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Published plans and annual reports 2019-2020: Ministry of Transportation

Plans for 2019-2020, and results and outcomes of all provincial programs delivered by the Ministry of Transportation in 2018-2019.

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Ministry overview

Purpose

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:

- **Improving the transit experience and making life easier for the people of Ontario.** Building a world-class transit system in the province and delivering more transit services faster by working with our partners to build the transportation infrastructure that serves the needs of people in communities across the province.
- **Promoting a multi-modal transportation network that supports the efficient movement of people and goods.** Investing in an integrated transportation system that supports the province's economic competitiveness,

ensuring Ontario is meeting the needs of travellers and businesses across modes of transportation, thereby helping to boost local economies and create jobs.

- **Keeping Ontario's roads safe.** Ensuring the province's highways and roads are among the safest in the world and are reliable for the hundreds of thousands of people who drive on them every day.
- **Investing in highways.** Making smart investments in highways, roads and bridges and expanding the province's highway network to support the social and economic well-being of residents and contribute to a higher quality of life.
- **Driving organizational effectiveness and enabling innovation.** Promoting creativity and innovation in the delivery of ministry business so that MTO continues to build on a record of delivering an integrated, affordable and modern transportation system that supports our economy and its citizens.

Ministry of Transportation Vision

To build a world-class transportation system that promotes safety, improves connectivity, supports trade and maintains a high quality of life for all Ontarians.

MTO Priorities and Strategies

Improving the transit experience

Initiatives

- Working with Metrolinx on the GO Rail Expansion Program (two-way, all-day service across core segments)
- Ontario's new subway transit plan for the Greater Toronto Area (GTA) e.g. "Ontario Line"
- Supporting municipal transit priorities, e.g. Ottawa and Waterloo Region light rail transit projects
- Upload of Toronto (TTC) Subway Infrastructure

Keeping Ontario's roads safe

Initiatives

- Supporting law enforcement and working with partners to promote road safety and counter dangerous driving behaviours, such as impaired driving, distracted driving, and pedestrian safety
- Oversight of the delivery of driver and vehicle licensing, registration and other services delivered by the government and private sector partners
- Delivery of commercial motor vehicle enforcement
- Working with Canadian jurisdictions to advance national standard for entry-level training for truck drivers

Promoting a multi-modal transportation network

Initiatives

- Advancing key planning work to meet regional transportation needs across the province
- Environmental Assessment for Greater Toronto Area (GTA) West Corridor
- Providing airport services in 29 remote northern communities
- Supporting 11 ferry services across the province, either directly or indirectly through the Owen Sound Transportation Company, an agency of the ministry

Investing in highways

Initiatives

- Advancing key highway expansion projects, including:
 - Hwy. 427 extension
 - Hwys. 401 and 417 expansion
 - Hwy. 11/17 and Hwy. 69 four-laning in Northern Ontario
- Highway rehabilitation projects
- Oversight of year-round highway maintenance, including winter maintenance
- Connecting Links program

Driving organizational effectiveness & innovation

Initiatives

- Adopting market-driven, Transit-Oriented Development to leverage third party investment
- Pre-clearance technology at truck inspection stations
- Supporting innovation and growth within the province's automated vehicle industry through Ontario's Automated Vehicle Pilot program

Ministry Programs

Policy and Planning is responsible for identifying the long-term, strategic interests of the province with respect to Ontario's transportation system, including transit. It develops policies, plans and programs to support an efficient, safe and integrated multi-modal transportation system in Ontario.

The program is also responsible for managing the province's relationship with Crown Agencies such as Metrolinx, which includes GO Transit. Additionally, the program works to advance Ontario's strategic transportation objectives with other ministries, the federal government, other provinces, municipalities, and Indigenous communities. Initiatives include, but are not limited to:

- Transforming the GO rail network into a comprehensive, all-day rapid transit network across core segments through the GO Rail Expansion Program,
- Supporting municipal transit projects across the province,
- Advancing Ontario's new subway transit plan for the Greater Toronto Area (GTA), and
- Working on regional long-range planning to meet the province's future transportation needs.

Road User Safety is undertaking a multi-year strategy to transform the way the MTO and its partner ministries deliver services to Ontarians. The ministry uses a hybrid model to deliver its programs through a mix of government delivery of core programs, and utilizing third-party vendors to deliver driver examination, card production and driver and vehicle registration services.

The transformation seeks to overcome the unique challenges of delivering services in the modern age using business processes and technologies that are decades old. Citizen expectations for on-demand integrated services, real-time data and digital communications/delivery channels cannot be met using these older technology platforms and current business models.

Road User Safety Transformation will ensure Ontario's excellent road safety record is maintained for generations to come by building a foundation of continuous engagement to facilitate growing business and citizen expectations for more effective and efficient delivery of people-centered digital services.

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 Provincial Highways Management program also provides airport services in 29 remote

northern communities, traveller information services to the motoring public, and supports 11 ferry services across the province, either directly or through the Owen Sound Transportation Company (OSTC), an agency of the Ministry of Transportation.

To continue to support a sustainable transportation network, the ministry continues to explore and implement improved and more environmentally friendly techniques and materials for asphalt paving, pavement preservation, and concrete construction. Specialized laboratory testing of materials, including asphalt, cement, concrete, steel and aggregates for road and bridge construction continues and will be supported by a new facility in North York to replace the existing laboratories.

Highway and bridge rehabilitation efforts are also planned to support the sustainability of the provincial transportation infrastructure. In addition, new expansion projects are planned to improve the provincial highway network over the longer term. These projects will be delivered through various delivery models, including the use of Public-Private Partnerships (P3) with the support of Infrastructure Ontario (IO).

Ministry Administration delivered 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 program provides leadership in several key areas, including:

- Strategic planning and transformation initiatives.
- Business improvement and innovation tools, process and supports.
- Financial planning, procurement and effective controllership.
- Development and delivery of a strategic human resource plan that aligns programs and services to ministry priorities.
- The Fleet Management Centre, on behalf of the Ontario Public Service (OPS), manages all provincial motor vehicle fleet assets.
- 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.
- Information management functional leadership.
- Coordinating requests for access to Ministry of Transportation information under the *Freedom of Information and Protection of Privacy Act*.

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:

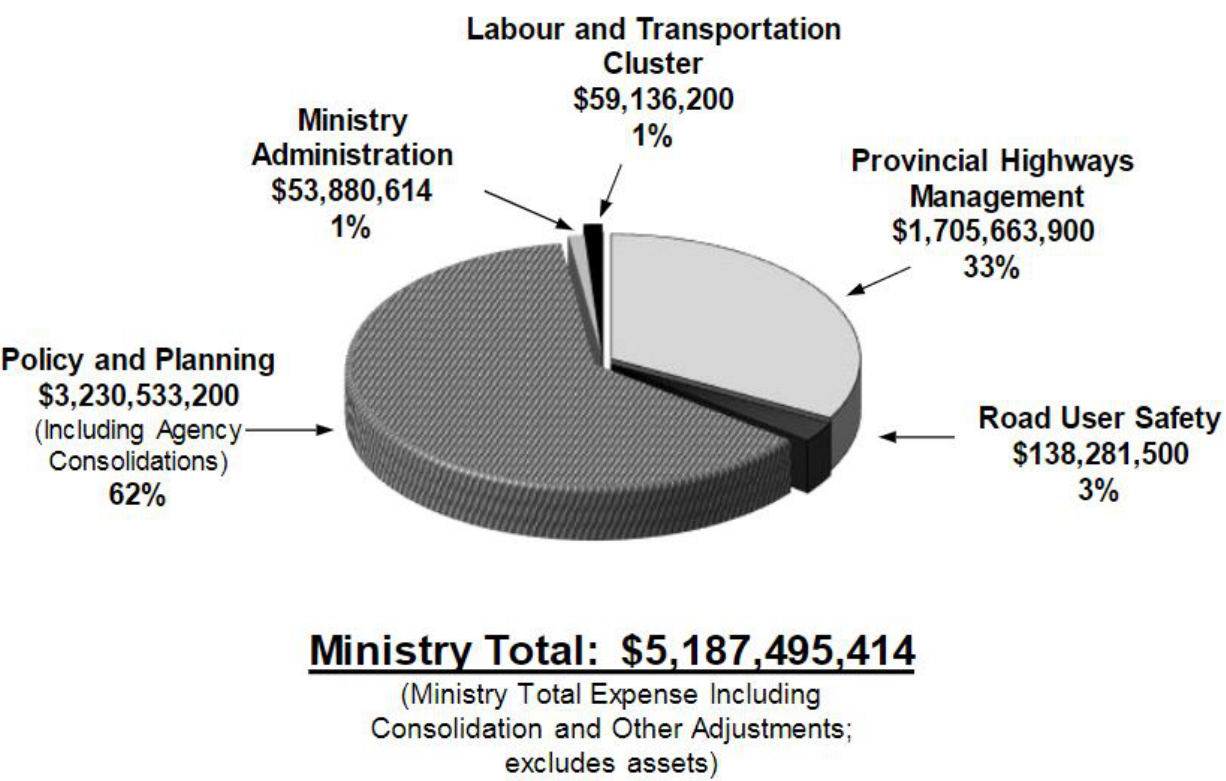
- Delivering business value and enabling public policy delivery through the on-time, on-budget implementation of innovative technology projects that solve business problems, enhance program delivery, enable new business opportunities and improve customer service.
- Providing digital leadership to programs and projects by leading integrated, cross functional teams through user centred design, agile and iterative solutions development and extensive user feedback to shape the digital products and services being developed.
- 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 a 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 2019-20

Ministry Planned Expenditures 2019-20	
Ministry Planned Expenditures 2019-20	
Operating	\$2,293,873,514
Capital	\$2,893,621,900
Total	\$5,187,495,414



