

Estimates Briefing Book 2016-17

Ministry of Transportation

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PART I: 2016-17 PUBLISHED PLAN

MINISTRY OVERVIEW

Mandate

Transportation is a cornerstone of Ontario's prosperity. Much of what we value – from our jobs and our leisure time, to our access to health care and education – depends on the quality and accessibility of our transportation system.

The Ministry of Transportation (MTO) strives to be a world leader in moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life. In fulfilling this vision, the ministry supports the key Ontario government priorities of creating jobs and growth, and of building this province up for all Ontarians.

Ministry Contribution to Priority Outcomes

MTO focuses its efforts on five key priorities:

Increasing transit ridership by working with our partners to make transit an attractive and affordable alternative to the automobile. We are building infrastructure, expanding services, promoting integration and reducing congestion.

Promoting a multi-modal transportation network that supports the efficient movement of people and goods. We work with partners, including the federal government, to optimize the use of all modes of transportation, including active transportation, and support the province's economic and climate change objectives.

Promoting road safety in order to remain among the safest jurisdictions in North America. We use education, legislation, regulation and highway design to keep our province safe and efficient.

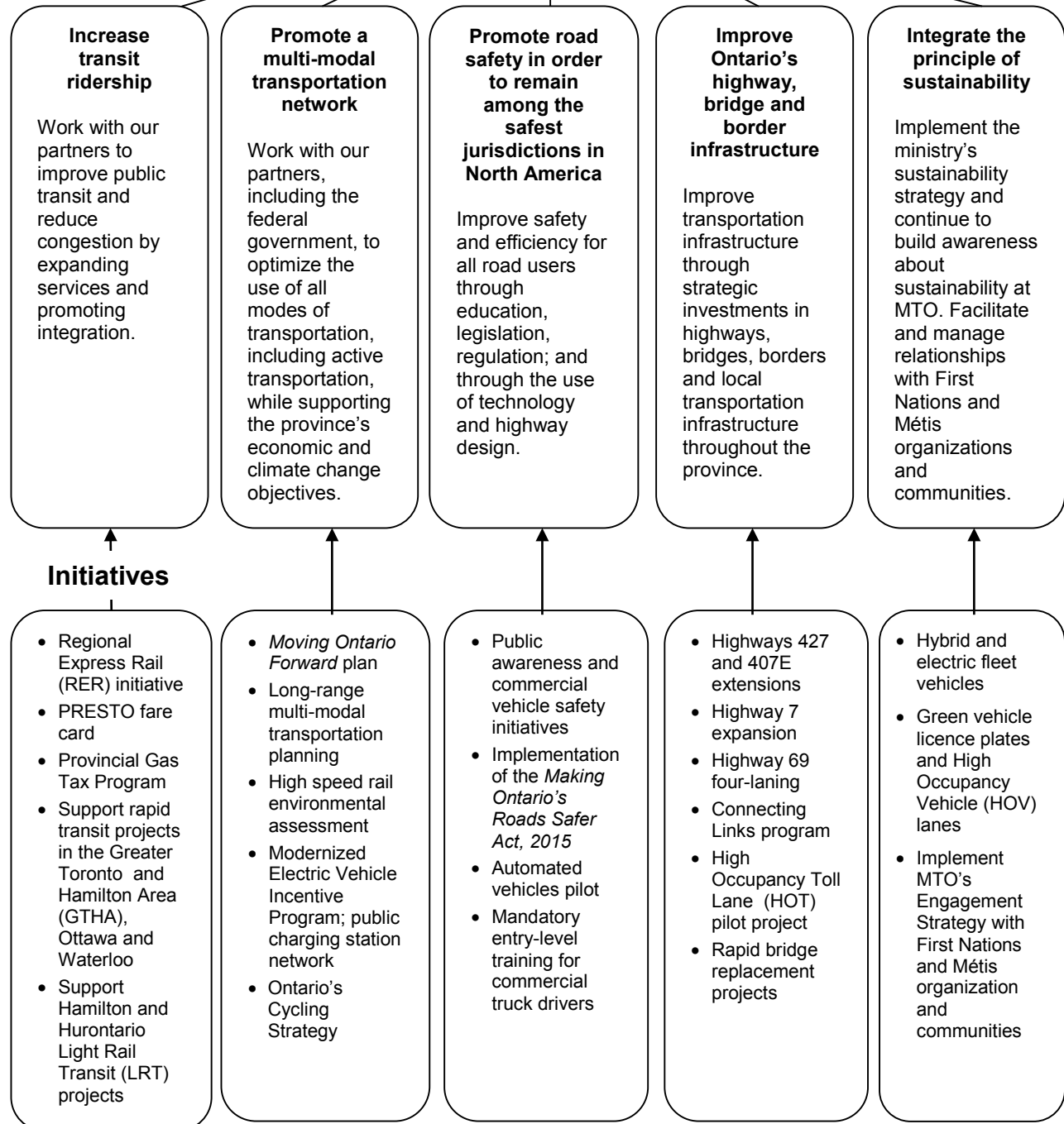
Improving Ontario's highway, bridge, and border infrastructure through strategic investments throughout the province.

Integrating the principle of sustainability into the ministry's decision making, programs, policies and operations by building awareness of and implementing a sustainability strategy.

Ministry of Transportation Vision

To be a world leader in moving people and goods safely, efficiently and sustainably, and to support a globally competitive economy and a high quality of life.

MTO Priorities and Strategies



Ministry Programs

Policy and Planning activities promote a safe, efficient and sustainable multi-modal transportation system that supports strong communities, an enhanced quality of life and a prosperous economy. The division conducts long-term planning to manage congestion and facilitate the movement of people and goods across the province. It manages transit policy and programs, major transit infrastructure investments and the ministry's relationship with Ontario's regional transit agency for the Greater Toronto and Hamilton Area (GTHA), Metrolinx. Initiatives include, but are not limited to:

- Working with partner ministries and agencies to support *Moving Ontario Forward*, the government's \$31.5 billion, 10-year-plan to build an integrated transportation network across the province.
- Transforming the existing GO Transit commuter rail system through the GO Regional Express Rail (RER) initiative to provide faster and more frequent service on all corridors of the GO rail network, with electrification on core segments.
- Improving GO Transit services and facilities, including through the Union Station revitalization project.
- Working with Metrolinx to continue implementing the Regional Transportation Plan (RTP) for the GTHA, *The Big Move*, and to review the RTP.
- Continuing to work with Metrolinx and municipal transit agencies to implement the PRESTO electronic fare card system across the GTHA and in Ottawa.
- Working with Metrolinx and municipal transit agencies to develop a regional fare structure and strategy to support an integrated transit network in the GTHA.
- Investing in municipal transit through the Gas Tax Program and providing targeted funds through transfer payment agreements for municipal rapid transit projects.
- Continuing the delivery of the Community Transportation Pilot Grant Program, a two-year, \$2 million dollar funding program to improve transportation services.
- Developing a strategy for introducing High Occupancy Toll (HOT) lanes in the GTHA to help manage congestion, complement the province's transit investments, and add another option for travellers.
- Developing long-range, multimodal transportation plans for regional areas including the Greater Golden Horseshoe, to inform policy and investment decisions and provide direction to transportation agencies and service providers for all modes.
- Delivering the Electric Vehicle Incentive and Electric Vehicle Charging Incentive Programs, and supporting inter- and in-city travel through the new Electric Vehicle Chargers Ontario (EVCO) program.
- Ensuring cycling is recognized, respected and valued as a core mode of transportation through the ongoing implementation of #CycleON: Ontario's Cycling Strategy and Action Plan 1.0.
- Consulting with industry and communities in the spring on a new regulatory regime for intercity passenger travel to ensure safe and sustainable passenger travel services.

Road User Safety programs help Ontario retain its distinction as one of the safest road jurisdictions in North America. The Road User Safety Division works with many partners to improve mobility and road safety by monitoring, promoting and regulating responsible driving behaviour, and enforcing laws regarding commercial vehicles.

Some initiatives include:

- On June 2, 2015, the *Transportation Statute Law Amendment Act (Making Ontario's Roads Safer)*, 2015 (formerly Bill 31) received Royal Assent. While some measures have already come into force, others may take up to two years to implement. The implementation timelines are dependent on the need to pursue supporting and complementary regulatory amendments, engage with stakeholders and I&IT system changes. Overall, the Act is designed to:
 - strengthen road safety;
 - enhance the collection of defaulted POA fines;
 - clarify mandatory and discretionary medical reporting requirements;
 - improve the Highway 407 East Act, and
 - address “housekeeping” matters.
- Developing and implementing a new Mandatory Entry Level Training (MELT) business model for commercial truck drivers which will require all new applicants for a Class A licence to complete a MELT course with an approved course provider prior to attempting their Class A road test.
- Developing and leading campaigns to improve public awareness of road safety and promote safe and responsible road user behaviours.
- Increasing focus on beginner driver education using enhanced communications and auditing of ministry-approved and non-approved driving schools and driving instructors across the province.
- Modernizing the division's information technology systems to improve efficiency and customer service and to improve data collection.
- Successfully implementing province-wide automation of the delivery of driver, vehicle and carrier certified documents for provincial prosecutions.

