

Calgary Transit

MAKING TRACKS **RouteAhead**

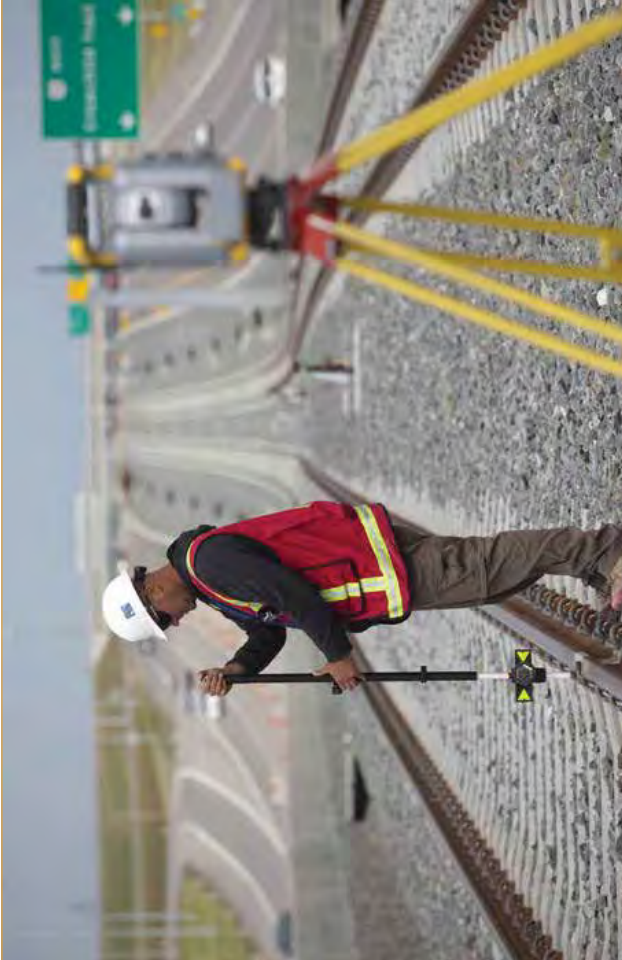


calgarytransit.com

Onward/ Enabling more people to walk, cycle and use public transit to get around Calgary.



Making Tracks



RouteAhead

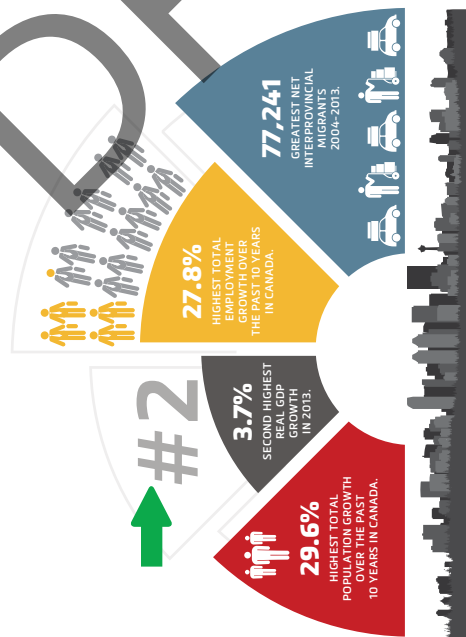
In 1967 The City of Calgary created a long-range plan for light rail transit to serve a city of 750,000 people. The first leg of that system started carrying Calgarians in 1981. The second line began serving Northeast Calgary in 1985. In time for the 1988 Winter Olympics the LRT was extended to the Northwest to serve McMahon Stadium and the University of Calgary. Most recently the fourth LRT leg, serving west Calgary opened in December 2012. Today the LRT system carries 300,000 riders each day.

In 2013 City Council completed RouteAhead, a renewed 30-year vision for Calgary Transit. Contained in that strategic plan was an expanded LRT network. Our challenge today is to begin the realization of the RouteAhead vision.

