



MEMBER'S RESOLUTION

Meeting/Date	COUNCIL MEETING - SEPTEMBER 27, 2018
Title:	YORK REGION TRANSIT CROSS-BOUNDARY TRAVEL AND GREATER TORONTO AND HAMILTON AREA FARE INTEGRATION
Submitted by:	Regional Councillor Gino Rosati

Whereas, York Region Transit (YRT) provides Transit Services for Vaughan Citizens travelling throughout the Region; and

Whereas, YRT continues to work with Metrolinx and other transit agencies across the Greater Toronto and Hamilton Area on an integrated fare strategy (fare integration); and

Whereas, YRT service routes to York University were realigned in early September 2018 eliminating direct bus routes to the university; and

Whereas, approximately 4,600 travellers to York University are impacted by the service change which results in the rider paying a full fare to YRT and TTC; and

Whereas, Regional Council adopted recommendations of Report No. 1, of the Commissioner of Transportation Services, titled "*York Region Transit Cross-Boundary Travel and Greater Toronto and Hamilton Area Fare Integration*", at its meeting on September 20, 2018 (Attachment 1); and

Whereas, the following recommendations approved at the York Region Council meeting of September 20, 2018, read:

1. Council pass a resolution seeking commitment from the Board of Directors of Metrolinx to finalize a Greater Toronto and Hamilton Area wide fare integration solution by 2019, to allow for full implementation as part of the PRESTO device refresh, scheduled for 2020 or sooner.
2. The Regional Chair forward the resolution to The Honourable John Yakabuski, Minister of Transportation, with a copy to Local Members of Provincial Parliament and the Chair of Metrolinx, highlighting the urgency and the importance to have this issue addressed.
3. This Council resolution and report be circulated to the Clerks of the Regional Municipality of Durham, City of Toronto, City of Brampton, City of Mississauga, City of Milton, City of Oakville, City of Burlington, and the City of Hamilton.
4. Staff request the TTC to consider an exception to the 2009 Memorandum of Understanding signed by York Region, City of Toronto and TTC allowing service to continue to York University until fare integration is implemented.

Whereas, one of Vaughan Council's 2014-2018 Term of Council Priorities is to continue to develop transit, cycling and pedestrian options to get around the City;

It is therefore recommended:

- 1. That Council support the recommendations noted above adopted by York Regional Council at its meeting of September 20, 2018; and***

<i>2. That Council request the City Clerk to forward this resolution to the following: The Toronto Transit Commission, the Region of York, Metrolinx, and the Ministry of Transportation.</i>

Respectfully submitted,

Gino Rosati, Regional Councillor

Attachment 1: Report No. 1, of the Commissioner of Transportation Services

The Regional Municipality of York

Regional Council
September 20, 2018

Report of the
Commissioner of Transportation Services

York Region Transit Cross-Boundary Travel and
Greater Toronto and Hamilton Area Fare Integration

1. Recommendations

It is recommended that:

1. Council pass a resolution seeking commitment from the Board of Directors of Metrolinx to finalize a Greater Toronto and Hamilton Area wide fare integration solution by 2019, to allow for full implementation as part of the PRESTO device refresh, scheduled for 2020 or sooner.
2. The Regional Chair forward the resolution to The Honourable John Yakabuski, Minister of Transportation, with a copy to Local Members of Provincial Parliament and the Chair of Metrolinx, highlighting the urgency and the importance to have this issue addressed.
3. This Council resolution and report be circulated to the Clerks of the Regional Municipality of Durham, City of Toronto, City of Brampton, City of Mississauga, City of Milton, City of Oakville, City of Burlington, and the City of Hamilton.

2. Purpose

This report responds to the request made by Committee of the Whole on September 6, 2018 to provide Council with a status report on cross-boundary travel and Greater Toronto and Hamilton Area (GTHA) fare integration initiative.

