

### **Sliding Scale Low Income Transit Pass Program: Recent Council Direction**

At the 2019 July 22 Combined Meeting of Council, report TT2019-0637 RouteAhead Update was approved with the recommendation that Council “3. Direct Administration to develop recommendations for a long-term sustainable funding model for the Low Income Transit Pass program, and report back through the SPC on Transportation & Transit by Q3 2019”.

At that same meeting, Council approved a Motion Arising from Councillor Chahal to:

“3. Direct Administration to report back to Council on 2019 September 30 on the following financial impacts in order to inform potential provincial advocacy:

- a. Eliminating the user fees charged for residents 70 years of age or older for the Senior Regular and the Senior Low Income passes, thereby allowing anyone 70 years of age or older to ride Transit at no charge without the need to produce a pass or fare;
- b. Reducing the cost of Youth fares and monthly passes, over several scenarios, up to the total elimination of these charges; and
- c. Enhancing the Low Income Transit Pass to provide free transit to individuals under 18 years of age on weekends and public holidays.”

These items were deferred to the 2019 October 23 meeting of the SPC on Transportation & Transit at the 2019 September 18 meeting of the SPC on Transportation & Transit.

At the 2019 July 16 Strategic Meeting of Council, report C2019-0883 Initial Work Plan for Sub-Service Reviews was approved with the recommendation that Council “1. Approve the sub-service reviews contained in Table 1 of Attachment 3, released to the public during the presentation at the 2019 July 16 Strategic Meeting of Council, to be completed for the November 2019 adjustments to the One Calgary 2019 – 2022 Service Plans and Budgets.” Sub-Service 2 listed in Table 1 was “Bus and C-Train Operations – Low-Income Transit Pass Funding Model”. In addition, Administration committed that each of the six sub-services would undergo two types of review; one that addresses the financial and non-financial impacts of discontinuing The City’s provision of the sub-service and another that reviews the trade-offs of implementing a material reduction to the tax support of the sub-service.

At the 2018 June 25 Regular Meeting of Council, report TT2018-0617 RouteAhead Update was approved with the recommendation that Council “1. Direct Administration to use the attached Fare and Revenue Framework in the development of transit fares as part of One Calgary 2019-2022.”