

ACT Funded Projects Overview

Summary of Recommended ACT Adjustments (\$000's)

Summary of ACT Projects	Funding Sources			
	ACT Grant	Debt	PAYG & MSI	Total
Approved in 2019-2022 Capital Budget (In Abeyance)	96,100	171,900	2,800	270,800
<i>Recommended Adjustments based on ACT Approval</i>	(6,844)	23,249	12,000	28,405
Adjusted 2019-2022 Capital Budget	89,256	195,149	14,800	299,205
Notes:				
Breakdown of <\$6.844M> ACT Grant Reduction:				
Additional Funding for Stadium LRT: \$1.536M				
Reduction in Terwillegar Drive Stage 1 Funding: <\$10M>				
Additional Terwillegar Stage 2 Funding: \$3.52M				
Additional Electric Bus Funding for Increased Scope: \$10.1M				
Reduction for Renewal Funding Not Approved: <\$12M>				
Breakdown of \$23.249M Debt Increase:				
Additional City Matching Required for Stadium: \$0.804M				
Additional City Matching Required for Reduced Terwillegar Stage 1 ACT Funding: \$10M				
Additional City Matching Required for Increased Electric Bus Purchase Scope: \$10.1M				
Additional City Matching required for Increased Terwillegar Stage 2 Funding: \$2.345M				
Breakdown of \$12M PAYG/MSI Increase:				
ACT Renewal Funding Not Approved Requires Swap to MSI (\$9M) and PAYG (\$3M): \$12M				

ACT Recommended Adjustments Broken Down by Project (\$000's)

1. ACT Planning and Design Composite	Funding Sources			
	ACT Grant	Debt	PAYG & MSI	Total
CM-99-6060 - ACTF - Infrastructure Planning and Design (Abeyance)				
40th Avenue LRT Station	1,200	1,800	-	3,000
New Transit Garage	14,000	21,000	-	35,000
Transit Priority Improvements	1,600	2,400	-	4,000
50th Street Park and Ride	2,000	3,000	-	5,000
Funding Approved in 2019 to 2022 Capital Budget	18,800	28,200	-	47,000
Notes:				
\$18.8 million of ACT funding was approved - There are no changes required to the above. Administration is recommending that the \$47 million of funding held in abeyance is approved.				

2. ACT Delivery Composite	Funding Sources			
	ACT Grant	Debt	PAYG & MSI	Total
CM-99-9001 - ACTF - Infrastructure Delivery (Abeyance)				
Transit Priority Improvements (Approved in 2019 - 2022 Capital Budget)	18,400	27,600	-	46,000
Notes:				
\$18.4 million of ACT funding was approved - There are no changes required to the above. Administration is recommending that the \$46 million of funding that was held in abeyance is approved.				

3. Stadium LRT Station	Funding Sources			
	ACT Grant	Debt	PAYG & MSI	Total
19-10-1011 - Stadium LRT Station (Abeyance)				
Approved in 2019-2022 Capital Budget (In Abeyance)	10,400	15,600	1,500	27,500
<i>Recommended Adjustments based on ACT Approval</i>	<i>1,536</i>	<i>804</i>		<i>2,340</i>
Adjusted 2019-2022 Capital Budget	11,936	16,404	1,500	29,840
Notes:				
The original project budget was for \$27.5M, of which 40%, or \$10.4M was to be funded from the Alberta Community Transit Fund (ACTF). An updated project estimate of \$29.8M was submitted in the ACTF grant application, of which \$11.9M was awarded by the Province. Due to the increased estimate and the requirement for 60% of project costs to be funded by the City to be eligible for ACT Funding, an increase of \$0.8M in the tax-supported debt is required.				

4. Terwillegar Drive Upgrades	Funding Sources			
	ACT Grant	Debt	PAYG & MSI	Total
19-22-9004 - Terwillegar Drive Expressway Upgrades (Abeyance)				
Approved in 2019-2022 Capital Budget (In Abeyance)	24,000	76,000	1,300	101,300
<i>Recommended Adjustments based on ACT Approval</i>	<i>(10,000)</i>	<i>10,000</i>		
Adjusted 2019-2022 Capital Budget	14,000	86,000	1,300	101,300
Notes:				
The 2019-2022 budget included \$24.0M of ACT funding for planning, design and delivery of Terwillegar Drive upgrades (Stage 1). The actual amount of ACT funding approved from the Province was \$24.6M, of which \$14.0M was related to this project, and the remainder was to fund the purchase of Electric buses (\$7.1M, see item 6 below), and provide the design and construction of a pedestrian bridge and other transit improvements that are part of the 2nd stage of Terwillegar Drive Upgrades (\$3.5M, see item 5 below). As a result, the overall ACT funding for this project is \$10.0M less than planned, and the funding shortfall has been replaced with debt.				

