

CAPITAL PROFILE REPORT

PROFILE NAME:	CAPITAL LINE SOUTH LRT: CENTURY PARK TO ELLERSIE ROAD	FUNDED
PROFILE NUMBER:	16-66-7018	PROFILE STAGE: Approved
DEPARTMENT:	Integrated Infrastructure Services	PROFILE TYPE: Standalone
LEAD BRANCH:	LRT Expansion and Renewal	LEAD MANAGER: Bruce Ferguson
PARTNER:	Edmonton Transit Service	PARTNER MANAGER: Carrie Hotton-MacDonald
BUDGET CYCLE:	2023-2026	ESTIMATED START: July, 2016
		ESTIMATED COMPLETION: August, 2029

Service Category: LRT Expansion	Major Initiative: Public Transit Infrastructure Fund
GROWTH 100	RENEWAL
	PREVIOUSLY APPROVED: 1,417,107
	BUDGET REQUEST: -
	TOTAL PROFILE BUDGET: 1,417,107

PROFILE DESCRIPTION

Refresh preliminary engineering and resolve issue with station at Twin Brooks and define corridor through the TUC.

[Updated June 29, 2021]: Renamed capital profile from "LRT Prelim Design: Capital Line, Century Park to 41 Ave" to "Capital Line South LRT: Century Park to Ellerslie Road" as per June 14, 2021 - Integrated Infrastructure Services IIS00553.

PROFILE BACKGROUND

In 2009, Edmonton City Council adopted a long-term LRT Network Plan that defines the future size, scale and operation of Edmonton's LRT System. The Concept Plan for the West Valley line was approved on January 19, 2011 and the Concept Plan for the Downtown section of the Valley line was approved on February 15, 2012. Following two years of design and consultation, the preliminary design of the 27-kilometre urban style LRT from Mill Woods to Lewis Farms was completed on November 14, 2013. During the preliminary design more effort was placed on the Valley Line Stage 1 (Downtown to Millwoods) as it was the next expansion stage to be funded. The preliminary Design on the west leg of the Valley line was completed to approximately a 10% level as the funding was unknown and further in the future.

PROFILE JUSTIFICATION

Edmonton's LRT Network Plan is a long-term Vision to expand the City's LRT to five lines by 2040. Expanding the LRT system is a key priority for the City in order to meet Edmonton's transportation needs as it continues to grow. At the May 3/4, 2016 City Council meeting the following motion was approved; "2. That the following three LRT design projects be prioritized for further work with the Phase 1 Federal Transit Stimulus funding (alphabetically listed): (a) Capital Line, Century Park to Ellerslie (HSW-1 to update preliminary engineering), (b) Downtown Connector, University to Bonnie Doon (LE-1 for concept planning), (c) Metro Line, North Blatchford to Campbell Road (HNW-2, HNW-3 for preliminary engineering)." Proceeding with this work will ensure the City is shovel ready for Phase 2 of the Federal Transit Stimulus funding.

STRATEGIC ALIGNMENT

The Way We Move and The Way We Live, as well as the Transit Oriented Development (TOD) grow green and create a compact, more integrated urban environment; alternative transportation modes; the Strategic Objective for Light Rail Transit (LRT) Network

ALTERNATIVES CONSIDERED

No other alternatives are considered for this project.

COST BENEFITS

Proceeding with this work will ensure that the City will be ready to maximize stage 2 of the Federal Transit Stimulus funding. Reduction of GHG emissions.

KEY RISKS & MITIGATING STRATEGY

The key risk is not having the project ready when stage 2 funding is announced. Mitigation is an early start and ensure enough resources are provided. Additional risks include land acquisition, integration with Park and Ride design, Twin Brooks station, and TUC corridor resolution.

RESOURCES

LRT Delivery of the IIS department will manage with external consulting services.

CONCLUSIONS AND RECOMMENDATIONS

It is recommended that the funding of this profile be approved.

CONTINGENCY OF APPROVAL

July 12, 2016: Approval is contingent on the City of Edmonton receiving approval of Public Transit Infrastructure Fund grant, and Provincial match funding for individual projects represented in the profile.

CHANGES TO APPROVED PROFILE

December 6, 2017 Council Minutes Adjustment 17-15:

PTIF#1: Transfer \$7,312,000 from profile CM 66-3501 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction

CAPITAL PROFILE REPORT

procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in CM-66-3501 to complete the work.

