

Transit Review

#transitreview

Code of Conduct

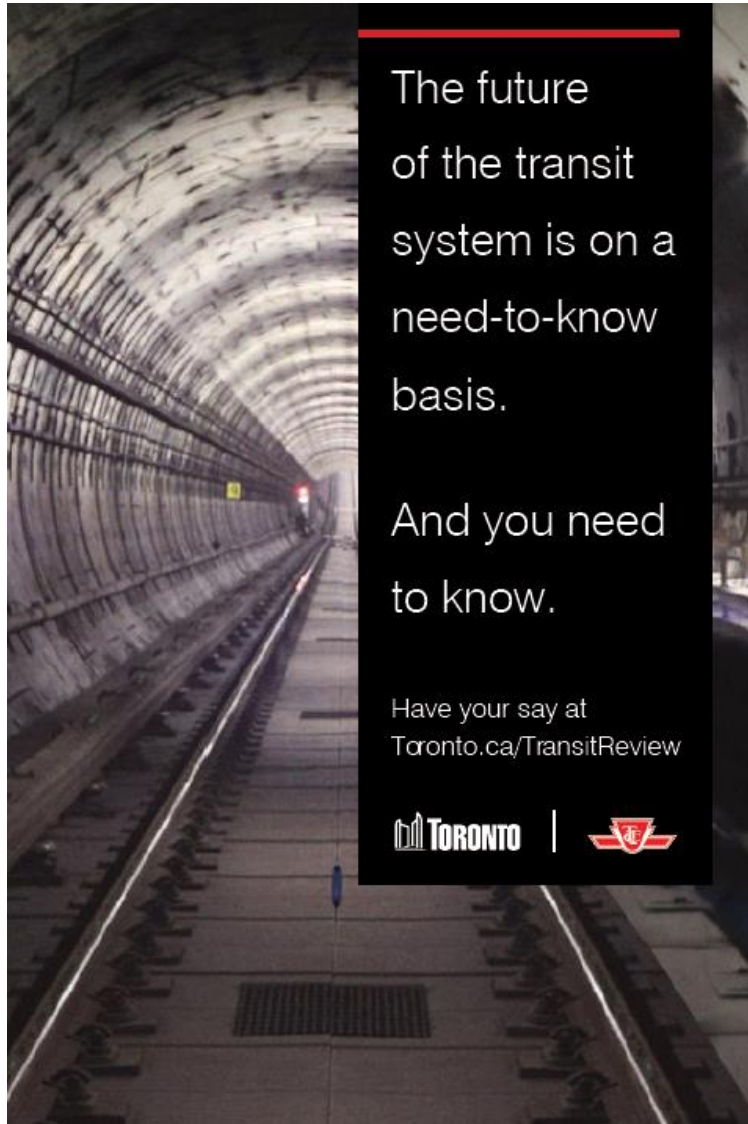
The City of Toronto and TTC are committed to conduct meetings and provide services in a safe and respectful environment for all participants and staff.

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Welcome!



The future of the transit system is on a need-to-know basis.

And you need to know.

Have your say at
Toronto.ca/TransitReview

 TORONTO | 



Transit expansion is exciting news.

Transit maintenance?

Not so much.

Yet both are equally important.

Learn why at
Toronto.ca/TransitReview

 TORONTO | 

Public Meeting Agenda

- 6:30 – 7:00 PM – Open House
- 7:00 – 7:30 – Presentation
- 7:30 – 8:00 – Question & Answer Session
- 8:00 – 8:30 – Open House

We will be consulting via:

- Public Information Centres
- Pop-up events
- Online Survey
- Project Website
(www.Toronto.ca/TransitReview)
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City-TTC Presentation Objective

