

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>YELLOWHEAD TRAIL FREEWAY CONVERSION: PROJECT DEVELOPMENT</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>CM-99-0060</b>	<b>PROFILE STAGE: Approved</b>
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE: Composite</b>
LEAD BRANCH:	<b>Infrastructure Delivery</b>	LEAD MANAGER: <b>Jason Meliefste</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Brian Latte</b>
PARTNER:	<b>Infrastructure Delivery</b>	ESTIMATED START: <b>January, 2019</b>
BUDGET CYCLE:	<b>2023-2026</b>	ESTIMATED COMPLETION: <b>December, 2026</b>

<b>Service Category:</b>	<b>Roads</b>	<b>Major Initiative:</b>	<b>Yellowhead Freeway</b>
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>188,813</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>188,813</b>

## PROFILE DESCRIPTION

This composite program supports concept planning and preliminary design work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

## PROJECT LIST

The Yellowhead Trail Freeway Conversion Program will be implemented through a combination of large and small projects and will also include improvements to adjacent roadways to accommodate changing travel patterns.

- \* one-way service roads near 149 Street parallel to Yellowhead Trail to provide alternate access, improvements to off-corridor routes, and traffic signal modifications;
- \* removal of intersections at 149 Street, 143 Street, and 142 Street;
- \* interchange construction at 127 Street;
- \* interchange construction at 121 Street;
- \* access modifications and road network improvements near 89 Street;
- \* Fort Road widening (north of Yellowhead Trail to 66 Street), including widening and upgrades to the CN Rail underpass;
- \* removal of the signal at 66 Street / Yellowhead Trail, and provision of alternative access to the surrounding area;
- \* a new collector road (125 Avenue) connecting westbound Yellowhead Trail from 61 Street to 66 Street and Fort Road; and
- \* Yellowhead Trail widening from west of 50 Street to the North Saskatchewan River.

## PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

This profile includes funding for project development (concept planning and preliminary design) in support of the Yellowhead Trail Freeway Conversion Program.

## PROFILE JUSTIFICATION

The overall program budget for the development (concept planning and preliminary design) of the freeway conversion program was estimated prior to the adoption of the Capital Project Governance Policy C591, which outlines the Project Development & Delivery Method (PDDM).

To adhere with the PDDM, this composite profile will fund project development (concept planning and preliminary design) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget for the delivery (detailed design and construction) of the individual projects, reducing the risk of cost overruns, schedule issues, and other unanticipated issues.

## STRATEGIC ALIGNMENT

These composite profiles align with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

## ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

# CAPITAL PROFILE REPORT

## **COST BENEFITS**

The planning and design composite profile provides better information to make capital investment decisions:  
Structured process to evaluate readiness, scope and prioritization.  
Increased confidence around budget and schedule estimates.  
There is the opportunity to make changes in project scope if there are problems identified during the early planning and design phases.

## **KEY RISKS & MITIGATING STRATEGY**

Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

## **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**

Capital funds have been approved to advance the planning and design of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for concept planning and preliminary design work in adherence to the PDDM process.

# CAPITAL PROFILE REPORT

## CHANGES TO APPROVED PROFILE

2020 Spring SCBA (#20-10, 3.1-5): The Yellowhead Trail East Widening (61 Street to the North Saskatchewan River) project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds (\$4.5M) from a Composite Profile CM-99-0060 to a new stand alone profile.

2020 Spring SCBA (#20-10, 3.1-12): The 123 Avenue (156 Street to 142 Street) Roadway Improvements project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds \$2.5M from a Composite Profile CM-99-0060 to a new stand alone profile.

2021 Spring SCBA (#21-20, 3.1-6): The Yellowhead Trail - 156 Street to St. Albert Trail project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$177,634,225, with all requested funds being a transfer from existing approved budgets \$56M).

2021 Spring SCBA (#21-20, 3.1-7): The Yellowhead Trail - Fort Road Widening project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$117,398,379, with all requested funds being a transfer from existing approved budgets (\$16.5M).

2021 Fall SCBA (#21-30, 3.1-8): The Relocation of Fire Station 8 to Blatchford project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile. The total funding request for this profile is \$23,656,581, with all requested funds being a transfer from existing approved composite profile "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development".

2022 Spring SCBA (#22-10, 3.3-4): This recosting adjustment is required due to higher than estimated costs on the reconstruction of the CN Rail bridge structure, land purchases and an increase in the scope of work related to the new EPCOR Water utility and roadway improvements along 66 Street, between Yellowhead Trail and Fort Road. The total cost increase of \$23,728,000 will be funded with a transfer from existing capital profiles "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" (\$19,728,000), and "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" (\$4,000,000).

2022 Spring SCBA (#22-10, 3.5-4): This funding source adjustment is required to swap \$1,252,484 of Federal Building Canada grant funding and Tax-Supported Debt funding within the Yellowhead Trail Freeway conversion composite profiles "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery". This adjustment requires council approval because it will trigger a borrowing bylaw change to come forward later in the year.

2023 Mar 14, report IIS01640 Item 7.2 (BA#23-4): A re-costing adjustment is required due to higher than estimated costs related to land acquisitions, an increase in the project scope work and reconfiguration of the 149 Street at-grade CN Rail crossing. The total cost increase of \$22,600,000 will be funded from Capital Profiles CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development (\$15,100,00) and CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery (\$7,500,000).

2023 Spring SCBA (#23-10, 4.9-3): The capital budget for the \$1 billion Yellowhead Trail Freeway Conversion project was originally approved in two composite capital profiles as per the PDDM: "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" for design costs, and "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" for delivery costs. As individual projects being delivered within the program reach checkpoint 3 of the PDDM, budgets from each composite profile are transferred into standalone capital profiles that are brought forward for Council approval. Administration now has a better understanding of the scope and schedule related to the remaining projects to still be transferred from the composite profiles to be delivered as standalones in the future, and are therefore bringing forward a recashflowing adjustment to the composite profiles to more accurately and transparently reflect the expected timing of expenditures over the remainder of the program. These adjustments result in a \$0 impact to the overall approved budgets of each profile.