3. Background

63,000 daily transit trips across the GTHA require travellers to pay two fares

Eleven transit agencies deliver services across the GTHA. While bilateral fare integration exists amongst the seven 905 transit agencies, those travellers also using the Toronto Transit Commission (TTC) continue to pay two fares. Of the estimated 63,000 daily trips, approximately 25,000 trips that require the payment of double fares occur at the YRT/TTC interface.

Approximately 4,600 travellers to York University are impacted by the September 2, 2018 service change, accounting for a third of the estimated 25,000 trips crossing the York Region and Toronto boundary daily

Since 2001, YRT buses have served one specific, non-transit terminal destination south of Steeles Avenue, without requiring double fare. On September 2, 2018, this service to York University Keele Campus was redirected to Pioneer Village Bus Terminal to conform with the 2009 Memorandum of Understanding signed by York Region, City of Toronto and TTC. The terminal is located on the north side of Steeles Avenue, east of Jane Street, in the City of Vaughan. Walking distance from the terminal to the edge of the York University Keele Campus is approximately 200 metres. Overall walking distance will vary, based on where an individual needs to go on campus (see Attachment 1).

In addition, Viva orange operates across Highway 7 to the Vaughan Metropolitan Centre, where travellers can transfer onto the subway for direct service into the campus.

PRESTO is starting to facilitate seamless inter-regional transit travel throughout the GTHA

The 905 transit agencies and the TTC have made significant investments to implement PRESTO fare card technology and equipment, with the goal of seamless travel across the GTHA.

In consideration of the signed 2009 MOU, and recognizing the need for cross-boundary travel, YRT and TTC began to research a technical solution that would facilitate travel for YRT passengers travelling to and from York Region, including those travelling to and from York University, using both bus and subway service.

YRT and TTC jointly presented two solutions to PRESTO both requiring travellers to tap-on/tap-off the PRESTO system. PRESTO subsequently

determined that implementing the necessary changes to the system for either solution was cost-prohibitive at that time.

Recognizing full fare integration through PRESTO would not be in place to coincide with the subway opening in 2016, YRT pursued a stand-alone Universal Pass program specifically for York University students

YRT led discussions between TTC, Brampton Transit, GO Transit, York University Senior Administration and the York Federation of Students on developing a multi-system Universal Pass (U-Pass) program. YRT also worked with PRESTO staff to develop a potential technical solution for a U-Pass using the PRESTO fare card.

Early in 2018 York University Senior Administration and the York Federation of Students chose not to proceed with the U-Pass as they felt a student referendum would not be successful, particularly in the absence of GO Transit. GO Transit service is pay-by-distance and GO Transit does not participate in any U-Pass programs.

The U-Pass would have been a temporary solution to the cross-boundary travel issues for students, allowing unlimited travel on TTC, YRT and Brampton Transit for under \$400 per semester.

4. Analysis and Implications

All GTHA transit agencies seek to minimize additional costs while pursuing fare integration to ease traveller access

Every GTHA transit system supplements its fare revenues with other sources of funding to address the system's operating costs. At York Region, approximately 40 per cent of operating costs are recovered from fare revenues, with the remainder funded from property tax or gas tax funding.

Metrolinx has led the fare integration discussions with the GTHA transit authorities since 2014

An integrated fare strategy would require significant standardization of fare policies, concession discounts, loyalty fares and rules regarding transfers. Transit agencies have worked with Metrolinx towards a harmonized fare structure regarding concessions and definitions; however, more work is needed.

York Region Transit Cross-Boundary Travel and Greater Toronto and Hamilton Area Fare Integration

Currently, each of the GTHA transit agencies has its own fare structure. Although fare payment methods have been harmonized with PRESTO, the underlying calculation of how much a traveller should pay remains to be resolved.

There are existing co-fare arrangements between the 905 area transit agencies and GO Transit; however, no arrangement exists between the 905 transit agencies and the TTC, leading travellers to pay an additional fare when they transfer.