Calgary Transit
Together, we're going places

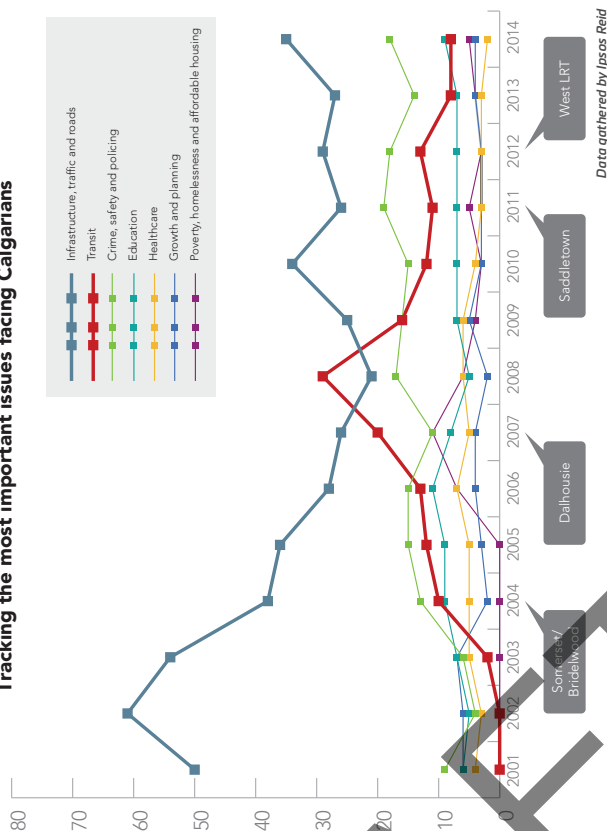
In 2013 City Council completed
RouteAhead, a renewed 30-year
vision for Calgary Transit.

Calgary. Leading growth in Canada and contributing their share.



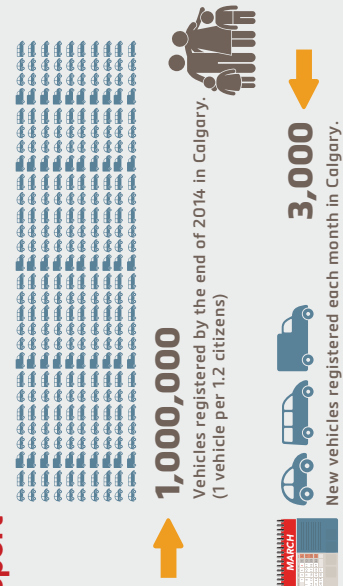
Annual citizen surveys consistently show transit, transportation and traffic as Calgary's top issues.

Tracking the most important issues facing Calgarians



We respond: When the issues arose we responded with LRT extensions.

Road report



Calgarians pay almost 70% more income taxes than Canadians in other parts of the country.

Investing in mobility.

The Calgary Transportation Plan responds to growing transportation concerns by providing a balanced approach to improving mobility for all modes of travel. The City creates a 10-year plan to implement that vision with expansion of transit as one of the key elements.



