

Stay at home except for essential travel and follow the [restrictions and public health measures](#).



Published plans and annual reports 2020-2021: Ministry of Transportation

Plans for 2020-2021, and results and outcomes of all provincial programs delivered by the Ministry of Transportation in 2019-2020.

Ministry Overview

Ministry of Transportation Vision

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 options by connecting more people to places.** Building a world-class, integrated transit system in the province and delivering more transit services faster by working with our partners to build transportation infrastructure that serves the needs of people in communities across the province.
- **Promoting a multi-modal, regional transportation network that supports the efficient movement of people and goods.** Investing in an integrated transportation system that supports the province's economic competitiveness, meets the needs of travellers and businesses across modes of transportation, and helps boost local economies and create jobs.
- **Keeping Ontario's transportation network safe.** Ensuring the province's highways and roads are among the safest in the world for the hundreds of thousands of people who drive on them every day.
- **Investing in highways, roads, bridges and other priority infrastructure.** Making smart investments in highways, roads and bridges, and expanding the province's highway network to provide a reliable transportation network that supports the social and economic well-being of residents and contributes to a higher quality of life.
- **Driving organizational effectiveness and enabling innovation.** Promoting creativity and innovation in the delivery of ministry business, building on MTO's record of delivering an integrated, affordable and modern transportation system that supports our economy and its citizens.

MTO Priorities and Strategies

Increasing transit options by connecting more people to places

Initiatives

- working with Metrolinx on the GO Rail Expansion Program
- delivering Ontario's landmark "New Subway Transit Plan for the Greater Toronto Area (GTA)," e.g.,

Ontario Line, in partnership with the City of Toronto and York Region

- advancing Transit-Oriented Communities • Supporting municipal transit priorities, e.g. Hurontario light rail transit project
- supporting local transit and intercommunity bus service through Community Transportation Grant program

Promoting a multimodal, regional transportation network that supports the efficient movement of people and goods

Initiatives

- advancing key planning work to meet regional transportation needs across the province
- conducting an 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 • Supporting Off-Peak Delivery of goods in municipalities across Ontario

Keeping Ontario's transportation network 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
- providing oversight of the delivery of driver and vehicle licensing, registration and other services delivered by the government and private sector partners
- delivering commercial motor vehicle enforcement
- developing a national Entry-Level Training Standard for Class A truck drivers, to support commercial vehicle safety and harmonization in Canada, Co-chaired with Alberta, through the Canadian Council of Motor Transport Administrators (CCMTA)
- supporting the safe introduction of new and emerging vehicles through the launch of its e-scooters pilot

Investing in highways, roads, bridges and other priority infrastructure

Initiatives

- advancing key highway expansion projects, including:
 - Hwy 3 Town of Essex to Leamington widening from two to four lanes
 - Hwy 401 Tilbury to London (Phase 1) widening from four to six lanes
 - Hwy 17 Arnprior to Renfrew widening from two to four lanes
 - New Bradford Bypass
- delivering Highway rehabilitation projects including QEW Credit River Bridge
- overseeing yearround highway maintenance, including winter maintenance
- supporting the Connecting Links program

Driving organizational effectiveness and enabling innovation

Initiatives

- integrating the heavy diesel commercial motor vehicle emissions testing program with the commercial motor vehicle safety inspection program for heavy-duty vehicles
- delivering prescreening technology at four truck inspection stations

COVID-19 Response

The Ministry of Transportation has taken a number of measures to combat COVID-19 and reduce the financial burdens that Ontarians are currently facing. Key actions include:

- implementing new regulatory and legislative measures to ensure the effective delivery of essential goods
- extending the validity of key driver vehicle and carrier products
- supporting the trucking industry, with new tools such as the new Ontario 511 mobile application for truck drivers, and by adding more places for truck drivers to safely stop and rest across the province
- supporting the construction industry by continuing to tender the ministry's capital projects
- implementing enhanced safety measures on marine transportation
- supporting the continuity of operations at remote and northern airports to enable the continued delivery of critical goods and services
- working with its agencies to ensure the right level of transit service is available to allow critical front-line workers to travel safely

Ministry Programs

Ministry Administration delivered by the Corporate Services Division provides high-quality, cost-effective business support, functional leadership, 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 and oversight, procurement and effective controllership
- development and delivery of a strategic human resource plan that aligns programs and services to ministry priorities
- operation of the Fleet Management Centre, on behalf of the Ontario Public Service (OPS), to manage all provincial motor vehicle fleet assets
- delivery of a strategic framework for diversity and inclusion and ensuring ministry awareness and compliance with the *Accessibility for Ontarians with Disabilities Act* (AODA)
- leadership in the delivery of regional business support services
- functional leadership of ministry information management programs. Coordination of requests for access to Ministry of Transportation information under the *Freedom of Information and Protection of Privacy Act*

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 two Crown Agencies, Metrolinx and the Ontario Northland Transportation Commission. Additionally, the program works to advance Ontario's strategic transportation objectives with other ministries and government agencies (e.g., Infrastructure Ontario), 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 by providing two-way all-day service across core segments of the GO rail network 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)" on an accelerated basis, as announced in the 2019 Ontario Budget, including:
 - the Ontario Line
 - the Yonge North Subway Extension
 - the three-stop Scarborough Subway Extension
 - the Eglinton Crosstown West Extension
- working on regional long-range planning to meet the province's future transportation needs

- preparing Ontario's transportation system for the deployment of connected and automated vehicles (CV/AVs)

Road User Safety develops and implements strategies to improve road safety and mobility through the promotion of responsible driving behaviour and motor vehicle safety.

Road User Safety is undertaking a multi-year strategy to transform the way MTO and its partner ministries deliver driver and vehicle services to Ontarians and build a foundation for more effective and efficient delivery of people-centered digital services.

The ministry uses a hybrid model to deliver its programs where the government delivers core programs and third-party vendors deliver driver examination, card production, and driver and vehicle registration services.

The transformation seeks to improve these current business models to meet growing business and citizen expectations for on-demand integrated services, real-time data and digital communications/delivery channels.

Provincial Highways Management oversees the provincial highway network and related transportation services (including year-round highway maintenance) to protect and maximize the effectiveness of public investments in highway 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, Provincial Highways Management 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).

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

2020-21 Strategic Plan

COVID-19 Response

Driver Vehicle and Carrier Products:

- On March 19, 2020, the validity of government driver, vehicle and carrier products and services that expired on March 1, 2020, were extended until further notice.
- On March 23, 2020, all full-time DriveTest Centres and part-time Travel Point locations were closed until further notice to promote social distancing and contain the spread of the virus.
- Due dates for medical or vision reports were extended by 60 days or more.
- Senior Driver Group Education Sessions were suspended until further notice and temporary driver's licenses are to be issued to senior drivers impacted by this decision.