Ministry Planned Expenditures 2019-20	
Ministry Planned Expenditures 2019-20	
Policy and Planning	\$3,230,533,200
Ministry Administration	\$53,880,614
Labour and Transportation Cluster	\$59,136,200

Provincial Highways Management	\$1,705,663,900
Road User Safety	\$138,281,500
Ministry Total Expense Including Consolidation and Other Adjustments; excludes assets	\$5,187,495,414

Highlights of 2018-19 Results

Improving the transit experience and making life easier for the people of Ontario

- Announced a significant new \$28.5 billion expansion to Ontario's transit network, including an investment of \$11.2 billion to support four rapid transit projects: the new Ontario Line that will deal with congestion on Line 1; the Yonge North Subway Extension that will connect the subway to one of the region's largest employment centres; the three-stop Scarborough Subway Extension that will better serve communities; and the Eglinton Crosstown West Extension.
- Metrolinx has made progress on key regional rapid transit projects, including:
 - The Eglinton Crosstown light rail transit (LRT) in Toronto: Tunneling is complete, construction is progressing at all stations, and the vehicle maintenance and storage facility is complete.
 - The Finch West LRT project: Contract was awarded to Mosaic Transit Group to design, build, finance and maintain the project. Early utility works are ongoing.
- The province and Metrolinx have taken steps to implement GO Rail Expansion and make it easier and more affordable to use GO Transit by:
 - Expanding and increasing GO train service on the Kitchener, Stouffville, Lakeshore East and Lakeshore West lines.
 - Adding weekday GO train service to Niagara Falls and St. Catharines.
 - Working with the private sector to build new GO stations at Mimico and Woodbine.
 - Making it free for kids 12 and under to travel on GO Transit trains and buses.
 - Lowering GO fares on trips under 10km.
- Supported engagement with the City of Toronto on the government's plan to upload responsibility for Toronto Transit (TTC) subway infrastructure, in order to deliver a modern transit system that will serve growing communities, drive economic development and alleviate congestion.
- Continued to support the implementation of municipally-owned rapid transit projects in the Greater Toronto and Hamilton Area (GTHA), Ottawa and Waterloo Region.
- Continued to implement the PRESTO fare card system; more than 3.5 million cards have been activated across the GTHA and in Ottawa.
- Delivered the 2018-19 Ontario Gas Tax Program, which provides \$364 million in gas tax funding to 107 municipalities that provide public transit service to 144 communities across Ontario for municipal transit service improvements such as additional buses, expanded routes, longer hours, increased accessibility, and improved security infrastructure.
- Through the Community Transportation Grant Program, providing \$30 million over five years to 39 municipalities to partner with community organizations to co-ordinate local transportation services, so more rides can be provided to more people, and to more destinations.

Promoting a multi-modal transportation network that supports the efficient movement of people and goods

- Continued to work on the development of the Greater Golden Horseshoe Multimodal Transportation Plan to ensure future mobility for people and goods in this rapidly growing region, and guide Metrolinx's transit implementation work to ensure that highway and transit investments are coordinated.
- Introduced new technology at Ontario truck inspection stations that will reduce delays, promote on time delivery of goods and improve road safety.
- Exploring opportunities for inter-community bus services and other transit solutions for southwestern Ontario.
- Committed to resuming the Environmental Assessment for the Greater Toronto Area (GTA) West Highway Corridor.

Keeping Ontario's roads safe

- The government is opening a new rest area along Highway 401 for commercial vehicles, which will provide a safe area for truck drivers to stop.
- Providing drivers in the province with more options by allowing newer models of studded tires to be sold in Northern Ontario.
- Introduced Track My Plow on Ontario511 (MTO's traveller information service) so that drivers can plan their routes safely during the winter.
- Opened a new DriveTest Centre in Mississauga.
- Implemented tougher penalties for careless driving and endangering pedestrians.

Investing in highways

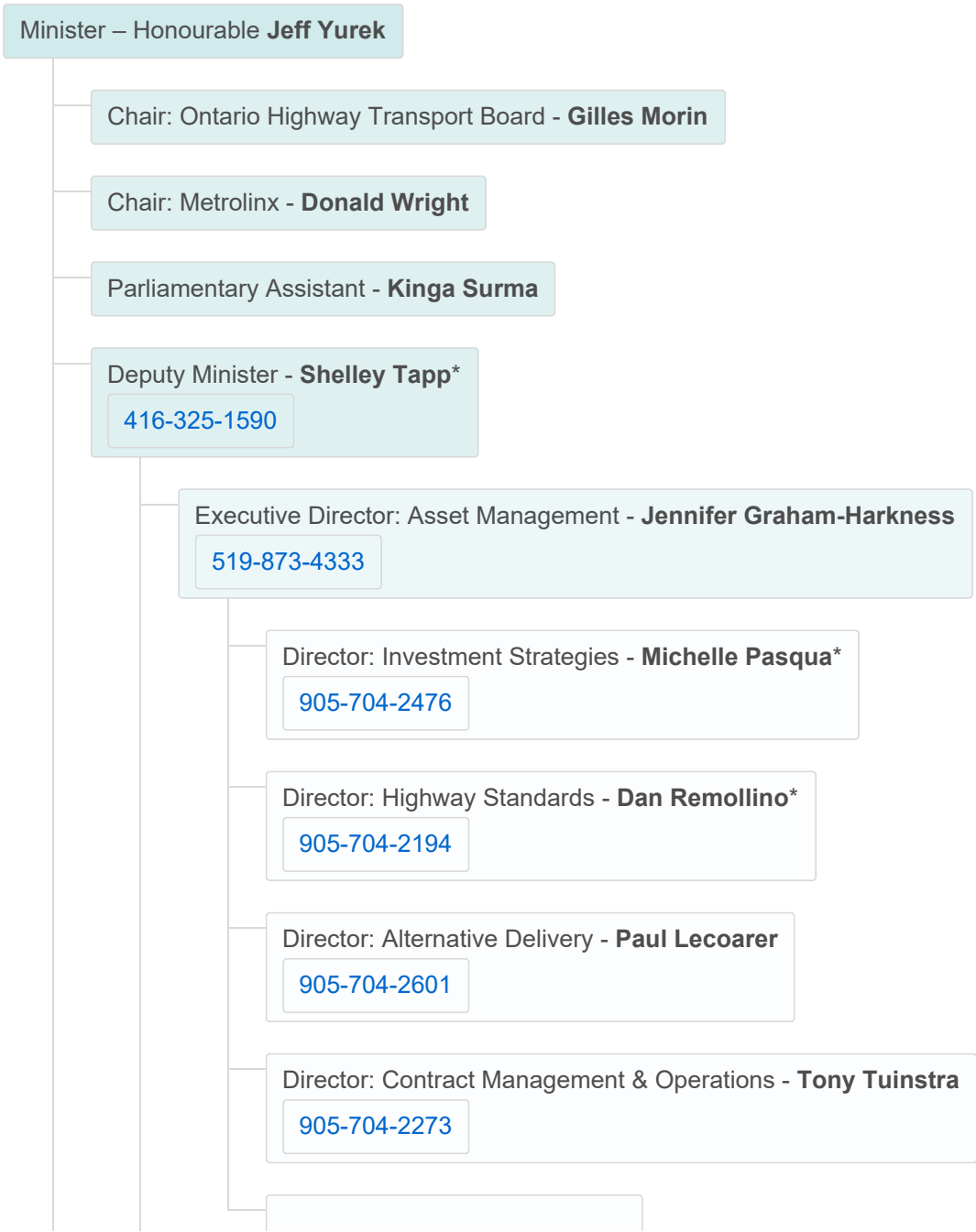
- The ministry continued to invest in infrastructure upgrades to improve highway trade corridors, manage congestion and increase capacity.
- The government is investing \$1.3 billion from 2019-20 through 2022-23 to rebuild and restore highways across the province.
- The ministry is proceeding with 123 rehabilitation projects across the province. Across central Ontario, 20 projects are going to tender representing a total investment of \$512 million. These include:
 - Road improvements along common roads between Scarborough and Pickering include Highway 401 between Neilson Road to Whites Road in the Eastbound Express and Collector Lanes and Kingston Road.
 - The rehabilitation of the bridge on the Queen Elizabeth Way (QEW) over the Credit River in Mississauga.
 - Repairing and rebuilding several bridges along Highway 7/115 in Peterborough.
 - Road improvements within Pickering include Petticoat Creek, Rougemount Drive, CNR Overhead at Brock Road, Liverpool Road, and Dunbarton Creek.
 - Road improvements within Scarborough include HWY 2A, Port Union Road, Morningside Avenue, Meadowvale Road, and Rouge River.
- Partnering with Nipissing First Nation and investing \$12 million to replace the Duchesnay Creek Bridge on Highway 17B in North Bay.

