

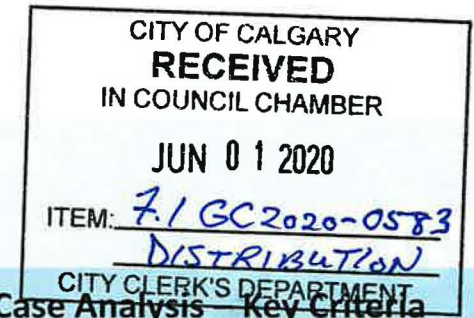
Calgary Green Line LRT Option Review

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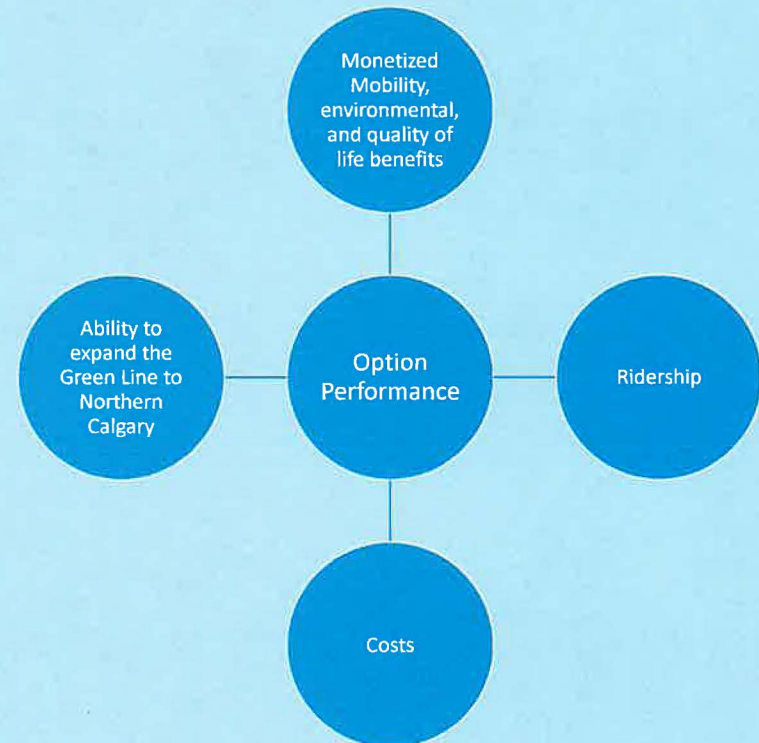
Background

Five variants of the Green Line LRT were assessed to determine the value for money of different termini locations:

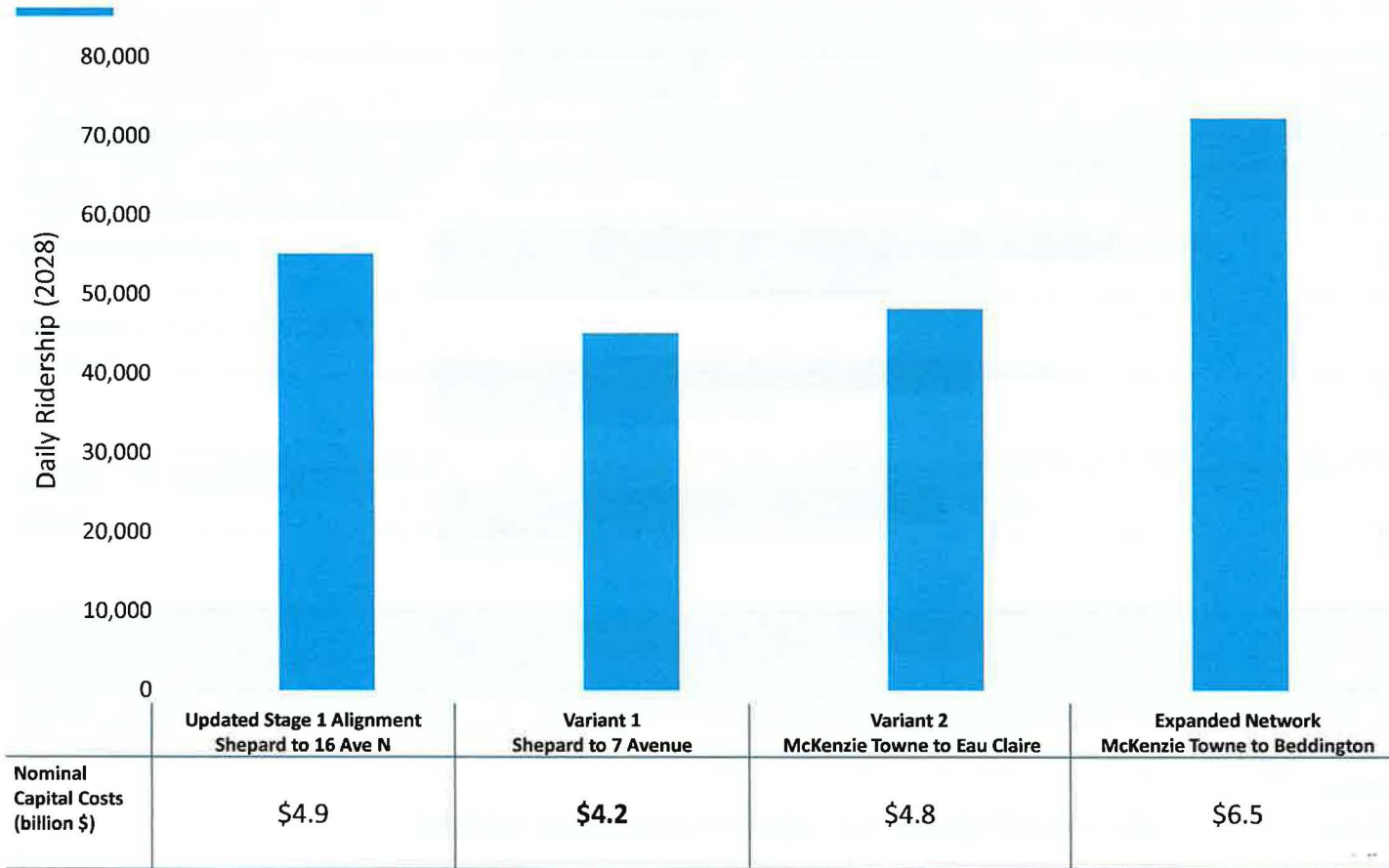
- **Updated Stage 1 Alignment**– Green Line LRT from Shepard to 16 Avenue North
- **Variant Option 1** – Green Line LRT from Shepard to 7 Avenue SW
- **Variant Option 2** – Green Line LRT from McKenzie Towne to Eau Claire
- **Comparator – Extended Network** – Green Line LRT McKenzie Towne to Beddington



