
Increase in the city of Montreal's contribution to public transit'

B1

In 2002 Montreal is allocating **\$119.9 million** more to public transit than in 1990.

- ✓ Increase of **\$149.4 million** in the MUC's contribution to public transit at the time of Quebec's withdrawal in 1992, and stabilization of its contribution from 1992 to 1994.
- ✓ Reduction of **\$73.7 million** in the contribution to the STM between 1994 and 2000.

Taking into account the transfer of the operation of commuter trains to the AMT in 1996, for the 1994-2000 period, this translates into:

- a reduction of **\$58.7 million** in the contribution to STM activities;
- a decrease of **\$51.4 million** in the contribution to public transit.

- ✓ We must, however, take note of the additional effort by Montreal during the past two years with an increase of **\$12.5 million** in its contribution to the STM and a **\$13.5 million** increase to public transit.

1. The sums allocated to public transit by Montreal include contributions to the STM and to the AMT as well as the net debt servicing of the metro.

See over for details. →

B2

Increase in the city of Montreal's contribution to public transit

• ***Trend in the contribution of municipalities to public transit (in million \$)***

| | <i>Actual 1989</i> | <i>Actual 1990</i> | <i>Actual 1991</i> | <i>Actual 1992</i> | <i>Actual 1993</i> | <i>Actual 1994</i> | <i>Actual 1995</i> | <i>Actual 1996</i> | <i>Actual 1997</i> | <i>Actual 1998</i> | <i>Actual 1999</i> | <i>Actual 2000</i> | <i>Actual 2001</i> | <i>Budget 2002</i> |
|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Contribution to the STM | 130.1 | 144.6 | 157.5 | 305.3 | 305.3 | 305.3 | 297.8 | 278.7 | 269.6 | 254.6 | 231.6 | 231.6 | 236.6 | 244.1 |
| + Net debt servicing costs of the metro | 39.1 | 38.1 | 35.0 | 36.6 | 35.8 | 35.2 | 37.1 | 35.1 | 34.7 | 35.5 | 34.3 | 33.6 | 33.9 | 33.1 |
| + Contribution to the AMT | — | — | — | — | — | — | — | 18.5 ¹ | 20.5 ² | 24.0 ³ | 24.0 ⁴ | 23.9 ⁵ | 24.4 ⁶ | 25.4 ⁷ |
| <i>Contribution for public transit</i> | | | | | | | | | | | | | | |
| Current \$ | 169.2 | 182.7 | 192.5 | 341.9 | 341.1 | 340.5 | 334.9 | 332.3 | 324.8 | 314.1 | 289.9 | 289.1 | 294.9 | 302.6 |
| Constant \$ | 169.2 | 175.3 | 171.9 | 299.6 | 294.8 | 298.6 | 288.6 | 281.6 | 271.5 | 258.5 | 235.1 | 228.7 | 227.2 | 228.0 |

1. Commuter trains \$14.4 million + AMT capital expenditures fund \$4.1 million.

2. Commuter trains \$14.3 million + AMT capital expenditures fund \$6.2 million.

3. Commuter trains \$14.4 million + AMT capital expenditures fund \$9.6 million.

4. Commuter trains \$14.9 million + AMT capital expenditures fund \$9.1 million.

5. Commuter trains \$15.0 million + AMT capital expenditures fund \$8.9 million.

6. Commuter trains \$15.5 million + AMT capital expenditures fund \$8.9 million.

7. Commuter trains \$16.2 million + AMT capital expenditures fund \$9.2 million.