

**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>40,063</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>40,063</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.

## 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 (\$15,100,000) 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.

# CAPITAL PROFILE REPORT

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.

2024 Fall SCBA (#24-30, Attachment 7): The Yellowhead Trail - St. Albert Trail to 97 Street project has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) and requires approval of a new standalone capital profile with an overall estimated cost of \$636,724,827.

Of the estimated cost to complete the project, \$106,261,889 has already been incurred to date (in 2023, and prior years) under the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" profiles.

The remaining \$530,462,938 will be funded from the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$56,235,587), "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$344,277,351), and "CM-24-0000 Transportation: Bridges & Auxiliary Structures - Renewal" (\$12,200,000). Further, funding will also come from transfers from "20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street" (\$250,000), "20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River)" (\$3,000,000), "21-20-9301 Yellowhead Trail - 156 Street to St Albert Trail" (\$1,250,000), and "21-20-9302 Yellowhead Trail - Fort Road Widening" (\$8,250,000) due to lower than estimated construction costs. This leaves a request of \$105,000,000 of new Tax-Supported Debt financing for the project.

# 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	
APPROVED BUDGET	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)	-107,614	-	-	-	-	-	-	-	-	-	-107,614	
	2023 Cap Carry Forward	7,577	-7,577	-	-	-	-	-	-	-	-	-	
	2024 Cap Council	-	-1,034	-8,638	-36,067	-14,939	-	-	-	-	-	-60,677	
	Current Approved Budget	14,004	-	18,378	3,470	4,210	-	-	-	-	-	-	40,063
	APPROVED FUNDING SOURCES	Approved Funding Sources											
Developer Financing		-	-	-	-	-	-	-	-	-	-	-	
Federal Bldg Canada Fund		6,363	-	-	-	-	-	-	-	-	-	6,363	
Pay-As-You-Go		1,128	-	-	-	4,210	-	-	-	-	-	5,338	
Provincial BCF - matching		6,514	-	-	-	-	-	-	-	-	-	6,514	
Tax-Supported Debt		-	-	18,378	3,470	-	-	-	-	-	-	21,849	
Current Approved Funding Sources	14,004	-	18,378	3,470	4,210	-	-	-	-	-	-	40,063	

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	14,004	-	18,378	3,470	4,210	-	-	-	-	-	-	40,063
Requested Funding Source	Requested Funding Source											
	Developer Financing	-	-	-	-	-	-	-	-	-	-	-
	Federal Bldg Canada Fund	6,363	-	-	-	-	-	-	-	-	-	6,363
	Pay-As-You-Go	1,128	-	-	-	4,210	-	-	-	-	-	5,338
	Provincial BCF - matching	6,514	-	-	-	-	-	-	-	-	-	6,514
	Tax-Supported Debt	-	-	18,378	3,470	-	-	-	-	-	-	21,849
Requested Funding Source	14,004	-	18,378	3,470	4,210	-	-	-	-	-	-	40,063

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
REVISED BUDGET (IF APPROVED)	Construction	-116,289	-10,000	-6,392	-25,500	-13,251	-	-	-	-	-	-	-171,432
	Design	-116,293	7,898	23,245	39,031	19,149	-	-	-	-	-	-	-26,971
	Land	245,214	-	-	-11,029	-	-	-	-	-	-	-	234,185
	Other Costs	-	-	-	-	-1,688	-	-	-	-	-	-	-1,688
	Percent for Art	1,373	2,102	1,525	969	-	-	-	-	-	-	-	5,969
	Total	14,004	-	18,378	3,470	4,210	-	-	-	-	-	-	40,063

# 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>

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

<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>19,641</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>19,641</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

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## **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.

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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).

2024 Fall SCBA (#24-30, Attachment 7): The Yellowhead Trail - St. Albert Trail to 97 Street project has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) and requires approval of a new standalone capital profile with an overall estimated cost of \$636,724,827.

Of the estimated cost to complete the project, \$106,261,889 has already been incurred to date (in 2023, and prior years) under the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" profiles.

