



Problems and Solutions

Moving Forward Transportation Forum

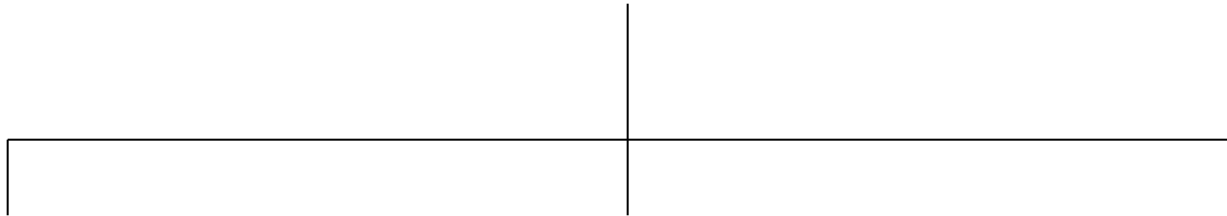
May 12, 2012

John Howe, Vice President
Investment Strategy and Project Evaluation



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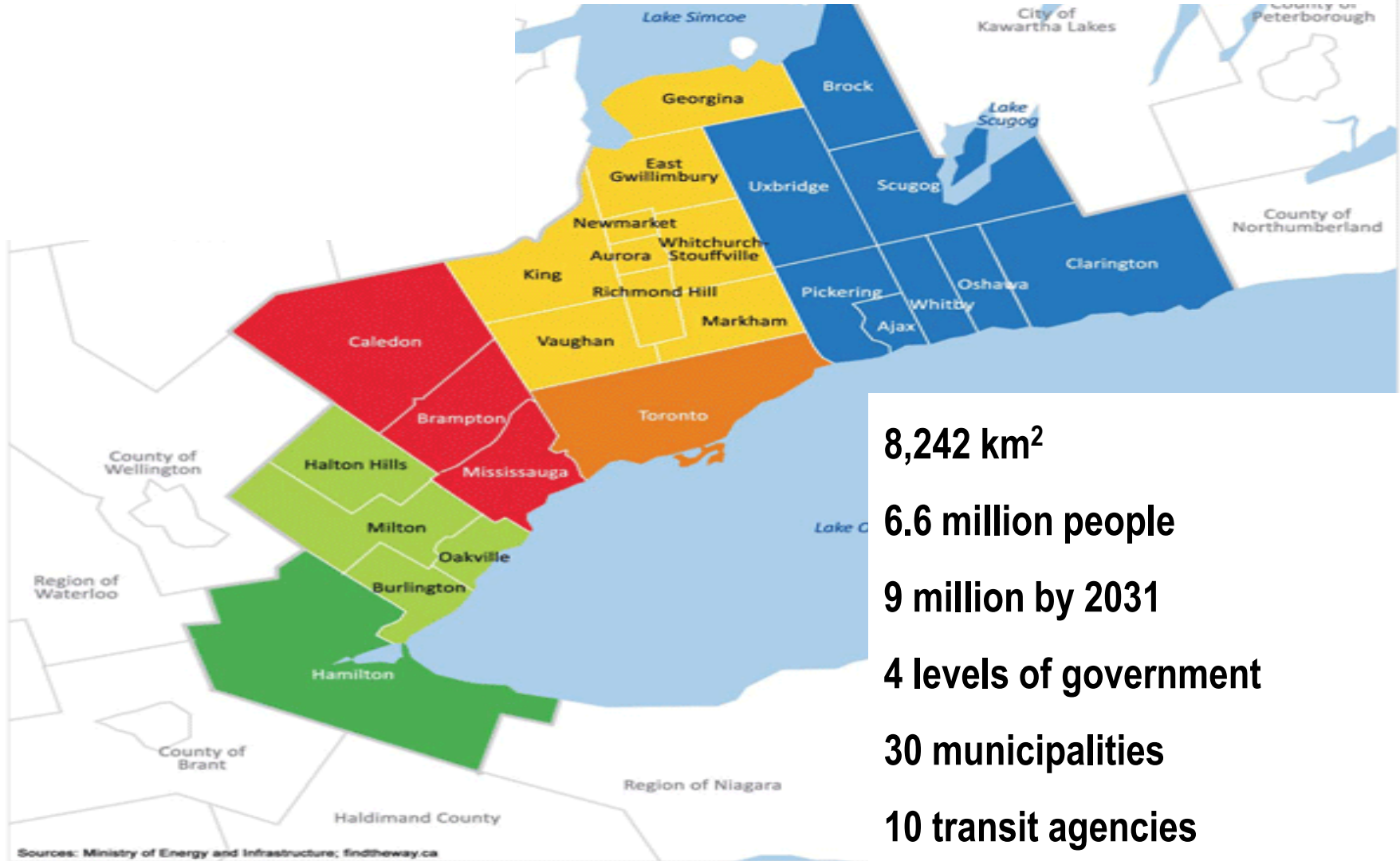