2023 Spring SCBA (#23-11, 3.13-1): This adjustment is required to correct the profile that funded the art expenditure capital to operating transfer. Budget adjustment is \$461,707 Pay-As-You-Go added to 17-66-2307 Yellowhead Trail - 149 Street Freeway Conversion from CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development.

2023 Spring SCBA (#23-11, 3.12-20): This adjustment is required to transfer \$1,907,576 Tax-Supported Debt (TSD) from CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development to CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery. The TSD adjustment is offset with a Federal Building Canada Fund swap so there is no change to the budget of either profile.

2023 Fall SCBA (#23-30, 6.3-4): The project is utilizing Integrated Project Delivery Method and has completed the Validation Phase (equivalent to Checkpoint #3) with a cost estimate that reflect the current materials & labour cost compared to the original approved budget in the standalone profile which was developed based on the previous project in 2018. The additional funding in the amount of \$5,144,349 is required to complete the project through delivery through a transfer from "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" profile.

2024 Spring SCBA (#24-10, 7.4-1): This funding source adjustment is to match the approved budget with the prior year funding entries. The Yellowhead Trail Portfolio is funded with Federal Building Canada Fund, Provincial Building Canada Fund and Tax-Supported Debt. The budget adjustment has no impact on per profile and per funding source basis.

2024 Spring SCBA (#24-10, 7.3-10): A recosting adjustment is required due to higher than estimated costs related to land acquisitions, increased efforts in recovery from a major sub-contractor's insolvency, and unforeseen subsurface conditions requiring remediation of hazardous material, redesign of underground infrastructure, and change in construction methodology. The total cost increase of \$18,000,000 will be funded from capital profile "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$5,000,000) and capital profile "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$13,000,000).

2024 Spring SCBA (#24-10, 7.3-3): This recosting adjustment increases the funding for capital profile "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" by \$558,395. The additional funds is rental revenue in excess of rental property expenses from properties acquired along the Yellowhead Trail corridor. The acquisitions were required to accommodate work in support of upgrading Yellowhead Trail to a freeway.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail Freeway Conversion: Project Development**  
 PROFILE NUMBER: **CM-99-0060**  
 BRANCH: **Infrastructure Delivery**

**FUNDED**  
 PROFILE TYPE: **Composite**

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

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>APPROVED BUDGET</b>	Approved Budget											
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-
	2019 Cap Council	313,696	3,613	2,932	2,116	-	-	-	-	-	-	322,356
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2020 Cap Council	-7,000	-	-	-	-	-	-	-	-	-	-7,000
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2021 Cap Council	-96,186	-	-	-	-	-	-	-	-	-	-96,186
	2021 Cap Capital Budget Adj (one-off)	-29,897	-	-	-	-	-	-	-	-	-	-29,897
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2022 Cap Administrative	-810	-	-	-	-	-	-	-	-	-	-810
	2022 Cap Council	-4,000	-	-	-	-	-	-	-	-	-	-4,000
	2022 Cap Capital Budget Adj (one-off)	29,497	-	-	-	-	-	-	-	-	-	29,497
	2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-
	2023 Cap Administrative	-462	-	-	-	-	-	-	-	-	-	-462
	2023 Cap Council	-90,797	4,998	24,085	37,421	19,149	-	-	-	-	-	-5,144
	2023 Cap Capital Budget Adj (one-off)	-15,100	-	-	-	-	-	-	-	-	-	-15,100
	2023 Cap Carry Forward	7,577	-7,577	-	-	-	-	-	-	-	-	-
	2024 Cap Council	-	-1,034	-3,408	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>106,519</b>	<b>-</b>	<b>23,608</b>	<b>39,537</b>	<b>19,149</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>188,813</b>
<b>Approved Funding Sources</b>	Developer Financing	558	-	-	-	-	-	-	-	-	-	558
	Federal Bldg Canada Fund	13,807	-	-	-	-	-	-	-	-	-	13,807
	Pay-As-You-Go	1,128	-	-	-	5,898	-	-	-	-	-	7,026
	Provincial BCF - matching	15,550	-	-	-	-	-	-	-	-	-	15,550
	Tax-Supported Debt	75,475	-	23,608	39,537	13,251	-	-	-	-	-	151,872
	<b>Current Approved Funding Sources</b>	<b>106,519</b>	<b>-</b>	<b>23,608</b>	<b>39,537</b>	<b>19,149</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>BUDGET REQUEST</b>												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	106,519	-	23,608	39,537	19,149	-	-	-	-	-	-	188,813
<b>Requested Funding Source</b>	Developer Financing	558	-	-	-	-	-	-	-	-	-	558
	Federal Bldg Canada Fund	13,807	-	-	-	-	-	-	-	-	-	13,807
	Pay-As-You-Go	1,128	-	-	-	5,898	-	-	-	-	-	7,026
	Provincial BCF - matching	15,550	-	-	-	-	-	-	-	-	-	15,550
	Tax-Supported Debt	75,475	-	23,608	39,537	13,251	-	-	-	-	-	151,872
<b>Requested Funding Source</b>	<b>106,519</b>	<b>-</b>	<b>23,608</b>	<b>39,537</b>	<b>19,149</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>188,813</b>

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>REVISED BUDGET (IF APPROVED)</b>	Construction	-116,289	-10,000	-6,392	-463	-	-	-	-	-	-	-	-133,144
	Design	-23,779	7,898	28,475	39,031	19,149	-	-	-	-	-	-	70,773
	Land	245,214	-	-	-	-	-	-	-	-	-	-	245,214
	Percent for Art	1,373	2,102	1,525	969	-	-	-	-	-	-	-	5,969
	<b>Total</b>	<b>106,519</b>	<b>-</b>	<b>23,608</b>	<b>39,537</b>	<b>19,149</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>188,813</b>

# CAPITAL PROFILE REPORT

## 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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>YELLOWHEAD TRAIL FREEWAY CONVERSION: PROJECT DELIVERY</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>CM-99-9600</b>	<b>PROFILE STAGE:</b> Approved
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE:</b> Composite
LEAD BRANCH:	<b>Infrastructure Delivery</b>	LEAD MANAGER: <b>Jason Meliefste</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Jason Meliefste</b>
PARTNER:	<b>Infrastructure Planning and Design</b>	ESTIMATED START: <b>January, 2019</b>
BUDGET CYCLE:	<b>2023-2026</b>	ESTIMATED COMPLETION: <b>December, 2027</b>

<b>Service Category:</b>	<b>Yellowhead Trail Freeway Conversion</b>	<b>Major Initiative:</b>	<b>Yellowhead Freeway</b>
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>377,666</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>377,666</b>

## PROFILE DESCRIPTION

This composite program supports detailed design and construction work on the Yellowhead Trail Freeway Conversion Program. Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

## PROJECT LIST

The Yellowhead Trail Freeway Conversion Program will be implemented through a combination of large and small projects and will also include improvements to adjacent roadways to accommodate changing travel patterns.

