

Published plans and annual reports 2022–2023: Ministry of Transportation

Plans for 2022–2023, and results and outcomes of all provincial programs delivered by the Ministry of Transportation in 2021–2022.

Ministry overview

Ministry of Transportation vision

Enabling access to activities by providing and supporting safe, equitable, efficient, sustainable, and convenient mobility options for people and goods.

Ministry contribution to government priority outcomes

The Ministry of Transportation (MTO)'s plan supports economic growth by making investments that create jobs, accelerate infrastructure delivery, and help Ontario's economy recover faster. Working with other ministries, it also supports making Ontarians' lives easier by improving digital services, enabling mobility, and providing people and businesses easier access to the things they need to thrive.

Core commitments and key deliverables

1 - Enable access & mobility options in the transportation system that make life easier for people and businesses.

- Delivering long-range transportation planning following the release of Connecting the East: A draft transportation plan for eastern Ontario and supporting implementation of plans for other regions developed to date.
- Supporting Low Carbon Vehicle (LCV) Technologies by implementing programs to encourage Electric Vehicle (EV) adoption outside of urban centres.
- Improving transportation outcomes for Indigenous communities by continuing to

support the Indigenous Transportation Initiatives Fund (ITIF) - an application-based funding program open to Indigenous communities and organizations in Ontario to put forward transportation-related project proposals that help address community needs and advance key areas of interest.

2 - Improve usability, accessibility, and desirability of ministry programs and services through modernization.

- Accelerating the ministry's transition to digital, modern, user-centered service offerings through initiatives such as the ongoing transformation of the ministry's transportation-safety-related IT systems and processes which will make it easier for the public to access MTO services such as the renewal of driver and vehicle products.
- Supporting Environmental Assessment (EA) Modernization by continuing to update the MTO Class EA process in support of EA modernization objectives to ensure strong environmental oversight while reducing delays on infrastructure projects that matter most to Ontario communities and focusing projects that have the highest impact to the environment.

3 - Keeping Ontario's transportation network safe. Ensuring the province's transportation system is among the safest in the world.

- Enhancing commercial vehicle compliance and enforcement by expanding the deployment of Smart Roadside Technology.
- Improving safety in the towing sector by implementing a new regulatory framework to improve safety for the towing industry under *Towing and Storage Safety and Enforcement Act*.
- Improving road safety and traffic flow through innovations such as a consideration of a 2+1 highway model pilot on Highway 11 north of North Bay.
- Enhancing winter maintenance services in Northern Ontario through continued effective oversight of private contractors, enhancing rest areas, improving equipment and adopting new technology (e.g., underbody plows).

4 - Enable economic prosperity and future sustainability for all Ontario communities by investing in integrated and efficient transportation infrastructure.

- Accelerating the completion of priority transit projects by continuing to implement *Building Transit Faster Act* measures to streamline project delivery.
- Support the operationalization of two hybrid-electric ferries that will run passenger and vehicle ferry service between the mainland with Amherst Island and Wolfe Island.
- Connecting communities by advancing key highway and bridge projects, including:
 - Twinning of the QEW Garden City Skyway in Niagara to support rehabilitation work on the existing structure which will address long term structural, safety and operational needs.
 - Continuing work on the Bradford Bypass, an expansion project linking Highway 400 to Highway 404.
 - Constructing a new interchange is underway at Highway 17 and Calabogie Road, in the Township of McNab/Braeside.
 - Constructing a new interchange in the City of Hamilton at the Highway 5 and Highway 6 intersection.
- Ensure state of good repair of our highway and bridge assets by pursuing evidence-based rehabilitation investments.
- Help municipalities with the construction and repair costs for municipal roads and bridges that connect two ends of a provincial highway or to a border crossing through the 2022-23 Connecting Links Program.

5 - Work effectively with agency partners to deliver transportation solutions for the people of Ontario.

- Work with Metrolinx to advance the GO Rail Expansion program and delivery of Ontario's priority transit projects.
- Work with Ontario Northland Transportation Commission to advance the return of passenger rail service to Northern Ontario.
- Work with Owen Sound Transportation Company to provide safe, efficient, and reliable ferry transportation.

6 - Ensure our organization can efficiently achieve its business goals and

address the transportation needs of all Ontarians.

- Support anti-racism awareness and capacity building within our ministry through its Anti-Racism Action Plan.
- Optimize processes and add value for end users by delivering Lean and service design projects throughout the organization.

COVID-19 response

The Ministry of Transportation has implemented measures and initiatives in response to the COVID-19 pandemic to reduce the financial burdens for Ontarians. Key actions include:

Supporting the commercial carrier industry

- Providing relief for the heavy commercial vehicle industry by implementing a financial relief payment plan in January 2022 to pay outstanding renewals over a period of up to two years (ending December 31, 2023) and provide reduced validation fees.
- Ensuring business continuity by keeping all 23 ONroute Centres open amid lockdown and stay-at-home orders for take-out, grab and go, and drive-through services, also allowing access to washrooms and implementing enhanced cleaning measures to ensure the safety of patrons.
- Keeping transportation system users well informed by providing messaging for Variable Message Signs and Portable Variable Message Signs regarding the closure of the US border to all non-essential travel.
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- Allowing for continued provision of safety training by enabling 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.
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Delivering essential services

- The ministry established and implemented a plan to resume passenger vehicle road tests and substantially reduce the number of deferred tests resulting from cancellations due to the COVID-19 pandemic.

- Working with our partners to implement Transport Canada COVID-19 pandemic related interim measures on both ferry services and winter air service operations.
- Committing resources to ensure that Remote Airports continue uninterrupted operations and deliver essential supplies (food, fuel, water, etc.) and services.

Supporting transportation system

- Providing joint federal-provincial funding to address municipal transit systems' COVID-19 related pressures to ensure continuity of transit services.
- Continuing to tender the highway capital construction program and ensuring there are adequate design projects to help sustain construction activity throughout the 2022/23 season and beyond.

Ministry programs

Ministry Administration delivered by the Corporate Services Division provides leadership for the ministry in several key areas, including: strategic planning and transformation, enterprise risk management, business improvement and innovation, financial planning, procurement and controllership, strategic human resource planning, operation and management of all provincial motor vehicle fleet assets, and accommodations & facilities management

Agency Oversight and Partnerships Program oversees decision-making and delivery of transit and transportation infrastructure funding programs and investments delivered by provincial agencies or through municipal funding agreements. The program is also responsible for managing the province's relationship with Crown Agencies, including Metrolinx and the Ontario Northland Transportation Commission (ONTC).

Major initiatives include, but are not limited to, transforming core segments of the GO rail network to provide two-way all-day service; supporting municipal transit projects across the province; advancing the largest subway expansion in Ontario history with the Ontario Line, the Yonge North Subway Extension, the Scarborough Subway Extension and the Eglinton Crosstown West Extension; and supporting the implementation of *Building Transit Faster Act*, 2020 measures in order to streamline project delivery and support the accelerated completion of priority transit projects.

Transportation Safety develops and implements strategies to improve transportation system safety and mobility. 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.

Transportation Safety is undertaking a multi-year strategy to transform the way the ministry and its partner ministries deliver driver and vehicle services and build a foundation for more effective and efficient delivery of people-centred digital services. The transformation will improve current models to meet growing business and citizen expectations for on-demand integrated services, real-time data, and digital communications/delivery channels.

Transportation Infrastructure Management Program is responsible for infrastructure investment, asset management, design and engineering, and capital delivery activities related to provincial infrastructure, working with relevant provincial agencies such as Infrastructure Ontario as appropriate. Provincial transportation infrastructure projects, including highway and bridge rehabilitation activities, are planned to support the sustainability of the provincial transportation network. In addition, new expansion projects are planned to improve mobility options for the people of Ontario over the longer term.

The program continues to explore and implement improved and more environmentally friendly techniques and materials for construction including asphalt paving, pavement preservation and concrete construction. This is supported through specialized laboratory testing of materials, including asphalt, cement, concrete, steel and aggregates for road and bridge construction.

Information Technology program is delivered by the ministry's Labour and Transportation Cluster (LTC) who are responsible for innovative technology projects that solve ministry business problems, enhance program delivery, enable new business opportunities, improve customer service, and provide digital leadership to programs and projects.

Integrated Policy and Planning Program develops transportation policies and plans to improve mobility and access to goods and services for people and businesses in Ontario. It is responsible for identifying the long-term, strategic interests of the province with respect to Ontario's transportation system for all modes. It develops policies, plans and programs to support an efficient, safe, sustainable, integrated, and

future-ready transportation system in Ontario.

The division works to advance Ontario's strategic transportation objectives with other provincial ministries and government agencies, the federal government, other provinces, municipalities, and Indigenous communities.

The Operations Program oversees the operations and maintenance of 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 Operations Program also provides airport services in 29 remote northern Ontario communities (primarily First Nation communities), traveller information services to the motoring public, and supports 11 ferry services across the province, either directly, indirectly or through the Owen Sound Transportation Company (OSTC), an agency of the Ministry of Transportation.

The program also provides funding for roads in 53 First Nations, and funding for the design, construction, renewal, rehabilitation, and replacement of municipal roads designated as Connecting Links.

2022-23 strategic plan

COVID-19 response:

The Ministry of Transportation is planning to deliver several key initiatives in 2022-23 to help the province in its continued recovery from the COVID-19 pandemic.