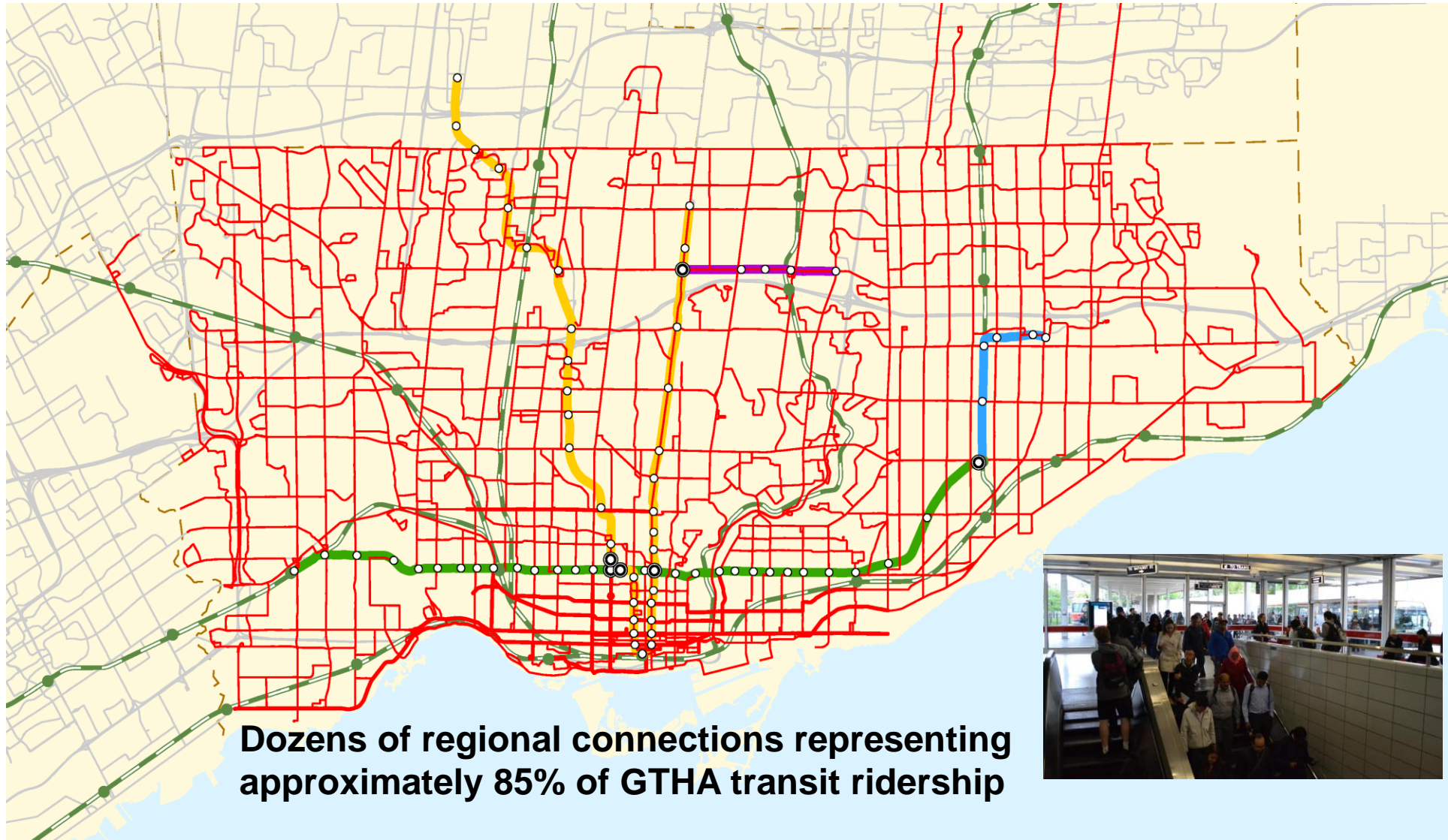
Provide information on the following key topics:

1. Toronto's transit system
2. Transit system needs- TTC capital investment plan
3. City's growth and transit expansion plans
4. Current governance and funding model for transit
5. Changes proposed by the Province (i.e. Province's transit expansion proposal and Provincial role in transit expansion)

Our Transit System and its Needs

Scott Haskill, Toronto Transit Commission

Third Largest Network in North America



TTC Operating Statistics

521 million trips in 2018

2019 Operating Budget, including Wheel Trans

- \$1.3 billion revenue (farebox and ancillary)
- \$2.1 billion expenses
- \$763 million subsidy*
 - \$671 M from City Property Tax
 - \$92 M from provincial gas tax allocation

Please note: subsidy does not include \$315M in tax-supported debt service costs.

We have a plan to meet our needs

2018–2022
**Advancing
to the next level**

Critical Paths

- 1** Transform for financial sustainability
 - 2** Enable our employees to succeed
 - 3** Move more customers more reliably
 - 4** Make taking public transit seamless
 - 5** Innovate for the long-term
- Cornerstone
**Safety
& Security**



For more information: [See 2018-2022 TTC Corporate Plan](#)

TTC Video: <https://youtu.be/f29oB8NAP9E>

A full and clear view of:

- **The capital investments required to keep Toronto transit moving**
 - **What is funded and unfunded**
 - **The value of investing**
- Result of a 12-month review of base capital needs (current system without expansion)
 - Includes state-of-good-repair and ridership growth investments required through 2033
 - Based on preliminary estimates for planning purposes, to be refined as project planning and maturity occurs



The backlog of deferred maintenance is growing and additional needs are imminent.

Investing to properly maintain and increase the capacity of our existing system is required, along with transit expansion.

