

Estimates Briefing Book 2017-18

Ministry of Transportation

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PART I: 2017-18 PUBLISHED PLAN

MINISTRY OVERVIEW

Mandate

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.

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.
- **Promoting a multi-modal transportation network that supports the efficient movement of people and goods.** We work with partners to optimize the use of all modes of transportation.
- **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 across 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.

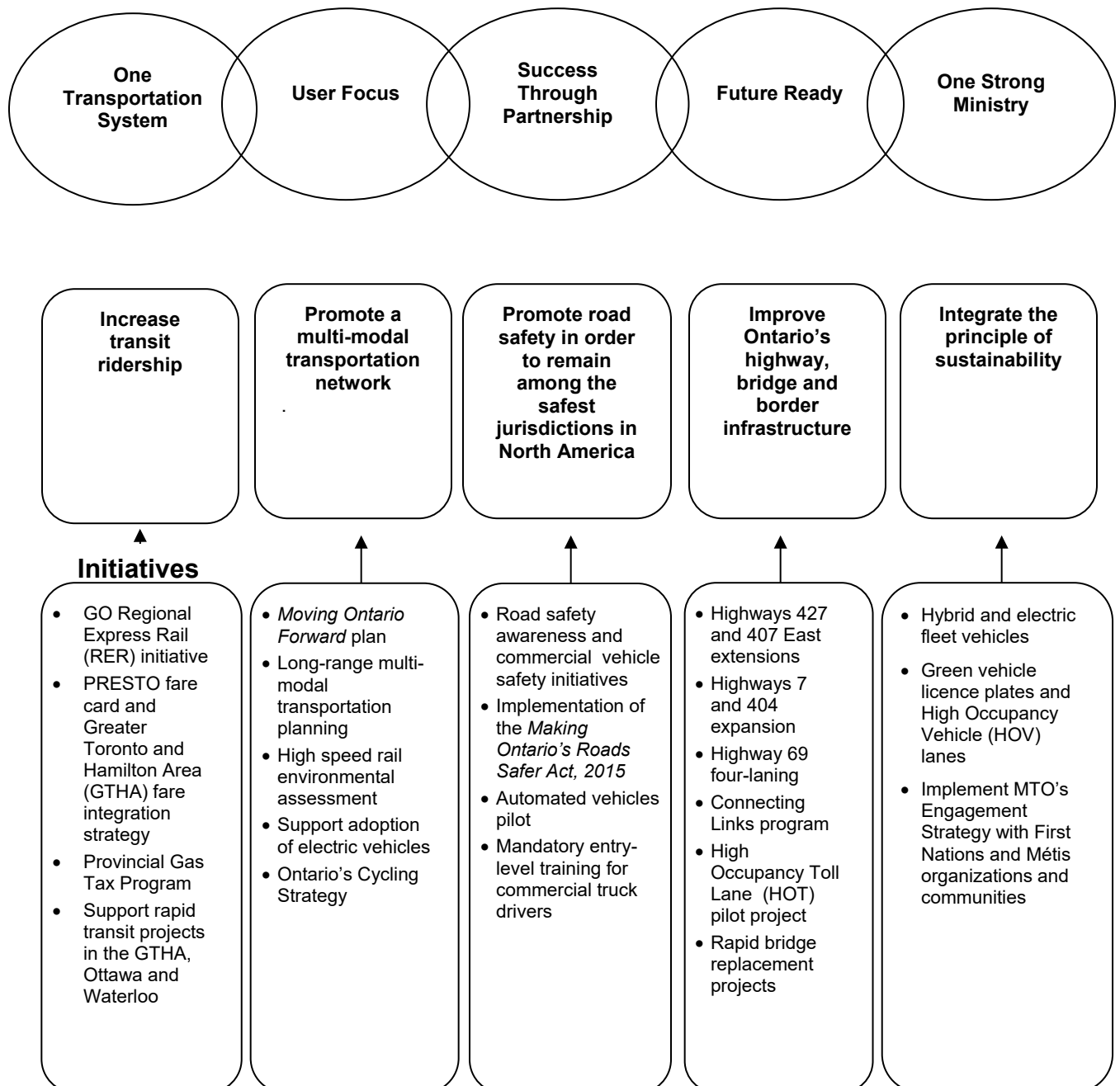
Our new strategic plan, MTO ONE, guides the ministry's actions as it works to deliver on its mandate.

- **One Transportation System:** We manage the transportation as an inter-connected system so users can enjoy a seamless and accessible transportation experience.
- **User Focus:** We are guided by diverse user perspectives so the transportation system works for everyone.
- **Success Through Partnership:** We deliver on our mandate collaboratively with and through others so that we can achieve our goals.
- **Future Ready:** We are forward looking to meet the mobility needs of tomorrow so that Ontario is ready to deal with the changing transportation landscape.
- **One Strong Ministry:** We work as one cohesive, high performing team in an innovative organization where staff are supported, processes are lean, and work is collaborative.

Ministry of Transportation Vision

To lead an Ontario transportation system that enables people and businesses to thrive, now and for future generations. We aim to be the safest and most advanced jurisdiction in the world and our success will enable a healthy, prosperous and connected Ontario.

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, environmental protection 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 investments under *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 network through the GO Regional Express Rail (RER) program. GO RER will provide faster and more frequent service with electrification on core segments.
- Working with Metrolinx to implement rapid transit projects in the GTHA, e.g., light rail transit projects in Toronto, Hamilton, Mississauga and Brampton, and supporting municipal rapid transit projects in Ottawa and Waterloo.
- 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 regional fare structure concepts as part of a broader 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 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.
- Delivering the Electric Vehicle Incentive Program (EVIP) and the Electric Vehicle Chargers Ontario (EVCO) program to encourage both the purchase of electric vehicles and support their use for inter- and in-city travel.
- 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.

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 *Making Ontario's Roads Safer Act* received Royal Assent. While some measures have already come into force, others are targeted to be implemented in 2018. The implementation timelines are dependent on the need to pursue supporting and complementary regulatory amendments, engage with stakeholders and complete I&IT system changes. Overall, the Act is designed to:
 - strengthen road safety.
 - enhance the collection of defaulted *Provincial Offences Act* fines.
 - clarify mandatory and discretionary medical reporting requirements.
 - improve the *Highway 407 East Act*.
 - address “housekeeping” matters.
- Introduce Mandatory Entry-Level Training (MELT) for commercial Class A truck drivers, which includes the development of the Commercial Truck Driver Training Standard (Class A), new competency-based knowledge and road tests for all commercial classes and updated truck and bus handbooks to ensure alignment with competency-based training and testing. Full implementation is planned for July 1, 2017.
- Developing and leading campaigns to improve public awareness of road safety and promote safe and responsible road user behaviour.
- 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.
- Transforming and digitizing the division's information technology systems to improve efficiency and customer service and to improve the collection and use of data.
- Successfully implementing province-wide automation of the delivery of driver, vehicle and carrier certified documents for provincial prosecutions.
- Conducting a comprehensive study into the root causes of collisions involving large trucks.
- Leading a number of research projects related to the growing issue of drug-impaired driving. These include studies to better understand the prevalence of drug use by drivers, to investigate tools for enforcement, and to provide a foundation for policy development and public education.
- Outreach to Indigenous Peoples to deliver driver licensing testing, including a custom program that allowed more than 100 persons to achieve new driving credentials, helping to ensure greater mobility and enhanced employability.

Provincial Highways Management oversees the provincial highway network and related transportation services (including year-round highway maintenance) and protects public investments in highway infrastructure. Program management strategies are developed and implemented to maximize the effectiveness of investments in this infrastructure. The division also provides airport services in 29 remote northern communities and owns, operates and/or provides funding for nine ferry services.

The provincial transportation network is maintained and improved through investments in the capital construction program (rehabilitation and expansion projects). Key initiatives include:

- Continuing construction of Phase 2 of the Highway 407 East extension project, including 22 km from Harmony Road in Oshawa to Highway 35/115 in Clarington and a 10 km link (Highway 418) to Highway 401.
- Continuing expansion of Highway 427 (from Campus Road-Fasken Drive to Steeles Avenue and from Finch Avenue to Major Mackenzie Drive) to eight lanes including building one High Occupancy Toll (HOT) lane in each direction.
- Continuing 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 km) and from Black Sturgeon River to Highway 582.
- Continuing delivery of key expansion projects, including:
 - On-going improvements to Highway 417 in Ottawa.
 - Expansion of Highway 69 to four lanes between Sudbury and Parry Sound.
- Continuing with the acquisition of 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.
- Continuing investment 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 Management Centre, 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.
- Information management functional leadership, in order to build consistent practices, awareness and accountability for information.
- Coordinating requests for access to Ministry of Transportation information under the *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.
- Provides leadership in enterprise-wide strategic planning and transformation.

