

**Attachment 1: Previous Council Direction**

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
3/10/2014	TT2014-0135	<p>Calgary Transit Fare Strategy Review: Council approves:</p> <ol style="list-style-type: none"> <li>1. Endorse a revised “funding philosophy” to form the basis of the fare strategy required for Action Plan 2015 to 2018 based on the following principles:               <ol style="list-style-type: none"> <li>a. Increase the potential for transit revenue to support the approved revenue/cost (R/C) ratio of 50 to 55 percent through:                   <ol style="list-style-type: none"> <li>i. Moving towards an income-based criteria for setting fare discounts;</li> <li>ii. Increasing revenues from other existing sources of revenue such as advertising, parking, and special services (e.g., airport, charters);</li> <li>iii. Maintaining a consistent fare discounting and pricing structure that reflects customer needs and support the R/C ratio target; and</li> <li>iv. Moving towards increasing the price of fares to better align fare discounts.</li> </ol> </li> <li>b. That any transit fare changes will be made using a modest, incremental approach.</li> </ol> </li> <li>2. Conduct public and transit customer engagement on a revised transit “funding philosophy” based on Recommendation 1 and present a recommended fare strategy and pricing structure for inclusion in Action Plan 2015 to 2018, to the SPC on Transportation and Transit in 2014, June; and</li> <li>3. Pursue longer term opportunities to use the Connect Card to offer new fare options that will increase the convenience of paying fares and attract new customers.</li> <li>4. Pursue operational funding for public transit service from other levels of government.</li> </ol> <p>Reports providing updates were subsequently prepared annually from 2013-2020.</p>
06/20/2016	PFC2016-0469	<p>Calgary Transit Zero-Based Review and Administration Response, Council:</p> <p>Direct Administration, prior to implementing the recommendations in the Transit Zero Based Review (ZBR) final report, to ensure it has fully explored alternative options for achieving cost savings and to provide opportunities for further feedback from Stakeholders.</p>

06/07/2018	TT2018-0617	<p>RouteAhead Update, TT2018-617, that Council:</p> <ol style="list-style-type: none"> <li>1. Direct Administration to use the attached Fare and Revenue Framework in the development of transit fares as part of One Calgary 2019-2022.</li> <li>2. Direct Administration to use the attached prioritization framework for major transit growth projects and provide an update to Council through SPC on Transportation &amp; Transit by Q1 2019.</li> </ol>
10/23/2019	TT2019-1004	<p>Sliding Scale Low Income Transit Pass—Long-Term Funding Options, TT2019-1004, that Council:</p> <ol style="list-style-type: none"> <li>1. Direct Administration to continue advocacy with the Government of Alberta for permeant funding for the sliding scale Low Income Transit Pass program; and</li> <li>2. Direct Administration to address the sliding scale Low Income Transit Pass program funding gap at the 2019 November budget adjustments with a sliding scale fare structure and budget request submission, that reflects the recommended options in this report (Scenario B, Option 3) based on the outcome of the Provincial funding decisions.</li> <li>3. Receive for information Option 3 and 4 under Scenario C, as Administration’s submission for sub-service review of the sliding scale Low Income Transit Pass program.</li> </ol>
07/22/2020	TT2020-0722	<p>Calgary Transit Ridership, Revenue, and RouteAhead Update – that Council:</p> <ol style="list-style-type: none"> <li>1. Approve Administration’s request to defer the review of seniors and youth pass pricing to no later than Q3 2021 to allow for stakeholder engagement using the guiding principles outlined in Attachment 1; ...</li> </ol> <p>This direction was then deferred at the 2021 June 16 SPC on Transportation and Transit, with Administration to report back no later than the end of Q4 2022. The current report addresses this Council direction.</p>
05/27/2022	CD2022-0675	<p>Calgary Transit Recovery Strategy outlines a recovery strategy that will be a focus for 2022-2023 and is divided into the following pillars: service recovery, service investments, safety investments, and customer experience investments.</p>