

THE CASE FOR 70/30

The case for changing and returning to the 70/30 division of Transit/Roads Gasoline Tax Funding can be made by just looking at what the future holds for Burlington. The Regional Transportation Plan highlighted the phenomenal growth in population that is expected for the Region of Halton (93% - 2011 to 2041). Burlington will get its fair share of that increase as well.

On November 14, 2016 at the Inspire Burlington Seminar hosted by our Mayor, Brent Toderian and Jarrett Walker, futurists and experts in planning and transportation, outlined how progressive cities are planning now for the future that is about to unfold. The path that they are recommending does not see the increased use of cars, but does see a rapid transition to other forms of moving people, including a greater role for public transit. This vision will require commitment and reallocation of resources, and BSAC views the 70/30 tax funding split as a step in the right direction.

In the current BSAC Position Paper on transit we outlined how the \$500,000 per year reallocation could pay for three smaller buses or vans and their drivers to enable the Community Connection Bus Service to be

extended. This would better serve the community by being more frequent, starting earlier, and going later in the day. That change alone would help all transit riders, including young mothers, mall employees, scheduled appointment, as well as seniors going to recreational facilities and personal visits throughout the City. These smaller buses will fit well and complement the transit hub model that Burlington is pursuing.

Burlington Transit, Burlington for Affordable Sustainable Transit, ITAC and other stakeholders have reviewed BSAC's Position Paper and are supportive of increased funding for transit by reverting to the 70/30 Transit/Roads Gasoline Tax Funding split.

Thank you for your opportunity to speak. I ask you that you approve this motion.

Submitted by:
Jim Thurston, Chair
Burlington Seniors' Advisory Committee (BSAC)