Provincial Highways Management supports the ministry's commitment to provide a safe, efficient, reliable transportation system by overseeing the operation, maintenance, engineering, construction and program administration functions of the provincial highway network. The Provincial Highways Management Division oversees year-round highway maintenance and protects public investment in highway infrastructure. The division also provides airport services in 29 remote northern communities and owns, operates and/or provides funding for nine ferry services. Initiatives include:

- Completing the construction of the Rt. Hon. Herb Gray Parkway. Highways 401 and 3 are now open to traffic with final completion of the Parkway, including the trail system, landscaping and other minor work, expected by the summer of 2016.
- Completing the construction of Phase 1 of the Highway 407 East extension project including a 22 kilometre extension from Brock Road in Pickering to Harmony Road in Oshawa and a 10 kilometre link to Highway 401 (Highway 412). Phase 1 is expected to be open to traffic in the spring of 2016.
- Continuing to construct Phase 2 of the Highway 407 East extension project including 22 kilometres from Harmony Road in Oshawa to Highway 35/115 in Clarington and a 10 kilometre link to Highway 401 (Highway 418).
- Continuing to expand Highway 427, from Campus Road-Fasken Drive to Steeles Avenue and from Finch Avenue to Major Mackenzie Drive to eight lanes including building one HOT lane in each direction.
- Continuing the expansion of Highway 11/17 to four lanes between Thunder Bay and Nipigon including the section west of the CPR Overhead at Ouimet (8.6 kilometres) and from Black Sturgeon River to Highway 582.
- Delivering additional key expansion projects, including:
 - 10 kilometres of High Occupancy Vehicle (HOV) lanes on Highway 400 from Major Mackenzie to King Road;
 - 5.2 kilometre widening of the Highway 401 and HOV lanes in Cambridge;
 - ongoing improvements to Highway 417 in Ottawa; and
 - continuing the expansion of Highway 69 to four lanes between Sudbury and Parry Sound.
- Implementing the new Connecting Links Program to support the government's Moving Ontario Forward plan.
- Investing in a new ferry for Amherst Island that will be put in service as early as 2018-19. The current vessel will be used to provide back-up ferry services for all of Eastern Region.
- Investing in capital improvements for the remote Northern Airports over the next 10 years.
- Continuing to enhance highway winter maintenance delivery to keep Ontario's highways safe during the winter.

Ministry Administration by the Corporate Services Division provides high-quality, cost-effective business support, expert advice and services that meet the needs of the ministry and central agencies of government. This area provides leadership in several key areas, including:

- Financial planning, procurement and effective controllership to enable the ministry to deliver its mandate, while providing transparency and value for money.
- Development and delivery of a strategic human resource plan that aligns programs and services to ministry priorities in the areas of leadership, strategic planning, organizational design and labour relations.
- The ministry's public-facing provincial highways traveller information service, Ontario 511, on behalf of the province.
- The Fleet Centre of Excellence, on behalf of the Ontario Public Service (OPS), encompassing all provincial motor vehicle fleet assets to enable clients to meet their business travel and program needs in a safe, efficient and sustainable way.
- The delivery of a strategic framework for diversity and inclusion and ensuring ministry awareness and compliance with the *Accessibility for Ontarians with Disabilities Act* (AODA).
- The ministry's emergency management and continuity of operations programs, including supporting fulfilment of the Minister's responsibilities under the *Emergency Management and Civil Protection Act* (2006) and Order-in-Council 1157/2009.
- Coordinating requests for access to Ministry of Transportation information under *Freedom of Information and Protection of Privacy Act* while promoting a culture of openness and transparency in support of *Open Government*.
- Management of the ministry's space portfolio and related accommodations requirements, including planning, design and project management.

Information Technology activities involve maximizing benefits for Ontario Public Service business clients while supporting the corporate Information & Information Technology strategies and objectives. The ministry's Labour and Transportation Cluster is responsible for this work.

Some initiatives are:

- Delivering business value and enabling public policy delivery through the on-time, on-budget implementation of innovative technology projects that solve business problems, enhance program delivery, enable new business opportunities and improve customer service.
- Improving quality of IT services through establishing and consistently meeting or exceeding service levels, ensuring an integrated service delivery chain, improving communications and simplifying and streamlining processes.
- Driving the adoption of information management best practices across client ministries.
- Demonstrating commitment to the creation and adoption of centres of excellence, enterprise services, common platforms and solutions (e.g. .Net Solutions Delivery Centre, OneKey, Enterprise Records and Document Management) to promote greater standardization, rationalization and reuse in IT.

Table 1: Ministry Planned Expenditures 2016-17 (\$M)

Operating Expense	1,962,834,814
Capital Expense	1,888,107,700
Operating Assets	5,000
Capital Assets	2,117,030,200
TOTAL	5,967,977,714

HIGHLIGHTS OF 2015-16 ACHIEVEMENTS

Increasing transit ridership

- In 2014, municipal public transit ridership increased by more than 217 million trips in total, compared to 2003. This increase translates into more than 181 million fewer car trips on our roads.
- Metrolinx has made progress on implementing a number of key regional rapid transit projects which are currently underway, including:
 - the VIVA bus rapid transit (BRT) project in York Region where, as of December 2015, approximately 8.6 kilometres of the VIVA BRT (rapidways) are in-service in Richmond Hill, Markham and Newmarket; and
 - the Eglinton Crosstown light rail transit (LRT) project, where tunneling has progressed under separate, traditionally procured contracts, and Metrolinx has awarded the design-build-finance-maintain contract to Crosslinx for the associated stations in the City of Toronto.
- The province and Metrolinx have also made progress in the planning of other key regional transit projects funded through the *Moving Ontario Forward* plan, including the Hurontario LRT in Mississauga and southern Brampton, and the Hamilton LRT.
- Metrolinx delivered the Union Pearson (UP) Express, on time and on budget, establishing a dedicated rail service to connect Union Station and Pearson International Airport, two of the busiest transportation hubs in Ontario.
- Metrolinx initiated project procurement of the \$1.2 billion (2014\$) Finch West LRT in Toronto. The Finch West LRT will bring much-needed rapid transit to communities and move people faster than existing bus service.
- Other Metrolinx/GO Transit improvements include: opening the new West Harbour GO Station in Hamilton; adding new weekday train trips on the Kitchener GO line; adding new/enhanced GO bus service in the Milton, Highway 407, Barrie, Lakeshore and Stouffville corridors; continuing to add parking spaces at various locations across the GO network; continuing construction on the East Rail Maintenance Facility (ERMF) in Whitby to service the expanding GO Transit fleet; and beginning construction on additional track for the Stouffville GO line and on a second track for the Barrie GO line.
- Continued to fund and support the implementation of municipally-owned rapid transit projects in the GTHA, Ottawa and Waterloo Region.
- Continued to phase in the PRESTO fare card within the GTHA and Ottawa. As of February 2016, more than 1.85 million cards have been activated across the GTHA and in Ottawa.
- Delivered the Ontario Gas Tax Program by providing funding for service improvements such as additional buses, expanded routes, longer hours, increased accessibility, and improved security infrastructure.

- For the 2015-16 program, the Ontario Gas Tax Program funding envelope was \$332.9 million.
- Continued to work with the City of Toronto and the Toronto Transit Commission (TTC) to fulfil a provincial commitment to provide up to \$416.3 million towards the replacement of TTC streetcars.

Promoting a multi-modal transportation network to support the efficient movement of people and goods

- Completed the new 62,000-square-foot York Street GO Transit concourse at Union Station.
- Completed passenger vehicle border surveys at six crossings in Eastern and Southwestern Ontario. MTO now has a comprehensive picture of freight and passenger traffic at all 14 Ontario-U.S. borders between 2010 and 2015.
- Launched a modernized Electric Vehicle Incentive Program (EVIP) on February 10, 2016, and the Electric Vehicle Chargers Ontario (EVCO) program on December 21, 2015, to further support the goals of Ontario's Climate Change Strategy and promote increased EV adoption.
- Launched the Ontario Municipal Cycling Infrastructure Program, a commitment in #CycleON Action Plan 1.0.
- Commenced the final technical stage to develop a Northern Ontario Multimodal Transportation Strategy. The Strategy will examine needs and opportunities for all transportation modes in the North, including rail, road, air and marine.
- Initiated development of the Greater Golden Horseshoe Multimodal Transportation Plan to ensure future mobility for people and goods in this rapidly growing region.
- Successfully concluded the Off-Peak Delivery Pilot, which helped to manage congestion during the Pan Am/Parapan Am Games.
- Conducted a capacity study to inform future options for the Long Combination Vehicle (LCV) Program.
- Supported the work of the Honourable David Collenette, Special Advisor for High Speed Rail (HSR).
- Commenced a review of the economic regulatory regime governing Ontario's intercity bus industry, in accordance with the Minister's mandate to develop recommendations on modernizing and appropriately regulating the intercity bus regime to ensure it remains an attractive and affordable travel option for Ontarians.