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.

The following summarizes MTO's Expenditures:

Table 1: Ministry Planned Expenditures 2017-18 (\$M)

Operating Expense	2,151,926,914
Capital Expense	3,174,299,900
TOTAL	5,326,226,814

HIGHLIGHTS OF 2016-17 ACHIEVEMENTS

Increasing transit ridership

- In 2015, municipal public transit ridership increased by more than 216 million trips in total, compared to 2003. This increase translates into approximately 181 million fewer car trips on our roads.
- Metrolinx has made progress on implementing a number of key regional rapid transit projects, including:
 - The VIVA bus rapid transit (BRT) project, in York Region, where approximately six kilometres of BRT lanes (rapidways) are 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.
 - In Toronto, tunneling for the Eglinton Crosstown light rail transit (LRT) project was completed, early works construction is in progress at all stations and heavy construction is underway on some underground stations. Metrolinx has also approved the Community Benefits and Liaison, and Apprenticeship Plans from Crosslinx Transit Solutions as per the Project Agreement.
 - The Durham Region Highway 2 BRT project where the province officially opened the second segment of BRT lanes. The newly opened bus-only and on-road bike lanes run along Regional Highway 2 for 900 metres, from west of Liverpool Rd. to Glenanna Rd., in the City of Pickering.
- Through Metrolinx, the province delivered the Union Pearson (UP) Express, a transformative investment providing a dedicated air rail link between Pearson International Airport and Toronto's Union Station. Since a new fare structure was introduced in March 2016, UP Express ridership has more than quadrupled with average daily ridership now over 9,000.
- The province and Metrolinx have made progress in the planning and implementation of key regional rapid transit projects funded through the *Moving Ontario Forward* plan, including GO Regional Express Rail (GO RER), the Hurontario LRT in Mississauga and southern Brampton, and the Hamilton LRT:
 - The province and Metrolinx, with support from Infrastructure Ontario, have advanced procurement planning for the GO RER. Metrolinx is proceeding with early works to support the GO RER program, and, in parallel, is advancing environmental assessments for other components of the program:
 - The province also secured an agreement with the City of Toronto to integrate the City's SmartTrack initiative into GO RER, along with a number of other transit cost-sharing arrangements.
 - Metrolinx initiated project procurement of the \$1.4 billion Hurontario LRT.

- The 20 kilometre Hurontario LRT will link up with the GO Transit network and express and local bus services connecting residents and businesses in Mississauga and Brampton to the rest of the GTHA and beyond.
 - Investing \$1 billion on light rail transit supporting the City of Hamilton.
- The province, through Metrolinx, secured an agreement-in-principle with Canadian National Railway (CN Rail) to begin the planning and technical analysis required for infrastructure works that will allow for the delivery of two-way, all-day GO Train service along the Kitchener GO corridor.
- In June 2016, the province also committed to the following GO rail extensions:
 - Subject to final agreement with Canadian Pacific Railway (CP Rail), Metrolinx will extend GO Transit's Lakeshore East rail corridor to offer new GO train service from Oshawa and Bowmanville. The service is expected to begin in 2023-24.
 - Subject to final agreement with CN Rail, Metrolinx will deliver new weekday GO rail service between the future Confederation GO Station in Hamilton and the Niagara Region starting in 2021, with service to Niagara Falls by 2023.
- Other Metrolinx/GO Transit improvements include:
 - introducing new peak period weekday GO rail service on the Stouffville GO corridor.
 - introducing new year-round weekend and holiday GO rail service on the Barrie GO corridor.
 - opening the Gormley GO Station along the Richmond Hill GO corridor, with GO service introduced at the new station.
 - adding new GO train trips along the Milton GO corridor between Milton GO Station and Union Station.
 - doubling the number of weekday GO train trips along the Kitchener GO corridor between Kitchener and Toronto.
 - introducing a new express GO bus service running all day between Kitchener and the Bramalea GO Station.
 - expanding GO bus service between Cambridge and Milton.
 - introducing new GO bus service between downtown Brantford and Aldershot GO Station in Burlington, stopping at McMaster University (Hamilton) along the way.
 - 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 making progress in the planning and construction of new layover facilities.

- Continued to support the implementation of municipally-owned rapid transit projects in the GTHA, Ottawa and Waterloo Region.
- Continued to implement the PRESTO fare card system within the GTHA and Ottawa. More than 2.5 million cards have been activated across the GTHA and in Ottawa.
- Metrolinx continued to collaborate with municipalities, key stakeholders and the public to advance the development of the regional fare integration strategy for the GTHA.
- 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 2016-17 program, the Ontario Gas Tax Program funding envelope was \$334.5 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

- Launched a modernized Electric Vehicle Incentive Program (EVIP) on February 10, 2016, with further updates on January 1, 2017, and launched 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.
- Commenced the final development stages of the Northern Ontario Multimodal Transportation Strategy (NOMTS). The ministry issued nine technical backgrounders and a substantive discussion paper. It also completed seven public information centre and Indigenous engagement sessions in support of developing NOMTS, which is expected to be completed by the end of 2017.
- In 2016, initiated development of the Greater Golden Horseshoe Multimodal Transportation Plan to ensure future mobility for people and goods in this rapidly growing region.
- Harmonized long combination vehicle (LCV) requirements with Quebec, New Brunswick and Nova Scotia, allowing carriers to transport their goods more easily and efficiently across the four provinces, while reducing emissions.
- Supported the work of the Honourable David Collenette, Special Advisor for High Speed Rail (HSR).
- Conducted a review of the economic regulatory regime governing Ontario's intercity/intercommunity bus industry, in accordance with the Minister's mandate, that will support development of recommendations on modernizing and

appropriately regulating the intercommunity bus regime to ensure it remains an attractive and affordable travel option for Ontarians.

- Provided capacity funding to Indigenous organizations to facilitate First Nations and Métis communities' engagement on the Northern Ontario Multimodal Transportation Strategy, Greater Golden Horseshoe Multimodal Transportation Plan, Ontario Municipal Cycling Infrastructure Program, intercommunity bus modernization, and other MTO policy and planning initiatives.
- Completed a significant update of the ministry's multimodal travel demand model for the Greater Golden Horseshoe, to better enhance the ministry's modelling capacity for Regional Express Rail, HOT Lanes and other road pricing initiatives, and active transportation. The model is the main platform for travel demand modelling for MTO and Metrolinx initiatives in the Greater Golden Horseshoe.

Promoting road safety

- As part of the *Making Ontario's Roads Safer Act*, effective October 2, 2016, the following sanctions were extended to drivers who are impaired by drugs or a combination of drugs and alcohol:
 - Escalating short-term licence suspensions of three, seven and 30 days.
 - A long-term licence suspension of 90 days could be applied based on additional testing by a police officer; a seven-day vehicle impoundment would also apply.
 - Remedial education, treatment and/or monitoring requirements for repeat occurrences.
- Introduced legislation – the *Safer Schools Zones Act, 2016* – to enable an automated speed enforcement regime to deter speeding in high-risk municipal areas, including school zones and community safety zones.
- Worked with more than 150 provincial and regional community groups across the province to leverage their aid in launching and supporting a variety of road safety initiatives. The ministry provides grant funding to eligible road safety partners to support their activities through the Road Safety Community Partnership Program.
- Worked with municipal stakeholders to support the implementation of Ontario's enhanced plate denial regime, which will become effective on May 1, 2017.
- Conducted approximately 9,700 senior driver group education sessions (with over 132,000 seniors in attendance), 3,800 demerit point interviews and 119,000 truck inspections.
- 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 the road.
- Launched MTO's largest ever province-wide distracted driving social marketing/media campaign -- "It happens fast...put down the phone"-- on

television, radio, in cinemas and online. Campaign set new benchmark for highest recall for any government campaign.