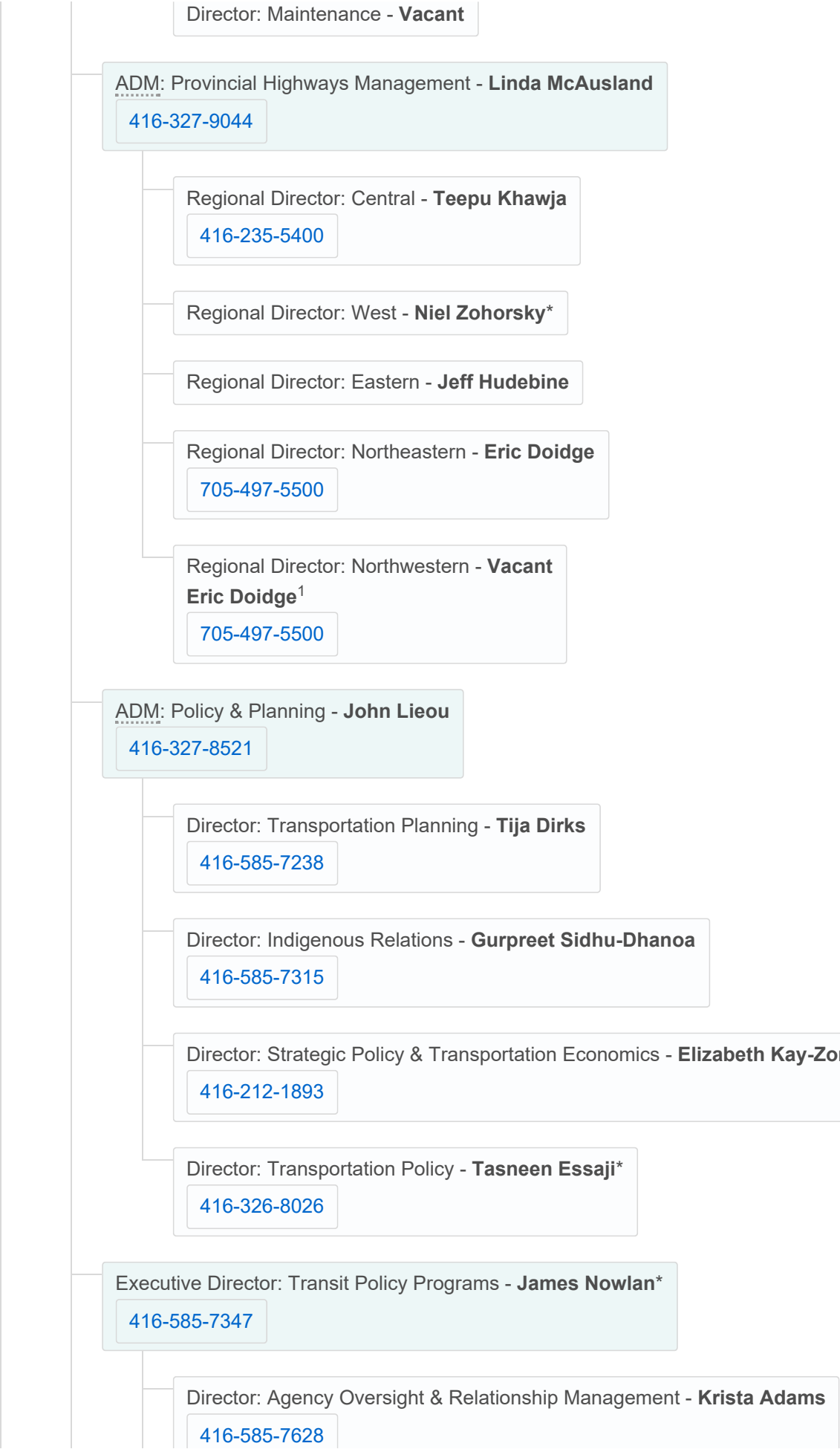
- Providing support for transportation infrastructure in Halton Region and the Town of Oakville by building the Wyecroft Road Extension and connecting communities in the region.

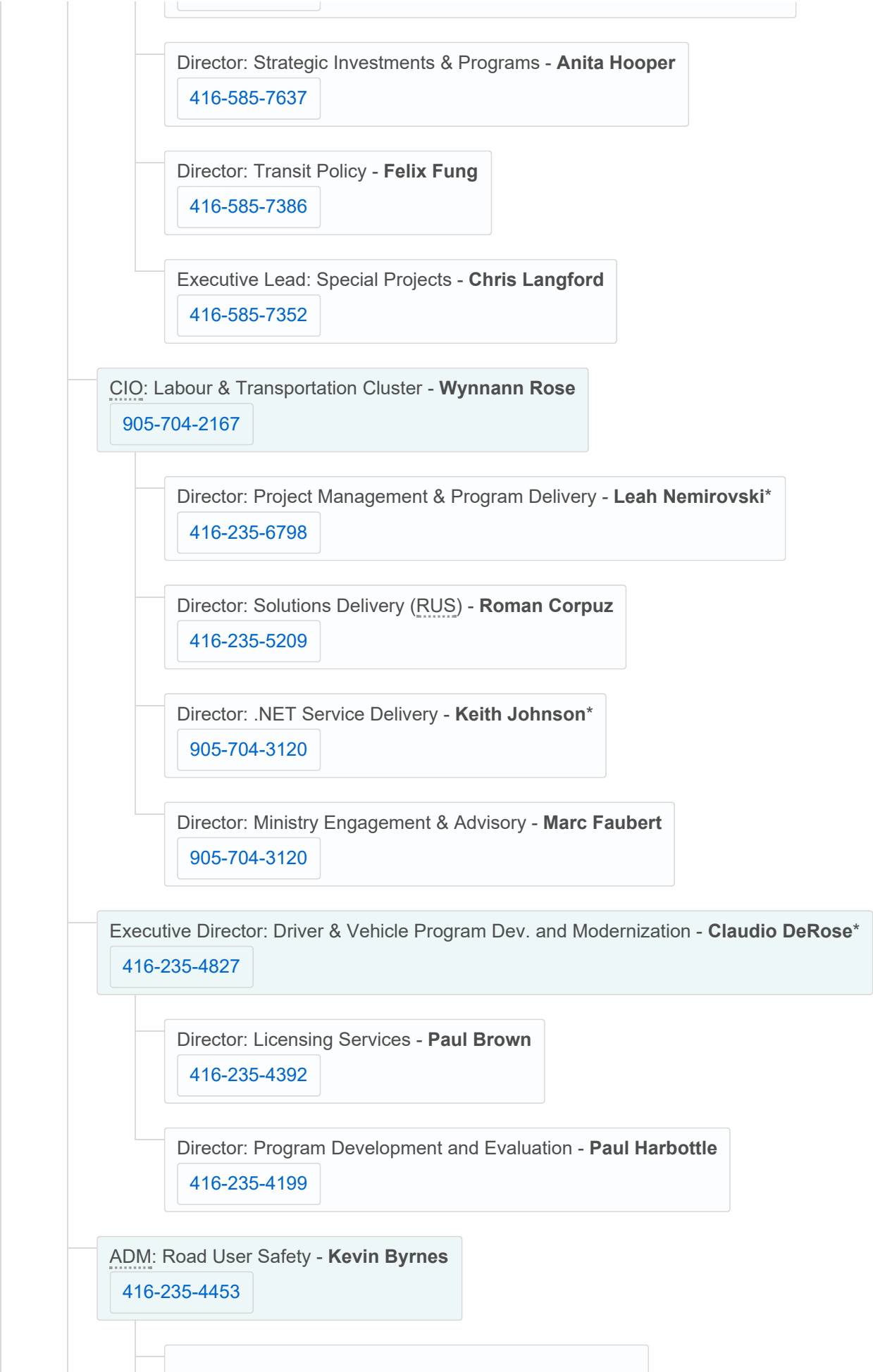
Driving organizational effectiveness and enabling innovation

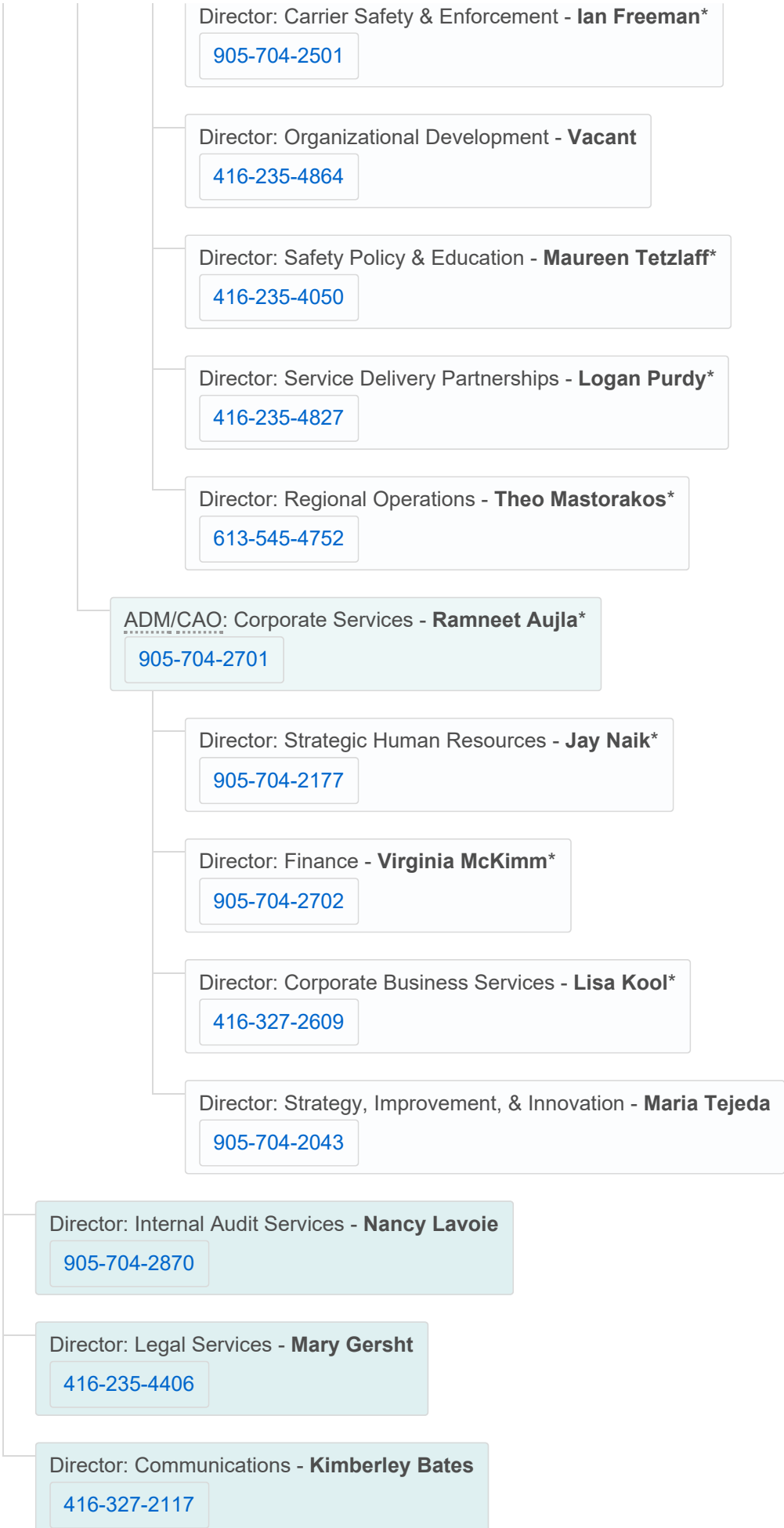
- Updated the Automated Vehicle Pilot program to allow for more testing of emerging technologies and to support future sales of the next generation of autos.
- Amended the rules to allow electric motorcycles on controlled highways.
- Expanded the use of service plates for boats, snowmobiles and off-road vehicles being transported to customers and recreational shows by allowing one service plate to be used for multiple deliveries.

