



The Ontario Transit Journey and Governance Structure

Metrolinx

Overview

Legislative Mandate

“Metrolinx, an agency of the Government of Ontario under the Metrolinx Act, 2006, was created to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area. The organization’s mission is to champion, develop and implement an integrated transportation system for our region that enhances prosperity, sustainability and quality of life.”

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Operating Divisions



GO Transit is an interregional public transportation service for the Greater Toronto and Hamilton Area (GTHA). It has been in operation since 1967, evolving from a single train line along Lake Ontario’s shoreline into an extensive network of train lines and bus routes, and delivering over 65 million passengers a year.



UP Express is North America’s first dedicated express rail train, providing reliable, predictable service between Union Station and Toronto Pearson in 25 minutes. Trains depart every 15 minutes for 19.5 hours a day.



The Government of Ontario, GO Transit, and nine transit systems in the GTHA and Ottawa partnered to introduce PRESTO, an electronic fare card that allows riders to transfer seamlessly across multiple transit systems.

THE BIG MOVE

The Big Move was developed through intensive public consultation and collaboration with key stakeholders, municipal leaders and professionals throughout the region and adopted by the Metrolinx Board in 2008.

The Big Move is a record \$30B investment in a bold and visionary plan that outlines a common vision for the GTHA’s transit network, one of the largest and fastest-growing urban regions in North America.

Governance

The Metrolinx Board of Directors includes up to 15 members, who are appointed through Order in Council under the Metrolinx Act, 2006.

They are responsible for:

- Setting Metrolinx’s strategic direction
- Identifying, managing and monitoring key risks
- Providing oversight to operations

The Chair of the Board is accountable to the Minister of Transportation.



Board Subcommittees: To enhance the overall Board effectiveness and efficiency, the Board has established five subcommittees:

 **Metrolinx Executive Committee** exercises the full authority of the Board for approving routine business matters and approvals that are above a certain financial threshold, such as routine construction tenders and consulting agreements over \$10 million. This Committee’s work allows the Board to focus on bigger-picture objectives by taking care of day-to-day business.

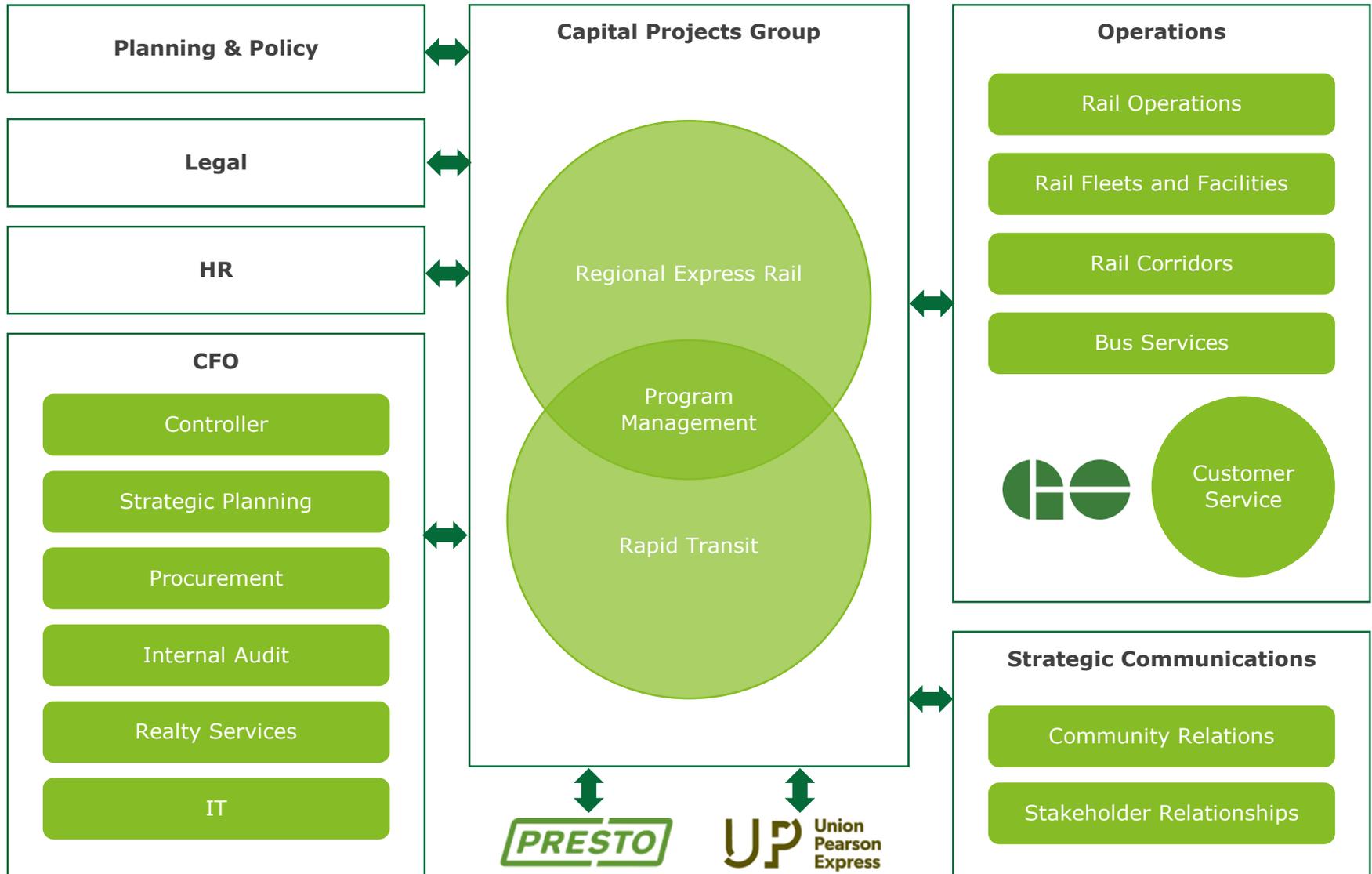
 **Metrolinx Governance Committee** works to ensure that the right processes, structures and information necessary for effective Board oversight and direction are in place. This includes reviewing the mandate and composition of the Board standing committees and assessing their performance.

