

Current NDP Vision Doc:

GETTING ONTARIO MOVING BY MATCHING MUNICIPAL INVESTMENT IN PUBLIC TRANSIT

Public transit is an economic and public good that benefits everyone. For people across Ontario, public transit should be affordable, reliable transit that safely gets them where they need to go without long delays and overcrowding.

Affordable, reliable public transit means less stressful trips to work, to school and around cities and towns. It means fewer cars on the road, **less pollution** in the air, and more efficient movement of goods. Transit drives economic activity and builds vibrant communities.

New Democrats believe the province has a role to play in funding transit and an NDP government will match municipal operations **funding for public transit on a 50/50 basis**. This means investing more than **\$800 million annually for transit, including more than \$330 million in Toronto alone**. Stable provincial operating funding opens the door for cities to provide immediate service improvements and more affordable and equitable fares.

The Liberals promised that Metrolinx would take the politicking out of transit planning; instead it's only gotten worse. Politically motivated decision-making is what led to Kathleen Wynne's cancellation of Transit City, a stalled Downtown Relief Line, the loss of the Bus Replacement Program and communities waiting for two-way all-day GO service.

An NDP government will continue to **build GO rail and bus networks** to take cars off the road. This will include **extending service to Niagara**, and adding **capacity to the GO networks' highest use routes**, and a commitment to **extending two-way all day GO service**.

Transit expansion won't be limited to municipal systems and southern Ontario. We will be at the table to improve **inter-regional transit** options and New Democrats will bring much needed **passenger rail service** to communities across Northeastern Ontario by restoring service on the Ontario Northlander.

ATU Canada Proposals:

1. Build in house capacity within Metrolinx or MTO for infrastructure designs & builds
 - a. Rapid Transit Projects, Rail Expansion, facilities
 - b. Over a series of similar infrastructure builds, cost of public management will decrease
 - c. End use of AFP/P3 model in new projects and divert any current P3s where possible
2. Identify Specific Capital Projects to be Completed or Launched
 - a. Existing Rapid Transit Projects - LRT & BRT
 - b. RER
 - c. Subway Extensions?

- d. Windsor - Toronto High-Speed Rail
3. Operation Funding & Fare integration across provincial network
 - a. Help passengers avoid paying double fares on short trips across jurisdictions
 - b. Utilize GO lines inside municipalities as part of local networks at local fare
 - c. Fare transfers across agencies
4. Tie Operating funding to measurable Service Improvements in local agencies
 - a. First Mile/Last Mile
 - b. Evenings & Weekends
 - c. Service Frequency
5. Rural Transit Network - Northlander
6. Achievable targets for transition to alternate fuel sources
 - a. Electrification of Go
 - b. Funding for Electrification of Buses

Value Statements to Add:

- Commitment to future transit through public infrastructure investment and long term, regional planning.
- Commitment to transit riders who use and depend on these systems everyday by working for dedicated operational funding and real, measurable goals on service frequency and access
- Commitment to build transit ridership and reduce transit reliance on fossil fuels to curb GHG emissions