

STATUS UPDATE ON AIRPORT TRAIL TUNNEL CONNECTION

SUMMARY/ISSUE

Status update on the proposed Airport Trail tunnel connection.

PREVIOUS COUNCIL DIRECTION/POLICY

At the 2008 November 03 Regular Meeting of Council, urgent Business Arising (Alderman Stevenson) directed "THEREFORE BE IT RESOLVED THAT Council bring the Airport Trail NE, Barlow Trail to Métis Trail project forward from the Unfunded Transportation Projects on the TIIP List and commit the amount of \$50 Million toward construction, allocated from the MSI [Contingency Reserve], contingent on matching funds from both the Federal and Provincial Levels of Government as well as the Calgary Airport Authority."

ADMINISTRATION RECOMMENDATION:

That Council:

1. Receive this report for information;
2. Instruct Administration to negotiate an access agreement with the Calgary Airport Authority for the future right of way required to accommodate an Airport Trail tunnel;
3. Instruct Administration to develop an implementation plan for Country Hills Boulevard improvements between Barlow Trail and Metis Trail NE and refer these improvements to the next Transportation Infrastructure Investment Plan approval process as candidate projects;
4. Instruct Administration to secure the required land for the Country Hills improvements from the adjacent land owners; and
5. Direct that this report and attachment remain confidential pursuant to Section 24(1)(a) and (d) of the Freedom of Information and Protection of Privacy Act until Council rises and reports.

INVESTIGATION

The City has been working with the Calgary Airport Authority (CAA) over the last six years on the planning of Airport Trail.

An Airport Trail Functional Planning Study was completed by the CAA in 2005. The study identified a 720 metre tunnel for Airport Trail crossing beneath the proposed runway and three taxiways. The original 2005 ten lane tunnel design was revised in 2008 to a six lane cross-section. Cost estimates were also updated in 2009 to \$287M.

The 2009 Calgary Transportation Plan (CTP) and Municipal Development Plan were approved including the Airport Trail link (tunnel) as part of the Road Network.

The Mayor and Alderman Stevenson have held several meetings with the CAA, the Province and the Federal government to secure funding for the link. All parties have responded that there are insufficient funds currently available to add this project to near term plans.

Alternative funding approaches such as P3s were considered but not found to be feasible.

CAA is moving forward with construction of new terminal, apron and runway facilities. They can no longer delay construction plans to investigate tunnel funding alternatives. Concurrent runway and tunnel construction is no longer feasible.

The City has reviewed the northeast roadway network in advance of the tunnel construction. In the absence of the Airport Trail link, east-west traffic would flow through Métis Trail, Country Hills Boulevard and the portion of Barlow Trail between Country Hills Boulevard and Airport Trail. In the short and medium term, the sector's road network will operate

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suitably with present day traffic volumes. Over the longer term (25+ years) roadways will require further evaluation to compare upgrades to existing roadways versus the construction of an Airport Trail tunnel.

Several road improvements have been identified for immediate action. On 2010 February 08, Council approved the construction on Metis Trail NE to provide a new expressway standard roadway in response to the pending closure of the CAA's section of Barlow Trail.

CAA have committed to the completion of a road connection from 36 Street NE to 48 Avenue NE (Attachment).

Additional improvements such as signalized intersections can be added as traffic volumes increase.

IMPLICATIONS

Additional preliminary design work is required for Airport Trail.

General

This report has been reviewed for alignment with The City of Calgary's Triple Bottom Line (TBL) Policy Framework.

Social

None.

Environmental

None.

Economic (External)

None.

BUSINESS PLAN/BUDGET IMPLICATIONS

The proposed design work can be accommodated within uncommitted design program capacity.

RISKS

None.

ATTACHMENT

96 Avenue N (Airport Trail) Future Runway Crossing