20-2022</b>	<b>PROFILE STAGE: Approved</b>
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE: Standalone</b>
LEAD BRANCH:	<b>Infrastructure Planning and Design</b>	LEAD MANAGER: <b>Pascale Ladouceur</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Carrie Hotton-MacDonald</b>
PARTNER:	<b>Edmonton Transit Service</b>	ESTIMATED START: <b>July, 2020</b>
BUDGET CYCLE:	<b>2023-2026</b>	ESTIMATED COMPLETION: <b>December, 2028</b>

<b>Service Category:</b>	<b>Public Transit</b>	<b>Major Initiative:</b>
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>367,000</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>367,000</b>

## PROFILE DESCRIPTION

This profile includes the land acquisition, planning, design and delivery for a new transit garage for electric and diesel buses, including required maintenance and storage spaces, control centres and supporting facilities.

Specifically, the following activities are anticipated:

- Complete functional programming for the new southeast garage, Davies, Ellerslie expansions and the resulting Paterson operational impacts to PDDM Checkpoint 2.
- Advance concept and preliminary design for Davies and Ellerslie expansions towards PDDM Checkpoint 3.
- Advance planning for establishing the satellite facility and the acceleration of the upgrades to the electric bus charging infrastructure of Centennial Garage and Kathleen Andrews Transit Garages.
- Acquisition of land to advance to concept and preliminary design for the new southeast garage.

The profile also includes the detailed design and delivery of the new southeast garage (PDDM Checkpoint 3 to 5), if support is received for grants from the Federal Government. Tax supported debt is held in abeyance pending a grant from the Federal Government.

## PROFILE BACKGROUND

This profile supports municipal public transit initiatives, with an emphasis on safe, affordable, accessible and environmentally sustainable public transportation options in and between communities. This new profile will fund a transit bus garage as this project is seen as contributing to the broader transit network, and help to achieve enhanced transit service, mode shift, and reduced emissions.

The work completed under this profile is guided by the Edmonton Transit Service Fleet Storage, Operations and Maintenance Facility Strategy, designed to guide the renewal and development of existing and future Edmonton Transit Service fleet storage and maintenance facilities to address the growth, capacity and electrification needs of the fleet through to 2040. Transitioning to a zero-emission transit fleet is a core objective of this work and currently calls for up to 440 electric buses to replace diesel buses by 2030. The Strategy recommends the construction of two new operations and maintenance garages in the southeast and northwest quadrants of the city, enabling a fully electrified bus fleet. The Strategy also recommends a progressive series of upgrades, renewals and expansion projects within existing facilities to accommodate growth, capacity and electrification.

This integrated strategy considers all aspects and infrastructure needed for the storage, operations and maintenance of buses allowing ETS to be responsive to riders' needs. The Strategy includes being more efficient with City resources and identifying what is needed now and in the future. With the foundation of the transit network established, the Strategy supports future city and ridership growth.

## PROFILE JUSTIFICATION

Edmonton Transit Services facilities are at full capacity for storage and maintenance of the bus fleet. Temporary structures are already in use at Ferrier Garage to provide additional capacity. In order to support the electrification and/or growth of the fleet, additional maintenance and storage space is required. To prepare for this, New Transit Bus Garage - Planning & Design was brought forward for consideration to prepare for the opportunity to deliver this facility within the 2023-26 Capital Budget.

## STRATEGIC ALIGNMENT

This project is linked to the objectives of the City Council approved Greenhouse Gas Management Plan for Civic Operations 2019-30, as well as the potential for bus fleet expansion required to support improvement or growth in the bus network services. Edmonton Transit Services does not currently have extra capacity for bus storage and maintenance. Temporary storage in tents are already used at Ferrier Garage.

## ALTERNATIVES CONSIDERED

Three scenarios were explored as options to address and guide the renewal and development of existing and future ETS fleet storage, operations and maintenance facilities. The recommended scenario, which is the Edmonton Transit Service Fleet Storage, Operations and Maintenance Facility Strategy, is designed to meet the City's objectives for growth and electrification, resulting from the hybrid scenario. The recommended approach and strategy builds on the existing storage and maintenance facilities, adds capacity and diversifies fuel sources.

