

TIMELINE AND SCOPE FOR SOUTHEAST TRANSITWAYS

SUMMARY/ISSUE

This report outlines the scope and timeline for delivery of Southeast Transitways, including transit-oriented development (TOD) planning.

PREVIOUS COUNCIL DIRECTION/POLICY

At the 2011 January 24 Regular Council Meeting, Council approved LPT2011-05, including the following:

“ADOPT, AS AMENDED, Moved by Alderman A. Chabot, Seconded by Alderman S. Keating, that the SPC on Land Use, Planning and Transportation Recommendations contained in Report LPT2011-05 be adopted, as amended, as follows:

That the SPC on Land Use, Planning and Transportation recommends that Council:

1. File the recommendations in reports C2010-69 and LPT2010-58;
2. Receive report LPT2011-05 (including Attachments 1 & 2) for information.
3. Submit a Phase I GreenTRIP application in the amount of \$225.6 Million (\$150.4 Million of Provincial funding), in support of:
 - a) SE LRT/SE BRT (Transitway);
 - b) the purchase of LRV's;
 - c) 17 Avenue SE BRT; and
 - d) TOD land use plan for the SE Transitway.
4. Direct Administration to reaffirm Council's commitment to a SE LRT by way of preparing a report detailing a plan of action to move forward on a SE TransitWay that would be the precursor to a true SE LRT.
5. Direct Administration to reaffirm Council's commitment to four car trains, by preparing a report outlining a detailed plan to identify the number of LRV's needed to run reliable four car trains on the LRT lines as soon as practically possible; and
6. Direct that Administration report back to the 2011 March 16 SPC on Land Use,

Planning and Transportation with timelines on the above.”

ADMINISTRATION RECOMMENDATION:

That the SPC on Land Use, Transportation and Planning recommends that Council receive this report for information.

RECOMMENDATION OF THE SPC ON LAND USE, PLANNING AND TRANSPORTATION, DATED 2011 APRIL 20:

That the Administration Recommendation contained in Report LPT2011-29 be approved.

INVESTIGATION

Timelines for Funding Allocations

A GreenTRIP proposal (attachment) was submitted to Alberta Transportation based on Council's direction on January 31, 2011. The proposal did not include funding allocations among the four projects.

In 2011 April, Administration will recommend to the SPC on Land Use, Planning and Transportation a funding allocation among the four Phase 1 GreenTRIP projects (shown under recommendation 3 in the Previous Council Direction), including the source of the one-third local matching funds required for each project. Until Council provides direction on the allocation of funds to these four projects, anticipated in 2011 May, the timeline for implementation of the projects will remain uncertain.

Timelines for Southeast Transitway

Functional planning studies for Southeast LRT were completed and approved between 1999 and 2009. These studies set the alignment for the future line and guided

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subsequent land use reviews and right of way purchases. A pre-design study is the next step for the Southeast Transitway. It is necessary to identify which incremental improvements will serve Southeast Calgary best in terms of improved mobility, quality of service, travel time reliability, and convenience. It is intended that the proposed Southeast Transitway will be developed incrementally, either as LRT or as rail-convertible busway, to best use available funding.

The pre-design study will also provide definition and clarity to an integrated Transit-Oriented Development (TOD) strategy, and will identify how the transit facilities can be constructed as a precursor to LRT. The ultimate LRT vehicle/facilities technology will be identified as an early deliverable of the study in order to define right of way, land requirements, and station configuration. It is also necessary to develop a vehicle storage and maintenance facility for the line.

Below is the timeline/plan of action for delivery of the Southeast Transitways:

2011 March-June: Administration prepares the terms of reference for pre-design consulting services.

2011 July: Issue a request for proposals (RFP) for the pre-design services.

2011 October: Select a consultant; start pre-design work; input current TOD/land use inventory; conduct public engagement.

2012 Q2: Report to SPC on Land Use, Planning and Transportation on recommended approach (LRT or rail-convertible busway), segments/staging, timing and costs. Potential Council approval of funding for segments.

2012 Q3 to 2013: Detailed design of approved segments; public engagement on approved segments, comprehensive TOD planning; land purchase.

2013-2014: Start construction of approved segments.

2014-2015 (timing depending on size of segments): begin operation on new facilities.

Under this schedule, comprehensive TOD planning and public engagement for specific station areas would begin in 2012; however, this work would have to be approved by Council in 2011 November as part of the 2012 to 2014 Corporate Land Use Policy Work program. The definition of vehicle technology, station locations and access configuration coming out of the pre-design work will add clarity to planning.

Land purchase is normally initiated when a project is approved and funded, unless purchase is possible on an opportunity basis. Land requirements must be refined through a pre-design prior to purchase to ensure the best use of available funds. The pre-design will refine the exact dimension of individual parcels that are required.

Timelines for 17 Avenue SE BRT (SE17 Corridor)

A separate report, LPT2011-XX, will identify the timeline for the presentation of an implementation strategy for the SE17 Corridor (between 26 Street E/Barlow Trail and the CN rail line). The funding allocation among the four GreenTRIP projects and the availability of funds through the TIIP update will determine whether the median busway can be introduced on all or a portion of the corridor. The phasing of the median busway will be included in this implementation strategy.

Timelines for Light Rail Vehicle Fleet Plan

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These timelines are addressed in a separate report, LPT2011-XX.

IMPLICATIONS

General

Continued implementation of the public transit priority system is critical to achieving Calgary's smart growth objectives as outlined in the Municipal Development Plan and the mobility objectives of the Calgary Transportation Plan.

Social

There are no social impacts related to this timeline and scope report.

Environmental

There are no environmental impacts related to this timeline and scope report.

Economic (External)

There are no external economic impacts related to this timeline and scope report.

BUSINESS PLAN/BUDGET IMPLICATIONS

The Province of Alberta requires additional details and supplementary information regarding the four elements of The City's GreenTRIP proposal, including capital project deliverables, project benefits and eligible project cash flows. In order for Administration to provide this information, Council will need to specify:

- the number of LRVs to be purchased
- the funding amounts dedicated to
 - Southeast Transitways
 - TOD planning
 - 17 Avenue SE median busway

A decision from Council regarding the allocation of funds among these four GreenTRIP projects, including local matching funds for each individual project, can be quickly made once the number of LRVs is determined in 2011 May.

The amount of funding allocated to GreenTRIP has been reduced in the 2011-2012 Provincial budget. However, Alberta Transportation has assured Administration that this has no impact on the approval and/or funding of proposed projects due to the "pay on progress" format of the program.

RISKS

Until Council provides direction on the allocation of funds to the GreenTRIP projects, which is anticipated in 2011 May, the timeline for implementation of the projects will remain uncertain. Consideration of GreenTRIP funding approval for each of the elements cannot proceed without more detailed project information, including the number of LRV's, and the funding allocation among these projects being identified. GreenTRIP funding is subject to available Provincial annual budgets.

ATTACHMENT

Calgary Regional GreenTRIP Proposal