 **Audit, Finance and Risk Management Committee** assists with Board oversight of finance and financial reporting, internal controls, enterprise risk management and ethical and legal compliance.

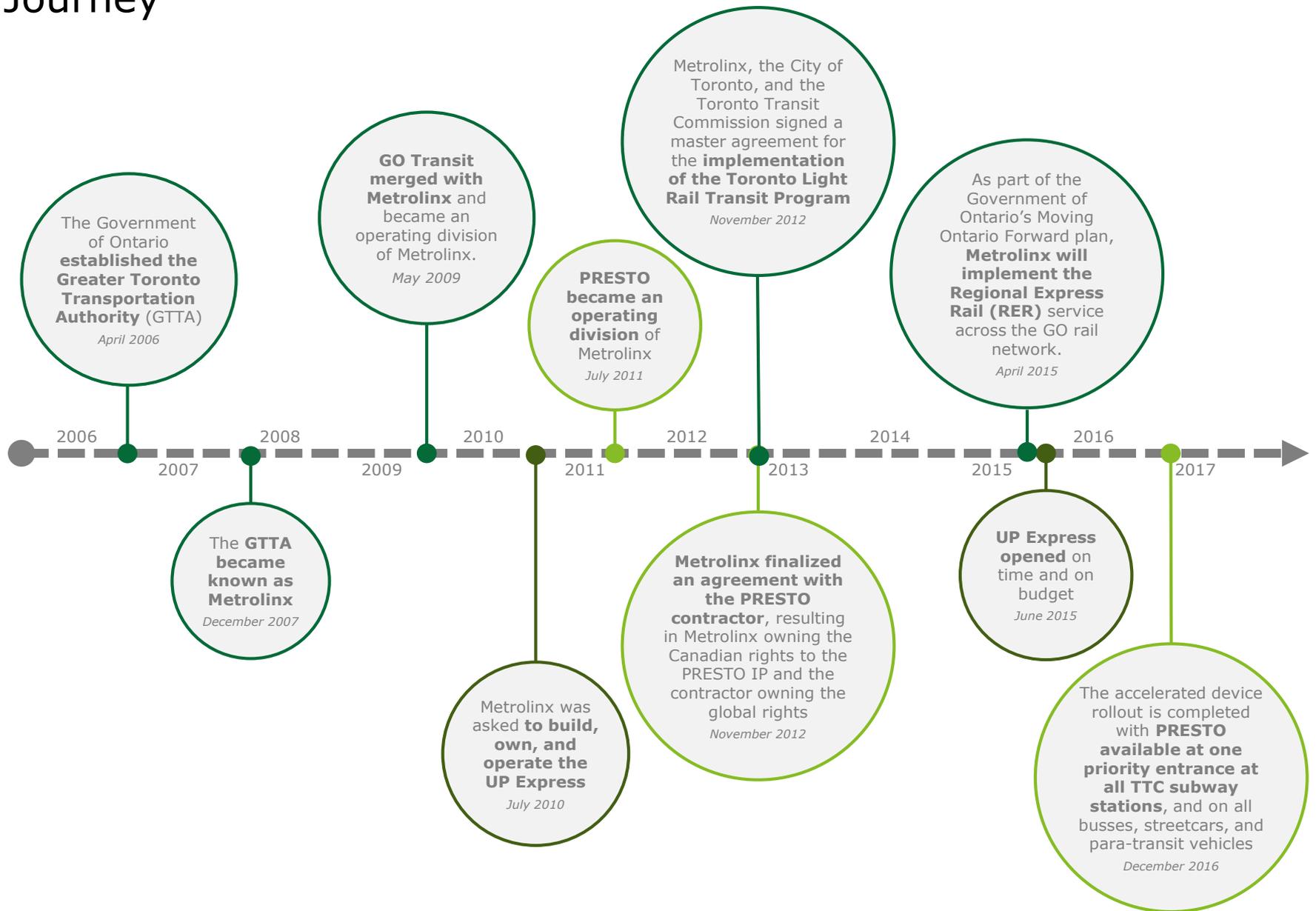
 **Human Resources and Compensation Committee** reviews human resources strategies and principles, including compensation, employee business conduct and ethical behaviour.