AirRailLink

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Our mandate area



8,242 km²

6.6 million people

9 million by 2031

4 levels of government

30 municipalities

10 transit agencies



Our most powerful
global beacon and
brand name

The **fifth largest** urban
region in North America

More than **100,000**
newcomers to Canada choose
to make Greater Toronto home
every year

50%

of Ontario's people live here

of Ontario's GDP is generated here

Population: Over **6.6 million**

GDP: Over **\$320 billion** per year



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□ Access and proximity to one of the world's wealthiest regional markets

□ **135 million**
US and Canadian consumers within a one-hour flight or one-day drive

We are already a great urban region: We could be even stronger

<i>Greater Toronto ranking in 2011-12</i>	<i>Key indicator</i>	<i>Global leader</i>
2nd	Finance, intellectual capital and innovation PWC Cities of Opportunity	New York
4th	Most liveable city The Economist Intelligence Unit	Melbourne
10th	Global financial centre Global Financial Centres Index	London
10th	Destination for innovation Innovation Cities Program	Boston

Transportation under-investment is holding us back

Hotspots: Benchmarking Global City Competitiveness *Economist Intelligence Unit March 2012*

Toronto:

- Overall: 12 out of 120 global cities
- **Physical capital including transit: 36 out of 120**

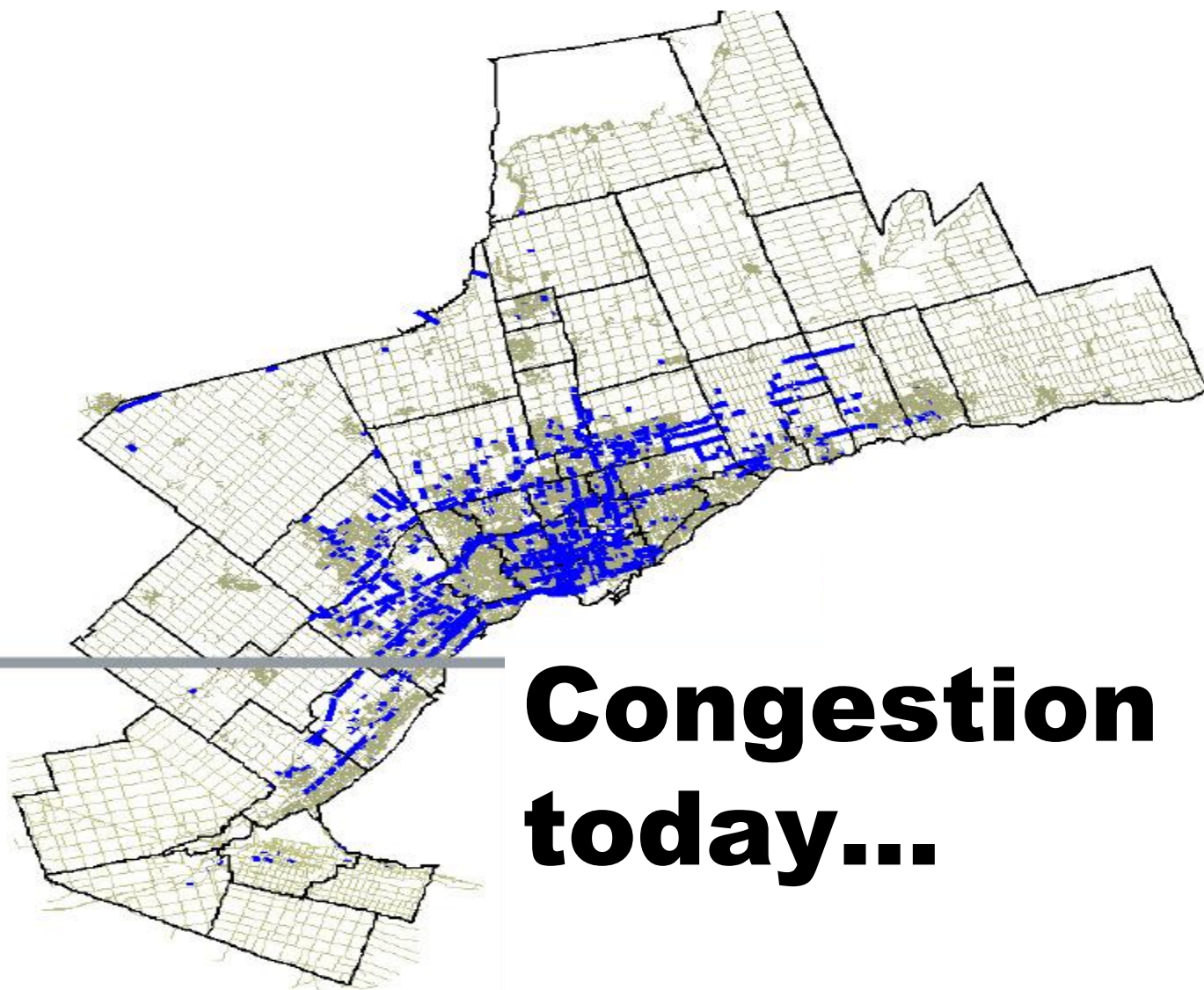
US and Canada Green City Index

Assessing the environmental
performance of 27 major US
and Canadian cities

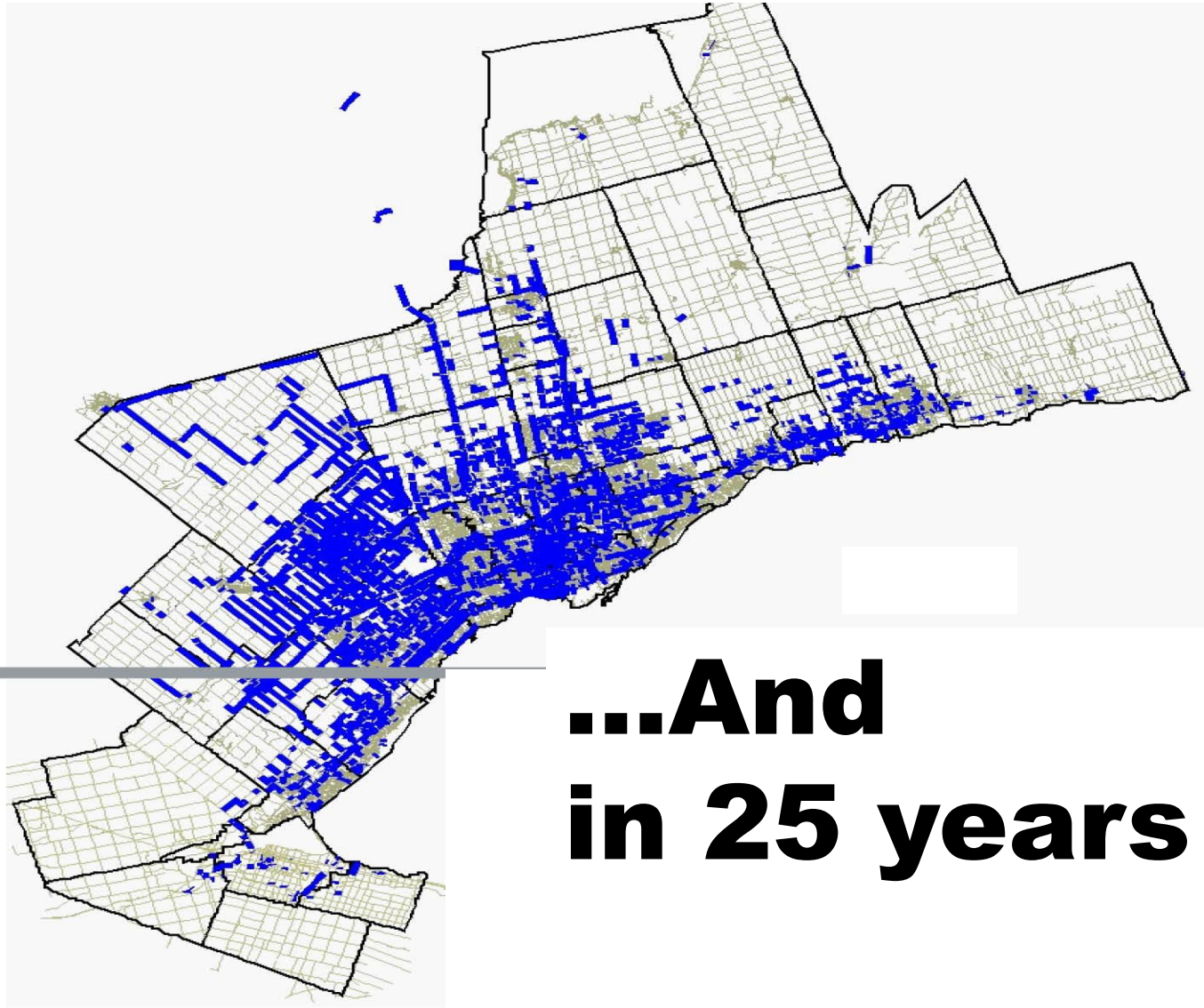
EIU and Siemens, 2011

Toronto:

