

Calgary-Chestermere Regional Transit Project Heads of Agreement

RECOMMENDATION(S):

That the Intergovernmental Affairs Committee recommend that Council:

1. Approve the Heads of Agreement (HOA) in Attachment 1; and
2. Direct Administration to enter into a Transit Service Agreement in accordance with the HOA.

HIGHLIGHTS

- Administrations from the Cities of Chestermere and Calgary collaboratively developed a Heads of Agreement (HOA) for The City of Calgary to extend transit service to The City of Chestermere. The HOA outlines the key terms for the proposed agreement between the municipalities, forming the basis of a formal Transit Service Agreement, which will be executed by Administration after receiving Council approval of the HOA.
- What does this mean to Calgarians? Calgary Transit (CT) extends limited service into Chestermere, supporting Calgarians' ability to move throughout the city and into Chestermere. The first two-and-half-year agreement is targeted to begin in fall 2021, providing weekday service with two trips in both the morning and afternoon peaks.
- Why does this matter: The extension of service helps build regional partnerships and fosters collaboration, provides access to the region for Calgarians, establishes Calgary Transit as a regional service provider, increases the Calgary Transit customer base, and improves mobility options in the region.
- Service to Chestermere is a small part of CT's overall service and will not affect other aspects of transit service within Calgary.
- The Municipal Development Plan (MDP), Calgary Transportation Plan (CTP), and RouteAhead support a transit service extension to Chestermere.
- The HOA was created on the principle of cost neutrality to Calgary Transit, with no subsidization from Calgary taxpayers.
- This initiative aligns with existing City of Calgary regional protocols and agreements, and ongoing regional work through the Calgary Metropolitan Regional Board (CMRB).
- Strategic Alignment to Council's Citizen Priorities: A city that moves
- Background and Previous Council Direction is included as Attachment 2.

DISCUSSION

Council first directed Administration to enter discussions with Chestermere regarding regional transit in 2019 February. Council has been provided with several updates throughout the course of the project, as outlined in Attachment 2.

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 MAX

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Purple extension service option with multiple stops in Chestermere, with only two trips during both the AM and PM peak periods. The decision was based on the Chestermere Calgary Transit Feasibility Study. City of Calgary Council carried a similar motion on 2020 December 14, directing Administration to proceed with negotiating a Transit Service Agreement with the City of Chestermere.

Following Chestermere's Council direction in 2020 October, the Mayor of Chestermere sent His Worship, Mayor Nenshi, and Calgary City Council a letter confirming The City of Chestermere's commitment to jointly work to advance negotiations. Mayor Nenshi's reciprocal letter of commitment can be seen in Attachment 3.

Key highlights of the HOA (Attachment 1) and transit service include:

- Two-and-a-half-year initial term with renewals for up to two additional years.
- Service start and end dates to align with Calgary Transit Booking Timetable to minimize operational impacts to CT and improve service efficiencies.
- CT standards and specifications used to ensure safe operations.
- Chestermere will be billed on a regular basis based on CT's hourly operating costs.
- Chestermere customers will use regular Calgary Transit fare products on the regional service and will not have access to specialized fares subsidized by Calgary taxpayers such as the Senior's annual pass.
- Clauses promoting data-sharing and open communications to the benefit of both municipalities.
- Each municipality is responsible for bus zone infrastructure within their jurisdiction.

Calgary and Chestermere Administration will continue to discuss and collaborate on intermunicipal transit service and corridor buildout following initial transit service launch.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

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

Calgary Administration have been working closely with Chestermere Administration and Chestermere's hired consultants by providing data, analysis, and operating information to create the Heads of Agreement.

IMPLICATIONS

The social, environmental, and economic implications are summarized in Attachment 4.

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Service and Financial Implications

No anticipated financial impact

Calgary Transit will provide transit service to Chestermere that is cost-neutral, with no negative impacts to City resources or Calgary Transit's current or future transit service within Calgary.

RISK

There is risk in extending transit outside City of Calgary boundaries without policy guidance in place. In recognition of this, Calgary Transit is developing a process for providing transit outside the City and will be providing a report to the Intergovernmental Affairs Committee in 2022 Q1. The Chestermere transit extension project will be used as a test case, with lessons learned incorporated into the process for providing transit outside the City. The process for providing transit outside the City will consider a holistic and corporate perspective on regional transit. Any future transit service agreements with Chestermere, upon expiry of the initial agreement, will align to the process for providing transit outside the City.

ATTACHMENT(S)

1. Heads of Agreement
2. Background , Previous Council Direction
3. Mayor Nenshi Letter of Support
4. Social, Environmental, and Economic Implications.

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan	Transportation	Approve