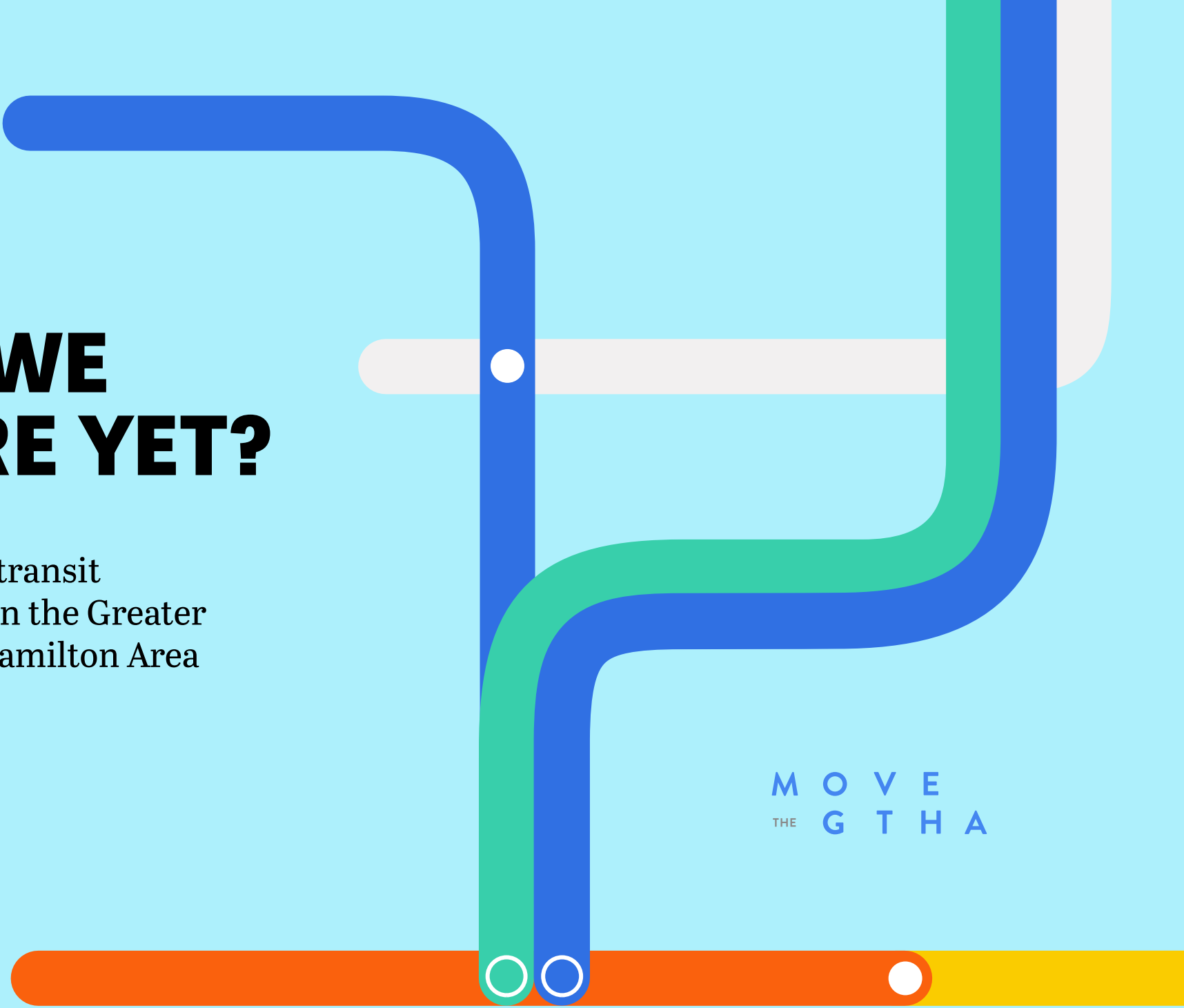


ARE WE THERE YET?