Promoting road safety

- On June 2, 2015, the *Transportation Statute Law Amendment Act (Making Ontario's Roads Safer)*, 2015 (formerly Bill 31) received Royal Assent.
- Effective September 1, 2015, MTO amended Regulation 596 (General) to increase the property damage only (PDO) reporting threshold from \$1,000 to \$2,000.
- Successfully implemented an integrated and electronic solution for reporting motor vehicle collisions which replaced the previous labour intensive, paper reporting process. Transformed the mandatory medical reporting program by enhancing technology, aligning resources and streamlining processes to improve customer service today and in the future.
- Worked directly with more than 150 road safety partners and community groups to raise awareness of safe driving practices through local and provincial initiatives.
- Conducted approximately 9,000 senior driver group education sessions (with over 117,000 seniors in attendance), 5,200 demerit point interviews, and 113,000 truck inspections annually.
- Launched a new series of on-line videos demonstrating proper installation and use of child car seats.
- Updated on-line all-terrain vehicle (ATV)/off-road vehicle (ORV) safety videos and brochure to reflect July 1, 2015 changes allowing more types of ATVs and ORVs to travel on road.
- Produced information cards and infographics explaining new rules related to the *Making Ontario's Roads Safer Act, 2015*.
- Developed bilingual social media messages about Ontario's new distracted driving measures and the dangers of distracted driving.
- Conducted bi-annual road safety marketing attitude and behaviour survey to determine road user attitude trends and identify best ways to use social marketing tools effectively.
- Took the lead on three research projects related to the growing issue of drug-impaired driving: one, for the purpose of developing a national standard, validation and test of three oral screening devices for roadside use; the second, a roadside drug and alcohol survey carried out in Ontario communities; and the third, an evaluation of the Standard Field Sobriety Test for detecting drugs rather than alcohol.
- Implemented the Road Safety Research Partnership Program (RSRPP) which invests up to \$150,000 in the academic and broader public sector community to selectively fund research in the social and behavioural aspects of road safety. The funded research will contribute to our understanding of emerging issues, help inform ministry priorities, and is expected to result in significant road safety gains.
- Launched the Automated Vehicle (AV) Pilot Program on January 1, 2016, to allow for the testing of AVs on Ontario roads.

- Prior to the AV pilot launch, MTO staff worked closely with the University of Toronto's Mowat Centre to host a Minister's Roundtable with industry leaders and experts to discuss the future of AVs in terms of potential benefits and impacts of AV technologies. The roundtable was well received by stakeholders.

Improving Ontario's highway, bridge, and border infrastructure

- Engaged in long-range planning initiatives that will protect major new corridors in the Greater Golden Horseshoe for future highways and transit infrastructure.
- Committed more than \$2.4 billion in 2015-16 to repair and expand provincial highways and bridges across Ontario.
- In partnership with Infrastructure Ontario (IO):
 - Completed the redevelopment and upgrade of 20 existing highway service centres along Highway 400 and 401.
 - Continued the construction of the \$1.4 billion Rt. Hon. Herb Gray Parkway. Full construction of the Parkway is expected to be completed in the summer of 2016.
 - Continued the construction of the Highway 407 East Phase 1 project, which is expected to be open to traffic in spring 2016 and commenced the construction of Highway 407 East Phase 2. The 407 East Project will provide efficient movement of people and goods, and support future economic growth and development through the eastern part of the Greater Toronto Area (GTA) and beyond.
- Since 2007, MTO has completed 13 rapid bridge replacement projects, including two in 2015-16, on Highway 417 at Kent Street in Ottawa (two overpasses) and Highway 401 at Cornwall Centre Road (1 rigid frame overpass).
- The 'Track My Plow' program was launched in 2014-15 covering two contract areas and was expanded in 2015-16 to cover seven of the 20 contract areas in the province. This initiative allows the public to track the location of snowplows on provincial highways in these areas. This initiative is part of a response to the Office of the Auditor General report on Winter Highway Maintenance released in April 2015.
- Launched the new application-based Connecting Links Program to support the government's *Moving Ontario Forward* plan to build a seamless and integrated transportation network across the province.

Integrating sustainability

- Continued integration of climate change considerations and greenhouse gas (GHG) assessments into transportation planning, policy and program development through input into government Climate Change Strategy, Action Plan and cap and trade regulatory framework.

Successful planning and delivery of transportation for the 2015 Pan Am/ Parapan Am Games

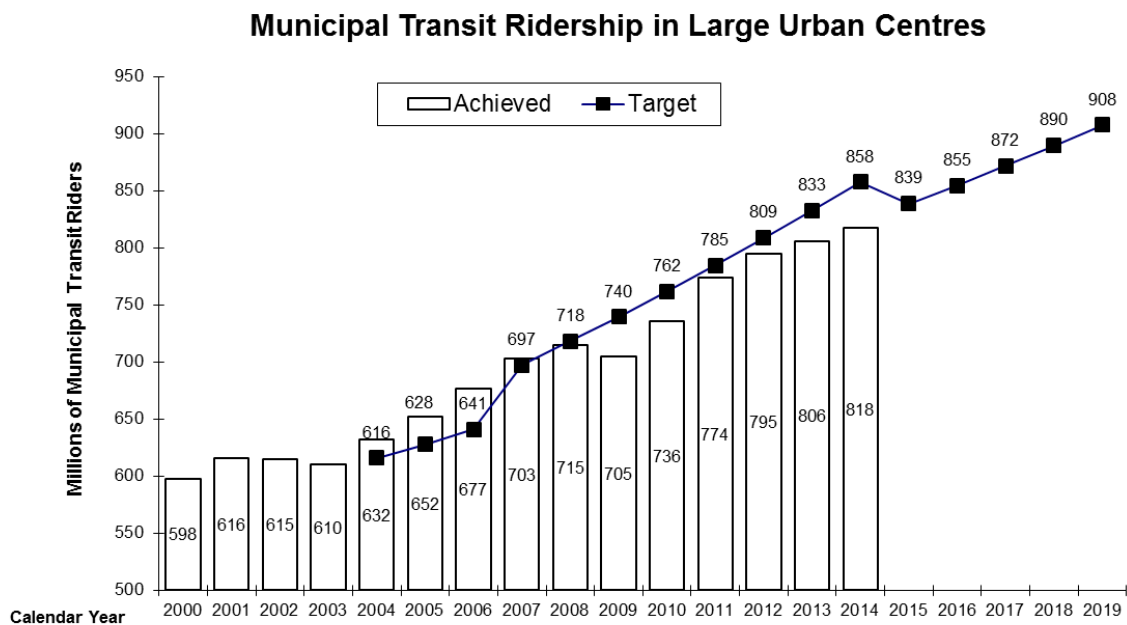
- The Ministry of Transportation's Pan Am/Parapan Am Games Branch formed the Pan Am Transportation Team (PATT) consisting of more than 30 key partners including TO2015, municipalities, transit systems, security planners and accessibility planners to lead the development and successful implementation of an integrated Games transportation delivery plan.
- Games spectators and competitors added thousands of additional trips onto the region's busy transportation network during the Games period in the summer of 2015.
- Through a massive coordination effort across a very large region, PATT successfully delivered and implemented a plan that got athletes and officials to events on time while keeping residents and businesses moving.

Measuring Performance

Tracking progress on our priorities allows the ministry to ensure that goals are met.

Municipal Transit Ridership in Large Urban Centres

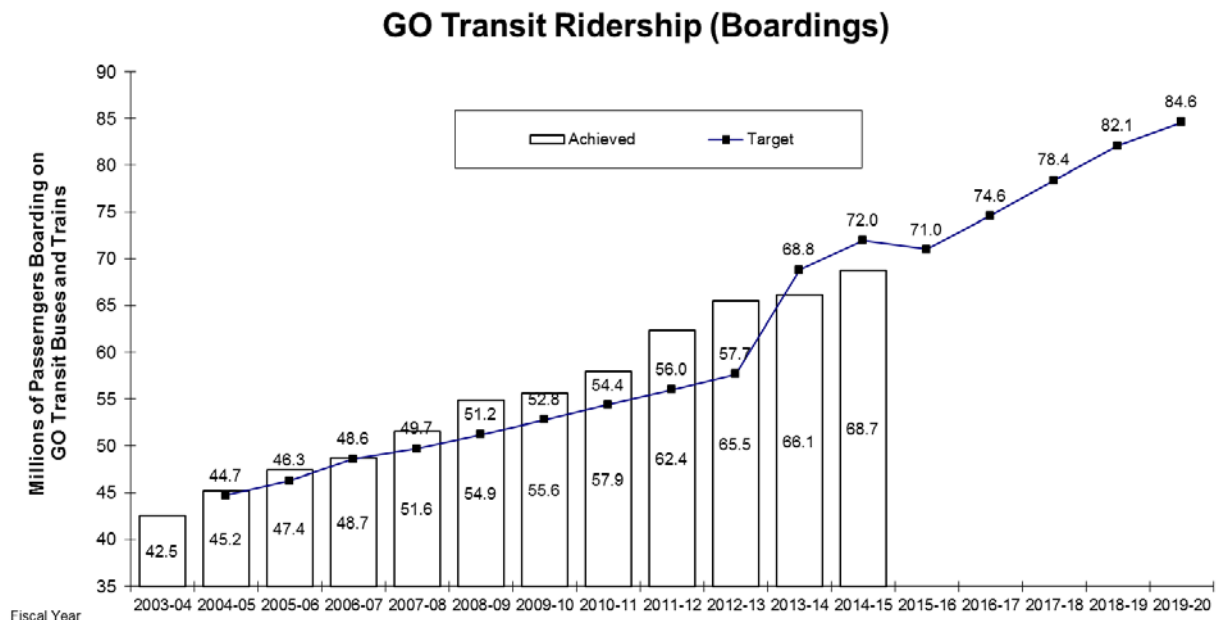
Municipal transit systems serving Ontario's 15 largest urban centres carried 818 million passengers in 2014 on conventional and specialized services. Baseline ridership was affected by the 2008 economic slowdown but has resumed growth. Ridership for 2013 and 2014 was also affected by severe weather and service interruptions. Ridership is expected to increase from 855 million trips in 2016 to 908 million trips by 2019.