Commercial Carriers:

- The Ontario government is committed to supporting the trucking industry during the COVID-19 outbreak, including keeping all 23 ONroute Centres open for take-out, grab and go, and drive-through services. Truck parking remains available at all stations.
- ONroute is allowing access to washrooms and have implemented enhanced cleaning measures to ensure the safety of patrons.
- A new free Ontario 511 app was introduced to provide truck drivers with immediate access to the information they need to stay safe, fed and rested while delivering essential goods across the province
- The ministry provided messaging for Variable Message Signs and Portable Variable Message Signs on the closure of the US border on March 21 to all non-essential travel.
- The ministry has also enabled the delivery of in-class driver training programs via virtual classroom for driver training courses such as Entry-Level Training (ELT) for all commercial class A truck drivers.
- An emergency order was approved that allows the ministry to:
 - direct traffic and close roads should it be needed
 - close a highway using any reasonable means that would make it obvious to the travelling public that the highway is closed
 - institute an emergency parking scheme to protect against commercial vehicles being stranded on the roadway in case of border or road closures

Transportation/Road Building Industry:

- The ministry is continuing to tender the ministry capital construction program to ensure work is available and is continuing to procure engineering service providers so there is no slowdown in the 2021/22 construction season due to a lack of designed projects.

Marine:

- The ministry implemented physical distancing processes on ferry operations which include limiting walk-on passengers and having passengers remain in their vehicles where possible. New measures announced by Transport Canada have also been implemented.
- The Pelee-Sandusky ferry service will not be reinstated until Canadian and U.S. governments re-open the border to non-essential travel.
- Ferry services between Tobermory and Manitoulin Island scheduled to begin on May 1, 2020, have been delayed until further notice.

Toll Highways Interest Charges:

- As of March 24, the ministry suspended interest charged on unpaid tolls and fees on Highway 407 East, and Highways 412 and 418.

Summary of Key Decisions Approved for 2020-21

GO Rail Expansion – MTO will continue to work with Metrolinx to advance the implementation of the GO Rail

Expansion program. Work to deliver the program is already well underway and will continue throughout 2020-21 on critical procurements, including additional infrastructure work along the corridors. The GO Rail Expansion program directly supports Ontario's commitment to expand GO rail service and transform the GO rail network into a comprehensive, all-day rapid transit network.

Ontario's New Transit Plan for the GTHA – MTO will work with Metrolinx and Infrastructure Ontario to continue planning, preliminary design and procurement work in order to advance delivery of the four priority projects announced as part of the 2019 Ontario Budget – the Scarborough Subway Extension, Eglinton Crosstown West Extension, Ontario Line and Yonge North Subway Extension. The four priority subway projects are a key component of the province's 2019 Budget commitment to build transit and expand service as part of an integrated transportation system.

Highway 401 from Hespeler Road to Townline Road – MTO will proceed with the expansion of Highway 401 for 5.2 kilometers from Hespeler Road to Townline Road in Cambridge, from six lanes to ten lanes, including High-Occupancy Vehicle lanes. The project will address capacity and safety issues on Highway 401 in Cambridge, support improved travel along this key economic corridor and leverage up to 50 per cent federal cost sharing.

Digital Phase Two – MTO will begin work related to the ministry's digital first initiatives over the next two years. This funding will support work related to the Top 10 Transactions (such as Licence Plate Sticker, Driver's Licence Renewal, Health Card Renewal, etc.), Digital first Omnibus Bill Phase I & II, and other digital priorities.

Transferring the Ontario Northland Transportation Commission (ONTC) from the Ministry of Energy, Northern Development and Mines (ENDM) to MTO and centralizing oversight of all transportation-related agencies – Oversight for all transportation-related agencies has been centralized, creating consistency and allowing for MTO to provide recommendations on operational efficiencies, alternative service delivery models, and appropriate oversight and reporting structures.

Table 1: Ministry planned expenditures
2020-21

Item	Amount
COVID-19 Approvals	\$0
Operating	\$2,564,905,892
Capital	\$3,019,731,800
Total	\$5,584,637,692

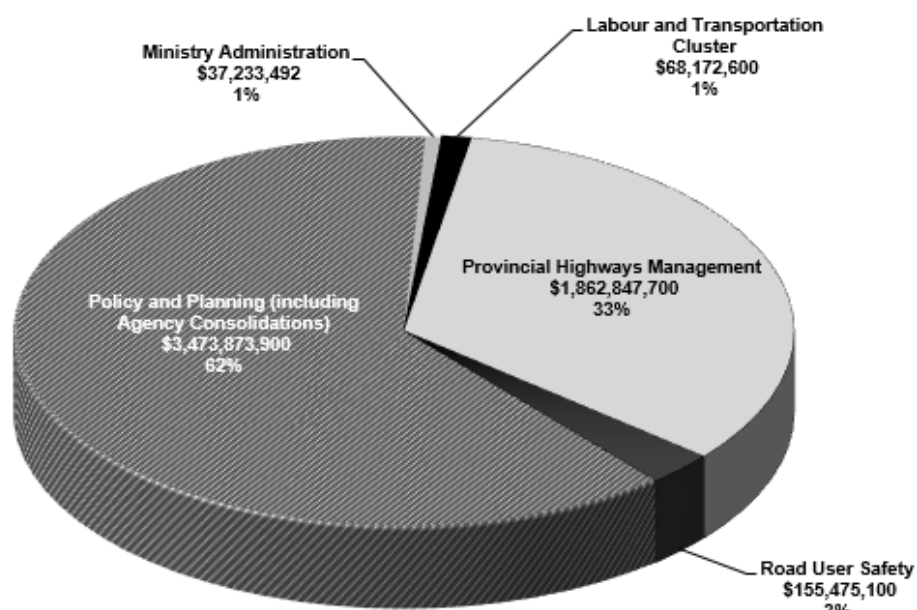


Chart 1: Ministry planned expenditures for 2020–21

Policy and planning (including agency consolidation): \$3,473,873,900

62%

Road user safety: \$155,475,100

3%

Provincial highways management: \$1,862,847,700

33%

Labour and transportation cluster: \$68,172,600

1%

Ministry administration: \$37,233,492

1%

(Note graph excludes adjustments for General Real Estate Portfolio (GREP) (\$8,059,200) and Ontario Infrastructure and Lands Corporation (IO) (\$4,905,900))

Detailed Financial Information

Ontario's transportation network connects us to the global marketplace and to one another. MTO invests in the 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: Operating and Capital Summary by Vote

Vote/Program	Estimates 2020-21 \$	Change from 2019-20 Estimates \$		Estimates 2019-20 ^[1] \$	Interim Actuals 2019-20 ^[1] \$	Actuals 2018-19 ^[1] \$
Operationg expense						
Ministry Administration	36,545,100	(14,943,500)	(29.0)	51,488,600	52,484,900	52,499,285
Policy and Planning	489,038,500	86,774,000	21.6	402,264,500	444,695,700	479,748,632
Road User Safety	127,486,900	9,563,400	8.1	117,923,500	126,990,400	130,792,926
Provincial Highways Management	593,243,900	30,276,700	5.4	562,967,200	581,067,500	566,934,595
Labour and Transportation Cluster	68,171,600	3,176,500	4.9	64,995,100	64,758,300	65,771,536
Total Operating Expense to be Voted	1,314,486,000	114,847,100	9.6	1,199,638,900	1,269,996,800	1,295,746,974
Statutory Appropriations	391,392	22,378	6.1	369,014	369,014	4,841,794
Ministry Total Operating Expense	1,314,877,392	114,869,478	9.6	1,200,007,914	1,270,365,814	1,300,588,768
Consolidation Adjustment - Ontario Northland Transportation Commission	62,109,000	53,943,500	660.6	8,165,500	53,565,500	52,719,706
Operating Expense Adjustment -	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	149,603,615
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	5,584,637,692	401,464,978	7.7	5,183,172,714	5,276,530,614	4,840,223,101

