

ACT Grant Funding Strategies to Mitigate (\$000's)

Summary								
Ref	Profile	Current Approved				Proposed		
		ACT Grant	Debt	PAYG	Total	Debt	PAYG	Total
1	CM-99-6060 ACTF - Infrastructure Planning and Design	18,800	28,200	-	47,000	26,698	-	26,698
2	CM-99-9001 ACTF Infrastructure Delivery	18,400	27,600	-	46,000	5,000	-	5,000
3	19-22-9004 Terwillegar Drive Expressway Upgrades - Stage	14,000	86,000	1,300	101,300	-	-	-
3	19-22-9005 Terwillegar Drive Expressway Upgrades - Stage 2	3,520	14,345	-	17,865	-	-	-
3	REVISED SCOPE Profile TBD Terwillegar Drive Expressway Upgrades - Alternative Staging Plan	-	-	-	-	102,700	1,300	104,000
4	19-10-1011 Stadium LRT Station Upgrade	11,936	16,404	1,500	29,840	28,340	1,500	29,840
5	CM-61-3620 Electric Buses/CM-66-3600 Bus Fleet & Equipment Replacement	22,600	22,600		45,200	32,411*	-	-
	Totals	89,256	195,149	2,800	287,205	195,149	2,800	197,949

* \$32,411 would be used to replenish CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement - Additional details provided in item 5 below.

Project Level Details

1. ACTF - Infrastructure Planning and Design						
Profile Name	Project Name	Current Approved			Proposed	
		ACT Grant	Debt	Total	Debt	Total
CM-99-6060 ACTF - Infrastructure Planning and Design	Heritage Valley Transit Priority Improvements to Century Park LRT Station - Planning and Design	1,600	2,400	4,000	898	898
	New Transit Bus Garage - Planning and Design	14,000	21,000	35,000	21,000	21,000
	50th Street Park And Ride - Planning and Design	2,000	3,000	5,000	3,000	3,000
	Capital Line 40th Ave LRT Station - Planning and Design	1,200	1,800	3,000	1,800	1,800
	Total	18,800	28,200	47,000	26,698	26,698
<p>Comments:</p> <p>The Transit Priority Improvements (Heritage Valley to Century Park, and Other Locations) scope of work has been modified to include only the priority improvements along the corridor connecting the Heritage Valley Park and Ride to the Century Park LRT Station. The other locations are not confirmed at this time and further analysis is required of the transit network to prioritize specific locations for transit priority measures before capital funding should be advanced for</p>						

funding consideration.

The Transit Fleet is anticipated to reach a point in the short term where its capacity to store and maintain diesel or electric buses will be constrained. To prepare for this, New Transit Bus Garage - Planning & Design was brought forward for consideration to prepare for the opportunity to deliver this facility within the 2023-26 Capital Budget. This project is also linked indirectly to the objectives of the City Council approved Greenhouse Gas Management Plan for Civic Operations 2019-30. The project could be deferred for future consideration with a future SCBA or with the 2023-26 Capital Budget.

The 50 Street Park and Ride - Planning & Design project can be deferred for future consideration with a future SCBA or with the 2023-26 Capital Budget. Further work related to regional transit planning and priorities will help in informing the relative priority of this project within the Edmonton Metro area. Administration would not recommend the use of debt financing for this project.

The 40 Avenue LRT Station - Planning & Design project can be deferred for future consideration with a future SCBA or with the 2023-26 Capital Budget. At this time there is no known sensitivity as it relates to the timing of this work. Administration would not recommend the use of debt financing for this project.

2. ACTF - Infrastructure Delivery						
Profile Name	Project Name	Current Approved			Proposed	
		ACT Grant	Debt	Total	Debt	Total
CM-99-9001 ACTF Infrastructure Delivery	Heritage Valley Transit Priority Improvements to Century Park LRT Station - Delivery	18,400	27,600	46,000	5,000	5,000
	Total	18,400	27,600	46,000	5,000	5,000
<p>Comments:</p> <p>The Transit Priority Improvements (Heritage Valley to Century Park, and Other Locations) scope of work has been modified to include only the priority improvements along the corridor connecting the Heritage Valley Park and Ride to the Century Park LRT Station. The other locations are not confirmed at this time and further analysis is required of the transit network to prioritize specific locations for transit priority measures before capital funding should be advanced for funding consideration.</p>						

3. Terwillegar Drive Profiles							
Profile Name	Current Approved				Proposed		
	ACT Grant	Debt	PAYG	Total	Debt	PAYG	Total
19-22-9004 Terwillegar Drive Expressway Upgrades - Stage 1	14,000	86,000	1,300	101,300	-	-	-
19-22-9005 Terwillegar Drive Expressway Upgrades - Stage 2	3,520	14,345	-	17,865	-	-	-
REVISED SCOPE Profile TBD Terwillegar Drive Expressway Upgrades - Alternative Staging Plan <ul style="list-style-type: none"> ● Planning & Design <ul style="list-style-type: none"> ○ 142 Street Pedestrian Bridge ● Delivery <ul style="list-style-type: none"> ○ Terwillegar Drive Widening (Rabbit Hill Road to Whitemud Drive) ○ Whitemud / Terwillegar Interchange Ramp Widening ○ Transit Priority Improvements 	-	-	-	-	102,700	1,300	104,000
	17,520	100,345	1,300	119,165	102,700	1,300	104,000
Comments:							
The overall project staging has been adjusted to account for the elimination of the province's specific technical project							

requirements around the dedicated transit elements, while maintaining appropriate transit and alternate mode accommodation. The modified staging plan reallocates elements of Stage 1 (Terwillegar Drive widening south of Rabbit Hill Road) and accelerates elements of Stage 2 (Whitemud and Terwillegar interchange and Rainbow Valley Bridge widening) to address the most critical contributors of congestion over 2019-2022 and 2023-2026.

4. Stadium LRT Station Upgrade							
Profile Name	Current Approved				Proposed		
	ACT Grant	Debt	PAYG	Total	Debt	PAYG	Total
19-10-1011 Stadium LRT Station Upgrade	11,936	16,404	1,500	29,840	28,340	1,500	29,840
<p>Comments:</p> <p>This project would not be considered in isolation a relative priority based on its current infrastructure condition from a renewal perspective, but because the current function and layout of the existing LRT station does not align or support the evolving land use and redevelopment that has occurred over the past few years.</p>							

5. Electric Buses					
Profile Name	Original Funding Sources			Revised Funding Sources	
	ACT Grant	Debt	Total	Debt	Total
CM-61-3620 Electric Buses/CM-66-3600 Bus Fleet & Equipment Replacement	22,600	22,600	45,200	32,411	32,411
<p>Comments: Approved ACT projects include Electric Buses. Administration entered into a purchase order for Electric Buses in April 2019 prior to the ACT program being eliminated and in advance of the borrowing bylaw which has not yet received third reading. As the MGA does not allow projects to commence prior to the passing of a bylaw Administration is using the Bus Fleet & Equipment Rehab & Replacement composite profile (CM-66-3600) to fund the Electric Bus order. In order to maintain the appropriate level of bus replacement the remaining re-profiled debt from ACT could be used to further fund the Bus Fleet & Equipment Rehab & Replacement composite profile (CM-66-3600) and the profile would contain electric and diesel buses. The re-profiling of ACT debt is not being included in the revised Supplementary Capital Budget Adjustment. If Council does not add the re-profiling contemplated in this attachment to the Capital Budget then the purchase of Electric Buses will be absorbed into the composite profile and will result in limited diesel bus purchases.</p>					