The remaining \$530,462,938 will be funded from the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$56,235,587), "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$344,277,351), and "CM-24-0000 Transportation: Bridges & Auxiliary Structures - Renewal" (\$12,200,000). Further, funding will also come from transfers from "20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street" (\$250,000), "20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River)" (\$3,000,000), "21-20-9301 Yellowhead Trail - 156 Street to St Albert Trail" (\$1,250,000), and "21-20-9302 Yellowhead Trail - Fort Road Widening" (\$8,250,000) due to lower than estimated construction costs. This leaves a request of \$105,000,000 of new Tax-Supported Debt financing for the project.



# CAPITAL PROFILE REPORT

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# 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	
APPROVED BUDGET	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)	-21,247	-	-	-	-	-	-	-	-	-	-	-21,247
	2023 Cap Carry Forward	-8,223	8,223	-	-	-	-	-	-	-	-	-	-
	2024 Cap Council	-	-87,601	-140,000	-110,000	-19,676	-	-	-	-	-	-	-357,277
	Current Approved Budget	19,019	622	-	-	-	-	-	-	-	-	-	19,641
	Approved Funding Sources												
Federal Bldg Canada Fund	4,476	-	-	-	-	-	-	-	-	-	-	4,476	
Provincial BCF - matching	4,476	-	-	-	-	-	-	-	-	-	-	4,476	
Tax-Supported Debt	10,068	622	-	-	-	-	-	-	-	-	-	10,690	
Current Approved Funding Sources	19,019	622	-	-	-	-	-	-	-	-	-	19,641	

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

REVISED BUDGET (IF APPROVED)												
Revised Budget (if Approved)	19,019	622	-	-	-	-	-	-	-	-	-	19,641
Requested Funding Source												
Federal Bldg Canada Fund	4,476	-	-	-	-	-	-	-	-	-	-	4,476
Provincial BCF - matching	4,476	-	-	-	-	-	-	-	-	-	-	4,476
Tax-Supported Debt	10,068	622	-	-	-	-	-	-	-	-	-	10,690
Requested Funding Source	19,019	622	-	-	-	-	-	-	-	-	-	19,641

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

	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
REVISED BUDGET (IF APPROVED)	Construction	-14,541	9,650	-	-	-	-	-	-	-	-	-	-4,890
	Design	33,560	550	-	-	-	-	-	-	-	-	-	34,110
	Other Costs	-	-9,578	-	-	-	-	-	-	-	-	-	-9,578
	Total	19,019	622	-	-	-	-	-	-	-	-	-	19,641

### OPERATING IMPACT OF CAPITAL

Type of Impact:

Branch:																
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Total Operating Impact	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# 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: 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>April, 2020</b>
BUDGET CYCLE:	<b>2019-2022</b>	ESTIMATED COMPLETION: <b>December, 2020</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>7,325</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>7,325</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.

2024 Fall SCBA (#24-30, Attachment 7): The Yellowhead Trail - St. Albert Trail to 97 Street project has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) and requires approval of a new standalone capital profile with an overall estimated cost of \$636,724,827.

Of the estimated cost to complete the project, \$106,261,889 has already been incurred to date (in 2023, and prior years) under the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" profiles.

The remaining \$530,462,938 will be funded from the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$56,235,587), "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$344,277,351), and "CM-24-0000 Transportation: Bridges & Auxiliary Structures - Renewal" (\$12,200,000). Further, funding will also come from transfers from "20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street" (\$250,000), "20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River)" (\$3,000,000), "21-20-9301 Yellowhead Trail - 156 Street to St Albert Trail" (\$1,250,000), and "21-20-9302 Yellowhead Trail - Fort Road Widening" (\$8,250,000) due to lower than estimated construction costs. This leaves a request of \$105,000,000 of new Tax-Supported Debt financing for the project.

# 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	-	-250	-	-	-	-	-	-	-	-	-	-250
<b>Current Approved Budget</b>	<b>7,225</b>	<b>100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,325</b>
Approved Funding Sources												
Federal Bldg Canada Fund	1,852	100	-	-	-	-	-	-	-	-	-	1,953
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>100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,325</b>

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

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	7,225	100	-	-	-	-	-	-	-	-	-	7,325
Requested Funding Source												
Federal Bldg Canada Fund	1,852	100	-	-	-	-	-	-	-	-	-	1,953
Provincial BCF - matching	1,787	-	-	-	-	-	-	-	-	-	-	1,787
Tax-Supported Debt	3,585	-	-	-	-	-	-	-	-	-	-	3,585
<b>Requested Funding Source</b>	<b>7,225</b>	<b>100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,325</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	100	-	-	-	-	-	-	-	-	-	6,567
Design		757	-	-	-	-	-	-	-	-	-	-	757
<b>Total</b>		<b>7,225</b>	<b>100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,325</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>	33,330
100		<b>BUDGET REQUEST:</b>	-
		<b>TOTAL PROFILE BUDGET:</b>	33,330

## 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

## 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.

2024 Fall SCBA (#24-30, Attachment 7): The Yellowhead Trail - St. Albert Trail to 97 Street project has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) and requires approval of a new standalone capital profile with an overall estimated cost of \$636,724,827.