- \* one-way service roads near 149 Street parallel to Yellowhead Trail to provide alternate access, improvements to off-corridor routes, and traffic signal modifications;
- \* removal of intersections at 149 Street, 143 Street, and 142 Street;
- \* interchange construction at 127 Street;
- \* interchange construction at 121 Street;
- \* access modifications and road network improvements near 89 Street;
- \* Fort Road widening (north of Yellowhead Trail to 66 Street), including widening and upgrades to the CN Rail underpass;
- \* removal of the signal at 66 Street / Yellowhead Trail, and provision of alternative access to the surrounding area;
- \* a new collector road (125 Avenue) connecting westbound Yellowhead Trail from 61 Street to 66 Street and Fort Road; and
- \* Yellowhead Trail widening from west of 50 Street to the North Saskatchewan River.

## PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

This profile includes funding for project delivery (detailed design and construction) in support of the Yellowhead Trail Freeway Conversion Program.

## PROFILE JUSTIFICATION

The overall program budget for the delivery (detailed design and construction) of the freeway conversion program was estimated prior to the adoption of the Capital Project Governance Policy C591, which outlines the Project Development & Delivery Method (PDDM).

To adhere with the PDDM, this composite profile will fund project delivery (detailed design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget of the individual projects, reducing the risk of cost overruns, schedule issues, and other unanticipated issues during delivery.

## STRATEGIC ALIGNMENT

These composite profiles align with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

## ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

In this process, multiple checkpoints occur prior to the budget approval for the delivery of a single project, ensuring that budget and schedule commitments are better informed, prior to authorization to construct.

# CAPITAL PROFILE REPORT

## **COST BENEFITS**

PDDM provides better information to the City Council to make capital investment decisions:  
A structured process to evaluate readiness, scope and prioritization.  
Increased confidence around budget and schedule estimates.

## **KEY RISKS & MITIGATING STRATEGY**

Current mitigation is the ongoing reporting to City Council regarding capital priorities, while future mitigation could be the improvement to the long term capital planning process. This will ensure that projects being advanced through the planning and design composite are Council and City priorities in line with corporate strategies, goals, and objectives.

## **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**

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

# CAPITAL PROFILE REPORT

## CHANGES TO APPROVED PROFILE

2020 Spring SCBA (#20-10, 3.1-5): The Yellowhead Trail East Widening (61 Street to the North Saskatchewan River) project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds (\$31.8M) from a Composite Profile CM-99-9600 to a new stand alone profile.

2020 Spring SCBA (#20-10, 3.1-12): The 123 Avenue (156 Street to 142 Street) Roadway Improvements project requires the creation of a standalone profile due to the value of the entire project being over the \$2 million dollar threshold for growth. This request is to transfer funds \$5.1M from a Composite Profile CM-99-9600 to a new stand alone profile.

2021 Spring SCBA (#21-20, 3.1-6): The Yellowhead Trail - 156 Street to St. Albert Trail project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$177,634,225, with all requested funds being a transfer from existing approved budgets (\$121.6M).

2021 Spring SCBA (#21-20, 3.1-7): The Yellowhead Trail - Fort Road Widening project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$117,398,379, with all requested funds being a transfer from existing approved budgets (\$100.9M).

2021 Spring SCBA (#21-20, 3.1-16): The Yellowhead Trail - Noise Attenuation System (97 Street to Fort Road) project has reached Checkpoint 3 of the PDDM and requires approval for delivery within a new stand-alone profile as the project is over the \$5 million threshold for renewal. The total funding request for this profile is \$14,915,349, with all requested funds being a transfer from existing approved budgets (\$3M).

2021 Spring SCBA (#21-21, CFO-22): As per the 2020 carryforward exercise, a funding swap for tax supported debt profiles will be completed between various IIS profiles.

2022 Spring SCBA (#22-10, 3.3-4): This recosting adjustment is required due to higher than estimated costs on the reconstruction of the CN Rail bridge structure, land purchases and an increase in the scope of work related to the new EPCOR Water utility and roadway improvements along 66 Street, between Yellowhead Trail and Fort Road. The total cost increase of \$23,728,000 will be funded with a transfer from existing capital profiles "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" (\$19,728,000), and "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" (\$4,000,000).

2022 Spring SCBA (#22-10, 3.5-4): This funding source adjustment is required to swap \$1,252,484 of Federal Building Canada grant funding and Tax-Supported Debt funding within the Yellowhead Trail Freeway conversion composite profiles "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery". This adjustment requires council approval because it will trigger a borrowing bylaw change to come forward later in the year.

2023 Mar 14, report IIS01640 Item 7.2 (BA#23-4): A re-costing adjustment is required due to higher than estimated costs related to land acquisitions, an increase in the project scope work and reconfiguration of the 149 Street at-grade CN Rail crossing. The total cost increase of \$22,600,000 will be funded from Capital Profiles CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development (\$15,100,00) and CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery (\$7,500,000).

2023 Spring SCBA (#23-10, 4.9-3): The capital budget for the \$1 billion Yellowhead Trail Freeway Conversion project was originally approved in two composite capital profiles as per the PDDM: "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" for design costs, and "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" for delivery costs. As individual projects being delivered within the program reach checkpoint 3 of the PDDM, budgets from each composite profile are transferred into standalone capital profiles that are brought forward for Council approval. Administration now has a better understanding of the scope and schedule related to the remaining projects to still be transferred from the composite profiles to be delivered as standalones in the future, and are therefore bringing forward a recashflowing adjustment to the composite profiles to more accurately and transparently reflect the expected timing of expenditures over the remainder of the program. These adjustments result in a \$0 impact to the overall approved budgets of each profile.

