

Dear Guelph City Council, City of Guelph employees, and Citizens of Guelph,

The transportation sector accounts for 25 percent of greenhouse gas emissions in Canada. Because public transit vehicles transport people more efficiently, shifting our transportation use from private gas-powered cars and trucks to public transit reduces emissions. The impact is even more dramatic as we shift to fully electric-powered public transit systems. This means properly funding public transit will simultaneously address the interconnected pandemic, economic and climate crises.

If the pandemic has taught us anything it's that we can't go back to normal because **normal was the problem.**

Public transit needs to be a pillar of a just recovery and it can bring about the transformative change we need.

The proposal from Guelph Transit just doesn't do this at all. It lacks imagination. It lacks ambition. It barely tackles the climate crises, and cowards away from building back better. This piecemeal approach to policy just does not work for a growing city like Guelph.

Our modal share is so poor. If we want to have people choose transit more often for non-work/school trips, then you need to increase frequency to the point people don't need to look at a schedule which then increases access for people to do more things, spend more money, and get to where they need to be on time.

According to CUTA, ATU, and APTA, every \$1 that is invested in transit has an economic return of up to \$5.00. That is critical money our **local businesses need now more than ever** to recover from the devastating 20 months (and counting) of impacts from COVID 19.

We can't afford to start losing public transit systems to the pandemic, and there is no excuse to use the pandemic to cut service and under invest in transit.

I strongly encourage you to read **How COVID-19 could end our dependence on cars** (<https://www.guelphtoday.com/around-ontario/beyond-local-how-covid-19-could-end-our-dependence-on-cars-3674409>) published on GuelphToday.com. It contains good suggestions not addressed here this evening.

The coronavirus pandemic gives us a golden opportunity to truly think holistically. We should push for sweeping reforms to move towards a truly zero-carbon transportation system. This proposal fails badly at that. It does not think holistically at all despite assertions from within the City Hall.


It should be sent back with the instructions to bring back a more ambitious program to combat climate change and increase modal share.

I thank you for your time and consideration.

Karen Woo


PUBLIC TRANSPORTATION'S ROLE IN RESPONDING TO CLIMATE CHANGE

PUBLIC TRANSPORTATION PRODUCES LOWER GREENHOUSE GAS EMISSIONS THAN AUTOS




HEAVY RAIL TRANSITS, SUCH AS SUBWAYS AND METROS, PRODUCE **76%** LESS IN GREENHOUSE GAS EMISSIONS, WHILE LIGHT RAIL SYSTEMS PRODUCE **62%** LESS AND BUS TRANSIT PRODUCES **33%** LESS.

THE MORE PASSENGERS THAT ARE RIDING A BUS OR TRAIN, THE LOWER THE EMISSIONS PER PASSENGER MILE.




THE NUMBER OF RIDERS GREATLY IMPACTS TRANSIT'S EMISSIONS SAVINGS.

CAR TRANSPORTATION ACCOUNTS FOR 47% OF THE CARBON FOOTPRINT OF TYPICAL AMERICAN HOUSEHOLDS WITH TWO CARS.




BY FAR THE LARGEST SOURCE OF HOUSEHOLD EMISSIONS AND THE LARGEST TARGET FOR POTENTIAL REDUCTIONS.


POWER SOURCES AND VEHICLE EFFICIENCY ALSO IMPACT TRANSIT'S EMISSIONS.



NEW HYBRID-ELECTRIC BUSES CONSUME 15% TO 40% LESS FUEL AND PRODUCE FEWER CARBON DIOXIDE EMISSIONS.




PUBLIC TRANSPORTATION REDUCES U.S. TRAVEL BY 102.2 BILLION VEHICLE MILES TRAVELED EACH YEAR



A COMBINED LAND USE, TRANSIT, AND NON-MOTORIZED TRANSPORTATION STRATEGY BUNDLE COULD REDUCE U.S. TRANSPORTATION BY:


9%

AT AN AGGRESSIVE LEVEL



15%

AT A MAXIMUM DEPLOYMENT LEVEL

GENFARE 

SOURCE: U.S. DEPARTMENT OF TRANSPORTATION
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