



## REQUEST FOR DECISION

**MEETING DATE:** June 13, 2022

**TITLE:** City of Spruce Grove Park and Ride – Capital Budget Approval

**DIVISION:** Corporate Services

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### SUMMARY:

Council is required to approve the revised capital budget for the Park and Ride before the project can commence.

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### PROPOSED MOTION:

THAT the revised capital budget of \$4,222,000 and corresponding funding of \$1,982,000 from the Municipal Sustainability Initiative grant, \$1,843,000 from the GreenTRIP grant and \$397,000 from the Investing in Canada Infrastructure Program grant to construct the City of Spruce Grove Park and Ride be approved.

### BACKGROUND / ANALYSIS:

In December 2016, a Park and Ride Assessment and Pre-Design Study was completed for the City of Spruce Grove. This study identified eight potential Park and Ride sites within the City of Spruce Grove. The Westwind site in the northeast corner of Spruce Grove ranked highest in the evaluation of these sites. An important factor was its proximity to Highway 16, both in terms of ease of access by users as well as its proximity to the first and last bus stops going in and out of Spruce Grove on the commuter transit route.

The January 2020 Edmonton Metropolitan Region Board Growth Plan identified the need for a Transit Park and Ride facility in the northeast quadrant of Spruce Grove.

Since that time, Administration has been refining the design and land needs for the Park and Ride to ensure effective synergies with the Civic Centre project including:

- parking spaces

- access roads
- Kiss 'n' Ride (an area for dropping off and picking up passengers)

The City of Spruce Grove received a GreenTRIP grant in February 2016 from the Province of Alberta for the design and construction of a Park and Ride facility as well for bus purchases and the acquisition of a bus storage facility. The extended deadline for spending the remaining GreenTRIP funds is February 28, 2023.

### **OPTIONS / ALTERNATIVES:**

City Council could determine to amend the scope of the Park and Ride project or determine not to proceed with the Park and Ride at this time. Implications of either of these decisions could include:

- GreenTRIP grant funds would be returned to the Province as they have a specific requirement to be spent on transit related expenditures at a rate of 2/3 GreenTRIP, 1/3 Municipal funded, and no further extensions beyond February 2023 are available.
- Increased cost implications to the Civic Centre project as presented by the synergies listed.

### **CONSULTATION / ENGAGEMENT:**

Administration has maintained ongoing discussions with various stakeholders on this project including the Edmonton Metropolitan Transit Services Commission and funding partners.

An onboard passenger survey was conducted during the morning of March 4, 2020, reaching all 342 passengers who travelled to Edmonton that day. The survey found that 45 percent of the transit riders drove to or were driven to their bus stop. Five percent were dropped off at their bus stop and the remaining 40 percent parked their vehicle at or nearby the bus stop.

The breakdown by parking location of the 40 percent who parked their vehicle at or nearby the bus stop was as follows:

- 20 percent of transit riders (66) parked on-street or in other unofficial parking locations such as commercial parking lots
- 18 percent of transit riders (60) parked at the Tri Leisure Centre
- 2 percent of transit riders (8) parked at the Agrena Park & Ride

### **IMPLEMENTATION / COMMUNICATION:**

Following the June 13 Council meeting, a news release will be published on the City's website announcing the decision of City Council. A thorough communications plan will be developed if the project is approved to move forward, which will include involvement from funding partners

and other stakeholders. Communication tactics relating to the transit Park and Ride will also include mention of the Civic Centre, as these projects are closely tied together.

### **IMPACTS:**

The construction of the Park and Ride will enable the City to continue to be a committed partner with the regional transit efforts and ensure there is appropriate infrastructure in place for future demand on transit in the City.

The location of the park and ride provides both construction and operational synergies with the Civic Centre.

### **FINANCIAL IMPLICATIONS:**

Due to changes in project scope and cost escalations with anticipated tendering, the Park and Ride Project costs have been revised.

#### **Previous cost and funding sources**

Total Cost:	\$3,075,000
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#### **Funding sources:**

MSI:	\$1,736,000
GreenTRIP:	\$942,000
Investing in Canada Infrastructure Program (ICIP):	\$397,000

#### **Revised cost and funding sources**

<b>Total cost:</b>	<b>\$4,222,000</b>
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#### **Funding sources:**

<b>MSI:</b>	<b>\$1,982,000</b>
<b>GreenTRIP:</b>	<b>\$1,843,000</b>
<b>Investing in Canada Infrastructure Program (ICIP):</b>	<b>\$397,000</b>

### **STRATEGIC VISION ELEMENT:**

This topic relates to all three of the City's strategic vision elements contained in Council's Strategic Plan

### **RELATED GOAL:**

Spruce Grove is a well-planned city, with a high ease of community connectivity and mobility for transportation and walkability.