2009-2018

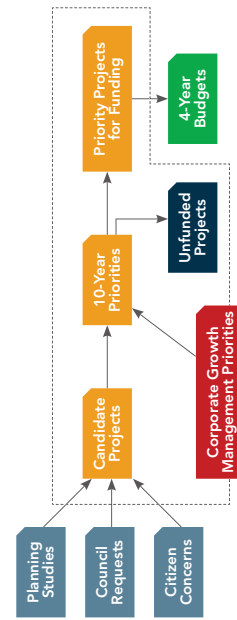


2013-2022



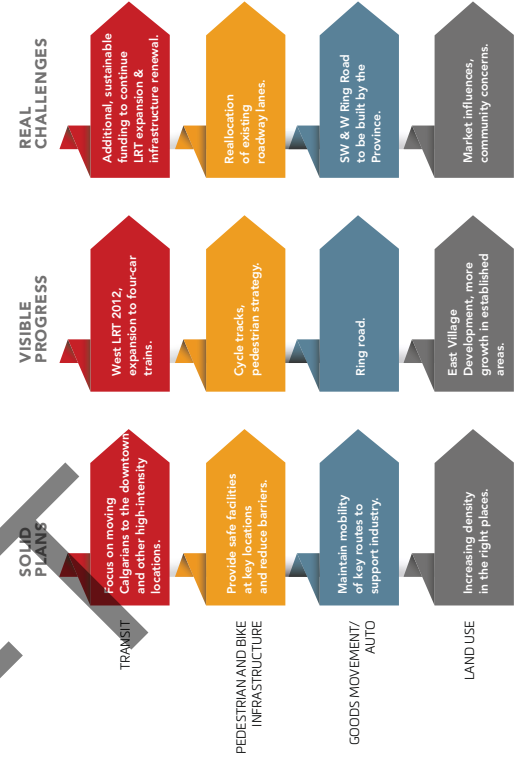
2015-2024

How transportation projects are prioritized and funded:



Due to the \$1.9 billion funding gap expected over the next 10 years, only the highest priority projects in each category can receive funding. Some annual programs will also experience budget constraints.

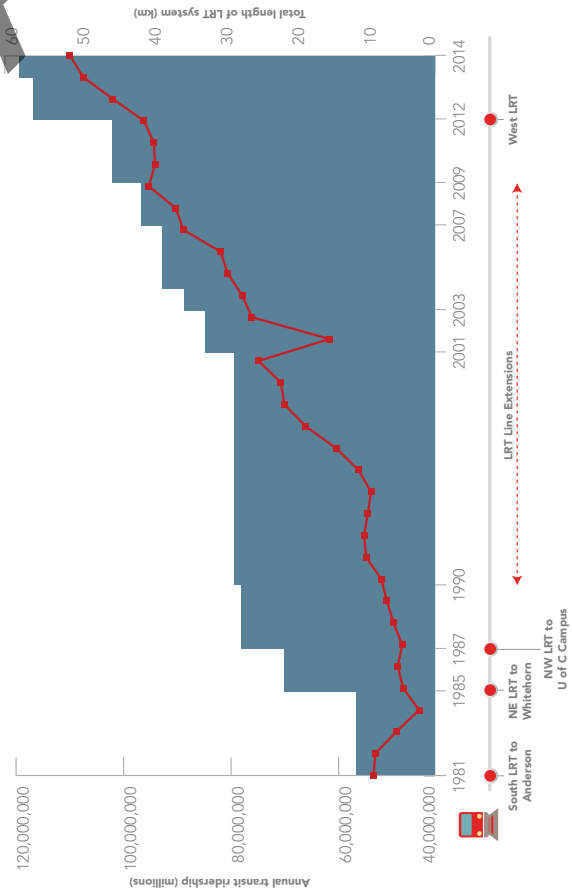
Responding to citizens - A plan to enhance mobility, continue growth, and be fiscally and environmentally responsive.



LRT System Development and Growth.

Calgary has demonstrated a strong support for public transit. Since the introduction of LRT in 1981, the CTrain system has grown at a steady pace to meet mobility demands for all. A study by the McMaster Institute for Transportation and Logistics (2012) noted that within North America, Calgary's LRT is among the highest ridership system, and has the lowest construction costs per weekday passenger.

Annual LRT Ridership



Calgary's LRT system has grown at an average rate of 1.7 km/year over the past 30 years. At that rate, the next major LRT line (Green Line) would be 10+ years away.



Benefits of Green Line LRT for all Calgarians

New LRT facilities provide additional transit service for Calgarians and also benefit motorists by taking trips off the road network. Using sophisticated forecast models, the benefit of a new north/south LRT line and associated land uses can be quantified (based on Calgary's Regional Travel Model, 60-year forecast scenarios, with and without LRT and associated densification and behavioural changes).