Related link: <http://www.mto.gov.on.ca/english/transit/municipal-transit-systems-in-ontario.shtml>

GO Transit Ridership (Passenger Boardings)

Metrolinx's GO Transit ridership was 68.7 million passenger boardings in 2014-15, up from 66.1 million passenger boardings in 2013-14. Metrolinx's 2014-2015 Annual Report indicates an expected ridership growth rate of 3.2 percent in 2015-16.



Related link: <http://www.gotransit.com/publicroot/en/default.aspx>

Border and Trade Corridor Infrastructure Improvements

Every day more than \$740 million in goods cross the Ontario-U.S. border by truck. Approximately 29 million cars/other vehicles and about 6.6 million trucks move through Ontario's international border crossings (two-way volume, 2014).

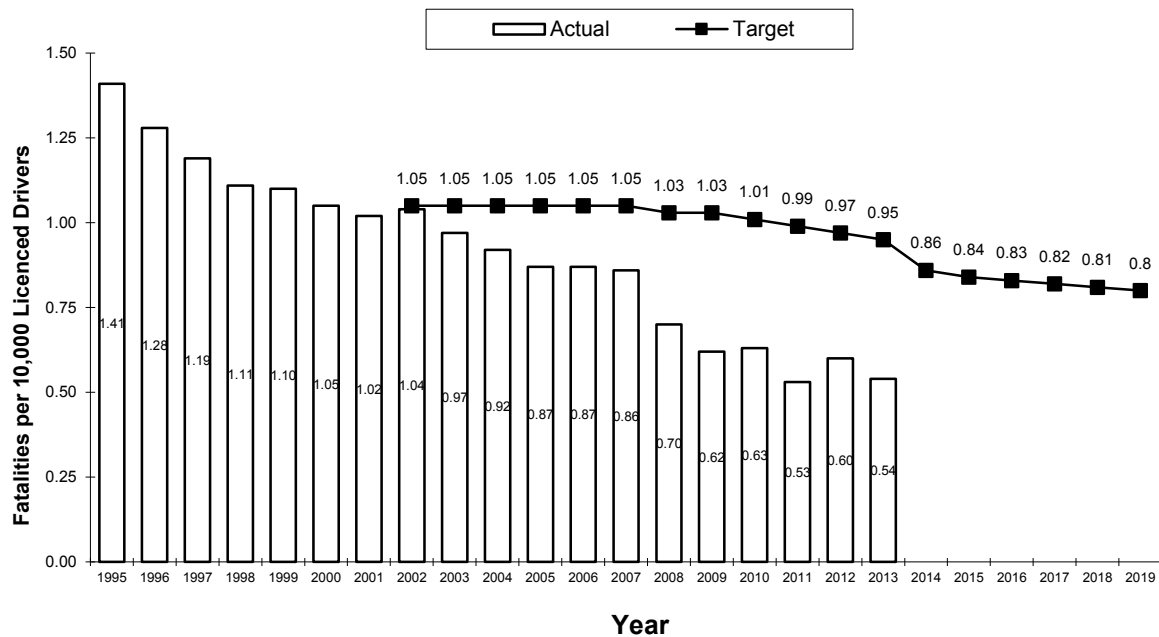
Ontario is continuing to invest in infrastructure upgrades to improve highway trade corridors, manage congestion and increase capacity.

The province is also an active participant in implementing the Canada-U.S. *Shared Vision for Perimeter Security* initiative.

Fatalities per 10,000 drivers

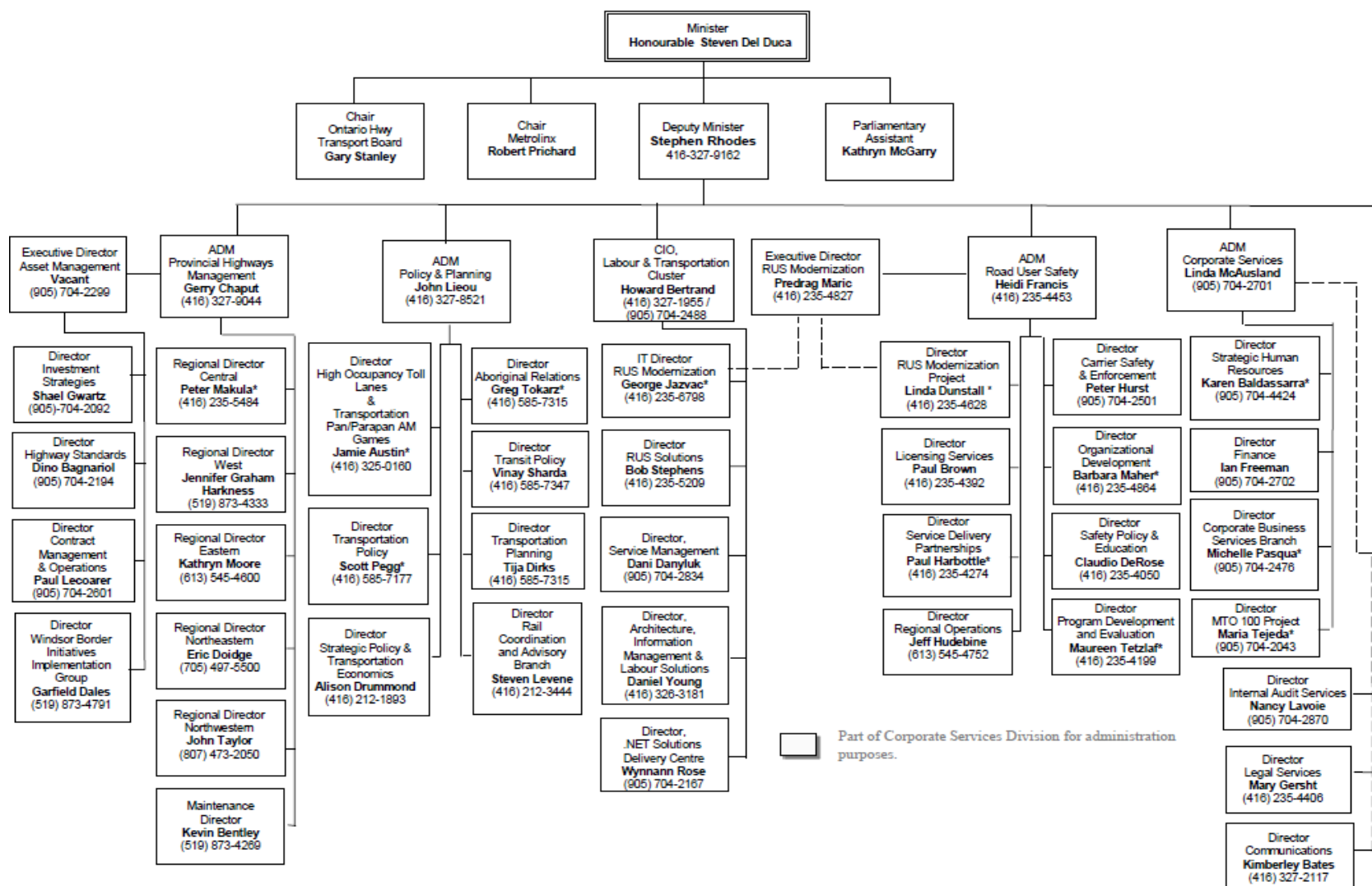
Ontario was among the safest jurisdictions in both Canada and North America in terms of motor vehicle collision fatalities in 2013 (latest published data available), reporting a rate of 0.54 fatalities per 10,000 licensed drivers. Fatalities have fallen steadily for over a decade due to public education campaigns, road safety improvement programs and strict enforcement. Fatalities are expected to fall from 0.84 fatalities per 10,000 licensed drivers in 2015 to 0.80 in 2019.

Fatalities per 10,000 Licensed Drivers, 1995-2019



Related link: <http://www.mto.gov.on.ca/english/publications/ontario-road-safety-annual-report.shtml>

MINISTRY ORGANIZATION CHART **APRIL, 2016**



* Acting in Position

AGENCIES, BOARDS AND COMMISSIONS (ABCS)

Name of Agencies Boards and Commissions	2016-17 Estimates	2015-16 Interim Actuals	2014-15 Actuals
Ontario Highway Transport Board expenditures	465,000	465,000	456,847
Ontario Highway Transport Board revenue	78,000	75,000	83,636
Metrolinx, operating subsidy	252,418,000	234,012,700	190,440,058
Metrolinx, capital subsidy	4,425,074,200	2,640,968,500	2,203,085,845

Ontario Highway Transport Board

The Ontario Highway Transport Board (OHTB) is a regulatory agency that reports to MTO and is responsible for regulating the public vehicle/intercity bus industry, as set out in the *Public Vehicles Act*. The OHTB considers applications for public vehicle services based on public necessity and convenience criteria. It also adjudicates allegations of unlicensed and illegal public vehicle services.

Metrolinx

Metrolinx provides leadership in the coordination, planning, financing, development and implementation of an integrated, multi-modal transportation network. It is responsible for the operation of the GO Transit system, the PRESTO fare card system, UP Express and the implementation of regional rapid transit projects in the Greater Toronto Hamilton Area (GTHA). Metrolinx also acts on behalf of municipalities as a central procurement agency for local transit system vehicles, equipment, technologies and related supplies and services.

DETAILED FINANCIAL INFORMATION

Ontario's transportation network connects us to the global marketplace and to one another. MTO invests in long-term infrastructure maintenance, renewal and expansion of this network. Major programs include planning for and investing in transit, highways, bridges, strategic corridors, and advancing driver and vehicle safety.

