

ONTARIO TRANSIT BY THE NUMBERS



Nearly 45%

Percentage of all transit trips in Canada that were taken in Ontario in 2016 (916,518,278 – number of trips taken in Ontario) (CUTA)



77%

Percentage of Ontarians served by Ontario transit systems (10,353,902 Ontarians) (CUTA)



99.9%

Amount of Ontario's transit bus fleet that is accessible. (CUTA)



27,524 workers

Number of Ontarians employed by transit systems (CUTA)



105 communities

Number of municipalities that receive gas tax funding for transit (Gov of Ontario)



\$114 million

Research shows that every \$100 million of public infrastructure investment in Ontario boosts GDP by \$114 million, particularly in the construction and manufacturing sectors (Gov of Ontario)



#1

Residents of Ontario have the longest average commute time in Canada (StatsCan)



\$198 million

The value-added from investments in buses, locomotives, railway rolling stock, and rapid transit equipment in Ontario in 2017. (StatsCan)

Ontario Public Transit Association (OPTA) is the collective voice of the transit industry in Ontario. Our member-driven trade association represents public transit systems, health and social service agency transportation providers, suppliers to the industry, consultants and government representatives. OPTA's objective is to raise awareness of the importance of public transit to Ontarians and their communities, to social inclusion and environmental sustainability, and to the provincial economy and competitiveness.

GAS TAX: A VITAL LIFELINE FOR TRANSIT SYSTEMS

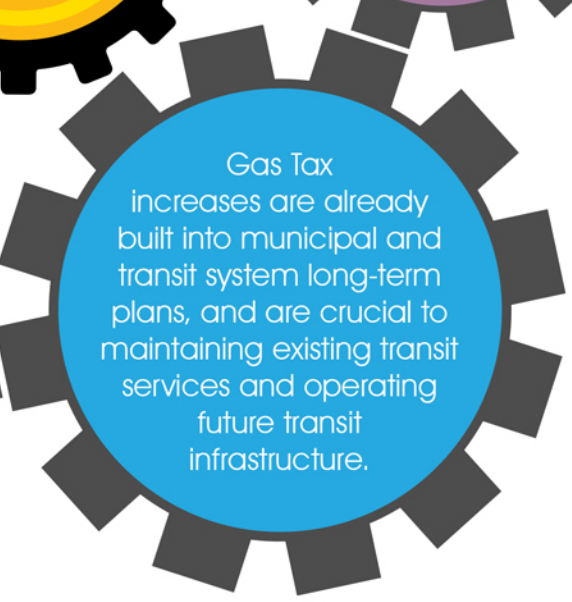
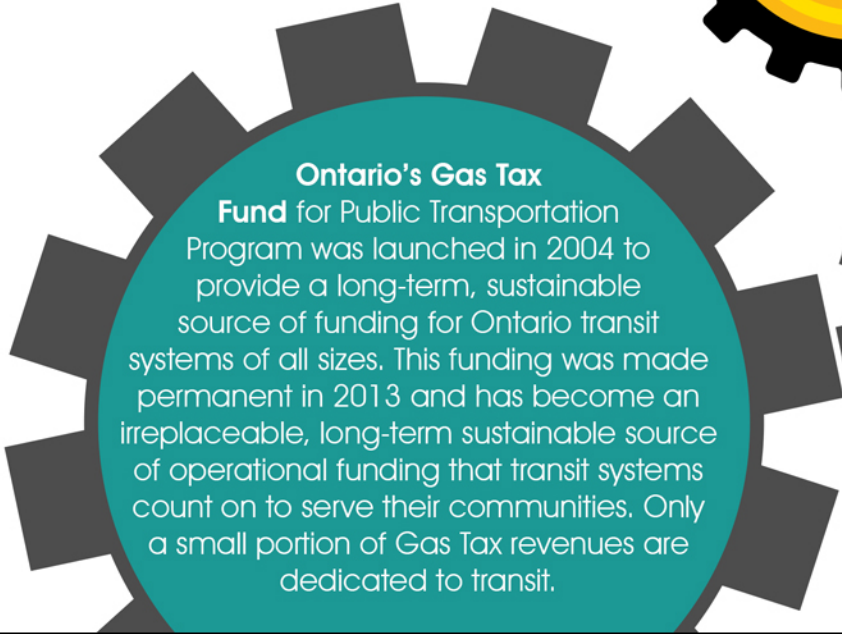
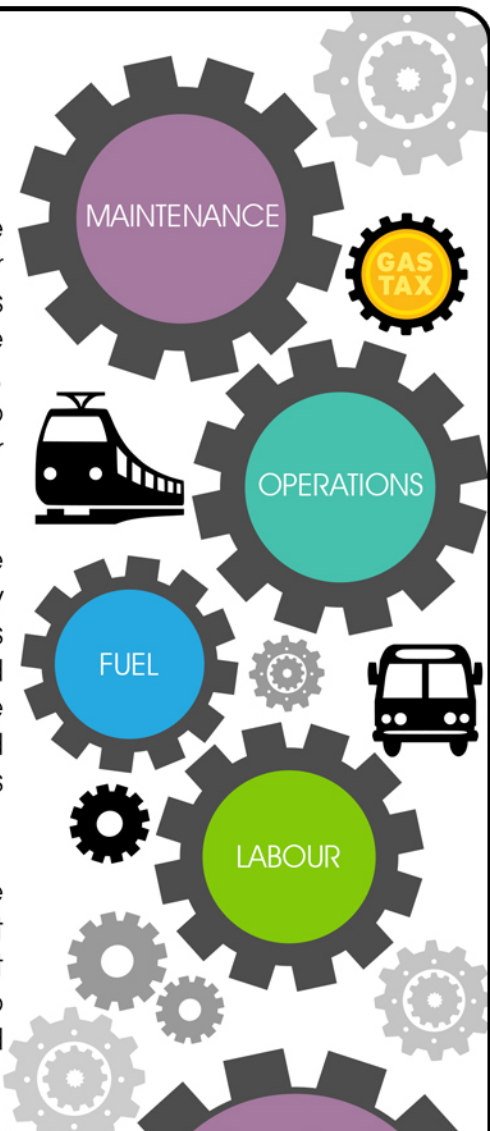
Transit systems across Ontario struggle to maintain and grow their service levels. Labour, fuel and maintenance are vital operational expenses for transit systems that are often overlooked by governments. The Ontario Gas Tax for Public Transportation Program is the only program in the province that provides this type of funding for all transit systems, irrespective of size. Public transit is a lifeline for Ontarians who are not able or cannot afford to drive to work, shop for groceries, attend medical appointments or participate in community activities with family and friends.

