

The Metropolitan Regional Transportation Authority in Montreal:

A unique model in the North American context

AVERTISSEMENT : Cette présentation a été traduite du français à titre d'information. En cas de divergences, la [version originale](#) prévaut.

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Montreal Area



83

Municipalities



4000

2



4 M

Inhabitants



1,8 M

Jobs



8 M

Travel / day

Before 2017: complexity and multiplicity of actors

- Typical North American model of municipal boards, with limited supervision at the metropolitan level
- 16 organizations responsible for TC in the Montreal area
 - Partial tariff integration and decentralized financing
- 83 municipalities
- Limitations of the model:
 - Interferes with proper planning, operations and decision-making
 - Lack of a metropolitan vision
 - Delay in some investment projects
 - Service integration or coordination problems (535 tariff cards)
 - Financial impasse in the model



A BEST-PRACTICE MODEL



METROLINX



TRANS LINK



**Transport
for London**

île de France
mobilités 

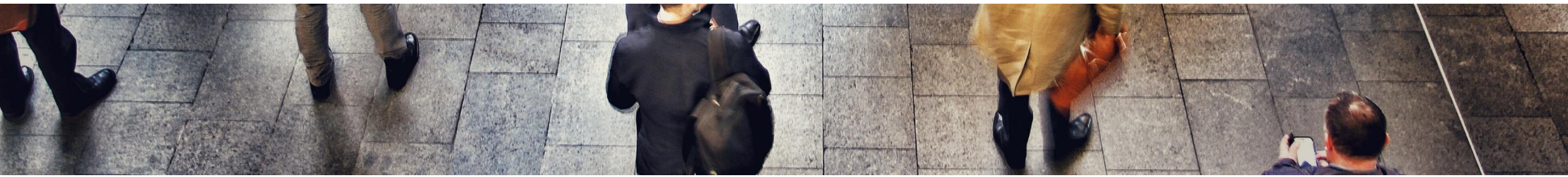


MISSION

With a view to sustainable development and regional cohesion, the Authority

PLANS, ORGANIZES, FINANCES and PROMOTES transport in the Greater Montreal Area to offer a mobility experience

SIMPLE, INTEGRATED, FLUID and EFFICIENT.



Creation of the Authority in June 2017

Governance Structure



Governance

Board Composition

1 President appointed by the Government of Quebec

5 elected representatives representing the five administrative sectors

- Mayor of the City of Montreal
- Mayor of the City of Longueuil
- Mayor of the City of Laval
- Mayor of a municipality on the North Shore
- Mayor of a municipality in the South Shore

