

**FEDERAL GAS TAX
FUNIDING:**

WIIFM?

What is this Federal Gas Tax?

Canada

The Gas Tax Fund (**GTF**), a key component of the *Building Canada* infrastructure plan, is helping to build Canada's communities by providing predictable and long-term funding in support of municipal infrastructure that contributes to cleaner air, cleaner water and reduced greenhouse gas emissions.

The GTF supports environmentally sustainable Municipal infrastructure, such as:

- Public transit
- Drinking water
- Wastewater infrastructure
- Green energy
- Solid waste management
- Local roads and bridges

Source: Infrastructure Canada



Canada

- **Total Investment**
- **\$13 billion** (2005-2014) to support environmentally sustainable municipal infrastructure projects.

Source: Infrastructure Canada



Canada

Benefits to Canadians

- Provides predictable, up-front funding in support of municipal infrastructure that enhances the environment and our quality of life.
- Increases the capacity of communities to undertake long-term financial commitments needed to address local needs such as public transit, water and sewers, solid waste, community energy systems, and local roads and bridges.
- Provides funding for capacity building to support communities in planning for long-term sustainability.

Source: Infrastructure Canada



What do Municipalities think of
this deal?



Association of
Municipalities
Ontario

***To the immediate attention of the Clerk and Council
Toronto, Ont., February 1, 2005 –***

AMO President Roger Anderson is applauding an announcement today from Federal Infrastructure and Communities Minister John Godfrey on a national allocation formula for federal gas tax revenues for municipal infrastructure.

At maturity, the formula will provide federal gas tax revenues of over \$746 million a year to municipalities in every part of Ontario.

The announcement states that funds from the gas tax will be directed at environmentally sustainable municipal infrastructure, such as water and wastewater systems, solid waste management, road and bridge rehabilitation, public transit, community energy systems, and capacity building.

What is the Federal Gas Tax doing for
other Municipalities?



Langley, British Columbia

Population: 93,726

Langley City and Township, have their portion of the Federal Gas Tax contributed to *Translink* infrastructure for the 2009-2010 year. The GVRD Federal Gas Tax allocation has gone from \$61.4 million last year, to \$122.8 million in 2009-2010.



Langley, British Columbia

Population: 93,726

According to Translink, there are several Langley-related transit improvements that have been supported in part by the Federal Gas Tax transfer program:

- **23 buses** added to South of Fraser transit service in 2008 – **based on average boardings per bus, this represented a lift of 3 million rides in the region.**
- **30 new buses** will be added into South of Fraser service in 2009
- SkyTrain service to the South of Fraser will improve with the addition of **48 new SkyTrain cars**, the first of which is scheduled to be on the line within weeks.
- **#364 – a new service linking** Langley Centre with the Scottsdale Exchange in Surrey
- **#388 – a new service connecting** Walnut Grove with the 22nd Street SkyTrain Station
- **#595 - new route** from Langley Centre to Haney Place via TransLink's Golden Ears Bridge begins in June or July
- Seven new cars are on order for the West Coast Express, which will be accessible to Langley Commuters via the #595 service over the Golden Ears Bridge
- The Aldergrove connection will be improved as of April 20th with half-hourly service.

So, what is Durham doing with its share of the Federal Gas Tax Fund?

What exciting projects do we the citizen's of Durham get to benefit from?

100%



Regional council approves incineration business case

*Regional councillors have voted to channel **all** of Durham's federal gas tax money, through 2019, into building an incinerator in Clarington...*

Instead of borrowing money, the business case calls on the Region to pump all of its federal gas tax dollars into it from 2008 on, paying off the construction costs roughly six years after it opens in 2013...

The Region is to receive \$16.5 million per year, starting in 2010, and by then will have banked \$48 million in gas tax money...

Jun 06, 2008 - 10:58 AM

Reka Szekely

www.newsdurhamregion.com

So who really gets all this money?