Municipalities operating transit services will likely be seeking a similar financial framework that would not increase the subsidies required and allow them to maintain current level of service.

The PRESTO device refresh scheduled for 2020 would be significantly enhanced by the implementation of GTHA-wide fare integration

Under the new agreement with PRESTO that Council approved in 2017, PRESTO devices and associated software are planned to be upgraded. A refresh process without a fare integration solution may be perceived negatively by GTHA transit users. Therefore, the PRESTO device refresh, scheduled for 2020, provides an opportunity for Metrolinx staff to work with all transit agencies to incorporate features that will help implement a future fare integration solution.

5. Financial Considerations

Approximately \$22.4 million in revenue is collected from York Region travellers crossing the Steeles Avenue boundary

The TTC is responsible for the operating cost of the cross-boundary bus service south of Steeles Avenue and for the entire TTC Line 1 subway extension into York Region. In turn, TTC retains 100 per cent of the TTC fare revenue collected.

YRT collects approximately \$8.2 million in fare revenue from travellers destined for York University.

Approximately 2.5 million revenue rides are provided annually to and from York University Keele Campus on YRT services. This equates to approximately \$8.2 million in fare revenue.

6. Local Municipal Impact

Citizens of York Region would benefit from a simple and effective integrated fare system that includes a harmonized fare structure, a reliable fare card system, and supports seamless travel using multiple modes or services.

Initial changes to the fare structure would have a financial impact that would likely require a reduction in service levels or increase in the property tax levy to offset the loss in revenue. Over time, benefits may include an increase in ridership and traveller satisfaction.

7. Conclusion

Staff continue to work with other stakeholders towards a fare integration solution to result in single fare payment when moving between YRT and TTC

Along with other transit agencies in the GTHA, York Region Transit staff continues to push for Metrolinx to implement a GTHA-wide fare integration solution as soon as possible. Metrolinx has indicated it will host a workshop with transit leaders this fall to discuss the long-term solution.

Regarding York University, the York Federation of Students decided on August 17, 2018 it will conduct an on-line survey seeking feedback from students on the U-Pass. The results will be presented to TTC, YRT and Brampton Transit.

Further, staff will continue to work with persons with disabilities who require additional support to access York University, by providing assistance based on their abilities and needs, including travel training and coordination with VanGO - York University's on-campus mobility service.

Staff will also continue to engage the provincial government in respect to fare integration.

For more information on this report, please contact Ann-Marie Carroll, General Manager, York Region Transit, at 1-877-464-9675 ext. 75677.

York Region Transit Cross-Boundary Travel and
Greater Toronto and Hamilton Area Fare Integration

The Senior Management Group has reviewed this report.

Recommended by:

Approved for Submission:

Paul Jankowski
Commissioner of Transportation Services

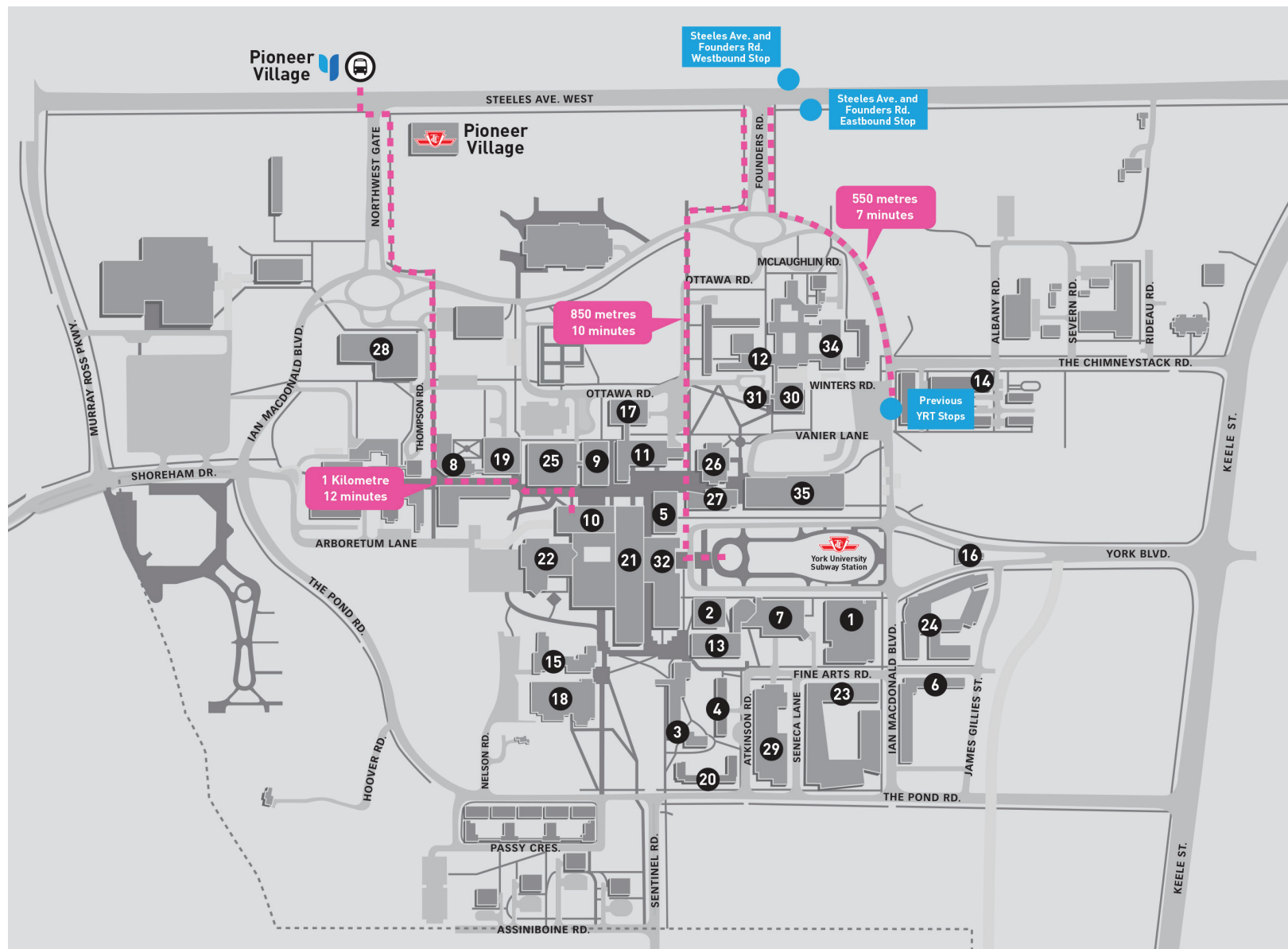
Bruce Macgregor
Chief Administrative Officer

September 18, 2018

Attachment

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Accessible formats or communication supports are available upon request



1. Accolade East
2. Accolade West
3. Atkinson
4. Atkinson Residence
5. Behavioural Science
6. Bennett Centre for Student Services
7. Centre for Film & Theatre
8. Chemistry
9. Computer Science & Engineering
10. Curtis Lecture Halls

11. Farquharson Life Sciences
12. Founders College
13. Goldfarb Centre for Fine Arts
14. Harry Sherman Crowe Co-op
15. HNES Building
16. Lorna R. Marsden Honour Court & Welcome Centre
17. Lumbers Building
18. Osgoode Hall Law School
19. Petrie Science & Engineering

20. Pond Road Residence
21. Ross Building
22. Scott Library
23. Seneca@York
24. Seymour Schulich Building
25. Steacie Science & Engineering
26. Stedman Lecture Halls
27. Student Centre
28. Tait McKenzie Centre
29. Technology Enhanced Learning

30. Vanier College
31. Vanier Residence
32. Vari Hall
33. William Small Centre
34. Winters College
35. York Lanes