

**Green Line Report to  
Executive Committee  
2022 April 19**

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EC2022-0474  
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## **Green Line Board Report Q2 2022**

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

That Executive Committee receive this report for the Corporate Record.

### **HIGHLIGHTS**

- This quarterly report provides an update by the Green Line Board as required by the Green Line Board Bylaw 21M2020.
- What does this mean to Calgarians? Quarterly reports from the Green Line Board (the "Board") to Executive Committee of Council keep Calgarians informed on the progress and governance of the Green Line LRT project. In addition, the Board publishes monthly reports which are provided to members of Council and the public.
- Why does this matter? This demonstrates that the largest publicly funded project in Calgary's history is being well managed, which contributes to confidence in the Board's ability to deliver the Green Line project goals and objectives.
- Strategic Alignment to Council's Citizen Priorities: A city that moves.
- The Request for Qualification (RFQ) was released on March 31, 2022, using a Design-Build-Finance model with a Development Phase. The RFQ release is a significant milestone in delivering the Green Line and follows early works construction in south-east Calgary and the Beltline in addition to the award of the Light-Rail-Vehicle (LRV) contract.
- Enabling works to relocate utilities in the Beltline and Downtown will advance and ramp-up in April 2022.

### **DISCUSSION**

In compliance with Council direction, the Green Line Board reports the project's progress in six Functional Areas as identified in Attachment 1 - Green Line Board February 2022 Progress Report (among other reporting metrics) that include: Health & Safety, Environmental, Stakeholder Relations, Schedule, Cost and Quality. The project remains on-plan and we continue to proactively monitor project costs. Mitigation measures continue to be reviewed and implemented.

#### **Phase 1 Procurement**

Following extensive consultations with the market, the Green Line Board approved the release of the Request for Qualifications (RFQ) for Phase 1 of the Green Line LRT from Shepard to Eau Claire. In line with City Council direction from June 2020, Phase 1 procurement follows a Design-Build-Finance (DBF) model with a Development Phase.

The RFQ stage will shortlist candidates to move to the Request for Proposal (RFP) stage where a Development Partner will be selected in early 2023.

The Development Partner works collaboratively with the Owner's team during an approximately 12-month long Development Phase to advance design and determine the risk allocation and price as well as the project schedule. During this phase, opportunities for smaller, specific work packages and long lead procurement items, to advance the schedule and de-risk the project, will also be considered.

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There are several stage gate decisions for the Green Line Board within the Development Phase. Overall updates on project status to Council and Stakeholders will follow stage gate decisions.

### **Enabling Works**

The Beltline and Downtown Utility Relocation Project (BDURP) is an advanced utility relocation works project that will move applicable shallow and deep utilities away from the Green Line Right of Way. BDURP work packages are split into three parts, covering the Beltline East, Beltline West, and Downtown areas. Beltline East is underway and construction activities are ramping up in April 2022. The Beltline West and Downtown packages Request for Proposals (RFPs) have been issued to the market with work beginning later in Spring 2022. Most of the Enabling Works are scheduled for completion by Spring 2024.

As noted earlier, during the Development Phase, Green Line will continue to proactively identify additional enabling works that need to be relocated in advance to help mitigate schedule and cost risks.

### **Financial Update**

Table 1 below provides the previous 6-month spend rate up to March 31, 2022. The costs for March are preliminary as they are currently being reconciled.

	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
Owner's Cost	\$ 1,232,450	\$ 1,140,324	\$ 1,624,800	\$ 770,150	\$ 1,119,139	\$ 1,536,019
Design & Engineering	\$ 1,602,416	\$ 4,447,627	\$ 3,618,335	\$ 1,986,108	\$ 2,901,891	\$ 2,575,143
Construction, Land & Other Assets	\$ 317,749	\$ 10,072,140	\$ 4,028,609	\$ 54,642	\$ 805,422	\$ 4,207,636
Bus Rapid Transit	\$ 39,345	\$ 420,650	\$ 1,061,665	\$ 36,369	\$ -	\$ 13,297
<b>Grand Total</b>	<b>\$ 3,191,959</b>	<b>\$ 16,080,740</b>	<b>\$ 10,333,409</b>	<b>\$ 2,847,269</b>	<b>\$ 4,826,452</b>	<b>\$ 8,332,096</b>

Table 1 – Green Line Previous 6-month Spend Rate (Costs for March are preliminary)

This table includes expenditures related to the LRV contract and ENMAX (utility relocation) payments in November and December 2021 respectively.

The spend rate is anticipated to increase in 2022 as work proceeds with the Beltline Downtown Utility Relocation Project and land acquisitions.

Table 2 below provides the Cost to Date and Cost Year to Date. As noted above, the costs for March are preliminary as they are currently being reconciled.

Category	Committed Cost	Cost to Date	Cost Year to Date
Owner's Cost	\$ 68,901,394	\$ 68,701,394	\$ 3,425,308
Design & Engineering	\$ 278,129,361	\$ 243,914,409	\$ 7,463,143
Construction, Land & Other Assets	\$ 490,128,309	\$ 407,587,830	\$ 5,067,700
Bus Rapid Transit	\$ 3,343,573	\$ 3,343,573	\$ 49,666
<b>Grand Total</b>	<b>\$ 840,502,637</b>	<b>\$ 723,547,205</b>	<b>\$ 16,005,817</b>

Table 2 – Financial Summary as of the end of March 31, 2022 (Costs for March are preliminary)

As shown in Table 2, \$16,005,817 has been spent in 2022 up to March 31, 2022, with an overall spend of \$723,547,205 as of March 31, 2022.

Additional information on the work completed in February 2022 is provided in Attachment 1 - Green Line Board February 2022 Progress Report. The March 2022 Green Line Board

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Progress Report is being finalized concurrently with this report and will be issued prior to the next Green Line Board meeting.

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

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

During development of the RFQ, potential bidders were engaged through market soundings to ensure a balanced and attractive procurement was released.

### **IMPLICATIONS**

#### **Social**

The Green Line will extend Calgary's public transit network, providing increased access for all Calgarians. The Green Line will help connect Calgarians from across the city to employment hubs and destinations.

#### **Environmental**

Green Line will reduce emissions to mitigate climate change and provide cleaner air. Phase 1 is anticipated to save up to 27,500 tons of Greenhouse Gas emissions a year in support of municipal, provincial, and federal environmental goals.

#### **Economic**

The Green Line project is expected to create almost 20,000 jobs throughout construction.

#### **Service and Financial Implications**

*No anticipated financial impact*

There are no anticipated financial impacts to current budgets as a result of this report.

### **RISK**

Competitive pressure in the North American marketplace may create limited capacity and interest in the Phase 1 procurement. Market soundings were undertaken to help manage this risk prior to the release of the RFQ.

Market trends will continue to be assessed and regular due diligence with external consultants will continue to ensure alignment with current market trends.

### **ATTACHMENT(S)**

1. Green Line Board February 2022 Progress Report

Department Circulation

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General Manager/Director	Department	Approve/Consult/Inform
Don Fairbairn	Chair, Green Line Board	Approve
Darshpreet Bhatti	Green Line, CEO	Approve