 **Customer Experience Committee** oversees customer strategies, initiatives and standards, including design excellence, service performance monitoring and other matters impacting the customer experience.

Organization



Journey



Regional Express Rail Program

The RER program is a portfolio of programs that will provide new and enhanced infrastructure to grow the regional transportation system by over 150km of new track and 12 new stations.

The program will reduce travel times, provide passengers with a greater choice of travel times, improve reliability, and increase capacity for its estimated 127 annual passengers

In addition, the program will transform GO Transit's existing diesel commuter railway to meet the needs of the Toronto region into the future through electrified services, increased frequency and two-way service.



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GO RER will reduce travel times and give people more ways to get where they want to go with:

Trains up to every 15 minutes



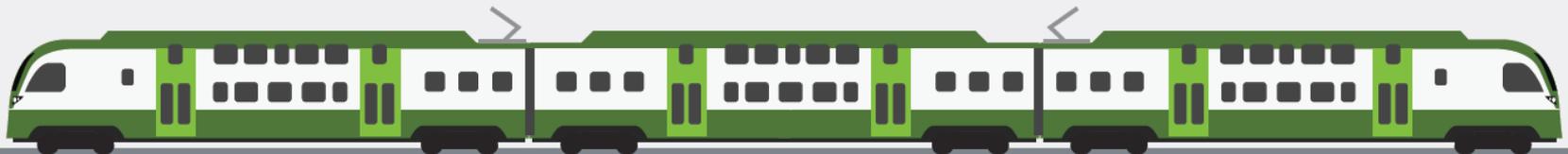
Service in both directions



More all-day service



Faster electric trains



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Other Jurisdictions

TransLink

Background and Mandate

TransLink was formed in 1998 and overseen by its Board of Directors and the Mayor's Council on Regional Transport.

The Board is responsible for delivering on its mandate. The purpose of TransLink is to provide a regional transportation system that moves people and goods, and supports the regional growth strategy, provincial and regional environmental objectives, including air quality and greenhouse gas emission reduction objectives, and the economic development of the transportation service region. TransLink moves about 234 million passengers annually.

Commitments

TransLink is governed by The South Coast British Columbia Transportation Authority Act which outlines TransLink's purpose and responsibility amongst other things.

TransLink's Transportation Plan is a three year fully funded plan with a seven year outlook on the transportation related commitments that TransLink has to meet

Key Facts

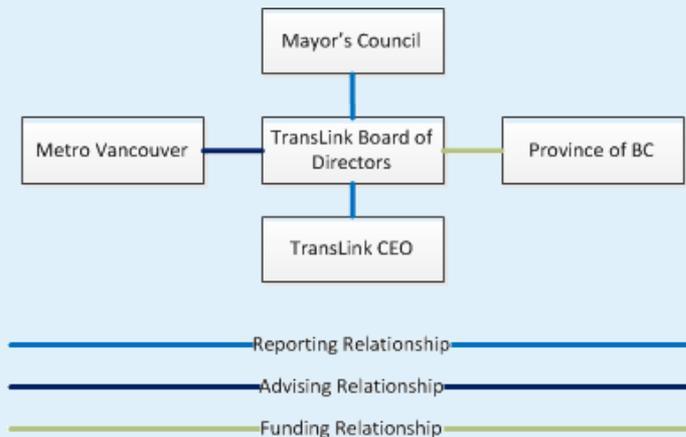
- TransLink has no direct involvement from the province and is fully responsible for planning, financing and managing public transportation.
- TransLink governance structure, comprising TransLink, the Mayor's Council and the Commissioner of Regional Transportation is unique when compared to other transit organizations.

Key Insights

TransLink has learned that accountability can be improved by:

- Assignment of transportation governance to a Metro Vancouver Board (or its Committees)
- Assignment of the full range of "policy" functions to the Mayor's Council
- Creation of a new transportation governance entity of workable size appointed by either the Metro Vancouver Board or the Mayor's Council

Governance Structure



Funding Sources

TransLink receives funding from the following sources:

- Taxation revenue which comes primarily from fuel, property and parking taxes
- Transit revenue which consists of fare, fare infraction and advertising revenues
- Bridge tolling program
- Emissions testing programs on consumer vehicles
- Government transfers from senior government
- Interest income
- Gain on disposal of assets for any properties sold

Thank You