American Company: Covanta Energy



Source: Campaign for Justice for Covanta Workers www.cjcw.org

Who is Convanta anyway?

“You are what you do, not what you say.”

-David Suzuki

U.S. Labour Board Issues Complaint against Covanta Energy and all U.S. Subsidiaries

Braintree, Mass. – Utility Workers Union of America and its Local 369 announced today that the National Labor Relations Board in the U.S. issued a complaint this week charging Covanta Energy with violating labour law at 46 Covanta locations across the U.S...

The U.S. government's complaint cites numerous illegal Covanta policies, including rules restricting employee solicitations and distribution of literature, prohibiting employees from discussing their wages or other information the company claims to be "confidential," and forbidding employees from providing information about Covanta to "outside representatives" without management's permission. The complaint challenges rules in three different versions of Covanta's employee manual...

Source: UTILITY WORKERS UNION OF AMERICA



More Incinerators Could Come to Massachusetts Opponents Say It's Bad For Environment, Recycling Efforts

May 15, 2009

In 2008, Covanta's Pittsfield facility was cited for exceeding the allowable dioxin emission rate by nearly 350 percent....

Source: WCVB Boston - www.thebostonchannel.com

Company Seeking to Build Trash Port is Trying New Type of Venture

October 9, 2006

by: Scott Harper and Tim McGlone

Environmentalists in California have marched outside Covanta's gates because of proposed medical waste shipments there. Also, several of its power plants in other states, including Virginia, have been fined in recent years for air pollution violations or have been entangled in contract disputes and lawsuits.

Conversely, the company has won several environmental awards in the past year and has settled many of its legal disputes -- proof, company officials say, that Covanta is back on its feet after the chaos of Chapter 11 bankruptcy.

Source: Virginian-Pilot (Norfolk, VA)

Why Transit?



“Public transit is the highest-profile public sector and one that makes the most financial sense in terms of accessibility”

Steven Christianson
Government Affairs
Ontario March of Dimes



Source: www.enablelink.org

Without adequate and affordable transportation, a senior loses his/her independence, does not have the means to participate in activities outside her home, loses the chance to participate in social activities, and can actually take transportation means that are unsafe, or suffer isolation.

Ontario Society (Coalition) of Senior Citizens' Organizations

Source: Transit Consultation Report
Ontario Human Rights Commission

Mississauga Mayor Hazel McCallion Supports Call for National Transit Strategy

MISSISSAUGA, March 5, 2007

“Municipal governments need help to deliver the transit services that the nation’s economy, quality of life and environmental sustainability rely on,” said McCallion.

“Property tax alone is not sufficient to support public transit. Getting people out of their cars and onto public transit is the only way to reduce automobile emissions and to end gridlock,” added McCallion, “but our transit systems need a long-term commitment – a minimum of \$2 billion a year in new funding – just to stay in good repair.”

Transit is vital to those who cannot drive.

Drivers must not have a medical or visual condition or disability that, alone or combined with a reduced horizontal visual field, may significantly impair his or her ability to drive, including,

- (A) a neurological deficit or disorder, including epilepsy,
- (B) diabetes that requires insulin for control,
- (C) hypotension, or
- (D) an impairment resulting from dementia, stroke, brain tumour, brain surgery, head trauma or arthritis

Source: Highway Traffic Act

In Durham Region alone 36,000 people are touched by epilepsy.



I am one of them!

Ontario Human Rights Commission States:

Equal access by persons with disabilities, older Ontarians, and families with young children to **adequate, dignified** public transit services is a right protected under the ***Ontario Human Rights Code***. *For many, it is also a necessity – in order to obtain an **education**, find and keep a **job**, or use basic public services like **health care**.*

Lack of access to transit may also lead to isolation, as visiting friends or participating in the life of the community becomes difficult or impossible.