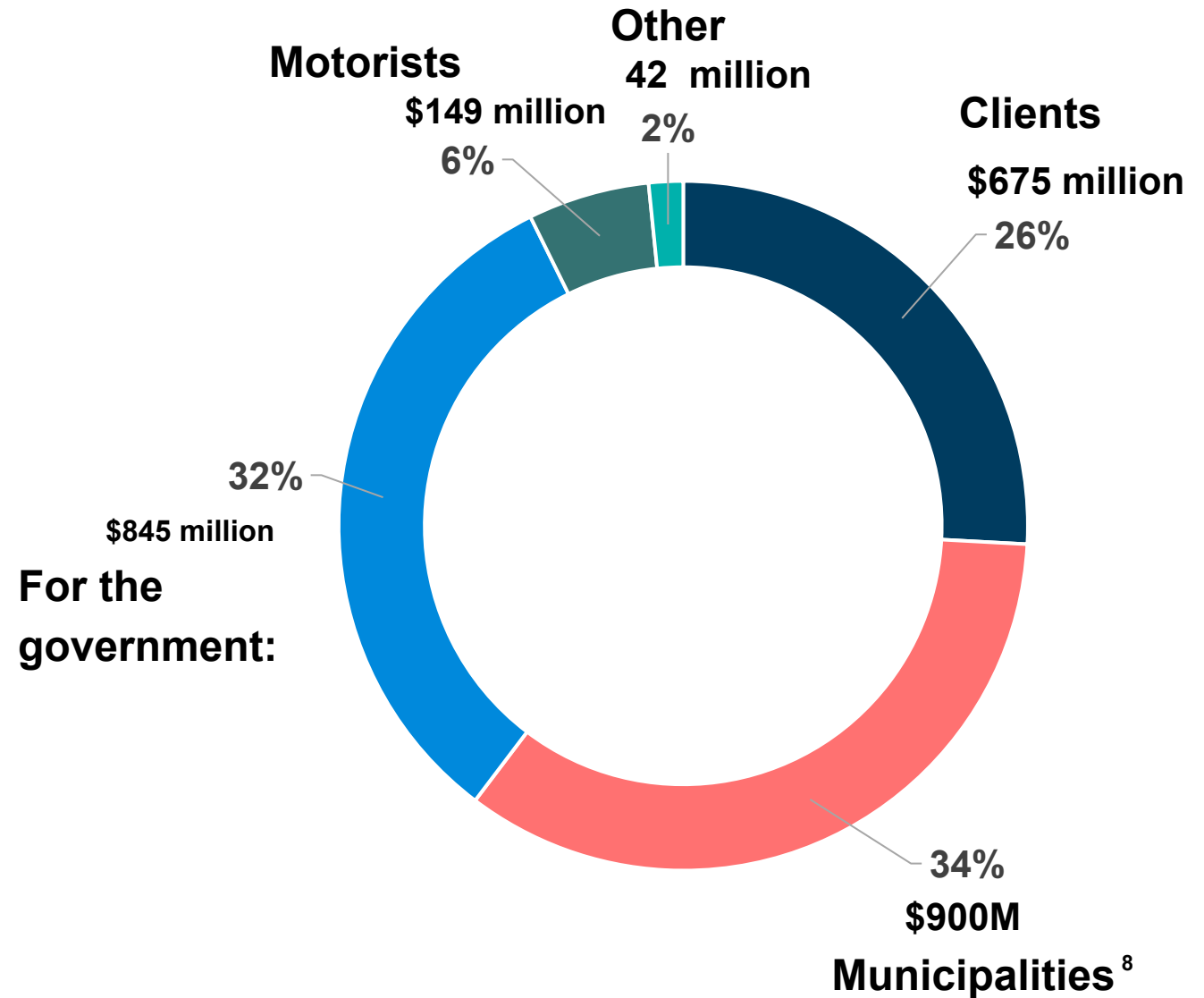
9 independent members appointed by the Government of Quebec and the Communauté métropolitaine de Montréal

