



Re: TTC12.1 - Recommended 2026 TTC Conventional and Wheel-Trans Operating Budgets

Dear Chair and Members of the Board,

On behalf of TTCriders, thank you for your ongoing leadership in stewarding the TTC's 2026 Operating Budget through a period of significant fiscal and service pressures. As Toronto faces increasing congestion, rising operational costs, and ongoing structural funding gaps, the decisions made this budget cycle will have direct impacts on the affordability and reliability of transit for the more than one million people who rely on the system every day.

We strongly support the TTC's commitment to keeping fares frozen for a third consecutive year and to moving forward with monthly fare capping through PRESTO. Fare capping is a long-standing TTCriders priority and an important step toward making transit more affordable and predictable, particularly for frequent riders and those with lower or variable incomes.

At the same time, the 2026 budget once again underscores the TTC's structural funding challenge. While the recommended budget largely maintains existing service levels, it does so amid rising costs and without fully addressing the long-term risks to service quality, reliability, and affordability. Without new and stable revenue sources, the TTC will remain vulnerable to future service cuts or fare increases.

New, dedicated revenue tools are essential if the TTC is to:

- Keep fares low and predictable for riders
- Restore and improve service frequency across the network
- Address ongoing reliability challenges and the state-of-good-repair backlog
- Reduce the TTC's overreliance on fares and property taxes to fund day-to-day operations

One revenue tool that continues to deserve urgent attention is a Commercial Parking Levy. This modest charge on commercial parking lots is already permitted under



provincial legislation and has been studied extensively by City staff. It represents a fair, sustainable, and city-building approach to raising revenue, particularly at a time when transit riders are being asked to shoulder a disproportionate share of operating costs. City reports have indicated that a levy could generate \$100–\$150 million annually. If the levy were implemented last year, that money could have directly supported transit operations, service improvements, and fare affordability without needing to dip into the reserve funds.

We urge the TTC Board to play an active role in advocating for new revenue tools like the Commercial Parking Levy as part of the City's 2026 budget process. Transit riders need the Board to be clear and vocal about what is required to keep the system affordable, reliable, and capable of meeting Toronto's growing needs.

More broadly, we encourage the TTC Board to continue pressing all levels of government for long-term, predictable operating funding for transit. Stable funding is essential not only to maintain current service levels, but to deliver the frequent, reliable, and accessible transit system that Toronto needs to meet its climate, equity, and economic goals. I hope that in your conversations with Federal representatives in particular, that you speak about the reestablishment of the Canada Public Transit Fund and allowing it to be used for operating funding for the TTC.

Thank you for your consideration, and for your continued commitment to Toronto's transit riders. We look forward to working collaboratively with the Board throughout 2026 to build a TTC that works for everyone.

Sincerely,

Andrew Pulsifer
Executive Director
TTCriders