Paratransit Systems and Human Rights Law

Where individuals are unable, because of their disabilities or because of the noninclusive design of many older transit systems, to access conventional transit systems, **transit service providers have a duty to accommodate these needs, up to the point of undue hardship....**

The OHRC's *Policy and Guidelines on Disability and the Duty to Accommodate* emphasizes the importance of inclusive design and barrier removal in ensuring the right of persons with disabilities to integration and full participation. The policy states that:

Employment, housing, services and facilities must be built or adapted to accommodate individuals with disabilities in a way that promotes their integration and full participation. Segregated treatment in services, employment, or housing for individuals with disabilities is less dignified and is unacceptable, unless it can be shown that integrated treatment would pose undue hardship or that segregation is the only way to achieve equality.



Is Durham Transit adequate, dignified
and accessible?

ROUTE 304 ANDERSON - SATURDAY

Wait time
between
buses:
1h 20m



<i>Whitby GO Station</i>	<i>Hopkins & Consumers</i>	<i>Dundas & Anderson N/B</i>	<i>Anderson & Solmar</i>	<i>Dundas & Anderson S/B</i>	<i>Whitby GO Station</i>
09:05	09:10	09:15	07:45	07:55	08:02
10:25	10:30	10:35	09:25	09:35	09:42
11:45	11:50	11:55	10:45	10:55	11:02
13:05	13:10	13:15	12:05	12:15	12:22
14:25	14:30	14:35	13:25	13:35	13:42
15:45	15:50	15:55	14:45	14:55	15:02
17:05	17:10	17:15	16:05	16:15	16:22
18:25	18:30	18:35	17:25	17:35	17:42
19:45	19:50	19:55	18:45	18:55	19:02
21:05	21:10	21:15	20:05	20:15	20:22
22:25	22:30	22:35	21:25	21:35	21:42
23:45	23:50	23:55	22:45	22:55	23:02
			00:05	00:15x	

AM

PM

X - OUT OF SERVICE

ROUTE 304 ANDERSON - SUNDAY & HOLIDAY

Wait time
between
buses:
1h 20m



Bus service
ends before
6pm

<i>Whitby GO Station</i>	<i>Hopkins & Consumers</i>	<i>Dundas & Anderson N/B</i>	<i>Anderson & Solmar</i>	<i>Dundas & Anderson S/B</i>	<i>Whitby GO Station</i>
9:05	9:10	9:15	9:25	9:35	9:42
10:25	10:30	10:35	10:45	10:55	11:02
11:45	11:50	11:55	12:05	12:15	12:22
13:05	13:10	13:15	13:25	13:35	13:42
14:25	14:30	14:35	14:45	14:55	15:02
15:45	15:50	15:55	16:05	16:15	16:22
17:05	17:10	17:15	17:25	17:35	17:42

AM

PM

X - OUT OF SERVICE

Go Transit – Whitby GO

West/Ouest			
Depart/Départ Whitby	Arrive/Arrivée	Depart/Départ Union	Arrive/Arrivée Exhibition
04 25	05 20		
05 13	06 07		
05 53	06 47		
06 18	07 12		
06 33	07 27		
06 58	07 36	07 55	08 01
07 17	07 56		
07 29	08 08		
08 01	08 40	08 46	08 52
08 31	09 15		
08 47	09 38	09 43	09 49
09 47	10 38	10 43	10 49
10 47	11 38	11 43	11 49
11 47	12 38	12 43	12 49
12 47	13 38	13 43	13 49
13 47	14 38	14 43	14 49
14 37	15 28	15 33	15 39
15 47	16 38	16 43	16 49
16 30	17 22	17 43	17 49
17 15	18 00	18 03	18 09
17 27	18 18		
17 47	18 38	18 43	18 49
18 47	19 38	19 43	19 49
19 47	20 38	20 43	20 49
20 47	21 38	21 43	21 49
21 47	22 38	22 43	22 49
22 47	23 38	23 43	23 49
23 47	00 38	00 43	00 49