5. Terwillegar Drive Upgrades - Stage 2	Funding Sources			
	ACT Grant	Debt	PAYG	Total
			& MSI	
<u>19-22-9005 - Terwillegar Drive Expressway Upgrades Stage 2 (Abeyance)</u>				
Approved in 2019-2022 Capital Budget (In Abeyance)	-	12,000	-	12,000
<i>Recommended Adjustments based on ACT Approval - Planning & Design</i>	<i>1,174</i>	<i>(1,174)</i>	-	-
<i>Recommended Adjustments based on ACT Approval - Delivery</i>	<i>2,346</i>	<i>3,519</i>	-	<i>5,865</i>
Adjusted 2019-2022 Capital Budget	3,520	14,345	-	17,865
Notes:				
The 2019-2022 budget included \$12.0M for planning & design work on Stage 2 of Terwillegar Drive Upgrades and did not consider any funding to be provided through the ACT fund, however the Province awarded \$3.5M of ACT funding for the project, of which \$1.2M was related to planning & design which was in the original budget, and \$2.3M related to delivery of a pedestrian bridge and other transit improvements, which were not part of the budget. The net addition to tax-supported debt is to provide matching funds for the delivery portion of the project which had not been included in the original budget.				

6. Electric Buses	Funding Sources			
	ACT Grant	Debt	PAYG	Total
			& MSI	
<u>CM-61-3620 - Electric Buses - ACT Funding (Abeyance)</u>				
Approved in 2019-2022 Capital Budget (In Abeyance)	12,500	12,500	-	25,000
<i>Recommended Adjustments based on ACT Approval</i>	<i>3,000</i>	<i>3,000</i>	-	<i>6,000</i>
<i>Recommended Adjustments based on ACT Approval (Terwillegar)</i>	<i>7,100</i>	<i>7,100</i>	-	<i>14,200</i>
Adjusted 2019-2022 Capital Budget	22,600	22,600	-	45,200
Notes:				
Alberta Community Transit (ACT) funding was approved at \$15.5M for the Electric Bus Program, to purchase up to 19 electric buses. This provincial agreement requires an equal match of City funding. Original Council approval was for \$25M (\$12.5M ACT, \$12.5M COE debt funding). This adjustment is required to increase the ACT and COE debt funding portions by \$3M each to reflect the total approved provincial agreement funding of \$31M. The additional \$14.2M adjustment related to Terwillegar Stage 1 is explained in item #4 above (and relates to \$7.1M of additional ACT funding for electric buses and \$7.1M of Tax-Supported Debt to match the ACT funding).				

7. Public Transit Renewal	Funding Sources			
	ACT Grant	Debt	PAYG	Total
			& MSI	
<u>CM-21-0000 - Transportation: Public Transit - Renewal</u>				
Approved in 2019-2022 Capital Budget (In Abeyance)	6,000	-	-	6,000
<i>Recommended Adjustments based on ACT Application being Denied</i>	<i>(6,000)</i>	-	<i>6,000</i>	-
Adjusted 2019-2022 Capital Budget	-	-	6,000	6,000
Notes:				
The grant application for public transit renewal was not approved. The \$6 million in ACT funding held in abeyance was originally funded with Pay-As-You-Go. Administration is recommending that the funding source be switched to \$3M in MSI and \$3M in PAYG.				

8. Bus Fleet Rehab	Funding Sources			
	ACT Grant	Debt	PAYG & MSI	Total
CM-66-3600 - Bus Fleet & Equipment Rehab & Replacement				
Approved in 2019-2022 Capital Budget (In Abeyance)	6,000	-		6,000
<i>Recommended Adjustments based on ACT Application being Denied</i>	<i>(6,000)</i>		6,000	
Adjusted 2019-2022 Capital Budget	-	-	6,000	6,000
Notes:				
The ACT grant application for bus fleet rehab renewal was not approved. The \$6 million in ACT funding held in abeyance was originally funded with Pay-As-You-Go. Administration is recommending that the funding source be switched to MSI.				