

**Infrastructure Services Report to
Executive Committee
2025 June 17**

**ISC: UNRESTRICTED
EC2025-0591**

Green Line Update

PURPOSE

The Green Line LRT project is the largest infrastructure investment in Calgary's history and will play a vital role in building a public transit network that supports The City's future growth. The Green Line is more than a transit line—it's a commitment to building Calgary's best future and a more connected, accessible, and prosperous city for all Calgarians.

On January 28, 2025, Calgary City Council approved a path forward to build and deliver Phase 1 of the Green Line LRT Program by beginning construction in the Southeast, from Shepard to the Event Centre/Grand Central Station, while concurrently advancing planning and design development work to connect the Green Line into the downtown. As part of the overall Council approved recommendations, quarterly updates on both the SE and Downtown Segments were required.

This report provides the first update following both Council approval, and approval of the Update to the 2021 Investing in Canada Infrastructure Program (ICIP) Business Case by both the Government of Canada and Province of Alberta on March 18, 2025.

PREVIOUS COUNCIL DIRECTION

See Attachment 1.

RECOMMENDATION(S):

That Executive Committee recommend Council receive this report for the corporate record.

RECOMMENDATION OF THE EXECUTIVE COMMITTEE, 2025 JUNE 17:

That Council receive this report for the Corporate Record.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager, Michael Thompson concurs with this report.

HIGHLIGHTS

- Administration has made significant progress towards the schedule and deliverables directed by Council on January 28, 2025.
- The Update to the 2021 Investing in Canada Infrastructure Program (ICIP) Business Case was submitted by The City and subsequently reviewed and approved by the Province of Alberta and Government of Canada. With \$6,248 billion in committed funding, project approval has secured the future for the Green Line LRT Project.
- The City will now oversee both the delivery of the SE Project, constructing the first 16-kms from Shepard in the southeast to the Event Centre/Grand Central Station in the Beltline, and the planning and design development of the Downtown Segment, connecting the SE Segment into the existing Red and Blue Lines at 2 Street SW. This work will be undertaken by two different business units – Green Line LRT – SE Project and Project Development – both in Infrastructure Services.

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- The SE Project is progressing design, initiating procurement and ready to begin construction at the end of Q2 2025. Five projects are planned for 2025, while the vast majority of work will be delivered from 2026 through 2031. Engagement with industry on the overall contracting strategy begins this month.
- As the team is recruited to oversee the Downtown Segment, to mitigate future utility and schedule risks while restoring the integrity of Enmax's system throughout downtown, utility relocation work is recommencing on 2 Street SW. This work will take place through Q1 2027 to ensure the street is clear of utility conflicts and ready for main construction to begin.
- A Governance and Delivery Oversight Committee has been created for the Green Line, with the Province of Alberta and City of Calgary serving as equal representatives. The first update was held on June 6, 2025, and, going forward, meetings will be scheduled monthly.

DISCUSSION

Following Council approval on January 28, 2025, the Update to the 2021 ICIP Business Case was submitted to the Province of Alberta on February 14, 2025. The Update reflected the new approach to building Phase 1 with construction beginning as soon as practicably possible on the SE Segment, from Shepard in the southeast, to the Event Centre/Grand Central Station in the East Beltline, while a Functional Plan, public engagement and cost estimate validation was concurrently undertaken on the Downtown Segment.

With the Province's review complete, the Business Case was sent to the Federal Government for their review and approval. Final approval by both the Government of Canada and Province of Alberta was announced by the Province on March 18, 2025.

The updated Funding Agreement was subsequently executed by the Province of Alberta on June 3, 2025, and all previously outstanding claims owing to The City (since May 2024) from the Federal and Provincial Governments have been paid.

The SE Project has continued to progress design, and an additional geotechnical program is in progress to provide critical information for the designers. Fabrication of the light rail vehicles (LRV) continues with the addition of the main vehicle body. The vehicles and future Maintenance and Storage Facility at Shepard remain on the Project's critical path.

The City has successfully awarded two contracts for 2025 construction, and three more packages will be released to the market in Summer 2025. The overall project contracting strategy for all works through to 2031 has been developed and, in partnership with the Calgary Construction Association, will be shared with industry at an event on June 20, 2025. The same information will be provided on the Green Line website following the event.

Downtown Segment

Since Project approval, the focus has been on building and mobilizing the internal team that will lead the validation of the provincial cost estimate, initiate and complete public engagement and develop and deliver the Function Plan. Informal meetings with interested parties will start in July to provide an update on the status to date, with formal Engagement planned to begin once the internal and consulting teams are in place.

