



Calgary

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CITY OF CALGARY
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Phase 1 and 2 Summary

TNC Influence on Accessible Service

- Open system of TNC operations could draw drivers from the accessible taxi system
- New system needs to be put in place to ensure accessible service is maintained
- Taxi fleet utilization is low – approximately 0.25 per cent of taxi trips for wheelchair customers requiring an accessible taxi



Phase 2 Summary

Options presented to Council on 2016 December 19

1. Broker Accountability Model
2. Subsidy Model
3. Status Quo

Phase 2 Summary

2016 December

Council referred all three options back to Administration, directing the undertaking of "...an accessible transportation policy scoping Report between Calgary Transit Access and Livery Transport Services which:

Opportunity Exploration – LTS and CTA

1. Addresses the immediate impact of TNC Operations
 - Service delivery by TNCs - conversations
2. Explores opportunities to collaborate on service delivery
 - Greater level of analysis required – report back in Q1 2018
3. Develops short term fixes for the situation
 - Elimination of annual ATPL fee
4. Considers the options presented to Council on 2016 Dec 19
 - To be considered as part of CTA scoping

Opportunity Exploration – LTS and CTA

Accessible transit service and accessible taxi service

Calgary Transit Access	On-Demand Accessible Taxi Service
<ul style="list-style-type: none"> Shared ride service requested one day in advance 	<ul style="list-style-type: none"> On demand service
<ul style="list-style-type: none"> Customers are subject to eligibility 	<ul style="list-style-type: none"> No conditions on eligibility
<ul style="list-style-type: none"> Fare is subsidized by The City 	<ul style="list-style-type: none"> Publicly regulated but not subsidized, taxi meter rate applies
<ul style="list-style-type: none"> Complement to fixed-route public transit (public transportation) 	<ul style="list-style-type: none"> Complement to individual decisions about travel (private transportation)

Opportunity Exploration – LTS and CTA

Achieving desired outcomes through collaboration

1. Calgary Transit Access delivers some service through contracts with taxi companies
2. The contracts include standards for performance
3. A similar approach could be applied to the standards for performance that Council/LTAC have approved for the accessible taxi industry



Opportunity Exploration – LTS and CTA

Investing resources in collaboration without impacting existing CTA service

1. Calgary Transit Access needs to sustain its current commitments to delivering accessible transit service
2. More time is required for collaboration to achieve desired outcomes



Recommendation

ADMINISTRATION RECOMMENDATION(S)

That Council:

1. Give three readings to the proposed bylaw 14M2017 to amend the Livery Transport Bylaw 6M2007 to eliminate the annual ATPL fee (Attachment 2); and
2. Direct Administration to report to Council in 2018 Q1 with an options analysis and assessment that will seek to conclude the CTA and LTS scoping review which will provide recommendations for collaboration on service delivery with the accessible taxi industry.