Sources of funding

Pre-pandemic situation

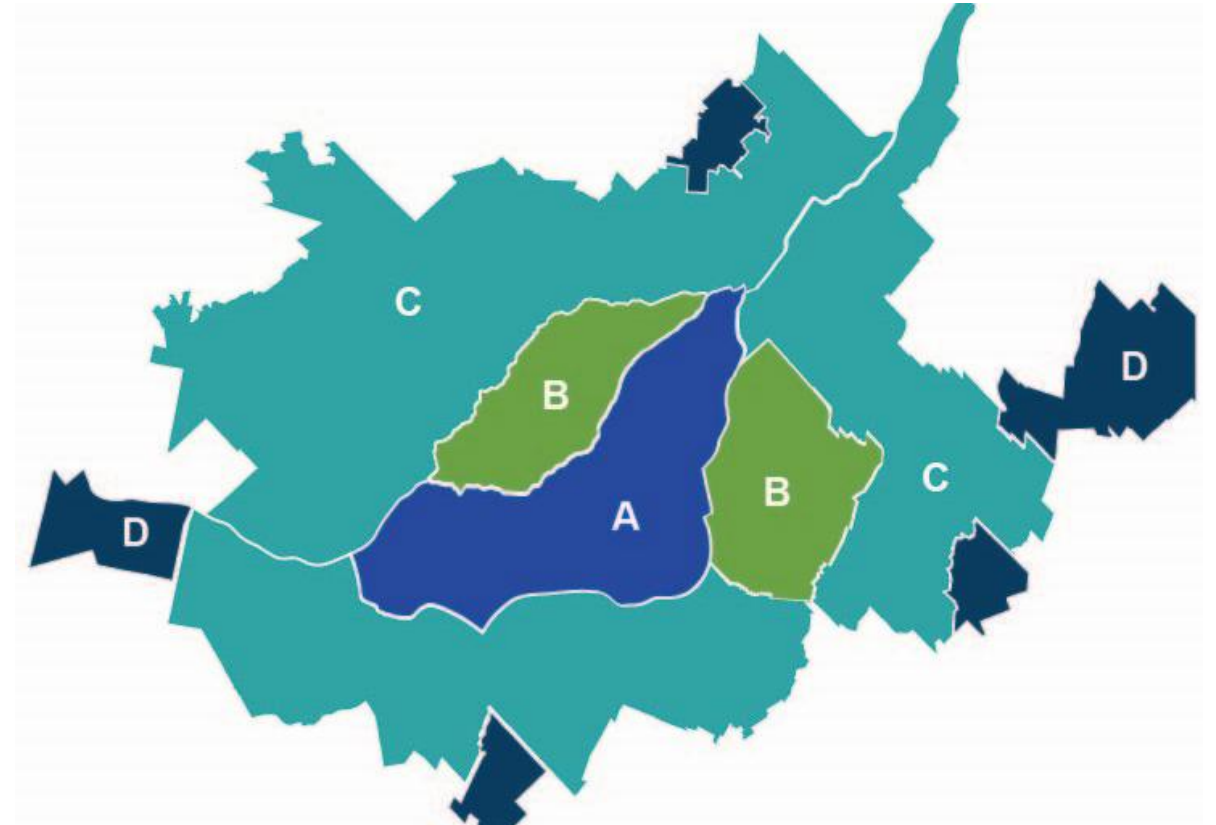
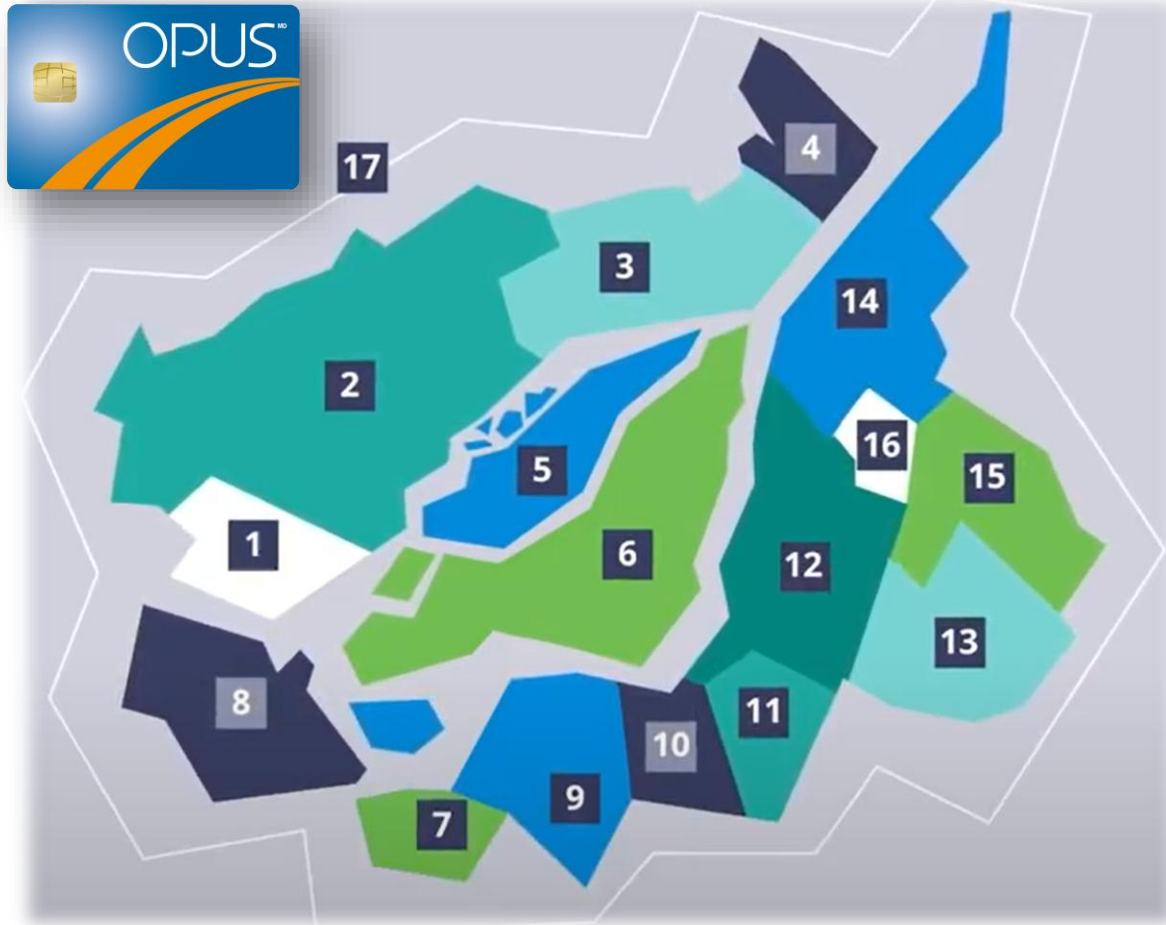
Total revenues: \$2.6B