2023 Spring SCBA (#23-11, 3.12-20): This adjustment is required to transfer \$1,907,576 Tax-Supported Debt (TSD) from CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development to CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery. The TSD adjustment is offset with a Federal Building Canada Fund swap so there is no change to the budget of either profile.

2024 Spring SCBA (#24-10, 7.4-1): This funding source adjustment is to match the approved budget with the prior year funding entries. The Yellowhead Trail Portfolio is funded with Federal Building Canada Fund, Provincial Building Canada Fund and Tax-Supported Debt. The budget adjustment has no impact on per profile and per funding source basis.

2024 Spring SCBA (#24-10, 7.3-10): A recosting adjustment is required due to higher than estimated costs related to land acquisitions, increased efforts in recovery from a major sub-contractor's insolvency, and unforeseen subsurface conditions requiring remediation of hazardous material, redesign of underground infrastructure, and change in construction methodology. The total cost increase of \$18,000,000 will be funded from capital profile "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$5,000,000) and capital profile "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$13,000,000).



# CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail Freeway Conversion: Project Delivery**  
 PROFILE NUMBER: **CM-99-9600**  
 BRANCH: **Infrastructure Delivery**

**FUNDED**  
 PROFILE TYPE: **Composite**

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

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total	
<b>APPROVED BUDGET</b>	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Council	297,087	133,027	137,013	89,016	24,158	-	-	-	-	-	680,302	
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Council	-36,905	-	-	-	-	-	-	-	-	-	-36,905	
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Council	-225,503	-	-	-	-	-	-	-	-	-	-	-225,503
	2021 Cap Capital Budget Adj (one-off)	-421	-	-	-	-	-	-	-	-	-	-	-421
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2022 Cap Council	-19,728	-	-	-	-	-	-	-	-	-	-	-19,728
	2022 Cap Capital Budget Adj (one-off)	421	-	-	-	-	-	-	-	-	-	-	421
	2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2023 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	
	2023 Cap Council	33,538	-53,027	2,987	20,984	-4,482	-	-	-	-	-	-	-
	2023 Cap Capital Budget Adj (one-off)	-7,500	-	-	-	-	-	-	-	-	-	-	-7,500
	2023 Cap Carry Forward	-8,223	8,223	-	-	-	-	-	-	-	-	-	-
	2024 Cap Council	-	-5,538	-7,462	-	-	-	-	-	-	-	-	-13,000
	<b>Current Approved Budget</b>	<b>32,767</b>	<b>82,685</b>	<b>132,538</b>	<b>110,000</b>	<b>19,676</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>377,666</b>
	Approved Funding Sources												
Federal Bldg Canada Fund	5,074	3,164	47,556	46,916	19,676	-	-	-	-	-	-	122,386	
Provincial BCF - matching	5,074	-	81,000	63,084	-	-	-	-	-	-	-	149,158	
Tax-Supported Debt	22,618	79,521	3,982	-	-	-	-	-	-	-	-	106,122	
<b>Current Approved Funding Sources</b>	<b>32,767</b>	<b>82,685</b>	<b>132,538</b>	<b>110,000</b>	<b>19,676</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>377,666</b>	

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>BUDGET REQUEST</b>	Budget Request	-	-	-	-	-	-	-	-	-	-	-

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>REVISED BUDGET (IF APPROVED)</b>	Revised Budget (if Approved)	32,767	82,685	132,538	110,000	19,676	-	-	-	-	-	377,666
	Requested Funding Source											
	Federal Bldg Canada Fund	5,074	3,164	47,556	46,916	19,676	-	-	-	-	-	122,386
	Provincial BCF - matching	5,074	-	81,000	63,084	-	-	-	-	-	-	149,158
	Tax-Supported Debt	22,618	79,521	3,982	-	-	-	-	-	-	-	106,122
<b>Requested Funding Source</b>	<b>32,767</b>	<b>82,685</b>	<b>132,538</b>	<b>110,000</b>	<b>19,676</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>377,666</b>

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>REVISED BUDGET (IF APPROVED)</b>	Construction	-14,541	82,135	132,538	110,000	19,676	-	-	-	-	-	-	329,808
	Design	47,308	550	-	-	-	-	-	-	-	-	-	47,858
	<b>Total</b>	<b>32,767</b>	<b>82,685</b>	<b>132,538</b>	<b>110,000</b>	<b>19,676</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>377,666</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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>YELLOWHEAD TRAIL - 123 AVENUE: 156 STREET TO 142 STREET</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>20-20-9201</b>	<b>PROFILE STAGE:</b> Approved
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE:</b> Standalone
LEAD BRANCH:	<b>Infrastructure Delivery</b>	LEAD MANAGER: <b>Jason Meliefste</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Pascale Ladouceur</b>
PARTNER:	<b>Infrastructure Planning and Design</b>	ESTIMATED START: <b>April, 2020</b>
BUDGET CYCLE:	<b>2019-2022</b>	ESTIMATED COMPLETION: <b>December, 2020</b>

<b>Service Category:</b> Roads	<b>Major Initiative:</b> Yellowhead Freeway
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>7,575</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>7,575</b>

## PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail - 123 Avenue: 156 Street to 142 Street) that has reached Checkpoint 3 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

## PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

## PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

## STRATEGIC ALIGNMENT

This profile is a Transformational Project and aligns with the Strategic Objective of Regional Prosperity - Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level.

## ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

## COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:  
A structured process to evaluate readiness, scope and prioritization.  
Increased confidence around budget and schedule estimates.

## KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

## 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 and policies.

## CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

# CAPITAL PROFILE REPORT

## CHANGES TO APPROVED PROFILE

2021 Spring SCBA (#21-21, CFO-22): As per the 2020 carryforward exercise, a funding swap for tax supported debt profiles will be completed between various IIS profiles.