PTIF#2: Transfer \$1,050,000 from profile 16-66-3522 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-3522 to complete the work.

PTIF#3: Transfer \$1,100,000 from profile 16-66-3524 to profile 16-66-7018 to address additional project scope for Preliminary Design for Capital Line, Century Park to Ellerslie. The scope is expanding to include the completion of delivery method assessment and construction procurement readiness package. The scope will include advancing concept design from Ellerslie Road to 41 Ave SW, including coordination with the province for provincial lands along this section of alignment including the proposed hospital site. The transfer will provide adequate funds to complete this project and leave sufficient funds in 16-66-3524 to complete the work.

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

Budget Adjustment 18-16 November 19, 2018: To adjust funding sources on some PTIF projects to match what is on the Provincial application. In some cases, too much PAYG or MSI was being drawn from instead of federal and provincial funding. In other cases, too much federal provincial funding was being drawn from instead of PAYG or MSI.

2020 Spring SCBA (#20-10, 3.4-17): To provide funding for the Neighbourhood Area Structure Plan (Heritage Valley Neighbourhood #14) work that was incurred on the Capital Line Southeast Extension Project, however not eligible to be capitalized and therefore must be transferred to operating.

2020 Fall SCBA (#20-31, CFO 1D-3): To move \$209,807 of budget from 16-66-7018 LRT Prelim Design: Capital Line, Century Park to 41 Ave related to net expenditures incurred for Neighbourhood Area Structure Plan 14 planning work that was deemed to be operating expenditures according to accounting standards. The budget transferred is composed of \$104,903 of Federal PTIF, \$52,452 of Provincial PTIF and \$52,452 of PayGo.

2020 Year End (20-39): To move \$1,025 of Pay-As-You-Go budget from 16-66-7018 LRT Prelim Design: Capital Line, Century Park to 41 Ave related to net expenditures incurred for Neighbourhood Area Structure Plan 14 planning work that was deemed to be operating expenditures (CC 995301) according to accounting standards.

2021 Jan 25 (#21-5): Heritage Valley LRT Dedication Land. Per CR_7905 this budget adjustment of \$678K is to be funded with Land Fund Retained Earnings. The scope is expanding to include land from 41 Ave to 28 Ave.

2021 Spring SCBA (#21-21, CFO-11): The Public Transit Infrastructure Fund (PTIF) will be expiring this year. These adjustments are a result of the recalibration exercise completed to maximize federal and provincial funding, and to fund project shortfalls within several PTIF bundles (\$53.1K).

2021 June 22, Council Minutes Item #6.9 (#21-13): 1. That the amendment to the Capital Line South LRT Concept Plan: Century Park to Allard/Desrochers, as outlined in Attachment 2 of the June 14, 2021, Integrated Infrastructure Services report IIS00553, be approved. 2. That Capital Profile 16-66-7018 (Capital Line South LRT: Century Park to Ellerslie Road) be amended to increase the budget in the amount of \$1,025,000,000, to reflect partner and municipal funding sources, as outlined in Attachment 3 of the June 14, 2021, Integrated Infrastructure Services report IIS00553, to fund delivery of the project, as outlined in the June 14, 2021, Integrated Infrastructure Services report IIS00553.

- Capital Profile 16-66-7018 will be amended to reflect the modified project scope and the new estimated completion date of December 2027.

A grade separation over Ellerslie Road was approved, including an elevated LRT station north of Ellerslie Road.

Scope adjustment for completion of detailed designed, procurement and construction of the Capital Line South from Century Park to Ellerslie Road including stations at Twin Brooks and Ellerslie Road as well as the Heritage Valley Operations and Maintenance Facility. This also includes the purchase of Light Rail Vehicles.

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

2022 Spring SCBA (#22-10, 3.6-1): This adjustment is required to transfer the Operating and Maintenance Facility originally planned for capital profile "16-66-7013 - Metro Line LRT (NAIT - Blatchford) Extension" to capital profile "16-66-7018 - Capital Line South LRT: Century Park to Ellerslie Road", which was approved by the Federal Treasury Board.