MINISTRY OF TRANSPORTATION
Table 2: Combined Operating and Capital Summary by Vote

Votes/Programs	Estimates 2016-17 \$	Change From 2015-16 Estimates \$	%	Estimates 2015-16 * \$	Interim Actuals 2015-16 * \$	Actuals 2014-15 * \$
OPERATING EXPENSE						
Ministry Administration	45,830,200	187,900	0.4	45,642,300	44,842,300	42,271,969
Policy and Planning	308,042,100	(15,080,900)	(4.7)	323,123,000	317,909,600	239,337,670
Road User Safety	112,555,500	2,008,700	1.8	110,546,800	114,939,600	111,313,147
Provincial Highways Management	448,871,500	47,722,200	11.9	401,149,300	422,141,500	390,820,297
Labour and Transportation Cluster	61,444,500	4,077,200	7.1	57,367,300	54,598,900	56,661,200
Total Operating Expense to be Voted	976,743,800	38,915,100	4.1	937,828,700	954,431,900	840,404,283
Statutory Appropriations	369,014	-	-	369,014	369,014	2,511,629
Ministry Total Operating Expense	977,112,814	38,915,100	4.1	938,197,714	954,800,914	842,915,912
Operating Expense Adjustment - Municipal Gas Tax Allocation	320,999,000	-	-	320,999,000	331,457,000	318,429,480
Consolidation Adjustment - Metrolinx	664,723,000	69,588,400	11.7	595,134,600	595,134,600	501,289,859
Total Including Consolidation & Other Adjustments	1,962,834,814	108,503,500	5.9	1,854,331,314	1,881,392,514	1,662,635,251
OPERATING ASSETS						
Ministry Administration	1,000	-	-	1,000	-	-
Policy and Planning	1,000	-	-	1,000	-	-
Road User Safety	1,000	-	-	1,000	-	-
Provincial Highways Management	1,000	-	-	1,000	-	-
Labour and Transportation Cluster	1,000	-	-	1,000	-	-
Total Operating Assets to be Voted	5,000	-	-	5,000	-	-
Total Operating Assets	5,000	-	-	5,000	-	-
CAPITAL EXPENSE						
Ministry Administration	1,000	-	-	1,000	1,000	225,293
Policy and Planning	4,793,889,400	2,076,096,500	76.4	2,717,792,900	2,825,592,900	2,344,334,629
Road User Safety	1,000	-	-	1,000	1,000	-
Provincial Highways Management	121,895,600	52,433,200	75.5	69,462,400	44,362,400	43,334,799
Total Capital Expense to be Voted	4,915,787,000	2,128,529,700	76.4	2,787,257,300	2,869,957,300	2,387,894,721
Statutory Appropriations	856,278,900	45,516,300	5.6	810,762,600	784,162,600	729,172,516
Ministry Total Capital Expense	5,772,065,900	2,174,046,000	60.4	3,598,019,900	3,654,119,900	3,117,067,237
Consolidation Adjustment - Metrolinx	(3,883,958,200)	(1,888,380,400)		(1,995,577,800)	(2,149,977,800)	(1,835,496,387)
Total Including Consolidation & Other Adjustments	1,888,107,700	285,665,600	17.8	1,602,442,100	1,504,142,100	1,281,570,850
CAPITAL ASSETS						
Ministry Administration	19,546,100	455,700	2.4	19,090,400	12,390,400	13,651,158
Road User Safety	32,860,300	(14,734,500)	(31.0)	47,594,800	42,494,800	40,329,251
Provincial Highways Management	2,064,623,800	(464,040,400)	(18.4)	2,528,664,200	2,241,864,200	2,479,568,874
Total Capital Assets to be Voted	2,117,030,200	(478,319,200)	(18.4)	2,595,349,400	2,296,749,400	2,533,549,283
Total Capital Assets	2,117,030,200	(478,319,200)	(18.4)	2,595,349,400	2,296,749,400	2,533,549,283
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	3,850,942,514	394,169,100	11.4	3,456,773,414	3,385,534,614	2,944,206,101

* Estimates, Interim Actuals and Actuals for prior fiscal years are re-stated to reflect any changes in ministry organization and/or program structure. Interim actuals reflect the numbers presented in the 2016 Ontario Budget.

For additional financial information, see:

<http://www.fin.gov.on.ca/english/budget/estimates/>

<http://www.fin.gov.on.ca/en/budget/paccts/2015/>

<http://www.fin.gov.on.ca/en/budget/ontariobudgets/2016/>

APPENDIX: 2015-16 ANNUAL REPORT

2015-16 ACHIEVEMENTS

The Ministry of Transportation (MTO) strives to be a world leader in moving people and goods safely, efficiently and sustainably to support a globally competitive economy and a high quality of life. In fulfilling this vision, the ministry supports the key Ontario government priorities of creating jobs and growth, and building this province up for all Ontarians.

Increasing Transit Ridership

Providing More and Better Public Transit

- Through the province's Gas Tax Program, in 2015-16, 95 transit systems in 130 communities received \$332.9 million in funding that can be used towards service improvements. These communities represent nearly 90 percent of the total population of Ontario.
- The ministry provides funding to targeted municipal transit renewal and expansion projects:
 - Construction is progressing on the Toronto-York Spadina Subway Extension (TYSSE). The extension will add 36 million transit trips and eliminate 30 million car trips per year.
 - The TTC estimates that the YYSSE will be in service by December 31, 2017.
 - Construction is underway on the Mississauga Transitway. Approximately six kilometres of roadway and six stations are currently open.
 - Construction is well underway on the Ottawa light rail transit (LRT) Confederation Line project. This includes work on the tunnels, stations and work at the future Maintenance and Storage Facility.
 - Construction of the Waterloo rapid transit project is well underway, with work progressing on all sections of the light rail transit (LRT) section. The adapted bus rapid transit (aBRT) section between Kitchener and Cambridge opened in September 2015.
 - Construction of the Durham "Quick Win" bus rapid transit (BRT) project is well underway, including road improvements and work on the Raleigh Maintenance and Storage Facility.
- Metrolinx continued to implement the PRESTO fare card system across the TTC network. As of the end of December 2015, PRESTO was available at 26 TTC subway stations, and on all TTC legacy and new (in-service) streetcars. With the

successful deployment on the UP Express as of service launch in June 2015, PRESTO is also fully operational on 10 transit systems across the GTHA and in Ottawa [i.e., Brampton Transit, Burlington Transit, Durham Region Transit, Hamilton Street Railway, MiWay (Mississauga), Oakville Transit, OC Transpo (Ottawa), York Region Transit, GO Transit and UP Express].

- As of February 2016, more than 1.85 million PRESTO cards had been activated across the GTHA and in Ottawa.
- As of December 2015, more than 514 million fare payments worth approximately \$1.64 billion have been processed. MTO continues to work with the City of Toronto and the TTC to fulfil a provincial commitment to provide up to \$416.3 million towards the replacement of TTC streetcars.
- In spring 2009, the province announced more than \$9 billion in funding for regional transit projects in Toronto and York Region, including:
 - \$8.4 billion (2010\$) for LRT projects in Toronto, including the Eglinton Crosstown, Finch West and Sheppard East LRTs; and an extension of the Bloor-Danforth subway in Scarborough; and \$1.4 billion (2010\$) for the VIVA BRT project in York Region.
 - Construction on the Eglinton Crosstown LRT project continues and significant progress has been made on the western tunnel segment between Black Creek Drive and Allen Road. The new LRT line will run about 19 kilometres along Eglinton Avenue including a 10 kilometre underground portion between approximately Keele Street and Laird Avenue, with 25 stations and stops, linking to 54 bus routes, three subway stations and various GO Transit lines. The Crosstown is expected to be in service by September 2021.
 - Construction on the VIVA BRT project in York Region is underway along the current Highway 7, Yonge Street and Davis Drive corridors.
 - Approximately six kilometres of the bus rapid transit lanes (rapidways) is now in-service along Highway 7 in Richmond Hill and Markham, and approximately 2.6 kilometres of rapidway is now in service along Davis Drive in Newmarket with a further 2.3 kilometres running in mixed traffic to Highway 404 in a curbside lane.
 - Rapidway construction is underway along Highway 7 West in Vaughan and Richmond Hill, and along Yonge Street in Richmond Hill and Newmarket.
 - Initiated procurement of the Finch West LRT project, which will be delivered using the Alternative Financing and Procurement (AFP) model by Metrolinx and Infrastructure Ontario. Early works will begin in 2016, with the start of major construction expected in 2017. The LRT will bring 11 kilometres of new, dedicated light rail transit between Humber College and the new Finch West Subway Station on the Toronto-York Spadina 11 kilometres of new, dedicated light rail transit between Humber College and

the new Finch West Subway Station on the Toronto-York Spadina Subway Extension, and move more people faster through the corridor than the existing bus service.