- Customers: rates
- Municipalities: property tax (1 cent of \$100 in value) and contributions to the deficit
- Government: operating and investment subsidies
- Motorists: tax on registration (\$150 / car) and on gasoline (3 cents/L)
- Other: advertising, commercial activities, etc.



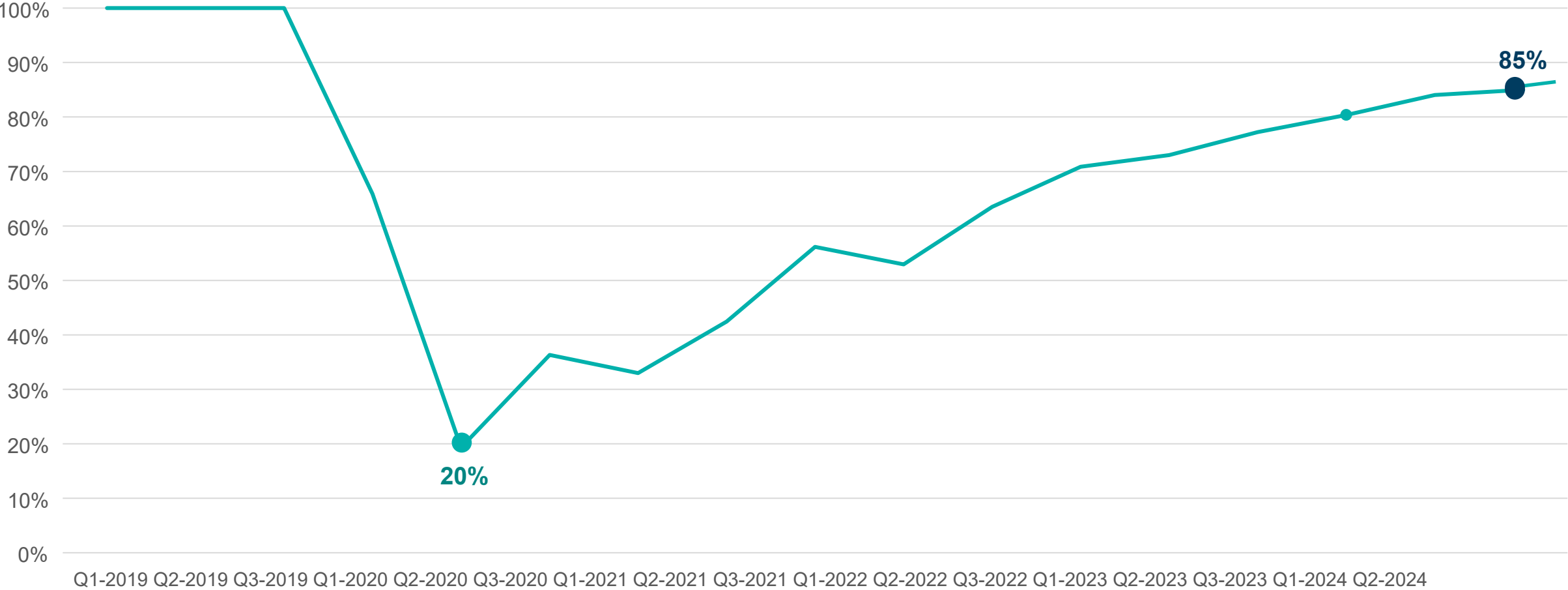
Tariff structure

Before and after the reform



- Zonal fare for trips involving structural modes
- Flat fare for bus-only trips
- 3 zones + out of territory
- Fare based on number of zones travelled.
- Zones based on major municipal boundaries well-recognized by citizens

Resumption of public transit ridership



Source: Linked regional ridership, data from transportation companies, ARTM processing