Support funding for municipal transit to ensure continued availability of transit and service levels:

- Partnering with municipalities to explore options to ensure the safety, sustainability, integration and affordability of local transit, both during COVID-19 and beyond.
- Establishing an allocation model and funding parameters to deliver on new time limited federal-provincial funding to address municipal transit systems' COVID-related pressures.

- Flowing remaining Safe Restart Agreement funding to municipalities who requested eligibility period extensions to December 2022, along with additional funding to support municipal transit systems as they recover from the COVID-19 pandemic.

Driver vehicle and carrier products return to pre-pandemic service levels:

- The ministry established and implemented a plan to resume passenger vehicle road tests which will be sustained in order to reduce the number of deferred tests resulting from cancellations due to the COVID-19 pandemic.
- The ministry is continuing implementation of a financial relief payment plan to support the heavy commercial vehicle industry, including buses and farm vehicles, to pay outstanding renewals over a period of up to two years (ending December 31, 2023) and provide reduced validation fees.

Support remote airports:

- Measures include continued support for remote airports to ensure continuation of essential material shipments and the use of the free 511 app providing truck drivers with immediate access to information.

Summary of Key Decisions Approved for 2022-23 that will support economic growth by making investments that create jobs, accelerate infrastructure delivery, and help Ontario's economy recover faster.

Time-Limited COVID Funding for Municipal Transit - Establishing an allocation model and funding parameters to deliver on new time limited federal-provincial funding to address municipal transit systems' COVID-related pressures.

Continued delivery of Transit Projects - MTO will continue to work with Metrolinx and municipal partners to:

- Advance implementation of the GO Rail Expansion program which would transform core segments of the GO rail network to provide two-way all-day service.
- Advance implementation of Ontario's priority transit projects including the Ontario Line, Scarborough Subway Extension, the Eglinton Crosstown West Extension, the Yonge North Subway Extension, and the Hamilton LRT.

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Ensure completion of Eglinton Crosstown LRT so that the line is brought into revenue service, as well as continuing construction on the Finch West LRT and Hazel McCallion Line.

Northeastern Passenger Rail – The ministry will work with the ONTC to advance the return of passenger rail service to Northern Ontario and providing people with a safe, reliable, and convenient travel option.

Highways, Roads and Bridge Infrastructure – MTO will continue to move forward with several key projects to improve highway network connectivity including:

- Strategic work on the Highway 401 corridor to support future widening of key segments in the GTA and in Eastern Ontario.
- Phase 1 of the rehabilitation work on the QEW Garden City Skyway in Niagara to address long term structural, safety and operational needs. The phased approach involves constructing a new twin structure adjacent to the existing bridge, followed by future rehabilitation of the existing structure.
- Early works on the Bradford Bypass, a new four-lane freeway connecting Highway 400 and Highway 404 in Simcoe County and York Region, that will relieve gridlock, create jobs, and spur economic growth in the rapidly growing Greater Golden Horseshoe region.
- A new interchange in the City of Hamilton at the Highway 5 and Highway 6 intersection.

Digital First - The Digital First Program is a multi-year initiative that will fundamentally redesign the driver, vehicle, and carrier services offered by the Ministry of Transportation. The program is delivering on MTO's digital priorities that aim to provide simpler, faster, better services to Ontarians through digital applications that are user-focused and provide efficiencies for government and Ontarians. This is being done by shifting the delivery of driver, vehicle and carrier products and services to online channels and reducing the need for in-person visits to complete transactions.

Transportation Safety Initiatives – The ministry is moving forward on initiatives to provide municipalities with more tools to support transportation safety, including:

- Work to establish a new pilot program for electric assist large quadricycles

(commonly known as Pedal Pubs). This program will be opt-in and will require a municipality to pass a by-law to enable them on-road. Municipalities are in the best position to understand what roads would be most appropriate to allow these vehicles on-road.

- Implementation of regulations to reduce the burden of administration of automated enforcement camera programs on municipalities by establishing an administrative penalty framework to allow municipalities to process these offences outside of the court system.

Entry-Level Training (ELT) for Class A truck drivers – The ministry is continuing consultation with industry stakeholders to obtain their feedback in the development and implementation of ELT enhancements, such as the introduction of a Commercial Driver Instructor Program.

Transportation Electrification – MTO will continue to move forward with reducing emissions from the transportation system through low carbon vehicle commitments including developing policies/programs to reduce barriers and further support the adoption of electric vehicles (Electric Vehicles) in Ontario. Program design is underway to implement a Rural Connectivity Fund to support the installation of Electric Vehicle chargers in rural communities and encourage Electric Vehicle adoption outside of urban centres. Program details including eligibility, potential charger locations, and how rural communities can apply will be provided in 2022-23.

Regulatory Framework for Towing – In response to Ontario's provincial towing task force recommendations, the province introduced the *Towing and Storage Safety and Enforcement Act* (TSSEA) to enable a comprehensive provincial oversight framework for the towing and storage sectors. MTO is operationalizing the recommendations of the towing task force through the development of regulations required under the TSSEA. These regulations include specific requirements that the towing industry must meet to obtain a certificate, as well as operating standards and customer protections required to retain their certification.

An Ontario Marine Transportation Strategy – MTO has commenced development of a marine transportation strategy with input from private and public partners. The strategy will establish Ontario's vision and strategic policy for marine transportation and support the performance and sustainability of the marine transportation system.

Table 1: Ministry planned expenditures 2022-23

Table 1: Ministry planned expenditures 2021-22

Item	Amount
COVID-19 Approvals	\$584,998,000
Operating	\$2,883,996,692
Capital	\$3,724,992,700
Total	\$7,193,987,392

(Ministry Total Expense Including Consolidation and Other Adjustments. Note graph excludes adjustments for General Real Estate Portfolio (GREP) (\$10,006,600) and Ontario Infrastructure and Lands Corporation (IO) (\$5,104,000))

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.

Ministry of Transportation

Table 2: Operating and Capital Summary by Vote

Vote/Program	Esti mat es 202 2-23 \$	Cha nge fro m 202 1-22 Esti mat es \$	%	Esti mat es [1] 202 1-22 \$	Inte rim [1] Act ual s 202 1-22 \$	Act ual s [1] 202 0-2 1 \$
Operating expense						
Ministry Administration	37, 320 ,10 0	(85 0,0 00)	(2 .2)	38, 170 ,10 0	39, 915 ,80 0	36, 750 ,59 7
Agency Oversight and Partnerships	1,4 14, 919 ,00 0	501 ,18 2,6 00	54 .8	913 ,73 6,4 00	1,5 13, 298 ,40 0	3,1 83, 072 ,42 1
Transportation Safety	211 ,19 5,7 00	81, 452 ,90 0	62 .8	129 ,74 2,8 00	192 ,48 7,3 00	118 ,29 8,0 25

Transportation Infrastructure Management	35,692,300	8,301,300	30.3	27,391,000	29,211,000	24,974,788
Labour and Transportation Cluster	62,409,900	(4,100)	(0.0)	62,414,000	68,414,000	65,623,290
Integrated Policy and Planning	27,257,800	64,800	0.2	27,193,000	27,193,000	21,169,342
Operations	573,464,100	11,406,400	2.0	562,057,700	591,579,700	553,798,547
Total Operating Expense to be Voted	2,362,258,900	601,553,900	34.2	1,760,705,000	2,462,099,200	4,003,687,010
Statutory Appropriations	393,392	N/A	N/A	393,392	45,393,392	42,095,367

Ministry Total Operating Expense	2,3652,292	601,553,900	34.2	1,761,098,392	2,507,492,592	4,045,782,377
Consolidation Adjustment - Hospitals	N/A *****	N/A *****	N/A *****	N/A *****	N/A *****	(2,775)
Consolidation Adjustment - Ontario Northland Transportation Commission	67,841,900	1,217,800	1.8	66,624,100	70,151,800	50,681,158
Consolidation Adjustment - Ontario Infrastructure and Lands Corporation	(5,104,000)	(100,100)	N/A *****	(5,003,900)	(5,003,900)	(337,120)
Consolidation Adjustment - Centre for Addiction and Mental Health	N/A *****	N/A *****	N/A *****	N/A *****	N/A *****	(22,000)
Operating Expense Adjustment -	343,322,4	N/A *****	N/A *****	343,322,4	266,037,2	381,692,1

Municipal Gas Tax Allocation	00			00	00	19
Consolidation Adjustment - Metrolinx	710 , 28 8, 7 00	192 , 97 9, 1 00	37 . 3 ...	517 , 30 9, 6 00	282 , 24 5, 9 00	236 , 22 5, 6 03
Consolidation Adjustment - General Real Estate Portfolio	(10 , 00 6, 6 00)	212 , 20 0	N/ A ...	(10 , 21 8, 8 00)	(8, 911 , 10 0)	(10 , 15 9, 8 68)
Total Including Consolidation & Other Adjustments	3, 4 68, 994 , 69 2	795 , 86 2, 9 00	29 . 8 ...	2, 6 73, 131 , 79 2	3, 1 12, 012 , 49 2	4, 7 03, 859 , 49 4
Operating Assets						
Ministry Administration	1, 0 00	(1, 000)	(5 0. 0)	2, 0 00	2, 0 00	N/A
Agency Oversight and Partnerships	1, 0 00	N/A	N/ A ...	1, 0 00	1, 0 00	N/A
Transportation Safety	1, 0 00	N/A	N/ A ...	1, 0 00	1, 0 00	N/A

