

## **Chestermere-Calgary Transit Project**

### **RECOMMENDATIONS:**

That the Intergovernmental Affairs Committee recommend that Council:

1. Direct Administration to proceed with negotiations for a regional transit service agreement between The City of Chestermere and The City of Calgary for Calgary Transit to provide a limited transit service connection to Chestermere that is cost-neutral, to The City of Calgary.
2. Return to the Intergovernmental Affairs Committee with an update on negotiations with the City of Chestermere by Q1 2021.
3. Request that Mayor Nenshi send a letter to the Mayor of the City of Chestermere confirming Calgary's willingness to enter negotiations.

### **RECOMMENDATION OF THE INTERGOVERNMENTAL AFFAIRS COMMITTEE, 2020 DECEMBER 10:**

That Council:

1. Direct administration to develop a clear process for evaluating and prioritizing extensions of transit beyond our borders, including but not limited to impact on City Transit priorities, benefits to Calgary, and policy on cost recovery returning to Intergovernmental Affairs Committee no later than Q3 2021.
2. Proceed with negotiations for a regional transit service agreement with the City of Chestermere and return to the Intergovernmental Affairs Committee with an update on negotiations by Q1 2021.
3. Request that Mayor Nenshi send a letter to the Mayor of the City of Chestermere confirming Calgary's willingness to enter negotiations.

### **HIGHLIGHTS**

- Chestermere City Council is requesting The City of Calgary proceed with negotiations for Calgary Transit to provide an extension to the MAX Purple bus route with a few stops in Chestermere.
- What does this mean to Calgarians? This would mean that Calgary Transit (CT) would extend service into Chestermere supporting Calgarians ability to move throughout the city and into Chestermere. Service would start with 2 trips in the AM peak and 2 trips in the PM peak with 80 to 160 one-ways trips expected per day.
- Why does this matter: The extension of service helps build regional partnerships, establishing ourselves as a regional service provider and increasing our customer base. The extension is supported in our City's high-level policy documents (MDP, CTP, RouteAhead) while maintaining cost neutrality to Calgary Transit.

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- The agreement for transit service is expected to be cost neutral to Calgary Transit, with no subsidization from Calgary taxpayers.
- Calgary Transit will ensure alignment with municipal protocols and the service is appropriately sized and scalable.
- This initiative would need to align closely with the upcoming regional planning work and all City of Calgary agreements.
- Administration provided an update to Council on 2020 June 18 that the possible implementation of an intermunicipal transit connection between Calgary and Chestermere is still feasible for 2021 as originally planned.
- Strategic Alignment to Council's Citizen Priorities: A city that moves
- Background and Previous Council Direction is included as Attachment 1.

### **DISCUSSION**

On 2020 October 20, Chestermere City Council directed their administration to proceed with next steps on a transit connection with The City of Calgary, with a focus on a hybrid MAX Purple extension service option with multiple stops in Chestermere. This decision was based on the Chestermere Calgary Transit Feasibility Study outlined in Attachment 1.

Following Chestermere's Council direction, the Mayor of Chestermere has sent His Worship, Mayor Nenshi and Calgary City Council a letter confirming The City of Chestermere's commitment to jointly work to advance negotiations. The project has been added to Chestermere's 2020 and 2021 work plans and they request a reciprocal letter of commitment to allow for formal negotiations to proceed (Attachment 2).

If recommendations are approved by Calgary City Council, The Mayor, on behalf of Council, is requested to send a letter to the Mayor of Chestermere to initiate negotiations between Calgary and Chestermere for CT to provide cost-neutral and limited transit service to Chestermere.

It is the intention of Administration to return to Committee by Q1 2021 with the Heads of Agreement for approval. This agreement will outline the key terms of a proposed agreement between The City of Chestermere and The City of Calgary and form the basis of a formal agreement.

### **STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)**

- Public Engagement was undertaken
- Public Communication or Engagement was not required
- Public/Stakeholders were informed
- Stakeholder or customer dialogue/relations were undertaken

Calgary Transit has been working closely with Chestermere's administration and the project consultant, HDR, by providing data, analysis, and operating information that was used, in part, to create the Transit Feasibility Study.

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### **IMPLICATIONS**

#### **Social, Environmental and Economic Implications**

Rapid Transit is an important contributor to the City meeting Council's approved GHG reduction target of 80 percent below 2005 by 2050. Rapid transit projects are also key contributors to social inclusion and economic vitality. The Social, Environmental and Economic Implications are summarized in Attachment 3.

#### **Service and Financial Implications**

No anticipated financial impact

Calgary Transit is to provide service that is cost-neutral, with no negative impacts to City resources, nor impact Calgary Transit's current or future transit service within Calgary.

### **RISK**

There is a risk in proceeding with negotiations in advance of the completion of the Calgary Metropolitan Regional Board Growth Plan which is anticipated to have a regional transit component.

### **ATTACHMENT(S)**

1. Previous Council Direction, Background
2. Chestermere Request for Formal Negotiation of Transit Service Agreement
3. Social, Environmental and Economic Implications

Department Circulation

General Manager	Department	Approve/Consult/Inform
Doug Morgan	Transportation	Approve
Stuart Dalglish	Planning and Development	Inform