

CITY OF CALGARY
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IN COUNCIL CHAMBER

JAN 31 2014

ITEM: *C2014-0081*

CITY CLERK'S DEPARTMENT



C2014-0081: TRANSIT CORRIDOR FUNDING AND PRIORITIZATION

Special Meeting of Council
2014 January 31

calgary.ca | call 311



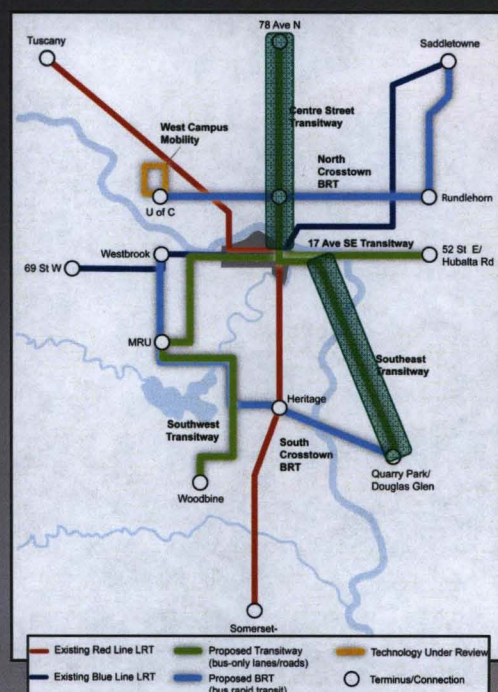
Onward! Transportation provides services to help keep Calgarians on the move.

Timeline of Council Direction on Rapid Transit Corridors

- **Review of rapid transit corridor prioritization on several occasions at SPC on T&T in 2012/2013:**
 - **2012 December:** RouteAhead (30-year) and Investing In Mobility (10-year)
 - **2013 February:** RouteAhead approved; Investing in Mobility – GreenTRIP funding allocation reviewed
 - **2013 June/July:** Investing In Mobility Transit Corridor Cost/Benefit Analysis reviewed
 - **2014 January:** Strategic Planning Meeting of Council
- **\$52 million tax room (2015-2024) allocated to Green Line in 2013 November**
 - Administration authorized to use as matching funds for provincial or federal grants
 - Use other funds for other RouteAhead priorities

Rapid Transit Corridors

- Centre Street
- Southeast Transitway
- Southwest Transitway
- 17 Avenue SE
- North Crosstown BRT
- South Crosstown BRT
- NW-HUB



Updated Prioritization

- New 10-point scale (from 3-point)
- Refined two criteria
 - Auto Travel Time Savings removed
 - TOD Support in 2019 revised
- Weighting scenario based on CTP and RouteAhead

Updated Prioritization

TRANSIT CORRIDOR CRITERIA WEIGHTING - CTP Aligned Weighting

January 27, 2014

CRITERIA	Operating Cost Impact	Transit Travel Time Savings	Transit Catchment Area	TOD Support in 2019	Asset Management Alignment	Environmental Benefit	Socio- Economic Benefit
WEIGHT	2	3	1	3	1	2	2

COST/BENEFIT SCENARIO

PROJECT	CRITERIA 1	CRITERIA 2	CRITERIA 3	CRITERIA 4	CRITERIA 5	CRITERIA 6	CRITERIA 7	WEIGHTED TOTAL	RANK
Centre Street Transitway	20	3	4	6	10	20	20	83	3
North Crosstown BRT	2	15	5	24	0	18	12	76	4
Southwest Transitway	10	15	10	24	0	16	14	89	2
Southeast Transitway	20	0	0	0	0	10	10	40	6
17 Avenue SE Transitway	20	0	1	0	1	4	18	44	5
South Crosstown BRT	16	30	5	30	0	12	6	99	1
West Campus Mobility Project	20	3	1	3	0	2	8	37	7