No other alternative allows the City of Edmonton to meet its growth requirements, the Energy Transition Strategy and City Operations Greenhouse Gas Management Plan as well The City Plan.

## **COST BENEFITS**

This profile is intended to allow for the development of the project to a level of detail that will enhance information to Council to make better-informed capital investment decisions.

This profile will ensure there is early investment in planning and design to support a detailed business case; a structured process to evaluate readiness, scope & prioritization; and increased confidence in budget and schedule estimates.

## **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**

Approval of this capital profile allows for the completion of planning and design in accordance with the PDDM process. Capital funds are required to advance the planning and design of capital growth projects in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through increased level of design to ensure realistic expectations are set prior to project tendering and construction. Additionally, funds will be allocated to the delivery of the new garage if support is received for grants from the Federal Government.

## **CHANGES TO APPROVED PROFILE**

2022 Spring SCBA (#22-10, 3.2-1): This scope change is required to fund the acquisition of land to advance to concept and preliminary design for the new southeast garage in "20-20-2022 - New Transit Bus Garage", which is a critical component to the implementation of the ETS Fleet Storage and Maintenance Facility Strategy. Additional details are provided in the June 7, 2022 Integrated Infrastructure Services report "IIS01208 - ETS Fleet Storage Facility Update and Land Acquisition".

# CAPITAL PROFILE REPORT

PROFILE NAME: **New Transit Bus Garage**

**FUNDED**

PROFILE NUMBER: **20-20-2022**

PROFILE TYPE: **Standalone**

BRANCH: **Infrastructure Planning and Design**

## 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	-	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	6,000	-	-	-	-	-	-	-	-	-	-	6,000
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Capital Budget Adj (one-off)	9	-	-	-	-	-	-	-	-	-	-	9
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Council	-	45,000	-	-	-	-	-	-	-	-	-	45,000
	2022 Cap Budget Request for Next Cycle	-	2,500	47,500	97,500	92,500	63,250	12,750	-	-	-	-	316,000
	2022 Cap Capital Budget Adj (one-off)	-9	-	-	-	-	-	-	-	-	-	-	-9
	2022 Cap Carry Forward	-4,109	4,109	-	-	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>1,891</b>	<b>51,609</b>	<b>47,500</b>	<b>97,500</b>	<b>92,500</b>	<b>63,250</b>	<b>12,750</b>	-	-	-	-	<b>367,000</b>	
Approved Funding Sources													
Pay-As-You-Go	9	-9	-	-	-	-	-	-	-	-	-	-	
Tax-Supported Debt	1,882	51,618	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000	
<b>Current Approved Funding Sources</b>	<b>1,891</b>	<b>51,609</b>	<b>47,500</b>	<b>97,500</b>	<b>92,500</b>	<b>63,250</b>	<b>12,750</b>	-	-	-	-	<b>367,000</b>	

BUDGET REQUEST	Budget Request	-	-	-	-	-	-	-	-	-	-	-	-
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REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	1,891	51,609	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000
	Requested Funding Source												
	Pay-As-You-Go	9	-9	-	-	-	-	-	-	-	-	-	-
	Tax-Supported Debt	1,882	51,618	47,500	97,500	92,500	63,250	12,750	-	-	-	-	367,000
<b>Requested Funding Source</b>	<b>1,891</b>	<b>51,609</b>	<b>47,500</b>	<b>97,500</b>	<b>92,500</b>	<b>63,250</b>	<b>12,750</b>	-	-	-	-	<b>367,000</b>	

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

	Activity Type	Prior Years	2023	2024	2025	2026	2027	2028	2029	2030	2031	Beyond 2031	Total
REVISED BUDGET (IF APPROVED)	Construction	-4,109	4,109	37,500	87,500	87,500	62,500	12,500	-	-	-	-	287,500
	Design	6,000	2,500	10,000	10,000	5,000	750	250	-	-	-	-	34,500
	Land	-	45,000	-	-	-	-	-	-	-	-	-	45,000
	<b>Total</b>	<b>1,891</b>	<b>51,609</b>	<b>47,500</b>	<b>97,500</b>	<b>92,500</b>	<b>63,250</b>	<b>12,750</b>	-	-	-	-	<b>367,000</b>

## OPERATING IMPACT OF CAPITAL

Type of Impact:

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