



Inspire and influence the evolution of Integrated Urban Mobility.

Speaking Notes: House of Commons Standing Committee on Finance

September 25, 2017

Patrick Leclerc, President and CEO of CUTA

Mr. Chairman and Committee members, I would like to start by thanking you for inviting me to appear before you today in connection with your consultations in preparation for the 2018 federal budget. My name is Patrick Leclerc, and I am the President and CEO of the Canadian Urban Transit Association, CUTA.

CUTA represents the Canadian public transit sector. Our members include all of the public transit systems across the country, private-sector businesses, government agencies, mobility partners and affiliated organizations.

I would like to thank the government and parliamentarians for their unrelenting and unprecedented support for public transit. The benefits of increased investment in public transit across the country are already being felt. Public transit systems are turning investments into tangible projects that help make our communities more prosperous, ecological, equitable and, most of all, able to provide a better quality of life for citizens.

The Public Transit Infrastructure Fund (PTIF) has provided short-term funding of up to \$3.4 billion to support the rehabilitation and modernization of transit systems.

Many commitments have already been made under the first phase of PTIF. While most projects will be completed within the prescribed timeframe, the time needed to conclude bilateral negotiations and approve project lists, the complexity of transit infrastructure projects, the

procurement process and the limited construction seasons have created delays and, unfortunately, some projects will not be completed by the required deadline of March 31, 2019.

CUTA is urging the government to confirm that all funds committed to communities under the first phase of the Public Transit Infrastructure Fund remain earmarked to transit with the same funding conditions and criteria after the March 2019 deadline for project completion.

Beyond the first phase of the Public Transit Infrastructure Fund, the federal government will inject more than 20 billion dollars over 12 years into public transit. Such investments must be based on reliable industry data in order to objectively assess and measure the impact of government investments.

CUTA is internationally recognized for its leadership, experience and expertise in collecting and analyzing Canadian public transit industry data. We have had the largest public transit data collection program in Canada for decades. Every year, we collect more than 1,300 data elements for every transit system that is a CUTA member – which accounts for approximately 98% of ridership in Canada.

Given the need for evidence-based decision making and CUTA's experience and expertise in leading the most important national transit data programme, we recommend the government partner with us in establishing comprehensive performance metrics and mandate CUTA to track, analyze and report to the government, in a harmonized way, on the industry's progress and outcomes of transit investments.

We're also following closely the creation of a climate change strategy. One of the most effective ways to reduce emissions from passenger transport is to measure transit's direct and indirect contribution to reducing GHG emissions through modal shift, the reduction of traffic congestion and densification.

We're recommending the government clearly identify modal shift from single-occupancy vehicles towards sustainable mobility options - such as walking, cycling, transit, car pooling and



car sharing - as a key objective and performance metric of federal transit investment to reduce GHG emissions.

Finally, the Canadian transit manufacturing sector is a remarkable success story. Our bus and rail manufacturers and their suppliers lead the North American transit market and the Canadian transit industry supports nearly 75,000 high quality, good paying jobs.

However, it is with great concern that the industry has seen the implementation of an increase to the Buy America requirement for transit procurement in the United States.

The government must leverage the current trade discussions with the United States to ensure Canada's transit industry has fair access to the U.S market, especially at a time where the Canadian government is making record investment in transit. It is critical that we treat our transit manufacturing industry as a strategic sector to defend, protect and promote.

The Government of Canada should seek fairer access to Canadian companies in U.S public transit procurement by requiring that Canadian components receive national treatment in the calculation of Buy America requirement.

Thank you Mr. Chairman.