- Developed bilingual social media messages about Ontario's new distracted driving measures and the dangers of distracted driving.
- Conducted a biennial road safety marketing attitude and behaviour survey to determine road user attitude trends and identify the best ways to use social marketing tools effectively.
- Led a number of research projects related to the growing issue of drug-impaired driving for detecting drugs rather than alcohol, and a comprehensive literature review to investigate an oral fluid concentration threshold for cannabis that would be appropriate for administrative sanctioning of drivers suspected of impairment.
- Continued to contribute to a national process of developing standards for oral screening devices, planning for required *Criminal Code* amendments, and working on other issues related to the legalization of marijuana and drug-impaired driving, including a pilot of oral screening devices.
- 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 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.
- Since November 2016, four participants have been approved to participate under the Automated Vehicle (AV) Pilot Program.
- Ontario is one of the first jurisdictions in North America to have successfully implemented a modernized licensing and registration system that serves truck, bus and motor vehicle inspection station businesses:
 - The new technology foundation utilizes a single client/citizen model for multiple lines of business offering self-serve capabilities.
- Carried out more than 1,200 site-specific audits to ensure performance of the third-party supplier of driver examination services.
- Continued to work with our law enforcement partners in fraud related matters that are brought to our attention or identified through internal fraud prevention measures.
- A new Snowmobile Trail Permit Program Operating Agreement with the Ontario Federation of Snowmobile Clubs (OFSC) was approved by the Minister of Transportation. Effective September 1, 2016, the Agreement authorizes the OFSC to issue trail permits on behalf of the ministry under the *Motorized Snow Vehicles Act*.
- In June 2016, the Ontario government announced changes to the driver's licence card to better reflect the changing understanding of gender identity and to be more thoughtful in how it uses the information. Effective March 13th, 2017 the Ontario

driver's licence can include X (non-gender specific identifier), M (male) and F (female) in the sex designation field.

- Between 2005 and 2014, both Ontario's population and the number of licenced drivers in Ontario increased by 10% and the number of registered vehicles increased by 15%. In the same time period, Ontario has achieved significant improvements in road safety, with a 39% decrease in fatalities and 25% decrease in injuries.

Improving Ontario's highway, bridge, and border-related infrastructure

- Continued to invest in infrastructure upgrades to improve highway trade corridors, manage congestion and increase capacity.
- Opened the Highway 407 East Phase 1 project to traffic in June 2016, with tolling implementation in February 2017.
- Completion of the five-year widening of Highway 69 from two to four lanes, from 3 km north of Highway 607 northerly for approximately 11 km, including eight new structural culverts and one new bridge.
- Continued to work with partners at the Windsor-Detroit Bridge Authority to coordinate the construction of the Ojibway Parkway Overpass, which will connect the Right Hon. Herb Gray Parkway to the new customs inspection plaza for the future Gordie Howe International Bridge at Windsor-Detroit.
- Commenced site-preparation for construction of a new facility to replace the existing Materials Engineering Research Office (MERO) and laboratories.
- Additional improvements implemented to enhance winter maintenance delivery as per the Auditor General's recommendations.
- Implementation of *Track My Plow* in 14 of 20 maintenance areas: from Owen Sound to Ottawa in southern Ontario, and in the Huntsville and Sudbury areas in northern Ontario.
- Completed the retrofitting of plows with an enhanced visibility and lighting package in areas surrounding the City of Toronto and the 407ETR before winter 2016-17.
- The ministry continues to implement the Connecting Links program. In 2016-17 \$20M was shared amongst 23 municipalities to repair connecting link roads in their community. For 2017-18, 19 municipalities will share \$25M in funding as outlined in the following table. Program funding will increase to \$30 million starting in 2018-19.

Integrating sustainability

- Continued to support the delivery of the province's Climate Change Strategy and Climate Change Action Plan by developing and delivering programs and policies to further support green technology, transition to lower-emitting vehicles on Ontario's roads and create more opportunities for cycling in the province.
- The ministry is leading several Climate Change Action Plan initiatives, including:
 - investing in GO Regional Express Rail.

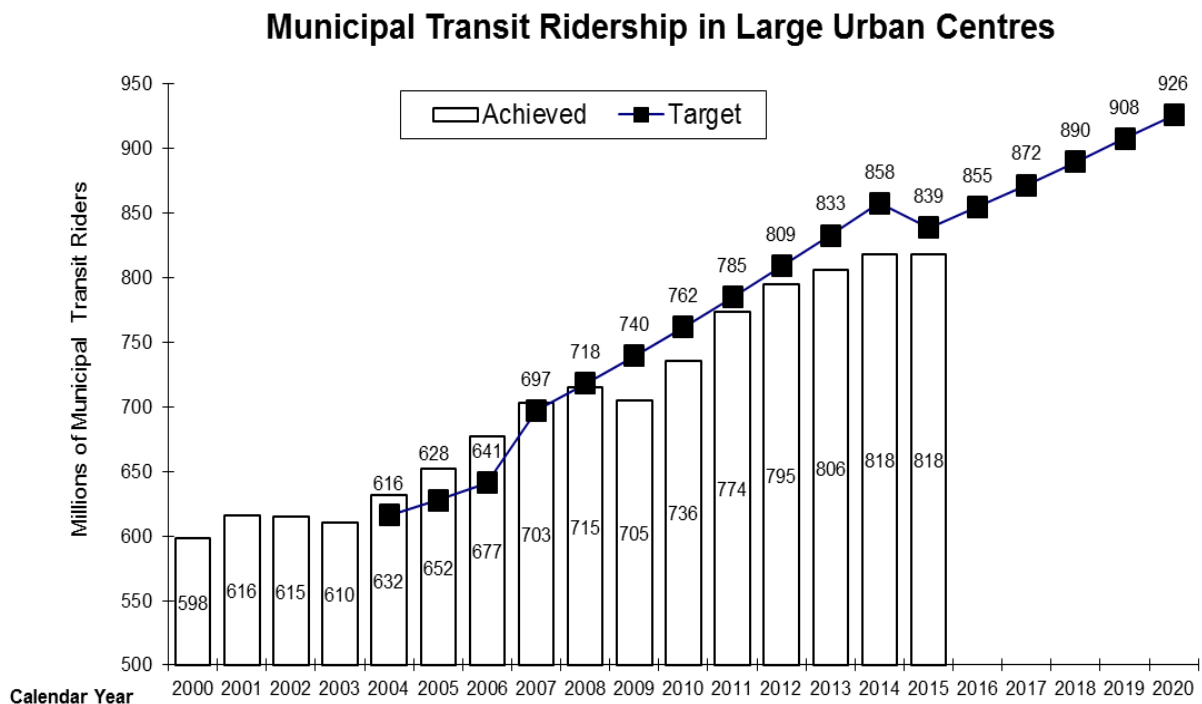
- maintaining incentives for leasing or purchasing eligible electric vehicles.
 - investing in increasing access to charging infrastructure in workplaces and multi-unit residential buildings, downtowns, town centres, and new homes and townhouses.
- The Fleet Management Centre continues to improve cost efficiency and sustainability through its support of the OPS Green Strategy, exceeding fuel litre reduction targets with an accumulated reduction of fuel consumption and greenhouse gas emissions of 45% over the last eight years.
- 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.
- Continued integration of natural protection requirements into planning, policy and program development in support of the government's biodiversity strategy commitments.

