

### **Objectives**

- I. Why is gridlock a problem for public and business?
- II. How BIG is the problem in Region?
- III. What are the constraints of status quo public finances?
- IV. What options do we have to pay for transit expansion?
- V. How can we advance solutions?
- VI. What does the journey forward look like?
- VII. Evidence that public is leading politicians



#### Gridlock has become the # 1 issue for both public & business

### TORONTO STAR COMMUTE IS STALLING US

Last year, the mayors' council for TransLink, the regional trans-it authority, turned down a plan that would have relied on prop-erty tax increases to fund several

### Worse than L.A.

At 80 minutes per round trip, the average work commute in Greater Toronto ranks an 'embarrassing' last among major cities, even those famed for gridlock



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#### AN DITELL KALLBOWER

Tomorrow great place tellion, Youhypercodi manage togette web ages a new study by the Toronto

Greater Toronto's commuting times are the sport of 19big rities

covered upo the hand's record ALEC minutes per report trip. To-

reste consistes spend 24 min-cles a de longe diagging then-el se to and/our work than perple Ladicos Angeles, 12 minutes bear-ger than New Yorkers, and 20 minster longer than residents of

The figures arrange to not times for those who did to care and those

who take public transit Stand of trade third emotion

layed to billion in planned transit specifing didn't bely, the added "It was stopen contrastanted and, now, with Thursday's previously hodget, it's to per cent unfunded," Whiting until Manday

The commute ranking is an other example of only we need to hald from the City (abstrally) Mayor Reeld Miller told regotion Monday.

toty loses because of gid ob. The only way to light gid look. . . is provide a transit system for a new basered on obtained ton."

The report soles only 25 per out. of Toronto use a residenta le preope at home. In State, 74 per cent and he systems take transity in Sing Korg Styre nestile.

Specifing to a Ray Street made one

locant a ranks fourth arrang 24 cities in averall prosperity. Read more about the report on 21

to body "This lan't complicated. Every-body agrees the t Torontohan a few tasks transit quie in, but for a city of short countillies," hiller said We stopped building meening \$4. apidtranskalest 20 pers ap

hird of eiter in the proportion of He was still visibly aggreat last instantial before around the street week's producted budget delaying from City Hell, Finance Minister Doubt Donay the emission the spending delay, defended the

> ting transit," he said, "All the prolagen - it utitale abitlinge

und on all of that," Depose said. Set there are put of the difficult choice each and every size of to be

Curvall, Toronto ranks fronth mung 24 world dities in the heards oneward It remains an attractive place to people to Eve, the study found

making Number True in the "laonly literal con. Toronto has the highest purpose Some financi grante of a specify in the study. Also, it reads in the apper

people with a university degree The hand side a tend ou It is mid-park in housing affer skilling little fielder selft at brant in seut. ment as said in so there, ranking 1983 as an investment magnet. It also maked low for productivity and product sky growth against other microidens report the world

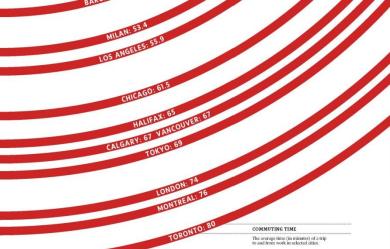
Evergreen Line.
Provincial and federal dollars
for the project have been lined
up, but TransLink still needs to
come up with its \$400-million
share of the tab, and funding for
the project has been an issue for
more than a decade.
"It hasn't gone away, it has gotten worse." Fort Moody Mayor
Joe Trasolini said. "Business sufhas got to be reversed."
Calgary Mayor Naheed Nenshi
said he plans to spend much of tiple governments."

Of all the Canadian cities ranked by the Board of Trade

seems to have been knocked off course because of the politics," he said. "You need an agency that takes a longer-term view, simply because these projects themselves are going to span multiple terms of office and mul-tiple governments."