The state of transit
investment in the Greater
Toronto & Hamilton Area

M O V E
THE G T H A



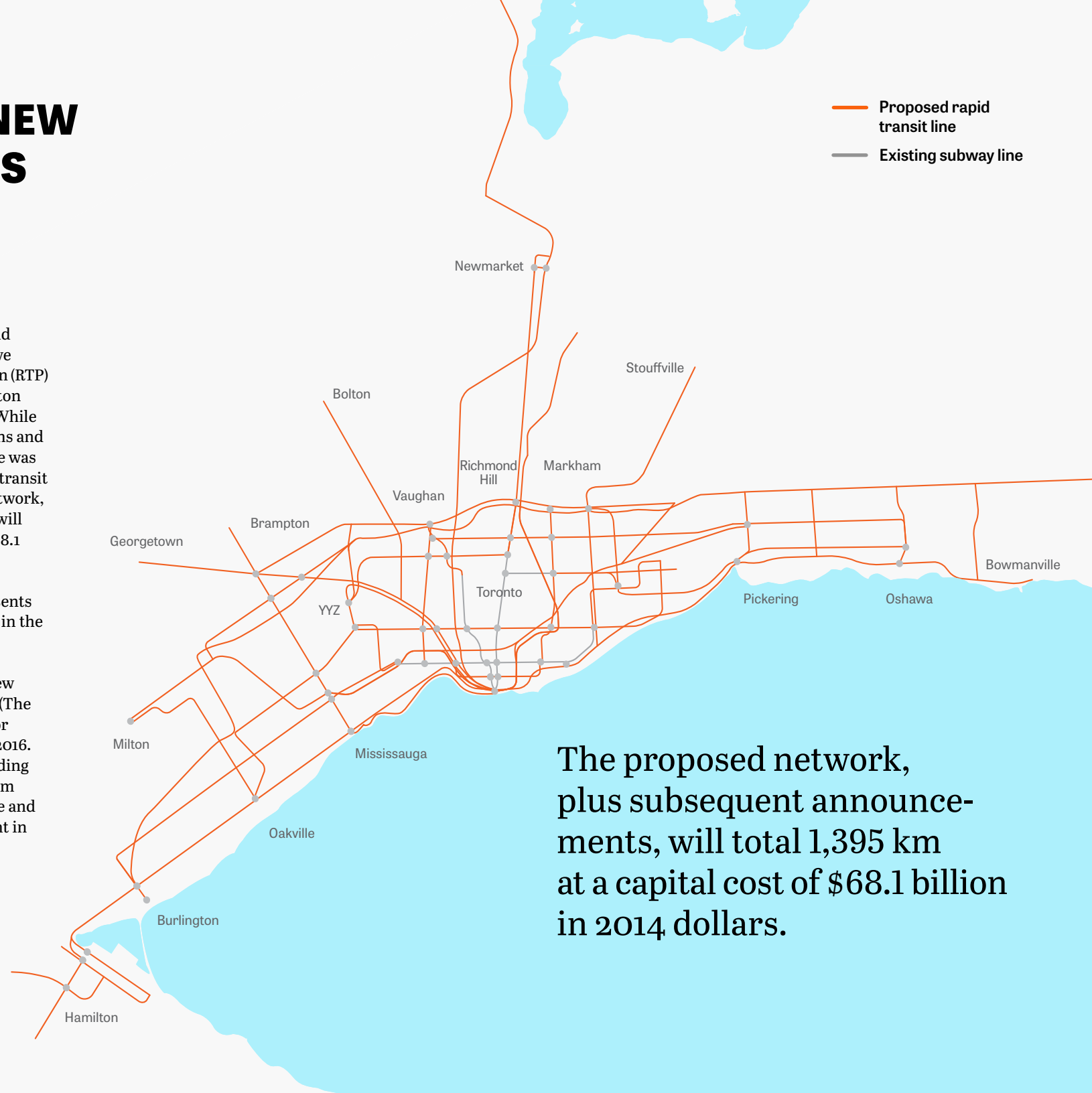
TIME TO RENEW OUR EFFORTS

In 2008, the province of Ontario and Metrolinx released a comprehensive 25-year regional transportation plan (RTP) for the Greater Toronto and Hamilton Area (GTHA) called The Big Move. While the RTP had many strategies, actions and policies, the single biggest initiative was construction of an extensive rapid transit network by 2033. The proposed network, plus subsequent announcements, will total 1,395 km at a capital cost of \$68.1 billion in 2014 dollars.¹

In this report, Move the GTHA presents a snapshot of progress in investing in the region's RTP by 2033.

