

**Green Line Report to  
Green Line Committee  
2020 December 18**

**ISC: UNRESTRICTED  
GC2020-1435  
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## **Green Line Committee – Terms of Reference Update**

### **RECOMMENDATION(S):**

That Green Line Committee recommend that Council adopt the updated Terms of Reference.

### **RECOMMENDATION OF THE GREEN LINE COMMITTEE, 2020 DECEMBER 18:**

That Council adopt the Recommendation contained in Report GC2020-1435.

## **HIGHLIGHTS**

- The purpose of this report is to update the Green Line Committee Terms of Reference (TOR) as directed by Council on 2020 June 15 via GC2020-0583 – Green Line Update Stage 1, to focus on planning for Stage 2 of the Green Line (the balance of 160 Avenue N to Seton).
- What does this mean to Calgarians? As the Green Line LRT program progresses, clear mandates, roles and responsibilities will improve understanding for Committee members to make informed recommendations.
- Why does it matter? A clear mandate will allow Committee members to focus on development of future stages of the Green Line while allowing the Green Line Board to focus on execution of the approved Stage 1. The clarity of roles will allow for more efficient decision making which will save time and reduce duplication of efforts.
- Housekeeping updates were also made to the TOR under the Chair, Meetings and Public Participation headings to refine logistics of the Committee related to calling the meeting and public input to agenda items.
- The principles under the Governance heading were removed as updated principles have been included in the Appendix based on Council approval on GC2019-1591 – Guiding Principles for Green Line Committee on 2020 January 13.
- On 2020 June 15, Council approved Recommendation 13 from GC2020-0583 – Green Line Update Stage 1: Direct that the primary focus of the Green Line Committee shift to planning for Stage 2 of the Green Line (the balance of 160 Avenue N to Seton) with an emphasis on North Central Calgary and the creation of a flexible and convertible mobility corridor in preparation for LRT that accommodates BRT and transit-on-demand as interim options until full funding for LRT can be secured, as well as the process of LRT and Transit- Oriented Development planning, with the goal of improving transit in North Central Calgary in the short and long term. Any updates to the Terms of Reference for the Green Line Committee as a result of this new focus shall be presented to the Committee no later than end of Q3 2020
- Strategic Alignment to Council’s Citizen Priorities: A well-run city

## **DISCUSSION**

To enable success of the Green Line Program “the Program” through coordinated decision making, the Green Line Committee was established on 2019 September 30 to consider all Green Line LRT related reports except for reports falling within the mandate of SPC on Utilities and Corporate Services and Audit Committee.

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Prior to the establishment of the Green Line Committee, the Green Line Program Team was providing reports on various topics to Council through the SPC on Transportation and Transit, the SPC on Community and Protective Services, the SPC on Utilities and Corporate Services, the SPC on Planning and Urban Development, the Priorities and Finance Committee, and the Audit Committee.

Since the establishment of the Green Line Committee, Green Line Stage 1 has been approved by Council in June 2020 (GC2020-0583). Additionally, Council approved the formation of the Green Line Board in July 2020 (GC2020-0772). To clarify the mandate, roles and responsibilities of both the Committee and the Board, the TOR for Green Line Committee has been updated to shift its focus to planning for Stage 2 of the Green Line (the balance of 160 Ave N to Seton). The mandate of the Board will continue to focus on successful execution and delivery of Stage 1.

### **STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)**

- Public Engagement was undertaken
- Public Communication or Engagement was not required
- Public/Stakeholders were informed
- Stakeholder or customer dialogue/relations were undertaken

N/A

### **IMPLICATIONS**

#### **Social**

N/A

#### **Environmental**

N/A

#### **Economic**

The social, environmental and economic benefits of Green Line would be further realized with clear mandates with the TOR to enable Committee members to make informed decisions within the scope of the Committee.

### **Service and Financial Implications**

No anticipated financial impact

*Include actual figure*

N/A

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**RISK**

The Green Line Program is a \$5.5 billion total program and has an immense impact on the entire corporation. A clear mandate and TOR will allow Committee members to focus on Stage 2 of the Green Line and allow the Board to focus on reducing risk of execution and delivery of Stage 1.

**ATTACHMENT(S)**

1. Attach 1 – Green Line Committee TOR Update – Redline Version – GC2020
2. Attach 2 – Green Line Committee TOR Update – Clean Version – GC2020

Department Circulation

General Manager	Department	Approve/Consult/Inform
Michael Thompson	Green Line	Approve