Measuring Performance

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

Municipal Transit Ridership in Large Urban Centres

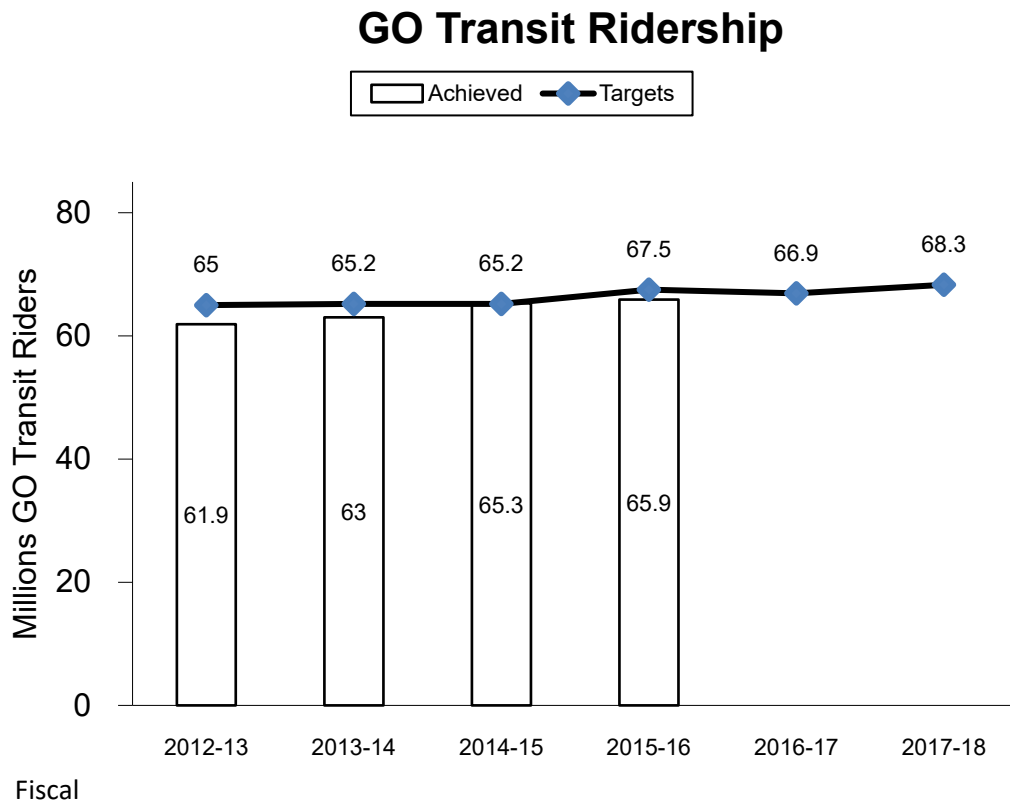
Municipal transit systems serving Ontario's 15 largest urban centres carried 818 million passengers in 2015 on conventional and specialized services. Achieved ridership was negatively affected by the 2008 economic slowdown, but has since resumed growth. Transit ridership for 2015 decreased or flat-lined across Canada, likely due to employment growth that was lower than expected and the lower cost of fuel at the pump. Ridership is expected to increase from 855 million trips in 2016 to 926 million trips by 2020.



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

GO Transit Ridership (Ridership)

Starting in 2017-18, Metrolinx is reporting on GO Transit passenger ridership (total boardings minus transfers between GO services) rather than GO Transit boardings, as in the past. The GO Transit ridership in 2015-16 was 65.9 million passengers, up from 65.3 million passengers in 2014-15. Ridership is forecasted to increase from 66.9 million passengers in 2016-17 to 68.3 million passengers in 2017-18.

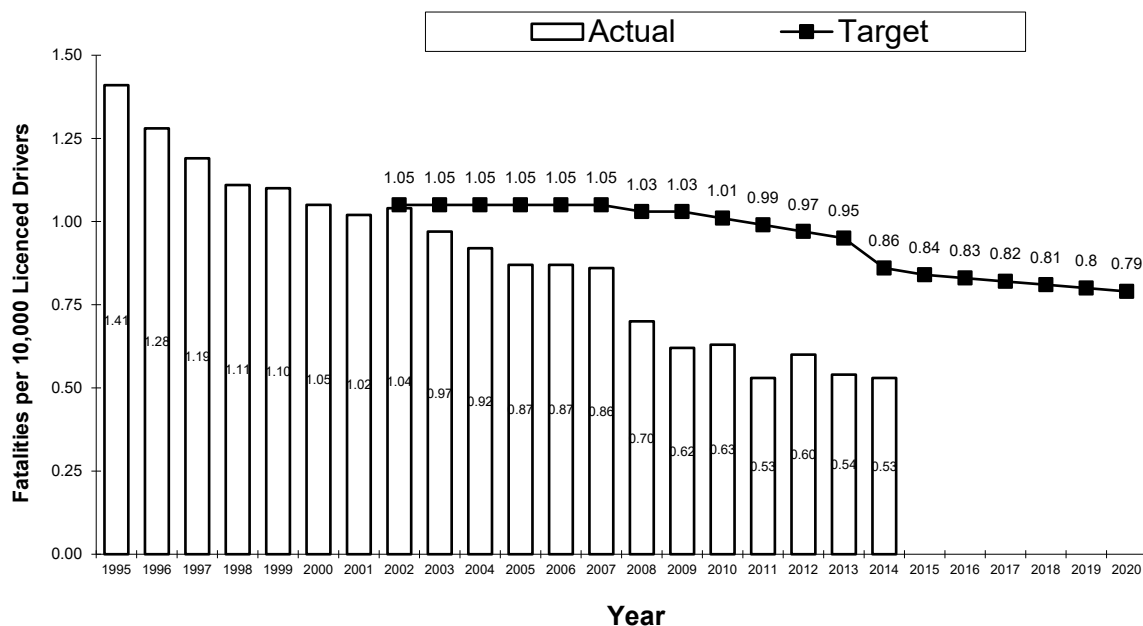


Related link: <http://www.gotransit.com/publicroot/en/default.aspx>

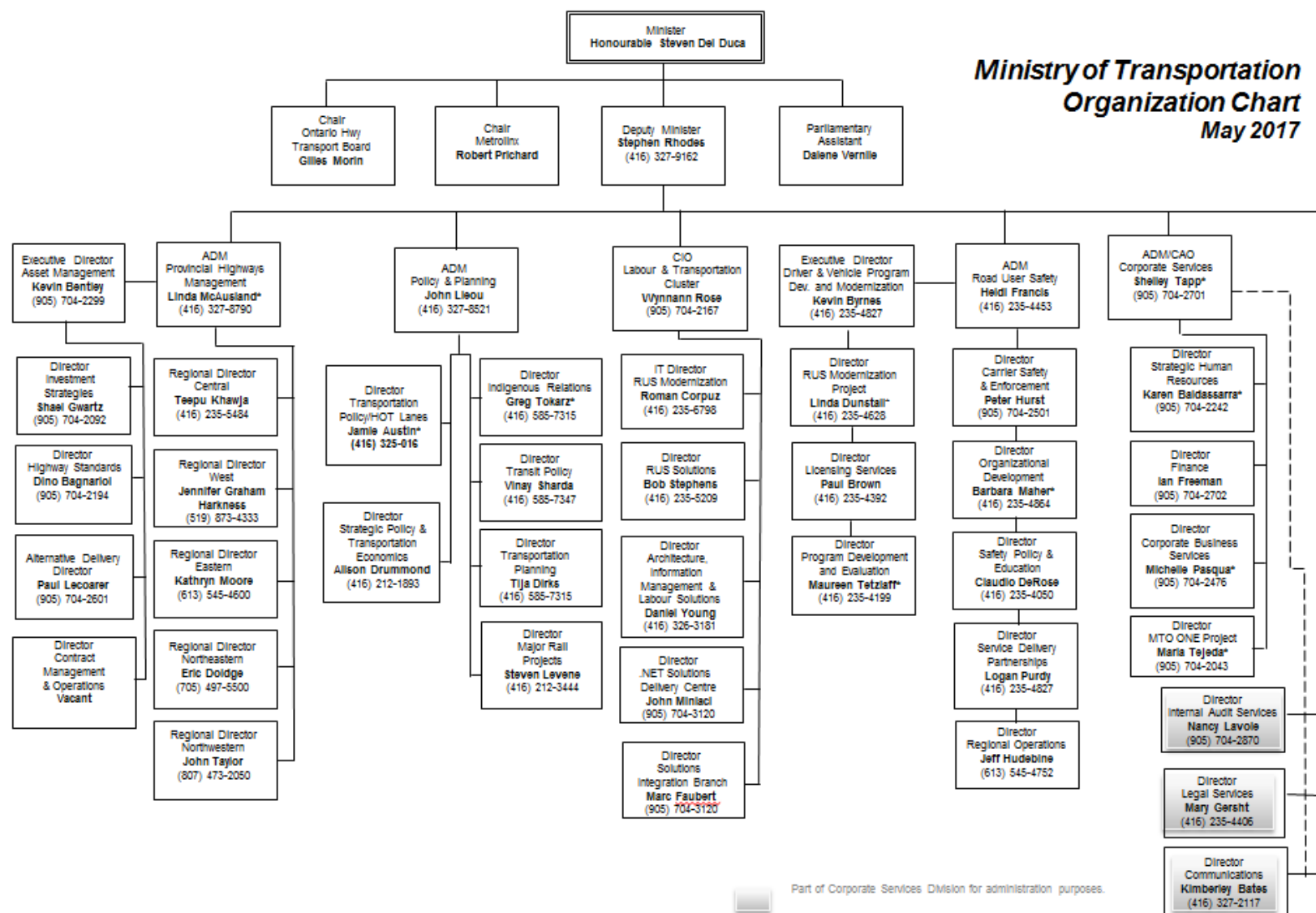
Fatalities per 10,000 drivers

Ontario was among the safest jurisdictions in both Canada and North America in terms of motor vehicle collision fatalities in 2014 (latest complete data available), reporting a rate of 0.53 fatalities per 10,000 licensed drivers. Fatalities have fallen steadily for more than a decade due to public education campaigns, road safety improvement programs and strict enforcement. This is the lowest rate ever recorded in Ontario and the second lowest in North America trailing only Prince Edward Island with a fatality rate of 0.47. Because of this, motor vehicle collision fatalities in Ontario have dropped substantially below earlier projected values of 0.86 fatalities per 10,000 licensed drivers for 2014.

