TORONTO FEDERAL GAS TAX FUND **EXPENDITURES OUTCOMES REPORT**

2009-2012

TORONTO

Photographs provided
courtesy of the TTC.

Toronto's newest generation of accessible subway trains

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The Government of Canada's Gas Tax Fund (GTF) program provides stable, predictable, long-term funding to Canadian municipalities for investment in local infrastructure. The GTF supports local economies, creates jobs, and helps the environment.

The City of Toronto benefited from more than $600 million in GTF funds between 2009 and 2012 for Toronto-based projects.

In Toronto, the GTF program has provided funding for essential public transportation infrastructure based on the City of Toronto's Capital Plan including the Capital Program of the Toronto Transit Commission (TTC). In particular, the GTF has led to the purchase of new and improved accessible Toronto Rocket subways, clean-diesel buses, and light rail vehicles.

The City of Toronto is a direct signatory to the GTF Agreement. The Government of Ontario and the Association of Municipalities of Ontario administer the GTF program in the rest of Ontario.

Hybrid electric bus

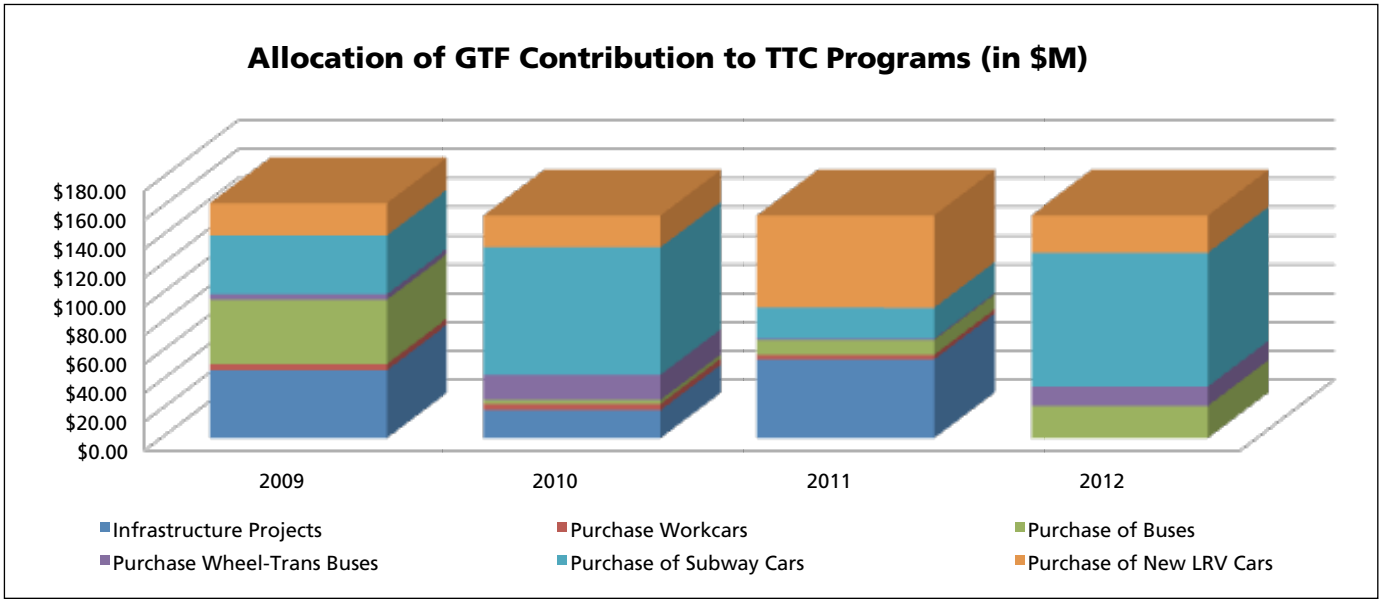
ALLOCATIONS

The GTF has helped the TTC increase its fleet size in order to improve service quality and serve a greater number of passengers.

The GTF has also contributed to infrastructure projects such as an LRT (Light Rail Transit) Replacement Maintenance & Storage Facility, the Wilson Carhouse to house new subway vehicles, and various power distribution electric system projects.