Transportation Infrastructure 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 *****
Integrated Policy and Planning	1,000	N/A *****	N/A *****	1,000	1,000	N/A *****
Operations	1,000	N/A *****	N/A *****	1,000	1,000	N/A *****
Total Operating Assets to be Voted	7,000	(1,000)	(12.5)	8,000	8,000	N/A *****
Ministry Total Operating Assets	7,000	(1,000)	(12.5)	8,000	8,000	N/A *****
Capital Expense						
Ministry Administration	1,000	N/A *****	N/A *****	1,000	1,000	N/A *****

Agency Oversight and Partnerships	7, 6 04, 814 , 70 0	1, 3 41, 413 , 70 0	21 . 4 A ...	6, 2 63, 401 , 00 0	6, 2 96, 689 , 80 0	4, 5 27, 179 , 17 1
Transportation Safety	1, 0 00	N/A	N/ A ...	1, 0 00	1, 0 00	N/A
Transportation Infrastructure Management	75, 872 , 60 0	(14 , 92 1, 8 00)	(1 6. 4)	90, 794 , 40 0	63, 624 , 40 0	30, 536 , 33 4
Operations	54, 521 , 00 0	9, 9 28, 000	22 . 3	44, 593 , 00 0	41, 593 , 00 0	43, 533 , 02 0
Total Capital Expense to be Voted	7, 7 35, 210 , 30 0	1, 3 36, 419 , 90 0	20 . 9	6, 3 98, 790 , 40 0	6, 4 01, 909 , 20 0	4, 6 01, 248 , 52 5
Statutory Appropriations	1, 2 71, 453 , 70 0	39, 171 , 60 0	3. 2	1, 2 32, 282 , 10 0	1, 1 97, 282 , 10 0	1, 0 67, 710 , 96 3

Ministry Total Capital Expense	9,0 06, 664 ,00 0	1,3 75, 591 ,50 0	18 .0	7,6 31, 072 ,50 0	7,5 99, 191 ,30 0	5,6 68, 959 ,48 8
Consolidation Adjustment - Ontario Northland Transportation Commission	(38 ,78 3,8 00)	(15 ,30 3,0 00)	N/ ***** A ***	(23 ,48 0,8 00)	(40 ,27 8,9 00)	(39 ,05 5,9 62)
Consolidation Adjustment - Metrolinx	(5, 242 ,88 7,5 00)	(1, 193 ,82 0,5 00)	N/ ***** A ***	(4, 049 ,06 7,0 00)	(4, 476 ,36 7,0 00)	(3, 028 ,05 1,7 71)
Total Including Consolidation & Other Adjustments	3,7 24, 992 ,70 0	166 ,46 8,0 00	4. 7	3,5 58, 524 ,70 0	3,0 82, 545 ,40 0	2,6 01, 851 ,75 5
Capital Assets						
Ministry Administration	20, 544 ,20 0	386 ,20 0	1. 9	20, 158 ,00 0	12, 158 ,00 0	10, 752 ,84 5

Agency Oversight and Partnerships	1,000	N/A	N/A	1,000	1,000	N/A
Transportation Safety	46,850,000	33,650,000	254.9	13,200,000	24,120,600	37,510,403
Transportation Infrastructure Management	2,318,469,500	299,473,300	14.8	2,018,996,200	2,337,335,300	2,117,606,122
Total Capital Assets to be Voted	2,385,864,700	333,509,500	16.3	2,052,355,200	2,373,614,900	2,165,869,370
Ministry Total Capital Assets	2,385,864,700	333,509,500	16.3	2,052,355,200	2,373,614,900	2,165,869,370
Ministry Total Operating and Capital Including Consolidation and Other	7,193,987,392	962,330,900	15.4	6,231,656,492	6,194,557,892	7,305,711,249

Adjustments (not including Assets)						
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Historic trend table

Historic Trend Table				
Historic Trend Analysis Data	Actu als 2019 -20 [2] \$	Actu als 2020 -21 [2] \$	Esti mate s 2021- 22 [2] \$	Esti mate s 2022- 23 \$
Ministry Total Operating and Capital Including Consolidation and Other Adjustments (not including Assets)	5 , 13 7 , 68 3 , 34 3	7 , 30 5 , 71 1 , 24 9	6 , 23 1 , 65 6 , 49 2	7 , 19 3 , 98 7 , 39 2
Percent change (%)	N/A *****	42%	-15%	15%

The increase between 2021-22 and 2022-23 is mainly due to time-limited support for municipal transit related to COVID-19. The other major increase is due to highway amortization of construction projects now in service.

For additional financial information, see:

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

The Public Accounts of Ontario 2020-21 (<https://www.ontario.ca/page/public-accounts->

ontario-2020-21)

Agencies, boards and commissions (ABCs)

Agencies, Boards and Commissions			
Name of Agencies, Boards and Commissions	2022-23 Estimat es	2021-22 Interim Actuals	2020-21 Actuals
Ontario Highway Transport Board, expenditures	n/a ^[3]	83,946	185,432
Ontario Highway Transport Board, revenue	n/a ^[3]	1,300	12,187
Ontario Northland Transportation Commission, operating	37,421, 000	42,541, 300	44,800 ,002
Ontario Northland Transportation Commission, capital	61,636, 500	61,526, 900	59,751 ,865
Owen Sound Transportation Company, operating	3,863,0 00	5,472,8 00	5,594, 902
Owen Sound Transportation Company, capital	22,059, 000	7,518,0 00	1,511, 327

Name of Agencies, Boards and Commissions	2022-23 Estimates	2021-22 Interim Actuals	2020-21 Actuals
Metrolinx, operating subsidy	737,196 700	1,009,7 57,800	961,55 9,830
Metrolinx, capital	6,500,1 27,900	5,573,0 49,000	3,904, 806,85 0

Metrolinx

Metrolinx was created in 2006 and has a mandate to provide leadership in the coordination, 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 payment system, the Union-Pearson (UP) Express, as well as planning and construction of a host of rapid transit and heavy rail projects throughout the region, including the priority transit projects identified under the *Building Transit Faster Act, 2020*. 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)

The ONTC's mandate is to provide efficient, safe and reliable transportation services in Northern Ontario. Current business lines include: the Polar Bear Express (PBX) passenger rail service between Cochrane and Moosonee, and the Cochrane Station Inn; motor coach services, including bus parcel express, throughout Northern Ontario connecting to Toronto, Ottawa, Thunder Bay and into Manitoba to Winnipeg; rail freight services from North Bay to Hearst across the northeast Highway 11 corridor, with a rail line extending into Quebec; and rail remanufacturing and repair services. ONTC is also advancing work to bring back passenger rail service in Northeastern Ontario.

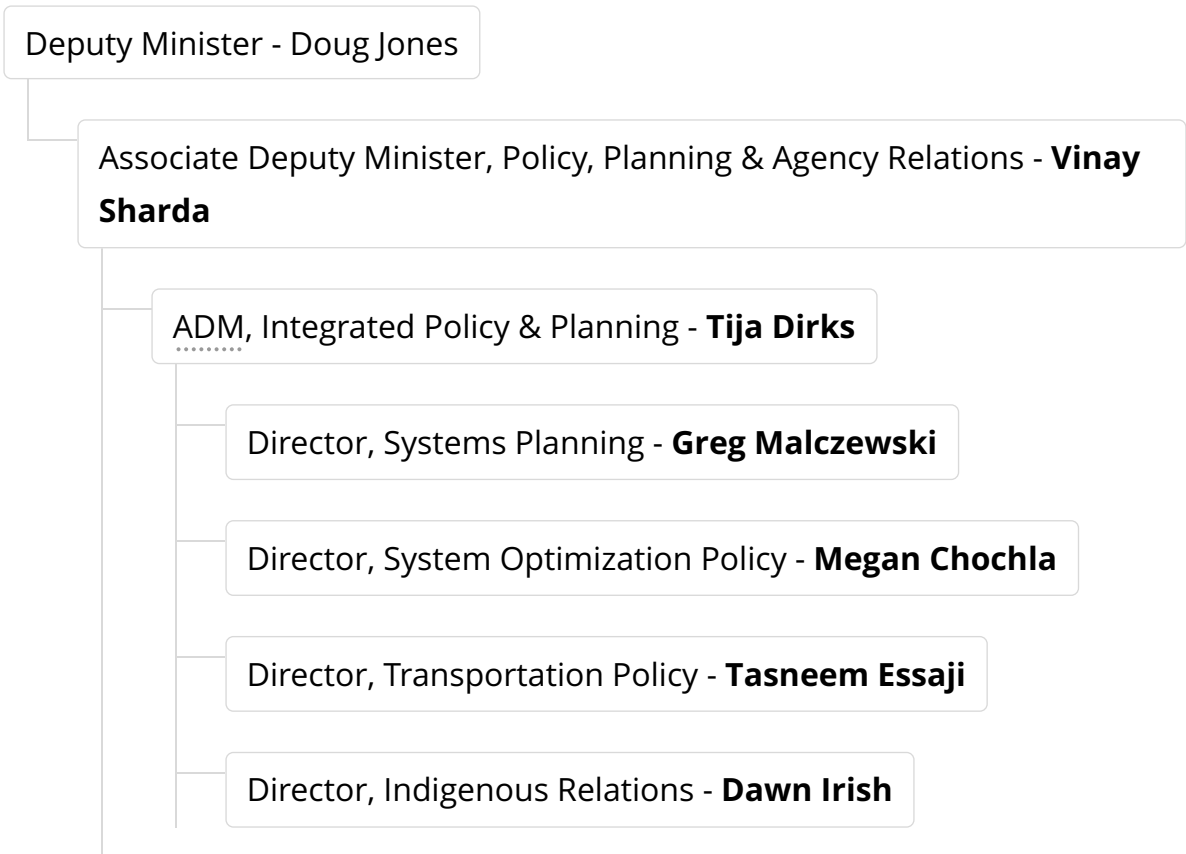
Owen Sound Transportation Company, Limited

The Owen Sound Transportation Company (OSTC) is a non-share capital corporation incorporated pursuant to the *Business Corporations Act (Ontario)*. OSTC is mandated to provide safe, efficient, and reliable ferry transportation through the ownership and operation of the M.S. Chi-Cheemaun, which serves the communities of Tobermory and South Baymouth; and the M.V. Niska 1, which serves the communities of Moosonee and Moose Factory Island.