Vote/Program	Estimates 2020-21 \$	Change from 2019-20 Estimates \$	%	Estimates 2019-20 ^[1] \$	Interim Actuals 2019-20 ^[1] \$	Actuals 2018-19 ^[1] \$
Cap and Trade Wind Down Account Reclassification						
Consolidation Adjustment - Ontario Infrastructure and Lands Corporation	N/A	(4,905,900)	(4,400)	(4,901,500)	(4,901,500)	(9,755,800)
Operating Expense Adjustment - Municipal Gas Tax Allocation	340,731,100	2,571,800	0.8	338,159,300	338,159,300	363,934,395
Consolidation Adjustment - Metrolinx	860,153,500	88,478,600	11.5	771,674,900	811,674,900	760,559,649
Consolidation Adjustment - General Real Estate Portfolio	N/A	(8,059,200)	17,056,800	(25,116,000)	(25,116,000)	(24,817,276)
Total Including Consolidation & Other Adjustments	2,564,905,892	276,915,778	12.1	2,287,990,114	2,443,748,014	2,592,833,057
Operationg assets						
Ministry Administration	2,000	N/A	N/A	2,000	2,000	N/A
Policy and Planning	1,000	N/A	N/A	1,000	1,000	N/A
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	5,584,637,692	401,464,978	7.7	5,183,172,714	5,276,530,614	4,840,223,101

Vote/Program	Estimates 2020-21 \$	Change from 2019-20 Estimates \$	%	Estimates 2019-20 ^[1] \$	Interim Actuals 2019-20 ^[1] \$	Actuals 2018-19 ^[1] \$
Road User Safety	1,000	N/A	N/A	1,000	1,000	N/A
Provincial Highways Management	1,000	N/A	N/A	1,000	1,000	N/A
Labour and Transportation Cluster	1,000	N/A	N/A	1,000	1,000	N/A
Total Operating Assets to be Voted	6,000	N/A	N/A	6,000	6,000	N/A
Ministry Total Operating Assets	6,000	N/A	N/A	6,000	6,000	N/A
Capital expense						
Ministry Administration	1,000	N/A	N/A	1,000	1,000	N/A
Policy and Planning	4,329,854,600	(463,484,000)	(9.7)	4,793,338,600	4,767,067,300	3,801,834,308
Road User Safety	1,000	N/A	N/A	1,000	1,000	N/A
Provincial Highways Management	130,762,800	23,387,900	21.8	107,374,900	88,174,900	98,994,834
Total Capital Expense to be Voted	4,460,619,400	(440,096,100)	(9.0)	4,900,715,500	4,855,244,200	3,900,829,142
Statutory Appropriations	1,167,127,200	109,926,300	10.4	1,057,200,900	1,057,200,900	982,640,616
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	5,584,637,692	401,464,978	7.7	5,183,172,714	5,276,530,614	4,840,223,101

Vote/Program	Estimates 2020-21 \$	Change from 2019-20 Estimates \$	%	Estimates 2019-20 ^[1] \$	Interim Actuals 2019-20 ^[1] \$	Actuals 2018-19 ^[1] \$
Ministry Total Capital Expense	5,627,746,600	(330,169,800)	(5.5)	5,957,916,400	5,912,445,100	4,883,469,758
Consolidation Adjustment - Ontario Northland Transportation Commission	(27,637,200)	6,980,200	N/A	(34,617,400)	(34,617,400)	(38,322,530)
Capital Expense Adjustment - Cap and Trade Wind Down Account Reclassification	N/A	N/A	N/A	N/A	N/A	537,120,880
Consolidation Adjustment - Metrolinx	(2,580,377,600)	430,869,800	N/A	(3,011,247,400)	(3,028,176,100)	(3,199,920,746)
Consolidation Adjustment - General Real Estate Portfolio	N/A	16,869,000	N/A	(16,869,000)	(16,869,000)	(15,733,290)
Capital Expense Adjustment - Trillium Trust Reclassification	N/A	N/A	N/A	N/A	N/A	80,775,972
Total Including Consolidation & Other Adjustments	3,019,731,800	124,549,200	4.3	2,895,182,600	2,832,782,600	2,247,390,044
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	5,584,637,692	401,464,978	7.7	5,183,172,714	5,276,530,614	4,840,223,101

Vote/Program	Estimates 2020-21	Change from 2019-20 Estimates		Estimates 2019-20 ^[1]	Interim Actuals 2019-20 ^[1]	Actuals 2018-19 ^[1]
	\$	\$	%	\$	\$	\$
Capital assets						
Ministry Administration	16,979,300	371,200	2.2	16,608,100	16,608,100	15,838,309
Policy and Planning	1,000	N/A	N/A	1,000	1,000	N/A
Road User Safety	7,523,000	(26,551,400)	(77.9)	34,074,400	34,074,400	18,382,461
Provincial Highways Management	1,983,899,000	(168,689,100)	(7.8)	2,152,588,100	2,196,288,100	1,825,734,723
Total Capital Assets to be Voted	2,008,402,300	(194,869,300)	(8.8)	2,203,271,600	2,246,971,600	1,859,955,493
Ministry Total Capital Assets	2,008,402,300	(194,869,300)	(8.8)	2,203,271,600	2,246,971,600	1,859,955,493
Capital Asset Adjustment - Trillium Trust Reclassification	N/A	N/A	N/A	N/A	N/A	25,020,675
Total Including Adjustments	2,008,402,300	(194,869,300)	(8.8)	2,203,271,600	2,246,971,600	1,884,976,168
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	5,584,637,692	401,464,978	7.7	5,183,172,714	5,276,530,614	4,840,223,101

Historic Trend Table

Historic Trend Analysis Data	Actuals 2017-18 ^[2]	Actuals 2018-19 ^[2]	Estimates 2019-20 ^[2]	Estimates 2020-21
	\$	\$	\$	\$
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	4,521,718,354	4,840,223,101	5,183,172,714	5,584,637,692
Percent change (%)	N/A	7	7	8

Year over year variances are mainly due to amortization of completed highway and Metrolinx projects, Metrolinx

bid fee reclassification, the construction profiles of municipal infrastructure projects such as Ottawa LRT Phase 2, as well as General Real Estate Portfolio (GREP) adjustments.

For additional financial information, see:

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

<https://www.ontario.ca/page/public-accounts-ontario-2018-19> (<https://www.ontario.ca/page/public-accounts-ontario-2018-19%0d>)

Agencies, Boards and Commissions (ABCs)

Agencies, Boards and Commissions

Name of Agencies, Boards and Commissions	2020-21 Estimates	2019-20 Interim Actuals	2018-19 Actuals
Ontario Highway Transport Board, expenditures	373,400	277,908	293,166
Ontario Highway Transport Board, revenue	58,130	52,596	49,255
Ontario Northland Transportation Commission, operating	40,692,400	46,022,400	45,986,700
Ontario Northland Transportation Commission, capital	46,422,100	53,047,100	57,466,934
Owen Sound Transportation Company, operating	2,363,000	2,800,000	2,363,000
Owen Sound Transportation Company, capital	9,775,000	4,245,000	2,040,166
Metrolinx, operating subsidy	404,334,000	394,614,300	399,254,116
Metrolinx, capital	3,528,828,700	4,045,793,200	3,304,109,789

Ontario Highway Transport Board

The Ontario Highway Transport Board (OHTB) is a quasi-judicial agency that reports to MTO and is responsible for administering the economic regulatory regime for 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, the Union-Pearson (UP) Express and the implementation of regional rapid transit projects, including the priority projects identified in Ontario's "New Subway Transit Plan for the GTA." Metrolinx also acts on behalf of municipalities as a central procurement agency for local transit system vehicles, equipment, technologies, and related supplies and services.