Ministry Organization Chart May 2019









* Acting in Position

¹ Providing Interim Executive Leadership

Agencies, Boards and Commissions (ABCs)

Agencies, Boards and Commissions (ABCs)			
Name of Agencies, Boards and Commissions	2019-20 Estimates	2018-19 Interim Actuals	2017-18 Actuals
Ontario Highway Transport Board, expenditures	373,451	293,166	312,390
Ontario Highway Transport Board, revenue	58,130	49,255	35,370
Owen Sound Transportation Company, operating	2,363,000	2,363,000	2,363,000
Owen Sound Transportation Company, capital	11,245,000	2,895,000	1,934,371
Metrolinx, operating subsidy	321,214,300	424,490,600	341,308,842
Metrolinx, capital	3,877,564,500	4,121,423,713	3,311,554,303

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 licences based on public necessity and convenience criteria and performs a related adjudicative function, as requested.

Metrolinx

Metrolinx was created in 2006 and has a mandate to provide leadership in the co-ordination, planning, financing, development and implementation of an integrated transit network in the Greater Golden Horseshoe (GGH). 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. Metrolinx also acts on behalf of municipalities as a central procurement agency for local transit system vehicles, equipment, technologies and related supplies and services.

Owen Sound Transportation Company, Limited

As of April 1, 2019, the oversight responsibilities and accountabilities related to the Owen Sound Transportation Company, Limited (OSTC) were transferred from the Ministry of Energy, Northern Development and Mines (MENDM) to the Ministry of Transportation (MTO). The OSTC is a share capital corporation incorporated pursuant to the *Business Corporations Act (Ontario)*. The OSTC delivers marine (vehicle and passenger) services from Tobermory to South Baymouth aboard the M.S. Chi-Cheemaun, and between Moosonee and Moose Factory Island using the M.V. Niska 1 ferry. The OSTC also operates the Pelee Island ferry seasonally (with air service in the winter) by contract.

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.

Table 2: Combined Operating and Capital Summary by Vote

Operating Expense						
Votes/Programs	Estimates 2019–20 (dollars)	Change from 2018–19 Estimates (dollars)	(percentage)	Estimates 2018–19* (dollars)	Interim Actuals 2018–19* (dollars)	Actuals 2017–18* (dollars)
Ministry Administration	53,214,600	2,160,500	4.2	51,054,100	54,244,100	45,282,059
Policy and Planning	363,042,100	(183,480,500)	(33.6)	546,522,600	455,352,400	379,868,679
Road User Safety	116,700,400	(7,841,900)	(6.3)	124,542,300	122,156,500	124,421,980
Provincial Highways Management	562,967,200	57,567,100	11.4	505,400,100	562,100,100	492,106,446
Labour and Transportation Cluster	59,135,200	2,375,800	4.2	56,759,400	60,779,400	63,963,144
Total Operating Expense to be Voted	1,155,059,500	(129,219,000)	(10.1)	1,284,278,500	1,254,632,500	1,105,642,308
Statutory Appropriations	369,014	-	-	369,014	369,014	139,918
Ministry Total Operating Expense	1,155,428,514	(129,219,000)	(10.1)	1,284,647,514	1,255,001,514	1,105,782,226
Operating Expense Adjustment - Cap and Trade Wind Down Account Reclassification	-	(173,832,200)	(100.0)	173,832,200	157,923,500	101,181,770
Operating Expense Adjustment - Municipal Gas Tax Allocation	338,159,300	17,160,300	5.3	320,999,000	320,999,000	354,422,584
Consolidation Adjustment - Metrolinx	800,285,700	140,787,400	21.3	659,498,300	659,498,300	652,938,745

Total Including Consolidation & Other Adjustments	2,293,873,514	(145,103,500)	(5.9)	2,438,977,014	2,393,422,314	2,214,325,325
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Operating Assets						
Votes/Programs	Estimates 2019–20 (dollars)	Change from 2018–19 Estimates (dollars)	(percentage)	Estimates 2018–19* (dollars)	Interim Actuals 2018–19* (dollars)	Actuals 2017–18* (dollars)
Ministry Administration	2,000	-	-	2,000	2,000	-
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	-
Ministry Total Operating Expense	6,000	-	-	6,000	6,000	-
Total Operating Expense to be Voted	6,000	-	-	6,000	6,000	-

Capital Expense						
Votes/Programs	Estimates 2019–20 (dollars)	Change from 2018–19 Estimates (dollars)	(percentage)	Estimates 2018–19* (dollars)	Interim Actuals 2018–19* (dollars)	Actuals 2017–18* (dollars)
Ministry Administration	1,000	-	-	1,000	1,000	-
Policy and Planning	4,740,291,500	(1,097,161,900)	(18.8)	5,837,453,400	5,162,380,800	3,489,795,014
Road User Safety	1,000	-	-	1,000	1,000	-

Provincial Highways Management	107,374,900	2,221,900	2.1	105,153,000	102,713,000	49,706,840
Total Capital Expense to be Voted	4,847,668,400	(1,094,940,000)	(18.4)	5,942,608,400	5,265,095,800	3,539,501,854
Statutory Appropriations	1,057,200,900	71,302,500	7.2	985,898,400	982,698,400	929,274,979
Ministry Total Capital Expense	5,904,869,300	(1,023,637,500)	(14.8)	6,928,506,800	6,247,794,200	4,468,776,833
Capital Expense Adjustment - Cap and Trade Wind Down Account Reclassification	-	(523,500,800)	(100.0)	523,500,800	143,838,600	419,954,705
Consolidation Adjustment - Metrolinx	(3,011,247,400)	1,829,606,200	NULL	(4,840,853,600)	(4,544,095,500)	(2,670,755,917)
Capital Expense Adjustment - Trillium Trust Reclassification	-	(521,951,700)	(100.0)	521,951,700	435,500,990	89,417,408
Total Including Consolidation & Other Adjustments	2,893,621,900	(239,483,800)	(7.6)	3,133,105,700	2,283,038,290	2,307,393,029

Capital Assets						
Votes/Programs	Estimates 2019–20 (dollars)	Change from 2018–19 Estimates (dollars)	(percentage)	Estimates 2018–19* (dollars)	Interim Actuals 2018–19* (dollars)	Actuals 2017–18* (dollars)
Ministry Administration	16,608,100	(3,636,100)	(18.0)	20,244,200	20,244,200	16,138,347
Policy and Planning	1,000	1,000	NULL	-	-	-

Road User Safety	34,074,400	(5,438,100)	(13.8)	39,512,500	23,275,700	14,758,404
Provincial Highways Management	2,152,588,100	22,228,300	1.0	2,130,359,800	2,010,359,800	1,953,351,183
Total Capital Assets to be Voted	2,203,271,600	13,155,100	0.6	2,190,116,500	2,053,879,700	1,984,247,934
Ministry Total Capital Assets	2,203,271,600	13,155,100	0.6	2,190,116,500	2,053,879,700	1,984,247,934
Capital Asset Adjustment - Cap and Trade Wind Down Account Reclassification	-	(14,800,000)	(100)	14,800,000	-	4,440,331
Capital Asset Adjustment - Trillium Trust Reclassification	-	(54,743,500)	(100.0)	54,743,500	54,743,500	15,998,757
Total Including Adjustments	2,203,271,600	(56,388,400)	(2.5)	2,259,660,000	2,108,623,200	2,004,687,022

Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)						
Votes/Programs	Estimates 2019–20 (dollars)	Change from 2018–19 Estimates (dollars)	(percentage)	Estimates 2018–19* (dollars)	Interim Actuals 2018–19* (dollars)	Actuals 2017–18* (dollars)
Total Including Adjustments	5,187,495,414	(384,587,300)	(6.9)	5,572,082,714	4,676,460,604	4,521,718,354

NOTE: * 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 2019 Ontario Budget.

Historic Trend Table

Historic Trend Table				
Historic Trend Analysis Data	Actuals	Actuals	Estimates	Estimates
	2016-17*	2017-18*	2018-19*	2019-20*
	(dollars)	(dollars)	(dollars)	(dollars)
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	3,643,673,383	4,521,718,354	5,572,082,714	5,187,495,414

% Growth	NULL	24%	23%	-7%
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NOTE: * Estimates and Actuals for prior fiscal years are re-stated to reflect any changes in ministry organization and/or program structure.

