

DEPUTATION REQUEST

COMMITTEE OF THE WHOLE

JUNE 10, 2021

Subject: YRT/TTC Service Integration and Fare Collection Integration

Spokesperson: Peter Miasek

Name of Group or person(s) being represented (if applicable):

Keep York Moving

Brief summary of issue or purpose of deputation:

I would like to submit the attached correspondence and also speak to Committee of the Whole for June 10, 2021 regarding agenda item E.1.2 (YRT/TTC Service Integration).

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Keep York Moving



Deputation on YRT/TTC Service Integration and Fare Collection Pilot York Region Committee of the Whole, Agenda Item E.1.2, June 10, 2021

KYM-YRT&TTCpilot-2021-06-10

Peter Miasek, co-founder

We don't know whether to cry, worry or cheer about this report. All three, I guess.

Cry because service integration has been so long in coming. Discussions on having YRT be the operator on Dufferin Ave down to Sheppard West station, thus providing better service and freeing up equipment, were underway in 2009, but went nowhere for 10 years.

Cry because there are 10 years of reports on Metrolinx shelves on fare integration, with nothing to show for it. York Region bus riders still have to pay 2 fares to go to York University or pay 2 fares to take a bus + subway trip entirely within York Region. This problem will only get worse when the Yonge Subway Extension opens.

Worry because only 3 years ago, the province kicked in funding to reduce the 2-fare wall between GO Transit and TTC, only to have the plug pulled in 2020. What comes can go.

A tiny cheer because fare integration between YRT and Brampton Transit and Durham Transit remains intact, as does the "Ride to GO" fare discount between YRT and GO Transit.

Another cheer as transit agencies work to harmonize their concessions like passes and discounted fares.

And a last cheer as service integration and fare collection pilots with TTC finally start in both York Region and Mississauga, with the promise of more pilots. But it is a tiny cheer, as our hopes have been dashed before.

We must keep looking at the big picture. There are dozens of service (routes, schedules, public information) integration opportunities between the various transit providers. And the two-fare walls must come down.

Last fall, the Toronto Region Board of Trade released an excellent report on fare and service integration entitled "*Erasing the Invisible Line*". Drawing on global best practices, including Montreal, it developed a fare model on the principles of mode neutrality, boundary invisibility, equity and legibility, with municipal autonomy being maintained. I won't cover the details of their zone-fare model, but it was very clever and fully achievable with Presto. The annual cost was \$165M/yr, not counting any revenue from increased ridership. This cost is tiny in the context of the \$79 Billion being invested in rapid transit in the GTHA and the \$1B+ per year provided in operating cost subsidies to GO and the municipal transit systems.

To quote from a recent article in The Pointer magazine: "*No one would ever build a house without doors to connect the rooms*". Yet we are building rapid transit lines and terminals without fare and service integration. As cited in the last paragraph of the staff report, we still have a long way to go. The Province must show leadership, not only in chairing meetings but with financial support for integration.