

2018 Budget

Presentation of
Don McLean

Measuring up: HSR

Council investment per capita



*within the Transit Urban Boundary

- Unclear what is included in “council investment” (fare hikes, provincial gas tax, forced PTIF matching funds)
- What is forced by high-balled ridership?
- Curious that this only goes to 2016 – what about last year? Is that because there was none last year?
- At face value a 40% increase over 11 years equals 4.0% a year
- That would still put Hamilton at or near the bottom of municipalities compared last year

Transit reality

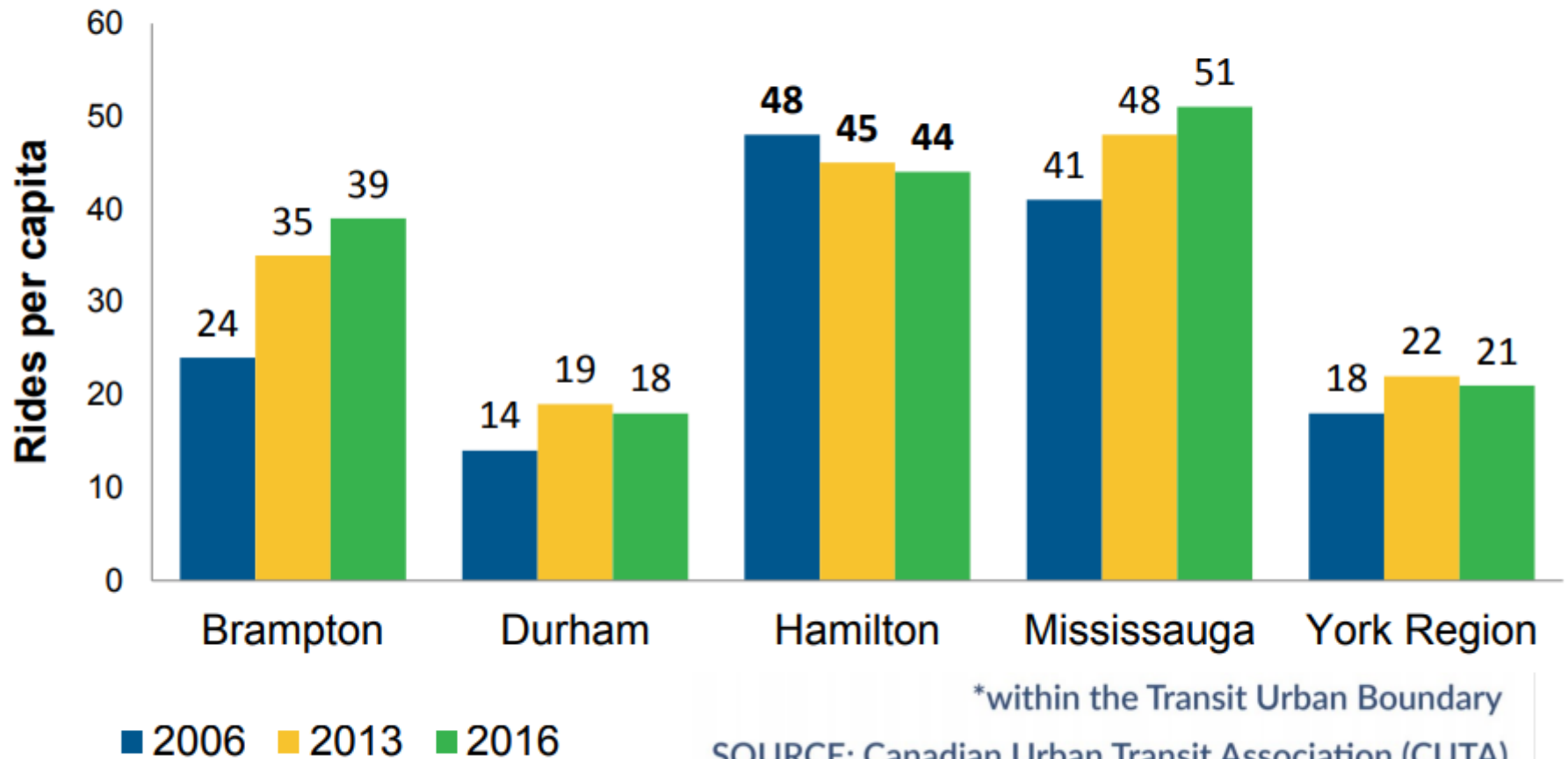
Changes in Municipal Contribution Per Person 2006 to 2015

Municipality	2006 per capita	2015 per capita	Total Increase	Percent increase	Percent per year
Brampton	\$47.73	\$96.83	\$49.10	103%	10.3%
Mississauga	53.06	95.19	42.13	79.4%	7.9%
York Region	63.78	92.22	28.44	44.6%	4.5%
Hamilton	58.50	75.70	17.20	29.4%	2.9%
Windsor	48.02	67.36	19.34	40.3%	4.0%
Durham	39.15	64.86	25.71	65.6%	6.6%
London	44.63	60.01	15.38	34.5%	3.5%

