

Toronto Transit Commission

Governance

Mandate

The TTC is the third largest public transit system in North America servicing approximately 4.5 million people in the Greater Toronto Area, with a network of subways, streetcars, buses and Wheel Trans, a specialized service for people who require accessible transportation.

The TTC is responsible for the consolidation, co-ordination and service planning of local passenger transportation within Toronto, except for railways incorporated under federal and provincial statutes and taxis.

The TTC's functions are to construct, maintain and operate Toronto's local passenger transportation system, and to establish new passenger transportation services. The TTC may also operate parking lots in connection with the transit system, and may enter into an agreement with municipalities or persons situated within 40 kilometres of Toronto to operate a local transportation service. The TTC may also undertake transit projects in partnership with Metrolinx, the regional transportation authority for the Greater Toronto and Hamilton Area (GTHA).

Structure

Pursuant to the *City of Toronto Act*, the TTC is a City board.

The current TTC board is a hybrid board consisting of 11 members:

- 7 Council members, including 1 of whom serves as TTC Chair as appointed by City Council
- 4 citizen members, including 1 of whom serves as Vice-Chair as appointed by the TTC board

The TTC board members also oversee three subsidiary corporations that provide services on behalf of the TTC.

The TTC is responsible to establish, operate or maintain a local passenger transportation system within the City until the TTC is dissolved or the control and management over the local passenger transportation system is removed from the TTC. City Council creates the TTC's governance structure and appoints the members of the TTC (Commissioners), including the Chair. City

Council is also responsible for approving the operating and capital subsidy for the TTC, as well as budget changes and financial reporting requirements.

2014 Service Overview

The TTC has two major objectives in planning its transit services:

1. To maximize mobility within the City of Toronto by ensuring that public transit is provided in the right places, at the right times, to satisfy the changing travel needs within the community.
2. To ensure that all transit services operated by the TTC are as efficient and cost-effective as possible and, therefore, affordable to both TTC customers and taxpayers.

TTC and Wheel-Trans are responsible for providing transit service to the people of Toronto. In 2014, TTC and Wheel-Trans will:

TTC Conventional Service

- Provide transit service to 540 million riders representing a 14 million or 2.7% increase over the 2013 projected ridership.
- Provide service spanning 236 million kilometres, an increase of 1.7% from 2013 and 9 million hours of service, an increase of 2.0% from 2013.
- Run most TTC service from 6 am until 1 am.

Wheel-Trans Service

- Provide 24 hours of service as per the Accessibility for Ontarians with Disabilities Act (AODA).
- In 2014, the AODA will require Wheel Trans to accept booking requests up to three hours before the published end of the service period on the day before the intended day of travel and to provide same day service to the extent that it is available.
- Improve customer service by accommodating more trip requests, reducing the budgeted un-accommodated rate to 0.9%.
- Carry 189,100 more passengers, increasing from 2.877 million in 2013 to 3.066 million in 2014, including 1,140,400 bus trips, 65,000 community bus trips, 1,140,100 trips by accessible taxi and 720,200 sedan taxi trips.
- Manage a registrant base that will grow by 9% to 36,800 active registrants.

2014 Operating Budget

Service	2014 Approved Budget (\$000's)	
	Gross	Net
TTC Conventional Service	1,597,559	431,081
Total	1,597,559	431,081

2014 Capital Budget

The 2014 Capital Budget for TTC of \$1.084 billion, including carry forward funding, will:

- Begin purchasing 60 additional Subway Cars (\$38.481 million) and work on the Train Door Monitoring System (\$5.0 million), Subway Rail Grinding (\$1.454 million), and Station Finish Renewal Program (\$0.250 million).
- Continue SOGR maintenance work on:
 - Subway Track (\$60.778 million);
 - Surface Track (\$12.144 million);
 - Bridges & Tunnels (\$42.688 million);
 - Information Technology System-Infrastructure (\$34.893 million);
 - Bus Overhaul (\$52.475 million); and
 - Other Buildings & Structures (\$34.615 million)
- Continue to purchase LRVs, Subway Cars, and Buses and make progress on Leslie Barns, TR/T1 Subway Yard, ATC Resignalling, Easier Access and Fire Ventilation.

Key Contact

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