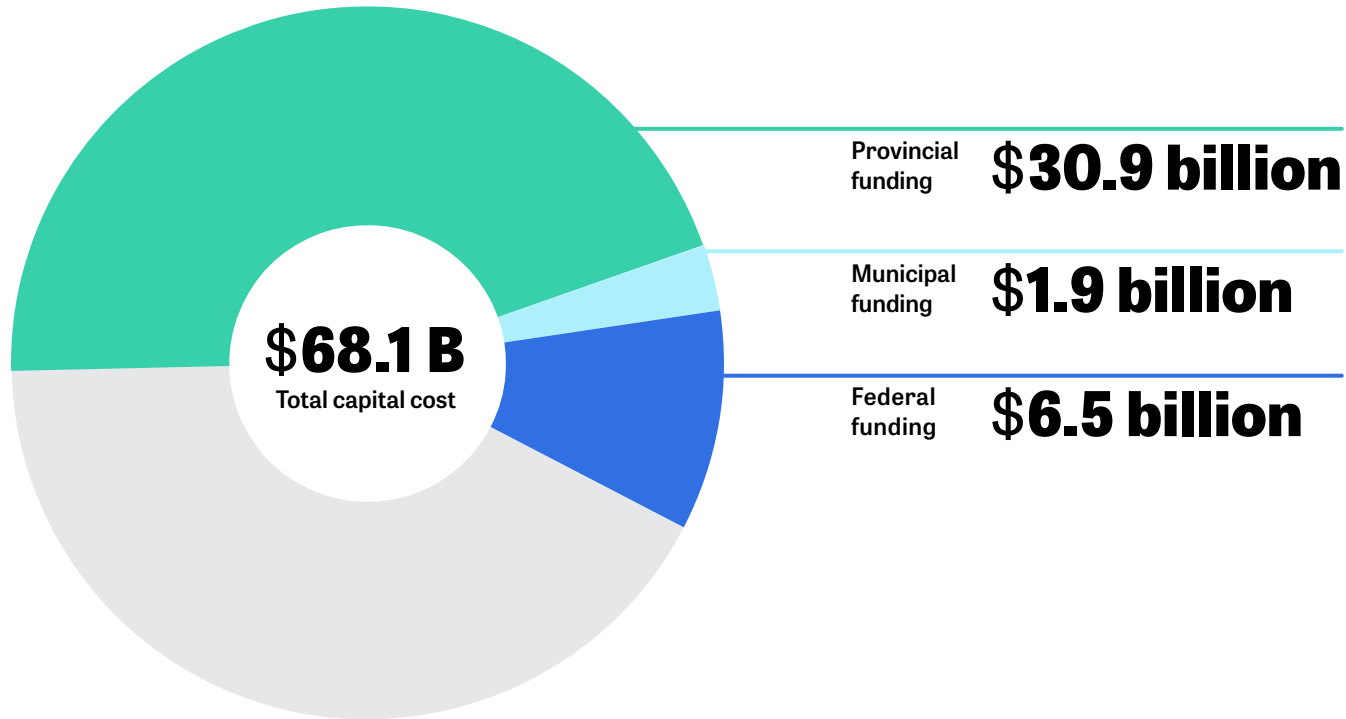
Metrolinx has just launched a review of the region's transportation plan (The Big Move), that includes a period for public comment until October 21, 2016. Move the GTHA hopes that the funding gap identified in our report will form a major part of the public discourse and will advocate for further investment in the rapid transit network.

¹ \$50 billion in 2008 dollars plus additional projects not identified in 2008 plan. Please see the [background document](#) for more information on this calculation.



The proposed network, plus subsequent announcements, will total 1,395 km at a capital cost of \$68.1 billion in 2014 dollars.

THE GOOD NEWS



The Big Move signalled a breakthrough for the GTHA, a region that has suffered from under-investment in comprehensive transportation options as the population in the region has continued to grow significantly year after year.