2024 May 22, Council Minutes (Private Reports, #24-08): 16-66-7018 Capital Line South LRT Century Park to Ellerslie Road re-costing budget adjustment for an additional \$242 million of tax-supported debt budget, which is made of \$179 million in net-new tax-supported debt, and a transfer of \$63 million of tax-supported debt from 11-66-1673 Valley Line Southeast.

2024 November 13, Council Minutes Item #7.11 (#24-25): 1. That capital profile 16-66-7018 - Capital Line South LRT: Century Park to Ellerslie Road, be increased by \$35 million in 2027 with funding from the Investing in Canada Infrastructure Program's provincial match funding. 2. That Attachment 1 of the November 13, 2024, Integrated Infrastructure Services report IIS02775 remain private pursuant to sections 21 (disclosure harmful to intergovernmental relations), 24 (advice from officials), 25 (disclosure harmful to economic and other interests of a public body) and 27 (privileged information) of the Freedom of Information and Protection of Privacy Act.

2025 Spring SCBA (#25-10, 4.7-1): The original delivery budget for the Capital Line South LRT: Century Park to Ellerslie Road project was approved in June 2021. In order to confirm the City's contribution to the project and secure grant funding from other orders of government, capital budgets for LRT projects are brought forward for Council approval much earlier in the process than other projects delivered under the Project Development and Delivery Model (PDDM). The project has now reached what is considered to be the Checkpoint 3 equivalent of the PDDM. With a more complete understanding of scope and schedule, the project is being re-cashflowed. The end result is the Capital Line South LRT: Century Park to Ellerslie Road project will be in alignment with PDDM principles going forward, and be measured against these revised cashflows for the remainder of the delivery portion of the project. The estimated completion date for the project is being revised to August 31, 2029. This adjustment results in a \$0 impact to the overall approved project budget.

2025 Spring SCBA (#25-10, 4.3-6): This is a recosting adjustment. The project is now able to maximize the full grant eligible costs of the Federal - Investing in Canada Infrastructure Program (ICIP) grant, which allows the project to add \$2,273,000 of previously approved Federal - ICIP grant funding to the project.

2025 Spring SCBA (#25-10, 4.6-1): This is a transfer of \$5,000,000 in Pay-As-You-Go funding from capital to operating to fund the City's Art reserve as per the 2023-2026 Council approved budget. The total 2023-2026 transfer to the City's Art reserve is \$6,100,000 (\$5,000,000 2025 Spring SCBA capital request plus \$550,000 tax levy (operating) transfer to the reserve in 2025 and in 2026) for administration, conservation and installations.

2025 Spring SCBA (#25-10, 4.5-1): This is a transfer of \$15,000,000 in project cost savings (\$6,000,000 Federal - ICIP, \$6,000,000 Provincial ICIP - matching, and \$3,000,000 Tax-Supported Debt) from capital profile "16-66-7013 Metro Line LRT (NAIT - Blatchford Extension)" to capital profile "16-66-7018 Capital Line South LRT: Century Park to Ellerslie Road"; which was approved by the Federal Treasury Board.

2025 Fall SCBA (#25-30, Att6): This recosting budget adjustment for an additional \$116,000,000 of Tax-Supported debt is required to be able to purchase all 40 LRV growth and renewal units and fund supporting infrastructure. This includes \$25,158,000 for growth for 16-66-7018 - Capital line South LRT: Century Park to Ellerslie Road and \$10,046,234 for growth for 16-66-7013 - Metro Line LRT (NAIT - Blatchford Extension). The remaining \$80,795,766 is for renewal LRVs and modifications to D.L. MacDonald Garage under 25-21-1000 - LRV Replacements to accommodate the longer length LRVs.