2023 Spring SCBA (#23-11, 3.12-19): This adjustment is required to transfer \$1,777,667 Tax-Supported Debt (TSD) from 20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street to 20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River). The TSD adjustment is offset with a Federal Building Canada Fund swap so there is no change to the budget of either profile.

2024 Spring SCBA (#24-10, 7.4-1): This funding source adjustment is to match the approved budget with the prior year funding entries. The Yellowhead Trail Portfolio is funded with Federal Building Canada Fund, Provincial Building Canada Fund and Tax-Supported Debt. The budget adjustment has no impact on per profile and per funding source basis.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - 123 Avenue: 156 Street to 142 Street**  
 PROFILE NUMBER: **20-20-9201**  
 BRANCH: **Infrastructure Delivery**

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

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

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>APPROVED BUDGET</b>												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2020 Cap Council	7,575	-	-	-	-	-	-	-	-	-	-	7,575
2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Capital Budget Adj (one-off)	609	-	-	-	-	-	-	-	-	-	-	609
2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2022 Cap Capital Budget Adj (one-off)	-609	-	-	-	-	-	-	-	-	-	-	-609
2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2023 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2023 Cap Carry Forward	-350	350	-	-	-	-	-	-	-	-	-	-
2024 Cap Council	-	-	-	-	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>7,225</b>	<b>350</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,575</b>
Approved Funding Sources												
Federal Bldg Canada Fund	1,852	350	-	-	-	-	-	-	-	-	-	2,203
Provincial BCF - matching	1,787	-	-	-	-	-	-	-	-	-	-	1,787
Tax-Supported Debt	3,585	-	-	-	-	-	-	-	-	-	-	3,585
<b>Current Approved Funding Sources</b>	<b>7,225</b>	<b>350</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,575</b>

<b>BUDGET REQUEST</b>												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	7,225	350	-	-	-	-	-	-	-	-	-	7,575
Requested Funding Source												
Federal Bldg Canada Fund	1,852	350	-	-	-	-	-	-	-	-	-	2,203
Provincial BCF - matching	1,787	-	-	-	-	-	-	-	-	-	-	1,787
Tax-Supported Debt	3,585	-	-	-	-	-	-	-	-	-	-	3,585
<b>Requested Funding Source</b>	<b>7,225</b>	<b>350</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,575</b>

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>REVISED BUDGET (IF APPROVED)</b>													
Construction		6,467	350	-	-	-	-	-	-	-	-	-	6,817
Design		757	-	-	-	-	-	-	-	-	-	-	757
<b>Total</b>		<b>7,225</b>	<b>350</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,575</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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>YELLOWHEAD TRAIL EAST WIDENING (61 ST TO NORTH SASKATCHEWAN RIVER</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>20-20-9202</b>	<b>PROFILE STAGE:</b> Approved
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE:</b> Standalone
LEAD BRANCH:	<b>Infrastructure Delivery</b>	LEAD MANAGER: Jason Meliefste
PROGRAM NAME:		PARTNER MANAGER: Pascale Ladouceur
PARTNER:	<b>Infrastructure Planning and Design</b>	ESTIMATED START: April, 2020
BUDGET CYCLE:	<b>2019-2022</b>	ESTIMATED COMPLETION: December, 2021

<b>Service Category:</b> Roads	<b>Major Initiative:</b> Yellowhead Freeway
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<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	36,330
100		<b>BUDGET REQUEST:</b>	-
		<b>TOTAL PROFILE BUDGET:</b>	36,330

## PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail East Widening between 61 Street and the North Saskatchewan River) that has reached Checkpoint 3 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

## PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

## PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

## STRATEGIC ALIGNMENT

This profile is a Transformational Project and aligns with the Strategic Objective of Regional Prosperity - Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level.

## ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

## COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:  
A structured process to evaluate readiness, scope and prioritization.  
Increased confidence around budget and schedule estimates.

## KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

## 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 and policies.

## CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

# CAPITAL PROFILE REPORT

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## CHANGES TO APPROVED PROFILE

2023 Spring SCBA (#23-11, 3.12-19): This adjustment is required to transfer \$1,777,667 Tax-Supported Debt (TSD) from 20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street to 20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River). The TSD adjustment is offset with a Federal Building Canada Fund swap so there is no change to the budget of either profile.

2024 Spring SCBA (#24-10, 7.4-1): This funding source adjustment is to match the approved budget with the prior year funding entries. The Yellowhead Trail Portfolio is funded with Federal Building Canada Fund, Provincial Building Canada Fund and Tax-Supported Debt. The budget adjustment has no impact on per profile and per funding source basis.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail East Widening (61 St to North Saskatchewan River)** **FUNDED**  
 PROFILE NUMBER: **20-20-9202** PROFILE TYPE: **Standalone**  
 BRANCH: **Infrastructure Delivery**

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

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>APPROVED BUDGET</b>												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2020 Cap Council	36,330	-	-	-	-	-	-	-	-	-	-	36,330
2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Capital Budget Adj (one-off)	1,849	-	-	-	-	-	-	-	-	-	-	1,849
2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2022 Cap Capital Budget Adj (one-off)	-1,849	-	-	-	-	-	-	-	-	-	-	-1,849
2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2023 Cap Administrative	-	-	-	-	-	-	-	-	-	-	-	-
2023 Cap Carry Forward	-4,623	4,623	-	-	-	-	-	-	-	-	-	-
2024 Cap Council	-	-	-	-	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>31,706</b>	<b>4,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>36,330</b>
Approved Funding Sources												
Federal Bldg Canada Fund	8,841	1,370	-	-	-	-	-	-	-	-	-	10,211
Provincial BCF - matching	8,581	-	-	-	-	-	-	-	-	-	-	8,581
Tax-Supported Debt	14,284	3,254	-	-	-	-	-	-	-	-	-	17,538
<b>Current Approved Funding Sources</b>	<b>31,706</b>	<b>4,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>36,330</b>