*Times subject to change/
Heures sujettes à changement*

East/Est			
Depart/Départ Exhibition	Arrive/Arrivée	Depart/Départ Union	Arrive/Arrivée Whitby
		06 13	07 01
		06 41	07 29
		07 28	08 16
07 58	08 08	08 13	09 01
09 00	09 08	09 13	10 01
10 00	10 08	10 13	11 01
11 00	11 08	11 13	12 01
12 00	12 08	12 13	13 01
13 00	13 08	13 13	14 01
14 00	14 08	14 13	15 01
15 00	15 08	15 13	16 04
		16 10	16 52
16 10	16 20	16 25	17 03
		16 30	17 24
		16 53	17 31
		17 10	17 48
17 02	17 12	17 20	18 07
17 30	17 38	17 53	18 31
18 00	18 08	18 13	19 07
		18 43	19 25
19 00	19 08	19 13	20 01
20 00	20 08	20 13	21 01
21 00	21 08	21 13	22 01
22 00	22 08	22 13	23 01
23 00	23 08	23 13	00 01
00 01	00 08	00 13	01 01
		01 20	02 11D

D - Stops only to discharge passengers on request / Arrêt sur demande seulement

Buses do not coordinate with Go Train times, leaving people stranded at the station.



Fares

New Fares - effective July 1, 2009

<i>Effective July 1, 2008</i>	Cash Fare	Monthly Pass	10 Rides
Adult*	\$2.85	\$95.00	\$25.75
Senior 65 years & older	\$1.85	\$38.00	\$17.50
Student** Unrestricted	\$2.65	\$80.00	\$23.75
Student** Restricted	n/a	\$67.00	n/a
Child under 5 years	Free	Free	Free
Child*** 5 years & older	\$1.85	\$56.50	\$17.50
Co-Fare****	\$0.65	\$25.00	\$6.25
<u>Access Pass</u> *****	n/a	\$38.00	n/a
Specialized Pass*****	n/a	\$95.00	n/a
Specialized Services	\$2.85 Fare per Trip		

Fares - Effective July 1, 2009

<i>Effective July 1, 2009</i>	Cash Fare	Monthly Pass	10 Rides
Adult*	\$2.90	\$97.00	\$26.25
Senior 65 years & older	\$1.90	\$39.00	\$17.85
Student** Unrestricted	\$2.70	\$81.50	\$24.20
Student** Restricted	n/a	\$68.25	n/a
Child under 5 years	Free	Free	Free
Child*** 5 years & older	\$1.90	\$57.65	\$17.85
Co-Fare****	\$0.65	\$25.00	\$6.25
<u>Access Pass</u> *****	n/a	\$39.00	n/a
Specialized Pass*****	n/a	\$97.00	n/a
Specialized Services	\$2.90 Fare per Trip		

PARATRANSIT

“When requesting paratransit service to get anywhere in Durham with my chair I have to call and give them 2 weeks notice.

On several occasions when I rode the paratransit bus the driver had forgotten to secure my chair in the bus. I am have even seen elderly woman roll across the bus while we were moving after not being buckled in.



The lack of an agile system prohibits me from securing any type of permanent work and makes it hard for me to communicate with friends and volunteer.”

Garry Cuthbert

Pickering Resident and Paratransit User

Conclusion

“The OHRC recognizes the multiple roles and obligations of transit providers, the complexity of the systems that they operate, and the severity of the financial constraints that they are experiencing. It is unrealistic to expect that transit providers will, without some outside assistance, be able to rapidly achieve maximally accessible, dignified transit options for all.”



Remember...

Without advancements in transit Durham Region will fall far behind the rest of the Municipalities in the GTA.

Even a portion of the Federal Gas Tax would greatly enhance the Durham Region Transit System. This would benefit the local economy as well as the environment. Better service would ease gridlock and enhance the quality of life of it's citizens.

If the Incinerator absolutely requires 100% of the Gas Tax perhaps its not financially viable or sustainable.

“A Councilor that votes in favour of incineration will never get my vote again!”

Rebecca Harrison
Whitby Home Owner