To date, provincial, federal and municipal governments have committed a total of \$39.3 billion in capital funding to build approximately 571 km of new rapid transit across the GTHA. This is very good news!

Please refer to the [backgrounder document](#) for all references and calculations.

WE ARE ALMOST HALFWAY THERE



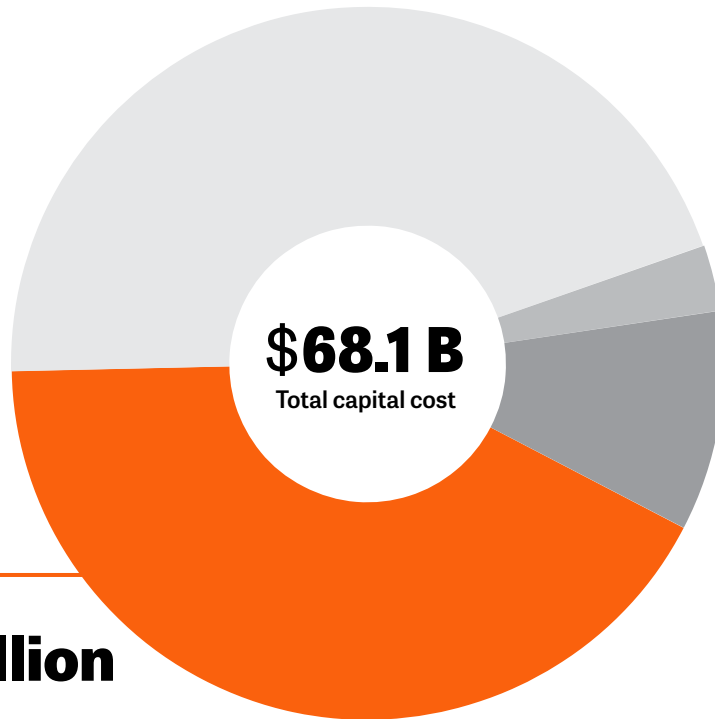
113 km Existing & completed
519 km Funded
763 km Not funded

- Completed line
- Fully funded line
- Partially funded line
- Partially completed & partially funded line
- Unfunded line
- Existing subway line



With almost half of our planned regional rapid transit network funded, now is not the time to slow down. We must continue to make new investments that keep us on track to build and operate 1,395 km of existing and new rapid transit by 2033 and give us all more ways to get around.