Modal shares of trips

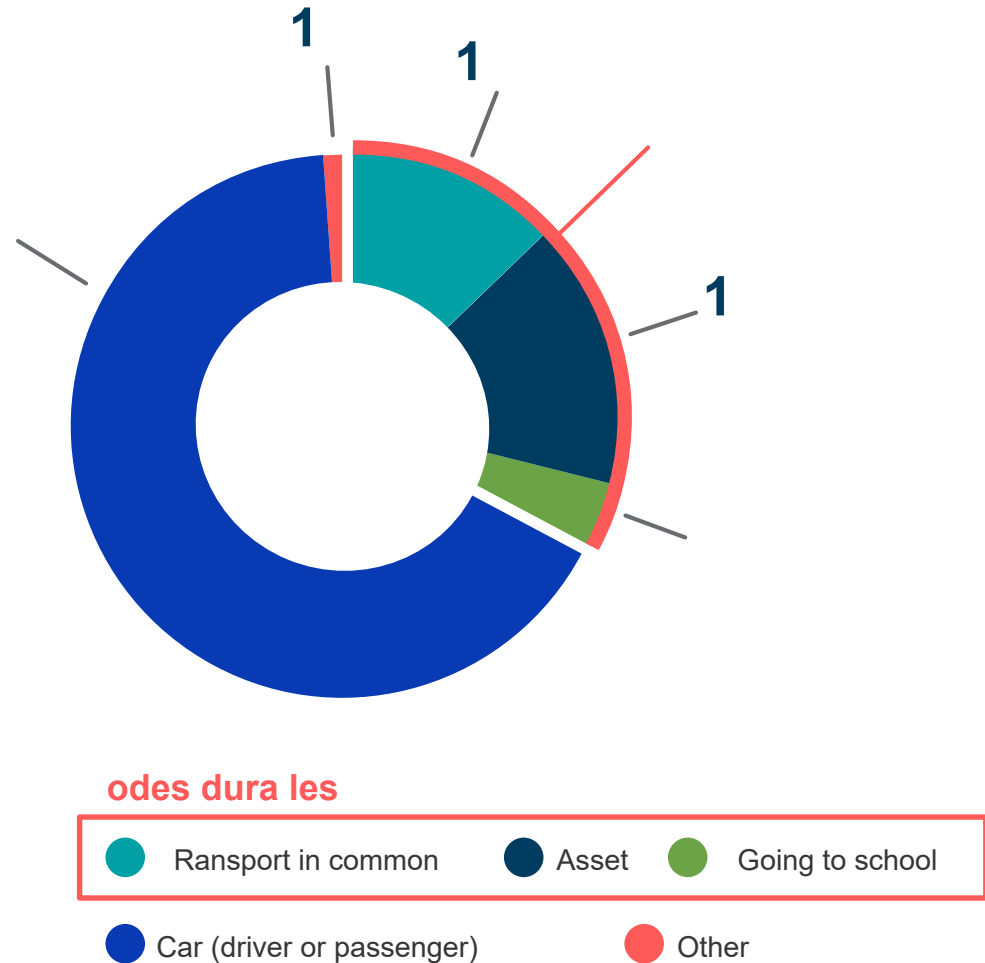
Between 2018 and 2023, the 24-hour modal shares have changed by:

  **1 pt%**
for cars

  **4 pt%**
for public transit

  **4 pt%**
for active modes (walking and cycling)

Modal Arts 2 hrs



A large and very heterogeneous region

Population: 4 M inhabitants

4,000 km² - 60% rural

Urban area: 1550 km² (40%)

Average residential density:

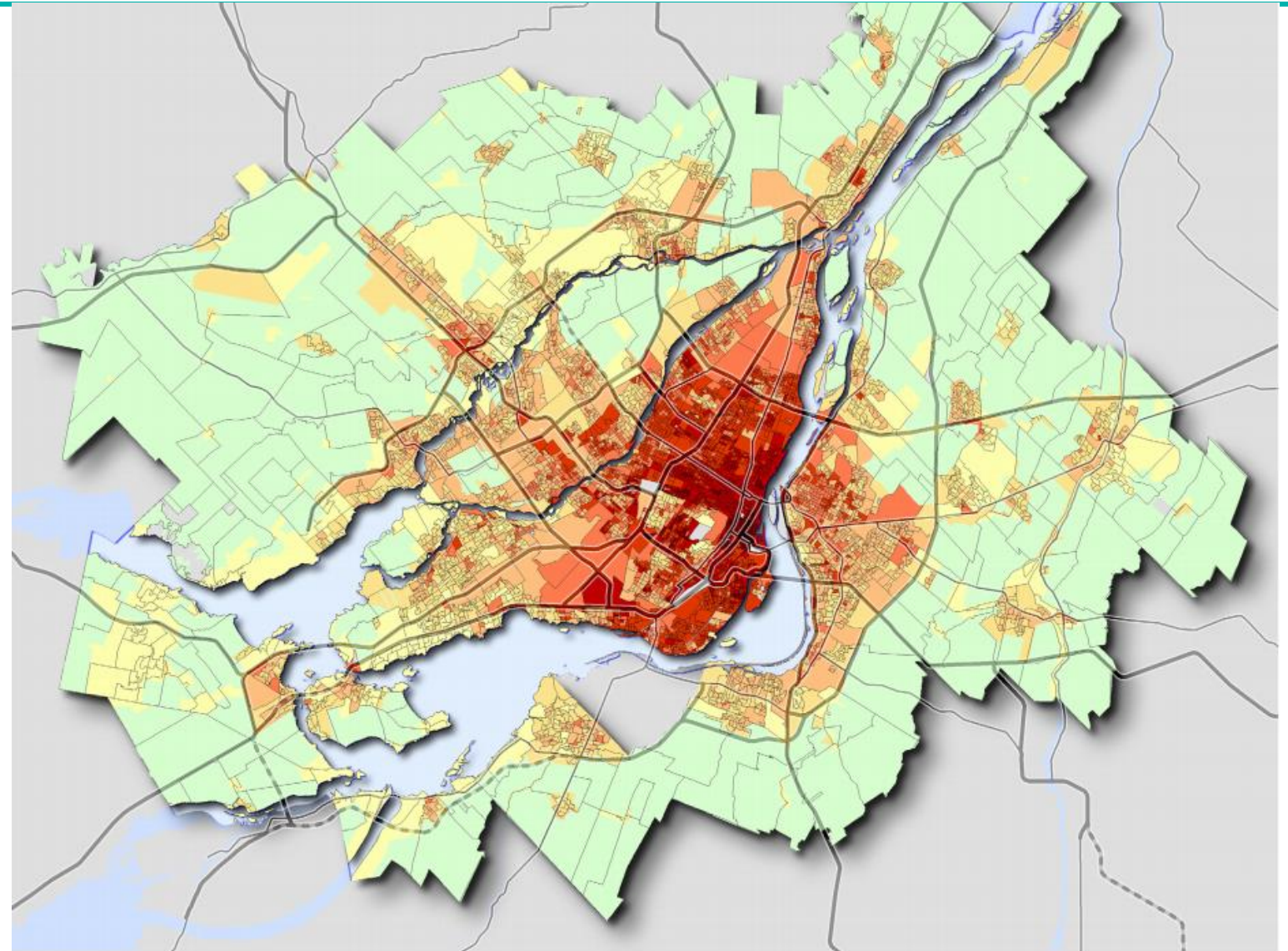
2530 inhabitants/km²

Density of central districts:

6,600 pers/ km²

Density in suburban areas:

1,700/ km²



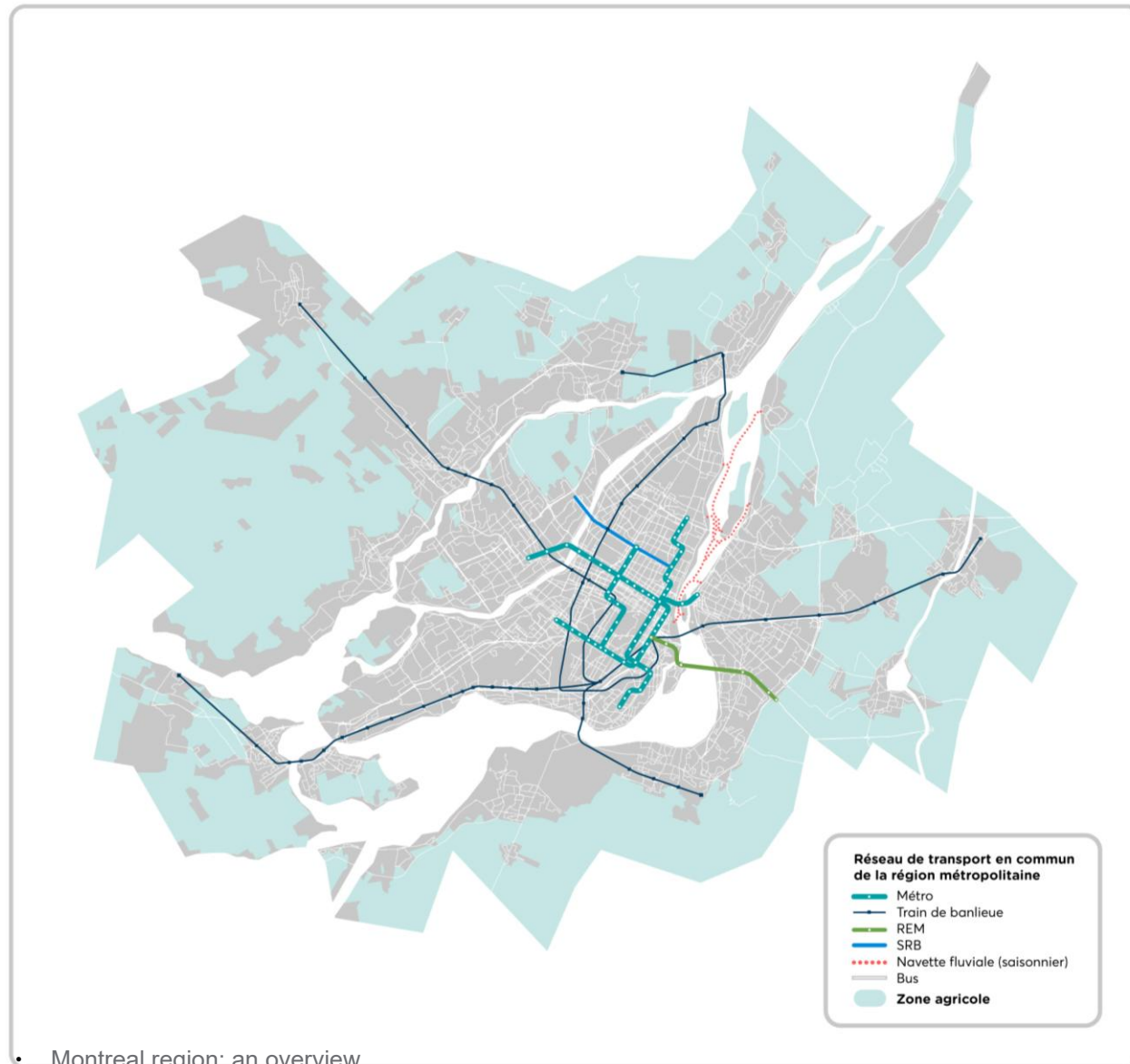








Public transport network



Metro



4 lines
68 stations
271.4 million trips (2018)

Bus



Over 600 lines Over 240 million trips (2018)

Train



5 lines
51 stations
20 million trips (2018)

Paratransit



Fleet of minibuses and taxis
5,8 million trips (2018)

EMR



4 branches
26 stations Phase 1 - in service 2023 Phase 2 - 2024 Phase 3 - 2027

River shuttles



6 lines
8 docks Seasonal pilot project since 2018

250,000 trips (2022)