- Metrolinx delivered the UP Express, on time and on budget, connecting Union Station and Pearson International Airport, two of the busiest transportation hubs in Ontario. Regular service launched on June 6, 2015, in time for the 2015 Pan/Parapan American Games.
 - As of March 9, 2016, a new fare structure with lower fares is in place to attract new riders to the service.
 - The province and Metrolinx continue to examine all opportunities to help increase ridership on the UP Express, including developing and implementing such strategies as, for example, marketing campaigns, better way-finding signage and incentive programs.
- Metrolinx and MTO continue to show progress with the planning of other key regional transit projects, including GO Regional Express Rail (RER), the Hurontario LRT in Mississauga and southern Brampton, and the Hamilton LRT.
- The ministry continued to work with Metrolinx and municipal transit agencies to develop a regional fare structure and strategy to support an integrated transit network in the GTHA.
- The province and Metrolinx continued to work closely with the City of Toronto to integrate the City's SmartTrack concept into the province's GO RER plan.
- In partnership with the federal government and the City of Toronto, the province continued to move forward with the revitalization of Union Station in 2014-15, including the opening of the renovated York GO Transit Concourse in April 2015. When complete, the revitalization project will include:
 - A three-fold increase to GO Transit concourse space (owned by Metrolinx) to accommodate an expected doubling of GO Transit passengers by 2030.
 - The purchase and refurbishment of the west wing for Metrolinx's head office.
 - Construction of a new northwest PATH connection that will extend this pedestrian walkway underground from Union Station north to York Street to the existing PATH system.
 - Restoring heritage aspects of the main Union Station building.

Improving GO Transit Service

- Effective in September 2015, 14 new weekday train trips were added in the Kitchener GO corridor between Mount Pleasant GO Station and Union Station during off-peak midday hours.
 - In addition to these new trips, one existing eastbound train that previously departed from Bramalea GO Station now departs from Mount Pleasant GO Station.

- In July 2015, Metrolinx opened the West Harbour GO Station – in time for the Pan Am/Parapan Am Games. The station is served by two trains running from Hamilton to Toronto in the weekday morning peak period, and two trains returning from Toronto in the weekday afternoon peak period.
- In May 2015, the province announced that Metrolinx will be extending GO Transit service on the Lakeshore West GO line from the West Harbour GO Station to a new GO station at Centennial Parkway in eastern Hamilton.
 - Construction is expected to start in 2017, with anticipated completion in 2019.
- In April 2015, Metrolinx opened to the public the new York GO Transit Concourse in Union Station.
 - The 62,000-square-foot concourse provides 50 percent more space than the current concourse, facilitates faster access to the GO Transit train platforms, and will help to accommodate the growth that will come with the GO RER initiative.
- Also in April 2015, as part of the broader GO RER initiative, the province announced the construction of a second track on a six kilometre section on the Barrie GO line.
 - Under the *Moving Ontario Forward* plan, GO RER will allow for 15-minute two-way, all-day service to Aurora and two-way hourly service to Barrie during the midday, evenings and weekends.
- As of December 2015, 94 percent of GO trains were operating within five minutes of the scheduled time, and 95 percent of GO buses were operating within 15 minutes of the scheduled time.

Promoting A Multi-modal Transportation Network to Support the Efficient Movement of People and Goods

Long-Range Transportation Planning

- The Ontario Government appointed the Honourable David Collenette as a Special Advisor for High Speed Rail (HSR). The Special Advisor's mandate includes engaging with stakeholders and First Nations and Métis partners, identifying economic development opportunities, assessing international experience and providing advice on a preliminary business case and potential financing models.
- The ministry advanced technical and planning work to support the Environmental Assessment (EA) process for HSR including the preparation of a preliminary business case to inform an overall approach, scope and schedule for HSR in Ontario. The ministry is also moving forward with the development of a forecasting model to support the assessment of HSR ridership demand and revenue generation. The ministry continues to work with MEDEI and Infrastructure Ontario to complete a market sounding study to assess delivery and/or commercial models that may be applicable to HSR.

- Initiated development of the Greater Golden Horseshoe Multimodal Transportation Plan to ensure future mobility for people and goods in this rapidly growing region.

Supporting Efficient Movement of Goods

- Released Freight-Supportive Guidelines to help municipalities better understand and plan for the vehicles that transport goods through their communities.

Transportation Forecasting, Modelling and Information Sharing

- Completed passenger vehicle border surveys at six crossings in Eastern Ontario and Southwestern Ontario. MTO now has a comprehensive picture of freight and passenger traffic at all 14 Ontario-U.S. borders between 2010 and 2015.
- Developing a province-wide integrated multimodal transportation model, which will provide a consistent way to forecast passenger and freight activity across all modes of transportation, as a key enabling tool for multimodal planning.

Pan Am/Parapan Am Games

MTO led transportation planning for the Toronto 2015 Pan Am/Parapan Am Games working closely with more than 30 partners, including municipalities, the Integrated Security Unit (ISU), and transit agencies to ensure a coordinated Transportation Plan for the Games was implemented.

The Transportation Plan ensured athletes, officials and visitors got to events on time, while keeping residents and businesses moving. Elements of the plan included:

- Games Route Network (GRN)
 - Priorities included the development of a Games Route Network for athletes and officials. The GRN covered 1,500 kilometres across the Greater Golden Horseshoe, and included 235 kilometres of temporary HOV lanes.
- Transit Ticket Integration (TTI)
 - Transit Ticket Integration was arranged with all transit agencies within the Games footprint area. Event ticket provided free, integrated transit access during the day of the event.
- Integrated Public Engagement Plan
 - An integrated public engagement campaign raised awareness of how the Games impacted the transportation system and encouraged residents and businesses to plan ahead.
- Local Area Plans
 - Local area plans covered the 33 competition and ceremony venues. These plans laid out the temporary infrastructure and services that would be needed,

such as transit and shuttle locations, traffic diversions, parking restrictions and cycling routes.

- Unified Transportation Coordination Centre (UTCC)
 - The Unified Transportation Coordination Centre (UTCC) was the operations hub that kept transportation running during the Games. For the first time, transportation partners worked side-by-side in one location to resolve incidents and make the adjustments that would keep the region moving.

The following three transportation goals were developed to focus planning:

1. Keeping the region moving with temporary traffic measures
 - 34 percent of surveyed residents changed their travel routine during the Pan Am Games, and 22 percent during the Parapan Am Games.
2. Creating a safe, accessible and positive experience for spectators and volunteers
 - Venue survey results showed 90 percent spectator satisfaction with transportation.
3. Getting athletes, officials and media to events safely and on time
 - 95 percent of athletes got to their venues within target travel times and no athletes were late for their event due to traffic.

Goods Movement Initiatives

- MTO has commenced a capacity study to inform future options for the ministry's Long Combination Vehicle (LCV) Program.
- Each LCV replaces two 23-metre tractor-trailers. LCVs reduce fuel consumption and related greenhouse gas (GHG) emissions by approximately one-third.
- The province has successfully concluded the Off-Peak Delivery Pilot, which helped to manage congestion during the Pan Am/Parapan Am Games and provided an opportunity to test the applicability of off-peak deliveries in Greater Toronto and Hamilton Area municipalities.

Modernizing Intercity Bus Services

- The ministry commenced a review of the economic regulatory regime governing Ontario's intercity bus industry, in accordance with the Minister's mandate to develop recommendations on modernizing and appropriately regulating the intercity bus regime to ensure it remains an attractive and affordable travel option for Ontarians.

- The review included an Environmental Registry posting in summer/fall 2015 to seek public input regarding intercity bus services.

Integrating the Principle of Sustainability

Promoting Sustainable Transportation

- Construction is underway to build HOV lanes on Highway 417 in each direction from Moodie Drive to Palladium Drive in Ottawa.
- Announced plans for introducing HOT lanes on QEW and Highway 427 to help manage congestion, complement the province's transit investments, and add another option for travellers.
- Ensuring cycling is recognized, respected and valued as a core mode of transportation through the continued implementation of #CycleON: Ontario's Cycling Strategy and its Action Plan 1.0.
- Provided funding to develop and enhance cycling skills training programs through the Cycling Training Fund.
- Construction of additional roundabouts at Highway 5/8 at Peters Corners and Highway 26 near Collingwood in 2012, providing enhanced safety, shorter delays and increased capacity.
- Continuing our leadership in recycling asphalt pavements, re-using existing materials, conserving large quantities of non-renewable aggregate resources, significantly reducing energy requirements and avoiding costly disposal.

Promoting Road Safety to Remain Among the Safest Jurisdictions in North America

Promoting safer roads through legislation and regulation

- In 2013, the most recent year for which data is available, Ontario had the second-lowest rate of road fatalities in North America at 0.54 per 10,000 licensed drivers. The 2013 fatality rate is the second-lowest ever recorded in Ontario.
- On June 2, 2015, the *Transportation Statute Law Amendment Act (Making Ontario's Roads Safer)*, 2015 (formerly Bill 31) received Royal Assent.
- *The Making Ontario's Roads Safer Act* is the key piece of a broader package of legislative and subsequent supporting regulatory amendments to the *Highway Traffic Act*, *Provincial Offences Act* and *Highway 407 East Act*.
- The following initiatives came into effect on September 1, 2015:

Distracted Driving

- Increased the fine range and demerit points for distracted driving

- Added novice driver distracted driving convictions to existing escalating sanctions regime (30 day suspension, 90 day suspension, licence cancellation).

Cyclist

- Increased the fine range for motorists “dooring” a cyclist and increasing demerit points.
- A new offence for drivers who fail to leave a one-metre distance when passing a cyclist.
- Increased the fine range for cyclists who don’t comply with the bicycle and bicycle light, reflector and reflective material.