Of the estimated cost to complete the project, \$106,261,889 has already been incurred to date (in 2023, and prior years) under the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" profiles.

The remaining \$530,462,938 will be funded from the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$56,235,587), "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$344,277,351), and "CM-24-0000 Transportation: Bridges & Auxiliary Structures - Renewal" (\$12,200,000). Further, funding will also come from transfers from "20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street" (\$250,000), "20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River)" (\$3,000,000), "21-20-9301 Yellowhead Trail - 156 Street to St Albert Trail" (\$1,250,000), and "21-20-9302 Yellowhead Trail - Fort Road Widening" (\$8,250,000) due to lower than estimated construction costs. This leaves a request of \$105,000,000 of new Tax-Supported Debt financing for the project.

# 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	-	-3,000	-	-	-	-	-	-	-	-	-	-3,000
<b>Current Approved Budget</b>	<b>31,706</b>	<b>1,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33,330</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	254	-	-	-	-	-	-	-	-	-	14,538
<b>Current Approved Funding Sources</b>	<b>31,706</b>	<b>1,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33,330</b>

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

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	31,706	1,623	-	-	-	-	-	-	-	-	-	33,330
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	254	-	-	-	-	-	-	-	-	-	14,538
<b>Requested Funding Source</b>	<b>31,706</b>	<b>1,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33,330</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	1,623	-	-	-	-	-	-	-	-	-	-	30,630
Design	2,700	-	-	-	-	-	-	-	-	-	-	-	2,700
<b>Total</b>	<b>31,706</b>	<b>1,623</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33,330</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:</b> <b>Approved</b>	
DEPARTMENT:	<b>Integrated Infrastructure Services</b>	<b>PROFILE TYPE:</b> <b>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>216,984</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>216,984</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).

2024 Fall SCBA (#24-30, Attachment 7): The Yellowhead Trail - St. Albert Trail to 97 Street project has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) and requires approval of a new standalone capital profile with an overall estimated cost of \$636,724,827.

Of the estimated cost to complete the project, \$106,261,889 has already been incurred to date (in 2023, and prior years) under the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" profiles.

The remaining \$530,462,938 will be funded from the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$56,235,587), "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$344,277,351), and "CM-24-0000 Transportation: Bridges & Auxiliary Structures - Renewal" (\$12,200,000). Further, funding will also come from transfers from "20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street" (\$250,000), "20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River)" (\$3,000,000), "21-20-9301 Yellowhead Trail - 156 Street to St Albert Trail" (\$1,250,000), and "21-20-9302 Yellowhead Trail - Fort Road Widening" (\$8,250,000) due to lower than estimated construction costs. This leaves a request of \$105,000,000 of new Tax-Supported Debt financing for the project.

# 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	-	16,750	-	-	-	-	-	-	-	-	-	16,750
<b>Current Approved Budget</b>	<b>172,354</b>	<b>44,630</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>216,984</b>
<b>Approved Funding Sources</b>												
Federal Bldg Canada Fund	33,161	16,489	-	-	-	-	-	-	-	-	-	49,650
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>44,630</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>216,984</b>

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

<b>REVISED BUDGET (IF APPROVED)</b>												
Revised Budget (if Approved)	172,354	44,630	-	-	-	-	-	-	-	-	-	216,984
<b>Requested Funding Source</b>												
Federal Bldg Canada Fund	33,161	16,489	-	-	-	-	-	-	-	-	-	49,650
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>44,630</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>216,984</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	44,630	-	-	-	-	-	-	-	-	-	156,741
Design		14,942	-	-	-	-	-	-	-	-	-	-	14,942
Land		45,302	-	-	-	-	-	-	-	-	-	-	45,302
<b>Total</b>		<b>172,354</b>	<b>44,630</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>216,984</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 - FORT ROAD WIDENING</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>21-20-9302</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>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>132,876</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>132,876</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.