<b>BUDGET REQUEST</b>												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	31,706	4,623	-	-	-	-	-	-	-	-	-	36,330
Requested Funding Source												
Federal Bldg Canada Fund	8,841	1,370	-	-	-	-	-	-	-	-	-	10,211
Provincial BCF - matching	8,581	-	-	-	-	-	-	-	-	-	-	8,581
Tax-Supported Debt	14,284	3,254	-	-	-	-	-	-	-	-	-	17,538
<b>Requested Funding Source</b>	<b>31,706</b>	<b>4,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>36,330</b>

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>REVISED BUDGET (IF APPROVED)</b>													
Construction		29,006	4,623	-	-	-	-	-	-	-	-	-	33,630
Design		2,700	-	-	-	-	-	-	-	-	-	-	2,700
<b>Total</b>		<b>31,706</b>	<b>4,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>36,330</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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>YELLOWHEAD TRAIL - 156 STREET TO ST ALBERT TRAIL</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>21-20-9301</b>	<b>PROFILE STAGE: Approved</b>
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE: Standalone</b>
LEAD BRANCH:	<b>Infrastructure Delivery</b>	LEAD MANAGER: <b>Jason Meliefste</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Pascale Ladouceur</b>
PARTNER:	<b>Infrastructure Planning and Design</b>	ESTIMATED START: <b>June, 2021</b>
BUDGET CYCLE:	<b>2023-2026</b>	ESTIMATED COMPLETION: <b>December, 2023</b>

**Service Category:** Yellowhead Trail Freeway Conversion **Major Initiative:** Yellowhead Freeway

<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>218,234</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>218,234</b>

## PROFILE DESCRIPTION

This profile supports the delivery phases of a single project (Yellowhead Trail 156 Street to St Albert Trail) that has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

The Yellowhead Trail: 156 Street to St Albert Trail project includes the removal of direct access to and from Yellowhead Trail at 149 Street, 143 Street and 142 Street. Access to adjacent business is maintained through the 156 Street or St. Albert Trail interchanges and the new 2 lane, one-way service roads constructed on the north and south sides of Yellowhead Trail. Additionally the scope of the project includes improvement to the drainage system along with a construction of a surge pond, and improved vertical clearances under the St Albert Trail interchange.

## PROFILE BACKGROUND

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

## PROFILE JUSTIFICATION

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

## STRATEGIC ALIGNMENT

This profile aligns with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

## ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

## COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions:

A structured process to evaluate readiness, scope and prioritization.

Increased confidence around budget and schedule estimates.

## KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

## 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 and policies

## CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.



# CAPITAL PROFILE REPORT

## CHANGES TO APPROVED PROFILE

2023 Mar 14, report IIS01640 Item 7.2 (BA#23-4): A re-costing adjustment is required due to higher than estimated costs related to land acquisitions, an increase in the project scope work and reconfiguration of the 149 Street at-grade CN Rail crossing. The total cost increase of \$22,600,000 will be funded from Capital Profiles CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development (\$15,100,000) and CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery (\$7,500,000).

2024 Spring SCBA (#24-10, 7.4-1): This funding source adjustment is to match the approved budget with the prior year funding entries. The Yellowhead Trail Portfolio is funded with Federal Building Canada Fund, Provincial Building Canada Fund and Tax-Supported Debt. The budget adjustment has no impact on per profile and per funding source basis.

2024 Spring SCBA (#24-10, 7.3-10): A recosting adjustment is required due to higher than estimated costs related to land acquisitions, increased efforts in recovery from a major sub-contractor's insolvency, and unforeseen subsurface conditions requiring remediation of hazardous material, redesign of underground infrastructure, and change in construction methodology. The total cost increase of \$18,000,000 will be funded from capital profile "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$5,000,000) and capital profile "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$13,000,000).

# CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - 156 Street to St Albert Trail**  
 PROFILE NUMBER: **21-20-9301**  
 BRANCH: **Infrastructure Delivery**

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

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

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>APPROVED BUDGET</b>												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Council	177,634	-	-	-	-	-	-	-	-	-	-	177,634
2021 Cap Capital Budget Adj (one-off)	15,317	-	-	-	-	-	-	-	-	-	-	15,317
2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2022 Cap Capital Budget Adj (one-off)	-15,317	-	-	-	-	-	-	-	-	-	-	-15,317
2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2023 Cap Capital Budget Adj (one-off)	22,600	-	-	-	-	-	-	-	-	-	-	22,600
2023 Cap Carry Forward	-27,880	27,880	-	-	-	-	-	-	-	-	-	-
2024 Cap Council	-	18,000	-	-	-	-	-	-	-	-	-	18,000
<b>Current Approved Budget</b>	<b>172,354</b>	<b>45,880</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>218,234</b>
<b>Approved Funding Sources</b>												
Federal Bldg Canada Fund	33,161	17,739	-	-	-	-	-	-	-	-	-	50,900
Provincial BCF - matching	32,482	4,333	-	-	-	-	-	-	-	-	-	36,815
Tax-Supported Debt	106,711	23,808	-	-	-	-	-	-	-	-	-	130,519
<b>Current Approved Funding Sources</b>	<b>172,354</b>	<b>45,880</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>218,234</b>

<b>BUDGET REQUEST</b>												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	172,354	45,880	-	-	-	-	-	-	-	-	-	218,234
<b>Requested Funding Source</b>												
Federal Bldg Canada Fund	33,161	17,739	-	-	-	-	-	-	-	-	-	50,900
Provincial BCF - matching	32,482	4,333	-	-	-	-	-	-	-	-	-	36,815
Tax-Supported Debt	106,711	23,808	-	-	-	-	-	-	-	-	-	130,519
<b>Requested Funding Source</b>	<b>172,354</b>	<b>45,880</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>218,234</b>

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>REVISED BUDGET (IF APPROVED)</b>													
Construction		112,111	45,880	-	-	-	-	-	-	-	-	-	157,991
Design		14,942	-	-	-	-	-	-	-	-	-	-	14,942
Land		45,302	-	-	-	-	-	-	-	-	-	-	45,302
<b>Total</b>		<b>172,354</b>	<b>45,880</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>218,234</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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**CAPITAL PROFILE REPORT**

PROFILE NAME: **YELLOWHEAD TRAIL - FORT ROAD WIDENING**  
 PROFILE NUMBER: **21-20-9302**  
 DEPARTMENT: **Integrated Infrastructure Services**  
 LEAD BRANCH: **Infrastructure Delivery**  
 PROGRAM NAME:  
 PARTNER: **Infrastructure Planning and Design**  
 BUDGET CYCLE: **2023-2026**

**FUNDED**

PROFILE STAGE: **Approved**  
 PROFILE TYPE: **Standalone**  
 LEAD MANAGER: **Jason Meliefste**  
 PARTNER MANAGER: **Pascale Ladouceur**  
 ESTIMATED START: **June, 2021**  
 ESTIMATED COMPLETION: **December, 2023**

Service Category: **Yellowhead Trail Freeway Conversion** Major Initiative: **Yellowhead Freeway**

<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>141,126</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>141,126</b>

**PROFILE DESCRIPTION**

This profile supports the delivery phases of a single project (Yellowhead Trail Fort Road Widening) that has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) on the Yellowhead Trail Freeway Conversion Program.