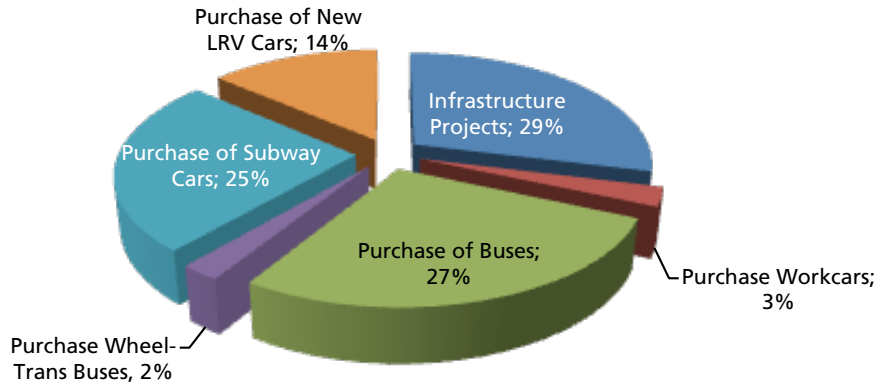
The charts below detail expenditures between 2009 and 2012.

Overall

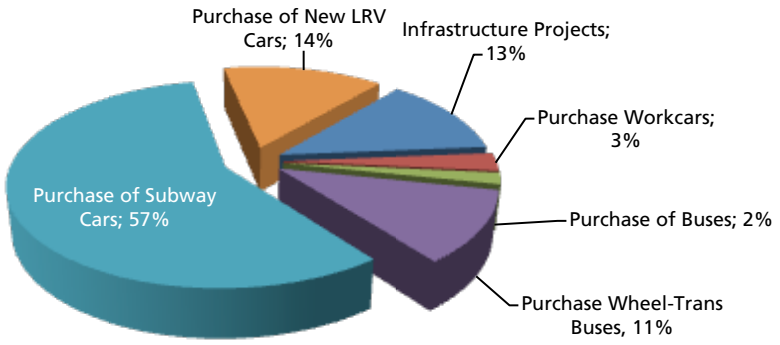


Each Year

2009 Allocation of GTF Contribution - $162.3 M



2010 Allocation of GTF Contribution - $154.4 M



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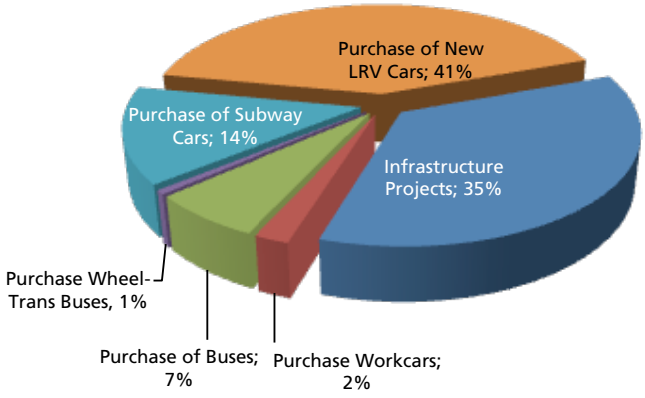
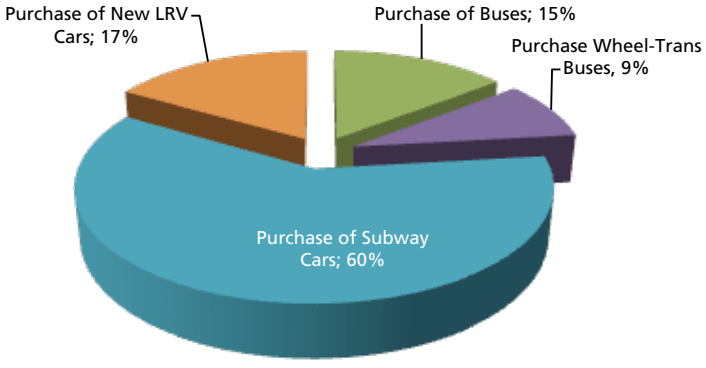


2012 Allocation of GTF Contribution - $154.4 M



Current TTC accessible bus

SIZE AND AGE OF TTC BUS FLEET

The average age of transit fleet impacts on how reliable transit vehicles will be. With funds received through GTF contributions, the TTC has been able to move ahead with its capital plan to replace aging buses with state-of-the-art, fully accessible vehicles that generate fewer emissions and offer important customer services amenities, that help attract and retain riders, such as air conditioning.

