

**Summary of Fall 2025 SCBA Recommendations**

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## Summary of Recommended Fall 2025 SCBA Adjustments

The following is a high-level summary of the total impact to the approved capital budget.

Budget Adjustment Type	Impact to Capital Budget (\$ millions)
New Profiles Recommended for Funding	\$56.9
Scope Change Adjustments - Increases	\$36.9
Recosting Adjustments - Increases: \$4.5 - Decreases: (\$0.1)	\$4.4
Funding Source Adjustments (Council)	\$ -
Transfers in Excess of \$5 Million Between Profiles	\$ -
<b>Total</b>	<b>\$98.2</b>

## Breakdown of Fall 2025 SCBA Adjustments

The following sections provide an overview of the adjustments within each of the categories of the Fall 2025 SCBA. Full details for each adjustment are in Attachment 4. New profiles for capital projects being recommended for funding are included in Attachment 5.

### New Profiles Recommended for Funding

Administration is recommending Council approve five new capital profiles that are primarily funded with Tax-Supported Debt, Pay-As-You-Go funds, Neighbourhood Renewal Reserve, and transfers from existing approved profiles. These five capital profiles contain projects originally within the scope of the approved composite profiles that have completed a sufficient level of planning and design (reached Checkpoint 3) and are being created as a standalone profile in compliance with capital budget practices (growth and renewal projects greater than \$10 million).

The total value of all five capital profiles is \$121.1 million, funded with \$64.2 million from existing approved capital profiles, \$7.7 million of new Tax-Supported Debt, \$4.1 Pay-As-You-Go from the 2023-2026 Corporate Fund Pool, \$26.4 million of 2027

and beyond Neighbourhood Renewal Reserve and \$18.7 million of 2027 and beyond Pay-As-You-Go funds. These five profiles are summarized in Table 1.

**Table 1**

<b>Reference (Attachment 4)</b>	<b>Profile Number</b>	<b>Profile Name</b>	<b>Amount (\$ millions)</b>
4.1-1	25-25-9507	La Perle Neighbourhood Reconstruction	\$39.0
4.1.2	25-10-9570	Athlone Fire Station #33	\$29.1
4.1-3	25-10-9560	Walker Fire Station #32	\$27.0
4.1-4	25-20-9520	137 Avenue and Anthony Henday Drive Ramps	\$14.9
4.1-5	25-25-9431	Windermere District Park	\$11.1
<b>Total</b>			<b>\$121.1</b>
Less: New Standalone Profiles funded with transfers from existing approved budgets.			(\$64.2)
<b>Net Impact to Approved Capital Budget</b>			<b>\$56.9</b>

Further details of these projects are included within the New Standalone Profiles in Attachment 5.

**Scope Changes**

Scope change adjustments are required when projected costs for capital profiles have increased or decreased to accommodate changes in the original scope of work. The recommended scope changes are categorized as follows:

- Scope change increases requesting new funding
- Scope change increases requesting funding be transferred from an existing approved budget
- Scope change decreases releasing existing approved funding back to the Corporate Fund Pool

Scope changes recommended in the Fall 2025 SCBA will result in an increase of \$36.9 million to the approved capital budget.

**Table 2**

	Impact to Capital Budget (\$ millions)
Total Value of Scope Change Increases	\$44.7
Less: Scope Change Increases funded with transfers from existing approved budgets	(\$6.9)
Less: Scope Change Decreases with funding released back to the Corporate Fund Pool	(\$0.9)
<b>Net Impact to Approved Capital Budget</b>	<b>\$36.9</b>

**Scope Change Increases Requesting New Funding**

Scope changes recommended for new funding are as follows:

**4.2-1. 25-10-9560 - Walker Fire Station #32 (\$10.0 million)**

This scope change adjustment is to relocate the Emergency Communications (Dispatch) Centre to "25-10-9560 Walker Fire Station #32". The Walker Fire Station project is nearing Checkpoint 3 of the Project Development and Delivery Model (PDDM) and delivery budget is being requested in the 2025 Fall SCBA. The decision to relocate the primary centre to a purpose-built facility adjacent to a fire station is strategic, as it allows for the integration of existing Fire Rescue systems and the optimization of functional program attributes. The funding requested for this profile is a \$10,000,000 pre-commitment of Pay-As-You-Go from the 2027-2030 capital budget cycle.