Ontario Northland Transportation Commission (ONTC)

ONTC's mandate is to provide efficient, safe and reliable transportation services in Northern Ontario. It is responsible for the operation of the Polar Bear Express (PBX) passenger rail service between Cochrane and Moosonee; the provision of intercommunity bus service throughout Northeastern Ontario connecting to Toronto and Ottawa; rail freight services to companies extending from North Bay to Hearst with a rail line extending into Quebec; rail remanufacturing and repair services; and real estate management, including the Station Inn Hotel in

Cochrane.

Responsibility for the agency was transferred from the Ministry of Energy, Northern Development and Mines to MTO effective April 1, 2020.

Owen Sound Transportation Company, Limited

The Owen Sound Transportation Company (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.

Ministry Organization Chart May 2020

- Minister – Honourable **Caroline Mulroney**
 - Associate Minister - Honourable **Kinga Surma**
 - Parliamentary Assistant - **Vijay Thanigasalam**
 - Deputy Minister - **Shelly Tapp**
 - Executive Assistant - **Megan Chochla**
 - Associate Deputy Minister, Policy, Planning, & Agency Relations - **John Lieou**
 - ADM, Policy & Planning Division, Agency Oversight & Partnerships - **James Nowlan**
 - Director, Metrolinx & Agency Oversight - **Krista Adams**
 - Director, Transit Policy Investments & Programs - **Vacant**
 - Director, Strategic Investments & Programs - **Anita Hooper**
 - Director, Executive Lead Special Projects - **Chris Langford**
 - ADM, Policy & Planning Division, Integrated Policy & Planning - **Ian Freeman**
 - Director, Transportation Planning - **Tija Dirks**
 - Director, System Optimization Policy - **Vacant**
 - Director, Transportation Policy - **Tasneem Essaji**
 - Director, Indigenous Relations - **Gurpreet Sidhu-Dhanoa**
 - Director, Strategic Policy & Transportation Economics - **Elizabeth Kay-Zorowski**
 - ADM & Chief Engineer, Provincial Highways Management Division, Asset Management - **Jennifer Graham-Harkness**
 - Director: Investment Strategies - **Michelle Pasqua**
 - Director: Alternative Delivery - **Steve McInnis**
 - Director: Maintenance - **Alain Beulieu**
 - Director: Highway Standards - **Dan Remollino**
 - Director: Contract Management & Operations - **Tony Tuinstra**
 - ADM: Road User Safety - **Nosa Ero-Brown**
 - Director: Regional Operations - **Christine Levin**
 - Director: Carrier Safety & Enforcement - **Andrew Chase**
 - Director, Safety Program Development & Evaluation - **Virginia McKimm**
 - Director, Licensing Services - **Logan Purdy**
 - Director, Project Planning & Delivery - **Vacant**
 - Director, Service Delivery Partnerships - **Paul Harbottle**
 - Director, Safety Policy & Education - **Angela Litrenta**
 - ADM, Provincial Highways Management Division, Operations - **Eric Doidge**
 - Director, West Region - **Neil Zohorsky**
 - Director, East Region - **Jeff Hudebine**
 - Director, Central Region - **Calvin Curtis & Becca Lane**
 - Director, Northeast Region - **Herb Villneff**
 - Director, Northwest Region - **Gary Weiss**

- ADM and CIO: Labour & Transportation Cluster - **Wynnann Rose**
 - Director: RUS Solutions Delivery - **Roman Corpuz**
 - Director: .NET Service Delivery - **Keith Johnson**
 - Director: Project Management & Program Delivery - **Leah Nemirovski**
 - Director: Ministry Engagement & Advisory - **Marc Faubert**
 - Director, MTO/MOL Solutions Delivery - **Claudio De Rose**
- <ADM & CAO Corporate Services - **Ramneet Aujla**
 - Director: Corporate Business Services - **Lisa Kool**
 - Director: Finance - **Felix Fung**
 - Director: Strategic Human Resources - **Jay Naik**
 - Director: Strategy, Improvement, & Innovation - **Maria Tejeda**
- Director: Internal Audit Services - **Nancy Lavoie**
- Director: Legal Services - **Mary Gersht**
- Director: Communications - **Laurie Menard**

Appendix: 2019-20 Annual Report

COVID-19 Response

Driver Vehicle and Carrier Products:

- On March 19, 2020, the ministry extended the validity of government driver, vehicle and carrier products and services that expired on March 1, 2020, until further notice.
- On March 23, 2020, all full-time DriveTest Centres and part-time Travel Point locations were closed until further notice to promote social distancing and contain the spread of the virus.

Commercial Carriers:

- The ministry provided messaging for Variable Message Signs and Portable Variable Message Signs on the closure of the US border on March 21, 2020, to all non-essential travel.

Toll Highways Interest Charges:

- As of March 24, 2020, the ministry suspended interest charged on unpaid tolls and fees on Highway 407 East, Highways 412 and 418.

2019-20 Results

Increasing transit options by connecting more people to places

Advancing Ontario's Subway Transit Plan for the Greater Toronto Area

- As part of the 2019 Ontario Budget, Ontario's Subway Transit Plan for the Greater Toronto Area (GTA) – a \$28.5 billion expansion to Ontario's transit network -- the province is delivering four priority transit projects:
 - The new Ontario Line will help reduce congestion on the Toronto Transit Commission's (TTC's) Line 1 (Yonge-University-Spadina subway line) and link communities across Toronto
 - The Yonge North Subway Extension will connect Line 1 to one of the region's largest employment centres and Toronto and Richmond Hill
 - The three-stop Scarborough Subway Extension will better connect and serve Scarborough communities, and
 - The Eglinton Crosstown West Extension will extend the Eglinton Crosstown Light Rail Transit

project further west into Etobicoke to increase connectivity along Eglinton Avenue to Renforth Drive.

- *The Building Transit Faster Act* was introduced in February 2020, to provide the province with the tools to expedite the planning, design and construction process that has delayed major projects in the past. If passed, the legislation would remove roadblocks and give the province the authority needed for Metrolinx and Infrastructure Ontario to deliver the four priority transit projects faster.

Improving GO Transit Service

- The province is transforming the existing GO Transit commuter rail system into a comprehensive, all-day rapid transit network by implementing the GO Rail Expansion program.
- GO Rail Expansion will provide two-way, all-day service, every 15 minutes on 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 been incrementally introducing service enhancements to GO Transit rail service, and have taken a number of steps to 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
 - Providing weekday GO train service to Niagara Falls and St. Catharines and making weekend and holiday service available year round
 - Working with the private sector to build a new GO station at Woodbine/Highway 27 on the Kitchener GO corridor and deliver a new station at the existing Mimico station on the Lakeshore West GO corridor
 - Making it free for kids 12 and under to travel on GO Transit trains and buses, and
 - Lowering GO fares on trips under [10km](#).
- For example, at the end of August 2019, Metrolinx added more rail service on the Lakeshore West, Lakeshore East, Kitchener and Stouffville GO lines. This includes adding 84 more train trips and extending 65 existing train trips each week across GO Transit's network to bring more rush-hour, midday, and evening service. Specifically, this includes:
 - 50 new weekly train trips on the Kitchener line
 - 15 new weekly midday weekday trips on the Lakeshore East line
 - 19 new weekly trips and several extended trips on the Lakeshore West line; and
 - The reinstatement of weekday evening train service on the Stouffville line. This service will now extend to serve all stops to Mount Joy GO.
- GO rail extensions are also being planned to bring faster and more frequent service on the Kitchener GO corridor, more service on the Lakeshore West corridor to Niagara Region, and extend rail service to Bowmanville.