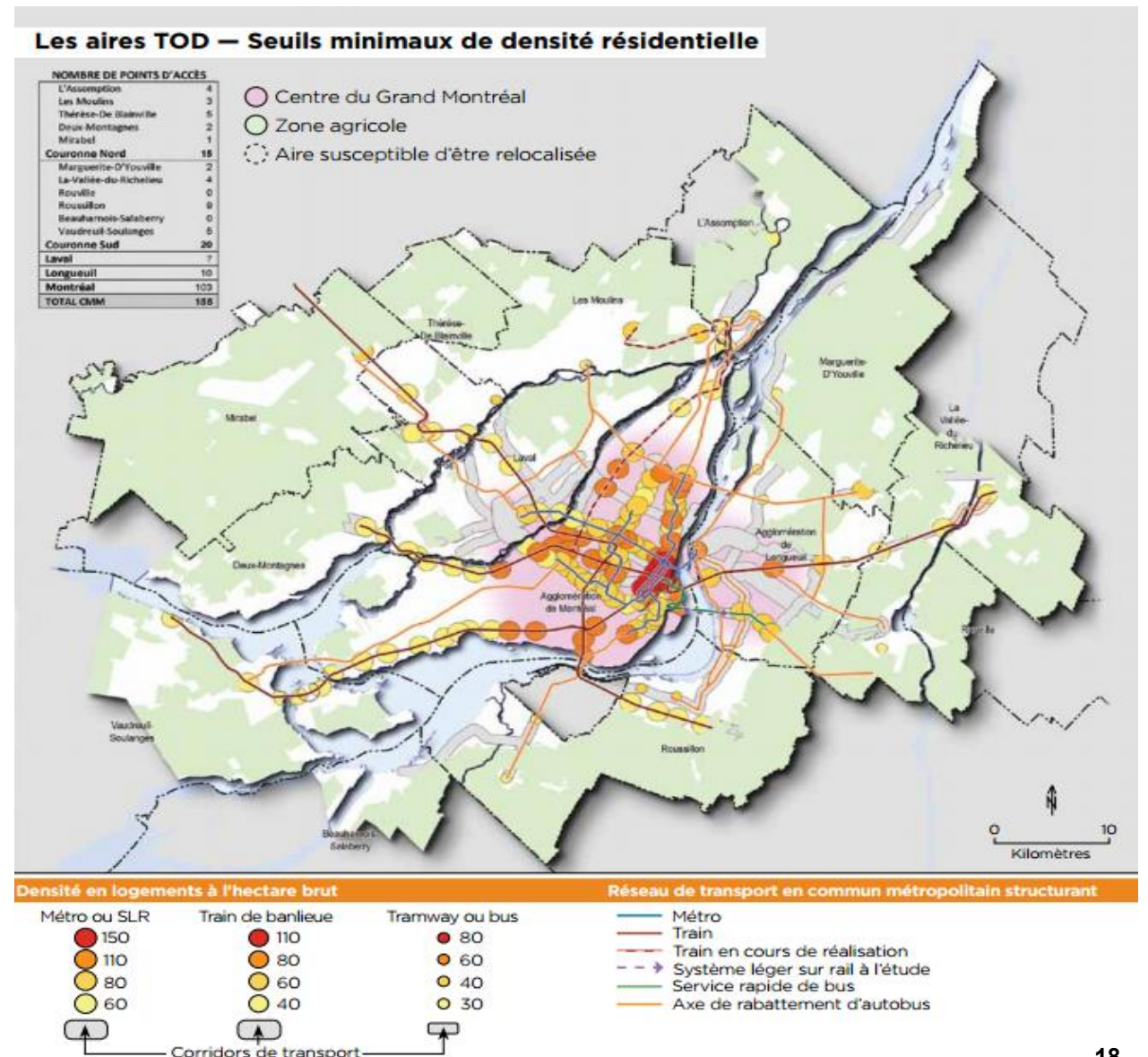
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Ian métropolitain d'aménagement et de développement (PMAD)

- Adopted by the 82 municipalities of the CMM
- Proposes better integration between urban planning and transport
- Principle of conformity in regional (RCM) and municipal plans (urban plans)

Objective:

Direct 40% of household growth (2011-2031) near access points to the metropolitan public transit network.



Strategic Development Plan



The AR M is responsible for establishing the **Strategic Development Plan (SDP)** covering all public transit services in the Greater Montreal area, in collaboration with its partners .

Three planning horizons

1. Vision 2050

By 2050, the citizens of the Greater Montreal Area can get around easily thanks to a sustainable transportation system that meets their needs. The majority of their trips are made in active and collective modes, contributing to improving their quality of life, preserving the environment and supporting the economic and social vitality of the region.



2. The 10-year vision

By 2032, the AR M will have actively contributed , with the collaboration of its partners, to creating a solid foundation to increase the attractiveness, ridership and development of metropolitan public transit, in the Benefit all users.



3. Next Five Years

- Improving performance
- Secure financing for the most critical interventions
- Identify ambitious and feasible interventions for the period 2028-2032

The PSD provides for:  5 years

- Annual adjustment
- Review every 5 years

Contracting of services

Content of agreements with operators

Definition of roles and accountabilities

1. Service offer by mode (Bus, Metro, Trains, MT)

Base offer with range : Commercial km

2. Other services

Customer Service, Customer Information and Promotion

3. Securities Sales and Revenue Collection

4. Performance and quality of service

(Under Development)

List of contracted fixed assets

1. Types of investments

2. Financing

Service delivery fee of more than \$2 billion /year

129 million commercial km of buses
88 million commercial metro car-km
11 million commercial car-km of train 5.7 million paratransit trips

Capital investments of more than \$600M/year



Thank you!

ARTM

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