Without these investments, service reliability and service levels could decline.

Population
growth

Ridership
pressure
from planned
expansion

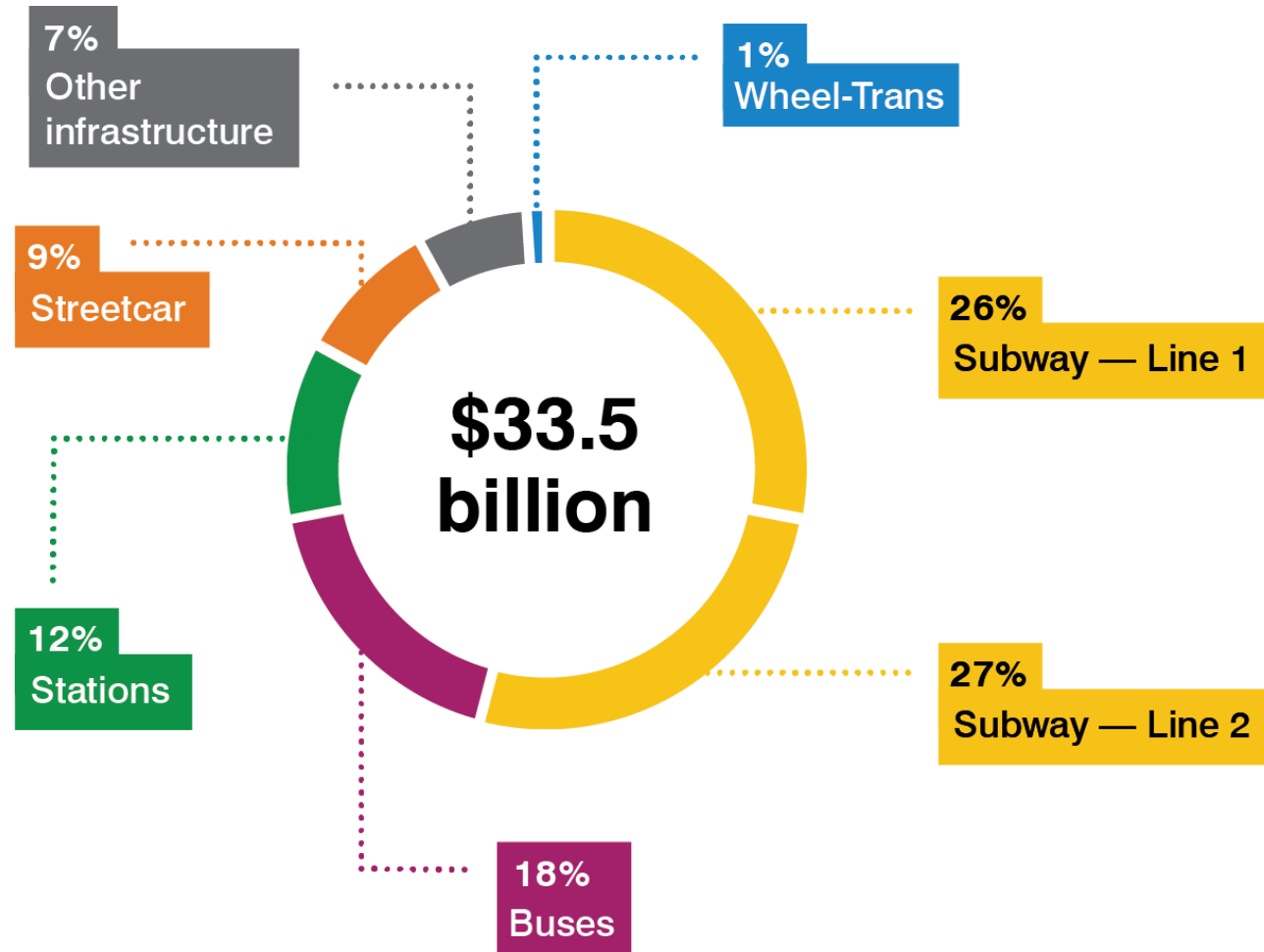
**System
at risk**

Required
maintenance

Lack of
predictable,
sustainable
funding

Investment Summary

Required Investment Outlook 2019–2033



What's needed to move more customers more reliably?



More Capacity

Improvements to track, signals, power and stations will make it possible for fleet to move through the system faster and more reliably.



More Fleet

A larger fleet of accessible subway cars, buses, Wheel-Trans vehicles and streetcars deliver the benefit of increased capacity to move more customers per hour.

