

Stronger City, Stronger Ontario

Public Transit

Updated on August 21, 2003

An effective transportation system is critical to maintaining Toronto's competitiveness and quality of life. Adequate, sustained funding for public transit is urgently needed to alleviate congestion in the GTA, protect the region's environment and support future population growth.

A strong public transit system keeps Toronto's people and economy moving!

What Ontario Can Do:

- **Provide adequate, sustained funding for the TTC to support public transit renewal and growth in Toronto.** A return to the highly successful partnership in which Ontario and Toronto jointly financed the TTC's operating and capital expenditures is needed.
- **Name transit funding for Toronto as a key infrastructure priority in its discussions with the federal government.**

Key Facts:

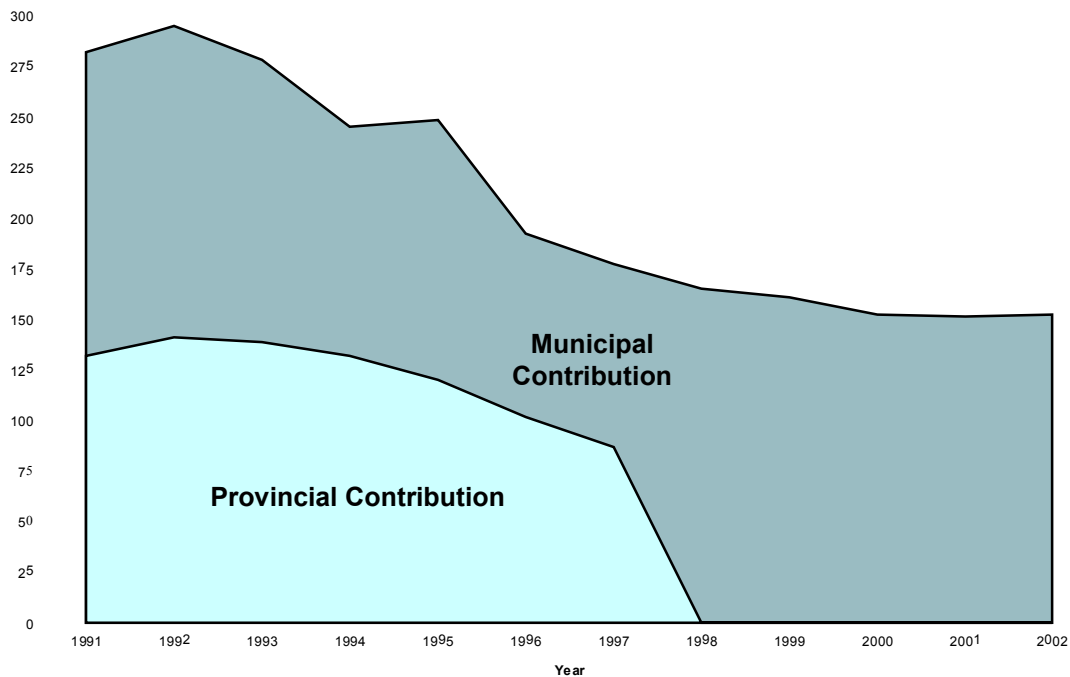
TTC is the backbone of the GTA's public transit system

- The TTC carries 90% of all local public transit ridership in the GTA.
- 20% of GO Transit ridership use the TTC for part of their trip.
- The TTC carried about 416 million revenue passengers in 2002. It has a fleet of 2400 vehicles, providing 123 million miles of service per year.
- One TTC subway line takes 53,000 cars/hour off our local roads. This is equivalent to 27 lanes of highway!
- Because of declining provincial government support for the TTC, there are 200 fewer buses and 40 fewer streetcars in operation now than in the late 1980s.

TTC Operating Costs

- The Provincial government's support for the TTC's operating budget declined dramatically throughout the 1990s. The result? Fares were raised seven times for a total increase of 70%.

Municipal and Provincial Contribution to TTC's Operating Subsidy Since 1991

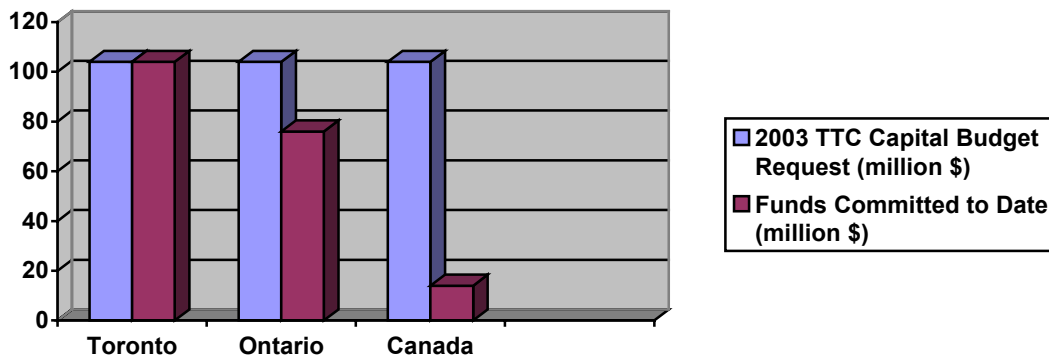


- A public transit system requires operating subsidies from government to make up the difference between a system's operating costs and revenues raised from the farebox.
- At 20%, the TTC's operating subsidy is lower than that of any comparable urban transit system in the world. Public transit services in the United States, for example, receive an average operating subsidy of 60%.
- The Provincial government does not currently provide any support for the TTC's operating budget. In effect, this means that Toronto residents and businesses are required to cover (through property taxes) the TTC's 20% operating subsidy, even though the TTC benefits everyone in the GTA and is a critical component of Ontario's infrastructure.

TTC Capital Costs in 2003

- The 2003 TTC capital budget of \$311 million for state-of-good-repair anticipates a 1/3 contribution (\$104 million) from each level of government (municipal, provincial, federal).
- To date in 2003, Ontario has committed \$73 million and the federal government has committed \$14 million, leaving a combined shortfall of \$120 million. The City of Toronto has committed its full share.

Who's Paying for the TTC's 2003 Capital Budget?



TTC Capital Costs in 2004 and Beyond

- The TTC's \$311 million 2003 capital budget is part of a 10-year \$3.8 billion base capital plan primarily focused (90%) on maintaining existing transit assets in a state-of-good-repair (SOGR).
- In addition to the SOGR base capital plan, the TTC has identified a number of expansion priorities to increase ridership and accommodate population growth. The TTC's Ridership Growth Strategy calls for \$2.46 billion in capital funding over ten years starting in 2004, with a corresponding \$80 million annual increased operating subsidy.

Want More Information about the TTC's Funding Needs?

- Visit: www.toronto.ca/ttc/schedules/service_reports.htm
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