- Overall: 9 out of 27 North American cities
- **Transportation: 22 out of 27**



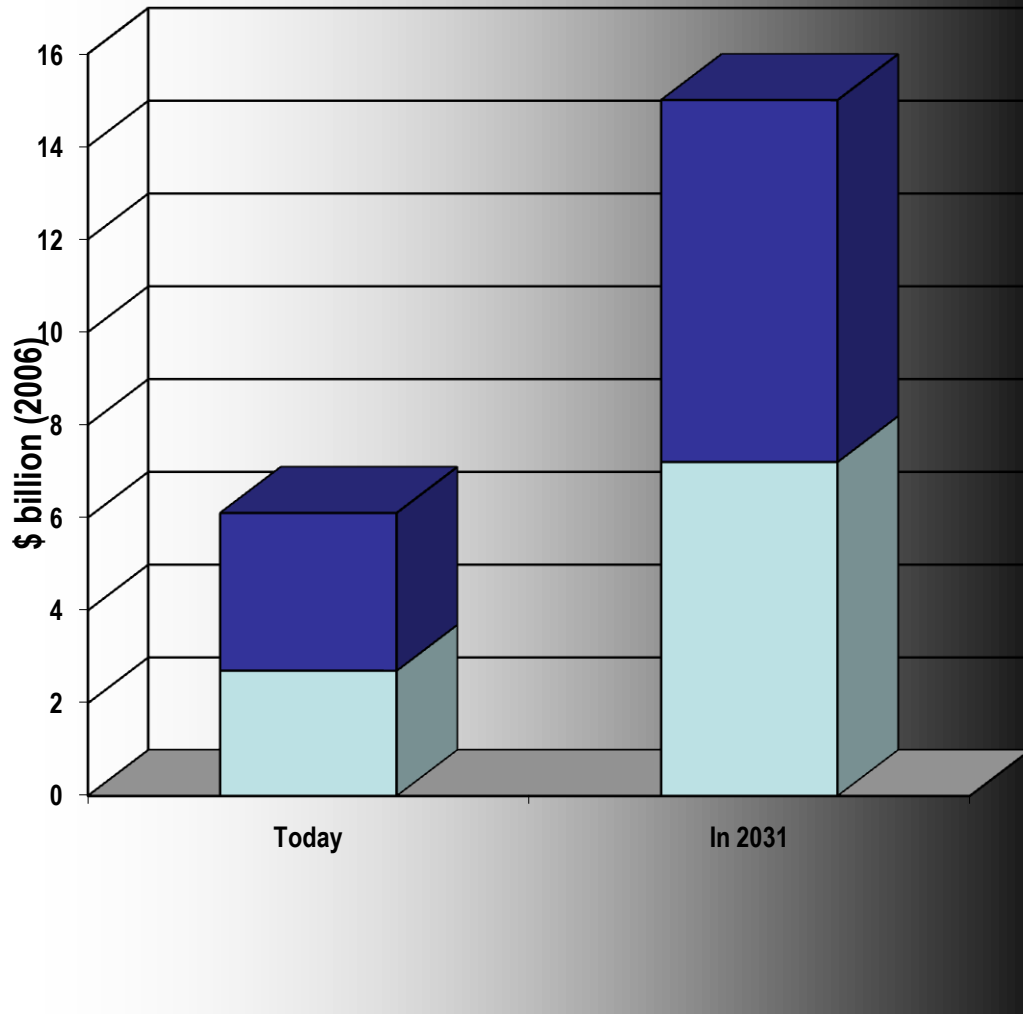
**Congestion
today...**



**...And
in 25 years**

□ Lost GDP

■ Increased transportation cost



The cost of congestion to our economy

Will increase from **\$6.1 billion** per year today to **\$15.0 billion** in 25 years

...If we fail to make major transformational investments in transportation expansion

The average daily commute – one of the longest in North America – will get more intolerable

