

**Green Line Update**

**Service and Financial Implications**

**No anticipated financial impact**

The summary below represents costs and investments since 2015 for Phase 1 of the Green Line Light Rail Transit. In total, \$6,248 billion have been committed in funds.

**Final Summary – (in\$) – End of October 2025**

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|--|----------------------|----------------------|--------------------|
| Owner's Cost                             | 124,058,307          | 122,073,866          | 10,602,381         |
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| Engineering, Procurement & Construction  | 1,230,199,095        | 1,062,558,834        | 167,632,833        |
| Bus Rapid Transit                        | 50,000,000           | 34,632,184           | 11,364,003         |
| <b>Grand Total</b>                       | <b>1,963,914,800</b> | <b>1,616,330,638</b> | <b>230,188,400</b> |

**RISK**

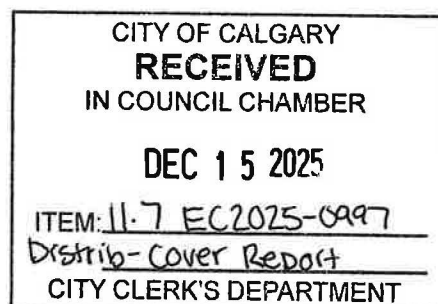
Green Line SE maintains a robust risk management plan, overseen by Administration and supported by mitigation strategies developed in collaboration with the Delivery Partner.

As with any large-scale infrastructure project, cost uncertainty remains a major risk. Key contributing factors include tariff-driven trade disputes, changes in project scope, unexpected site conditions, and market volatility during procurement. To mitigate these risks, targeted strategies are being deployed —such as optimizing contracting approaches, incorporating design flexibility, and identifying alternative material sources.

Administration continues to monitor the Provincial Passenger Rail Master Plan and technical requirements for the downtown corridor. This is being managed through ongoing Provincial coordination.

**ATTACHMENT(S)**

1. Previous Council Direction
2. Green Line Update Presentation
3. Project Dashboard
4. **Confidential Distribution #1**



Infrastructure Services Report to  
Executive Committee  
2025 December 09

ISC: UNRESTRICTED  
EC2025-0997

## Green Line Update

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**Moved by** Councillor Chabot

That with respect to Report EC2025-0997, the following be approved, **after amendment**:

That Executive Committee:

1. Forward this report to the 2025 December 15 Regular Meeting of Council.

That Executive Committee recommend that Council:

1. **Receive the Public Report and Confidential Distribution #1 for the Corporate Record; and**
2. **Direct that the Closed Meeting Discussions and Confidential Distribution #1 remain confidential pursuant to Sections 19 (Disclosure harmful to business interests of a third party), 29 (Advice from officials), 30 (Disclosure harmful to economic and other interests of a public body), and 32 (Privileged information) of the *Access to Information Act* until the transaction has been closed, to be reviewed 31 December 2039.'**

**MOTION CARRIED”**

## CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

Infrastructure Services General Manager, Michael Thompson concurs with this report.

## HIGHLIGHTS

- Five construction projects currently active as part of the SE Project: Maintenance and Storage Facility site servicing, 114 Avenue SE and Barlow Trail piling and road configuration, Ogden Road realignment, Blackfoot Trail LRT bridge, and 78 Avenue Light Rail Transit Bridge.
- After a Request for Prequalification process, five companies have been shortlisted to deliver the five main civil construction packages between 2026 and 2031.
- The Request for Proposal is in market for construction of the 114 Avenue SE and Barlow Trail elevated guideway. Requests for Proposals for the Maintenance and Storage Facility, Signals, Tracks, and Systems will be issued throughout 2026.
- Technical work is advancing on the Downtown segment, including refinement of the elevated alignment concept, cost validation activities, and development of evaluation criteria to assess constructability, integration, and value for cost.
- The Downtown engagement plan is being prepared, with formal public engagement scheduled to begin in Q1 2026.

## DISCUSSION

### SE Project

The SE Project continues with five active construction projects, three of which begun after the previous update on September 8, 2025.

- Grading and utilities work have continued at the Maintenance and Storage Facility site in Shepard, this project will be completed by mid-December 2025.

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- At 114 Avenue SE and Barlow Trail, work has been ongoing to build support structures for an elevated portion of the Green Line Light Rail Transit. This project has paused for winter and will continue in the spring of 2026.
- Activity began in early November at Ogden Road, south of Millican Road, to reconfigure Ogden Road to accommodate the alignment of the Green Line Light Rail Transit.
- Work is ongoing to build a new bridge for the Green Line Light Rail Transit that will cross Blackfoot Trail south of the Crossroads Market.
- Similarly, work has started off-site to build support structures for another Light Rail Transit bridge at 78 Avenue SE, in the community of Ogden.

