

## ***STM activities: a net profit of \$2 billion for the community***

If all STM customers were to turn to cars for daily transit, the additional cost for the community would soar to around **\$3 billion** annually, while at this point public transit costs are just over **\$800 million** (excluding trains). Major cost outputs include traffic congestion with nearly 60% of all dollars, followed by automobile usage at 24%<sup>1</sup>.

<i>Cost elements</i>	<i>Additional cost (with a 100% shift to cars)</i>	<i>Cost percentage</i>
Road congestion – cars	\$1,350 M	47.2%
Road congestion – truck-delivered goods	\$400 M	14.0%
Variable expenses related to the use of cars	\$700 M	24.5%
Accidents	\$165 M	5.8%
Air pollution	\$39 M	1.4%
Police service – Montreal	\$34 M	1.2%
Fire department – Montreal	\$13 M	0.5%
Parking (share not assumed by drivers)	\$160 M	5.6%
<b>Total socio-economic costs</b>	<b>\$2,860 M</b>	100.0%
Less public transit expenses	\$810 M	
<b>Net socio-economic costs</b>	<b>\$2,050 M</b>	

This evaluation is not complete as the impact on employment, population movement and the local economy has not been considered. These factors would cause a migration of the population and activities towards the outskirts of Montreal.

***If all STM customers were to shift to cars, the cars would be bumper-to-bumper the length of a highway from Montreal to Gaspé.***

1. Financial planning and budget Dept., STM, *Études d'impact socio-économique*, 1996.