Additionally, OSTC provides transportation management services for MTO for three vessels, the M.V. Pelee Islander, and the M.V. Pelee Islander II and the M.V. Jiimaan (currently not operational), to operate the Pelee Island Transportation Service (PIT). OSTC also administers daily air service between the Ontario mainland and Pelee Island during the winter months when the ferry service is not in operation.

Ministry organization chart

August 2022



Director, Policy Coordination & Intergovernmental - **Michael Casey**

ADM, Agency Oversight & Partnerships - **Felix Fung**

Director, Metrolinx & Agency Oversight - **Krista Adams**

Director, Capital Projects Oversight - **James Pearce**

Director, Municipal Programs - **Melissa Djurakov**

Director, Toronto-Ontario Priority Projects - **Kristen Bramble**

ADM, Transportation Infrastructure Management - **Jennifer Graham Harkness**

Director, Asset Management - **Michelle Pasqua**

Director, Design & Engineering - **Steven Mcinnis**

Director, Capital Delivery - **Neil Zohorsky**

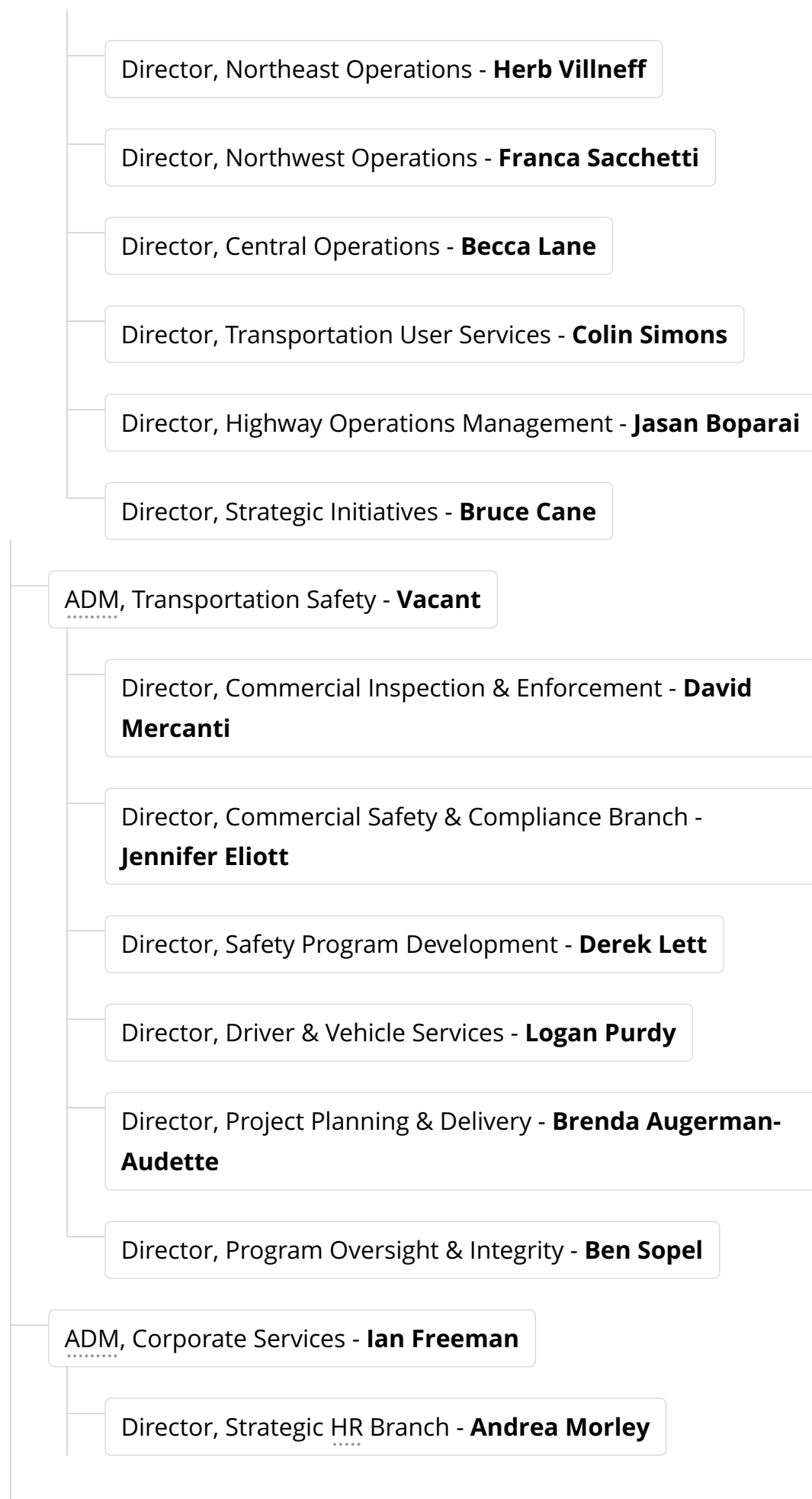
Director, Standards & Contracts - **Alain Beaulieu**

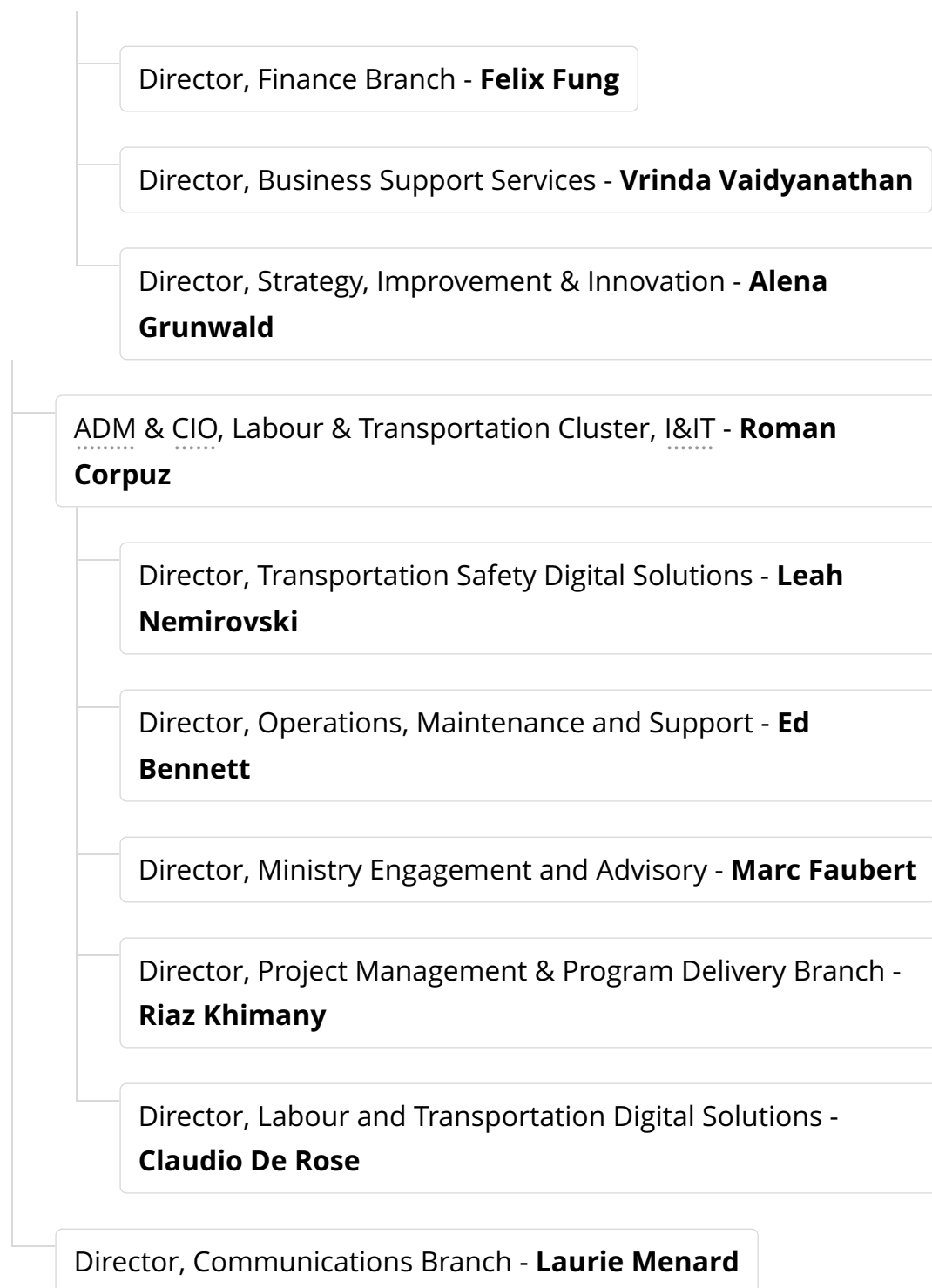
Director, Audit of Highway Management and Planning - **Brenda Liegler**

ADM, Operations - **Eric Doidge**

Director, West Operations - **Geoffrey Gladdy**

Director, East Operations - **Herb Villneff**





Appendix: 2021-22 annual report

COVID-19 Response: MTO committed to supporting the people of Ontario through the COVID-19 through the following:

Extending validity of driver vehicle and carrier products

- The ministry extended the validity of government driver, vehicle and carrier products and services that expired on March 1, 2020 to reduce the need for in-person service during the COVID-19 outbreak.
- As of March 1, 2022, the majority of driver and vehicle extensions have ended.