Advancing Regional Rapid Transit Projects

- Metrolinx has made progress on key rapid transit projects, including:
 - The Eglinton Crosstown light rail transit (LRT) project: construction is progressing at all stations and the surface rail section and stops, and 12 vehicles are undergoing testing commissioning work at the vehicle maintenance and storage facility.
 - The Hurontario [LRT](#) project: the contract was awarded to Mobilinx Hurontario General Partnership (Mobilinx) to design, build, finance, operate and maintain the project.

Implementing the PRESTO Fare Card

- 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](#)).

- As of December 2019, approximately 2.3 million unique PRESTO cards were used across the GTHA and in Ottawa. This represented the sixth consecutive month that active card figures increased.
- 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.
- In January 2020, Metrolinx introduced PRESTO fare payment on TTC Wheel-Trans contracted sedan taxis. The PRESTO devices have additional audio features that enables customers with visual disabilities to listen to their PRESTO transaction via the device's speakers.
- In February 2020, Metrolinx introduced new PRESTO fare payment devices at select GO stations for a trial period. The new devices have a new design, including larger screens that display information in a clearer and more intuitive manner, enhancing both user experience and accessibility. The new devices have the capability to read e-Tickets and support payment by credit, debit and mobile phones for future modernization planning.

Supporting Municipal Transit Systems

- The province committed up to \$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. The Stage 2 project will extend the Confederation Line east to Trim Road, west to Moodie Drive and southwest to Algonquin College. The Trillium Line will be extended south to Limebank Road, with a link to the Ottawa Macdonald-Cartier International Airport.
- Through the province's 2019-20 Gas Tax Program, 111 municipalities in 148 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 \$365.3 million has been committed for the 2019-20
- Through the Community Transportation Grant Program, which is funded through provincial gas tax revenue, the province is providing up to \$30 million over five years to 39 municipalities to support local and intercommunity transportation projects in areas that are unserved or underserved by such services.

Promoting a Multi-Modal, Regional Transportation Network that Supports the Efficient Movement of People and Goods

- In January 2020, the province released a draft plan for Southwestern Ontario, Connecting the Southwest, containing more than 40 proposed actions and strategies to improve the multi-modal transportation network in the region. The draft plan will be informed by further engagement with municipal leaders, Indigenous communities, community leaders, business and the transportation industry.
- The province 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.
- Work resumed on the Environmental Assessment for the Greater Toronto Area (GTA) West Highway Corridor, which includes planning for a new highway corridor and a dedicated transitway, to ensure the transportation system in the northwestern GTA has enough capacity to meet future demand
- The province is engaging with Ontario municipalities and other partners to support off-peak delivery of goods (shipping and receiving outside of standard business hours, typically between 7:00 am and 7:00 pm). Several Ontario municipalities are considering Off-Peak Delivery as a traffic demand measure to help reduce local congestion.
- The province is preparing Ontario's transportation network for the deployment of connected and automated vehicles (CV/AVs), including support for the implementation of the Autonomous Vehicle Innovation Network (AVIN). In addition, Ontario's pilot program to allow for the testing of automated vehicles on public roads continues, and currently has ten participants.

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.

- In January 2020, the province released its draft plan for Southwestern Ontario, Connecting the Southwest. The draft plan contains more than 40 proposed actions and strategies to connect communities, support a competitive open for business environment, improve safety, provide more choice and convenience, and prepare for the future. The draft plan will be informed by further engagement in 2020-21 with municipal leaders, Indigenous communities, community leaders, business and the transportation service providers.
- The ministry has continued to develop multi-modal transportation plans for Northern Ontario and Eastern Ontario, as well as the Greater Golden Horseshoe Multimodal Transportation Plan to ensure connectivity for people and goods in these regions.
- The ministry is also reviewing initiatives to optimize bus services and options for passenger rail in Northern Ontario.

Transportation Forecasting, Modelling and Information Sharing

- The ministry has 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.
- The ministry has initiated the use of 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.
- The ministry has continued the Commercial Vehicle Survey that collects data through roadside surveys about trip, vehicle characteristics and the type of commodities being transported to improve understanding of goods movements in the province.

Options to Improve Intercommunity Bus Services

- Improving Ontario's intercommunity bus service is part of the government's priority to get people moving and connect people to places.
- The government is reviewing options to improve and optimize intercommunity bus service across the province, particularly in northern and southwestern Ontario, including exploring innovative service delivery models.

E-scooter Pilot

- On January 1, 2020, Ontario launched a five-year pilot project to allow e-scooters to operate on Ontario's roads. Under the five-year e-scooter pilot, the province has set out the broad rules and requirements for e-scooters, including operating and vehicle rules such as helmet requirements and minimum age. Under the pilot, municipalities can decide whether to pass by-laws to allow their use and determine where they can operate most safely in each unique environment.

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 passed the Reserved Parking for Electric Vehicle Charging Act, 2019, to preserve the use of electric vehicle (EV) charging station parking spaces for EV owners that need to charge their EVs. The Act introduces a \$125 fine for any vehicle not attached to the charging station equipment in an EV charging space marked by a prescribed sign. It is expected this Act would come into force in 2020-21.
- The province's investments to increase transit options help provide 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.
- The ministry 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.

- The ministry participated in 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.
- The ministry 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.
- The ministry met all the criteria for the use of the Environmental Registry, such as complete and timely notices, as reported in the OAGO's 2019 Annual Report.

Strengthening Relationships with Indigenous Peoples

- The province is 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' participation and 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 Indigenous and treaty rights.

Keeping Ontario's transportation network safe

Promoting Safer Roads Through Legislation and Regulation

- Based on 2017 (latest data available) data, Ontario's fatality rate was 0.61 per 10,000 licensed drivers. Ontario ranked 3rd in Canada and 4th in North America, trailing Nunavut, Newfoundland & Labrador, and the District of Columbia.
- The Getting Ontario Moving Act was passed in June 2019 to provide actionable measures to road safety. Amendments include:
 - A new Administrative Monetary Penalty (AMP) framework for improperly passing a school bus to help keep children safe and make it less costly for municipalities to implement a school bus camera framework in their communities.
 - Increased the range of fines for driving too slowly and failing to drive in the right-hand lane when driving slowly from \$60-\$1000 to \$150-\$1000. The associated demerit points for this offence remains unchanged at two.
- A requirement that Driving Instructors (DIs) must have a zero Blood Alcohol Concentration (BAC)/drug presence while they are providing in-vehicle instruction, whether the DI is instructing while occupying the passenger seat or the driver seat.
- Stronger penalties for driving carelessly around maintenance and construction workers, tow truck staff and recovery workers. Under the new legislation, these workers will be considered "vulnerable road users" for the purposes of an "aggravating sentencing factor" when careless driving charges have been laid, which allow for a greater penalty upon sentencing.
- Making permanent the exemption to allow the use of a hand-held two-way radio by commercial, public transit and public function drivers, and licensed amateur radio operators. The exemption was set to expire on January 1, 2021. Additionally, a permanent hand-held communications device and display screen exemption was granted to Canadian Security Intelligence Service (CSIS)