To mitigate utility conflicts and future construction schedule delays on the Downtown Segment, the City approved moving forward with the remaining utility relocation work on 2 Street SW. The work will begin this summer and conclude in Q1 2027. The utility relocation work was paused in

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September 2024, following the withdrawal of funding from the Province, and resulting wind down of all work in the Downtown Segment.

Governance

The Government of Alberta/City of Calgary Joint Governance and Delivery Oversight Committee has been established, and the first meeting was held on June 6, 2025. The Committee membership includes the Deputy and Assistant Deputy Minister for Transportation & Economic Corridors and the City's COO and General Manager, Infrastructure Services.

Updates on the status of the Update on SE and Downtown Project Segments were provided by the Acting Director, Green Line LRT – SE Project and Director, Director, Project Development.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|--|---|
| <input type="checkbox"/> Public engagement was undertaken | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken |
| <input type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

Direct outreach is currently underway with businesses located near the first two 2025 construction sites (future Maintenance and Storage Facility and Barlow/114 Avenue SE). SE Project team members are door knocking, providing construction schedules and sharing anticipated impacts. Outreach to both residents and businesses in other communities along the alignment will take place in Summer 2025, in advance of additional projects beginning construction.

Ongoing engagement with community partners, BIAs, and Community Associations continues through the Green Line Public Affairs teams, and with the public, through the Green Line Summer Street Team. The Street Team has participated in four events since May 2025 and will be an energetic force at community events throughout the summer.

Informal meetings with interested parties on the Downtown Segment will start in July to provide an update on the status to date, with formal Engagement planned to begin once the internal and consulting teams are in place.

IMPLICATIONS

Social

As the city grows, balanced investment choices are needed to ensure all Calgarians can live, work, and play sustainably and affordably. The City of Calgary must ensure that transportation in Calgary remains efficient while minimizing environmental impact. The Green Line LRT plays a vital role in building a public transit network that supports The City's future growth. There are 44,000 people living within 800 metres of the planned stations for the first phase.

Environmental

The Green Line LRT will allow Calgary's transportation network to move more people, emit fewer greenhouse gasses and use less energy and resources than we do today. Once completed, Phase 1 of the Green Line LRT is expected to see an estimated 55,000 daily

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riders on opening day. The operation of the Green Line LRT, in combination with ongoing transit service enhancements, is projected to result in increased population density in the area and increased transit ridership, which in turn reduces GHG emissions through land-use effect.

Economic

Constructing Phase 1 will create over 20,000 jobs and our early works construction program has already completed over 100 projects putting Calgarians to work today. Green Line is a project for Calgarians, being built by Calgarians. This project will also be part of Calgary's global competitive advantage and will help attract and retain new businesses and, a young talented workforce.

Service and Financial Implications

No anticipated financial impact

With \$6,248 billion in committed funds, the financial summary reflects costs and investments (construction, land acquisition, utility relocation, design, procurement of new fleet of low-floor vehicles) since 2015, on both the SE and Downtown Segments.

Financial Summary - (in\$) – End of April 2025

Category	Committed Cost	Cost to Date	Cost Year to Date
Owner's Cost	115,159,854	115,159,854	3,688,369
Design & Engineering	675,088,639	647,108,150	39,430,811
Construction, Land & Other Assets	903,263,880	661,485,409	17,760,177
Bus Rapid Transit	50,000,000	24,958,003	1,689,822
Grand Total	1,743,512,374	1,448,711,417	62,569,179

RISK

The SE Project has a robust risk management plan, and Administration provides direct oversight on the risk identification, quantification and mitigations being undertaken by CSIX, our Delivery Partner.

Like all major infrastructure projects, cost uncertainty remains a key concern. Tariff related trade wars, identification of additional scope or unanticipated work not previously estimated, or changes to anticipated market pricing through the tender process all contribute to this risk. Specific mitigations currently underway include adjustments to the overall contracting strategy, design flexibility and source alternative materials.

The key risks for the Downtown Segment will be identified and addressed, or mitigated, through the Functional Plan.

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ATTACHMENT(S)

1. Attachment 1 - Previous Council Direction
2. Attachment 2 - Green Line Update Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Sarah Huber	Infrastructure Services	Approve
Wendy Tynan	Infrastructure Services	Approve
Michael Thompson	Infrastructure Services	Approve

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