Supporting business continuity for commercial carriers

- The ministry provided messaging for Variable Message Signs and Portable Variable Message Signs on the closure of the US border to all non-essential travel.
- The ministry temporarily removed (until further notice) travel restrictions for Long Combination Vehicle (LCV) Program participants, allowing travel on the evening preceding and the last evening before a holiday/long weekend.
- The ministry implemented regulatory measures in Spring 2021 to temporarily lift Reduced Load Period restrictions during a state of emergency for trucks in select areas of southern Ontario to support the trucking industry in efficiently moving essential goods such as food, agricultural products, medical supplies, and fuel. The temporary regulation expired on June 30, 2021.

Continued highway capital construction to support recovery

- The ministry is continuing to deliver the highway capital construction program to support the government's efforts at jumpstarting the economy and is continuing to procure engineering service providers to ensure there is adequate design projects for sustained construction activity in the 2022/23 season.

Continued operations of essential transportation services of remote airports

- Remote airports continued to operate with additional funding support of \$4 million from the province.
- COVID-19 measures included:
 - Seasonal staff, and additional temporary staff where needed.
 - Increased terminal cleaning and disinfecting.
 - Signs for physical distancing and promoting handwashing / sanitizing.
 - Sustaining charter flights to remote airports to complete essential/emergency

work.

Safe restart agreement and municipal transit:

- Since 2020-21, provided joint provincial-federal funding of approximately \$2.1 billion, including \$650 million for eligible expenditures between April and December 2021 plus an additional \$127.6 million in Phase 3 top-ups and an additional \$81.7 million in supplementary funding for January 2022. (For Phase 3 only, municipalities were able to request an extension of the eligibility period to December 31, 2022, on a case-by-case basis).

Safe Metrolinx operations

- Metrolinx implemented health and safety protocols that have helped limit the spread of COVID-19 and prevented outbreaks on trains and buses. In alignment with public health advice throughout 2021-22, the safety protocols include mandatory masks, additional personal protective equipment for staff, and enhanced cleaning protocols,, as well as a mandatory COVID-19 vaccination policy for all staff to ensure they remain protected and keep their families, colleagues, and customers safe.
- Throughout the pandemic, Metrolinx has adjusted trip schedules to meet ridership demand, while still providing customers a reliable and consistent experience across the network.

Safe Ontario Northland Transportation Commission operations

- The ONTC implemented enhanced cleaning protocols, mandatory face coverings, air purification systems, hand sanitizing dispensers, touchless payment options, and conducted passenger health screening prior to boarding, in alignment with public health advice throughout 2021-22.
- Seating capacity on ONTC motor coaches and passenger rail services was also temporarily reduced to allow for physical distancing, and service levels were adjusted to align with passenger demand, in consultation with local communities.
- In alignment with public health advice throughout 2021-22, the agency also implemented a mandatory COVID-19 vaccination policy for all staff to ensure they remain protected and keep their families, colleagues, and customers safe.

Safe Owen Sound Transportation Company operations

- Implemented a number of new health and safety protocols, including reducing capacity, removing seating to allow for social distancing, increased cleaning and passenger health screening for both ferry service and winter air service.
-

2021-22 results

Integrating the principle of sustainability

- MTO's Statement of Environmental Values (SEV) provides guidance and ensures that environmental considerations are applied and integrated with social, economic, and scientific considerations in decision-making within the ministry.
- The SEV was updated in 2021 to reflect the ministry's current vision including consideration of a connected, sustainable, and resilient transportation system. The changes were posted to the Environmental Registry of Ontario for public comment.

Preparing for emerging transportation technologies

- The province continues to prepare for the safe deployment of connected and automated vehicles (CV/AVs) through collaboration with industry and all levels of government on research and testing.
- Through the Ontario Vehicle Innovation Network (OVIN) and in partnership with the Ministry of Economic Development, Job Creation and Trade (MEDJCT), MTO is supporting the commercialization, testing, and development of innovative electric and CV/AV technology by small-to-medium-sized enterprises.

Enhancing accountability and agency oversight to improve accountability and agency operations

- As part of Bill 43, *Build Ontario Act* (Budget Measures), 2021, amendments were made to the *Ontario Northland Transportation Commission Act* and received Royal Assent on December 9, 2021. The legislative amendments are intended to improve agency and board operations, strengthen oversight and accountability, modernize drafting and remove outdated provisions.

- On July 1, 2021, Bill 213 (entitled the *Better for People, Smarter for Business Act*, 2020) was proclaimed into force. The bill included provisions to repeal the *Ontario Highway Transport Board Act*, 1990 and dissolve the OHTB. MTO oversaw the OHTB's wind-down activities leading up to the agency's dissolution.

Advancing transit projects to improve connections across communities

- In May 2021, the province entered into an Agreement in Principle with the federal government including joint funding for the priority subway projects and the new Hamilton LRT project that will run from McMaster University to Eastgate Square.
- In May 2021, the contract to design, build and finance the tunnels for the Eglinton Crosstown West Extension and Scarborough Subway Extension were awarded.
- Metrolinx continued to progress the environmental assessment work for the Ontario Line, culminating with the Notice of Publication of Final Environmental Impact Assessment on April 8, 2022. The official ground-breaking on the project took place in March 2022 at the GO Transit/Ontario Line Exhibition Station site.
- In December 2021, Metrolinx issued the Request for Qualifications (RFQ) for the first package of Early Works on the Yonge North Subway Extension at Finch Station. The final Environmental Project Report (EPR) Addendum for the project has been submitted for review to the Minister of Environment, Conservation and Parks.
- In February 2022, Metrolinx issued the Request for Proposal (RFP) for the SRS package of the Scarborough Subway Extension, inviting three teams to submit their proposal on how they will design and build the three new subway stations, tracks and install the technology to connect the existing Line 2 TTC subway.
- Progress continued on other key rapid transit projects, including:
 - The Eglinton Crosstown LRT project: Significant progress has been made on the construction and certification of the project and the key focus now is on safety and operational readiness testing. Metrolinx is working closely with the operator (Toronto Transit Commission) and maintainer (Crosslinx Transit Solutions) to ensure safe, high quality customer service on Day 1, and every day thereafter.
 - The Hazel McCallion Line (formerly Hurontario LRT) project: construction of the Maintenance and Storage Facility in Brampton was completed, approximately 7.5 kms of new watermain, sanitary and stormwater sewers

were installed along Hurontario Street, and construction began on both the tunnel under Port Credit station and on the Highway 403 elevated guideway.

- The Finch West LRT project: construction continued on the project, including the Maintenance and Storage Facility and at the underground Finch West Station where the project will connect with the TTC's Line 1.

Improving GO transit service by increasing service frequency and opening new stations

- Key milestones achieved in 2021-22 include:
 - Moving forward with construction at Bradford GO station that will enhance station features and amenities while supporting future two-way, all-day service along the Barrie GO line.
 - Opening of the new Bloomington GO Station that will further extend the Richmond Hill line.
 - Completion of the new Kipling Transit Hub.
 - Executed an agreement with ONxpress Transportation Partners to enter the Development Phase of the On-Corridor Works project – the largest project in Metrolinx's GO Rail Expansion program.
 - Completed excavation of the second of two tunnels under Highways 401 and 409. Procurement for improved infrastructure is also underway in the corridor from Georgetown to Kitchener to enable service expansion.
 - Moving forward with other GO Rail extension projects including the Bowmanville GO Rail Extension and the Niagara GO Rail Extension.
 - Introduction of weekday GO train pilot service between London and Toronto.

Implementing the PRESTO fare payment system and supporting fare integration to improve access to and efficiency of public transit systems

- Metrolinx continues to implement the PRESTO fare payment system across the GTHA and in Ottawa:
- Metrolinx introduced new PRESTO fare payment devices across GO Transit, UP Express and transit agencies in the 905 region. 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 contactless payment by credit, debit and mobile phones for future modernization planning.