Increasing from 82 to **109 minutes per day** – without major transit expansion



The GTHA
economy creates
26,000
fewer jobs
per year due
to congestion



THE BIG MOVE

TRANSFORMING TRANSPORTATION IN THE
GREATER TORONTO AND HAMILTON AREA



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LINKING PEOPLE TO PLACES • ON T V A

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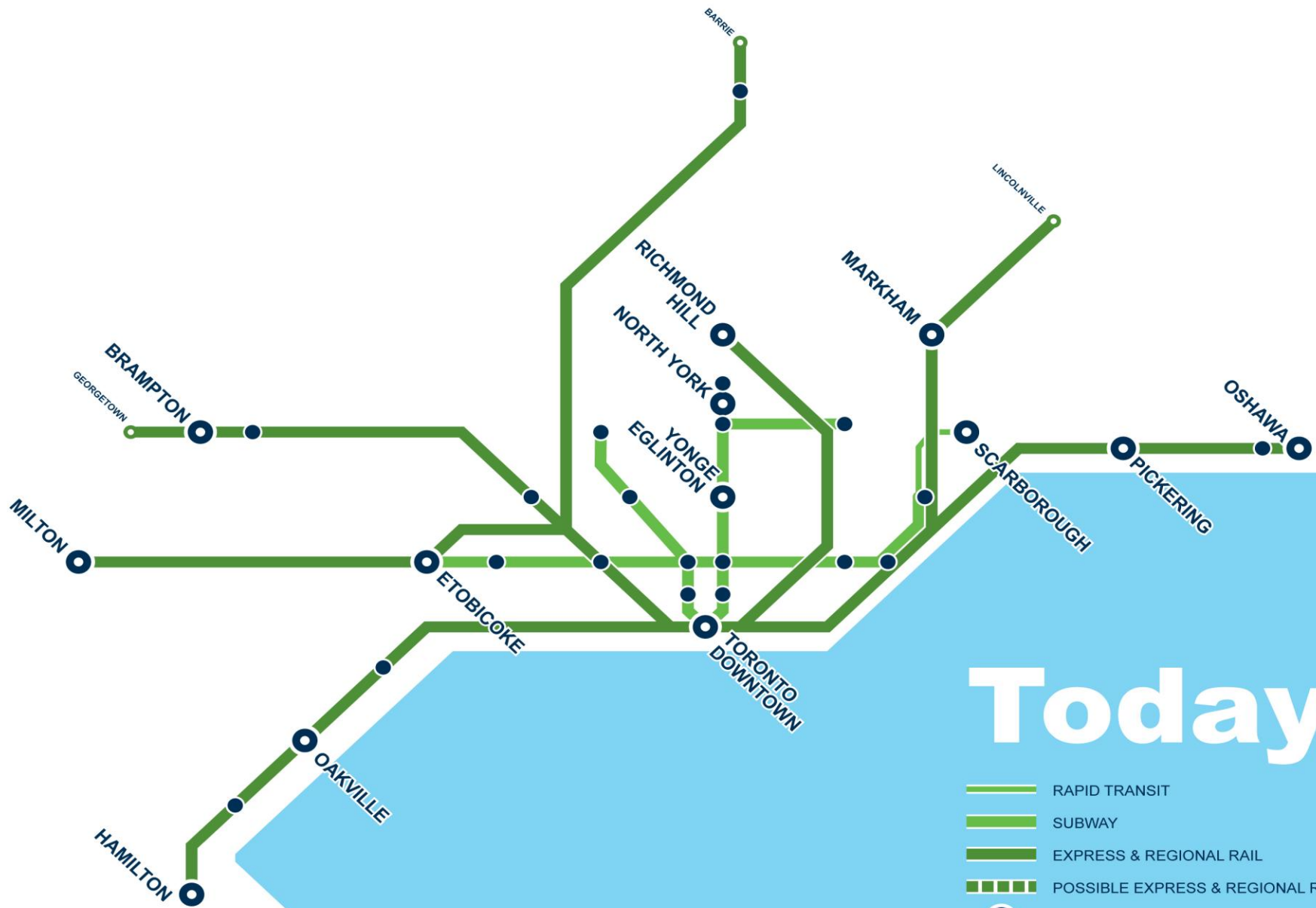
We have a plan