Fatalities per 10,000 Licensed Drivers, 1995-2014



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



* Acting in Position

AGENCIES, BOARDS AND COMMISSIONS (ABCS)

Name of Agencies, Boards and Commissions	2017-18 Estimates	2016-17 Interim Actuals	2015-16 Actuals
Ontario Highway Transport Board expenditures	465,000	333,281	435,162
Ontario Highway Transport Board revenue	78,000	70,000	67,074
Metrolinx, operating subsidy	383,002,200	275,992,880	233,829,119
Metrolinx, capital subsidy	5,071,965,400	3,079,955,744	2,679,253,884

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/intercommunity 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, Union Pearson (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 2017-18 \$	Change From 2016-17 Estimates \$	%	Estimates 2016-17 * \$	Interim Actuals 2016-17 * \$	Actuals 2015-16 * \$
OPERATING EXPENSE						
Ministry Administration	45,656,300	(173,900)	(0.4)	45,830,200	47,956,493	44,627,551
Policy and Planning	431,485,200	123,443,100	40.1	308,042,100	345,816,980	314,081,034
Road User Safety	110,367,400	(2,188,100)	(1.9)	112,555,500	116,472,051	108,792,828
Provincial Highways Management	482,072,200	33,200,700	7.4	448,871,500	443,421,502	411,505,685
Labour and Transportation Cluster	58,303,000	(367,000)	(0.6)	58,670,000	58,070,000	51,937,471
Total Operating Expense to be Voted	1,127,884,100	153,914,800	15.8	973,969,300	1,011,737,026	930,944,569
Statutory Appropriations	369,014	-	-	369,014	369,014	3,236,066
Ministry Total Operating Expense	1,128,253,114	153,914,800	15.8	974,338,314	1,012,106,040	934,180,635
Operating Expense Adjustment - Greenhouse Gas Reduction Account Reclassification	50,050,000	50,050,000	-	-	-	-
Operating Expense Adjustment - Municipal Gas Tax Allocation	320,999,000	-	-	320,999,000	320,999,000	331,455,308
Consolidation Adjustment - Metrolinx	652,624,800	(12,098,200)	(1.8)	664,723,000	601,752,400	542,145,189
Total Including Consolidation & Other Adjustments	2,151,926,914	191,866,600	9.8	1,960,060,314	1,934,857,440	1,807,781,132
OPERATING ASSETS						
Ministry Administration	1,000	-	-	1,000	1,000	-
Policy and Planning	1,000	-	-	1,000	1,000	-
Road User Safety	1,000	-	-	1,000	1,000	-
Provincial Highways Management	1,000	-	-	1,000	1,000	-
Labour and Transportation Cluster	1,000	-	-	1,000	1,000	-
Total Operating Assets to be Voted	5,000	-	-	5,000	5,000	-
Total Operating Assets	5,000	-	-	5,000	5,000	-
CAPITAL EXPENSE						
Ministry Administration	1,000	-	-	1,000	-	-
Policy and Planning	5,960,196,900	1,146,307,500	23.8	4,813,889,400	3,192,416,144	2,860,735,544
Road User Safety	1,000	-	-	1,000	1,000	-
Provincial Highways Management	83,240,700	(38,654,900)	(31.7)	121,895,600	83,257,800	35,927,607
Total Capital Expense to be Voted	6,043,439,600	1,107,652,600	22.4	4,935,787,000	3,275,674,944	2,896,663,151
Statutory Appropriations	938,394,600	82,115,700	9.6	856,278,900	862,703,491	781,584,746
Ministry Total Capital Expense	6,981,834,200	1,189,768,300	20.5	5,792,065,900	4,138,378,435	3,678,247,897
Capital Expense Adjustment - Greenhouse Gas Reduction Account Reclassification	437,770,000	437,770,000	-	-	-	-
Consolidation Adjustment - Metrolinx	(4,410,992,900)	(527,034,700)	-	(3,883,958,200)	(2,538,739,744)	(2,201,823,048)
Capital Expense Adjustment - Trillium Trust Reclassification	165,688,600	165,688,600	-	-	153,280,000	-
Total Including Consolidation & Other Adjustments	3,174,299,900	1,266,192,200	20.5	1,908,107,700	1,752,918,691	1,476,424,849
CAPITAL ASSETS						
Ministry Administration	19,887,400	341,300	1.7	19,546,100	19,546,100	10,150,819
Road User Safety	23,648,000	(9,212,300)	(28.0)	32,860,300	29,270,171	41,112,037
Provincial Highways Management	2,209,987,200	145,363,400	7.0	2,064,623,800	1,904,056,200	2,209,664,875
Total Capital Assets to be Voted	2,253,522,600	136,492,400	6.4	2,117,030,200	1,952,872,471	2,260,927,731
Total Capital Assets	2,253,522,600	136,492,400	6.4	2,117,030,200	1,952,872,471	2,260,927,731
Capital Expense Adjustment - Trillium Trust Reclassification	108,600,000	108,600,000	-	-	7,540,000	-
Total Including Adjustments	2,362,122,600	245,092,400	6.4	2,117,030,200	1,960,412,471	2,260,927,731
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	5,326,226,814	1,458,058,800	37.7	3,868,168,014	3,687,776,131	3,284,205,981

* 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 2017 Ontario Budget.

For additional financial information, see:

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

<https://www.ontario.ca/page/public-accounts-ontario-2015-16>

<http://www.fin.gov.on.ca/en/budget/ontariobudgets/2017/>

APPENDIX: 2016-17 ANNUAL REPORT

2016-17 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 2016-17, 99 municipalities in 134 communities received funding that can be used towards service improvements. These communities represent more than 90 percent of the total population of Ontario. A total of \$334.5 million is available for the 2016-17 program.
 - In January 2017, the province announced that starting in 2019 it will increase the municipal share of gas tax funds from two cents per litre to four cents per litre by 2021, without any increase to the provincial tax on gasoline.
- 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 15 kilometres of roadway and nine stations are currently open.
 - Construction is well underway on the Ottawa light rail transit (LRT) Confederation Line project, which is expected to enter service in mid-2018. This includes work on the tunnels, tracks, stations and vehicle assembly. In June 2016, the province also announced more than \$1 billion for Stage 2 of Ottawa's LRT project, including funding for two additional extensions.
 - 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.

- The second segment of Durham Region Highway 2 bus rapid transit lanes opened in August 2016. Implementation of rapid transit services along Highway 2 (PULSE) began in 2013 with the first phase of the Durham-Scarborough BRT.
- Metrolinx continues to implement the PRESTO fare card system across the GTHA and in Ottawa. As of the end of 2016, PRESTO is available across the entire TTC network, including on all streetcars, buses, Wheel-Trans vehicles and accessible taxis, and at least one entrance to all subway stations. In addition, PRESTO is fully operational on 10 transit systems across the GTHA (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) and in Ottawa:
 - More than 2.5 million PRESTO cards had been activated across the GTHA and in Ottawa.
- 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.
- Prior to the provincial transit investments under the *Moving Ontario Forward* plan, the province committed more than \$9 billion to build rapid 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; 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 is well underway. 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 began 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 Extension, and move more people faster through the corridor than the existing bus service.
- Since opening last summer, the UP Express service has continued to provide reliable journey times for travellers, with on-time performance at around 98%. Effective March 9, 2016, the province lowered the fares to help attract new riders. The lower fares have made UP Express an even more attractive option to move between Pearson Airport and downtown Toronto and ridership has more than quadrupled since the new fare structure was introduced— average daily ridership is now over 9,000 and is even higher on weekdays.
- MTO and Metrolinx continue to show progress with the planning and implementation of key regional rapid transit projects under *Moving Ontario Forward*, including GO Regional Express Rail (RER), Hurontario LRT and Hamilton LRT.
 - Working with Infrastructure Ontario (IO) and Metrolinx, the province initiated the procurement of the Hamilton LRT with the issuance of a Request for Qualifications (RFQ) in February 2017. The province and Metrolinx are also moving forward with planning for a proposed 16 km Bus Rapid Transit (BRT) line that would connect the Hamilton waterfront to Hamilton International Airport, making it easier for people to travel across the City of Hamilton.
 - Working with Infrastructure Ontario (IO) and Metrolinx, the province initiated the procurement of the Hurontario LRT with the issuance of a Request for Qualifications (RFQ) in October 2016.
 - Metrolinx and MTO are working closely with Infrastructure Ontario to advance procurement planning for the GO RER program. Additional GO RER procurements are expected through 2017.
 - The province and Metrolinx have worked closely with the City of Toronto and made demonstrable progress to integrate the City's SmartTrack concept into the province's GO RER plan. The integrated GO RER / SmartTrack service concept was endorsed through a Metrolinx Board meeting on June 28, 2016 and a City Council meeting on July 12, 2016. It includes six new stations on the Kitchener and Stouffville GO corridors and a western extension of the Eglinton Crosstown LRT to Pearson International Airport.
- MTO and Metrolinx continue to demonstrate progress on advancing priority Next Wave projects in the Regional Transportation Plan (RTP) for the GTHA, *The Big Move*.