After a Request for Prequalification process, five companies have been shortlisted to deliver five civil works packages, valued at approximately \$1.5 billion dollars, between 2026 and 2031:

- Shepard to Bow: Aecon, EllisDon, Graham
- Bow River: Aecon, Flatiron Dragados, PCL
- Highfield: EllisDon, Flatiron Dragados, Graham, PCL
- Elevated Stations: EllisDon, Graham, PCL
- Ramsay Elevated Guideway: Aecon, Flatiron Dragados, Graham

These packages will go to market in 2026.

A Request for Proposals was issued on 2025 November 26 for the elevated guideway at 114 Avenue SE and Barlow Trail. The closing date has been set for late in Q1 2026, with a contract to be awarded shortly after.

Design progression continues as per the schedule to ensure that we are maximising the 2026 construction season.

### **Downtown Segment**

Technical work is progressing in several priority areas. Administration is advancing the elevated alignment concept to the 10 - 15 per cent design stage and undertaking cost validation work to confirm inclusions, exclusions, and underlying assumptions within the provincial estimate. Evaluation criteria are being developed to assess constructability, risk, urban integration, and value for cost, ensuring decisions made through the Functional Plan are evidence-based and technically robust. In addition, work is underway to document key downtown constraints, including corridor geometry, station spacing requirements, interface considerations with adjacent landowners and infrastructure, and opportunities for +15 or urban realm integration. These activities provide the foundation for design development through 2026.

Development of the Downtown engagement plan is ongoing. Engagement will begin in Q1 2026 and will focus on informing and educating Calgarians about the Functional Plan process, outlining technical assumptions, and inviting input that will help refine the plan. Administration is preparing engagement materials, sequencing, and early outreach approaches to support a clear, transparent, and accessible process for the public and interest-holders. This preparation will ensure that engagement is aligned with technical milestones and provides meaningful opportunities for participation.

Governance of the Green Line Light Rail Transit Phase 1, which includes both the SE Project and the Downtown Segment, continues through monthly meetings of the Government of Alberta/City of Calgary Joint Governance and Delivery Oversight Committee, which provides a

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venue to review progress, maintain alignment, and coordinate with provincial planning related to the Passenger Rail Master Plan. This ongoing governance structure ensures that design development proceeds in step with broader corridor planning and provincial decision-making.

### 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        |

Engagement continued throughout the summer and fall with construction and project updates provided regularly to members of the public, businesses, Community Associations, and Business Improvement Areas. Direct notifications and updates have been provided to residents and business near active construction sites.

The SE Project hosted an industry event on 2025 November 4, with more than 300 members of the construction industry to connect the five shortlisted companies with sub-contractors. In addition, seven non-profits that support trades and the integration of sub-represented communities, including Indigenous Peoples, women, and apprentices participated in the event, creating valuable connections between them and industry.

Administration is preparing for formal public engagement in Q1 2026 through the development of an engagement plan and supporting materials. This will ensure a clear and transparent process that enables Calgarians and downtown interest-holders to understand the Functional Plan and contribute to the next phase of work.

### IMPLICATIONS

#### Social

Phase 1 of the Green Line Light Rail Transit will generate approximately 30% new transit riders from a combination of new trips made and changing travel choices.

#### Environmental

Each year the Green Line Light Rail Transit will shift 4.8 million trips from vehicles to transit, reducing greenhouse gases by 26,750 tonnes. **Economic**

The Green Line Light Rail Transit continues to contribute to the local economy with all five active constructions awarded to Canadian companies:

- Graham, based in Calgary, is active at Barlow Trail and 114 Avenue SE;
- Graham has also been awarded the contract to build the 78 Avenue SE Light Rail Transit Bridge;
- EllisDon, with head offices in Ontario, is building the Blackfoot Trail Light Rail Transit Bridge;
- KLS Earthworks and Environmental, from Rocky View County, has been active at the Maintenance and Storage Facility site since June, 2025; and
- North Star Contracting, also from Calgary, is working in the realignment of Ogden Road.

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Department Circulation

| General Manager/Director | Department              | Approve/Consult/Inform |
|--------------------------|-------------------------|------------------------|
| Michael Thompson         | Infrastructure Services | Approved               |
| Sara Huber               | Infrastructure Services | Approved               |
| Wendy Tynan              | Infrastructure Services | Approved               |

Author: Wendy Tynan, Director, Green Line LRT - SE; Sarah Huber, Director, Project Development

**City Clerks: A. Adegunwa / C. Doi**