BENEFIT-ONLY SCENARIO

PROJECT	CRITERIA 1	CRITERIA 2	CRITERIA 3	CRITERIA 4	CRITERIA 5	CRITERIA 6	CRITERIA 7	WEIGHTED TOTAL	RANK
Centre Street Transitway	20	12	8	21	10	20	20	111	1
North Crosstown BRT	2	18	5	30	0	18	12	85	3
Southwest Transitway	10	12	7	27	0	16	14	86	2
Southeast Transitway	12	30	10	9	0	10	10	81	5
17 Avenue SE Transitway	20	6	6	24	4	4	18	82	4
South Crosstown BRT	18	18	3	21	0	12	6	78	6
West Campus Mobility Project	18	21	2	27	0	2	8	78	6



New Funding Proposal

GREEN LINE (\$625 million)

10-Year Green Line Fund \$480 million (est.)

Building Canada Fund \$145 million

TOTAL: \$625 million

[More Information
2014 April](#)

OTHER RAPID TRANSIT CORRIDORS (\$264 million)

GreenTRIP Phase 2 \$167 million

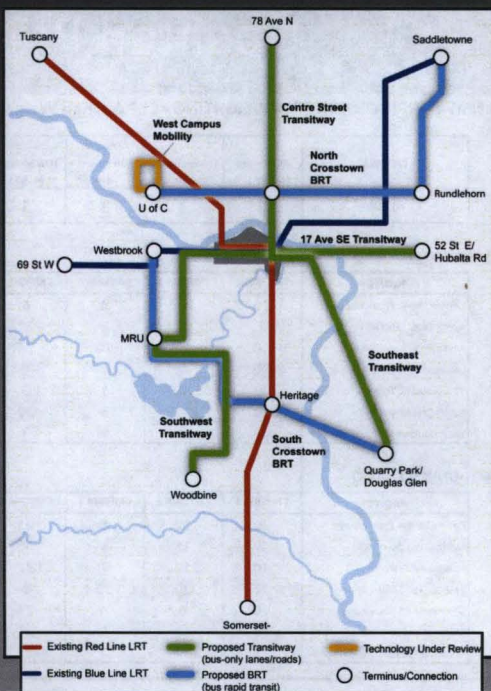
City Matching Funds (MSI) \$86 million

Future Land Funds (MSI) \$11 million

TOTAL: \$264 million

New Funding Proposal

- All seven corridors are short-term priorities
- New funding allows all corridors to proceed
 - Green Line Fund
 - GreenTRIP
 - *Building Canada Fund (BCF)*
- GreenTRIP and BCF timing uncertain



FROM FUNDING

TO
IMPLEMENTATION



Terminology: Transitways vs. BRT

- Transitways: long segments of transit-only lanes, higher-quality amenities
- Can consist of:
 - separate roadway for buses
 - transit-only lanes in a street
 - bus-only shoulders
 - median busway



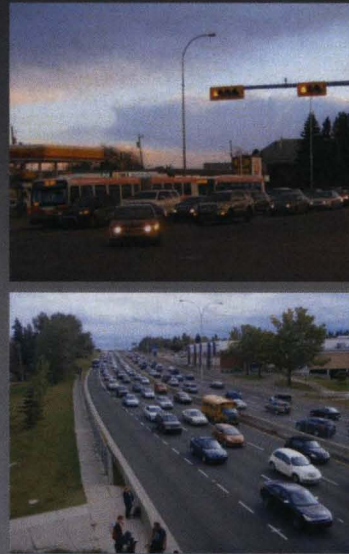
Terminology: Transitways vs. BRT

- BRT: in-street bus rapid transit with targeted transit-priority
- Fewer stops than regular service
- Cost-effective approach that still has a future role in Calgary (South Crosstown, North Crosstown)



Terminology: Transitways vs. BRT

- Examples in Calgary reveal evolution from BRT to Transitway
 - Centre Street/McKnight Boulevard transit-only lanes (part of Green Line – Centre Street Transitway)
 - Crowchild Trail SW transit-only shoulder lanes (part of Southwest Transitway)



