



Attention: Executive Committee
RE: EX10.1

November 12, 2019

Dear Members of the Executive Committee:

On behalf of the Scarborough Civic Action Network (SCAN), I am writing to express support for full implementation of the **Fair Pass Discount Program**.

Affordable transit is a significant issue for Scarborough. Through a Scarborough-wide survey of more than 1100 residents conducted this past summer, SCAN learned that the need for more affordable transit fares for lower income groups is one of the top three issues facing Scarborough residents.

SCAN recommends **full implementation** and **full funding** for Phase 3 of the Fair Pass Discount Program to ensure all Toronto residents living with an income below the Low Income Measure +15% threshold are eligible to access the Fair Pass Discount Program.

Through the numerous community consultations about the City of Toronto's Poverty Reduction Strategy conducted by SCAN across Scarborough during the spring of 2019, we heard overwhelming support for measures to make public transit more affordable including support for the Fair Pass Discount Program.

Moreover, SCAN recommends that the Fair Pass Discount Program include a **deeper discount** to make transit truly affordable particularly for low income individuals and people who receive social assistance. According to Scarborough community members, the Fair Pass should include a discount of more than 50%. We know that other cities in Canada provide deeper discounts including Hamilton and Calgary which have a \$55 Low Income Pass. **The cost of the Fair Pass should be commensurate with what individuals living with low incomes can actually afford.** SCAN also recommends waiving the Presto card fee for those who cannot afford it (seniors, people with disabilities, social assistance recipients, etc).

SCAN also recommends a **Three-Hour Transfer** for Scarborough residents. Scarborough residents who use public transit often cover extensive distances with fewer or less frequent public transit options and inconsistent service reliability (owing to delayed buses, short turns, and bunching up) compared to their downtown counterparts. The Two-Hour Transfer was introduced as a transit equity measure but it is not adequate for many Scarborough transit users. Transit equity for Scarborough residents who spend more time traveling owing to design of our inner suburbs and fewer transit options would include a Three-Hour (or longer) Transfer as it would better enable Scarborough residents to make multiple short trips on one fare.

In addition, given that the Scarborough Subway Extension (Line 2 East Extension) will not be completed until 2029 and the Scarborough RT (Line 3) is due to stop running in 2026, Scarborough transit riders will soon have to cope with a significant loss of access to rapid transit. Scarborough-specific transit equity measures will be important to mitigate hardships borne from this infrastructure gap.

According to the hundreds of residents SCAN engaged across Scarborough this past summer, transit is an ongoing issue and a source of frustration. Residents want to have access to an affordable, reliable transit network that spans the region and meets their everyday needs. In the absence of such public transit infrastructure, we call on the city to create transit equity measures to compensate and help **meet the needs of Scarborough transit riders**, particularly those who live on a low-income and are often dependent on public transit.

Sincerely,



Anna Kim

Coordinator of the Scarborough Civic Action Network

1911 Kennedy Road Suite 105 Scarborough ON M1P 2L9

scarboroughcivicaction@gmail.com