Year over year variances are mainly due to efficiencies and savings at Metrolinx; wind-down of Cap and Trade initiatives such as funding programs for Electric Vehicles, funding for infrastructure projects through the Public Transit Infrastructure Fund; amortization of completed highways and Metrolinx projects; and construction profiles of municipal projects such as Waterloo Rapid Transit, Ottawa LRT Phase I, and Toronto Streetcars.

For additional financial information, see:

<https://www.ontario.ca/page/expenditure-estimates>

<https://www.ontario.ca/page/public-accounts-ontario-2017-18>

<http://budget.ontario.ca/2019>

Appendix: 2018-19 Annual Report

2018-19 Results

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.

Improving the transit experience and making life easier for the people of Ontario

Providing More and Better Public Transit

- Through the province's 2018-19 Gas Tax Program, 107 municipalities in 144 communities received funding that can be used towards service improvements. These communities represent more than 92 per cent of the total population of Ontario. A total of \$364 million was paid out for the 2018-19 program.
 - To ensure sustainability of the Gas Tax Program, a review was announced in April 2019. The government will consult with municipalities to review the program parameters and identify opportunities for improvement.
- The province, through Metrolinx, has introduced service enhancements to GO Transit rail service by offering more flexibility and more choices for passengers, reducing wait times, bringing relief to congested roadways, helping connect the region and creating new business opportunities. Over the past few months, Metrolinx has introduced:
 - The largest increase in GO Transit rail service in five years, with more than 200 new weekday GO Transit train trips now running on the Lakeshore East and Lakeshore West lines each week;
 - Additional GO Transit rail service along the Kitchener Line during the morning and afternoon rush hours, as a first step towards two-way, all-day rail service for this corridor; and
 - Year-round weekday GO Transit rail service to Niagara Falls and St. Catharines on the Lakeshore West Line
- The province, through Metrolinx, continued the implementation of service improvements and strategic partnerships for the Union Pearson (UP) Express to continue to grow ridership and reliability, including launching

a partnership with Uber in fall 2018. With a reliability rate of 99%, boardings grew 16 per cent from April to November 2018, compared to the same time the year before. Further, UP Express ridership growth rates increased from seven per cent in September 2018 to 15 per cent in November.

- The government is continuing to make progress on the implementation of priority transit and transportation infrastructure investments across the province, including priority regional rapid transit projects such as:
- Rapid Transit Projects in the City of Toronto, e.g., construction of Eglinton Crosstown light rail transit (LRT) line is ongoing with substantial completion expected by September 2021.
- Advanced planning for a new 18 km, 19 stop Hurontario LRT line, the GO Transit network, and local transit systems.
- Continued work with municipal partners in the GTHA to advance planning and preliminary design and engineering for future priority regional rapid transit projects including the Relief Line (now Ontario Line), Yonge North Subway Extension, Eglinton Crosstown West Extension, and potential bus rapid transit (BRT) projects in Mississauga, Durham Region and Brampton.
- The ministry provided funding to targeted municipal transit renewal and expansion projects:
 - Investing \$1.2 billion towards an expansion of the City of Ottawa's LRT network that will add 44 kilometres of rail and 24 new stations. Stage 2 will extend the Confederation Line east to Place d'Orléans and Trim Road, and west to both Moodie Drive and Algonquin Station. The Trillium Line will be extended south from Greenboro Station to Riverside South, with a link to the Ottawa Macdonald-Cartier International Airport.
 - Construction of the Waterloo Rapid Transit project is nearly complete, with testing and commissioning progressing on all sections of the light rail transit (LRT) system and vehicles. The project is expected to enter into revenue service in 2019.
 - Work on the Durham BRT is well underway, with three more segments of dedicated bus-only and bicycle lanes completed in 2018 along Kingston Road (Durham Highway 2) through Ajax and Pickering. The planned Durham-Scarborough BRT will build on this completed work on the Highway 2 corridor to implement Durham Regional Transit (DRT) PULSE.
- MTO continues 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.
- In March 2019, working with the Ministry of Infrastructure, developed a provincial program and launched the first intake of applications under the Public Transit stream of the Investing in Canada Infrastructure Program (ICIP). The intake was focused on transit systems outside the GTHA. The program, which will include several intakes, will provide more than \$8.3 billion in federal funding and \$7.3 billion in provincial funding over the next decade for public transit infrastructure projects across Ontario.
- Metrolinx continues to implement the PRESTO fare card system across the GTHA and in Ottawa.
 - PRESTO is operational on 11 transit systems across the GTHA and Ottawa (i.e., Brampton Transit, Burlington Transit, Durham Region Transit, Hamilton Street Railway, MiWay [Mississauga], Oakville Transit, OC Transpo [Ottawa], TTC, York Region Transit, GO Transit and UP Express).
 - To date, more than five million PRESTO cards had been activated across the GTHA and in Ottawa.
 - Within the TTC transit network, PRESTO is available on all streetcars, buses, Wheel-Trans vehicles and accessible taxis, and at least one entrance to all subway stations. PRESTO Self-Serve Reload Machines are available at stations for customers to instantly load PRESTO cards, check account balances and activity, and check the status of autoloads or registration.

- Customers may buy, load and set their discount status on their PRESTO cards at every Shoppers Drug Mart location in the GTHA and Ottawa (as well as some Loblaws stores).
- In October 2018, a PRESTO system upgrade was completed to introduce PRESTO Tickets for fare vending machines in select TTC subway stations.
- The PRESTO Beta mobile app was launched in December 2018 to allow customers to manage and load their PRESTO cards, including instant-top-up for Android users. The Beta launched was followed by an official launch in late January 2019.
- As outlined in the government's fall economic statement (Economic Outlook and Fiscal Review, 2018) the province committed to developing a plan to upload responsibility for Toronto Transit Commission (TTC) subway infrastructure from the City of Toronto to the province. Uploading the subway system would benefit people by reducing congestion, improving everyday commutes and allowing for a truly integrated regional transit plan for the GTHA. Progress in advancing this plan in the last fiscal year included:
 - On August 31, 2018, the government appointed a Special Advisor to work with the province to determine the best approach to upload the responsibility for subway infrastructure in Toronto – including the building and maintenance of new and existing subway lines.
 - Since being appointed, the Special Advisor, in consultation with the ministry and in collaboration with partner ministries, has been undertaking analysis and due diligence to inform the development of the upload plan.
 - On February 11, 2019, the province and the City of Toronto agreed to a Terms of Reference (ToR) document that will govern the consultation process between the province, the city and the TTC on uploading Toronto's subway infrastructure. The ToR will also guide the necessary collaborative work for the province and the city to be pursued jointly under the upload initiative.

Improving GO Transit Service

- The province is strengthening the existing GO Transit commuter rail system by implementing the GO Rail Expansion program.
- GO Rail Expansion will provide two-way, all-day service, every 15 minutes over core segments of the GO Transit rail network. These improvements will provide greater access to GO Transit and enable seamless rail travel throughout the GTHA. To support the transformation of the GO rail network and the delivery of the GO Rail Expansion program, the province, through Metrolinx, has already introduced service enhancements to GO Transit rail service.
- Effective September 2018:
 - An extra 220 new GO train trips per week were added to the Lakeshore East and West lines, which includes 27 new midday, weekday train trips between Oshawa and Union Station on Lakeshore East; and 11 new midday, weekday train trips, and six rush hour train trips, between Oakville and Union Station on Lakeshore West.
- GO rail extensions are also being planned to bring faster and more frequent service on the Kitchener GO corridor and extend commuter rail service to Niagara and Bowmanville.

Kitchener Extension

- On September 20, 2018, the Province announced additional service improvements on the Kitchener corridor, including:
 - A new morning rush hour train trip from the Malton GO station to Union Station.

- Increased seat capacity on two morning and two evening peak trips that originate

and end at the Kitchener GO station, expanding the length of the train from 10 to 12 cars.

- In January 2019 Metrolinx increased GO Trains service by 25 per cent with an additional morning trip beginning from Kitchener GO Station, stopping at Guelph and Acton GO stations before continuing to serve all stops to Union Station, rather than starting at the Georgetown GO Station. The evening trip was extended to Kitchener GO Station, stopping at Acton and Guelph GO stations before arriving in Kitchener.
- An evening express train between Union Station and Bramalea that had been changed to an all-stops train to allow for this schedule change was also restored as an express, and more cars were added to improve speed and comfort in response to concerns from riders

Niagara Extension

- In December 2018, the province announced that Metrolinx would be adding weekday GO train service to Niagara Falls and St. Catharines for the first time. Starting on January 7, 2019, people travelling by GO Transit between Niagara Falls and Toronto's Union Station have been able to benefit from a new morning trip with an evening return every weekday.
- Metrolinx, on behalf of the province, and CN Rail continue negotiations to deliver additional service to Niagara Region.

Bowmanville Extension

- Metrolinx is working to find a way to get more rail service to communities beyond Oshawa as quickly as possible, and to do so with an all-day service. Previous plans were for limited service in the morning and evening peaks only. The options that are now being considered are based on operating train service throughout the day.

Metrolinx's Mandate

- The *Metrolinx Act, 2006*, was amended through the *Restoring Trust, Transparency and Accountability Act, 2018*, that received Royal Assent in December 2018. The amendments, among other things:
 - Clarified Metrolinx's leadership role in transit delivery and integration of transit with other modes;
 - Extended Metrolinx planning area to the Greater Golden Horseshoe (GGH) to align it with the geography of provincial plans for the region; and,
 - Enhanced the government's oversight of the Regional Transportation Plan (RTP).

