



Councillor Jaye Robinson



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Re: Item 2 – TTC 15-Year Capital Investment Plan and 2020-2029 TTC Capital Budget and Plan

Dear Vice-Chair and fellow TTC Commissioners,

Last year, the TTC's first-ever 15-Year Capital Investment Plan provided a comprehensive review of the investment required to keep our transit system operational and meet growing ridership demand. As directed by the Board, this year's 2019-2033 Plan has been updated to reflect our current capital needs. Over the next fifteen years, the TTC will require a base capital investment totalling \$36.1 billion, \$26.1 billion of which is currently unfunded.

Ridership on the TTC is expected to grow by 35 million or 7.3% by 2024. It is becoming increasingly urgent for the Board to secure the capital funding needed to purchase new transit vehicles for our overburdened bus, streetcar, and subway networks. In order to do so, we need an updated inventory of the vehicles required to implement the improvements identified in our 5-Year Service Plan and Line 1 Capacity Requirements report.

This fall, the TTC Board approved my motion confirming the Board's position that capacity and reliability improvements on Line 1 (Yonge-University) remain a top priority for future capital investment. The benefits of the long-awaited Automatic Train Control (ATC) signalling system will not be fully realized until we increase the number of trains we have available to grow service capacity.

In addition to new subway trains, additional streetcars and buses for our surface network are required to deliver the service enhancements outlined in the 5-Year Service Plan. Currently, the TTC operates 18 of the 23 surface corridors in the U.S and Canada that carry more than 30,000 people a day. Our surface network is one of the busiest in North America.

Of course, this is a challenge that the City of Toronto cannot meet alone. The Provincial and Federal governments have a responsibility to invest in Canada's largest transit system. The TTC network serves residents from across the Greater Toronto and Hamilton Area. In fact, 13% of all trips on the TTC either start or end outside of Toronto.

In order to advocate for these critical priorities, the TTC Board needs a clear picture of the investments required to procure the subway trains, buses, streetcars, and associated facilities we need to continue providing transit service to the residents of Toronto. Timely investment is critical to deliver the service enhancements our riders expect and maintain the infrastructure that keeps our system running in a safe and efficient manner.

Recommendation

1. The TTC Board direct the Chief Executive Officer to report back with an accelerated vehicle procurement plan recommending key investment priorities for subway, bus, and streetcar at the January 27, 2020 TTC Board meeting.

Sincerely,

Jaye Robinson
Chair, Toronto Transit Commission