- Metrolinx also launched a pilot in March 2021 on the UP Express for customers to pay fares using credit cards, followed by debit cards in October 2021.
- In March 2022, the province eliminated the fare for more local transit when using GO Transit service and increased PRESTO discounts for youth and post-secondary students.
 - Local transit is now free for riders connecting to and from GO Transit on 12 municipal transit systems with GO Transit co-fare agreements. These transit systems include: Barrie Transit, Bradford West Gwillimbury Transit, Brampton Transit, Burlington Transit, Durham Region Transit, Grand River Transit, Guelph Transit, Hamilton Street Railway, MiWay, Milton Transit, Oakville Transit and York Region Transit.
 - PRESTO discounts for youth and post-secondary students have increased to 40 per cent off the full adult fare, almost double the previous discounts.
- Metrolinx and the Ministry of Transportation will continue to work collaboratively with all municipal partners, towards more accessible and affordable transit across the region through improved fare and service integration.
- The Ministry continues to explore all options that align with the goals and objectives of fare and service integration, like co-fare agreements with other municipalities.

Supporting Municipal Transit to Improve Service and Advance Construction and Expansion of Existing Projects.

- Through the province's 2021-22 Gas Tax Program, 107 municipalities in 142 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 \$375.6 million has been committed for the 2021-22
 - This amount included \$120.4 million in one-time additional funding to stabilize Gas Tax allocations for the 2021-22 program year, due to the drop in gasoline sales in 2020 caused by the pandemic.
- Through the Community Transportation Grant Program, which is funded through

provincial gas tax revenue, the province is providing up to \$44 million over seven years (2018-2025) to 38 municipalities to support 43 local and intercommunity transportation projects in areas that are unserved or underserved by such services.

- The Public Transit stream of the Investing in Canada Infrastructure Program (ICIP) will unlock \$8.3 billion in federal funding and \$7.3 billion in provincial funding for the construction, expansion and improvement of public transit networks across Ontario. Since the launch of the program in 2019, over 250 municipal projects have been approved for funding.

Promoting safer roads through legislation and regulation

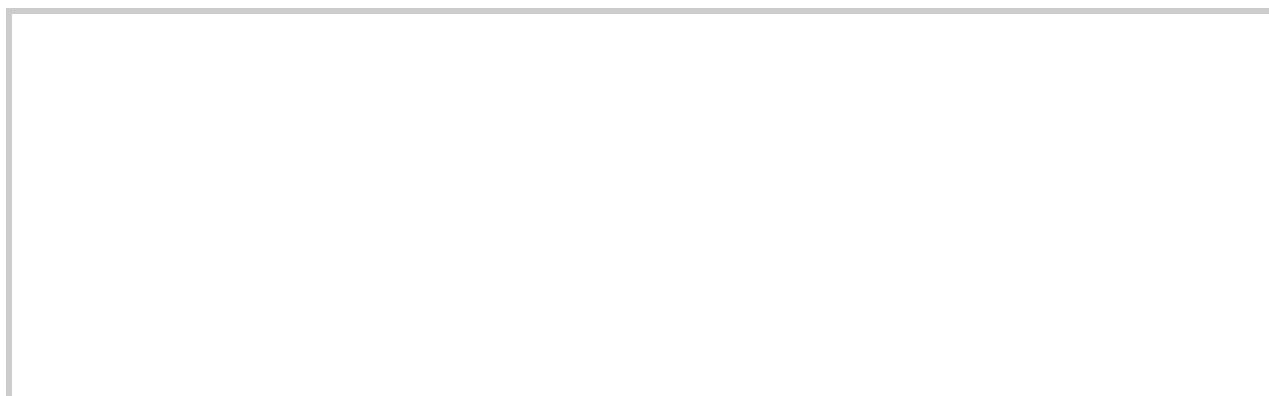
- Beginning in June 2021, MTO moved forward a package of new legislative, regulatory and public education measures, through the *Moving Ontarians More Safely Act*, 2021, that support improving road safety by targeting aggressive and high-risk driving behaviours (e.g., stunt driving, speeding and other aggressive driving behaviours, which have increased over the last few years and especially during the COVID-19 pandemic).
- The ministry made regulatory amendments which came into force on June 12, 2022, (commercial bus carriers operating in Ontario only will be required to comply as of July 1, 2023) to require drivers of commercial motor vehicles who operate within Ontario to use an Electronic Logging Device (ELD) to record their Hours of Service. To provide flexibility to operators and align with the enforcement of the federal ELD mandate, an education and awareness period has been implemented from June 12, 2022 through January 1, 2023 (without penalties). These improvements will assist drivers in complying with Hours of Service requirements, reduce driver fatigue and improve the safety of our roads.
- The ministry introduced a new Commercial Vehicle Waiver Program in July 2021. This program enables individuals who cannot meet mandatory visual field requirements, for class A, C, D or F driver's licences, to undergo individualized assessment to determine if they can compensate for their visual deficit.

Investing in highways, roads, bridges and other priority infrastructure to improve reliability and connectivity of the highways network

- The ministry continued to invest in infrastructure upgrades to improve highway trade corridors, manage congestion and increase capacity. In total, MTO

committed more than \$2.6 billion in 2021-22 to repair and expand provincial highways and bridges across Ontario. This funding included over \$763 million to expand the province's highways, and almost \$1.5 billion for rehabilitation projects. This investment is estimated to create or sustain nearly 16,000 direct and indirect jobs.

- Overall, the improvement of approximately 637 centreline-km of provincial highway and 119 bridges was completed in 2021-22.
- In addition, 157 lane-km of new/widened highway and 26 new bridges were completed in 2021-22.
- Key projects completed in 2021-22 included:
 - Extending Highway 427 from Finch Avenue to Major Mackenzie Drive was a key priority in addressing the efficient movement of people and goods within the context of the province's Growth Plan for the Greater Golden Horseshoe and this expansion project was opened to the public on September 18, 2021. One High Occupancy Vehicle (HOV) lane was opened in each direction of Highway 427 to further help improve traffic flow.
 - Highway 400 interim widening of from six to eight lanes from Major Mackenzie Drive to King Road with HOV lanes was opened on September 11, 2021. The ultimate widening of Highway 400 through York Region will include widening to 10 lanes (including two HOV lanes) from Langstaff Road to Highway 9 by 2026.
 - Highway 404 Major Mackenzie Drive to Stouffville Road in Markham, Whitchurch-Stouffville 8.2 km HOV expansion project was completed in 2021.
- Key projects delivered in the North include the following:
 - Four-laning a 14-kilometre section of Highway 69 Parry Sound to Sudbury, south of Alban was completed in 2021.



2020-21 Infrastructure Summary

Infrastructure	Measurement	Southern Ontario	Northern Ontario	Total
Pavement Rehabilitation	Centreline-km ¹ *****	251	386	637
Bridge Rehabilitation/ Reconstruction	Structures	89	30	119
New Highway	Lane-km ² *****	97	60	157
New Bridges Built	Structures	16	10	26

Notes:

¹ Centreline-km is defined as the linear length of construction, measured along the main highway alignment, including the entire right of way. Driving lanes, side roads, interchanges and entrances are not measured independently as they are included in the centreline-km unit (i.e.: 10 km of a four-lane highway with three interchanges and side road improvements = 10 centreline-km).

² Lane-km is defined as the length of each lane within the contract limits added together (i.e.: 10 km of a four-lane highway = 40 lane-km).

Reducing environmental impact in highway construction

- Up to 25% of the total amount of cement in concrete used on MTO projects is replaced by supplementary cementing materials such as slag or fly ash, often in combination with the use of Portland-limestone cement. These materials are far less carbon-intensive to produce than cement, which makes up 80 to 85% of the carbon footprint of concrete over its lifecycle.
- MTO encourages the reuse and recycling of materials on roadways as it conserves aggregate resources, minimizes processing and transport costs and reduces GHG emissions. MTO is Ontario's largest single consumer of aggregates – approximately 10-12 million tonnes annually. Up to 20% of the total amount of aggregate placed on MTO projects is recycled content.
- 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 2021, MTO rehabilitated 300 lane-km of pavement using this environmentally friendly technique, saving over 173 million megajoules of energy, 176,580 tonnes of aggregate and emitting 10,103 fewer tonnes of CO₂ compared to conventional methods.
- The ministry conducts Rapid Bridge Replacements (RBR) to avoid lengthy construction-related traffic congestion, using a weekend closure for superstructure replacement. Last year MTO issued a contract with 10 RBR replacements occurring in the Ottawa area. Preparation work began in 2021/22, with four RBR's planned in 2022/23 and remaining six in the following few years.

Reducing red tape and increasing efficiencies

- Effective July 1, 2021, the ministry made updates to its low-speed vehicle pilot to increase participation by reducing some of the requirements at the request of industry to remove the requirement for doors and lowering the insurance requirements.

- Effective March 13, 2022, the ministry reduced burden for nearly eight million vehicle owners by eliminating licence plate renewal fees and the requirement to have a licence plate sticker for passenger vehicles, light-duty trucks, motorcycles. Additionally, the ministry is refunding eligible individual owners of vehicles for any licence plate renewal fees paid since March 2020. Through the *Fewer Fees, Better Services Act, 2022*, the ministry contributed key amendments which not only eliminated those fees but also removed tolls from highways 412 and 418.
- As part of the Ontario Truck Inspection Station Automation Project (OTAP), four Truck Inspection Stations (TIS) are currently equipped with Smart Roadside technology designed to screen commercial motor vehicles for defects.
 - Pre-clearance has been integrated with all truck inspection stations across Ontario and is designed to pre-screen participant operators as their commercial vehicles approach a truck inspection station. Pre-defined business rules evaluate operator safety ratings and compliance metrics to determine if the vehicle is directed to enter the inspection station for further screening or be given a bypass. This will benefit good operators in various ways, including fuel savings and timely delivery of goods.