Year	Active Bus Fleet # of Vehicles	% Change in Size of Fleet from 2005	Average Age of Bus Fleet (years)
2005	1495		10.8
2006	1598	6.89%	8.9
2007	1724	15.32%	8.4
2008	1752	17.19%	6.3
2009	1782	19.20%	6.0
2010	1811	21.14%	5.6
2011	1819	21.67%	5.9
2012	1857	24.21%	6.7

New Toronto Rocket Subway Car

TTC RIDERSHIP

- In 2012, the TTC set an all-time record of 514 million rides, surpassing its previous total of 500.2 million rides in 2011.
- TTC ridership has increased each year for the last nine years. Total ridership in 2003 was 405.4 million.
- TTC ridership grew to a new all-time high of 525 million in 2013.
- The TTC also set a new record for single-day ridership with 1.8 million customers in Sept 2012.
- Wheel-Trans also achieved its highest ridership total with 2.9 million customers carried in 2012.
- Nearly 85 per cent of all local transit trips in the Greater Toronto Area are made on the TTC. With more than 1.6 million customers on an average weekday, the TTC maintains a cost-recovery rate of more than 70 per cent from the farebox – one of the highest in the continent.
- The TTC has the third largest ridership in North America, after Mexico City and New York City – cities with populations greater than eight million people.

Year	Annual System Ridership (Million)	% Change from 2005	% Change from Previous Year
2005	431		
2006	445	3.25%	3.25%
2007	460	6.73%	3.37%
2008	467	8.35%	1.52%
2009	471	9.28%	0.86%
2010	477	10.67%	1.27%
2011	500	16.01%	4.82%
2012	514	19.26%	2.80%

Toronto's newest-generation low-floor accessible streetcar

BENEFITS OF GTF INVESTMENTS IN THE TTC

- On average, a passenger trip on the TTC is twice as fuel efficient and produces less than half the emissions of an equivalent car trip.
- During the morning rush hour, one TTC subway train removes approximately 900 cars from the street, while one bus removes approximately 45 cars from the street.
- The TTC had 28 new Toronto Rocket subway trains in service in 2012. These trains will replace the TTC's oldest subway cars, most of which date from the 1970s and will ultimately allow the TTC to improve subway train headways (time between trains) up to 90 seconds, as well as carry more people.
- The TTC's next-generation streetcars are scheduled to enter revenue service in 2014. Delivery of all 204 low-floor, wheelchair accessible streetcars is scheduled for completion in 2019. The next-generation fleet will replace the aging existing fleet, be fully accessible, and provide for ridership growth and congestion relief efforts.
- As a division of the TTC, Wheel-Trans is responsible for door-to-door accessible transit service for people with physical functional mobility limitations who have the most difficulty using conventional transit services. In 2012, there were 2,882,197 Wheel-Trans passenger trips, an increase of 171,914 from 2011.

Current Canadian Light Rail Vehicle and vintage Peter Witt streetcar

A reliable transit network with broad coverage allows for the development of denser, more environmentally sustainable communities.

Other well-documented benefits of transit in large urban centres include:

- providing increased mobility for people so that they can take advantage of employment, educational, recreational, and other opportunities cities offer;
- improving air quality and, in doing so, improving people's health and their ability to enjoy outdoor spaces and activities, and reducing health care costs; and
- freeing up road space for goods movement and reducing the wear-and-tear on city roads and the need to spend tax dollars on repairing and expanding road infrastructure.

For more information about the Gas Tax Fund and the City of Toronto's participation in this important national program, please visit:

www.toronto.ca/gastaxworks

Man boarding a Wheel-Trans bus


TORONTO