For Transit users:

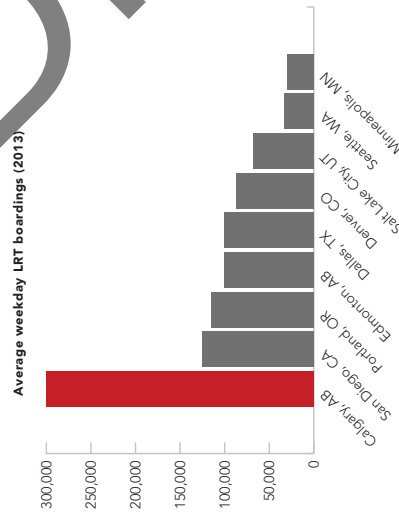
- Additional 50,000 transit trips per day.

For auto users and goods movement on roadways:

- City-wide reduction in peak hour road congestion of 10–15%.
- City-wide reduction of total vehicle kilometres travelled of 35%.
- City-wide reduction of total vehicle hours travelled of 35–40%.
- A corresponding annual reduction of one million tonnes of CO2 emissions.
- Reduction in fuel consumption of 400 million litres.

V The City of Calgary has clearly demonstrated the value of past public investments in LRT.

Ridership: One of the highest riderships of any LRT in North America. More than 50% of Calgarians use transit to get to the downtown.



Project delivery: Calgary has consistently demonstrated on-time, on-budget delivery of our transportation projects.

- West LRT
- Airport Tunnel
- N.E., N.W., South LRT Extensions
- Glenmore Causeway
- Four-car platforms

Contributing to redevelopment: Past LRT investments and upgrades have played a part in supporting major redevelopment in the vicinity of the downtown LRT Corridor. Calgary's Centre City has approximately 12 million square feet of new office space recently completed, under construction, or planned for development in the near future.

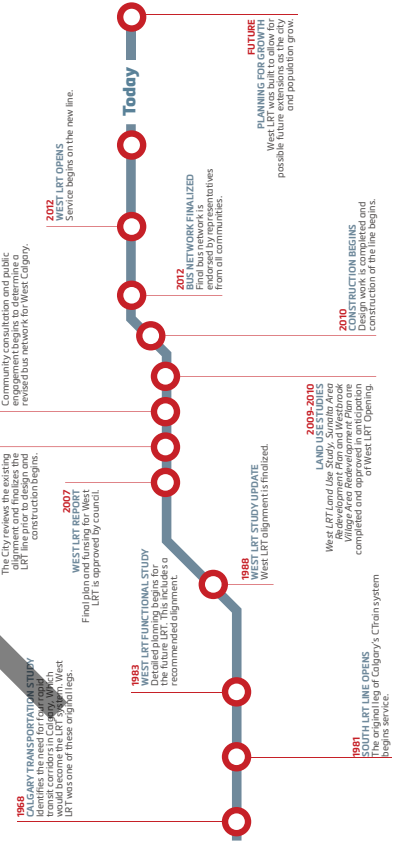
- The Bow
- Brookfield Tower
- Telus Sky
- Eighth Ave Place
- Manulife House
- First Canadian Centre

Source: Canadian Urban Transit Association (CUTA), American Public Transportation Association (APTA), City of Edmonton.

Past LRT investments and upgrades have played a part in supporting major redevelopment in the vicinity of the downtown LRT Corridor.



West LRT Timeline spanning 46 years



Investments across Canada.

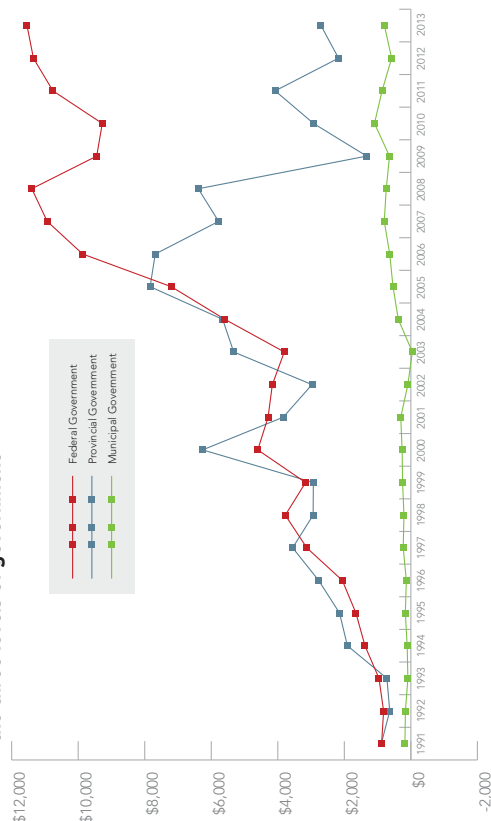
All major metropolitan areas in Canada have recognized that transit infrastructure investment is a key policy to:

- Respond to increasing mobility demands of citizens.
- Maintain economic competitiveness.
- Provide a socially responsible and equitable mode of

Alberta and Calgary lag behind in terms of future investment commitments for transit when compared to other provinces.

With the completion of West LRT in 2012, Calgary has no major new investments in LRT lines budgeted.

Amount of money each person in Calgary contributes to the three levels of government



Alberta and Calgary lag behind in terms of future investment commitments for transit when compared to other provinces.

Major transit projects 2010 – 2014
\$36 Billion across Canada



Big picture comparison between Alberta and other provinces.

	British Columbia	Alberta	Ontario	Quebec
Average Total Investment per capita	\$318	\$325	\$2,007	\$1,037
GDP GROWTH 2013	2.0%	3.9%	1.2%	1.1%
EMPLOYMENT GROWTH 2013	-0.2%	2.9%	1.4%	1.2%

Quote?

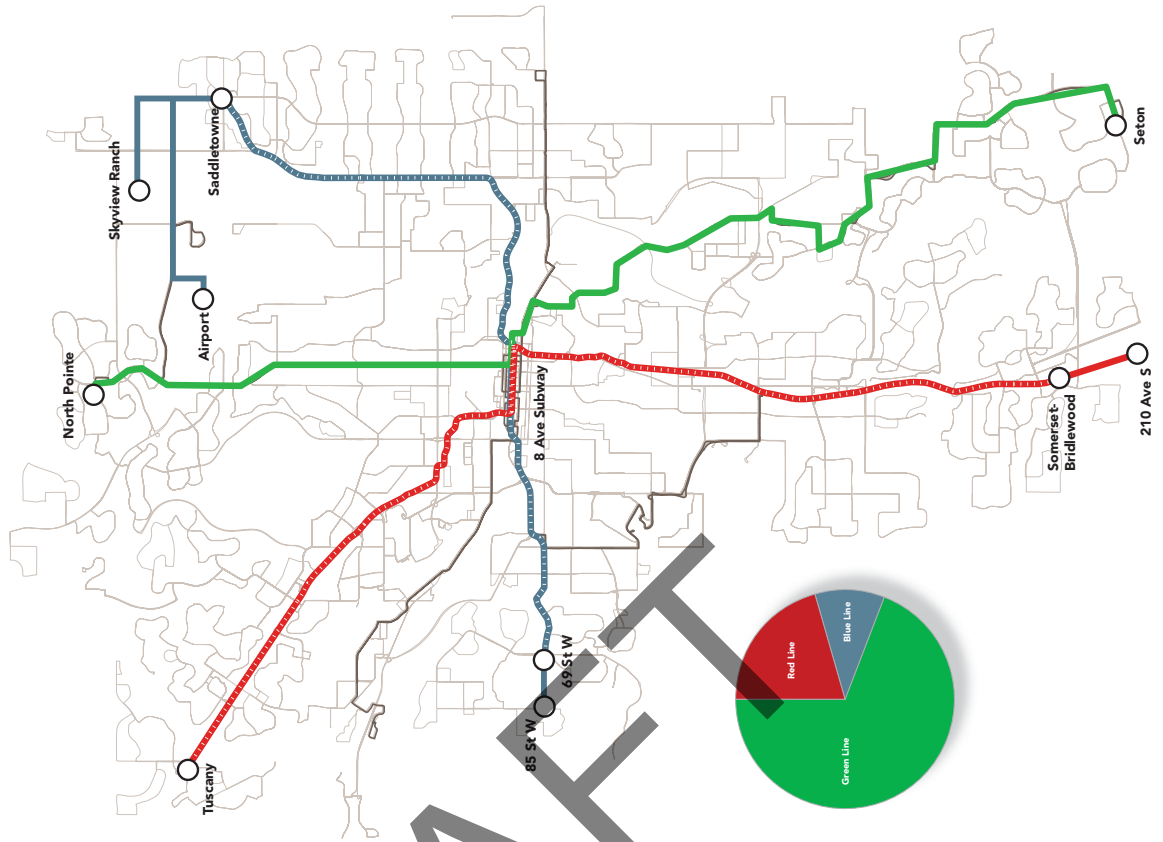
Missing components to support transit and continue economic growth.