A 25-year
\$50 billion plan
to transform
mobility across
our region



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Today

- URBAN GROWTH CENTRE
- MOBILITY HUB
- INTERNATIONAL AIRPORT

THE BIG MOVE

TRANSFORMING TRANSPORTATION IN THE GREATER TORONTO AND HAMILTON AREA



In 25 years

Our vision for 21st century mobility

	Today	In 25 Years
Average daily commute	82 increasing to 119 minutes	77 minutes
Trips to work by transit	17%	33%
People living within 2 km of rapid transit	42%	81%
Rapid transit system length	500 km	1,725 km
Greenhouse gas emissions	2.4 tonnes per person per year	1.7 tonnes

Benefits for the economy

- **430,000** new jobs
- **\$21 billion** employment income
- **\$29 billion** GDP
- **\$15 billion** new tax revenues
- **71%** of expenditure stays in Ontario

...And the benefits are personal

- **32 minutes per day** – 5 days per year – less time commuting and more time for family
- **\$9,000 per year** savings in car ownership and operating costs



Results first! Projects now underway

Air-Rail Link

Brampton ZUM

Mississauga-403 Transitway

Spadina Subway Extension to Vaughan

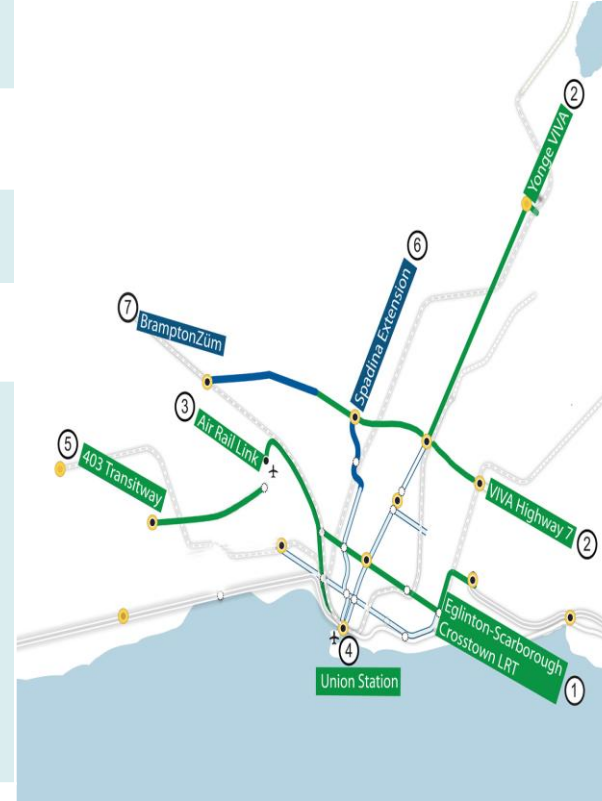
Toronto Light Rail Transit*

- Eglinton Crosstown
- Finch West
- Sheppard East
- Scarborough Rapid Transit (SRT)