Working Closely with Our Road Safety Partners to Enhance Safety

The ministry developed a public education campaign emphasizing the 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 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:
 - 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.
- MTO continues to promote 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.
- MTO continues 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 2019, more than 94,000 safety inspections were conducted on commercial vehicles and drivers by Ministry of Transportation Officers, the Ontario Provincial Police and Municipal Police agencies:
 - 18,475 drivers/vehicles were placed out of service (OOS)
 - 17,965 inspections resulted in charges laid
 - 6,061 buses, including 2,244 school buses, were inspected
 - 418 buses, including 146 school buses, were placed out of service, and
 - 211 vehicles were impounded for critical defects.
- During RoadCheck 2019 (a three-day random blitz benchmarking truck safety in Canada, the U.S. and Mexico), Ontario's compliance rate was 82.6 per cent, which is comparable to 2018 when the compliance rate was 82.8 per cent.
- Effective December 2019, the province made specific changes to Ontario's Long Combination Vehicle (LCV) Program, focusing on three separate policy changes/program amendments:
 - Easing LCV program conditions around peak travel restrictions within the Greater Toronto Area (GTA) by removing conditions that previously prohibited travel between 7:30am and 9:00am and 4:30pm to 6:00pm across the GTA.
 - Easing LCV program conditions around cargo restrictions related to the transport of Dangerous Goods.
 - Allowing the Parry Sound lay-by to be utilized as an Origin/Destination location where carriers can assemble/disassemble LCV.

Investing in highways, roads, bridges and other priority 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 \$2.9 billion in 2019-20 to repair and expand provincial highways and bridges across Ontario.
- Overall, the improvement of approximately 629 centreline-km of provincial highway and 118 bridges was completed in 2019-20.

- In addition, 137 lane-km of new/widened highway and 56 new bridges were completed in 2019-20.

2019-20 Infrastructure Summary (including P3 delivery)

Infrastructure	Measurement	Southern Ontario	Northern Ontario	Total
Pavement Rehabilitation	<u>Centreline-km</u> ^[3]	157	472	629
Bridge Rehabilitation/ Reconstruction	Structures	92	26	118
New Highway	<u>Lane-km</u> ^[4]	129	8	137
New Bridges Built	Structures	56	0	56

Improving Ontario's Bridge Infrastructure

- Work to replace the superstructure of the Bay of Quinte Skyway is underway. The replacement of three main spans of the bridge took place in 2019. Work on the remaining five segments of this 850 metre 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.
- MTO and the State of Minnesota are jointly funding the replacement of the Rainy River – Baudette International Crossing Bridge at the Northwestern Ontario border with Minnesota. New concrete deck on steel girder bridge is being built adjacent to the existing six span steel arch bridge and will provide continuous cross border travel during construction.
- The existing 18-span QEW Welland River bridge, built on the last section of the QEW to open in 1941, is being replaced with a new five-span steel girder bridge, 298 metres in length. The bridge is being replaced in halves. Construction of the northbound lanes is well underway with most of the substructure completed. Construction will proceed on the remainder of the bridge throughout fiscal 2020-21.

Maintaining Ontario's Highways

- The ministry continues to use Contractor Directed Maintenance Contract (CDMC) model and the Ministry Directed Maintenance Contract (MDMC) model to maintain Provincial highways.
- 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 152 Road Weather Information System stations that provide timely road and 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.
- The ministry has also committed to expanding highways across the province. These include:
 - Highway 3 Essex to Leamington – widening 20.5 kilometres from two to four lanes, and
 - Highway 17 Arnprior to Renfrew – widening 22.5 kilometres from two to four lanes including four additional interchanges.
 - Hwy 401 Tilbury to London (Phase 1) widening from four to six lanes
 - New Bradford Bypass

Reducing Environmental Impact

- MTO has continued to show leadership in recycling asphalt pavements (cold in-place and hot in-place recycling), re-using existing materials, conserving large quantities of non-renewable aggregate resources, significantly reducing energy requirements and avoiding costly disposal. In 2019, MTO rehabilitated 181 lane-km of pavement using this environmentally friendly technique, saving over 69 million megajoules of energy, 90,763 tonnes of aggregate and emitting 3,482 fewer tonnes of carbon dioxide (CO₂) compared to conventional methods.
- In 2018, MTO awarded a 60 km hot in-place recycling (HIR) project on Highway 11 in Northwest Region, with half of the job paved in 2019. This innovative technology heats up the existing damaged pavement

- and places it back down as a new asphalt surface. MTO also awarded a 35 km HIR project in Northwest Region on Highways 17 and 17A in 2019. The project is 80 per cent completed.
- The Ministry continues to monitor the performance of innovative pavement preservation trials completed in 2016 on ministry construction projects, 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, 94, 130, 401, and 406.
 - The ministry implemented greenhouse gas reduction requirements on a province-wide basis for MTO concrete construction by incorporating a mandatory 10 per cent reduction requirement in the ministry's standard concrete specifications. Contractors are given options for achieving this reduction, providing flexibility to utilize locally available materials.

Connecting Links Program

- The ministry continues to provide funding under the Connecting Links program to municipalities. In 2019-20, \$30 million in funding was made available to 23 municipalities for the design, construction, renewal, rehabilitation and replacement of connecting link infrastructure.

Highway Construction

Southern Ontario key projects included:

- Rehabilitation of the following corridors:
- Queen Elizabeth Way (QEW) Improvements from East of Cawthra Road to The East Mall
- QEW/403/Ford Drive interchange, Upper Middle Road, Oakville
- Highway 401 Dufferin Street and Allen Road interchange, Toronto, and
- Highway 400 King Road to Highway 9, 16th Sideroad, Aurora Sideroad, King.
- Highway 401 Credit River Bridge to Hurontario Street widening, Meadowvale Creek, Mississauga.
- Highway 404 Major Mackenzie Dr. to Stouffville Road HOV lanes, Markham/Whitchurch-Stouffville.
- Highway 404, Highway 407 to Major Mackenzie Drive, HOV lanes, Markham.

Northern Ontario:

- Key projects delivered on behalf of Ministry of Energy, Northern Development and Mines (MENDM), including the rehabilitation of the following corridors:
 - Highway 11 West junction Hwy 101 northerly, Nellie Lake southerly
 - Highway 17 Hwy 631 easterly, White River
 - Highway 17, Revell River realignment, and
 - Hwy 643, Hwy 584 westerly to Aroland First Nation.

Driving organizational effectiveness and enabling innovation

Reducing Red Tape and Increasing Efficiencies

- On December 3, 2019, the Ministries of Transportation; Environment, Conservation and Parks; and Small Business and Red Tape Reduction announced a plan to integrate the heavy diesel commercial motor vehicle emissions testing program with the commercial motor vehicle safety inspection program for heavy-duty vehicles that is administrated by MTO. Under the proposed new integrated program, heavy-duty diesel commercial motor vehicle owners will be able to get an emissions and safety inspection at the same time and location - one test, with one digital result.
- A regulatory amendment implemented on July 1, 2019, exempt personal-use pickup trucks from the requirement for an annual inspection, reducing burden and cost to vehicle owners that use their pickup trucks and trailers exclusively for personal rather than commercial purposes.