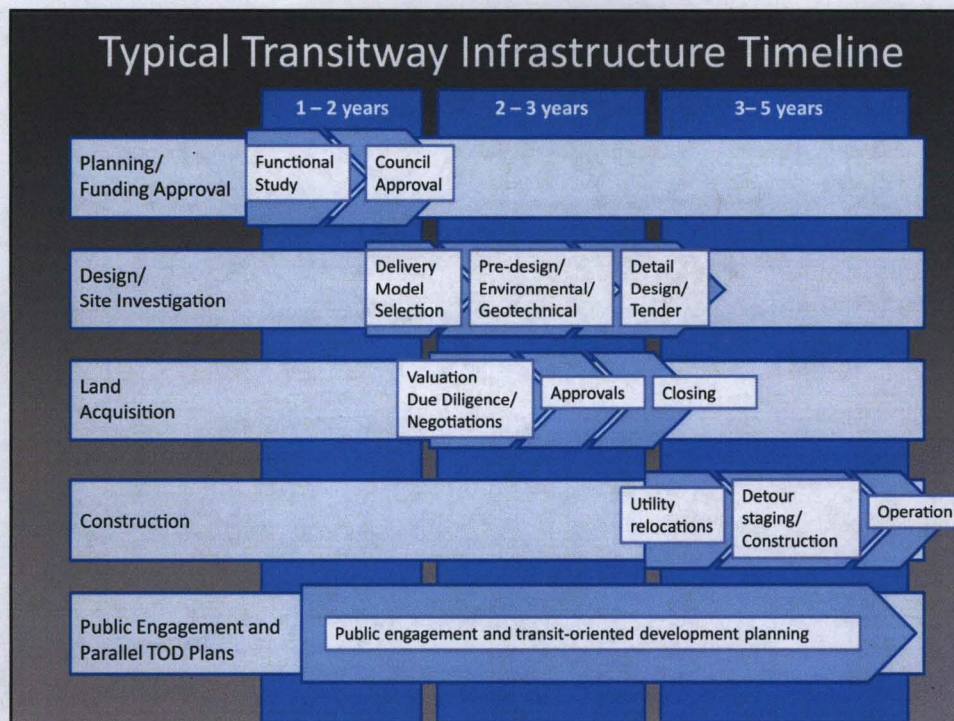
Infrastructure Timeline: In-Street Bus Rapid Transit

- Typically open **3 years** after capital funding approval
- Year 1: **Functional planning**
 - Confirm alignment, station locations
 - Public engagement
 - Transit service planning
 - Identify land requirements, if any (typically none)
 - Refine cost estimate
- Year 2: **Design**
- Year 3: **Construction** (one summer season, depending on scope/scale of infrastructure)



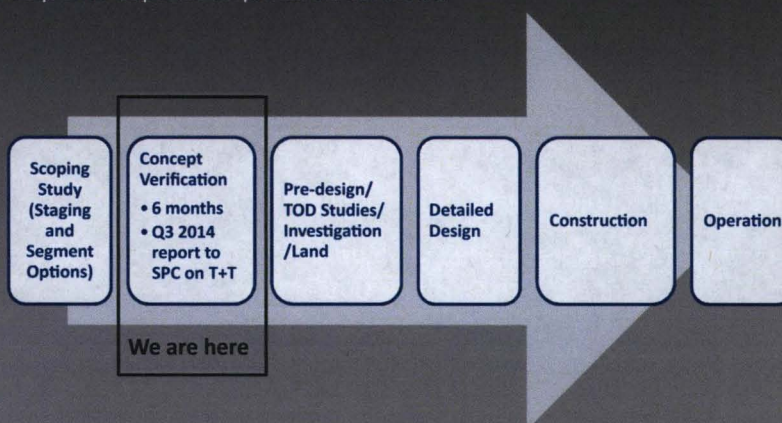
Infrastructure Timeline: Transitways

- Typically open **5 to 7 years** after capital funding approved but may vary due to project scope/scale and delivery model
- **Typically require land**; negotiations take time
- Comprehensive **transit-oriented development (TOD)** land use planning is required to meet desired long-term outcomes



