

## Executive Committee

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**From:** Scarborough Transit Action <scarboroughtransitaction@gmail.com>  
**Sent:** November 12, 2019 9:27 AM  
**To:** Executive Committee  
**Subject:** EX:10 Toronto Poverty Reduction Strategy - 2019-2022 Action Plan

Mayor Tory and Toronto Council  
Executive Committee  
City Hall  
100 Queen Street West  
Toronto, ON, M5H 2N2

November 12, 2019,

### **Re: EX:10 Toronto Poverty Reduction Strategy - 2019-2022 Action Plan**

Dear Mayor Tory and Executive Committee,

Scarborough Transit Action (STA) is a grassroots transit advocacy organization working to improve transit in Scarborough's under served neighbourhoods.

We would like to take this opportunity to support the **immediate roll out** of the Low Income Pass for low income residents, as part of the Transit Equity component of the Toronto Poverty Reduction Strategy.

Poverty among [workers](#) and [children](#) is increasing in Scarborough and this is due in part to the lack of an affordable, accessible, rapid transit network in our part of the city. It is imperative that we act quickly and effectively to stop this downward trend.

Offering a monthly Low Income Pass for \$119.40 and a single ticket for \$2.05 is a good start. However to make it truly affordable for people on **OW and ODSP it should be free** and for people earning **\$27,000 or less a year, including students and seniors, it should only cost \$50 for a metropass and \$1 a ride.**

We commend you for prioritizing improvement of transit service in the inner suburbs. However, the equity lens applied to neighbourhoods should be based on the latest [research](#) conducted by social policy expert John Stapleton, which shows neighbourhoods in northern Scarborough also need to be designated Neighbourhood Improvement Areas.

We also have concerns about the token phase-out and the arrangement with Metrolinx to only have single tickets available for sale at subway stations and Shoppers Drug Mart stores. There is no guarantee that riders would be able to buy tickets at these outlets because:

1. management may decide they don't want to sell them,
2. there may only be unmanned check-out machines available,
- 3. there is no Shoppers Drug Mart or subway station near where they live.**

This is especially true for Scarborough, which covers 72 square miles, has only three subway stations, all located in the southwest and only 20 Shoppers Drug Mart stores. Any plan to improve transit service in the inner suburbs must address this shortfall by making the sale of tickets and presto cards within walking distance.

Sincerely,

*Brenda Thompson*

Brenda Thompson  
Chairperson

**SCARBOROUGH  
TRANSITACTION**

Brenda Thompson

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