Source: [HSR budget presentation 2016](#)

Measuring up: GTHA agencies

Rides per capita

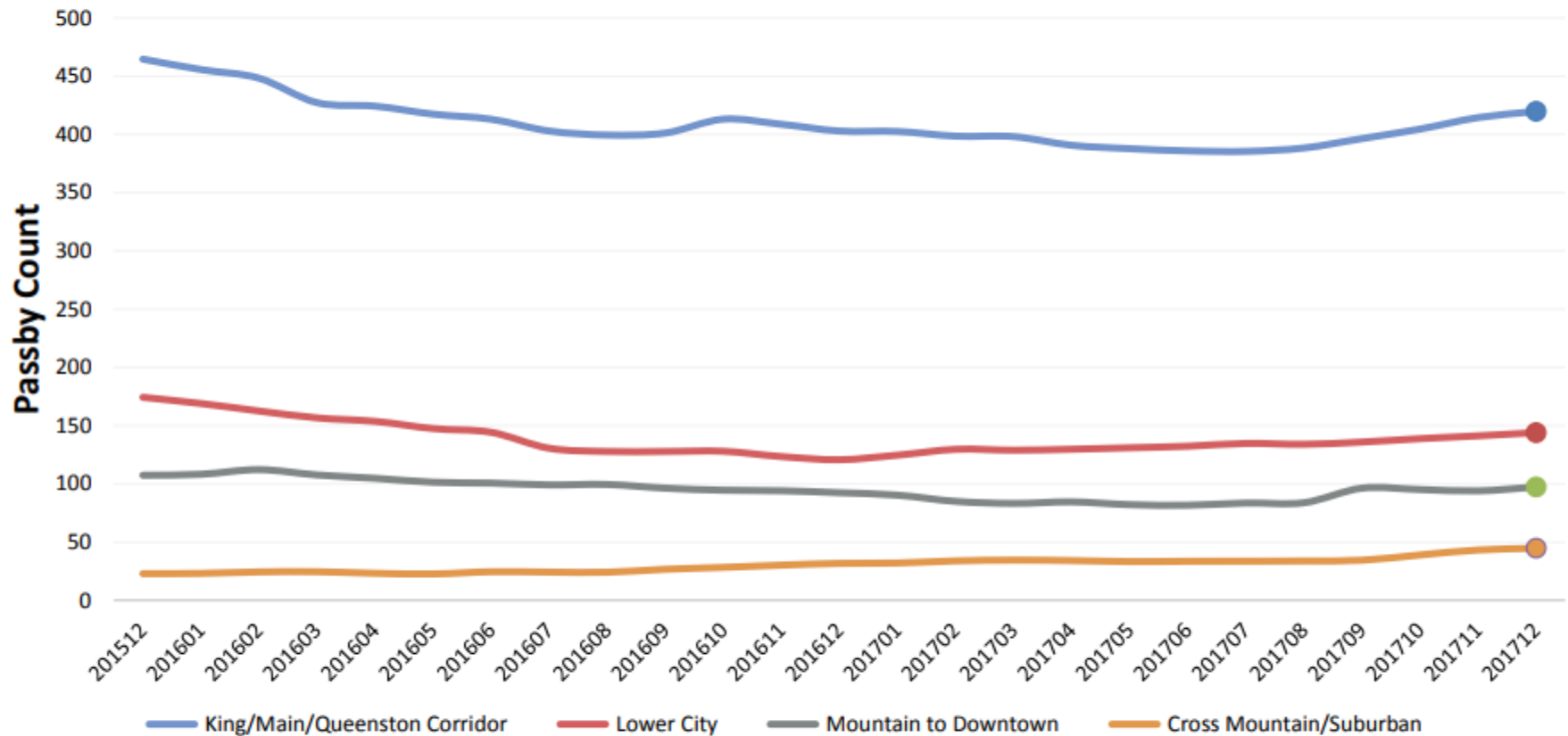


- We are told that ridership is flatlining or declining “everywhere”
- Doesn’t seem to be anywhere else according to this graph
- Certainly not declining in Brampton or Mississauga
- Up dramatically in both municipalities despite very rapid population growth
- Likely up in Durham and York given their substantial population growth

Performance: Pass-bys

PASSBY - FULL

12-MONTH MOVING AVERAGE



Transit reality

- Hamilton still ranks last in contributions per capita to transit
- The 2013-15 'bump' ironically was caused by council raising fares
- Transit ridership is increasing elsewhere
- Council has made almost no levy contributions to the HSR in 30 years

