

Good Day Mme. Mayor and Members of Council. I am out of town and will be unable to delegate at council when Item 13.1b. On Demand Transit comes up for debate.

So let me offer my thoughts:

While never mentioned in the motion, let us not pretend this item is not about Argo.

The Argo, On Demand Transit proposal appears to me to be simply stealing much needed transit funding from outlying and underserved areas like Alton, Tyandaga, Millcroft, Mountainside and transferring that funding to a private company to enable it to compete against Burlington Transit in those areas that are already well served by Burlington Transit; The MTSAS and Transit Hubs that current bus routes serve well.

Do we need more services competing in these already well utilised areas or should we target the service and potential savings of On Demand Transit where it is most appropriate? Those outlying, lower demand and underserved areas, of Burlington similar to where most ODT operations have succeeded.

While Argo seems to have had a success in Rural East Gwillimbury, improving a 400 daily boarding system to 800 daily boardings. How would that adapt to Burlington's already 9000 daily boardings Transit system? Just how many little 8 seat vans would be required?

Argo's other claim to fame is their work with the City of Brampton where they have taken over \$10 million dollars of tax-payers money to set up a pilot ODT program in competition with Brampton Transit's core services, from Downtown to GO Hubs, which like Burlington's core services are already the most successful, popular and biggest revenue earning routes in our city.

Which begs the question: Is the purpose of Argo's Brampton adventure to improve Brampton Transit Services or to make inroads into Mayor Patrick Brown's well recorded and oft-stated aim of privatizing Transit in Brampton?

With that in mind I think I can reasonably ask the members of council who are promoting this particular On Demand Transit venture: Are you really seeking to improve Transit in Burlington by the addition of ODT services or is your long-term goal to achieve taxpayer subsidisation of Privatised Transit in Burlington?

If the sincere goal is a valuable addition to an already good service why look beyond our present Burlington Transit management, staff and planners to provide that service?

Having worked with Burlington Transit planners and staff over many years with Burlington Seniors Advisory, Burlington for Accessible Sustainable Transit, our Integrated Transportation Advisory, our Mayors Traffic and Road Safety Roundtable and Partnering Aldershot, I trust Burlington Transit's highly qualified and professional staff to understand and improve Transit in Burlington in all its Local Transit, Integrated Mass Transit, Accessible and Potential On Demand Transit complexities.

Paying a private corporation to provide services that Burlington Transit is perfectly qualified to deliver sounds like a really bad and expensive idea for Burlington but a very good and profitable venture for Argo.

I would respectfully ask council to send the motion back with a Direction to Burlington Transit Staff to; Investigate, Analyze and Provide Staff Recommendations for The Provision of On Demand Services in Burlington that are Appropriate to Burlington, which will add to and Improve Transit Services within Similar Cost Parameters and Structures to those projected for any private ODT proposal and to provide such funding as might be considered for that project to Burlington Transit so it may be incorporated into the upcoming Burlington Transit Five Year Strategic Transit Plan.

Respectfully Submitted.  
Jim Young.  
Burlington Resident.



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