



Representing our members from coast to coast in solidarity.
One Voice. One Canada. One ATU!

December 3, 2018

ATU Canada delivers a strong message at Queen's Park

ATU Canada President John Di Nino and team were at Queen's Park today where he delivered a deputation to the Standing Committee on Finance and Economic Affairs in response to proposed changes to Bill 57 - Section 25 regarding: public transparency and accountability for the Metrolinx Act... as always championing **#KeepTransitPublic**.

The proposed changes contained in this Omnibus Bill have HUGE potential impacts on rider fares (*collective groan*), municipal transit autonomy (less expertise, less consultation), and on our planet! (eliminating requirements that reduce emissions of smog and greenhouse gases)

Amendments to the Act strips control of the development of transit planning from industry experts and hands it to politicians.... politicians who want to privatize public transit in Ontario and steal portions of existing public transit!

Plus! All of these changes are being made without consulting the key stakeholders! The bill ELIMINATES mandatory public consultations with riders, municipalities, first nations groups, unions, workers, etc...

We have deep concerns that Metrolinx has been opaque, unresponsive, secretive in their dealings and decision-making for years. These amendments make it even more difficult to scrutinize Metrolinx... making an agency that's already closed off from the public, even MORE closed off!

Metrolinx has an appetite for expensive and unwieldy privatized projects. We fear that with fewer checks and balances, Metrolinx will move forward with changes that ultimately affect transit riders and citizens. For example: Let's consider Presto pass fare integration. Metrolinx (owners and operators of Presto) makes 5% on each fare... they'd like



to raise that to 10%. AND IT GETS WORSE! They intend to start charging fare by distance and fare by speed. What does this mean?

It means that they will eliminate the standard fare for travel on TTC. Gone will be the days of going from Etobicoke to the Toronto Zoo for \$3.25. If Metrolinx has it their way, riders will pay MORE to travel further and MORE to travel on rapid transit (such as the subway)

This disproportionately impacts citizens who travel to the downtown core from the suburbs and from low-income neighbourhoods. It means that folks who use the subway will pay more than those who use buses. It means that transit will become more profitable and less accessible

In sum, we are asking the committee to give these ill-conceived amendments in Bill 57, Schedule 25 close scrutiny! And to **#KeepTransitPublic!**