

Chairman Emmerson, Members of York Region Council

My name is Fred Winegust, I live in Vaughan-Thornhill.

A York Region based citizens group, Keep York Moving has been founded recently. I am speaking as one of its co-founders.

Keep York Moving is the successor group to the South Central York Region – Congestion Relief Committee (SCYR-CRC).

SCYR-CRC was active before the provincial election and collected opinions on the Yonge Subway Extension and the 2-Fare Wall. Results of over 2000 York Region resident responses, which were presented at a Public Transit Town Hall on May 2, 2018.

Mayor Frank Scarpitti spoke at that Town Hall. (See Photograph)

I am here today because of Communication Item F1

York Region Council passed a resolution at its Meeting of September 20, 2018, Minute #130 Report No. 1.

Communication Item F1 comes from a City of Vaughan Council Meeting of September 27, 2018. Minute No 112. It supports the September 20, 2018 York Region resolution. The communication also highlights Clause 3 of the Vaughan resolution, "That Vaughan Council urges York Region Council to instruct York Region Transit to immediately restore service to the York University Campus".

However, a letter sent by York Region Chair Emmerson to Ministry of Transportation Minister Jeff Yurek on December 4, 2018, was missing that explicit point. (See attachment)

On November 13, 2018 - Keep York Moving sent a letter to Minister Yurek, on specific short term, low-cost, public transit solutions, the Provincial Government should consider as it develops its new Public Transit Policy and uploads the TTC to the Province. (See attachment)

On December 5, 2018, Keep York Moving met at Queens Park with 8 out of 10, York Region MPP's and/or their Executive/Legislative Assistants to give them additional background to our November 13, 2018 letter. (See attachments)

Keep York Moving stated support for Chairman Emmerson's December 4, 2018 letter, which included the need for all Presto systems to be compatible with each other.

Compatibility is needed to enable the extension of the existing Discounted Double Fare approach as an interim step to full fare integration.

The provincial government already funds the Discounted Double Fare. It exists today between all GO trains and Buses, and Local Transit Authorities such as the YRT. (Known as \$1 Ride to GO, which is a \$2.75 discount on the \$3.75 YRT Bus Fare)

Due to TTC/YRT PRESTO incompatibility and the lack of an TTC/YRT Discounted Double Fare agreement, when that payments occurs, we continue to have a 2-Fare Wall, at YRT Bus to TTC Subway and YRT Bus to TTC bus interconnection points.

Honouring the 2-Hour Transfer between 905 Local Transit Authorities is the norm today because of PRESTO system compatibility across the 905 and an agreement to respect each other's 2 Hour Transfer. Toronto has implemented the 2-Hour Transfer, but does not accept any other 2-Hour Transfers from York Region, Mississauga, Brampton or Durham.

We support Chair Emmerson's letter with respect to ensuring PRESTO compatibility, and ask that an agreement be struck between the YRT and TTC for one of a Discounted Double Fare, or the Honouring of each other's 2-Hour Transfer.

Either one of these need to be funded by the Province, potentially through its promise to increase of gas tax allocation to Local Transit Authorities, and could be implemented as part of the upcoming TTC upload.

We also wanted to make sure that we sent a consistent message, clearly communicated and with fact based rationale, backed up by the York Region Citizens, that restoring 1 fare, direct YRT bus service to York University is a high priority, short-term action which must be taken.

We also asked the new Provincial government keep a commitment, first made by the previous Provincial Government, and the promised by the new Provincial Government during the recent election campaign. This promise was to increase gas tax allocation to Municipal Transit Authorities, from \$0.02 to \$0.04 per liter. This could help fund lowering the Unfair 2-Fare Wall.

Keep York Moving's request is that York Region Council pass a resolution to;

- Give direction to staff at York Region and York Region Transit, to negotiate an agreement between the TTC, YRT and the Provincial Government to fund the Discounted Double Fare or 2 Hour Transfer between YRT and TTC systems.
- Update the December 4 letter sent by Chairman Emmerson to Minister Yurek to ask for help to recind the clause in the 2009 TTC/YRT agreement which would allow for the restoration of YRT service directly into York University by January 5, 2019.
- Have the YRT be prepared to restore the YRT bus routes which prior to September 2, 2018, directly served the York University Campus with a bus stop on Ian MacDonald Boulevard. There routes include Weston-165, Jane-20, Keele-107, 107B, Keele North-96, Thornhill-3 and Viva Purple;
- Direct YRT staff, that going forward, any route realignment opportunity caused by the opening of any new subway stations in York Region, or the TTC upload, try to balance the following 3 Commuter Focused principles.. It would not;
 - Add more time to the commute to the same end destination
 - Add more cost to the commute to the same end destination
 - Increase danger to the commuter if walking to the same end destination is required

If you require any of the backup attachments, which support this deputation, Keep York Moving would be happy to make them available to the Region Clerk in electronic form.

Thank You