Example: high-level next steps for Southeast Transitway

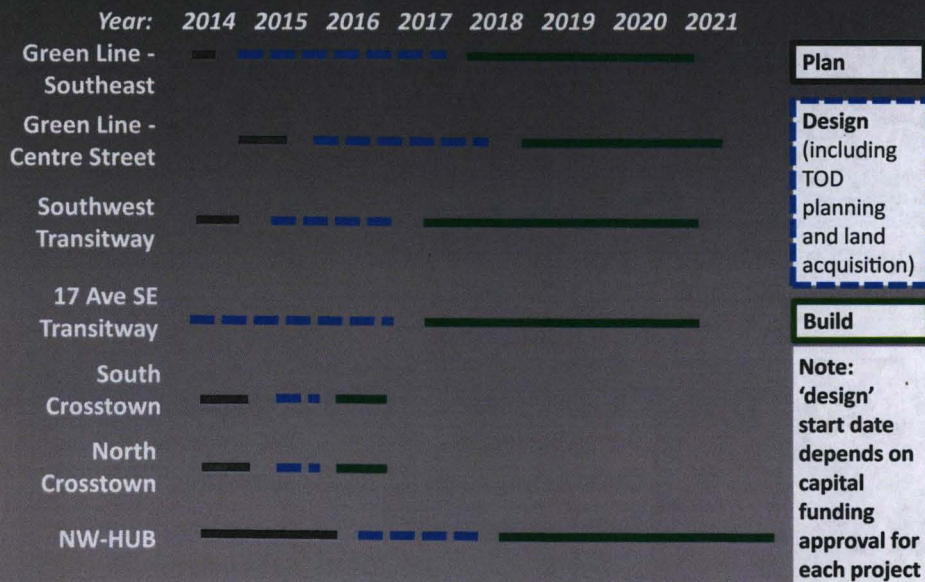
- Design/construction timelines are dependent on capital funding approval
- Sequence depends on procurement model



Status of project planning/design

Corridor	Functional Plan	Pre-Design	Comments
Southeast Transitway	✓	Funding approved	Comprehensive functional planning and identification of staging completed in 2012.
17 Avenue SE Transitway	✓		Comprehensive functional planning, conceptual land use planning, and identification of staging completed in 2010.
Southwest Transitway	✓		High-level functional plan completed in 2010.
South Crosstown			Functional planning yet to be completed.
North Crosstown			Functional planning yet to be completed.
Centre Street Transitway			Functional planning yet to be completed. Some dependency on alignment review of North Central LRT.
NW-HUB (formerly West Campus Mobility)	underway		Functional planning in progress; multiple stakeholders involved (funding partners are U of C, Alberta Health Services).

Potential schedule - *depending on cash flow*



Operating cost implications


- Outlined in RouteAhead and Investing in Mobility
- Will be identified in Action Plan 2015-2018

Increasing
operating
cost and
impact on
mill rate

Improved service delivery on
improved infrastructure

Core service delivery on
improved infrastructure

Core service delivery and no
new infrastructure




New Funding Proposal

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TOTAL:	\$625 million

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2014 April](#)

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GreenTRIP Phase 2	\$167 million
City Matching Funds (MSI)	\$86 million
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TOTAL:	\$264 million



Recommendations

That Council:

1. Direct Administration to allocate remaining GreenTRIP funds, and City matching funds, to the following transit projects:
 - Southwest Transitway
 - 17 Avenue SE Transitway
 - South Crosstown BRT
 - North Crosstown BRT
 - NW-HUB (West Campus Mobility Phase 1)
 - West LRT Land (as required)
2. Consider the Green Line Transitway as a high priority for potential Building Canada Fund (BCF) funding, and report back to the SPC on Transportation & Transit in Q3 2014 as part of the Green Line Fund detailed workplan report.