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 across the province.
- Continued the development of the Greater Golden Horseshoe Multimodal Transportation Plan to ensure future mobility for people and goods in this rapidly growing region.
- A Southwestern Ontario plan will be conducted in concert with rail service options analysis committed to in the 2019 Ontario Budget.

Transportation Forecasting, Modelling and Information Sharing

- Updated the multimodal travel demand model for the Greater Golden Horseshoe, to better enhance the ministry's modelling capacity. The model is the main platform for travel demand modelling for MTO and Metrolinx initiatives in the Greater Golden Horseshoe.
- Developed a province-wide integrated multimodal transportation model, which provides a consistent way to forecast passenger and freight activity across all modes of transportation, with demographics and economic data, as a key enabling tool for multimodal planning.
- Initiated the Commercial Vehicle Survey that collects data through roadside surveys about trip, vehicle characteristics and the type of commodities being transported.

Options to Improve Intercommunity Bus Services

- The province is reviewing options to improve and optimize intercommunity bus service across the province, particularly in northern and southwestern Ontario, to spur economic activity by improving mobility and travel reliability.
- In January 2019, the province announced that it will provide funding to municipalities through the five-year Community Transportation Grant Program to support the delivery of intercommunity bus service and make it more convenient for Ontarians to access essential services, connect with other transportation services, and travel between communities.

Supporting Innovation in the Transportation Sector

- [*Ontario Regulation 306/15: Pilot Project – Automated Vehicles*](#) prescribes who is eligible to participate in automated vehicle testing in the province and the conditions that must be followed.
- In response to advances in Connected Vehicle / Autonomous Vehicle technology and to support economic competitiveness, the province made three amendments to the Automated Vehicle Pilot regulation, effective January 1st, 2019:
 - Permit driverless vehicle testing under strict conditions;
 - Permit cooperative large truck platoon testing under strict conditions; and,
 - Permit the general public to operate conditionally automated vehicles (Society of Automotive Engineers Level 3) on Ontario's roads.

Integrating the Principle of Sustainability

- The ministry continues to actively consider how to support other modes (active transportation) and new technologies to support a more sustainable and efficient transportation network.
- The province is investing in public transit infrastructure to make transit a competitive alternative to private vehicles, 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, and other targeted infrastructure investments to both municipal and regional projects both inside and outside of the GTHA.
- Participated in a partnership to advance work underway as part of a five-year U.S. Federal Highway Administration Transportation Pooled Fund Study on Wildlife Vehicle Collision Reduction and Habitat Connectivity along with several U.S. state departments of transportation.
- Participated on a Technical Steering Committee to develop several Canadian Standards Association standards for Erosion and Sediment Control being led by the Canadian chapter of the International Erosion Control

Association. The first standard addressing Inspection and Monitoring has been completed and published.

- Completed a five-year technical review of the *Ministry Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects*.
- Supported the ministry in achieving a perfect scorecard related to Environmental Registry of Ontario (EBR registry) compliance as reported by the Environmental Commissioner of Ontario (ECO).

Strengthening Relationships with Indigenous Peoples

- Partnering with Nipissing First Nation and investing \$12 million to replace the Duchesnay Creek Bridge on Highway 17B in North Bay, a project that provides economic opportunity for the Nipissing First Nation community, while delivering on important highway infrastructure.
- The ministry provided capacity funding to Indigenous communities and organizations to facilitate First Nations and Métis communities' engagement in the development of transportation plans, and other policy and planning initiatives.
- The ministry fulfilled all Constitutional Duty to Consult obligations when ministry initiatives had the potential to adversely impact Aboriginal and treaty rights.

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

Promoting safer roads through legislation and regulation

- Based on 2016 (latest data available) data, Ontario's fatality rate was 0.58 per 10,000 licensed drivers. Ontario ranked 1st in Canada and 2nd in North America, trailing the District of Columbia.
- The *Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017*, provides actionable measures to road safety. Amendments include:

Impaired Driving:

- - A zero-tolerance requirement that prohibits all young, novice and commercial drivers from having the presence of alcohol and/or drugs in their system.
 - New escalating administrative monetary penalties for all drug and/or alcohol related driving sanctions.

Distracted Driving:

- - Increasing fines, demerit points, and introducing post-conviction driver's licence suspensions for distracted driving.

Vulnerable Road User Safety:

- - Created a new offence for careless driving causing bodily harm or death of any road user, including pedestrians and cyclists.
 - Increasing the existing penalties for drivers who fail to yield to pedestrians (i.e. failing to yield to pedestrians at crosswalks, crossovers and school crossings).

Working closely with our road safety partners to enhance safety

- The ministry is developing a public education campaign that emphasizes risks and consequences of drug-impaired driving with a focus on Cannabis impaired driving.

- MTO uses a multi-faceted approach to communicate new legislative changes to road safety and awareness of best practices including:
 - Updates on the Ministry's website.
- Communications about road safety rules, initiatives and best practices through on-line messaging, digital shareables and digital education products available through Publications Ontario.
 - Products are used for direct outreach and shared through an extensive stakeholder network for promotion via their social media and on-line channels.
- Messaging on COMPASS highway signage, Truck Inspection Station signage and highway 407 ETR overhead signage.
 - Updates to CentreLine, a mailout issued with vehicle and driver licence renewal notices includes the new monetary penalties for impaired driving.
 - A digital "Impaired is Impaired" brochure has been created and distributed to our road safety partners.
- MTO works with our road safety partners to share Ministry of Transportation and stakeholder-developed visuals and messaging at stakeholder-led media events, newsletters, publications, social media messages, websites, etc. Stakeholders include MADD Canada, arrive alive DRIVE SOBER, Parachute, Canadian Automobile Association (CAA), Ontario Association of Chiefs of Police, TVOKids and others.
- Continued promotion of Ontario's Road Safety Resource website in partnership with the 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.
- Continued to bring provincial road safety partners together through the Inter-Agency Road Safety Marketing Committee to share information, support joint initiatives and develop awareness campaigns.

Carrier Safety and Enforcement

- In 2018, more than 97,000 safety inspections were conducted on commercial vehicles and drivers:
 - 21,044 drivers/vehicles were placed out of service (OOS);
 - 20,386 inspections resulted in charges laid;
 - 4,551 buses, including 2,277 school buses, were inspected;
 - 339 buses, including 122 school buses, were placed out of service;
 - 244 vehicles were impounded for critical defects.
- During RoadCheck 2018 (a three-day random blitz benchmarking truck safety in Canada, the U.S. and Mexico), Ontario's compliance rate was 82.8 per cent, which is a significant improvement from 1995, when the compliance rate was 56.7 per cent.

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 almost \$2.3 billion in 2018-19 to repair and expand provincial highways and bridges across Ontario.
- Overall, the improvement of approximately 663 centreline-km of provincial highway and 166 bridges was completed in 2018-19.
- In addition, 99 lane-km of new/widened highway and six new bridges were completed in 2018-19.

2018-19 Infrastructure Summary

Infrastructure	Measurement	Southern Ontario	Northern Ontario	Total
Pavement Rehabilitation	Centreline-km*	302	361	663
Bridge Rehabilitation/Reconstruction	Structures	143	23	166
New Highway	Lane-km**	51	48	99
New Bridges Built	Structures	1	5	6

NOTE: * 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).

** 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)

Improving Ontario's Bridge Infrastructure

- Superstructure replacement of the Bay of Quinte Skyway is underway. The replacement of three main spans of the bridge will take place in 2019. Work on the remaining five segments of this 850 m long bridge will be completed over subsequent years, with each year's construction being made continuous with the previous year, the first such continuous construction of a major bridge in Ontario.
- Replacement of superstructure on approach spans of the White Lake Narrows bridge, near Marathon, Ontario, with major rehabilitation of the main arch span. This rehabilitation will extend the life of this major bridge on the Trans Canada Highway which was constructed in 1959.
- Construction of a new bridge over the Ojibway Parkway that will connect the Right Hon. Herb Gray Parkway to the new customs inspection plaza for the future Gordie Howe International Bridge at Windsor-Detroit.

Maintaining Ontario's Highways

- The ministry also implemented additional improvements to enhance winter maintenance delivery as per the Auditor General of Ontario's recommendations. Through consultation with industry, the ministry has developed two new maintenance contract models that will improve highway maintenance services across the province: the Contractor Directed Maintenance Contract (CDMC) model and the Ministry Directed Maintenance Contract (MDMC) model.
- In 2018-19, the ministry successfully tendered two contract areas (Ottawa and York) using the new Contractor Directed Maintenance Contract (CDMC) model and two contract areas (Toronto and Carleton Place) using the Ministry Directed Maintenance Contract (MDMC) model.
- Transition of contracts formerly delivered by Carillion Canada to a new service provider.
- 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 148 Road Weather Information System 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.

Reducing Environmental Impact

- Continued 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. In 2018, MTO rehabilitated 39 lane-km of pavement using this environmentally-friendly technique, saving over 22 million megajoules of energy, 30,974 tonnes of aggregate and emitting 1,035 fewer tonnes of carbon dioxide (CO₂) compared to conventional methods
- Awarded a 30 km Hot In Place Recycling project on Highway 11 in Northwest Region. This innovative technology heats up the existing damaged pavement and places it back down as a new asphalt surface.
- Completion of several innovative pavement preservation trials including the use of TechCrete (a flexible hot-poured concrete pavement repair) on Highway 417 and Aramid Fibres (synthetic fibres added to hot mix for strength and durability) used on Highways 17, 130, 401, and 406.
- The first use of Rapid-Set Latex Modified Concrete (an extremely fast setting concrete using an innovative alternative cementing system) took place in the Ottawa area and a Polyester Overlay alternative was utilized successfully on contracts in Northern Ontario and in the Ottawa area. Both systems are trials in advance of future Ottawa Queensway rapid bridge rehabilitations.
- 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 2018, warm mix asphalt was used interchangeably with hot mix, saving litres of diesel fuel and reduced greenhouse gas (GHG) emissions.