2024 Fall SCBA (#24-30, Attachment 7): The Yellowhead Trail - St. Albert Trail to 97 Street project has reached Checkpoint 4 of the Project Development and Delivery Model (PDDM) and requires approval of a new standalone capital profile with an overall estimated cost of \$636,724,827.

Of the estimated cost to complete the project, \$106,261,889 has already been incurred to date (in 2023, and prior years) under the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" and "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" profiles.

The remaining \$530,462,938 will be funded from the "CM-99-0060 Yellowhead Trail Freeway Conversion: Project Development" (\$56,235,587), "CM-99-9600 Yellowhead Trail Freeway Conversion: Project Delivery" (\$344,277,351), and "CM-24-0000 Transportation: Bridges & Auxiliary Structures - Renewal" (\$12,200,000). Further, funding will also come from transfers from "20-20-9201 Yellowhead Trail - 123 Avenue: 156 Street to 142 Street" (\$250,000), "20-20-9202 Yellowhead Trail East Widening (61 St to North Saskatchewan River)" (\$3,000,000), "21-20-9301 Yellowhead Trail - 156 Street to St Albert Trail" (\$1,250,000), and "21-20-9302 Yellowhead Trail - Fort Road Widening" (\$8,250,000) due to lower than estimated construction costs. This leaves a request of \$105,000,000 of new Tax-Supported Debt financing for the project.

# 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
APPROVED BUDGET	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	-	-8,250	-	-	-	-	-	-	-	-	-
<b>Current Approved Budget</b>	<b>118,319</b>	<b>14,558</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>132,876</b>
Approved Funding Sources	Federal Bldg Canada Fund	30,431	5,046	-	-	-	-	-	-	-	-	35,477
	Provincial BCF - matching	29,693	-	-	-	-	-	-	-	-	-	29,693
	Tax-Supported Debt	58,195	9,512	-	-	-	-	-	-	-	-	67,707
	<b>Current Approved Funding Sources</b>	<b>118,319</b>	<b>14,558</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>132,876</b>

BUDGET REQUEST	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Budget Request	-	-	-	-	-	-	-	-	-	-	-

REVISED BUDGET (IF APPROVED)	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
Revised Budget (if Approved)	118,319	14,558	-	-	-	-	-	-	-	-	132,876
Requested Funding Source	Federal Bldg Canada Fund	30,431	5,046	-	-	-	-	-	-	-	35,477
	Provincial BCF - matching	29,693	-	-	-	-	-	-	-	-	29,693
	Tax-Supported Debt	58,195	9,512	-	-	-	-	-	-	-	67,707
	<b>Requested Funding Source</b>	<b>118,319</b>	<b>14,558</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

REVISED BUDGET (IF APPROVED)	Activity Type	Prior Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond 2032	Total
	Construction	101,736	14,558	-	-	-	-	-	-	-	-	-	116,294
	Design	5,793	-	-	-	-	-	-	-	-	-	-	5,793
	Land	10,790	-	-	-	-	-	-	-	-	-	-	10,790
	<b>Total</b>	<b>118,319</b>	<b>14,558</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>132,876</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: 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>2019-2022</b>	ESTIMATED COMPLETION: <b>December, 2022</b>

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

## 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	-	-	-	-	-	-	-	-	-	-	-
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<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>13,915</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	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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**CAPITAL PROFILE REPORT**

PROFILE NAME:	<b>YELLOWHEAD TRAIL - ST ALBERT TRAIL TO 97 STREET</b>	<b>FUNDED</b>
PROFILE NUMBER:	<b>24-20-9350</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>January, 2025</b>
BUDGET CYCLE:	<b>2023-2026</b>	ESTIMATED COMPLETION: <b>December, 2027</b>

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

<b>GROWTH</b>	<b>RENEWAL</b>	<b>PREVIOUSLY APPROVED:</b>	<b>636,725</b>
<b>100</b>		<b>BUDGET REQUEST:</b>	<b>-</b>
		<b>TOTAL PROFILE BUDGET:</b>	<b>636,725</b>

**PROFILE DESCRIPTION**

This profile supports the delivery phases of a single project (Yellowhead Trail St Albert Trail to 97 Street) 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 2023-2026 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: St Albert Trail to 97 Street project includes the removal of direct access to and from Yellowhead Trail at 127 Street, 126 Street, 124 Street, 121 Street, and 107 Street. Construction of two new interchanges at 127 Street and 121 Street. Additionally, the scope of the project includes improvement to the drainage system, construction of a new shared pathway in conjunction with the replacement of the noise wall on the south side of Yellowhead Trail

**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, the 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 to 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, the Administration can provide the 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's 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 the 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.