**4.2-2. CM-10-1010 - Facility: Planning and Design - Growth (\$7.3 million)**

This scope change adjustment adds \$7,300,000 to "CM-10-1010 Facility: Planning and Design - Growth" for the Integrated Transit Control Centre. This project will see the relocation of the existing bus, LRT and transit security control functions. An adjustment may be brought back for consideration in a future SCBA after the project reaches PDDM Checkpoint 3, at which point the project scope and costs will be better defined and well understood. The project is being delivered under "CM-10-1010 Facility: Planning and Design - Growth" because this growth composite is for facility assets. The new budget

requested is \$2,920,000 Canada Public Transit Fund (CPTF)-Federal and \$4,080,000 Pay-As-You-Go.

CPTF is federal funding for public transit and active transportation infrastructure. There is a maximum federal program contribution for each project, with the balance of the project to be funded by municipal funding.

### **4.2-3. 19-17-0601 - River Crossing/West Rosedale Redevelopment (\$6.5 million)**

This scope change adjustment adds \$6,525,000 corporate pool funding to "19-17-0601 River Crossing/West Rosedale Redevelopment" to provide structural upgrades and roof replacement to Rosedale Power Plant Turbine Hall. This budget adjustment is a result of the Rosedale Power Plant Advanced Assessment and Priority Rehabilitation renewal project (CP-9673). From this work, the roofing replacement and related structural upgrades for the Turbine Hall, Switch House and Pump House #2 were deemed a high priority to prevent further deterioration from water penetration. The roof replacement of Pump House was completed in 2022. The next highest priority is to address the roof at the Turbine Hall. The scope change adjustment also results in an updated estimated profile completion date of December 31, 2026.

### **4.2-4. CM-30-3030 - Open Space: Planning and Design - Growth (\$4.7 million)**

This scope change is required to fund delivery (Project Development and Delivery Model (PDDM) Checkpoints 3-5) for base level development (grade, level, seed, playground) for a future K-9 school at the Cavanagh school/community park in Heritage Valley, as required under the Joint Use Agreement: Land. The Cavanagh Neighbourhood Park Development project has completed Checkpoint 3 of the PDDM with an overall estimated cost of \$5,007,958. The project is being delivered under "CM-30-3030 Open Spaces Planning & Design Growth" because this growth composite is for open space assets. The project will be funded with \$300,000 from "CM-30-3030 Open Space: Planning and Design - Growth" that was approved at the Spring 2024 SCBA, \$3,207,958 Pay-As-You-Go from 2023-2026 corporate pool funding and \$1,500,000 that will be funded by a pre-commitment of Pay-As-You-Go from the 2027-2030 capital budget cycle. This project is in response to the March 2024 provincial school funding announcement.

**4.2-5. CM-99-9000 - Infrastructure Delivery - Growth (\$3.2 million)**

This scope change adjustment adds \$3,200,000 corporate pool funding to "CM-99-9000 Infrastructure Delivery - Growth" to design and deliver the Argyll Velodrome Demolition project. The demolition of the existing velodrome can now proceed because the Coronation Sports and Recreation Centre is opening (Winter 2025).

**4.2-6. CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement - Growth (\$2.1 million)**

This scope change adjustment adds \$2,074,531 to "CM-66-3600 Bus Fleet & Equipment Rehab & Replacement" for the Transit Bike Racks Upgrade. The adjustment will be funded with \$829,812 Canada Public Transit Fund (CPTF)-Federal and \$1,244,719 Pay-As-You-Go funding as part of the Climate and Environment Action Fund - Stream 1 from Planning and Environment Services' operating cost center 122501, cost element 440000.

CPTF is federal funding for public transit and active transportation infrastructure. There is a maximum federal program contribution for each project, with the balance of the project to be funded by other sources such as municipal funding.

**4.2-7. CM-20-2020 - Transportation: Planning and Design - Growth (\$1.6 million)**

This scope change adjustment adds \$1,550,000 to "CM-20-2020 Transportation: Planning and Design - Growth" for Windermere North (Ambleside) Transit Centre and Park and Ride - Design. The adjustment will be funded with \$1,240,000 Canada Public Transit Fund (CPTF)-Federal and \$310,000 Pay-As-You-Go.

CPTF is federal funding for public transit and active transportation infrastructure. There is a maximum federal program contribution for each project, with the balance of the project to be funded by other sources such as municipal funding.