Connecting Links Program

- The ministry continues to provide funding under the Connecting Links program to municipalities. In 2018-19, \$30 million in funding was made available to 22 municipalities for the design, construction, renewal, rehabilitation and replacement of connecting link infrastructure.

Highway Construction

Southern Ontario

- Committed to expand Highway 401 and include concrete barriers.
- Continued construction of Highway 10 from Orangeville to Primrose including the Nottawasaga River Bridge.
- Continued reconstruction of various sections of Highway 401 between Cambridge and Chatham including resurfacing, bridge replacement, underpass and interchange improvements.
- Completed several highway expansion projects including High Occupancy Vehicle lanes (HOV) lanes on Highways 427 and 401 in Mississauga and Highways 404, 400 and 401 in York Region.
- Bridge replacements and rehabilitation in Niagara Region, Oakville, Mississauga and Toronto.
- Expanded sections of Highways 417 and 401 in Ottawa and Kingston, respectively.
- Completed the design and initiated construction for the rehabilitation of the Highway 49 Bay of Quinte Skyway Bridge, Deseronto.
- Continued support of Ferries operations for Amherst Island and Wolfe Island.
- Completed over 88 km of repaving on sections of Highways 401, 115, 33 and 28.

Northern Ontario

Key projects for MTO included:

- Rehabilitation of Highway 35 in the Minden area, and rehabilitation of Highway 118 between Haliburton and Carnavon including rehabilitation of Boshkung Lake Bridge.

Key projects delivered on behalf of Ministry of Energy, Northern Development and Mines (MENDM) which included:

- Resurfacing and rehabilitation on various highways including sections of Highway 6, Highway 11 and Highway 17.
- Rehabilitation of Highway 17 from Goulais River Bridge northerly for 27.9 km including Hardwoods Creek Bridge.
- Rehabilitation of culverts on Brass Creek, Five Mile Creek, Hamilton Creek and Downey Creek.
- Various bridge replacements including those on the Moose Creek Bridge on Highway 72 and Murky Creek Bridge on Highway 584.
- Bridge rehabilitations on several highways including Rosslyn Road Overhead, CPR Overhead and CNR railway bridges over Highway 61 in Thunder Bay and Albany River Bridges (3) on Highway 599, south of Pickle Lake.
- Various structural culvert replacements along Highway 11.
- Over 114 km of highway resurfacing including Highways 804, 623, 622, 590, 588, 105 and 11.

Additional Ministry Achievements

Oversize/Overweight (O/O) and International Registration Plan (IRP) Program

- Ontario has been working on a number of fronts to address government commitments to streamline Oversize/Overweight permit processes; reducing burden on business and improving the efficiency and effectiveness of over-dimensional permitting processes. The ministry has amended the Highway Traffic Act allowing a certified person who is not a police officer to direct traffic when escorting an over-dimensional superload. The ministry has specified requirements regarding the appointment, training, vehicle appearance, identification, signage, and communications for persons appointed as Certified Superload Escorts (CSE) when accompanying an over-dimensional superload in regulation.
- On January 1, 2018 improvements were made to enhance the current permit structure by adding both an enhanced annual permit and enhanced project permit with larger dimensions.
- The ministry modernized the O/O and IRP programs by streamlining processes to provide user-friendly, self-serve functionality, such as the option for carriers to process transactions online.

Automated Pre-Clearance and Pre-Screening at Truck Inspection Stations

- In January 2019, Ontario introduced a commercial vehicle pre-clearance system at all truck inspection stations in the province. Pre-clearance technology has the ability to identify trucks/carriers as they approach a truck inspection station, review safety credentials against MTO's database, and inform the driver to either bypass or pull into the station.
- Ontario is also piloting a pre-screening system at four truck inspection station sites. Construction started in 2018-19 and is at various phases at each of the sites but all sites are expected to go-live in 2019. Pre-screening technology will be used on the mainline or inside the stations to quickly identify safety defects with vehicles to assist the ministry's enforcement officers by focusing their attention on vehicles that need it most.

Improving Programs & Supporting Productivity

- On January 1, 2019, Ontario launched the Cooperative Truck Platooning Pilot Program. Through this eight-year pilot, Ontario is advancing, deploying and adopting new technologies to support the provinces transportation goals, while driving economic growth and investment. Ontario will assess data and information from on-road testing of cooperative truck platoons, engage stakeholders and make amendments to the pilot framework, as required.
- Regulatory amendments related to bus inspections implemented on July 1, 2018 and January 1, 2019 reduce and cost and streamline processes for the bus industry. The amended frequency of under-vehicle inspections for motor coaches better reflects the intent of the regulation while maintaining a high level of safety. The amended semi-annual inspection regime for buses, accessible vehicles and school purposes vehicles provides additional flexibility for vehicle owners, streamlines requirements, reduces stakeholder confusion and better harmonizes with other Canadian jurisdictions.

Measuring Performance

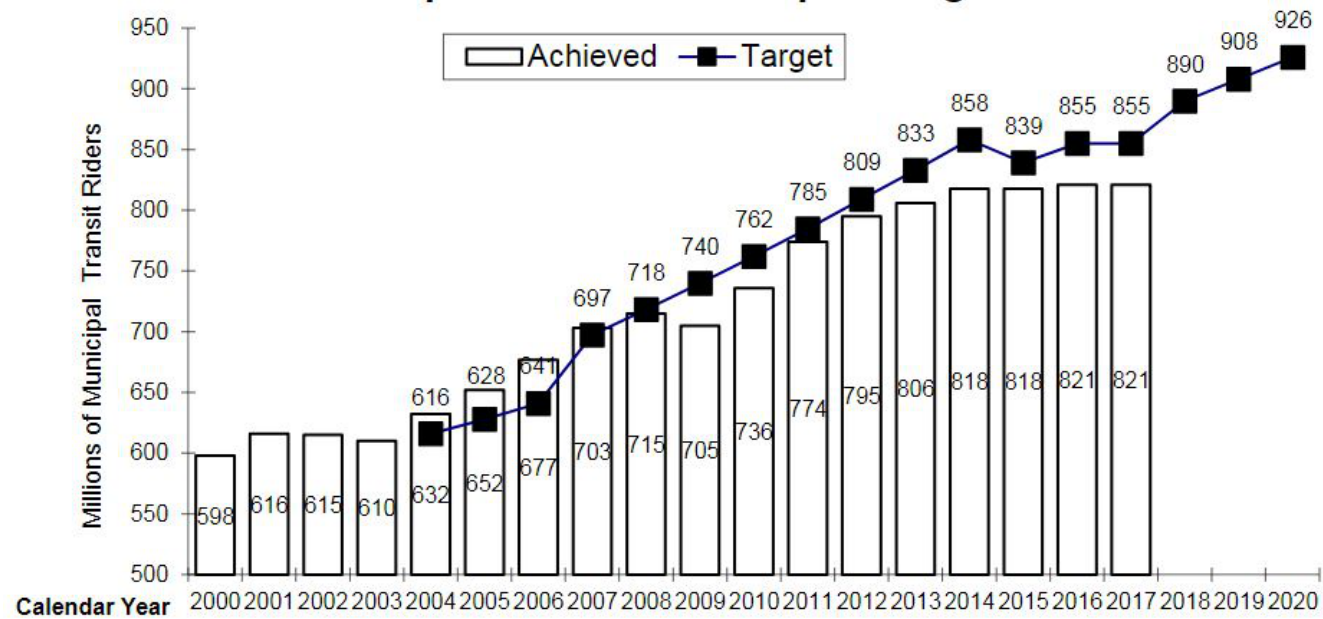
Municipal Transit Ridership in Large Urban Centres

Municipal transit systems serving Ontario's 15 largest urban centres carried 821 million passengers in 2017 (latest statistics available) on conventional and specialized services.

Transit ridership grew in 2016, but growth remained modest, consistent with trends across Canada. This is likely related to the sustained period of relatively low fuel prices that continued through 2016.

2017 saw a 1.5% increase in Canadian transit trips over the previous year, according to the Canadian Urban Transit Association (CUTA). Across Ontario, overall municipal transit ridership increased by a modest 0.36% in 2017 compared to 2016. The increase in municipal transit ridership in large urban centres in Ontario over this period was less at 0.03%. While a number of these large urban centres experienced ridership growth in 2017, the decrease of transit ridership in Toronto offset this growth. The decrease in transit ridership in Toronto for 2017 may be attributed to the number of subway closures over the course of the year, as well as a higher usage of ridehailing options in the City.