Transit matters

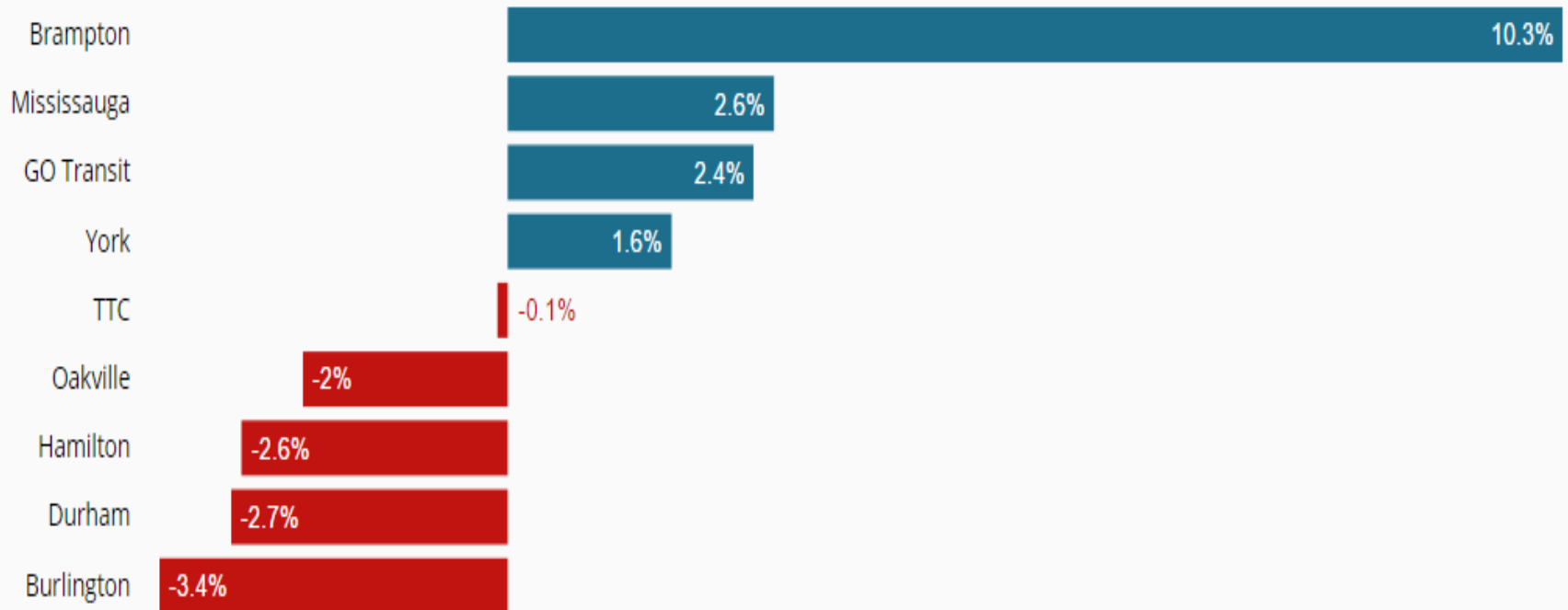
- More fare hikes means fewer riders
- Fare hikes main cause of ridership decline
- Comparator cities seeing higher ridership
Failure to invest = poor performance
- Overloaded system = pass-bys
- HSR continues to have NO marketing
- Transportation main Ontario GHG source
- Transit main city opportunity on climate

Numbers that still matter

- 2006 to 2015 (nationally)
 - Revenues up \$107.3 million – up 59%
 - Rides up 26.5 million – up 23%
- HSR ridership (Hamilton)
 - 2006 – 21,165,302
 - 2017 – 21,400,000 (from 2018 presentation)
 - Change: ridership up 1.1% in **twelve** years
 - Population up more than 6.4% (2006-2016)

2016 year-to-date ridership growth rates

For selected GTHA agencies



Toronto Star report – July 2016 TTC shortfall after raising fares by \$8.00 a month – the sixth year in a row of fare hikes.

“Year-to-date to the end of November, ridership was 0.6% above the 2015 comparable period but 2.7% below budget. Interim ridership results for December are consistent with these year-to-date trends. As a result, the year-end ridership projection is approximately 538 million (15 million below budget) with a corresponding passenger revenue shortfall of about \$46 million.” – TTC Jan2017

- The amount of capital funds available for rehabilitation is far below what is needed to keep the City's assets in a sustainable condition. The annual infrastructure deficit for the City is approximately \$195 M with a cumulative infrastructure deficit approaching \$3.5 billion.

Excerpt from page 6 of the capital budget report

The amount of capital funds available for rehabilitation is far below what is needed to keep the City's assets in a sustainable condition. The annual infrastructure deficit for the City is approximately \$195 M with a cumulative infrastructure deficit approaching \$3.5 billion.