Slow Down, Move Over

- Extended the protection of the “slow-down, move over” law to include tow trucks stopped at roadside with flashing amber lights activated

The following initiative came into effect on January 1, 2016:

Prosecuting Out-of-Province Drivers

- Enhanced municipalities’ ability to charge/prosecute out-of-province owner liability offenders.
- The Automated Vehicle (AV) Pilot Program launched to allow for the testing of AVs on Ontario roads. Ontario is the first jurisdiction in Canada to create a regulatory framework to allow for testing on road.

Working closely with our road safety partners to enhance safety

- The ministry has worked with the Ontario Provincial Police (OPP) and municipal police services to expand online real-time access to digital driver’s licence photos. More than 13,000 police officers from the OPP and 56 municipal and First Nations police services can now view photos electronically from their desktop or laptop computers.
- The ministry annually conducts approximately 9,000 senior driver group education sessions, 5,200 demerit point interviews and 113,000 commercial vehicle inspections.
- The ministry is developing a comprehensive social marketing and public education campaign that focusses on the issues of distracted and drug-impaired driving to raise awareness, promote compliance and change attitudes, perceptions and behaviours.
- New pedestrian safety and cycling safety displays developed to promote road safety at various community and stakeholder events across the province.
- Continued partnership with TVOKids to deliver road safety messages as part of TVO’s on-air programming, web-based activities and parent resources targeting

children aged 2-11 and their parents. TVOKids reaches over 1.3 million viewers ages 2–11 annually and promotes road safety topics during Road Safety Week in May.

- Updated Ontario's Road Safety Resource website through partnership with CAA – the resource is an educational tool for teachers, public health and community leaders dedicated to supporting the health and well-being of Ontario's children and youth.
- Inter-Agency Road Safety Marketing Committee (IRSMC) continues to bring provincial road safety partners together to share information, support joint initiatives and develop awareness campaigns.
- Continued to work with community groups promoting safe and responsible winter driving practices and increase public awareness regarding MTO winter maintenance operations.
- Continued to support interactive workshops delivered by Teens Learn 2 Drive in secondary schools across Ontario. These events provide teens and parents with effective strategies to reduce motor vehicle collisions and promote parental involvement in the teen driver training process.
- Outreach to new parents through the annual Spring and Fall "Baby Time" Shows in the GTA promoting correct use and installation of child car seats and booster seats.
- Host the annual ATV Safety Week in partnership with Ontario Federation of ATV Clubs to promote safety and responsible riding and legislative requirements for off-road vehicles (ORVs). ATV and ORV safety also promoted at the Toronto Snowmobile, ATV and Powersports Show, Toronto Sportsmen's Show and Central Canada Outdoor show in Thunder Bay.

Carrier safety and enforcement

- In 2015, more than 119,000 safety inspections were conducted on commercial vehicles and drivers:
 - 27,085 drivers/vehicles were placed out-of service (OOS)
 - 25,942 inspections resulting in charges laid
 - 5,010 bus inspections of which 2,682 were school buses
 - 427 bus inspections were out-of-service (OOS) of which 188 were school buses
 - 98 vehicles impounded for critical defects
- During RoadCheck 2015 (a three-day random blitz benchmarking truck safety in Canada, the U.S. and Mexico), Ontario's compliance rate was 85 percent, which is a significant improvement from 1995, when the compliance rate was 56.7 percent.
- Electronic Collision Reporting has replaced the labour-intensive, paper reporting process, achieving efficiencies in timeliness and accuracy of collision information used in carrier performance evaluation.

Improving Ontario's Highway, Bridge and Border Infrastructure

Expanding Ontario's highways and keeping them efficient and well maintained

- In total, MTO committed more than \$2.4 billion in 2015-16 to repair and expand provincial highways and bridges across Ontario.
- Overall, the improvement of approximately 1,015 centreline kilometres of provincial highway and 141 bridges was completed in 2015-16.
- In addition, 82 lane-kilometres of new/widened highway and 11 new bridges were completed.

SOUTHERN ONTARIO	2014-15	2015-16
Pavement Rehabilitation (Centreline-km ¹)	522	527
Bridge Rehabilitation / Reconstruction	137	109
New Highway (Lane km ²)	94	39
New Bridges Built	5	9
NORTHERN ONTARIO	2014-15	2015-16
Pavement Rehabilitation (Centreline-km ¹)	243	488
Bridge Rehabilitation / Reconstruction	39	32
New Highway (Lane-km ²)	25	43
New Bridges Built	2	2

Notes:

- ¹ Centre Line kilometre- is defined as the linear length of construction, measured along the main highway alignment, including the entire right of way. Driving lanes side roads, interchanges and entrances are NOT measured independently as they are included in the Centre Line kilometre unit. (i.e.: 10 kilometre of 4-lane highway with 3 interchanges and side road improvements = 10 Centre line kilometres)
- ² Lane kilometre- is defined as the length of each lane within the contract limits added together (i.e.: 10 kilometre of 4-lane highway= 40 lane kilometres)
- 591 centreline-kilometres of surface treated highways were rehabilitated in Northern Ontario in 2015-16 which are not included in the above numbers.
- The province publishes multi-year plans on highway improvements to inform the public and help the construction industry plan for future work. The ministry's 2015 to 2019 plans were published in August 2015 on the ministry website. For more information, visit <http://www.mto.gov.on.ca/english/highway-bridges/southern-and-northern-highways-programs.shtml> .

Major ministry accomplishments related to highway construction in 2015-16 include:

East Region (ER)

- Completion of the Highway 417 expansion in Ottawa from Nicholas St. to Ottawa Rd 174; a project delivered for MTO by the City of Ottawa as part of their Confederation Line Light Rapid Transit Project.
- Completion of the expansion of Highway 401 in Kingston from Montreal Street to west of the Cataraqui River.
- Completion of the rapid bridge replacement on Highway 401 at Cornwall Centre Road eastbound. This heavy lift operation for a rigid frame bridge installation was the first in Canada.
- Completion of the rapid bridge replacement of the Kent Street Overpass on Highway 417 in Ottawa.
- Continuing the expansion of Highway 401 in Cobourg and Highway 17 at Arnprior.

West Region (WR)

- Completion of the new Highway 401 Wonderland Road Interchange, in London.
- Completion of the rehabilitation of the Highway 401/Regional Road 8 bridge and replacement of Highway 401 Fountain and Speedsville Rd. bridges in Cambridge.
- Continuing the widening of Highway 401 from Regional Road 8 to Hespeler Road in Cambridge.
- Continuing the widening and rehabilitation of the Highway 7 Guelph Street bridge in Kitchener.
- Continuing the reconstruction of Highway 401 from Essex Road 42 to Chatham-Kent Road 7 westbound lanes in Chatham-Kent.
- Continuing the widening of Highway 7/8 from four to six lanes from Fischer Hallman Road to Courtland Avenue in Kitchener.

Central Region (CR)

- Completion of the Highway 406 twinning from Port Robinson Rd. to East Main St. in Welland.
- Completion of Highway 401 resurfacing and bridge rehabilitation from Trafalgar Rd. to Halton Rd. 25 in Milton.
- Continuing the expansion and rehabilitation of Highway 427 from Campus Rd./Fasken Dr. to Steeles Ave., including new HOT lanes in Toronto.

- Continuing the expansion and rehabilitation of Highway 410 from Highway 401 in Mississauga to Queen St. in Brampton, including HOV lanes and an additional general purpose lane in each direction.

Northeast Region (NER)

- Completion of the widening of Highway 69 north of Highway 64 from two to four lanes, including thirteen structures and a new interchange at Crooked Lake Road.
- Completion of the rehabilitation of Highway 17 from Warren to Verner.
- Completion of the Valentine River bridge replacement on Highway 11, west of Hearst and continuation of pavement rehabilitation in the area.
- Continuing the resurfacing of Highway 60 from Highway 127 easterly to Whitney, including the Madawaska River bridge rehabilitation.
- Continuing the realignment of Highway 66 at Virginiatown.
- Commenced widening of Highway 69 from two to four lanes from North of Highway 522 in the vicinity of French River, including two interchanges, 10 new bridges and multiple structural culverts replacements.

Northwest Region (NWR)

- Completion of Trout Lake River bridge replacement on Highway 105, north of Ear Falls.
- Completion of the Canadian Pacific Railway (C.P.R.) overhead bridge replacement at Schreiber on Highway 17.
- Completion of the C.P.R. overhead bridge replacement at Rossport on Highway 17.
- Completion of the Kabitotikwia River bridge replacement and the rehabilitation of the Gull River and Kopka River bridges on Highway 527 north of Thunder Bay.
- Completion of Hastie River and Munro River bridge replacements on Highway 613 west of Fort Frances.
- Completed repaving on a number of highways including:
 - Highway 11 from Fort Frances westerly for 18 kilometres.
 - Highway 11 from Atikokan easterly for 17 kilometres.
 - Highway 11B east of Atikokan for 3.4 kilometres.
 - Highway 11 from Longlac easterly for 22 kilometres.
 - Highway 71 from Nestor Falls northerly for 28 kilometres.
 - Highway 61 from the Canada/USA border northerly for 21 kilometres.

Improving traffic flow at the Windsor-Detroit border

- Substantial completion of the Rt. Hon. Herb Gray Parkway was reached with the final section of Highway 401 opening to traffic on November 21, 2015. Full completion is expected during the summer of 2016. Outstanding work to be completed includes landscaping and other minor work.

