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## **UBER/ LYFT PLACED 31 MILLION PUBLIC TRANSIT USERS INTO PRIVATE VEHICLES & COST TTC \$74 MILLIONS IN FARE REVENUE**

### **Impact on transit one major downside of unrestricted growth, says coalition**

Toronto, ON, February 10, 2020 – Today, Ridefair Toronto, released a report titled “*Budgeting for the Uber Impact: How Uber/Lyft cost the TTC \$74 million in 2019.*” The report utilizes City of Toronto data to show that, in 2019 alone, the Toronto Transit Commission lost an estimated 31 million transit users to Uber and Lyft. Moving these users into private vehicles not only translates into estimated lost revenue of \$74 million, but it also adds to congestion and greenhouse gas emissions.

These findings mirror reports from other major transit rich cities in North America like Chicago, San Francisco and New York, where ride-hailing has grown rapidly, and public transit ridership has fallen.

“Ride-hailing companies like Uber and Lyft tend to present themselves as transit partners, while in reality they view transit as a massive market opportunity,” says Brendan Agnew-Iler of Ridefair Toronto. “In its communication with investors Uber promised to move transit riders to their private vehicles.”

Uber arrived in Toronto in 2014 and initially operated in violation of existing regulations. Two years later, the City of Toronto largely de-regulated its vehicle-for-hire sector to allow it to operate legally. Lyft started operating in 2017 and by early 2018, average daily ride-hailing trips exceeded 100,000. Since then, research has mounted to show that ride-hailing companies neither provided the good jobs it promised, nor managed to reduce vehicular kilometres travelled.

“For a transit agency which faces a projected shortfall of \$185 million in 2021 and which is heavily reliant on fare box revenue, the loss of 31 million users and \$74 million in revenue in 2019 alone presents an enormous issue,” says Agnew-Iler. “Early on, the City of Toronto set up Silicon Valley-based companies like Uber/Lyft on a largely unrestricted path to growth and that these companies tend to increase ridership year by year. It’s a growing problem. It’s only now that the potential impacts of this unrestricted growth are becoming apparent – here, and in cities around the world.”

The current COVID-19 induced slowdown in ride-hailing activity presents a window of opportunity for re-evaluation. As the City of Toronto looks for another \$856 million from other levels of government, it would be irresponsible not to at least understand the impact of ride-hailing services on public finances.

Ridefair Toronto is calling on the government take emerging new evidence seriously, do the necessary research and analysis and ensure ride-hailing can begin to operate in ways that protect our transit system, public spaces and shared environmental goals.

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**About RideFair**

RideFair is a coalition that brings together a diverse group of organizations, including taxi and ride-hailing drivers, public transit workers, environmental organizations, cycling and pedestrian advocates, academic institutions, research institutes and community groups.