Gas Tax funding to Ontario transit systems is scheduled to increase incrementally from two cents per litre in 2018 to four cents per litre by 2021-22. The failure to implement this modest increase could lead to cuts in transit services across the province as systems that have already worked this funding into their transit masterplans will need to reassess these strategies and possibly make difficult decisions on route closures and service rollbacks. It is Ontario commuters who will suffer the consequences of such decisions.

Ontario transit systems have an average farebox recovery ratio above the Canadian and American averages, making them among the most efficient transit systems on the continent. Despite this efficiency, transit authorities will not be able to meet the expectations of Ontarians if they do not have operational funding to provide convenient, affordable and accessible services.

"Stable, predictable gas tax funding allows municipalities to invest in transit facilities and services. Recent ridership trends prove that people will take transit that is frequent and reliable."

Kelly Paleczny, General Manager, London Transit Commission



GAS TAX FUNDING FUELS RIDERSHIP GROWTH

The Ontario Gas Tax Program has created many success stories at the local level, including:

- **BELLEVILLE TRANSIT** – Experienced a 31% increase in conventional and mobility bus ridership in 2017.
- **BRAMPTON TRANSIT** – Witnessed double-digit ridership growth in each of the last three years as a result of 100% of provincial gas tax going to operations.
- **KINGSTON TRANSIT** – Met its 2021 ridership target in 2017, four years ahead of schedule, by maximizing service frequency and minimizing travel times.
- **NIAGARA FALLS TRANSIT** – Invested in route changes and saw a 43% ridership increase from 2014 to 2017.
- **SARNIA TRANSIT** – Experienced record ridership in 2017.



SEIZING THE MOMENT: ONTARIO AND FEDERAL TRANSIT INVESTMENTS

An unprecedented amount of funding is currently being offered by the federal government for construction of transit infrastructure projects in Ontario. Through Ontario's bilateral agreement with the federal government, approximately \$8.3 billion in federal funding will be available to Ontario for transit through the Investing in Canada Plan (ICIP) over the next ten years.

This funding is dedicated to improving the mobility of Ontarians through transit and active transportation. Unlike previous federal programs, which funded some communities and not others, ICIP funding will go to nearly every community that has a transit system—from smaller ones like Brockville, Norfolk County and North Bay, to larger ones like Toronto and Ottawa. A set amount of money has already been set aside for communities based on their ridership levels.

The question that many municipalities and transit systems are now asking themselves is whether the provincial government will work with the federal government to ensure that funding for approved projects is accessible without delay.

Through ICIP, the federal government will contribute 40% of the total project cost on most transit projects. However, for communities to access this funding, they will need their local and provincial governments to contribute the remainder as per the cost-sharing agreement with the federal government. Ontario's cost share for these projects has been set at 33%, with municipalities and/or the private sector covering the remainder of capital and lifecycle costs.

The ICIP program allows communities to forward plan and build the transit infrastructure that communities need most. The flexibility of this funding allows local expertise and concerns to lead the planning and procurement process. This will lead to better projects and better outcomes for Ontarians, who spend more time commuting and in traffic than Canadians in other provinces.

The people of Ontario expect their government to seize this once-in-a-generation opportunity to build game-changing transit infrastructure projects. These projects will tackle congestion, reduce greenhouse gas emissions and improve the mobility of over 10 million Ontarians who are served by transit. OPTA is ready to work with elected officials and decision-makers to ensure that federal transit funding programs and their benefits are well understood, and capitalized on to the benefit of the citizens of this province.

REMOVE THE BURDENS SLOWING TRANSIT

OPTA is encouraged by the province's commitment to modernize regulations to save businesses and consumers time and money. Improving or reviewing regulations, while still protecting the public interest, will enable transit systems to deliver better services to Ontarians.

As the Government of Ontario looks to make the province more dynamic and competitive, OPTA recommends the following steps:

1. Simplify the Drive Clean requirements for public transit fleets;
2. Eliminate the requirement to have special Public Vehicle licenses and file tariffs and schedules when transit routes cross jurisdictional borders; and,
3. Standardize regulations for bike racks on buses.

Protecting Ontarians from cannabis impairment in the workplace

The Government of Ontario should also look at ways to keep Ontario safe after the legalization of recreational cannabis by the federal government. The Government of Canada's decision to legalize cannabis will have significant implications for the provinces that are now responsible for implementing and enforcing the new federal law.

Unfortunately, there has been very little consideration of the impact of legalization on employers in the public transportation sector. What happens in the workplace has a direct bearing on public safety and employers should be allowed to perform mandatory post-incident, reasonable cause and random drug and alcohol testing for safety sensitive occupations.

Canadian truck and bus drivers entering the United States are already subject to U.S. laws that require random testing. OPTA is merely asking for Ontarians to enjoy the same level of safety as their American neighbours.

THIS IS A TRANSIT JOB



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