Supporting Digital First Initiatives

- The ministry worked with the Ministry of Government and Consumer Services (MGCS) on Digital First Omnibus Bill phase 1, the Simpler, Faster, Better Services Act enabling the following changes:
 - As of March 2020, ministry-approved course providers are now able to offer Digital Learning for the in-class portion allowing novice drivers the opportunity to complete the in-class portion of the Beginner Driver Education program.
 - As of December 2019, drivers who renew their driver's licence (DL) online receive a Driver Licence Validation that they can print and carry until they receive their new DL in the mail.
 - As of December 2019, licence plate holders who renew online will receive a licence plate validation that they can print and use until their licence plate sticker arrives in the mail.
- The ministry also worked with MGCS on the Digital First Omnibus Bill phase 2, the Plan to Build Ontario Together Act, to enable MTO to offer more products and services digitally.
- The ministry worked with the Ontario Federation of Snowmobile Clubs (OFSC) to improve access to safety training through a new online safety course which was implemented in October 2019 and amended the Trail Permit Agreement to enable the OFSC to offer gift cards, which can be used towards the purchase of a Trail Permit.
- On January 1, 2020, the ministry eliminated the mailing of International Registration Plan (IRP) Paper Renewal Notices, reducing mailing costs and modernizing current business processes.

Ontario Truck Inspection Station Automation Project (OTAP)

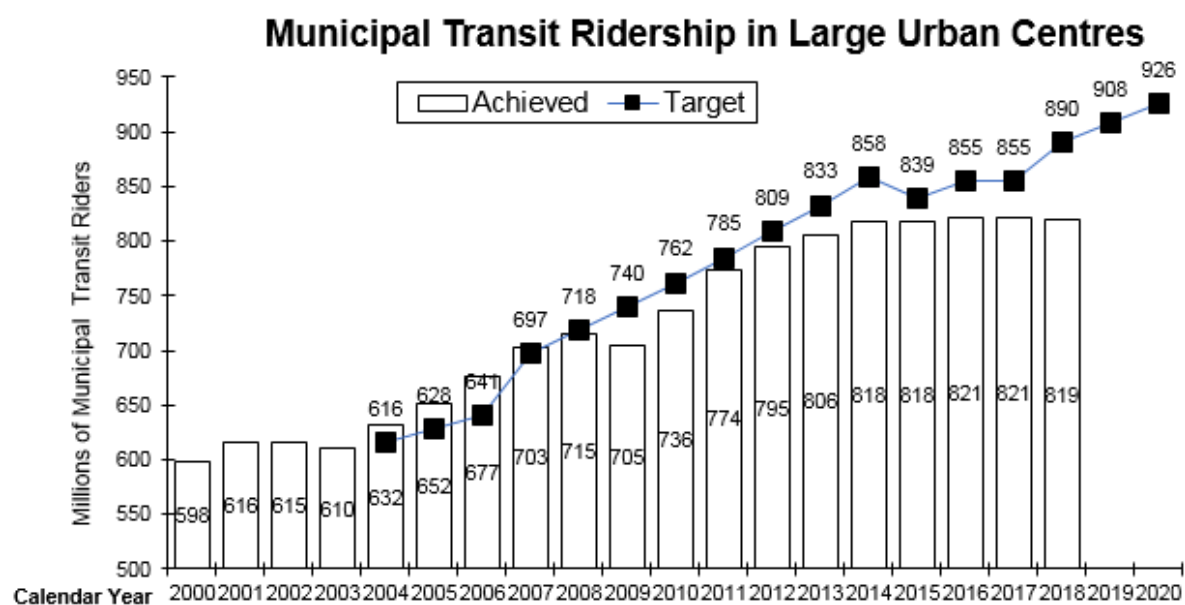
Ontario introduced a pre-screening system at four truck inspection station sites in 2019-20 as part of OTAP. This pre-screening technology is used on the mainline or inside the stations to quickly identify safety defects with vehicles to assist the ministry's enforcement officers by focusing their attention on vehicles that need it most.

Measuring Performance

Municipal Transit Ridership in Large Urban Centres

Municipal transit systems serving Ontario's 15 largest urban centres carried 819.7 million passengers in 2018 (latest statistics available) on conventional and specialized services.

According to the Canadian Urban Transit Association (CUTA), transit ridership grew in 2018 in Canada to an all-time high of 2.16 billion passenger trips. The increase to 2.16 billion trips equates to a growth in ridership of 50 million linked trips taken by passengers on Canada's transit network – a 2.4 per cent jump from 2017.



Municipal Transit Ridership in
Large Urban Centres

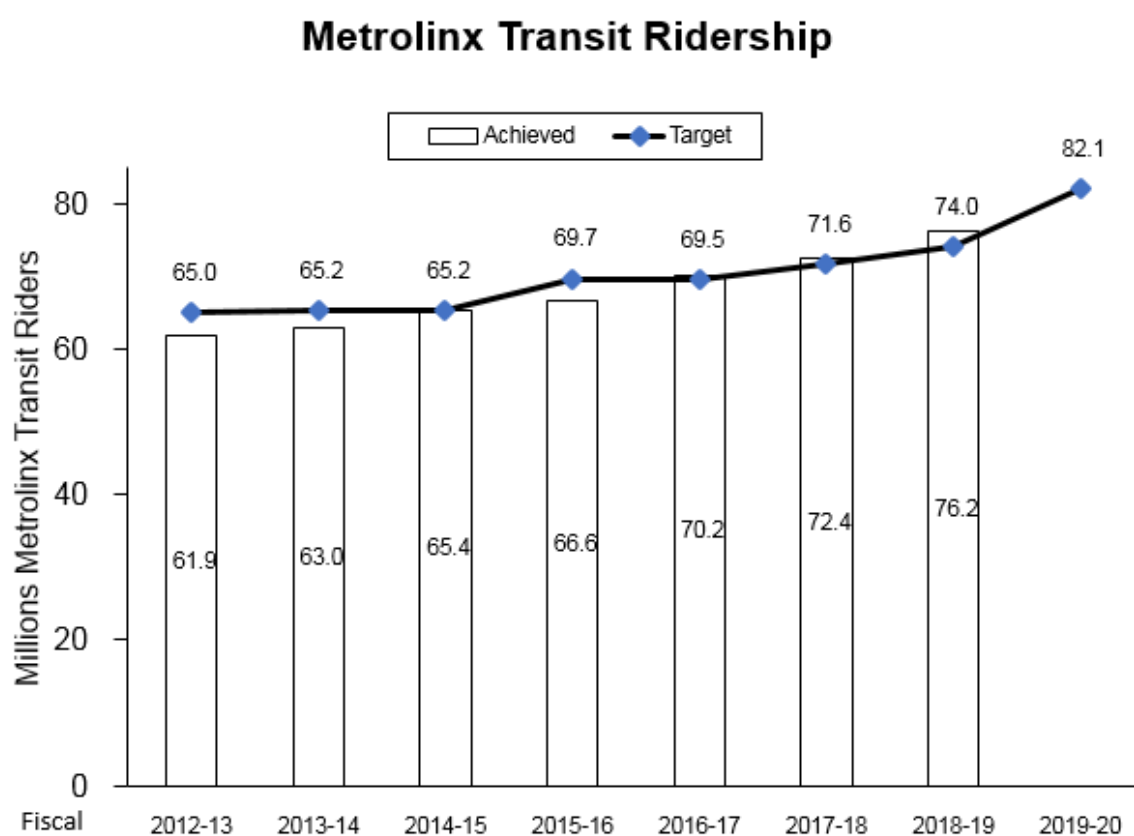
Calendar year	Achieved	Target
2000	598	N/A
2001	616	N/A
2002	615	N/A
2003	610	N/A
2004	632	616
2005	652	628
2006	677	641
2007	703	697
2008	715	718
2009	705	740
2010	736	762
2011	774	785
2012	795	809
2013	806	833
2014	818	858
2015	818	839
2016	821	855
2017	821	855
2018	819	890
2019	N/A	908
2020	N/A	926

Across Ontario, overall municipal transit ridership increased by a modest 0.22 per cent in 2018 compared to 2017. Municipal transit ridership in large urban centres in Ontario over this period decreased by 0.21 per cent. While a number of these large urban centres experienced ridership growth in 2018, the decrease of transit ridership in Toronto offset this growth. The decrease in transit ridership in Toronto for 2018 may be attributed to the number of subway closures over the course of the year, as well as a higher usage of ride hailing options in the city and changing demographics and travel behaviours.

