



## AMALGAMATED TRANSIT UNION LOCAL 113

812 WILSON AVENUE, DOWNSVIEW, ONTARIO M3K 1E5 • TEL.: (416) 398-5113 FAX: (416) 398-4978



MARVIN ALFRED  
President/Business Agent

ANGIE CLARK  
Executive Vice-President

TONY MEGLIO  
Assistant Business Agent  
Maintenance

MARIO AZZOPARDI  
Secretary-Treasurer

FRANK MALTA  
Assistant Business Agent  
Transportation

All correspondence should be addressed to the Secretary-Treasurer

April 15, 2026

*Via email only*

Member of Council  
Toronto City Hall  
100 Queen St. W.  
Toronto, ON M5H 2N2

Dear Members of Council,

### **Subject: Impact of Ontario Bill 98 on TTC operations and revenue**

The Ontario Legislature is currently considering Bill 98, to enact the Fare Alignment and Seamless Transit Act, 2026. Its stated goal is to improve fare and service integration between transit agencies, but the language goes far beyond cross-boundary routes. If enacted, it will give the Minister of Transportation direct control of transit fares and service everywhere in Ontario and access to all TTC fare revenue. It represents a fundamental shift in how public transit is operated and governed and could represent an existential risk to TTC.

Transit workers across this region support fare and service integration that genuinely improves service for riders. But integration must be built on a foundation of stable funding, enforceable service protections, transparent fare allocation, and respect for the workers who deliver the service and the riders who rely on it. Bill 98 does not achieve this. Rather than improve service and increase funding it could lead to network disintegration and loss of fare revenue.

#### **1. Bill 98 will end democratic control of TTC service**

By giving the Minister of Transportation total control over service levels, fares and revenue Bill 98 will effectively end democratic control of TTC. The TTC Board will effectively become an advisory body receiving instruction from Queen's Park bureaucrats on how much service to run and how much to charge. Leaving the TTC Board notionally responsible but giving power to the Province is fundamentally poor governance and will reduce public transparency and accountability. TTC will become, like Wheel-Trans, a provincially mandated service paid for by Toronto residents.

#### **2. It will redirect Toronto fare revenue to other operators**

Toronto has historically enjoyed higher transit ridership than comparable North American cities because of its more compact built form and higher service levels. Bus service in



lower density parts of Toronto is effectively subsidized by revenue from the subway. This Bill specifically gives the Minister the power to spread this revenue across any "prescribed geographic zone" meaning the revenue from the denser parts of Toronto could be used to subsidize transit in other cities.

### **3. *It imposes fare barriers within Toronto***

TTC works because it is an integrated system: most trips involve multiple modes and riders move freely from bus to subway to streetcar to light rail. Revenue is shared within TTC. To administer the Province's One Fare program, transit operators require riders to tap their PRESTO card every transfer and at the end of their trip. This will create operational issues within TTC and be a nuisance to riders who are used to barrier-free transfers within fare paid zones. This would impose practical barriers within TTC for the first time in a century, which can easily become payment barriers. Bill 98 gives the Province the power to impose fare zones or fare by distance, One Fare provides the tool. Ironically, advancing regional integration lays the groundwork for dis-integration of the existing TTC system.

### **4. *It opens the door to privatization***

By separating out fare collection on different modes it will be possible to sell them off piece by piece. This is consistent with how both Liberal and Conservative governments have managed new private transit lines.

### **5. *Service levels will drop***

The TTC has stated that regional integration will allow it to divert buses from the Toronto streets served by outside operators to improve service elsewhere. Service levels on these routes will be up to 905 operators and Queen's Park bureaucrats. Buses from the 905 could, and do, arrive at the Toronto border already full. Today, TTC operates much higher service levels, at lower subsidy, than 905 operators. Toronto portion of route will be lowest priority for 905 funding.

### **6. *There are ways to improve regional service, giving Ford control is not one***

The Ford government already has the power to integrate fares and service. Local agencies across the GTA would quickly fall in line if an operating subsidy was provided to compensate them for lost revenue. In fact, TTC has been enthusiastically pursuing cross-boundary integration for years, in collaboration with Metrolinx and regional operators, and has had the authority to integrate service on several routes since 2022. Local 113 even put forward a proposal for reciprocal service that could address collective agreement issues. These pilot projects were intended to identify and address the operational and funding issues.



Regional fare and service integration is a worthwhile goal that Local 113 members support. The first step is to develop a comprehensive fare and operating funding framework in consultation with transit agencies, municipal governments, riders and transit workers. This should include:

1. Enforceable service level agreements on any cross-boundary routes, with service standards that meet or exceed those currently provided by the TTC.
2. Fare revenue transparency and protection so that no municipality or transit agency, in the 416 or the 905, loses operating revenue as a result of integration.
3. Commitment that cross-boundary integration will not result in the contracting out of public transit work to private operators.
4. Dedicated and stable provincial operating funding for all GTHA transit systems to support integration.
5. Protection of the single fare for travel on all TTC modes and barrier-free transfer, as well as the new and popular fare capping policy.

I look forward to working with you to improve regional integration in a way that respects and protects the integrity of TTC and improves service for riders.

Yours truly,

Marvin Alfred  
President/Business Agent

MA:rc

cc: Mario Azzopardi, Secretary-Treasurer