**4.2-8. CM-66-3400 - LRV Fleet & Equipment Renewal (\$1.2 million)**

This scope change adjustment adds \$1,200,000 to "CM-66-3400 LRV Fleet & Equipment Renewal" for the Passenger Counters For Light Rail Vehicle Fleet. The adjustment will be funded with \$480,000 Canada Public Transit Fund (CPTF)-Federal and \$720,000 Pay-As-You-Go.

CPTF is federal funding for public transit and active transportation infrastructure. There is a maximum federal program contribution for each project, with the balance of the project to be funded by other sources such as municipal funding.

### **4.2-9. CM-60-1461 - Police IT - Applications Enhancement (\$0.9 million)**

This scope change adjustment increases capital profile "CM-60-1461 Police IT Applications-Enhancement" by \$925,120 from Partnership Funding. The costs are related to the Police Service Records Management System Implementation project in 2025 and 2026.

### **4.2-10. CM-18-1510 - Technology Applications - Renewal (\$0.3 million)**

This scope change adjustment adds \$300,000 to "CM-18-1510 Technology Applications - Renewal" for the design costs for Transit Operational Software. The adjustment will be funded with \$240,000 Canada Public Transit Fund (CPTF)-Federal and \$60,000 Pay-As-You-Go.

CPTF is federal funding for public transit and active transportation infrastructure. There is a maximum federal program contribution for each project, with the balance of the project to be funded by other sources such as municipal funding.

### **4.2-11. CM-60-1771 - Police Equipment (\$0.03 million)**

This scope change adjustment increases capital profile "CM-60-1771 Police Equipment" by \$33,715 of Partnership Funding for additional police equipment.

### **4.2-12. CM-60-1425 - Radio Life Cycle (\$0.02 million)**

This scope change adjustment increases the capital profile "CM-60-1425 Radio Life Cycle" by \$18,833 for three portable radios for the Human-centered Engagement and Liaison Partnership (HELP) initiative funded by the Alberta Mental Health and Addiction Provincial Grant.

## **Scope Change Increases Requesting Funding From Existing Budget**

Scope changes recommended to be funded with a transfer from an existing approved budget (and therefore have no impact on the City's overall capital budget) are as follows:

**4.2-13. CM-20-2020 - Transportation: Planning and Design - Growth (\$5.1 million)**

This scope change is required to fund delivery of the Glenridding School Access Road & Utility Servicing project, which has reached Checkpoint 3 of the PDDM with an overall estimated cost of \$5,355,139. The project will be delivered under "CM-20-2020 Transportation: Planning and Design - Growth" profile because this growth composite is for transportation assets. Of these costs, \$138,740 was incurred in 2024 and prior years. The project will be funded with a \$5,105,139 transfer from "CM-99-9000 Infrastructure Delivery - Growth", and a \$111,260 budget allocation from "CM-20-2020 Transportation: Planning and Design - Growth".

**4.2-14. CM-13-0000 - Facility: Service Support - Renewal (\$1.8 million)**

This budget transfer between composite profiles is required for the addition of a solar canopy system that will supply power to the EV chargers (project underway) and other building system improvements (HVAC). The funding is for Westwood Central Services Yard (WES113) Rehabilitation project. The capital work aligns with the Climate Resilience Policy (C627). The adjustment is a \$1,800,000 Tax-Supported Debt transfer from "CM-10-0001 Climate Resilient City Facility Upgrades" to "CM-13-0000 Facility: Service Support - Renewal".

**4.2-15. CM-12-0300 - Valley Zoo Animal Enclosure Renewal and Enhancement (\$Nil)**

This scope change adjustment provides an update on the project and the scope that has been prioritized. The assessment of enclosures and infrastructure is now complete and has been prioritized for implementation:

Priority 1 - Elephant Building & Exercise Facility HVAC and electrical improvements.

Priority 2 - Scope prioritized for supporting future accreditation, including expanded elephant facilities, carnivore modernization and life support systems for aquatic habitats, including any required utility work identified as critical to protecting infrastructure assets.

This adjustment has no impact on the overall budget.

**4.2-16. CM-66-3300 - LRT Signals and Electrification Renewal (\$Nil)**

This budget adjustment adds additional vehicle purchases for signals and traction power work in capital profile "CM-66-3300 LRT Signals and Electrification Renewal". The addition of these vehicle purchases will be completed within the approved capital profile budget and therefore no funding adjustment is required.

