

1. OVERVIEW

Recommended Capital Project Description		Deerfoot Trail and 212 Avenue Southeast Interchange		
Executive summary <i>Provide a brief description of the project and what it is expected to deliver. Capture only the essential elements of the business case, including most pertinent facts, in a clear, concise and strategic manner.</i>		<p>This project is for the construction of an interchange at Deerfoot Trail and 212 Avenue Southeast. The interchange is on a section of Province owned roadway, and therefore a multi-party agreement is required for completion of the work. Administration identified the construction of the ramps for the interchange in Investing in Mobility as a funded project to be delivered in 2023-2024 at a cost of \$16M. At the time Investing in Mobility was approved it was anticipated that the interchange would be constructed by Alberta Transportation at or after 2024.</p> <p>The City is in a position to accelerate the interchange construction from beyond 2024 to 2017-2018, allowing additional investment in the Southeast quadrant of Calgary to proceed. On March 16, 2017 The Province committed to accelerating funding for the project based on a tri-party shared funding model with The City and Brookfield Residential Properties. The design of the interchange is tender ready, has been approved by Alberta Transportation, and will be delivered by Alberta Transportation.</p> <p>The construction will provide additional access to the new South Health Campus facility, the Seton Recreation Centre with the new Southeast Public High School, and connect the communities of Cranston and Seton. This project supports the ongoing development of the Southeast area including Seton, South Cranston, and Rangeview. This project is consistent with and supports growth management.</p> <p>The capital cost of the entire interchange is estimated (Class 2) at \$39M.</p>		
Expected Key Deliverables		This project involves the construction of a new interchange at Deerfoot Trail and 212 Avenue Southeast.		
Benefits <i>Describe and/or quantify value and outcomes of project</i>	Economic	Gross Output: \$66,164,208		
		Gross Domestic Product (GDP): \$41,298,193		
		Income: \$20,008,348		
		Employment: 283		
	Social	Community outcomes (e.g. safety, health, attractive and well-designed city, inclusion and diversity): The investment supports adjacent commercial and residential development in vicinity of new interchange.		
	Environmental	Improved connectivity between community's major destinations such as the South Health Campus, school and the recreation facility will reduce travel length and GHG emissions.		
Return on Investment <i>Describe short and long term investment returns including expected financial, social and environmental considerations, avoided costs etc. Include quantifiable and qualitative returns.</i>		Construction of the Deerfoot Trail and 212 Avenue Southeast Interchange will enable increased development in Seton and South Cranston communities and will provide access to the new South Health Campus facility, the Seton Recreation Centre with the new Southeast Public High School.		
Project location	Address, Ward/ Catchment	City-wide, Ward 12	Project type (MUGS)	G - Growth
Business Unit (BU)		Transportation Infrastructure		



Strategic Alignment <i>IC has this information and will complete this section</i>	Council Priorities	A City that Moves, A prosperous City
	Capital Investment Plan	Transportation and Transit, Growth
	Calgary Economic Development (CED) 10 year Economic Strategy: Focus	Community
	CED 10 year Economic Strategy: Strategy	2
	CED 10 year Economic Strategy: Action	1

2. RESILIENCE

Project / Program Assumptions	Work with Alberta Transportation to issue tender in 2017.
Constraints	Alberta Transportation has not acquired all of the land for the project from Brookfield Residential Properties on the east side of Deerfoot Trail. Discussions between Brookfield and Alberta Transportation are underway.
Dependencies:	Coordination of pre-grading of the surplus soil excavation for use on the Cities 194 Ave. road extension project across the Priddis Slough.
Risk(s): <i>Describe any known risks</i>	Tri-party agreement between Alberta Transportation, Brookfield Residential Properties and the City is not completed. A heads of agreement has been prepared. The mitigation strategy for this risk is that the Tender cannot be released by Alberta Transportation until this agreement is in place. Regulatory approvals

3. IMPLEMENTATION PLAN

Operating Impact <i>Describe operating impact of investment. Where possible provide a precise financial and operating response identifying operating benefits of the investment. Operational efficiencies may also be identified.</i>	Minimal impact for the City of Calgary. The Province will operate and maintain the majority of the interchange infrastructure.
Public Consultation Plans	
<i>Provide a brief description of public consultation completed and the dates of consultation.</i>	The interchange location was identified in the Southeast Planning Area Regional Policy Plan (2004) and Rangeview Area Structure Plan (2014). Public consultation and a public hearing was held on these plans.
<i>Provide a brief description of public consultation outstanding and the dates of the planned consultation.</i>	Alberta Transportation is responsible for public consultation and information sessions, the City will liaise as required.

4. FINANCIALS

Approved Budget Request in Principle	Not applicable. This project was not part of report C2017-0214
Total Cost Estimate for Project	\$39M



Estimate Class <i>Describe level of estimates (i.e. Class 5)</i>		Class 2						
External Funding (Anticipated / Received)		One third contribution by Province, City and developer						
Program-Project	Project Description	Type (MUGS)	Category (A/C)	New Budget Request (\$000's)	2017	2018	2019	2020
n/a	Deerfoot/212 Ave SE	G	C	39,000	11,700	27,300		

Explanation of budget requests and funding:

The project cost will be split one third by each party: Province, City and Brookfield. The City's share of the cost will be funded by offsite levies and The City will front end the entire project cost using internal financing sources. The Provincial reimbursement is proposed for 2024 and Brookfield's contribution will be received at completion of construction.