- On August 11, 2016, the province announced approximately \$10 million in funding for Metrolinx to work with Durham Region to advance planning, design and engineering work for the proposed BRT route between Oshawa and Scarborough.
- On June 2, 2016, the province announced more than \$55 million in funding for Metrolinx to work with the TTC, the Regional Municipality of York and York Region Rapid Transit Corporation to advance detailed planning, engineering and design work for the Yonge North Subway Extension.
- On June 1, 2016, the province announced more than \$150 million in funding for Metrolinx, working with the City of Toronto and the Toronto Transit Commission (TTC), to advance planning, design and engineering work, as well as identify route and station locations for the proposed Relief Line.
- The ministry continued to work with Metrolinx and municipal transit agencies to develop regional fare structure concepts as part of a broader strategy to support an integrated transit network in the GTHA.
- In partnership with the federal government and the City of Toronto, the province continued to move forward with the revitalization of Union Station in 2016-17. 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.
- The ministry continued to deliver the Community Transportation Pilot Grant Program with 22 municipalities across the province.

Improving GO Transit Service

- The province is committed to strengthening GO Transit by implementing GO Regional Express Rail (RER) service under the *Moving Ontario Forward* plan. Together, MTO and Metrolinx working closely with Infrastructure Ontario (IO) to advance procurement planning for the entire GO RER program; early works to support the program are already underway. GO RER will result in more than a doubling of peak service and a quadrupling of off-peak service compared to today.
 - In July 2016, Metrolinx and IO issued a Request for Qualifications (RFQ) for upgrades at three GO stations (Milton, Agincourt, Unionville) on the Stouffville GO corridor. The Request for Proposals (RFP) was issued to the shortlisted proponents in September 2016.

- In September 2016, an RFQ was issued for interested parties to design, build and finance the Highway 401 Rail Tunnel project that will support the infrastructure needed to expand GO rail service on the Kitchener corridor.
 - Also in September 2016, an RFP was issued for interested parties to design, build and finance the Cooksville GO Station project.
- In June 2016, the province, through Metrolinx, secured an agreement-in-principle with Canadian National Railway (CN Rail). The agreement-in-principle provides the basis to advance planning and technical analysis required for infrastructure works that will allow for the delivery of two-way, all-day GO Train service along the Kitchener GO corridor.
- Also in June 2016, the province made the following commitments:
 - Subject to final agreement with Canadian Pacific Railway (CP Rail), Metrolinx will extend GO Transit's Lakeshore East rail corridor to offer new GO train service from Oshawa and Bowmanville. The service is expected to begin in 2023-24.
 - Subject to final agreement with CN Rail, Metrolinx will deliver new weekday GO rail service between the future Confederation GO Station in Hamilton and the Niagara Region starting in 2021, with service to Niagara Falls by 2023.
- Effective in September 2016, Metrolinx:
 - Introduced new GO bus service between downtown Brantford and the Aldershot GO Station in Burlington, stopping at McMaster University (Hamilton) along the way.
 - Expanded GO bus service between Cambridge and Milton.
 - Added two new GO train trips along the Milton GO corridor between Milton GO Station and Union Station.
 - Doubled the number of weekday GO train trips along the Kitchener GO corridor between Kitchener and Toronto, and introduced a new express GO bus service running all day between Kitchener and the Bramalea GO Station, which is timed to connect with GO rail and bus services to and from Toronto's Union Station.
- Effective in December 2016, Metrolinx:
 - Opened the Gormley GO Station on the Richmond Hill GO corridor, extending five morning and five afternoon peak train trips from the Richmond Hill GO Station to serve the new station, and implemented two-way midday GO bus service between Gormley GO Station and Union Station, and night-time GO bus service from Union Station.
 - Introduced new year-round weekend and holiday GO train service on the Barrie GO corridor, resulting in 38 new rail trips per week and 19 new rail trips each on Saturday and Sunday.

- Effective in January 2017, Metrolinx added one new morning and one new afternoon peak period weekday trip on the Stouffville GO corridor, resulting in 10 new rail trips per week.
- As of December 2016, 94 percent of GO trains were operating within five minutes of the scheduled time, and 94 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 ministry is continuing work to establish Ontario as a leader in building multimodal linkages, connecting roads, rail, air and marine transportation, through work such as the multimodal transportation strategy for Northern Ontario and multimodal plan for the Greater Golden Horseshoe.
- Commenced the final stage to develop the Northern Ontario Multimodal Transportation Strategy (NOMTS). The ministry issued nine technical backgrounders and a substantive discussion paper. It also completed seven public information centre and Indigenous engagement sessions in support of developing NOMTS, which is expected to be completed by end of 2017.
- In 2016, initiated development of the Greater Golden Horseshoe Multimodal Transportation Plan to ensure future mobility for people and goods in this rapidly growing region. The study will include long term (50+ years) scenario analysis to help make policy and investment decisions that support the government's goals of addressing climate change, economic development and promoting new technology.
- The Honourable David Collenette was appointed as a Special Advisor for High Speed Rail (HSR) to assist the province in bringing high speed rail to the Windsor, London, Kitchener-Waterloo, and Toronto corridor.
- The ministry is investing \$15 million to advance an Environmental Assessment for HSR.
 - To support this, the ministry is working to establish a Vendor of Record with qualified suppliers to ensure the ministry has access to the best local and international rail technical expertise.

Transportation Forecasting, Modelling and Information Sharing

- Completed a significant update of the ministry's multimodal travel demand model for the Greater Golden Horseshoe, to better enhance the ministry's modelling capacity for Regional Express Rail, HOT Lanes and other road pricing initiatives, and active transportation. The model is the main platform for travel demand modelling for MTO and Metrolinx initiatives in the Greater Golden Horseshoe.

- 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.

Goods Movement Initiatives

- 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 Intercommunity Bus Services

- The ministry initiated a review of the economic regulatory regime governing Ontario's intercity/intercommunity bus industry, in accordance with the Minister's mandate to develop recommendations on modernizing and appropriately regulating the intercommunity bus regime to ensure it remains an attractive and affordable travel option for Ontarians.
- The review included posting a discussion paper on the Environmental Registry in the summer of 2016 to seek public input on a proposed path forward for regulatory modernization of intercity/intercommunity bus services.
- The ministry also held regional engagement sessions in 13 communities across Ontario in the summer of 2016, as well as targeted engagement sessions with Indigenous communities in fall 2016. Follow up engagement with key stakeholders took place in January and February 2017.

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.
- Successfully launched Canada's first HOT lane as a pilot project on the QEW to help manage congestion, complement the province's transit investments, and add another option for travelers. Planning is underway to launch a fully electronic HOT lane on Highway 427 by 2021.
- 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; and developing a new commuter cycling strategy under the Climate Change Action Plan.
- Provided funding to help municipalities build new and improve existing cycling infrastructure through the \$10 million Ontario Municipal Cycling Infrastructure Program, and to develop and enhance cycling skills training programs through the Cycling Training Fund.

- Engaged stakeholders across Ontario to identify a concept for a province-wide cycling network that will help locate areas of provincial infrastructure that should accommodate cycling.
- In July 21, 2016, the province announced it would invest over \$3 million to construct a new roundabout on Highway 21 in Bruce and Grey counties at Grey-Bruce Line/Bruce Road 10. The project will provide 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.
- Completed several innovative pavement preservation trials including the use of TechCrete (a flexible hot-poured concrete pavement repair) on Highway 417; Forta-Fi Fibres (synthetic fibres added to hot mix for strength and durability) used on Highway 416; and Rapid set latex Modified Concrete (a rapid setting concrete repair) used on Highway 115 as a trial in advance of future Ottawa Queensway rapid bridge rehabilitations.

