



URGENT NOTICE OF MOTION

RE: Advancing the Role of a Robust Transit Network in a Post-Pandemic Recovery & Resilience Strategy

Sponsoring Councillor(s): J. Gondek

WHEREAS:

- The convergence of the COVID-19 pandemic with the collapse of the energy sector has compounded Calgary's existing economic concerns, where an anticipated 30% of businesses will not reopen post-pandemic, further adding to the burden of massive unemployment, unprecedented commercial real estate vacancies and declining commercial property values;
- The City of Calgary's current business and strategic plans are no longer relevant for the situation we find ourselves in now - or post-pandemic - where demonstrating that we are a progressive, adaptable, savvy and inclusive city will be critical in an increasingly competitive global market to attract and retain talent and business;
- In order to meaningfully address the global socioeconomic upheaval created by the COVID-19 pandemic, and to gain funding from the federal and provincial governments, the City of Calgary must preserve local investment and generate organic growth opportunities, while strengthening our commitment to climate resilience, inclusivity and innovation;
- Canadian municipalities will only successfully survive this pandemic with substantial financial support from the federal and provincial governments, who will base their decisions for funding on projects that are easily understood to matter to citizens and are able to generate useful infrastructure, jobs and/or programs;
- A significant part of Calgary's post-pandemic recovery will be rooted in ensuring the ability of citizens to work differently and make easy connections to their destinations throughout the city within a well-connected and robust public transit system;
- Transit projects are inherently able to: 1) demonstrate commitment to climate resilience by reducing greenhouse gas emissions with fewer personal vehicles on the roads, 2) provide people more mobility options which offer greater accessibility to multiple modes of transit, 3) create a more inclusive and connected city, and 4) contribute to much needed job creation in Alberta by putting people to work building public transit infrastructure; and
- There are multiple transit, transportation and construction projects in Calgary that are already approved or within a prioritization process, and could be advanced as investment opportunities for the federal and provincial governments.

NOW THEREFORE BE IT RESOLVED THAT:

1. Because the emergency response task forces created by the City of Calgary in response to COVID-19 do not explicitly address transit planning, Council directs Administration to elevate the significance of transit planning projects as part of the corporation's "Stimulative Infrastructure" priority area by pivoting the responsibilities of select members of the Transit department to prepare the City's Transit Advocacy position, in partnership with the Office of the Mayor and the Chairs of the Green Line Committee and the Standing Policy Committee on Transportation and Transit (or their delegates);
2. Because the 2017 Council approved Stage 1 of the Green Line project has been the major transit infrastructure focal area for the past three years, Council directs Administration to pivot toward examining which other transit needs (capital and operating) can be presented as investment opportunities to the federal or provincial governments as part of their COVID-19 response. This would be part of the work to be conducted by the Transit Advocacy group mentioned in point 1;
3. Any advocacy discussions with federal and provincial government partners around the transit-based decisions from 4 May 2020 will be led by Mayor Nenshi, with support from the Chairs of the Green Line Committee and the Standing Policy Committee on Transportation and Transit (or their delegates);
4. The Mayor call a Special Meeting of Council for 4 May 2020 to revisit the transit projects and priorities within the Municipal Development Plan (MDP), Calgary Transit Plan (CTP), Route Ahead, Off-site Levy Bylaw and any other documents that relate to the City of Calgary's transit strategies;
5. As part of this 4 May 2020 Special Meeting regarding transit plans, Council will develop direction for Administration in multiple areas, including but not limited to the following:
 - a. as presently suggested in the latest recommendations from Administration (captured at the 21 February 2020 Green Line Committee meeting), evolving the Green Line project to be a multimodal rapid transit network that contemplates incorporation of bus rapid transit (BRT) segments to augment light rail transit (LRT) where prudent and feasible;
 - b. formalizing the federal and provincial governments' commitment to a multimodal Green Line project, thereby offering a signal to investors that Canada's reputation for environmental stewardship remains strong;
 - c. continuing to identify and pursue funding opportunities that would evolve all BRT segments of the Green Line to LRT over time where appropriate;
 - d. identification of the projects in the document entitled "Guiding Framework for Prioritization of Future RouteAhead Capital Projects" that should be advanced in full or in a modified manner as part of Transit Advocacy for federal and provincial COVID-19 financial assistance;
 - e. affirming the segmentation and related costing information that is required for the 1 June 2020 Green Line Committee meeting; and
 - f. identification of any significant transit needs that have emerged but have not been contemplated in the "Guiding Framework for Prioritization of Future RouteAhead Capital Projects".
6. If the 4 May 2020 meeting is productive but some points of discussion require more consideration before decision, move those points of discussion to the 11 May 2020 Strategic Meeting of Council.