Mini-Business Case Analysis – Key Criteria



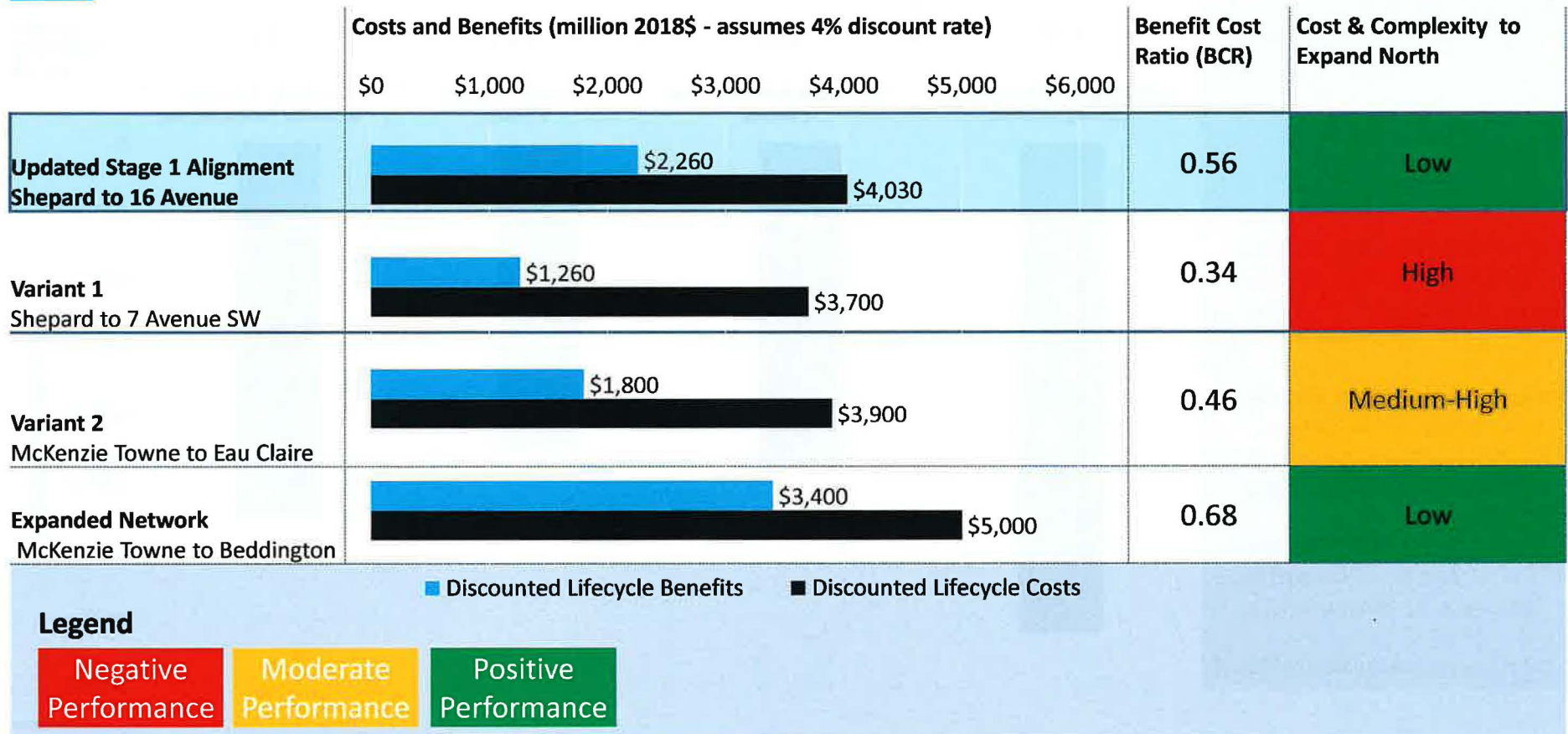
Option Comparison 1 – Ridership (Lower Bound / Conservative Forecasts for 2028)



Strategic Case Ridership Review

- Approximately 25-30% of all boardings for all options are new transit riders
- The 16 Avenue N to Shepard option generates more ridership than extending further south without crossing the Bow River
- Terminating at 7 Avenue SW without extending south leads to 20-25% lower ridership

Option Comparison 2 – DRAFT Economic Benefits and Costs (Values in Discounted Economic Terms)



Green Line Economic Case – Comparing the Options

	Costs (2018\$)	Benefits (2018\$)		
Updated Stage 1 Alignment	\$4,030	\$2,260		
Comparison to Stage 1		Economic Impact		Conclusions
Truncate line at 7 Avenue SW (Variant 1)	-\$330M	-\$1,000M	-\$3.00 (benefit lost for every dollar saved)	Shorter versions of the Green Line lose up to \$3.50 of benefit for every dollar saved compared to the 16 Ave to Shepard Option
Truncate line at Eau Claire, extend south to McKenzie Towne (Variant 2)	-\$130M	-\$460M	-\$3.50 (benefit lost for every dollar saved)	
Expand to Beddington and McKenzie Towne (Extended Network)	+\$970M	+\$1,140M	+\$1.18 (benefit gained for every dollar spent)	Extending south (McKenzie) and north (Beddington) leads to benefits that exceed costs

Legend

Negative Performance	Moderate Performance	Positive Performance
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Bottom Line:

An initial build to 16 Avenue N realizes significant benefits that cannot be attained by truncated north/southern extension options.

Conclusions

The Updated Stage 1 Alignment (Shepard to 16 Avenue N) was recommended because it has the strongest strategic and economic performance of all options under consideration based on the following factors:

1. A Shepard to 7th Avenue SW can save costs, but **will lose 20% of ridership and lose up to \$3.00 of benefit for every \$1.00 saved**

2. A McKenzie Towne to Eau Claire option will lower ridership and has comparable costs (2% cheaper) but **loses \$460 million in benefits**

3. Building to 16 Ave N allows The City to expand north in the future with reduced cost and risk – **these future expansions can generate up to \$1.18 of benefit for every dollar spent**

Thank you

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