Protecting the Environment

- The ministry continues to support the delivery of the province's Climate Change Strategy and Climate Change Action Plan by developing and delivering programs and policies to further support green technology, transition to lower-emitting vehicles on Ontario's roads and create more opportunities for cycling in the province.
- The province is 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 municipal and provincial cycling infrastructure under Ontario's 20-year #CycleON strategy to create a more cycling-friendly future for the province.
- Modernized the Electric Vehicle Incentive Program (EVIP) on February 10, 2016, and further updated the program on January 1, 2016, to make zero- and low-emission electric vehicles more affordable.
- Since 2010 the province has provided approximately \$62.7million in incentives to support the purchase of 7,800 Electric Vehicles (EVs).
- Through MTO's Electric Vehicle Charging Incentive Program (EVCIP), the province has provided incentives for the installation of 1,100 home chargers between January 2013 and February 2016.

- Launched the \$20 million 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.
- 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 2016, the use of warm mix asphalt saved more than 350,000 litres of diesel fuel and reduced greenhouse gas (GHG) emissions by about 1,100 tonnes of CO₂. Since 2008, MTO has paved about 1.2 million tonnes of warm mix asphalt, saving 2.2 million litres of diesel fuel and 6,600 tonnes of CO₂.
- Using pavement recycling technology where possible optimizes the use of natural resources and minimizes waste disposal. In 2016, MTO rehabilitated 300 lane-kilometers of pavement using this environmentally friendly technique, saving over 170 million megajoules of energy, 238,053 tonnes of aggregate and emitting 7,954 fewer tonnes of CO₂ compared to conventional methods.
- 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.
- The ministry has established itself as recognized leader in new technology which ensures that the right amount of salt is distributed on the road 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 salt use. Salt is also either pre-treated or pre-wetted, which can reduce consumption in a storm by between 15 to 25 percent.
- Developed transportation Best Management Practices for the protection of species at risk and their habitat during road maintenance activities.
- Implemented Large and Small Animal Mitigation Planning Tools as part of a broader wildlife mitigation strategy to reduce wildlife-vehicle collisions.

Implementing Ontario's Commitment to Reconciliation with Indigenous Peoples

- MTO provided funding to Indigenous communities and organizations to facilitate First Nations and Métis communities' engagement on the Northern Ontario Multimodal Transportation Strategy, Greater Golden Horseshoe Multimodal Transportation Plan, Ontario Municipal Cycling Infrastructure Program, intercommunity bus modernization, and other MTO policy and planning initiatives.

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

Promoting safer roads through legislation and regulation

- Based on preliminary 2015 data, Ontario's fatality rate was 0.51 per 10,000 licensed drivers. At this time data from other North American jurisdictions is not available for the purposes of comparison and ranking.
- *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 Act contains a series of new measures to improve road safety, including: new penalties for drug-impaired driving, expansion of licence plate denial for drivers who do not pay their *Provincial Offences Act* fines, and new rules for drivers at pedestrian and school crossings.

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 14,000 police officers from the OPP and 96 municipal and First Nations police services can now view photos electronically from their desktop or laptop computers.
- Each year, the ministry conducts approximately 9,700 senior driver group education sessions, 3,800 demerit point interviews and 119,000 commercial vehicle inspections.
- Collaborated with Sunnybrook Health Sciences Centre, Toronto Police Service and Trauma Centres across Ontario to develop a provincial Pedestrian Safety Campaign (English and French) to focus on road safety in each region with community partners.
 - This campaign included two key messages -- *Be Alert, Be Seen* -- to encourage both drivers and pedestrians to pay attention and focus on the road, to make travel safer for all road users.
- Developed a comprehensive social marketing and public education campaign on the issues of distracted driving to raise awareness, promote compliance and change attitudes, perceptions and behaviour.
- Worked with partners, MADD Canada and arrive alive DRIVE SOBER to produce public service announcements to address the issue of drug-impaired driving risks and consequences.

- New distracted driving, pedestrian safety and cycling safety displays were developed to promote road safety at various community and stakeholder events across the province.
- Continued the ministry's 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 two to 11 and their parents. TVOKids reaches over 1.3 million viewers aged two to 11 annually and promotes road safety topics during Road Safety Week in May.
- Updated Ontario's Road Safety Resource website through partnership with the Canadian Automobile Association (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.
- The Inter-Agency Road Safety Marketing Committee 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.
- Hosted 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 2016, more than 112,000 safety inspections were conducted on commercial vehicles and drivers:
 - 21,679 drivers/vehicles were placed out of service (OOS).
 - 19,634 inspections resulted in charges laid.
 - 4,301 buses, including 2,269 school buses, were inspected.
 - 288 buses, including 114 school buses, were placed out of service.
 - 98 vehicles were impounded for critical defects.

- During RoadCheck 2016 (a three-day random blitz benchmarking truck safety in Canada, the U.S. and Mexico), Ontario's compliance rate was 84.4 percent, which is a significant improvement from 1995, when the compliance rate was 56.7 percent.

Improving Ontario's Highway, Bridge and Border-Related Infrastructure

- The ministry continued to invest in infrastructure upgrades to improve highway trade corridors, manage congestion and increase capacity.
- In total, MTO committed more than \$2.1B in 2016-17 to repair and expand provincial highways and bridges across Ontario.
- Overall, the improvement of approximately 779 centreline-km of provincial highway and 135 bridges were completed in 2016-17.
- In addition, 329 lane-km of new / widened highway and 73 new bridges were completed.
- The ministry also continued to work with its partners at the Windsor-Detroit Bridge Authority to coordinate the construction of the Ojibway Parkway Overpass, which will connect the Right Hon. Herb Gray Parkway to the new customs inspection plaza for the future Gordie Howe International Bridge at Windsor-Detroit.

Southern Ontario	2015-16	2016-17³
Pavement Rehabilitation (centre line km ¹)	527	343
Bridge Rehabilitation / Reconstruction	109	114
New Highway (lane km ²)	39	274
New Bridges Built	9	72

Northern Ontario	2015-16	2016-17
Pavement Rehabilitation (centre line km ¹)	488	436
Bridge Rehabilitation / Reconstruction	32	21
New Highway (lane km ²)	43	55
New Bridges Built	2	1

Notes:

- ¹ Centreline-km 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 centreline-km unit (i.e.: 10 km of a four-lane highway with three interchanges and side road improvements = 10 centreline-km).

- ² Lane-km is defined as the length of each lane within the contract limits added together (i.e.: 10 km of a four-lane highway = 40 lane-km).
 - ³ Included in the Southern Ontario totals for 2016-17 only, 250 new lane-km of new highway and 69 new bridges were constructed and approximately five centreline-km were rehabilitated for projects using the Alternative Financing and Procurement method (Herb Gray Memorial Parkway, and Highway 407 East - Phase 1).
 - 594 centreline-km of surface treated highways were rehabilitated in Northern Ontario in 2016-17, 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 2016 to 2020 plans were published in July 2016 on the ministry's website. For more information, visit <http://www.mto.gov.on.ca/english/highway-bridges/southern-and-northern-highways-programs.shtml>

Region specific major accomplishments related to highway construction in 2016-17 include:

East Region (ER)

- Completion of the expansion of Highway 17, 2 to 4 lane widening from Campbell Drive to Scheel Drive, Arnprior.
- Continuing the expansion of Highway 401 from Cobourg to Port Hope.
- Continuing the expansion of Highway 401, Kingston Highway 15 to Frontenac Road 38.
- Completion of two bridge replacements on Highway 401 at Brinston Road and Aultsville Road.
- Continuation of the multi-use Waterfront Trail along the Thousand Islands Parkway through the Highway 137 interchange.
- Continuing with the acquisition of 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.
- Completed repaving on a number of highways:
 - Highway 417 Nicholas Street to Island Park Drive for 5 km
 - Highway 417 Innes Road to Ramsayville Road for 8 km
 - Highway 401 Gananoque River Bridge to Reynolds for 14 km
 - Highway 401 Lake Road to Northumberland County Road 26 for 10 km
 - Highway 401 Townline Road to Kelseyville Road for 6 km
 - Highway 62 Medoc to Bannockburn for 14 km
 - Highway 28 Long lake Road to Peterborough Rd 504 for 8 km
 - Highway 17 Paquette Road to Doran Road for 18 km

West Region (WR)

- Completion of the widening of Highway 7/8, from four to six lanes from Fischer Hallman Road to Courtland Avenue in Kitchener.
- Completion of the reconstruction of Highway 401, from Essex Road 42 to the Chatham-Kent Road 7 westbound lanes, in Chatham-Kent.
- Completion of the replacement of Highway 3 Grand River Bridge at Cayuga.
- Completion of the reconstruction of Highway 3 from Essex Road 27 (Cottam Road) to Essex Road 34 (Union Avenue), west of Leamington; and Essex Road 8 to Essex Road 27, Cottam.
- Completion of the widening and rehabilitation of the Highway 7 Guelph Street Bridge in Kitchener.
- Continuing the reconstruction of the Highway 401 Veterans Memorial Parkway Interchange in London.
- Continuing the widening of Highway 401 from Regional Road 8 to Hespeler Road in Cambridge.

