

A short note to apologise to my colleagues and members of the public that I cannot attend this important meeting.

I am available on the evening of November 20 at 6 pm onwards on any time Thursday or Friday I would like the Board to know that I support the budget subject to my comments below.

I would request that someone read into the record of tomorrow's meeting the following  
On the issue of staff's suggestion that the single fare be increased by 25 cents to \$3.25

I am opposed to that proposal

I am including below information I received from TTC staff about who uses Metro passes and who pays by single fare

Increasing the single cash adult fare has the biggest impact on the unemployed as they are the least likely to have a Metro pass and much more likely to pay a single fare than a person who is employed.

I would request that rather than the single adult fare being increased, the Metro pass be increased to recover the lost revenue.

Holders of Metro passes, who are far more likely to be employed, also receive the federal transit tax credit so the impact of a Metro pass increase less for a transit pass holder than on a single fare payer

Occupation	Type of Fare Used				
	Token	Ticket	Cash	MDP*	Monthly Metro pass
Employed Full time/Part-time	74%	22%	64%	79%	75%
Unemployed	9%	7%	11%	2%	6%
Student	8%	29%	13%	7%	14%
Retired	8%	42%	10%	9%	4%
DK/NA	2%	1%	2%	3%	1%

\*Caution: Small sample size

I would urge the Board to pass a resolution requesting the TTC write to the Province requesting the TTC receive an operating subsidy from the Province , equivalent to the GO Transit operating subsidy received from the Province.

I was also advised by staff that amazingly in 2011, Go Transit received a provincial operating subsidy of \$99.7 million. Their total operating subsidy per rider was \$1.28.

By comparison the share of the gas tax received by Toronto for transit is a pittance.

This inequity needs to be exposed and discussed as it shows a profoundly unequal treatment between the citizens of Toronto and the residents of York Peel Durham and Halton

Aside from the issue of the provincial subsidy I would request the Board consider asking Council to restore the municipal operating subsidy to 2010 levels in real terms.

I was impressed with the deputations we received yesterday and in particular the level of the 2010 subsidy which I am advised by TTC staff was 93 cents a fare in 2010 dollars..

The proposal that the City restore the 2010 subsidy to that level in real 2013 dollar terms makes sense to me particularly when you compare the low level of subsidy for transit in Toronto versus the subsidy level in other comparable North American cities Montreal , Chicago and New York.

If this requires a new source of revenue the TTC should support increased property taxes or a new revenue stream to find this level of subsidy.

PRESENTED TO  
THE COMMISSION NOV 20 2013

A. Milliken Heisey Q.C.

Papazian | Heisey | Myers, Barristers & Solicitors