THE BAD NEWS



Capital funding gap

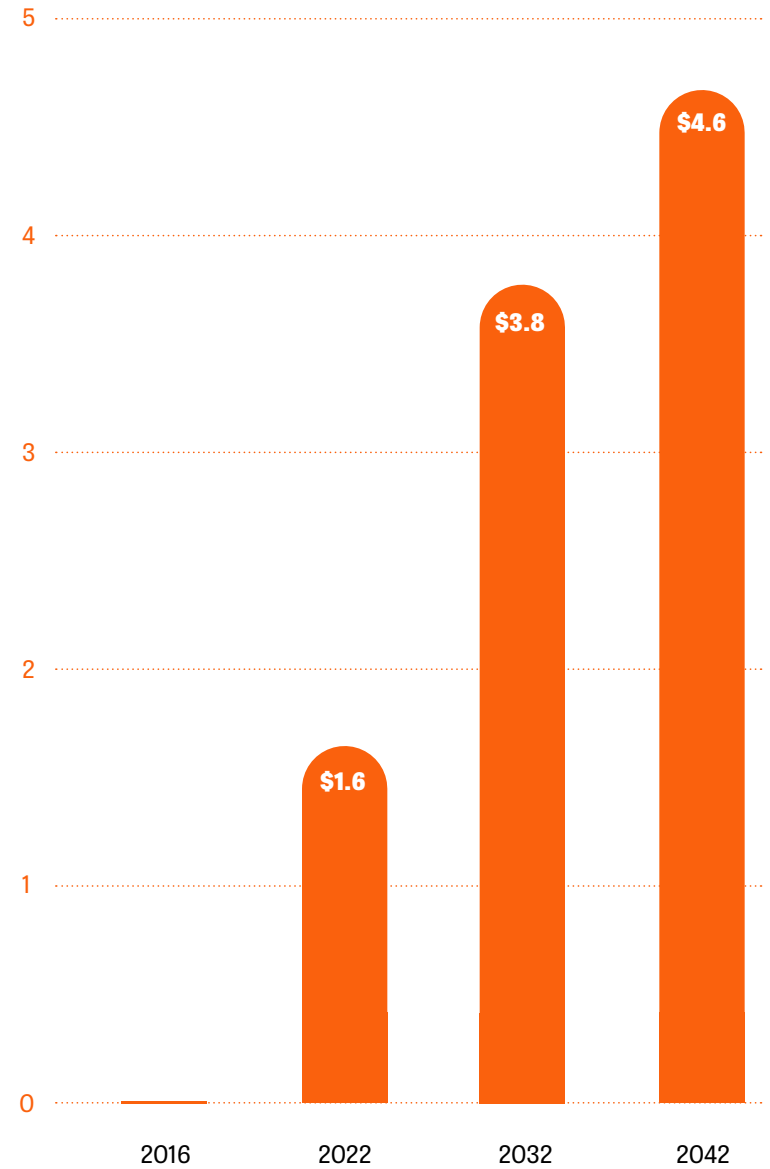
\$28.8 billion

There is still a capital funding gap of \$28.8 billion to finish building the rapid transit projects in The Big Move. In addition and equally challenging, is that the money needed to operate, maintain and rehabilitate this rapid transit system once it is built has not been planned for or set aside. As soon as the network is built it will immediately start to age, requiring a significant annual budget

to ensure that everything continues to run smoothly.

Assuming the entire network gets constructed as planned, these non-capital costs are estimated to reach \$1.6 billion per year by 2022, \$3.8 billion per year by 2032 and \$4.6 billion per year by 2042. If the full network is not completed, costs will fall proportionally but still be very substantial.

Operation, maintenance & rehabilitation costs (billion dollars per year)



THE CHALLENGE




We have strong funding commitments, and governments are making progress in building rail transit infrastructure right now. But if we want to continue to build, operate and maintain the region's much needed rapid transit system, we need additional funding commitments. Now is the time to identify new dedicated and sustainable revenue sources, for both capital and operating costs.

Numerous expert studies and reports have identified revenue tools that have good potential, including an increase to the HST dedicated to transportation, an increased gas tax dedicated to transportation, a new parking space levy, or broadly-based road pricing like is being tested in the USA today.

Everyone understands that transit projects don't come cheap, and governments face many demands for funding. Successful implementation of The Big Move depends on the willingness of all three levels of government and the public to work together towards a common goal. That is to find the revenue to bridge the \$28.8 billion capital funding gap, and cover the cost of operation, maintenance and rehabilitation of the system.

But it helps to understand that investment in this kind of rapid regional transit is just that — an investment. And one that can help address the other challenges governments are tackling.

Successful implementation of The Big Move depends on the willingness of all levels of government and the public to work together towards a common goal.



WHY SHOULD WE INVEST?

It's about much more than just getting from A to B

When most of us think about transit, we think of buses and trains taking us where we need to go. And that's certainly the main thing a transit system does. But it isn't the only thing. Our governments are looking to meet new greenhouse gas (GHG) targets, build walkable, transit-focused communities with a mix of housing in close proximity to jobs and amenities and grow our economic centres. This is why it is critical to consider how our transportation network helps us achieve these goals. Here are nine other reasons we need to build a regional rapid transit system, and why we say that an investment in that system is an investment in our future.

Access for all

Planning and building transit with equity as a central goal will ensure that people in neighbourhoods poorly served by existing transit can enjoy greater access to services, jobs, and social opportunities.

Saving time, saving money

Driving is expensive, and rush hour can be just wasted time. A strong regional transit system would reduce the average commute time by 32 minutes each day or 2100 km per year per capita of car driving distance. This could save commuters in the GTHA \$8.1 billion per year collectively.

Driving the economy

Better transit will make this region more attractive to incoming businesses, talented workers, and new investments. A regional rapid transit system will increase the region's GDP by an estimated \$110-130 billion by 2033.