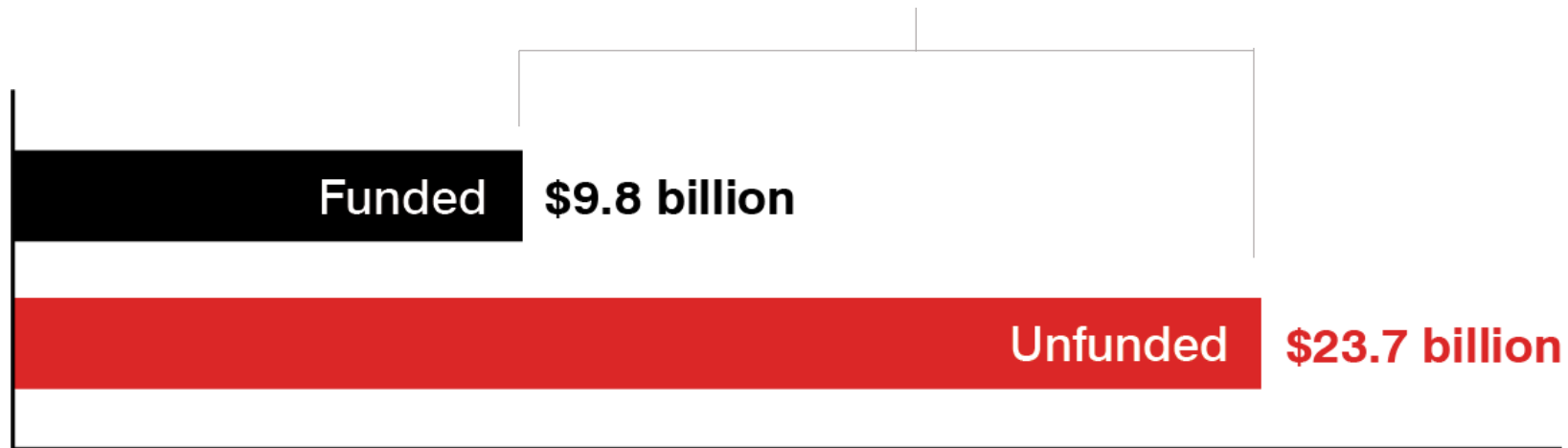


More Maintenance & Storage

More garages, shops, carhouses and yards to maintain and store the larger fleet.

The Funding Gap

Nearly **70%** of projects are unfunded.



Each year since 2014, the list of “unfunded projects” in the TTC’s annual budget submissions has grown, including necessary state-of-good-repair, safety, legislated, reliability-improvement and capacity-enhancement projects.

**Benefits
of investing**

- More frequent service
- Less crowding on key routes
- Improved service reliability for customers
- Reduction of 1.7 million tons of CO2