Identified in the City's proposed 2019-2022 Capital Budget as a transformational project, the freeway conversion program will upgrade Yellowhead Trail to improve the safety, operational capacity and level of service for this key inter-city, inter-regional and inter-provincial goods movement corridor. The Program includes a number of projects in support of upgrading Yellowhead Trail to a freeway. The Yellowhead Trail freeway will consist of six core lanes with a target operating speed of 80 km/hr.

The Fort Road Widening project includes the widening of Fort Road to a 6 lane cross section between Yellowhead Trail and 66 Street, and the construction of a new industrial collector (125 Avenue) connecting 61 Street to 71 Street. Scope of the work also includes temporary rail structures required to facilitate the twinning of the existing CN underpass, surface and underground storm water facilities, and improved pedestrian connectivity in the area.

**PROFILE BACKGROUND**

The total cost for the Yellowhead Trail Freeway Conversion Program is estimated to be approximately \$1 billion (escalated). On December 8, 2016, the Federal Treasury Board approved the Federal government's contribution of up to \$241.6 million, and on December 13, 2016, an Approval in Principle for these funds was granted Ministerial approval. In a letter dated October 25, 2016, the Provincial government's commitment of up to \$241.6 million of match funding, starting in 2023, was confirmed.

On February 21, 2017, Council approved: (1) the capital profiles and funding sources (including the Federal Building Canada Fund and provincial match funding) for the various portions of the Yellowhead Trail Freeway Conversion Program; and (2) new tax-supported debt of \$510,793,000.

**PROFILE JUSTIFICATION**

To adhere with the PDDM, this stand-alone profile will fund project delivery (detail design and construction) in support of the Yellowhead Trail Freeway Conversion Program. As such, Administration can provide Council with better information regarding the scope, schedule and budget, reducing the risk of cost overruns, schedule issues, and other issues.

**STRATEGIC ALIGNMENT**

This profile aligns with the council goals of Urban Shift, Energy and Climate and Open & Effective Government.

**ALTERNATIVES CONSIDERED**

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

**COST BENEFITS**

PDDM provides better information to the City Council to make capital investment decisions:

A structured process to evaluate readiness, scope and prioritization.

Increased confidence around budget and schedule estimates.

**KEY RISKS & MITIGATING STRATEGY**

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

**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 and policies.

**CONCLUSIONS AND RECOMMENDATIONS**

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

# CAPITAL PROFILE REPORT

## CHANGES TO APPROVED PROFILE

2022 Spring SCBA (#22-10, 3.3-4): This recosting adjustment is required due to higher than estimated costs on the reconstruction of the CN Rail bridge structure, land purchases and an increase in the scope of work related to the new EPCOR Water utility and roadway improvements along 66 Street, between Yellowhead Trail and Fort Road. The total cost increase of \$23,728,000 will be funded with a transfer from existing capital profiles "CM-99-9600 - Yellowhead Trail Freeway Conversion: Project Delivery" (\$19,728,000), and "CM-99-0060 - Yellowhead Trail Freeway Conversion: Project Development" (\$4,000,000).

2024 Spring SCBA (#24-10, 7.4-1): This funding source adjustment is to match the approved budget with the prior year funding entries. The Yellowhead Trail Portfolio is funded with Federal Building Canada Fund, Provincial Building Canada Fund and Tax-Supported Debt. The budget adjustment has no impact on per profile and per funding source basis.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - Fort Road Widening**  
 PROFILE NUMBER: **21-20-9302**  
 BRANCH: **Infrastructure Delivery**

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

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

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>APPROVED BUDGET</b>												
Approved Budget												
Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
2021 Cap Council	117,398	-	-	-	-	-	-	-	-	-	-	117,398
2021 Cap Capital Budget Adj (one-off)	12,143	-	-	-	-	-	-	-	-	-	-	12,143
2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2022 Cap Council	23,728	-	-	-	-	-	-	-	-	-	-	23,728
2022 Cap Capital Budget Adj (one-off)	-12,143	-	-	-	-	-	-	-	-	-	-	-12,143
2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	-
2023 Cap Carry Forward	-22,808	22,808	-	-	-	-	-	-	-	-	-	-
2024 Cap Council	-	-	-	-	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>118,319</b>	<b>22,808</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>141,126</b>
<b>Approved Funding Sources</b>												
Federal Bldg Canada Fund	30,431	11,646	-	-	-	-	-	-	-	-	-	42,077
Provincial BCF - matching	29,693	-	-	-	-	-	-	-	-	-	-	29,693
Tax-Supported Debt	58,195	11,162	-	-	-	-	-	-	-	-	-	69,357
<b>Current Approved Funding Sources</b>	<b>118,319</b>	<b>22,808</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>141,126</b>

<b>BUDGET REQUEST</b>												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	118,319	22,808	-	-	-	-	-	-	-	-	-	141,126
<b>Requested Funding Source</b>												
Federal Bldg Canada Fund	30,431	11,646	-	-	-	-	-	-	-	-	-	42,077
Provincial BCF - matching	29,693	-	-	-	-	-	-	-	-	-	-	29,693
Tax-Supported Debt	58,195	11,162	-	-	-	-	-	-	-	-	-	69,357
<b>Requested Funding Source</b>	<b>118,319</b>	<b>22,808</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>141,126</b>