Union Station Revitalization

York Region VIVA

* Subject to Province of Ontario approval



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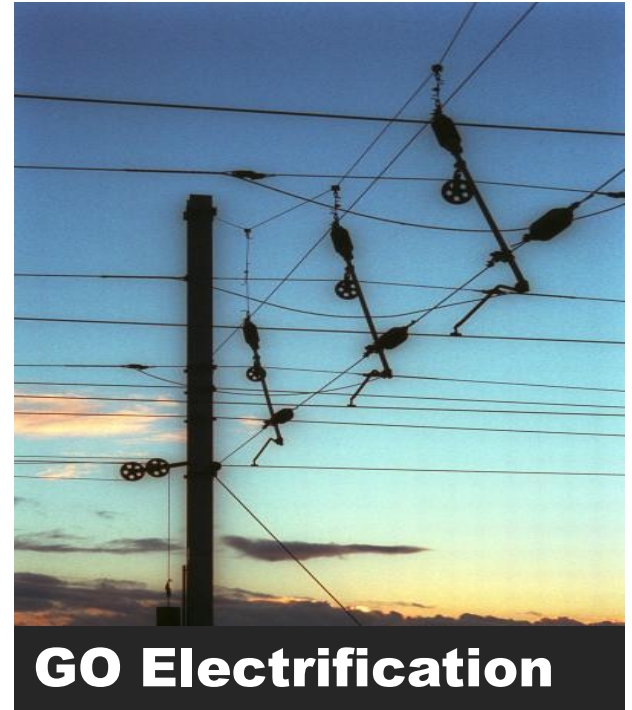
**We have
excellent but
unfunded
projects in the
pipeline**

**With benefits for
the entire region**

Imagine...

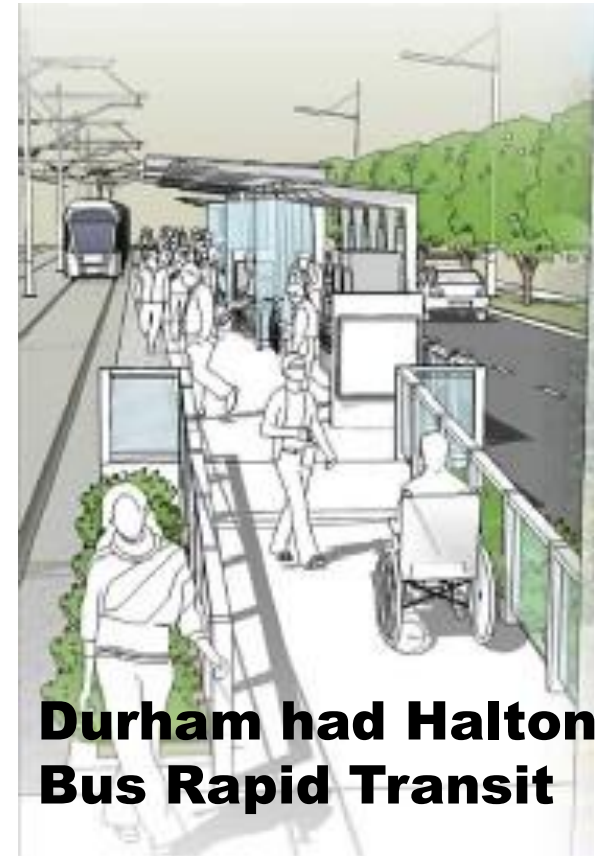


GO All-Day Two-Way



GO Electrification

Imagine...



Imagine...



Hurontario Light Rail Transit



Yonge North Extension

Our mandate

“On or before June 1, 2013, the Corporation shall provide the Minister and the heads of the councils of the municipalities in the regional transportation area with a copy of the Corporation’s investment strategy, including proposals for revenue generating tools that may be used by the province or the municipalities to support the implementation of the transportation plan for the regional transportation area.”

Metrolinx Act, amended May 2009



“ We need to work together to reach a collective view and decisions on the right set of effective, equitable and affordable funding tools. And there is no question that these are tough choices. ”

*Hon. Bob Chiarelli,
Minister of Infrastructure and Transportation
April 2012*

Key principles moving forward

- 1 New dedicated revenue tools – to deliver specific projects and improvements
- 2 An irresistible multimodal bundle of projects and initiatives
- 3 Fact-based planning and decision-making
- 4 Region-wide benefits and value – for everyone
- 5 Fairness and social inclusion
- 6 Simplicity and ease of understanding
- 7 Effective governance and accountability
- 8 A leader in project and service delivery, and customer excellence – each and every day



Let's continue the dialogue
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