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

Metrolinx Transit Ridership

Metrolinx transit ridership in 2018-19 (latest statistics available) was 76.2 million passengers, up from 72.4 million passengers in 2017-18. Ridership is forecasted to increase to 82.1 million passengers in 2019-20. However, ridership across the GO network has fallen by approximately 90 per cent due to COVID-19 and Metrolinx has temporarily reduced services in line with the significant reduction in ridership, which may impact the accuracy of this forecast.



Metrolinx Transit Ridership

Calendar year	Achieved	Target
2012-2013	61.9	65
1996	63	65.2
1997	65.4	65.2
1998	66.6	69.7

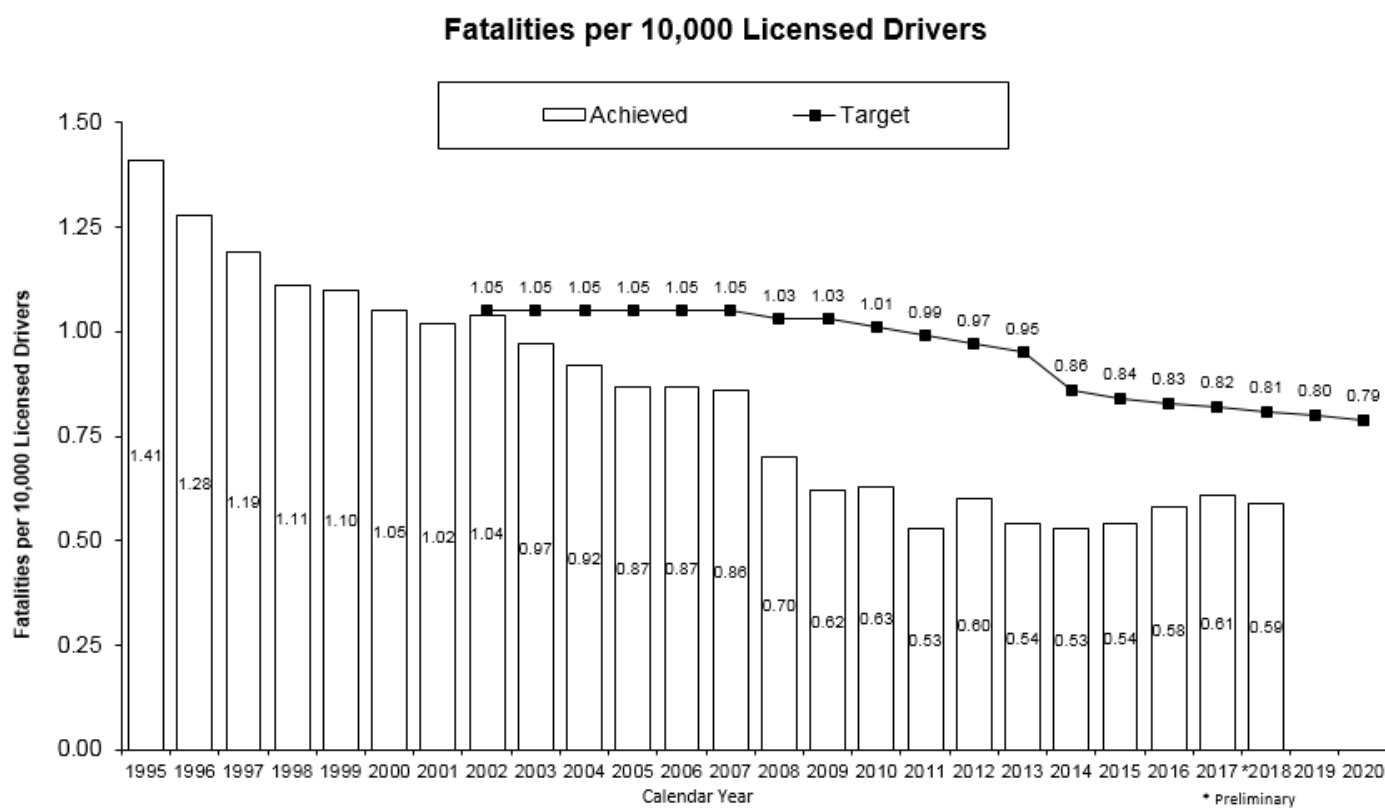
Calendar year	Achieved	Target
1999	70.2	69.5
2000	72.4	71.6
2001	76.2	74
2011	N/A	82.1

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/2019-20-Metrolinx-Business-Plan.pdf>
<http://www.metrolinx.com/en/aboutus/publications/2019-20-Metrolinx-Business-Plan.pdf>

Fatalities Per 10,000 Drivers

Ontario recorded a preliminary rate of 0.59 fatalities per 10,000 licensed drivers in 2018 and was among the top five jurisdictions with the lowest motor vehicle collision fatality rate in Canada and North America (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.



Fatalities Per 10,000 Drivers

Calendar year	Achieved	Target
1995	1.41	N/A
1996	1.28	N/A
1997	1.19	N/A

Calendar year	Achieved	Target
1998	1.11	N/A
1999	1.10	N/A
2000	1.05	N/A
2001	1.02	N/A
2002	1.04	1.05
2003	0.97	1.05
2004	0.92	1.05
2005	0.87	1.05
2006	0.87	1.05
2007	0.86	1.05
2008	0.70	1.03
2009	0.62	1.03
2010	0.63	1.01
2011	0.53	0.99
2012	0.6	0.97
2013	0.54	0.95
2014	0.53	0.86
2015	0.54	0.84
2016	0.58	0.83
2017	0.61	0.82
2018	0.59	0.81
2019	N/A	0.80
2020	N/A	0.79

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

Table 3: Ministry Interim Actual
Expenditures 2019-20 [5]

Item	Amount
COVID-19 Approvals	\$0
Operating	\$2,287,990,114
Capital	\$2,895,182,600
Staff Strength [6] (as of March 31, 2020)	3369

Updated: February 1, 2021

Published: December 14, 2020

Footnotes

- [1] ^ 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 March 2020 Economic and Fiscal Update.
- [2] ^ Estimates and Actuals for prior fiscal years are re-stated to reflect any changes in ministry organization
- [3] ^ 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).
- [4] ^ 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).
- [5] ^ Interim actuals reflect the numbers presented in the March 2020 *Economic and Fiscal Update*.
- [6] ^ Ontario Public Service Full-Time Equivalent positions.