**Scope Change Decrease Releasing Constrained Funding**

A scope change has been recommended to release constrained funding in an existing approved budget (and therefore has no impact on the City's overall capital budget) is as follows:

**4.2-17. CM-60-1461 - Police IT - Applications Enhancement (\$0.9 million)**

This scope change adjustment decreases capital profile "CM-60-1461 Police IT Applications-Enhancement" by \$943,719 of Constrained Provincial Grant Funding for de-scoping of several items primarily due to vendors not having the features available as originally planned.

**Recosting**

Recosting adjustments are required when an approved capital project is projected to be over or under budget. This can occur when tenders on capital projects are over or under the budget. Recommended recosting adjustments are categorized as follows:

- Recosting increases requesting new funding
- Recosting increases requesting funding to be transferred from an existing approved budget
- Recosting decreases with funding being released

Recosting adjustments recommended in the Fall 2025 SCBA will result in a net \$4.4 million increase to the approved capital budget.

**Table 3**

	Recosting Increases			Recosting Decreases			(\$ millions)
	Requiring New Funding	Funded with Transfers	Total	Funding Releases	Funding Transfer to Composites	Total	Combined Impact to Capital Budget
Total Value of New Recosting Adjustments	\$5.1	(\$0.6)	<b>\$4.5</b>	(\$0.1)	\$ -	<b>(\$0.1)</b>	<b>\$4.4</b>
Less: funding transfers from existing approved budgets	-	-	-	-	-	-	-
<b>Net Impact to Approved Capital Budget</b>	<b>\$5.1</b>	<b>(\$0.6)</b>	<b>\$4.5</b>	<b>(\$0.1)</b>	<b>\$ -</b>	<b>(\$0.1)</b>	<b>\$4.4</b>

**Recosting Increases Requesting New Funding**

Recosting adjustments recommended for new funding are as follows:

**4.3-1. CM-21-0000 - Transportation: Public Transit - Renewal (\$3.2 million)**

This recosting adjustment adds \$1,440,000 Canada Public Transit Fund (CPTF)-Federal and \$1,760,000 Pay-As-You-Go to "CM-21-0000 Transportation: Public Transit - Renewal" for Transit Facility Renewal.

The CPTF is federal funding for public transit and active transportation infrastructure. There is a maximum federal program contribution for each project, with the balance of the project to be funded by municipal funding. The additional Pay-As-You-Go is freed up from already approved budget from other projects that have also received CPTF funding. This additional Pay-As-You-Go can be used for "CM-21-0000 Transportation: Public Transit - Renewal".

**4.3-2. 23-74-4105 - 104 Street Drainage Servicing (\$0.6 million)**

This recosting adjustment adds \$599,719 of Local Improvement Property Share to capital profile "23-74-4105 104 Street Drainage Servicing". Costs escalated due to complications with the other utilities in the road as well as escalating labour and materials costs post-COVID.

**4.3-3. CM-30-3030 - Open Space: Planning and Design - Growth (\$0.4 million)**

This recosting adjustment adds \$385,689 of Developer Financing to "CM-30-3030 Open Space: Planning and Design - Growth" for the transfer of grade, level and seed scope from developers to the City for the Crystallina Nera East Community Park and School Site. This park development project is in response to the March 2024 provincial school funding announcement.

**4.3-4. 18-66-6503 - 50 Street CPR Grade Separation (\$0.2 million)**

This recosting adjustment adds \$228,248 Partnership Funding to "18-66-6503 50 Street CPR Grade Separation". The funds relate to net rental property amounts. These rental properties were purchased as part of this project because the properties were on or were partially on land required for the capital project.

**4.3-5. CM-99-9000 - Infrastructure Delivery - Growth (\$0.06 million)**

This recosting adjustment adds \$59,052 of Developer Financing to "CM-99-9000 Infrastructure Delivery - Growth" for the Edgemont Neighbourhood Park Development as per Cash in-lieu Agreement – SA53243. This project is in response to the March 2024 provincial school funding announcement and is required under the Joint Use Agreement: Land.

