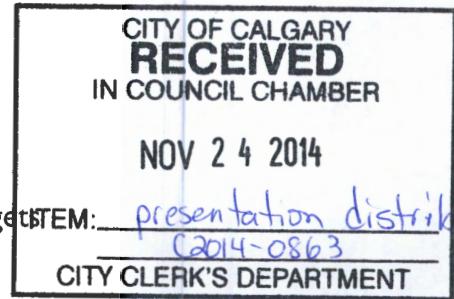


To: Calgary City Council

From: TransitCamp YYC

Re: Action Plan 2015-2018 Proposed Business Plans and Budget ITEM: presentation distributed

Date: November 24, 2014



TransitCamp YYC is a nonpartisan civic action group dedicated to improving public transit in Calgary. Since 2010, TransitCamp YYC has worked and engaged with municipal, institutional, and passenger stakeholders to offer our analysis and solutions for public transportation issues in Calgary.

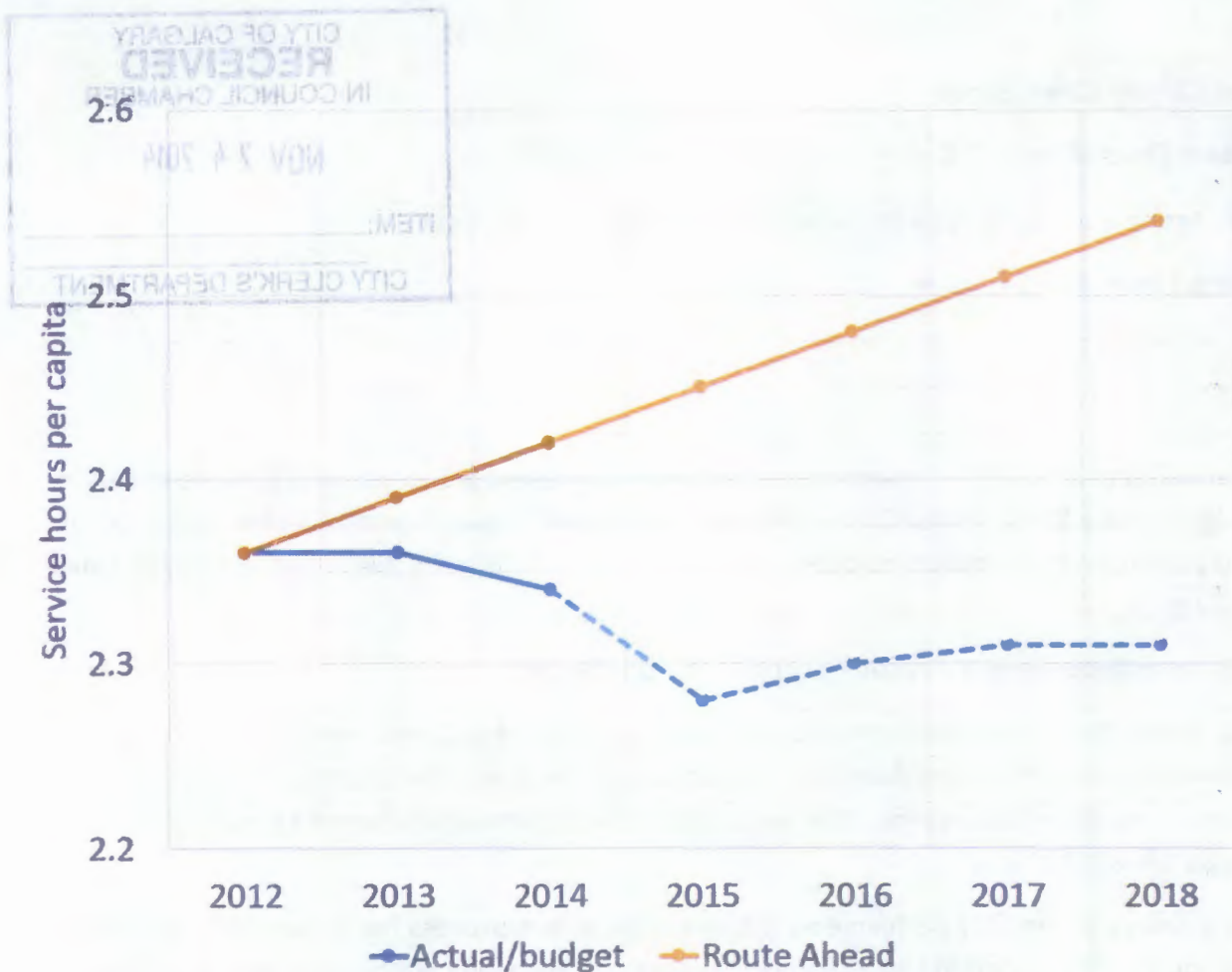
We're confused by the direction proposed by this budget.

Last week, the citizen satisfaction survey results were released. According to the citizens surveyed, the number one thing that the City could do to improve quality of life was to improve public transportation; the top program that citizens asked for more funding to was Calgary Transit.

Early this year, the City performed a massive engagement process for Action Plan. Transit was the top priority of citizens, in all forms of response. The online budget simulator had 18 of 21 city departments reduced or maintained - citizens not only chose to increase transit funding, it had the highest increases.

Early last year, after another massive public engagement process, Council approved RouteAhead, our first ever long-term plan for transit in Calgary. One of the most important aspects of this plan was the increase in service hours per capita, up to 2.6 service hours per capita by 2020. What has happened so far is already a shortfall from where we need to be to achieve this modest short-term goal.

Today, contrary to the feedback received from extensive public engagement and Council direction through RouteAhead, we stand in front of a Council proposing to cut transit service hours further. By the end of the 2015-2018 Action Plan, we are poised to have a 10% gap between the service hours Calgary Transit has pledged to produce, and the service hours Council has funded. This gap is shown in the figure below.



One of the most important reasons to develop a long term plan is so you can adjust your short term behaviour. We are already headed in the wrong direction in funding transit operations. If this budget passes as proposed, the RouteAhead plan will have spent more time being prepared than it will have being followed. That's not acceptable for a plan that's supposed to guide our city for decades, and that's not acceptable for the public's number one priority.

The question must be asked: if Council will not implement its own policy to improve transit service, which was primary message received through extensive public engagement, what is the point of the policy and years of public engagement?

We ask Council to keep executing the 30 year plan, and not abandon it in year 3. We ask Council to honour the Action Plan engagement process and the citizen survey. We ask Council to fund the expansion of transit operating hours in line with the RouteAhead plan. And we ask Council to side with the 67% of Calgarians who want more transit funding, and not with the 2% that want less.

TransitCamp YYC will be monitoring whether Council gets back on track and honours its commitment to increase transit service to 2.6 service hours per capita by 2020.