# CAPITAL PROFILE REPORT

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## CONCLUSIONS AND RECOMMENDATIONS

Capital funds have been approved to advance the delivery of the Yellowhead Trail Freeway Conversion Program in order to adhere to 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

PROFILE NAME: **Yellowhead Trail - St Albert Trail to 97 Street**  
 PROFILE NUMBER: **24-20-9350**  
 BRANCH: **Infrastructure Delivery**

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

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

		Prior	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond	Total	
		Years										2032		
APPROVED BUDGET	Approved Budget													
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-	
	2023 Cap Capital Budget Adj (one-off)	106,262	-	-	-	-	-	-	-	-	-	-	106,262	
	2024 Cap Council	-	79,569	159,139	159,139	106,093	26,523	-	-	-	-	-	530,463	
	<b>Current Approved Budget</b>	<b>106,262</b>	<b>79,569</b>	<b>159,139</b>	<b>159,139</b>	<b>106,093</b>	<b>26,523</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>636,725</b>	
	Approved Funding Sources													
	Developer Financing	558	-	-	-	-	-	-	-	-	-	-	-	558
	Federal Bldg Canada Fund	8,043	22,232	64,208	38,972	-	-	-	-	-	-	-	-	133,455
	Local Government Fiscal Framework	-	12,200	-	-	-	-	-	-	-	-	-	-	12,200
	Pay-As-You-Go	-	1,688	-	-	-	-	-	-	-	-	-	-	1,688
Provincial BCF - matching	9,635	22,232	64,208	57,644	-	-	-	-	-	-	-	-	153,718	
Tax-Supported Debt	88,026	21,218	30,723	62,523	106,093	26,523	-	-	-	-	-	-	335,105	
<b>Current Approved Funding Sources</b>	<b>106,262</b>	<b>79,569</b>	<b>159,139</b>	<b>159,139</b>	<b>106,093</b>	<b>26,523</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>636,725</b>	

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

		106,262	79,569	159,139	159,139	106,093	26,523	-	-	-	-	-	636,725
REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	106,262	79,569	159,139	159,139	106,093	26,523	-	-	-	-	-	636,725
	Requested Funding Source												
	Developer Financing	558	-	-	-	-	-	-	-	-	-	-	558
	Federal Bldg Canada Fund	8,043	22,232	64,208	38,972	-	-	-	-	-	-	-	133,455
	Local Government Fiscal Framework	-	12,200	-	-	-	-	-	-	-	-	-	12,200
	Pay-As-You-Go	-	1,688	-	-	-	-	-	-	-	-	-	1,688
	Provincial BCF - matching	9,635	22,232	64,208	57,644	-	-	-	-	-	-	-	153,718
	Tax-Supported Debt	88,026	21,218	30,723	62,523	106,093	26,523	-	-	-	-	-	335,105
	<b>Requested Funding Source</b>	<b>106,262</b>	<b>79,569</b>	<b>159,139</b>	<b>159,139</b>	<b>106,093</b>	<b>26,523</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>636,725</b>

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

	Activity Type	Prior	2024	2025	2026	2027	2028	2029	2030	2031	2032	Beyond	Total
		Years										2032	
REVISED BUDGET (IF APPROVED)	Construction	-	61,314	154,504	154,504	103,003	25,189	-	-	-	-	-	498,512
	Design	106,262	5,230	-	-	-	-	-	-	-	-	-	111,492
	Follow Up Warranty	-	-	-	-	-	200	-	-	-	-	-	200
	Land	-	11,029	-	-	-	-	-	-	-	-	-	11,029
	Other Costs	-	1,996	4,635	4,635	3,090	1,135	-	-	-	-	-	15,491
	<b>Total</b>		<b>106,262</b>	<b>79,569</b>	<b>159,139</b>	<b>159,139</b>	<b>106,093</b>	<b>26,523</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-