**4.3-6. 20-20-2024 - Edmonton-Strathcona County Pedestrian Bridge (\$0.04 million)**

This recosting adjustment adds \$35,000 Trans Canada Trail funding to "20-20-2024 Edmonton-Strathcona County Pedestrian Bridge" for the planning, design and delivery of the Northeast Edmonton/Strathcona County Pedestrian/Cyclist Footbridge (NE Bridge) over the North Saskatchewan River.

### Recosting Increases Requesting Funding from Existing Approved Budget

Recosting adjustments requesting a transfer from an existing approved budget (no impact to the City's overall capital budget) are as follows:

**4.3-7. 15-74-4104/CM-74-4100 - Warehouse Campus Neighbourhood Central Park Land Acquisition and Downtown Community Revitalization Levies Delivery (\$0.6 million)**

This recosting adjustment will transfer \$550,000 of Debt CRL Downtown funding from CM-74-4100 Downtown Community Revitalization Levies Delivery to 15-74-4104 Warehouse Campus Neighbourhood Central Park Land Acquisition for legal costs and expropriation settlement.

### Recosting Decreases - Funding Releases

Recosting adjustments resulting in a net decrease to the City's approved capital budget are as follows:

**4.3-8. 23-30-9322 - Beaver Hills House/Michael Phair Parks Upgrades (\$0.1 million)**

This recosting adjustment is a net (\$100,000) reduction to "23-30-9322 Beaver Hills House/Michael Phair Parks Upgrades". There are two distinct adjustments: 1. Release \$200,000 Other Grants - Federal budget, which was included in the original new standalone profile request, and 2. Transfer \$100,000 Downtown Vibrancy operating budget (UPE) Cost Center 122320, Cost Element 440000 to capital. This recosting adjustment is required because there is no Other Grants - Federal constrained funding for this project.

**4.3-9. CM-60-1765 - Vehicle Replacements (\$0.03 million)**

This recosting adjustment decreases the capital profile "CM-60-1765 Vehicle Replacements" by \$25,663 for fit-up modification costs for six vehicles that were lower than originally budgeted for. The Human-centered Engagement and Liaison Partnership (HELP) initiative was funded by the Alberta Mental Health and Addiction Provincial Grant.

**4.3-10.03-20-0019 - Mill Woods Branch Relocation & Expansion (\$0.01 million)**

This recosting adjustment releases the remaining funds in excess of the commitments from capital profile "03-20-0019 Mill Woods Branch

Relocation & Expansion” since the funding will not be used and is no longer required.

**4.3-11.21-60-1747 - Automated Fingerprint Identification Sys (\$0.01 million)**

This recosting adjustment decreases the capital profile "21-60-1747 Automated Fingerprint Identification System" by \$4,809 for costs lower than originally budgeted. The profile is funded by PAYG Capital Reserve - Police.

**Funding Source Adjustments (Council)**

This type of adjustment is strictly for funding source adjustments that normally result in no change to the overall budget of a profile, but require Council approval because they involve debt financing or a specific level of reserve funding. Composite profiles are also included as part of this process.

Funding source adjustments recommended in the Fall 2025 SCBA will not have an impact on the approved capital budget.

A breakdown of the recommended Funding Source Adjustments can be found in Attachment 4.

**Transfers in Excess of \$5 Million Between Profiles**

Approved profiles with transfers between them that exceed \$5 million need to be approved by Council. The net result is an overall adjustment of \$0 to the approved capital budget. Some transfers that are under \$5 million are also included within this category due to the type of funding source or additional transparency, as deemed necessary.

Only two transfer adjustments were recommended in the Fall 2025 SCBA, and they are as follows:

**4.5-1. CM-12-0000 - Facility: Service Delivery - Renewal (\$10.0 million)**

This budget adjustment transfers \$10,000,000 of Local Government Fiscal Framework from "CM-13-0000 Facility: Service Support - Renewal" to "CM-12-0000 Facility: Service Delivery - Renewal" for projects delivery. The "CM-13-0000 Facility: Service Support - Renewal" composite has available funds to be transferred since some of the planned priorities in this composite profile have not proceeded due to further investigations.

**4.5-2. CM-20-2020 - Transportation: Planning and Design - Growth (\$5.1 million)**

This budget adjustment transfers funds from "CM-99-9000 Infrastructure Delivery - Growth" to "CM-20-2020 Transportation: Planning and Design -

### **Attachment 3**

Growth" in order to consolidate the already approved Transit Priority Measures budget for planning, design and delivery.