Congestion costs everyone

The Toronto Region Board of Trade estimates that congestion costs our region \$6 billion every year. As our population grows, so will those costs. If no significant action is taken to improve our transportation network, the cost of congestion in the GTHA will reach \$15 billion annually by 2031.



Quality of life

Commuting is stressful and time consuming. Reducing the amount of time people spend getting to and from work will make work itself easier, and life outside of work much more satisfying and full.

Civic pride

Cities are judged by their transit systems. Other city regions worldwide have developed larger, more integrated, more accessible and more responsive transit networks than ours, and are reaping the benefits. It is time for us to do so as well.

Environment

1,395 km of rapid transit and associated land use plus active transportation changes would reduce annual per capita greenhouse gas emissions in the GTHA from passenger transportation by 30 percent. A better transportation network would also support higher density communities and more green space.

Building communities

Transit systems make communities better. They offer options and choices, and make it easier to live, work and play.

Transit is healthy for us

Better access to public transit and active transportation, such as walking and cycling, increases the opportunity for physical activities that lead to better health. In addition, having fewer cars on the road reduces pollution from gasoline and diesel vehicles. This improves local air quality, leading to fewer illnesses and respiratory problems.

WE ALL HAVE A ROLE TO PLAY



There is a plan. There has been progress. And there are many great reasons to invest.

The benefits of a regional rapid transit network extend far beyond increasing convenience for commuters. This network will be good for the people of the GTHA, for the region's economy, and for the province as it builds more complete communities. This project must not be allowed to fail. We all have a role to play in getting this right.

Government and transit agencies must work together to identify new dedicated and sustainable revenue sources, for capital, operating costs and maintenance and rehabilitation costs.

As civic leaders work toward establishing common evaluation criteria for how our infrastructure dollars should be prioritized, we need communities to demonstrate support for public transit. We all need to get beyond the idea that our current revenues can cover the cost of a transit system that will help our region to flourish. As a civil society we must recognize the need to invest by supporting a series of revenue streams in addition to existing tax dollars and revenue from the fare box.

Experience in the USA has shown that people will support new revenue tools for transportation if the tools are dedicated to transportation, transparent, cover all sectors of society and are used to fund projects with solid business cases.

The benefits of a regional rapid transit network extend far beyond increasing convenience for commuters. We all have a role to play in getting this right.

WE NEED GOOD PLANNING AND A SUPPORTIVE PUBLIC

A role for the government

We need a plan by the end of 2017 for dealing with the transit funding gap that includes:

A funding strategy that outlines new sustainable sources of revenue to raise \$28.8 billion to build 763 additional km by 2033.

A funding strategy that outlines new sustainable sources of revenue to support operations and maintenance costs:
\$1.6 billion per year by 2022
\$3.8 billion per year by 2032
\$4.6 billion per year by 2042

A transit Summit, as soon as one can be arranged. It must include the federal, provincial and municipal governments and other stakeholders to engage them in developing and building public transit, in how our money is spent, as well as support for new revenue sources and funding strategies to eliminate the current capital and operating funding gaps.

A role for the public

Speak with local representatives at all levels. Tell them investment in our regional transportation network is important to you.

Take part in [The Big Move review](#) this summer. You can review the [discussion paper](#) and submit your comments to Metrolinx by e-mail to theplan@metrolinx.com by Monday, October 31, 2016.

Ask representatives what they are planning to do to cover the \$28.8 billion capital funding gap and the huge operating cost gap. Make your feelings known.

Share your ideas with your neighbours and communities to encourage everyone to speak up about the importance of investing in regional transportation.

**LET'S PLAN FOR
SUCCESS TOGETHER.**





MOVE THE GTHA

This report was compiled and released by Move the GTHA, a diverse group of organizations from health, labour, business, policy, environment, and citizen advocacy working together to build awareness, engagement and education in support of investment in our region's transportation system.

METCALF FOUNDATION

This report was completed thanks to the generous support of the Metcalf Foundation.

References

All references and calculations can be accessed in the backgrounder document available at: movethegtha.com

August 2016
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