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## TRANSPORT ACTION ONTARIO

Advocating Environmentally, Socially & Economically Sustainable Transportation  
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### Toronto Needs Revenue Sources, Not Service Cuts

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As you well know, our city suffers from severe traffic congestion – congestion that pollutes our environment, reduces our economic performance (according to the OECD by \$3.3 billion a year) and impacts our quality of life with commute times of 80 minutes a day. To increase congestion by simultaneously cutting transit service and making it more expensive for riders is an act of masochism.

The budget deficit that provoked this cut in service could have been smaller if the city had looked for increased sources of revenue and had not cut the vehicle registration tax. The political climate today recognizes the need for cities to exercise funding opportunities to provide services. Whether funds come from reinstating the Vehicle Registration Tax, increasing the Land Transfer Tax, initiating a Parking Fee Surtax, increasing the residential Property Taxes or from a combination of those sources, is for Council to decide. Council should also explore possible agreements with GTHA municipalities for further revenue sources since thousands of vehicles cross municipal boundaries daily.

Toronto's City Council should not approve an increase in transit fares and a reduction in transit service. The portion of Toronto's transit revenue from fare boxes is already the highest in Canada. Transit service is inadequate due to years of underfunding by senior levels of government and to poor land use planning. Reducing service and increasing ticket prices places the burden on the most environmentally responsible travelers who are at the same time, the most powerless, which is grossly unfair.

Burdening transit riders is the easy way out. Establishing revenue sources will take courage on the part of Toronto's councillors, and the time to show courage is now.

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