Supporting digital first investment

The ministry has been working actively to deliver early outcomes to Ontarians. These include:

- Paper Renewal Notice Elimination: MTO is working with Ontario Digital Services (ODS) and ServiceOntario to eliminate paper reminder notices for Driver's Licences and Licence Plate renewals and instead, provide a digital reminder Notify service that includes the option of receiving an email, SMS text or voice call. The Notify service was implemented March 2021.
- Ontario Photo Card (OPC) Online Renewal: On June 28, 2021, successfully launched online OPC renewals, which enables OPC holders the ability to complete OPC renewals online versus having to attend a ServiceOntario office in person. Over 29,000 online renewals have been completed as of the end of March 2022.
- International Registration Plan (IRP) Modernization: International Registration Plan (IRP) is a US based registration/reciprocity agreement for Carriers that includes Canada. MTO led the development of enhancing and upgrading the IRP, Permitting and Registration for the International Registration Plan and

Oversize/Overweight (PRIO) system and service delivery so that users will be inclined to use the system to complete their IRP renewals online rather than needing to contact an IRP Office.

- Roadside Data Capture (RDC): RDC is used by the law enforcement community (MTO Enforcement Officers, OPP and Municipal Police) to capture roadside data for commercial vehicles in Ontario to support key law enforcement functions with the aim at making Ontario's roads safer. MTO successfully implemented enhancements to RDC to provide officers with more time to enforce the law and keep roads safe, less time entering data, eliminates data duplication, decreases user error, reduces processing time, and overall improves efficiency for officers and office support staff.
- Continuing innovation in Carrier Online Services:
 - MTO Implemented additional self-fulfilled online services for Oversize/Overweight Single Trip Permits with Enhanced Annual Dimensions.
 - MTO Introduced the Online Carrier Record, providing clients with real-time access to the Commercial Vehicle Operator Registration record to assist carriers in monitoring their safety performance.
- Driver Medical Review (DMR): MTO implemented a new case management solution to manage 250,000 medical cases annually as well as new digital channels for clients, law enforcement and medical practitioners.

Enhancing towing sector oversight

- In June 2020, the Premier established a taskforce to improve provincial oversight of the towing industry. In March 2021, the task force released a number of recommendations to improve customer protections and prevent crime and fraud throughout the towing sector, including:
 - creating a Tow Zone Pilot program,
 - establishing a Joint Forces Operation led by the OPP,
 - introducing legislation for the towing and storage sectors, and
 - forming a Technical Advisory Group (TAG) made up of stakeholders to provide input on upcoming regulations.
- After extensive consultation, the *Towing and Storage Safety and Enforcement Act*

(TSSEA June 2021) was passed to improve provincial oversight for towing and storage sectors. The TSSEA is enabling legislation that:

- Establishes a certification system for tow operators, tow truck drivers, and vehicle storage operators.
- Allows for the development of standards of practice for certificate holders.
- Allows for the establishment of minimum vehicle and equipment requirements.

Reducing carbon emissions by supporting the adoption of low carbon vehicles

- In Fall 2021, MTO, in collaboration with the ministries of Energy (ENERGY), Environment, Conservation and Parks (MECP) and Economic Development, Job Creation and Trade (MEDJCT) established a Transportation Electrification Council to seek advice from industry leaders and community partners to help inform future electrification policy and investments intended to identify opportunities for action to support EV uptake across the province.
- In March 2022, the province announced an investment of \$91 million to make EV chargers more accessible to the public across the province by:
 - Supporting EV charger installation in public areas such as highway rest stops, carpool parking lots, Ontario Parks, and in community hubs like hockey arenas and municipal parks.
 - Establishing a Rural Connectivity Fund to provide rural municipalities the opportunity to apply for provincial funding to support the installation of EV chargers in their communities.

Enhancing environmental assessment and protection

- MTO worked with MECP to complete a streamlined Environmental Assessment (EA) process and exemption regulation to support the delivery of the Bradford Bypass project. This streamlining will better align the EA process with procurement approaches while ensuring environmental protection. This project will continue to be subject to reporting and consultation requirements and issues raised around environmental impacts will still be considered, following a transparent, consultative process, while balancing environmental considerations.
- MTO recognizes the impact of transportation related noise on local communities.

The Noise Guide was updated to provide increased protection for sensitive receptors, such as places of worship, and to better align with industry best practices and MECP direction by updating the software used for noise modelling.

Strengthening relationships with Indigenous peoples

- The province is partnering with Constance Lake First Nation and investing \$3.5 million to rehabilitate Highway 663; this project provides economic opportunity and skills development for the Constance Lake First Nation community, while improving important highway infrastructure.
- In 2021, the ministry launched Regional Roundtables with the focus of bringing together MTO staff and Indigenous community representatives to take part in open dialogue about specific transportation interests. The Regional Roundtables occur regularly and are intended to be an additional opportunity to connect with MTO on matters of mutual interest and share information with each other in a proactive way on an interest basis. Regional Roundtables do not replace MTO's engagement and consultation on project-specific work with Indigenous communities and organizations.

Planning for the future through long-range transportation planning

- In April 2021, the province launched a multi-year long-range planning study for Southwestern Ontario. Findings from the study will inform the ministry's policy and capital decision-making processes, provide planning direction to transportation agencies and service providers in Southwestern Ontario, support further refinement and implementation of the 2020 draft plan, Connecting the Southwest, and advance a future update of the plan for the horizon year of 2051.
- In January 2022, a task force was established, including local mayors, Indigenous leaders, community leaders, business representatives and transportation service providers, to improve Northern Ontario's transportation network. The task force is focused on the transportation needs and opportunities in Northern Ontario with a strong emphasis on ensuring people can travel more efficiently and connect to critical services. The task force was one of more than 60 actions in Connecting the North: A draft transportation plan for northern Ontario.
- On March 10, 2022, the province released Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe. The Plan sets out a clear path forward for a regional transportation network to 2051 to meet the region's unique

transportation needs and demands that will come with the forecasted population and employment growth.

Promoting market activity and increasing consumer choice by deregulating the Intercommunity bus sector

- On July 1, 2021, Ontario removed the economic route licensing regime that historically regulated the intercommunity bus sector (ICB).
 - A deregulated, open market provides more opportunities to fill service gaps by allowing multiple carriers to offer services on any route, supporting more transportation choices for the people of Ontario. Under the previous regime, often only one carrier was licensed to provide service on a route.
- As part of deregulation, the ministry also updated safety and insurance standards for buses in the *Highway Traffic Act* and introduced a new safety regime for vehicles carrying fewer than 10 passengers.

Maintaining Ontario's highways and improving efficiency

- The ministry continues to use transition maintenance contract renewals from Area Maintenance Contract (AMC) model to the Contractor Directed Maintenance Contract (CDMC) model and the Ministry Directed Maintenance Contract (MDMC) model to maintain provincial highways. Since 2017-18 MTO has successfully implemented ten CDMC and four MDMC contracts.
- The ministry is a recognized leader in implementing new technologies to ensure the right amount of salt is distributed on the road at the right time. This is accomplished through a network of 169 Road Weather Information System (RWIS) stations (153 Regular stations and 16 Mini RWIS sites) 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.
- In 2021, the ministry also treated approximately 1000 hectares of phragmites along the highway corridors to improve drainage, sightlines and minimize damage to highway infrastructure.
- Speed limits have been raised permanently from 100 km/h to 110 km/h on six sections of provincial highways in southern Ontario. In addition, speed limits have also been raised to 110 km/h on a trial basis on two sections of provincial

highways in Northern Ontario. The change follows several speed limit pilots and consultations (<https://news.ontario.ca/en/release/53893/ontario-launches-speed-limit-pilots-and-consultations>) and will align posted speeds with other jurisdictions across Canada.

Supporting strategic municipal road infrastructure through the Connecting Links program

- The ministry continues to provide funding under the Connecting Links program to municipalities. In 2021-22, \$30 million in funding was made available to 14 Connecting Link projects in 14 municipalities for the design, construction, renewal, rehabilitation and replacement of Connecting Link infrastructure.

Measuring performance

MTO regularly reports on ministry-level performance measures, also known as Key Performance Indicators (KPIs), which track the ministry's progress towards delivering on key government priorities.

Highway and bridge condition

The ministry aims to keep assets in a steady state of good repair over the long term. The performance targets for provincial pavements and bridges in good condition for 2021-22 were 67% and 85%, respectively. In 2021-22, 81% of Ontario's pavements and 89% of Ontario's bridges were in good condition, exceeding the targets.

Note: Highway pavement and bridges condition are categorized as "Good", "Fair" or "Poor" to reflect the need for repair, rehabilitation or replacement based on the asset management life cycle. The condition results do not reflect the safety status of these assets.

Municipal transit ridership in large urban centres

Municipal transit systems serving Ontario's 15 largest urban centres carried 372 million passengers in 2020 (latest statistics available) on conventional and specialized services.

The COVID-19 pandemic has had a profound impact upon the municipal transit sector, with significant declines in ridership in 2020 and even temporary service

suspensions in some cases. According to the Canadian Urban Transit Association (CUTA), transit ridership across Canada fell from approximately 2.9 billion in 2019 to approximately one billion in 2020. Even this understates the actual impact of COVID-19, as the 2020 data includes approximately three months of ridership before the impact of the pandemic was felt.