Municipal Transit Ridership in Large Urban Centres



Calendar Year	Target (Millions of Municipal Transit Riders)	Achieved (Millions of Municipal Transit Riders)
2000	N/A	598
2001	N/A	616
2002	N/A	615
2003	N/A	610
2004	616	632
2005	628	652
2006	641	677
2007	697	703
2008	718	715
2009	740	705
2010	762	736
2011	785	774
2012	809	795
2013	833	806
2014	858	818

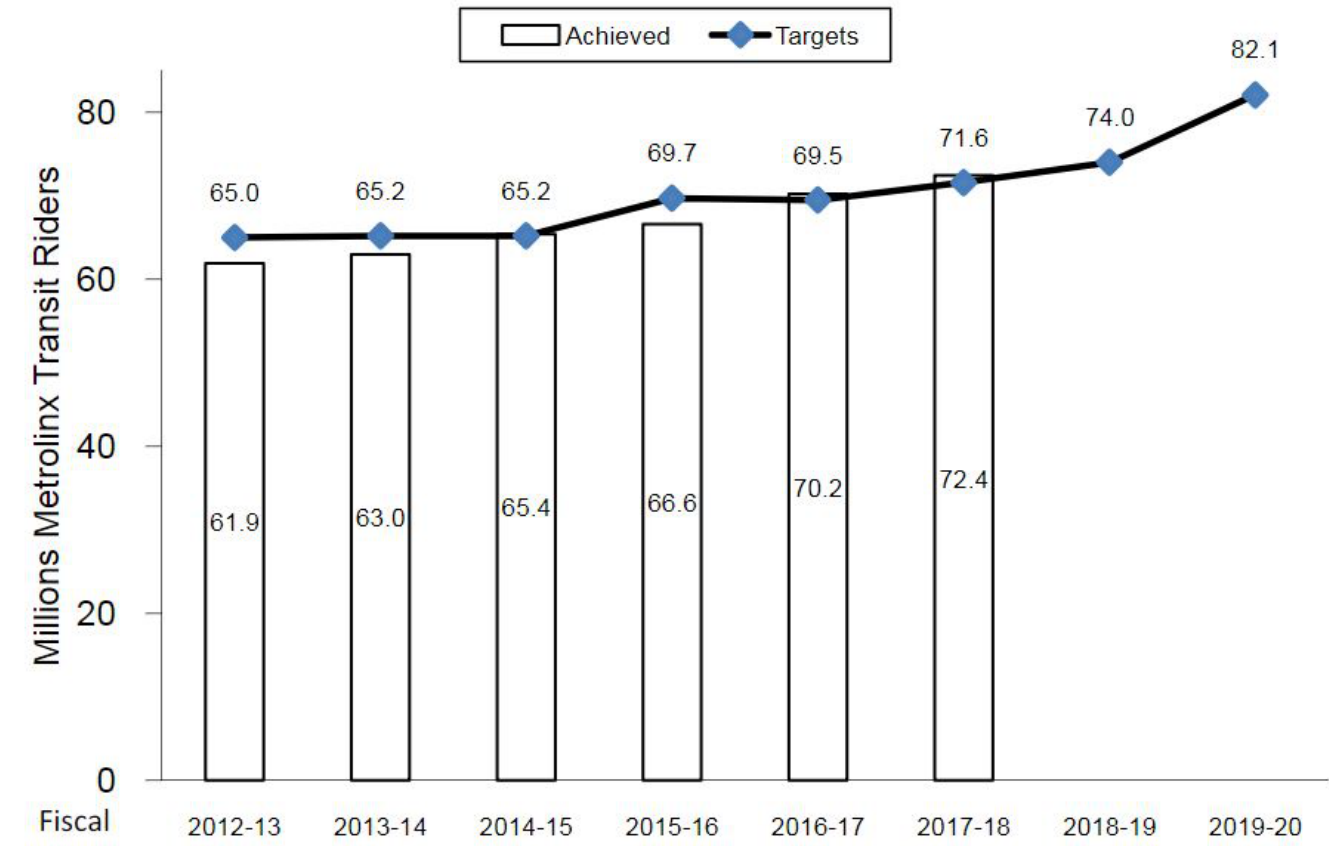
2015	839	818
2016	855	821
2017	855	821
2018	890	N/A
2019	908	N/A
2020	926	N/A

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

Metrolinx Transit Ridership

Metrolinx transit ridership in 2017-18 (latest statistics available) was 72.4 million passengers, up from 70.2 million passengers in 2016-17. Ridership is forecasted to increase from an expected 74.0 million passengers in 2018-19 to 82.1 million passengers in 2019-20.

Metrolinx Transit Ridership



Fiscal Year	Targets (Millions of Metrolinx Transit Riders)	Achieved (Millions of Metrolinx Transit Riders)
2012-13	65.0	61.9

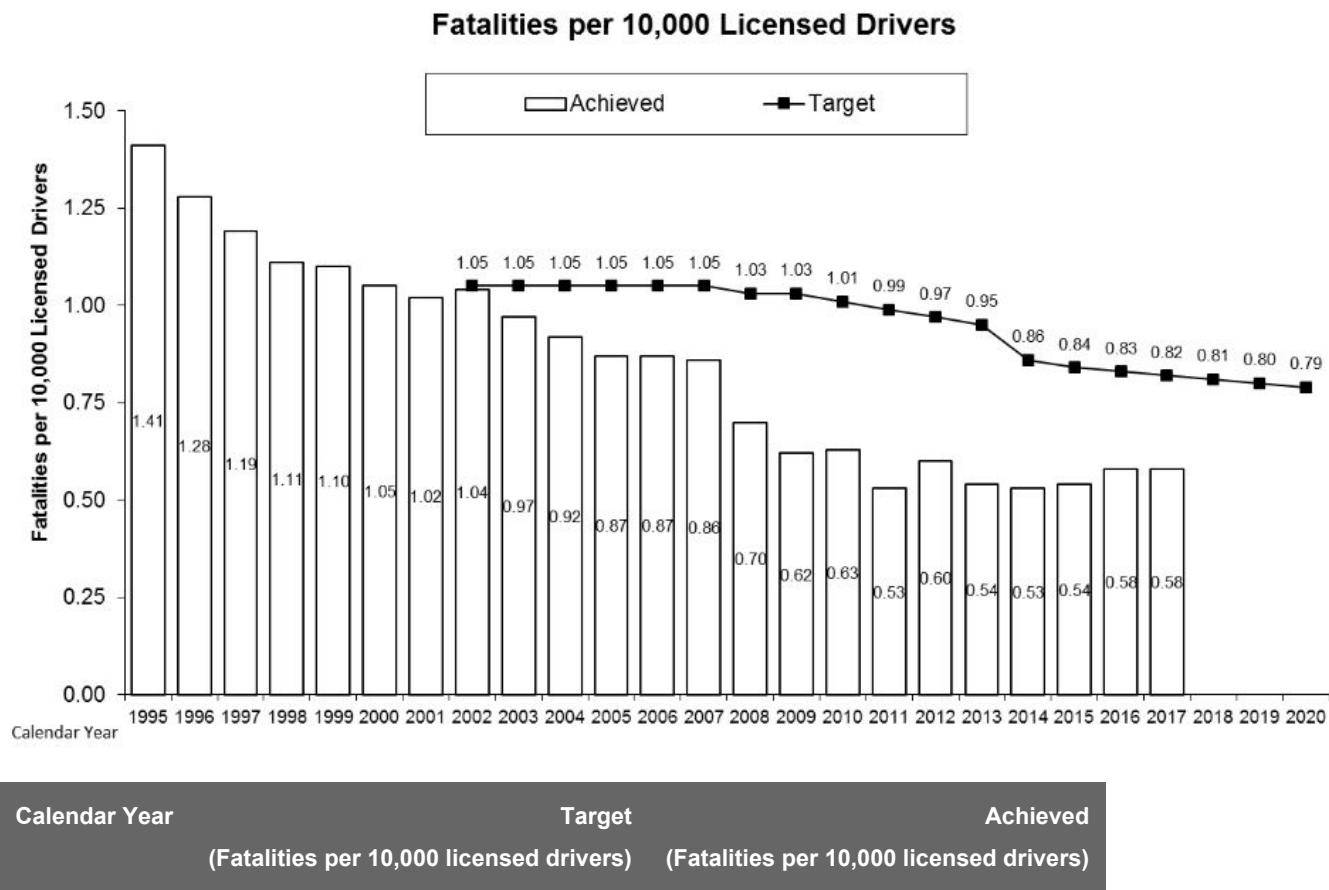
2013-14	65.2	63.0
2014-15	65.2	65.4
2015-16	69.7	66.6
2016-17	69.5	70.2
2017-18	71.6	72.4
2018-19	74.0	N/A
2019-20	82.1	N/A

Note: Historical figures for 2012-13 through 2014-15 show GO Transit ridership only. With the launch of UP Express service in June 2015, historical figures and targets from 2015-16 onwards have been adjusted to reflect the new Metrolinx transit ridership figures, which include both GO Transit and UP Express services.

Related link: <http://www.metrolinx.com/en/aboutus/publications/2017-18-Metrolinx-Annual-Report-EN.PDF>

Fatalities per 10,000 drivers

Ontario recorded a rate of 0.58 fatalities per 10,000 licensed drivers in 2017 and was among the jurisdictions with the lowest motor vehicle collision fatality rate in Canada and North America in 2016 (the latest comparable data available). Fatalities have fallen for more than a decade due, in part, to public education campaigns, road safety improvement programs, and effective enforcement.



1995	N/A *****	1.41
1996	N/A *****	1.28
1997	N/A *****	1.19
1998	N/A *****	1.11
1999	N/A *****	1.10
2000	N/A *****	1.05
2001	N/A *****	1.02
2002	1.05	1.04
2003	1.05	0.97
2004	1.05	0.92
2005	1.05	0.87
2006	1.05	0.87
2007	1.05	0.86
2008	1.03	0.70
2009	1.03	0.62
2010	1.01	0.63
2011	0.99	0.53
2012	0.97	0.60
2013	0.95	0.54
2014	0.86	0.53
2015	0.84	0.54
2016	0.83	0.58
2017	0.82	0.58
2018	0.81	N/A *****
2019	0.80	N/A *****
2020	0.79	N/A *****

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

Table 3: Ministry Interim Actual Expenditures 2018-19

Ministry Interim Actual Expenditures 2018-19	
Ministry Interim Actual Expenditures 2018-19*	
Operating	\$2,393,422,314
Capital	\$2,283,038,290
Staff Strength** (as of March 31, 2019)	3520

NOTE: * Interim actuals reflect the numbers presented in the 2019 Ontario Budget.

** Ontario Public Service Full-Time Equivalent positions.

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Ministry of Transportation

The Ministry of Transportation 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.

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