Objectives:

Strategic "What we need." Make public transit Calgarians' first choice for travel.

Tactical "How to get there." Complete the RouteAhead LRT network by 2031.

Future LRT Network expansions	Products to be delivered	Estimated cost (\$ Millions)	Potential delivery method
Red Line	Extend two stations: Silverado and West Macleod 212 Ave. + Park n Ride @ 212 Ave. + LRT Storage and Maintenance Facility Optimal Red Line - Downtown tunnel	\$ 200 \$ 600	Typical design/build
Blue Line	Extend line by three stations: Savanah, Country Hills and Skyview Ranch + Spur line to YYC + Park n Ride at Skyview Ranch + Optimal 85 Street West	\$ 300	Partner with area developers
Green Line	Full buildout from Northpoint to Seton South + LRT Storage and Maintenance + Park n Rides + Downtown Section	\$ 2,000	P3 or multiyear concession
LRT Network Total Cost:		\$ 3.1 Billion	\$ 125 - \$150 Million/year (based on 25 year build out)



Life in the city is about dynamics and movement.
It involves going places — together.

✓ A plan to enhance mobility,
continue growth, and be fiscally
and environmentally responsive.

We have a plan and we're ready to go

The Calgary Transportation Plan is a 60-year vision which responds to growing transportation concerns by providing a balanced approach to improving mobility for all modes of travel

RouteAhead includes new customer service oriented rapid transit capital projects. To prioritize these projects (e.g. extending an LRT line, building new stations/garages, purchasing buses/CTrain cars), RouteAhead collaborated with Transportation department's 10-year Investing in Mobility project team to ensure strategic alignment. Other capital projects (such as purchases, storage and maintenance facilities and life cycle maintenance) are identified in RouteAhead's 30-year timeframe.

Investing in Mobility showcases the major projects and annual programs around infrastructure to meet Calgarians transportation needs as they work, shop, and play in our city over the next 10 years.

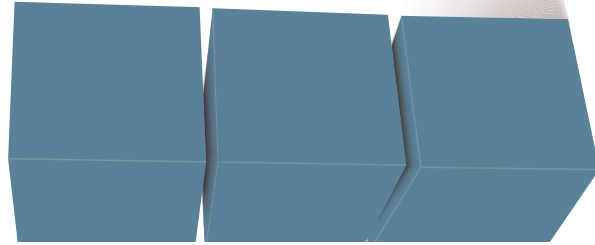
Calgary Transit Benefit to Cost Ratio: from 1.68 - 1.8 to 1

Using a standardized methodology common throughout the United States and applying price, wage, population and ridership data from Calgary for 2012. About 2/3 of the total benefits to all Calgarians from Calgary Transit comes from reduced road congestion.

* From "briefing paper prepared by Corporate Economics - Chief Financial Officer's Department - The City of Calgary 2013

V An investment in making tracks.

The City of Calgary is proposing a partnership to provide continuous, stable funding to address transportation and growth issues for Canada's economic engine. All levels of government need to work together to provide adequate funding to support transit, while respecting jurisdictional responsibilities. No order of government is equipped to resolve these challenges alone. Collaboration is essential.



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Together, we're going places

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