Municipal Transit Ridership in Large Urban Centres		
Calendar year	Achieved (millions of municipal transit riders)	Target (millions of municipal transit riders)
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

Calendar year	Achieved (millions of municipal transit riders)	Target (millions of municipal transit riders)
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	820	890
2019	830	908
2020	372 *****	926

Across Ontario, overall municipal transit ridership fell by approximately 56.4% in 2020

compared to 2019. Municipal transit ridership in large urban centres in Ontario over this period decreased by 55.2%.

The effects of the pandemic have lasted well past 2020, though the exact impact cannot yet be quantified, as 2021 ridership data will not be available until later in 2022. However, overall 2021 ridership is still expected to be lower than it was prior to the pandemic.

Metrolinx transit ridership

Metrolinx transit ridership (GO trains, GO buses, and UP Express) in 2019-20 was 76.3 million, up from 76.2 million passengers in 2018-19. At the onset of the COVID-19 pandemic, GO and UP ridership in 2020-21 dropped to 6.8 million, or nine per cent of the pre-pandemic 2019-20 levels. Ridership for 2021-22 was 15.2M. Ridership across the GO network has fallen by approximately 80 per cent due to COVID-19.

Metrolinx Transit Ridership		
Calendar year	Achieved (millions of Metrolinx transit riders)	Target (millions of Metrolinx transit riders)
2012-2013	61 . 9	65
2013-2014	63	65 . 2
2014-2015	65 . 4	65 . 2
2015-2016	66 . 6	69 . 7
2016-2017	70 . 2	69 . 5

Calendar year	Achieved (millions of Metrolinx transit riders)	Target (millions of Metrolinx transit riders)
2017-2018	72 . 4	71 . 6
2018-2019	76 . 2	74
2019-2020	76 . 3	82 . 1
2020-2021	6 . 8	83 . 8
2021-2022	27 . 4	15 . 2

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: 2022-23 Metrolinx Business Plan (<https://www.metrolinx.com/en/aboutus/publications/2022-23-Business-Plan-Final-English-Version.pdf>)

Metrolinx on-time performance

On-time performance is defined as within 5 minutes of scheduled arrival time for GO rail trips, within 15 minutes of scheduled arrival time for GO bus trips, and within 30 minutes of total run-time between Union and Pearson for UP Express trains.

The on-time performance of Metrolinx improved from 97.8 per cent of trips being on time in 2012-13 to 98.7 per cent in 2020-21. The ministry is targeting performance of 96 per cent in 2021-22.

Note: This indicator is not a province-wide measure and only reflects Metrolinx's transit services (GO Rail, GO Bus, and UP Express).

On-time Performance of Metrolinx Services

Calendar year	Achieved (%)	Target (%)
2013	97.8	N/A
2014	94.6	N/A
2015	95.1	N/A
2016	95.1	N/A
2017	95	N/A
2018	95.2	N/A
2019	94.7	N/A
2020	94.9	N/A
2021	98.7	N/A
2022	N/A	96.0
2023	N/A	96.0

ONTC Ridership

ONTC provides transportation services connecting Northern, rural and remote communities, including remote First Nation communities.

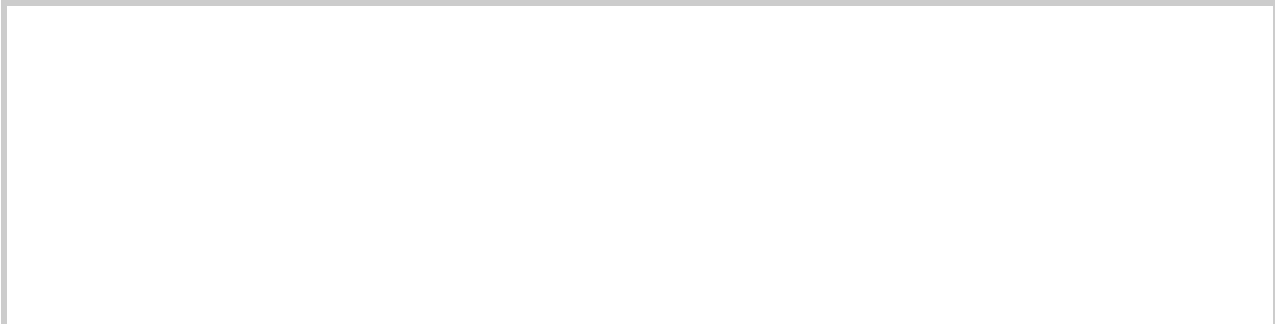
ONTC motor coach ridership in 2020-2021 (latest statistics available) decreased by 64 per cent from 2019-2020. Ridership trends reflect the impact of the COVID-19 pandemic.

ONTC					
Year	2016-17	2017-18	2018-19	2019-20	2020-21
Achieved	243482	258022	311080	298532	106067

Related link: ONTC Annual Report 2020-21 (https://www.ontarionorthland.ca/sites/default/files/corporate-document-files/2020-21ONTC_Annual_Report.pdf)

The Polar Bear Express (PBX) passenger train connects passengers from Cochrane to Moosonee and the First Nation communities on the James Bay Coast. This is the only year-round land link servicing these communities.

The ridership for the PBX in 2020-21 decreased by 74 per cent from the previous year. The PBX ran for 155 days in 2020-21 compared to 239 days the previous year. The PBX passenger train service was temporarily paused during 2020-21 (for 45 days) to help stop the spread of COVID-19 to the communities of the James Bay Coast.



ONTC					
Year	2016-17	2017-18	2018-19	2019-20	2020-21
Achieved	57131	54895	51189	52451	13450

Related link: ONTC Annual Report 2020-21 (https://www.ontarionorthland.ca/sites/default/files/corporate-document-files/2020-21ONTC_Annual_Report.pdf)

ONTC – On-Time Performance

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ONTC defines on-time performance as within 15 minutes of scheduled arrival time for both motor coach and rail trips.

The on-time performance of the ONTC motor coach services for 2020-21 was 89 per cent, an increase of 6 per cent from the previous year. While ONTC did not reach its target for 2020-21, the agency continues to work on factors contributing to on-time performance including length of agency stops and maintenance of fleet.

ONTC				
Year	2017-18	2018-19	2019-20	2020-21
Achieved	82	81	83	89
Target	90	90	90	90

Related link: ONTC Annual Report 2020-21 (https://www.ontarionorthland.ca/sites/default/files/corporate-document-files/2020-21ONTC_Annual_Report.pdf)

/default/files/corporate-document-files/2020-21ONTC_Annual_Report.pdf)

On time performance for the PBX in 2020-21 was 94 per cent, a 1 per cent decrease from the year before. The service did not meet its target of 95 per cent as a result of slow orders and seasonal track work. However, the agency continues to implement its extensive maintenance program to ensure that the fleet and track infrastructure is kept in a state of good repair and is safe for its staff and passengers.

ONTC				
Year	2017-18	2018-19	2019-20	2020-21
Achieved	97	88	95	94
Target	95	95	95	95

Related link: ONTC Annual Report 2020-21 (https://www.ontarionorthland.ca/sites/default/files/corporate-document-files/2020-21ONTC_Annual_Report.pdf)

Fatalities per 10,000 drivers

Ontario recorded a rate of 0.55 fatalities per 10,000 licensed drivers in 2019 (most recent data available) and ranked first with the lowest motor vehicle collision fatality rate in Canada and second in North America (behind only Washington D.C.). Preliminary data for 2020 and 2021 show further declines in this KPI, to 0.51 fatalities per 10,000 drivers. Fatalities have fallen for more than a decade due, in part, to public education campaigns, road safety improvement programs, and effective enforcement.

Related link: Ontario road safety annual reports (ORSAR) | Ontario.ca (<http://www.mto.gov.on.ca/english/publications/ontario-road-safety-annual-report.shtml>)

Winter storm clearance

- For winter highway maintenance in the province, MTO aims to maintain a Bare Pavement standard 90% of the time each winter. Over the last 10 years, the province has met or exceeded this standard.
- In 2021-22, Ontario highways were cleared to the bare pavement standard within standard timeframes 95% of the time. Ontario will maintain the performance target for 2022-23 at the Bare Pavement standard of 90%.

Winter Storm Clearance

Year	Achieved	Target
2011-12	96	90
2012-13	95	90
2013-14	92	90
2014-15	92	90
2015-16	97	90
2016-17	97	90
2017-18	97	90
2018-19	96	90
2019-20	97	90

Year	Achieved	Target
2020-21	98	90
2021-22	0	90

Publicly reported Bare Pavement information is available at <https://www.ontario.ca/page/how-we-clear-ontarios-highways-winter> (<https://www.ontario.ca/page/how-we-clear-ontarios-highways-winter>)

Table 3: Ministry interim actual expenditures 2021-22

Table 3: Ministry Interim Actual Expenditures 2021-22	
Item	Ministry Interim Actual Expenditures (\$M) 2021-22 ^[4]
COVID-19 Approvals	\$345,400,000
Other Operating	\$2,766,612,492
Other Capital	\$3,082,545,400
Staff Strength ^[5] (as of March 31, 2022)	3,489

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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 2022 Ontario Budget.
- [2] ^ Estimates and Actuals for prior fiscal years are re-stated to reflect any changes in ministry organization
- [3] ^ Ontario Highway Transport Board is now dissolved
- [4] ^ Interim actuals reflect the numbers presented in the 2022 Ontario Budget.
- [5] ^ Ontario Public Service Full-Time Equivalent positions.