CAPITAL PROFILE REPORT

PROFILE NAME: **Capital Line South LRT: Century Park to Ellersie Road**
 PROFILE NUMBER: **16-66-7018**
 BRANCH: **LRT Expansion and Renewal**

FUNDED
 PROFILE TYPE: **Standalone**

CAPITAL BUDGET AND FUNDING SOURCES (000's)

	Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total	
APPROVED BUDGET	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	
	2016 Cap Capital Budget Adj (one-off)	9,200	-	-	-	-	-	-	-	-	-	9,200	
	2016 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2017 Cap Capital Budget Adj (one-off)	5,800	-	-	-	-	-	-	-	-	-	5,800	
	2017 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Capital Budget Adj (one-off)	-	-	-	-	-	-	-	-	-	-	-	
	2018 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2019 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2020 Cap Administrative	-211	-	-	-	-	-	-	-	-	-	-211	
	2020 Cap Council	-481	-	-	-	-	-	-	-	-	-	-481	
	2020 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2021 Cap Administrative	54	-	-	-	-	-	-	-	-	-	54	
	2021 Cap Capital Budget Adj (one-off)	521,096	274,178	175,992	54,412	-	-	-	-	-	-	1,025,678	
	2021 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2022 Cap Council	60,000	-	-	-	-	-	-	-	-	-	60,000	
	2022 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2022 Cap Release to Corp Pool	-25	-	-	-	-	-	-	-	-	-	-25	
	2023 Cap Carry Forward	-	-	-	-	-	-	-	-	-	-	-	
	2024 Cap Capital Budget Adj (one-off)	-	-	-	121,000	108,000	30,000	18,000	-	-	-	277,000	
	2024 Cap Carry Forward	-393,041	393,041	-	-	-	-	-	-	-	-	-	
	2025 Cap Council	-	-434,261	188,528	236,570	27,124	21,217	123	791	-	-	40,091	
	Current Approved Budget	202,393	232,958	364,520	411,982	135,124	51,217	18,123	791	-	-	-	1,417,107
	APPROVED FUNDING SOURCES	Approved Funding Sources											
		Federal - Investing in Canada Infrastructure Prgm (ICIP)	68,012	90,749	139,333	100,257	10,334	9,180	6,376	-	-	-	424,240
Federal - Public Transit Infrastructure Fund		6,656	-	-	-	-	-	-	-	-	-	6,656	
Land Fund Retained Earnings		653	-	-	-	-	-	-	-	-	-	653	
Munc Sustain. Initiative - MSI		3,700	-	-	-	-	-	-	-	-	-	3,700	
Other Grants - Provincial		3,328	-	-	-	-	-	-	-	-	-	3,328	
Pay-As-You-Go		679	-	-	-	-	-	-	-	-	-	679	
Provincial ICIP - matching		72,631	92,309	140,893	59,207	-	-	-	-	-	-	365,040	
Tax-Supported Debt		46,735	49,900	84,294	252,518	124,790	42,038	11,747	791	-	-	612,811	
Current Approved Funding Sources	202,393	232,958	364,520	411,982	135,124	51,217	18,123	791	-	-	-	1,417,107	

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

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	202,393	232,958	364,520	411,982	135,124	51,217	18,123	791	-	-	1,417,107
	Requested Funding Source											
	Federal - Investing in Canada Infrastructure Prgm (ICIP)	68,012	90,749	139,333	100,257	10,334	9,180	6,376	-	-	-	424,240
	Federal - Public Transit Infrastructure Fund	6,656	-	-	-	-	-	-	-	-	-	6,656
	Land Fund Retained Earnings	653	-	-	-	-	-	-	-	-	-	653
	Munc Sustain. Initiative - MSI	3,700	-	-	-	-	-	-	-	-	-	3,700
	Other Grants - Provincial	3,328	-	-	-	-	-	-	-	-	-	3,328
	Pay-As-You-Go	679	-	-	-	-	-	-	-	-	-	679
	Provincial ICIP - matching	72,631	92,309	140,893	59,207	-	-	-	-	-	-	365,040
	Tax-Supported Debt	46,735	49,900	84,294	252,518	124,790	42,038	11,747	791	-	-	612,811
Requested Funding Source	202,393	232,958	364,520	411,982	135,124	51,217	18,123	791	-	-	-	1,417,107

CAPITAL PROFILE REPORT

CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (If APPROVED)	Activity Type	Prior Years	2025	2026	2027	2028	2029	2030	2031	2032	2033	Beyond 2033	Total
	Construction	148,178	232,958	364,520	411,982	135,124	51,217	18,123	791	-	-	-	1,362,892
	Design	33,561	-	-	-	-	-	-	-	-	-	-	33,561
	Land	20,653	-	-	-	-	-	-	-	-	-	-	20,653
Total	202,393	232,958	364,520	411,982	135,124	51,217	18,123	791				1,417,107	

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