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
<b>REVISED BUDGET (IF APPROVED)</b>													
Construction		101,736	22,808	-	-	-	-	-	-	-	-	-	124,544
Design		5,793	-	-	-	-	-	-	-	-	-	-	5,793
Land		10,790	-	-	-	-	-	-	-	-	-	-	10,790
<b>Total</b>		<b>118,319</b>	<b>22,808</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>141,126</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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# CAPITAL PROFILE REPORT

PROFILE NAME:	<b>YELLOWHEAD TRAIL - NOISE ATTENUATION SYSTEM (97 STREET -FORT RD)</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>21-24-9300</b>	<b>PROFILE STAGE:</b> Approved
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE:</b> Standalone
LEAD BRANCH:	<b>Infrastructure Delivery</b>	LEAD MANAGER: <b>Jason Meliefste</b>
PROGRAM NAME:		PARTNER MANAGER: <b>Pascale Ladouceur</b>
PARTNER:	<b>Infrastructure Planning and Design</b>	ESTIMATED START: <b>June, 2021</b>
BUDGET CYCLE:	<b>2019-2022</b>	ESTIMATED COMPLETION: <b>December, 2022</b>

<b>Service Category:</b> Roads	<b>Major Initiative:</b>
<b>GROWTH</b> 20	<b>RENEWAL</b> 80
<b>PREVIOUSLY APPROVED:</b>	13,915
<b>BUDGET REQUEST:</b>	-
<b>TOTAL PROFILE BUDGET:</b>	13,915

## PROFILE DESCRIPTION

This profile supports the delivery phase of a single project (Yellowhead Trail - Noise Attenuation System between 97 Street and Fort Road) that has reached Checkpoint 4 of the Project Development and Delivery Module (PDDM) as part of the Bridge and Auxiliary Structure Renewal program.

## PROFILE BACKGROUND

The Bridge and Auxiliary Structure Renewal program outlines a cost effective long term and strategic approach to address Edmonton's Infrastructure needs and the renewal of bridges, culverts, retaining walls, sound walls and traffic barriers. The project will provide the community with a welcoming, well-lit, sustainable community connection that can be enjoyed by citizens of all ages. The newly established corridor will quickly become a popular link in the City's Active Transportation Network.

## PROFILE JUSTIFICATION

Auxiliary structures require renewal or replacement due to deterioration and upon reaching the end of the asset life. Maintaining access, public safety and maintaining urban form are key outcomes of the Bridge and Auxiliary Structure Renewal program.

## 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.

## ALTERNATIVES CONSIDERED

There are no alternatives for the business case as this follows the corporate process as approved by the Council to follow the Project Development and Delivery Model (PDDM).

## COST BENEFITS

PDDM provides better information to the City Council to make capital investment decisions: A structured process to evaluate readiness, scope and prioritization. Increased confidence around budget and schedule estimates.

## KEY RISKS & MITIGATING STRATEGY

Current mitigation is the ongoing reporting to City Council regarding capital priorities.

## 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 and policies

## CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail - Noise Attenuation System, in order to adhere with the Project Development and Delivery Model, and improve project schedule and budget estimates through an increased level of design to ensure realistic expectations are set prior to project tendering and construction. Approval of this capital profile is required to align funding for detailed design and construction work in adherence to the PDDM process.

## CHANGES TO APPROVED PROFILE

2023 Spring SCBA (#23-11, 3.11-9): This adjustment is required to transfer \$900,000 Munc Sustain. Initiative - MSI and \$100,000 Pay-As-You-Go funding from 21-24-9300 Yellowhead Trail - Noise Attenuation System (97 Street -Fort Rd) to CM-24-0000 Transportation: Bridges & Auxiliary Structures - Renewal for previous budget cycle project shortfalls.

# CAPITAL PROFILE REPORT

PROFILE NAME: **Yellowhead Trail - Noise Attenuation System (97 Street -Fort Rd)** **FUNDED**  
 PROFILE NUMBER: **21-24-9300** PROFILE TYPE: **Standalone**  
 BRANCH: **Infrastructure Delivery**

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

	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total	
<b>APPROVED BUDGET</b>	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Council	14,915	-	-	-	-	-	-	-	-	-	14,915	
	2021 Cap Capital Budget Adj (one-off)	508	-	-	-	-	-	-	-	-	-	508	
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2022 Cap Capital Budget Adj (one-off)	-508	-	-	-	-	-	-	-	-	-	-508	
	2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2023 Cap Administrative	-1,000	-	-	-	-	-	-	-	-	-	-	-1,000
	2023 Cap Carry Forward	-2,279	2,279	-	-	-	-	-	-	-	-	-	-
	<b>Current Approved Budget</b>	<b>11,636</b>	<b>2,279</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,915</b>
<b>Approved Funding Sources</b>	Munc Sustain. Initiative - MSI	9,932	-	-	-	-	-	-	-	-	-	9,932	
	Pay-As-You-Go	983	-	-	-	-	-	-	-	-	-	983	
	Tax-Supported Debt	721	2,279	-	-	-	-	-	-	-	-	3,000	
	<b>Current Approved Funding Sources</b>	<b>11,636</b>	<b>2,279</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,915</b>	

<b>BUDGET REQUEST</b>												
Budget Request	-	-	-	-	-	-	-	-	-	-	-	-

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	11,636	2,279	-	-	-	-	-	-	-	-	-	13,915
Requested Funding Source	Munc Sustain. Initiative - MSI	9,932	-	-	-	-	-	-	-	-	-	9,932
	Pay-As-You-Go	983	-	-	-	-	-	-	-	-	-	983
	Tax-Supported Debt	721	2,279	-	-	-	-	-	-	-	-	3,000
<b>Requested Funding Source</b>	<b>11,636</b>	<b>2,279</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,915</b>

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

<b>REVISED BUDGET (IF APPROVED)</b>	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
	Construction	9,854	2,279	-	-	-	-	-	-	-	-	-	12,133
	Design	1,782	-	-	-	-	-	-	-	-	-	-	1,782
	<b>Total</b>	<b>11,636</b>	<b>2,279</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,915</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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-