- Continuing the reconstruction of Highway 401 and 40 Interchange in Chatham-Kent.
- Continuing the reconstruction of Highway 401 Eastbound from Essex Road 42 to Chatham-Kent Road 7 (Merlin Road), and Highway 401 Westbound from Chatham-Kent Road 7 (Merlin Road) to Chatham-Kent Road 27 (Bloomfield Road).

Central Region (CR)

- Completion of Highway 401 eastbound reconstruction and bridge rehabilitation from Dufferin St. to Avenue Road in Toronto.
- Completion of Highway 400 resurfacing and median barrier from north of Canal Road to Rural Road 89 in Simcoe.
- Completion of QEW and Seventh St. bridge replacement in Niagara.
- Completion of the Province's new Highway 407 East, which runs east from Brock Road to Harmony Road.
- Continuing the expansion of Highway 401 from west of Hurontario St. to Credit River bridge in Mississauga.
- Completion of Design-Build Bridge replacements at the QEW including Lyons Creek Bridge, Tee Creek Bridge and Black Creek Bridge in Niagara.
- Completion of Highway 420 resurfacing and bridge rehabilitation from the QEW and Highway 420 interchange to Stanley Ave. in Niagara.
- Completion of Highway 12 resurfacing from south junction of Highway 48 to Durham Road 50 in Durham.
- Continuing the expansion and rehabilitation of Highway 410 from Highway 401 in Mississauga to Queen St. in Brampton, including High Occupancy Vehicle (HOV) lanes and an additional general purpose lane in each direction.

Northeast Region (NER)

- Completed the resurfacing of Highway 144 from Halfway Lake Provincial Park northerly for 36 km.
- Completed six structural culvert replacements on Highway 11 near Cochrane and on Highway 652.
- Commenced highway rehabilitation and resurfacing of Highway 17 four-lane from Regional Road 55 westerly for 21km to the end of the four-lane.
- Completed highway resurfacing of Highway 101 from Folyet easterly for 21km.
- Completion of the five-year widening of Highway 69 from two to four lanes from 3 km north of Highway 607 northerly for approximately 11 km, including eight new structural culverts and one new bridge.
- Continuing expansion of Highway 69 from two to four lanes from 3 km north of Highway 64 northerly for approximately 9 km, including 3 new bridges and 10 new structural culverts.

- Commencement of two new snowmobile culverts at Powassan and one new bridge with one structural culvert rehabilitation and one structural culvert replacement on Highway 11, at McGillvry Creek. Also includes resurfacing of approximately 5 km (north bound lane).
- Continuing realignment of CNR railway near Highway 522 for Highway 69 expansion with completion of the realignment of three new bridges and two new structural culverts in 2016.
- Completed 12 km of pavement resurfacing on Highway 6, northerly from 19.4 km north of Little Current.

Northwest Region (NWR)

- Completion of Shamrock and Helen Lake structural culverts on Highway 11, north of Nipigon.
- Completion of the Pickerel River structural culvert on Highway 105, north of Vermillion Bay.
- Completion of the Kawawia Creek structural culvert on Highway 502, north of Highway 11 east of Fort Frances.
- Completion of the Dog River structural culvert on Highway 527 and the Kabitotikwia River structural culvert on Highway 811, north of Thunder Bay.
- Completion of the Everett Creek structural culvert on Highway 11, near Emo.
- Completed repaving on a number of highways including:
 - Highway 11 from Fort Frances easterly for 26 km
 - Highway 17 from Marathon westerly for 29 km
 - Highway 17 from Ignace westerly for 31 km
 - Highway 71 from Nestor Falls southerly for 29 km
 - Highway 71 from Highway 11/17 near Kenora, southerly for 21 km
 - Highway 105 from Ear Falls southerly for 40 km
 - Highway 502 from Highway 594 near Dryden southerly for 12 km

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. MTO has completed 13 rapid bridge replacements on provincial highways since 2007.
- Additionally, rapid bridge replacement technology has been used by the ministry to replace twenty-eight bridges for Local Roads Boards in remote northern areas. Each was completed within one or two days and at about one-tenth the cost of a conventional bridge replacement.

- Notable 2016-17 bridge replacement projects on provincial highways include:
 - Completion of the Pic River Bridge replacement on the Trans-Canada Highway in northern Ontario.
 - Completion of the Solomon Creek Bridge, Highway 11 in the New Liskeard area.
 - Completion of the Rosseau River Bridge, Highway 141 in the Huntsville area
 - Completion of the Nagagami River Bridge, Highway 11 in the New Liskeard area.
 - Continuing the Willow Creek Bridge replacement on Highway 400 in Barrie.
 - Completion of the CPR Overhead Bridge on the Trans-Canada Highway near Selim.

Additional Ministry Achievements

Enhancing employee engagement and diversity

- Integrated the Diversity, Accessibility and Engagement agendas into strategic human resources planning and ministry programs.
- Enhanced 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 86.1 percent level of compliance with the 30-day response standard under the *Freedom of Information and Protection of Privacy Act* in 2016.
- Increased the number of followers on the @511Ontario Twitter accounts from 41,000 in January 2016 to 54,500 as of February 2017. In addition, the Ontario 511 website received over 12 million hits last year.
- Initiated the modernization of the Ontario 511 program, to ensure the provision of relevant and reliable traveller information while keeping pace with technological advancements.
- Coordinated responses to more than 1,500 public inquiries per month - received through the MTO Info general inquiry email account.
- Finalized a comprehensive 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.

Providing environmental and financial leadership

- Demonstrating its commitment to open and competitive tendering processes, the ministry achieved a competitive tendering rate of 97 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 with an accumulated reduction of fuel consumption and greenhouse gas emissions of 45% over the last eight years, representing over \$10.0M in savings.

Oversize/Overweight (O/O) Program

- The ministry modernized the Oversize/Overweight (O/O) Program by replacing a historically manual process with a streamlined process to 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 past year, online services have been made available to both O/O and International Registration Plan (IRP) carriers. As of January 31, 2017, more than 1,200 carriers (27 per cent) have registered to complete IRP transactions online.

407 Extension Tolling System

- The Provincial Highways Management (PHM) Solutions office completed the 407 East Tolling Operations and Vendor Oversight Project on time and on budget. Highway 407 East is a publicly-owned and controlled toll highway with back office services including the issuing of invoices to highway users, the collection of tolls and the provision of customer service through an external service provider. By delivering I&IT solutions, the Project supports the PHM program area's mandate to oversee the performance of the tolling service provider as well as the highway in general. The solutions enable PHM to store and analyze Highway 407 traffic, finance and customer service data. The collected data will assist PHM in making evidence-based decisions regarding the operations of the new highway and demonstrate due-diligence in overseeing the tolling service provider.

Road User Safety Modernization

- Implemented full scope of the modernized Carrier Solutions system, through four major releases of the Registration and Licensing System of Ontario. This included registrations for truck, bus companies and motor vehicle inspection stations as well as the monitoring and auditing of these companies. These services were also introduced online, and are being gradually rolled out to the public. In addition, a new Stock Management solution was implemented to manage all Road User Safety stock items such as licence plates, permits etc. Processes that used to take days now take minutes with the modernized tool and allow users to manage inventory by improving accuracy and automating processes. Users have provided positive feedback on the solution.

The following summarizes MTO's Expenditures and Staff Strength:

Table 3: Ministry Interim Actual Expenditures 2016-17

	Ministry Interim Actual Expenditures (\$) 2016-17 *
Operating	1,934,857,440
Capital	1,752,918,691
Staff Strength ** (as of March 31, 2017)	3,462

* Interim actuals reflect the numbers presented in the 2017 Ontario Budget.

** Ontario Public Service Full-Time Equivalent positions.