

TORONTO TRANSIT COMMISSION

TO Commissioners

FROM Gary Webster

MEETING DATE January 23, 2008

SUBJECT Staff Response to Commission Inquiry – Operation of TTC Heritage Streetcars

At its meeting of August 30, 2006, the Commission moved that staff be requested “to develop a policy around the use of the TTC historic streetcars by communities for special events, and that this special amenity be provided on the basis of one time each year, if requested and to hire a consultant to undertake a study to review the operation of the three heritage streetcar vehicles with a view to enhancing the use and image of the vehicles, and request staff to develop terms of reference for such a study”.

A competitive bid process was used to identify a consulting company that specializes in transit operations. Lea + Elliott, Inc. was identified as the successful bidder and was awarded Contract No. C31PI06920.

To facilitate their study, Lea+Elliott, Inc. was provided full access to vehicle maintenance records, streetcar vehicle fleet plans, budget documents, material inventory records and related technical information. In addition, Lea+Elliott, Inc. was invited to visit TTC Streetcar Maintenance facilities, inspect all three heritage streetcars and interview personnel from various departments including Materials & Procurement, Streetcar Maintenance, Training, Transportation and Vehicle Engineering. Representatives from Lea+Elliott, Inc. spent two days on Commission property gathering information and evaluating the current condition of the two PCC and Peter Witt heritage streetcars.

As part of their study, Lea + Elliott, Inc. was also requested to examine and comment on best practices used by other North American transit authorities who provide heritage streetcar services.

Lea + Elliott’s study concluded that the heritage streetcars maintained by the Commission, in their current condition, are fit for special charter service only. They are not fit for regular revenue service. Based on their findings, Lea + Elliott, Inc. provided three possible options for heritage streetcar service.

Options:

1. Maintain existing charter service for PCC's and special events for the Peter Witt car.
 - No Additional Costs.
2. Provide PCC revenue service (Sunday only) / No Peter Witt car revenue service;
 - Rebuild OEM components to like new condition;
 - Estimated capital costs: \$3,593,000;
 - Estimated annual operating costs: \$289,000.
3. Provide PCC revenue service (Sunday only) / No Peter Witt car revenue service;
 - Retrofit with new technology;
 - Estimated capital costs: \$5,519,000;
 - Estimated annual operating costs: \$289,000.

Based on best practices employed by other North American transit authorities such as Philadelphia, San Francisco and Pittsburgh, Lea+Elliott, Inc. recommended Option 3 if the Commission was to adopt revenue service for the two PCC cars to ensure vehicle availability and reliability.

The current TTC operating and capital budgets, streetcar fleet plan and ridership growth strategy does not include any initiatives for heritage streetcar revenue service, however, the Commission continues to ensure the use of the two PCC cars for Charter Services and the Peter Witt car for special events in Toronto.

Based on the Lea+Elliott, Inc. consultant report, "it is infeasible for the TTC heritage streetcars to be used for regular revenue service due to the vehicle physical condition. The current streetcar fleet is unfit for the assignment and TTC lacks internal service to support such program."

Therefore, the Commission will continue to operate PCC streetcars on the 509 Harbourfront route in revenue service on each Sunday of the summer holiday weekends. In addition we will continue to provide historic streetcars in support of the Easter Day Parade, Canada Day Parade, and the CNE/Veteran's Day Parade.

With respect to the use of historic streetcars by communities for additional special events, the current Charter Office protocol will remain in effect and charters will be provided on a first come first serve basis. Any waiving of the fees for these charters should be previously approved by the Commission.

Chief General Manager
6-24-25