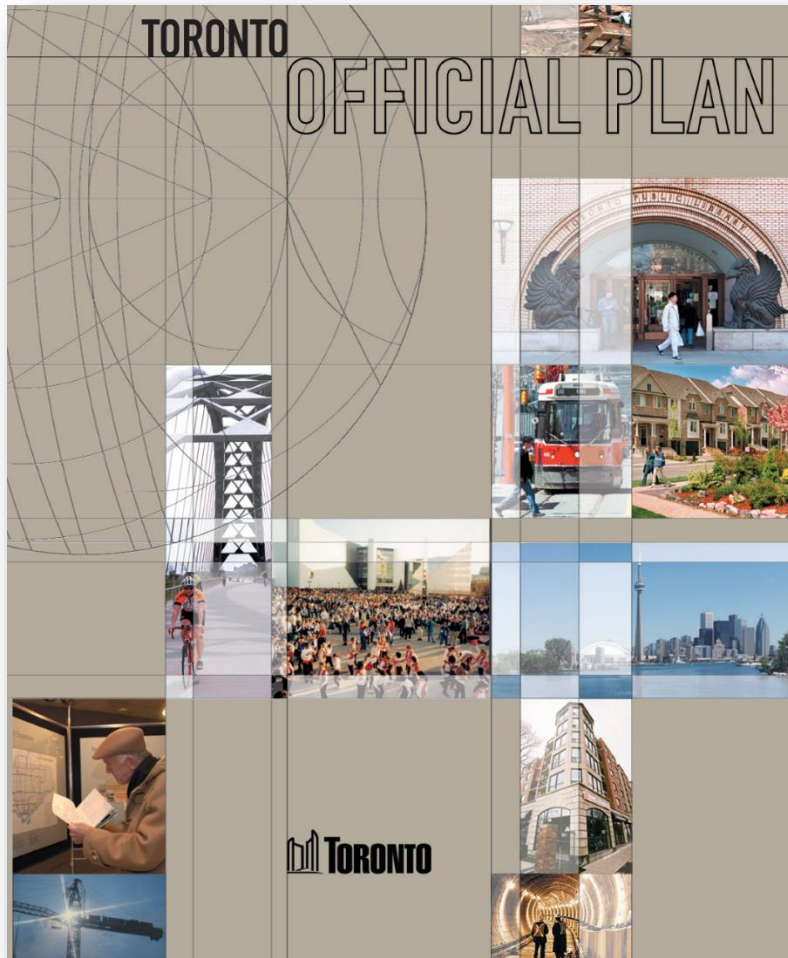
**Risks of failing
to invest**

- Less frequent service and a decrease in reliability
- More breakdowns of aging fleet, resulting in higher maintenance costs
- More delays, poor customer service and extreme overcrowding
- Continued pollution and failure to meet climate targets

Transit Planning in Toronto

James Perttula, City of Toronto

How transit is planned in the City of Toronto



Serve People



EXPERIENCE

To ease over crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable



CHOICE

Develop an integrated network that connects different modes to provide for more travel options



SOCIAL EQUITY

Allow everyone good access to work, school, and other activities

Strengthen Places



SHAPING THE CITY

Use the transportation network as a tool to shape the residential development of the City



HEALTHY NEIGHBOURHOODS

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walking and cycling within and between neighbourhoods



PUBLIC HEALTH AND ENVIRONMENT

Support and enhance natural areas; encourage people to reduce how far they drive

Support Prosperity



SUPPORTS GROWTH

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently



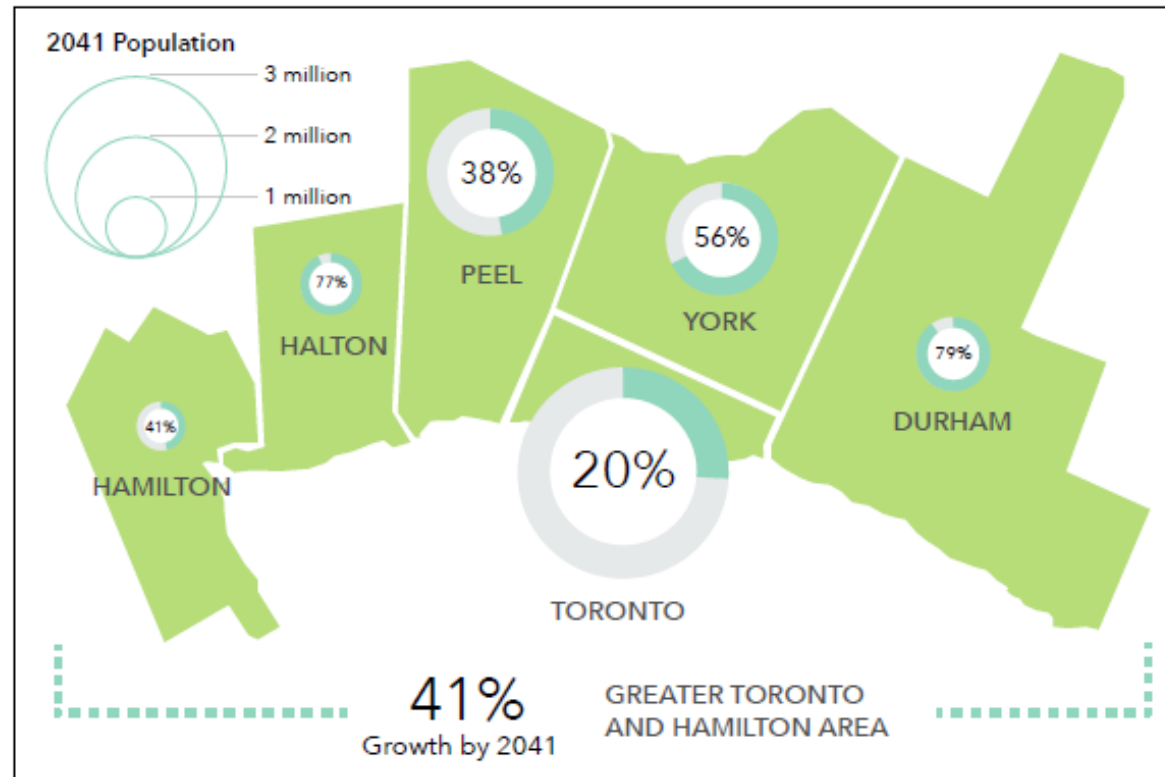
AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate

The City and surrounding Region are Growing

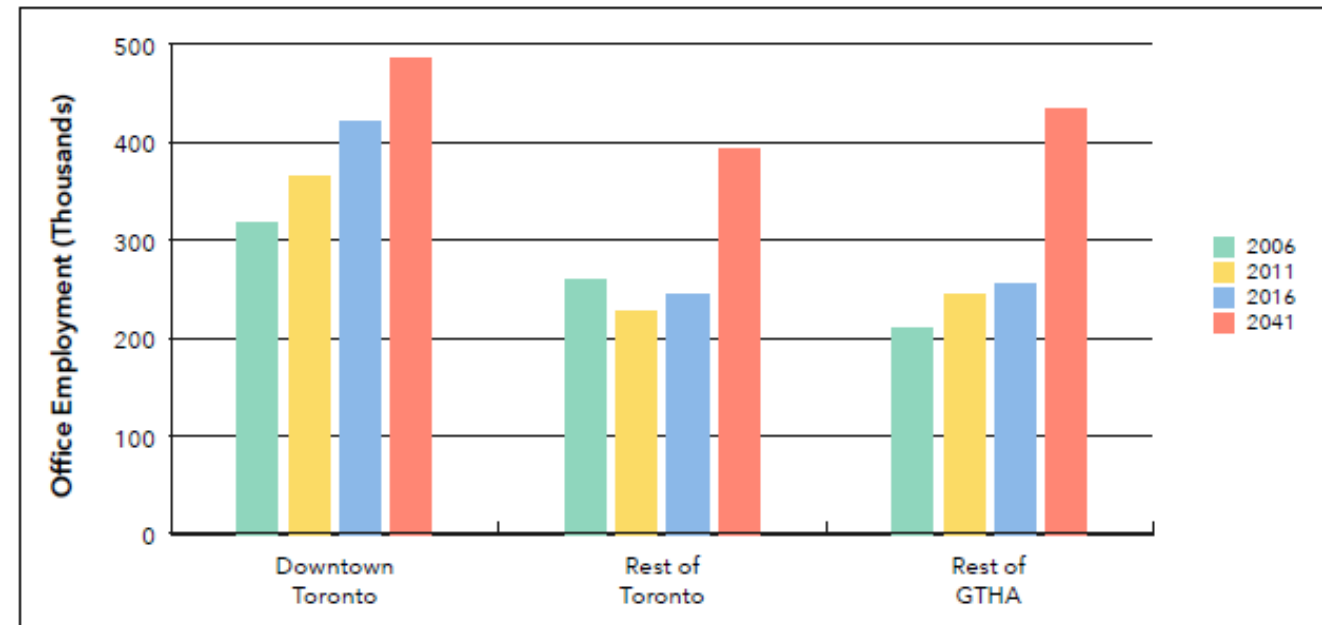
Strong population and office employment growth forecast in Toronto through 2041

Figure 6: Population growth by Upper and Single-Tier Municipality, 2016-2041



Source: Statistics Canada 2016 Census; Growth Plan for the Greater Golden Horseshoe, 2017.

