

***Public funding
for STM's operations
in decline since 1992***

*Following substantial increases from 1989 to 1992, public funding for the bus and metro systems **decreased by \$83.5 million** from 1992 to 2000.*

*During this same period, cost of servicing the debt of the STM **increased by \$25.1 million.***

*The trend has reversed somewhat since 2000 with the net financing of operating expenses **increasing by \$16.4 million**, primarily due to the rise in municipal contributions.*

<i>(in million \$)</i>	1992	1994	1996	1998	2000	2002	<i>Variation 1992-2002</i>
Contribution by municipalities (not including trains)	282.7	281.5	278.7	254.6	231.6	244.1	-38.6
Government subsidies	28.6	30.0	—	—	—	—	-28.6
Other items (including car registration fees and fuel taxes)	30.9	30.2	50.3	50.0	52.2	52.2	+21.3
Public funding of the STM	342.2	341.7	329.0	305.0	283.8	296.3	-45.9
LESS							
Net debt servicing borne by the STM	-13.6	-20.6	-29.2	-34.0	-38.7	-34.8	-21.2
Net funding for operating expenditures	328.6	321.1	299.8	270.6	245.1	261.5	-67.1

See over for details. →

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• Impact of various changes in the funding of the STM (in million \$)

	Actual 1992	Actual 1993	Actual 1994	Actual 1995	Actual 1996	Actual 1997	Actual 1998	Actual 1999	Actual 2000	Actual 2001	Budget 2002
Contribution by municipalities	305.3	305.3	305.3	297.8	278.7	269.6	254.6	231.6	231.6	236.6	244.1
Commuter trains share	-22.6	-24.3	-23.8	-24.6							
Contribution by municipalities (not including trains)	282.7	281.0	281.5	273.2	278.7	269.6	254.6	231.6	231.6	236.6	244.1
CMTC & car registration fee ¹	59.5	58.2	60.2	60.6							
AMT					50.3	48.4	48.8	49.7	50.4	46.7	50.4
RTL ²						0.6	1.2	1.8	1.8	1.8	1.8
Subtotal — public funding	342.2	339.2	341.7	333.8	329.0	318.6	304.6	283.1	283.8	285.1	296.3
Net debt servicing ³	-13.6	-15.8	-20.6	-25.0	-29.2	-30.6	-34.0	-36.1	-38.7	-32.6	-34.8
Public funding for bus and metro operating expenses	328.6	323.4	321.1	308.8	299.8	288.0	270.6	247.0	245.1	252.5	261.5

1. Introduction in 1992 of a regional \$30 car registration fee, following the withdrawal of operating subsidies by the government of Quebec.

2. Compensation for metro line 4 (Longueuil).

3. Quebec Government subsidies for capital assets increased by \$23.6 million from 1990 to 2000.