Improving Ontario's bridge infrastructure

- Rapid bridge replacement is an innovative technology that allows bridges to be replaced in a matter of hours instead of months or years, saving significant time and avoiding major traffic disruptions. This method also reduces costs, improves safety, and helps the environment.
 - Since 2007, MTO has completed 13 rapid bridge replacement projects, including two completed in 2015-16 on Highway 417 at Kent Street (2 overpasses) and Highway 401 at Cornwall Centre Road (1 rigid frame overpass).
 - Twenty-eight bridges have been replaced for Local Road Boards in remote Northern areas, each within one or two days, and at about one-tenth the cost of a conventional bridge.

Twenty redeveloped Highway Service Centres now open

- MTO has 23 Service Centres sites along Ontario's Highways 400 and 401. Twenty of the 23 sites were redeveloped over a five year period. All sites are now fully operational. The newly constructed buildings meet rigorous environmental standards and utilize locally sourced building materials such as the natural stone featured in all the buildings, which comes from the Owen Sound / Wiarton area.
- Ontario's Highway Service Centres provide a quality suite of services and amenities for the traveling public in support of road safety, traveller comfort and convenience, and the achievement of broader public objectives such as the promotion of Ontario tourism opportunities.
- The new Highway Service Centres offer open and welcoming spaces which are highly appreciated by highway travellers. They feature eco-friendly and family-friendly facilities, offering quick service dining and healthy food alternatives, fuel, coffee, parking for cars and trucks, public telephones including teletypewriter, WiFi, pet areas, seasonal picnic areas, convenience retail, tourism information and fully-accessible washrooms.

Oversize/Overweight (O/O) Program

- Modernizing the Oversize/Overweight (O/O) Program by replacing a historically manual process with a streamlined process that will provide user-friendly, self-serve functionality, such as the option for carriers to apply for and pay for permits online.

This has improved the overall customer experience. Over the course of the past year, online services have been rolled out to both the International Registration Plan (currently 244 carriers have joined) and O/O carriers.

Protecting the Environment

- Investing in public transit infrastructure to make transit a competitive alternative to the private vehicle, to increase transit ridership, to help manage congestion, to encourage more sustainable land use patterns, and to reduce greenhouse gas emissions. In support of transit, provincial investments include: Gas Tax funding for Ontario municipalities, the *Moving Ontario Forward* plan, and other targeted infrastructure investments to both municipal and regional projects inside the GTHA and to municipal projects outside of the GTHA.
- Investing in cycling infrastructure under Ontario's 20-year #CycleON strategy to create a more cycling-friendly future for the province.
- Launched the Ontario Municipal Cycling Infrastructure Program to help municipalities build new or improve cycling infrastructure.
- Assessing climate change effects using a network of 144 Road Weather Information Stations (RWIS) and in partnership with Ministry of Natural Resources, adding 23 rain gauges across Northern Ontario to collect more rainfall data. These gauges will help assess climate change effects in Ontario.
- The use of warm mix asphalt instead of hot mix asphalt reduces the energy required to produce and place asphalt mixtures. The temperature reduction can be up to 50 degrees Celsius. In 2015, the use of warm mix asphalt saved more than 180,000 litres of diesel fuel and reduced greenhouse gas (GHG) emissions by about 550 tonnes of CO₂. Since 2008, MTO has paved about one million tonnes of warm mix asphalt, saving 1.8 million litres of diesel fuel and 5,500 tonnes of CO₂.
- Using pavement recycling technology where possible optimizes the use of natural resources and minimizes waste disposal. In 2015, MTO rehabilitated 450 lane-kilometers of pavement using this environmentally friendly technique, saving over 255 million megajoules of energy, 357,000 tonnes of aggregate and emitting 12,000 fewer tonnes of CO₂ compared to conventional methods. Additionally, 666,902 m² of micro surfacing and seal coats were applied to extend the life of pavements and reduce the need for using new materials.
- Using rapid bridge replacement technology on construction contracts reduces the use of temporary construction materials and helps the environment and the economy by keeping traffic flowing.
- Recognized leader in new technology to ensure that the right amount of salt is distributed at the right time. This is accomplished through a network of 144 Road Weather Information System (RWIS) stations that provide timely weather data.

Electronic spreader controls are calibrated on trucks used for salt distribution to ensure that only the right amount of salt is delivered for the intensity of the storm.

- Using direct liquid application of salt brines to ensure that snow does not bond to the roadway allows roads to be cleared with minimum effort and salt use. Salt is also either pre-treated or pre-wetted, which can reduce consumption in a storm from between 15 percent and 25 percent.
- Implemented electronic Large and Small Animal Mitigation Planning Tool as part of a broader wildlife strategy under development to facilitate proactive and strategic mitigation of roadways at a provincial level.
- Developed Best Management Practices to support the protection of endangered species and their habitat during road maintenance activities.
- Modernized the Electric Vehicle Incentive Program (EVIP) on February 10, 2016, to make electric vehicles more affordable and to cap the incentive amounts for luxury vehicles.
 - The new EVIP retains incentives for home chargers and provides higher incentive amounts for EV purchases. The value of the EV incentive is based on the vehicle's battery capacity, seating capacity and manufacturer's suggested retail price (MSRP).
- Between July 2010 and February 2016, the province provided approximately \$39.5 million in incentives to support the purchase of 4,800 EVs.
- Through MTO's Electric Vehicle Charging Incentive Program (EVCIP), the province has provided approximately \$941,000 in incentives for the installation of 1,100 home chargers between January 2013 and February 2016.
- Launched the Electric Vehicle Chargers Ontario (EVCO) program to build a network of EV fast-charging stations in cities, along highways and at workplaces, apartments, condominiums and public places across Ontario to enable EV drivers to travel between and within cities and towns.

Additional Ministry Achievements

Enhancing employee engagement and diversity

- Integrated the Diversity, Accessibility and Engagement agendas into strategic human resources planning and ministry programs.
- Launched critical web-based tools to support ministry's efforts to achieve full compliance in the development of accessible documents.
- Comprehensive Leadership Development Strategy including programs and services for feeder pool and senior managers through a variety of approaches and tools.

Service and Support

- Achieved an 83 percent level of compliance with the 30-day response standard under the *Freedom of Information and Protection of Privacy Act* in 2015.
- Increased the number of followers on the @511Ontario Twitter accounts from 33,900 in March 2015 to over 41,000 in January 2016. In addition, the @511Ontario tweets were read just under eight million times per month during this winter season. As well expanded social media presence with the addition of regionalized Ontario 511 Twitter accounts across the province.
- Received over one million hits per month to the Ontario 511 website.
- Coordinated responses to more than 1,500 public inquiries per month - received through the MTO Info general inquiry email account
- Commenced the modernization of the Ontario 511 program, to ensure the provision of relevant and reliable traveller information while keeping pace with technological advancements.
- Launched a strategic review of the ministry's emergency management programs to ensure MTO is positioned to leverage ministry resources/expertise in cooperation with new partners to maximize contributions within the broader provincial emergency management system.
- Surpassed 20,000 followers of the ministry's Twitter account.

Providing financial leadership

- Demonstrating its commitment to open and competitive tendering processes, the ministry achieved a competitive tendering rate of 99 percent.
- The Fleet Management Centre continues to improve cost efficiency and sustainability through its support of the OPS Green Strategy, exceeding fuel litre reduction targets and generating approximately \$10.6 million in fuel cost savings over the last five years.

Motor Vehicle Inspection Stations (MVIS)

- Enabling legislation was passed in Spring 2015 that allows for the transformation of the MVIS program by moving the current licensing scheme to a contractual model and procuring a third-party contract oversight administrator. Improvements are expected to significantly reduce inspection fraud and considerably improve standards through automated/electronic delivery of inspection certificates/stock and enhanced sanctioning capacity.

Information and Information Technology

- Implemented 2015 Games Trip Planner website and mobile apps during Pan Am/Parapan Am Games to assist spectators and public in planning routes to and from

games venues. Success of implementation resulted in rebranding the trip planner (GTHA 511 Route Planner) as a Pan Am/Parapan Am Games legacy pilot under Ontario 511.

- The following changes were made to the Ontario 511 site:
 - Interface has been redesigned to meet AODA compliance and provide a scalable user interface regardless of which hardware device is being used to access the site (Tablet, phone, laptop, etc)
 - Road Weather information systems have been added to Ontario 511
 - A link to track the locations of the ministry's contractor plows has been added in pilot mode. You can now observe where a plow is at any given time across two regions
 - A link to the GTHA 511 Route Planner (rebranded 2015 Games Trip Planner) has been added in pilot mode
 - Posted Request for Information (RFI) to investigate renewal options for Ontario 511.
- Implemented the Winter Information Portal to assist Area Maintenance Contractors and Maintenance Coordinators by displaying an interactive dashboard containing information from multiple data sources such as road weather information stations, twitter feeds, Environment Canada data and up-to-date video camera images along MTO highways.
- MTO is currently in the process of modernizing its Road User Safety System. The first phase of this program is the release of the new Registration and Licensing System of Ontario (RLSO) which was successfully implemented in September 2015. Release 1 included the majority of the infrastructure for the full Carrier solution such as Client Management, Motor Vehicle Inspection Stations (MVIS) and Document Management. Release 2 will be implemented by April 2016 bringing the majority of the business functionality for our business partners.

Table 3: Ministry Interim Actual Expenditures 2015-16

	Ministry Interim Actual Expenditures (\$M)
	2015-16 *
Operating	1,881,392,514
Capital	1,504,142,100
Staff Strength ** (as of March 31, 2016)	3513

* Interim actuals reflect the numbers presented in the 2016 Ontario Budget.

** Ontario Public Service Full-Time Equivalent positions.