Figure 7: Growth in office employment, 2006-2041¹⁵

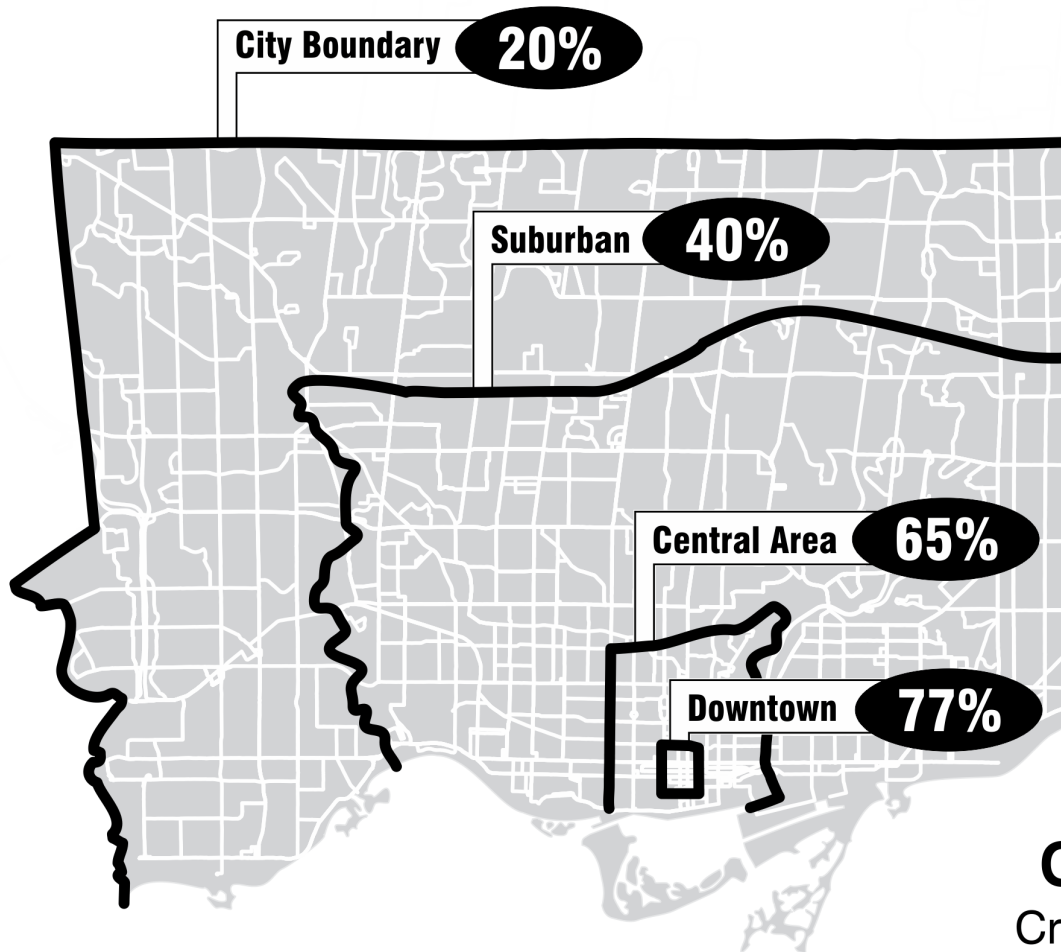


Benefits of Public Transit Investments



- Traffic congestion in Toronto is comparable to New York and Los Angeles.
- Investing in transit supports the economy, moves more people more efficiently than single-occupant vehicles, and reduces harmful emissions.

Transit Access and Social Equity

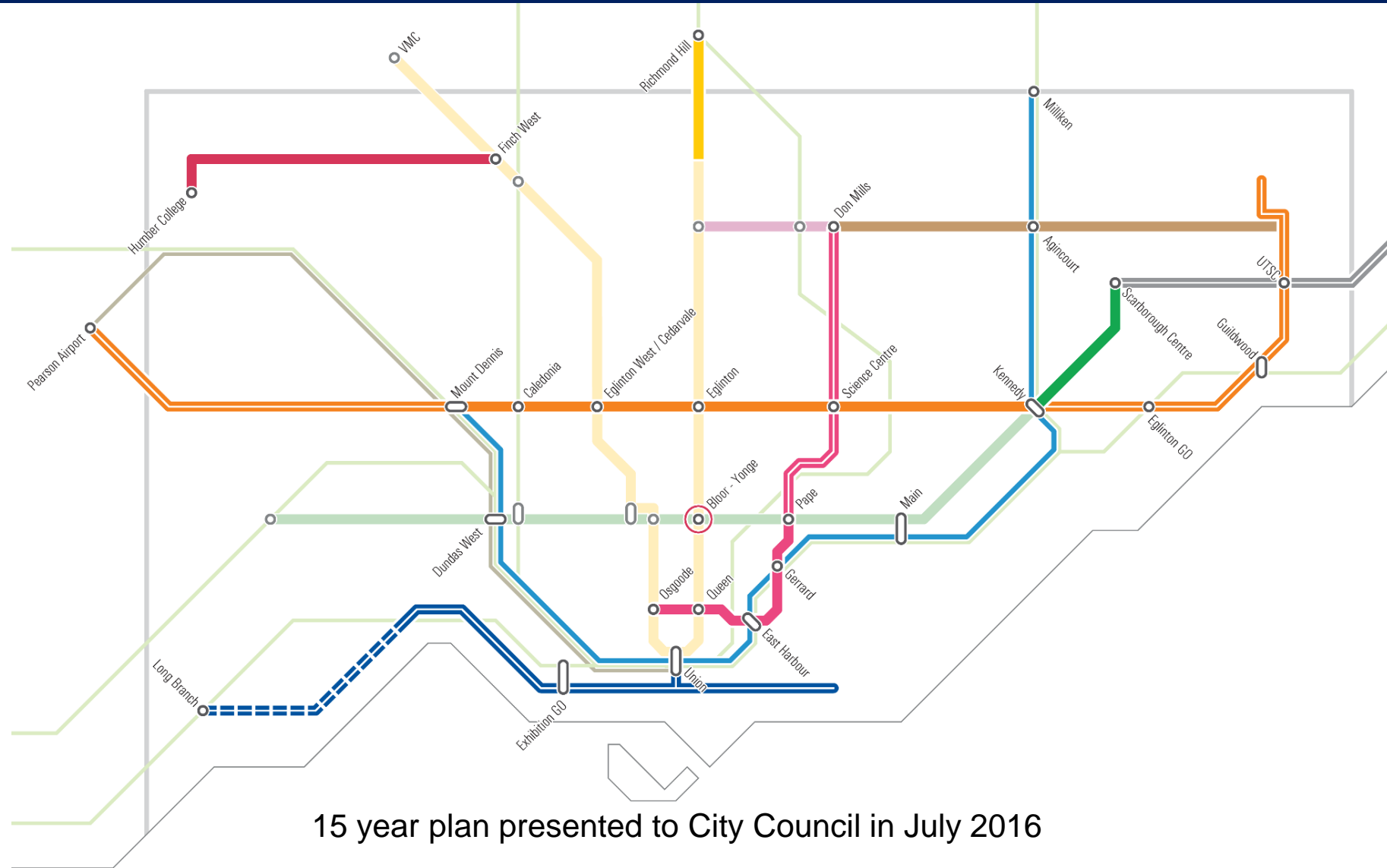


Reported Transit Use by Income Group, 2015			
	Income		
	<\$50K	\$50-99K	\$100K+
Everyday, it's how you get around	24%	12%	11%
Most days	9%	11%	12%
2-3 times per week	7%	7%	5%
Once a week	8%	4%	3%
2-3 times per month	11%	8%	8%
Maybe once a month	6%	8%	8%
Less often than that	20%	30%	32%
Never	15%	21%	21%

Percent of Trips Carried by Transit
 Crossing Selected Cordons
 AM Peak Period (Inbound)



Our network approach to transit planning



15 year plan presented to City Council in July 2016

Changes are in the air...

Transit in City and Region - Who's involved?



METROLINX



Other GTHA Providers



TORONTO TRANSIT COMMISSION



Government Funding for Operations, Maintenance, and Expansion Needs

Funding Sources

City of Toronto

Property taxes,
development charges, gas tax transfers

Province of Ontario and Government of Canada

Taxation powers include:
income tax, sales tax, gas taxes, others

Funding Needs and Costs

Annual City Subsidies

Operating and Debt Servicing
\$1.08 B (2019) | annual

Transit Expansion and Maintenance (SOGR)

\$50-60 B | 15 years

- Expansion: \$20-30 B | 10-15 years
- State of Good Repair: \$33.5 B | 15 years

Bill 107- Getting Ontario Moving Act, 2019

Legislation enables Province to designate “rapid transit projects” by regulation as:

1. *Sole Responsibility Projects* (e.g. Metrolinx as party with sole responsibility; prohibit City and TTC from working on or continuing to work on project) or
2. *Other rapid transit projects subject to Ministerial authority* (e.g. prohibits City and its agencies from making decisions related to these projects, or to take any action on them unless approved by Minister).

Regulation introduced identifies Ontario Line, Yonge Subway Extension, and Line 2 East Extension as “Sole Responsibility Projects.”

Legislation provides authority for Province to order the transfer of assets, liabilities, and rights and obligations with respect to Sole Responsibility Projects, to Metrolinx. Transfer may be with or without compensation.

City Council Guiding Principles for Transit Review

Good Governance	<ul style="list-style-type: none">• Accountability• Responsiveness to Community
Policy & Operations	<ul style="list-style-type: none">• Safety and Security of the System• Preserving Mobility Options and a Seamless Journey• Ensure Accessible Local Service• Alignment of Infrastructure Investments with the City's Planning Objectives• Advance priority expansion projects underway
Funding	<ul style="list-style-type: none">• Financial Sustainability• Fair Allocation of Financial Obligations

For more information see: City Staff Report [CC1.6 Engagement with the Province on Toronto's Transit System](#)

What's Next?

Later this year, we will:

- Report to Council with a summary of feedback gathered
- Use your input to inform discussions with the Province about the long-term model for transit in Toronto.
- Report to Council on our assessment of the Province's transit expansion proposal
- Work with the province to ensure local input into their proposed transit expansion projects

We will be consulting via:

- Public Information Centres
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Question and Answer Period

Please raise your hand for a mic.

4 questions will be taken and then staff will respond.

Please be succinct – 1 min per question.

Q&A will be 30 minutes.

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- Work with the province to ensure local input into their proposed transit expansion projects.

Thank you for coming!

Stay Involved

- Join our Project distribution list. Leave your email or mailing address at the welcome table
- Email us at transitreview@toronto.ca
- Call us at 416-398-5395
- Visit www.toronto.ca/TransitReview to learn more and take the online survey

Remember to leave your completed comment form and take part in the online survey by August 31, 2019. Your opinion counts!