### \$6 BILLION/yr

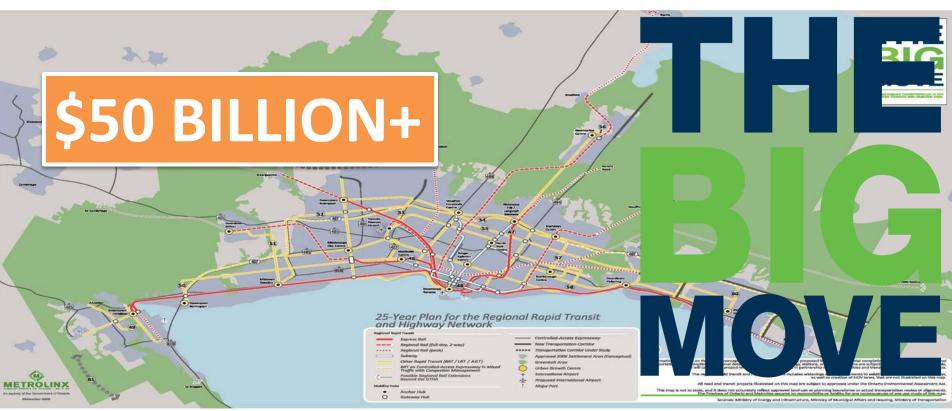
Lost in productivity & longest commute times



NEW YORK CHICAGO

For the full story on the Toronto Board of Trade's Scorecard on

## Our challenge is to finance the world's largest regional transit expansion initiative



TRANSFORMING TRANSPORTATION IN THE GREATER TORONTO AND HAMILTON AREA

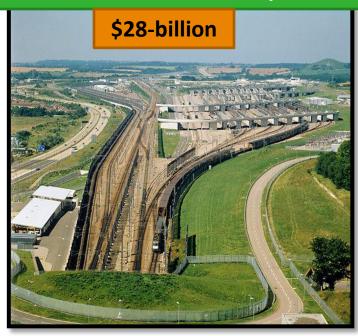


### Scale of *The Big Move* rivals that of other major global infrastructure projects





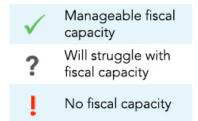
#### **CHANNEL TUNNEL - BRITAIN/FRANCE**



## Regional municipalities lack the <u>fiscal capacity</u> to build new transit infrastructure

Context: Fiscal Capacity of the Toronto Region: Present - 2020

Fiscal Capacity of Toronto Region				
	Operating	State of Good Repair	Capital Expansion	
Toronto	?	!	!	
Hamilton	?	?	!	
Durham	$\checkmark$	?	!	
York	$\checkmark$	?	1	
Peel	$\checkmark$	?	!	
Halton	$\checkmark$	?	1	
Mississauga	$\checkmark$	?	!	
Brampton	$\checkmark$	?	!	
Markham	$\checkmark$	?	!	

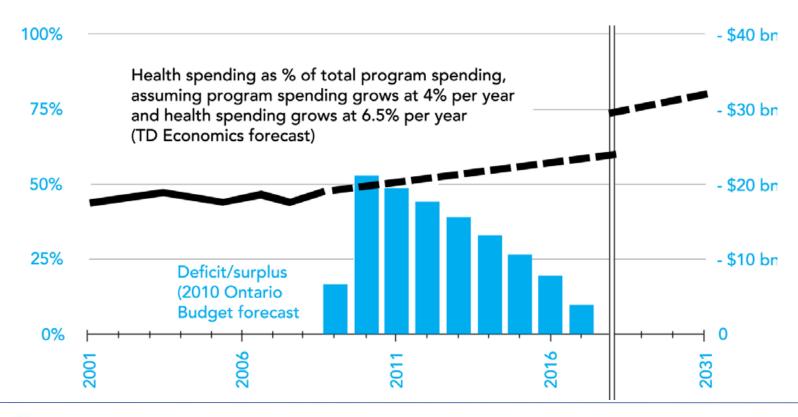






## Province also cannot afford to advance transit expansion at this scale

#### Context: Ontario's Limited Fiscal Capacity 2001 - 2031









"Engage citizens in an open, public dialogue on how best to create new revenue sources for future transportation capital needs."

> -Don Drummond Commission on the Reform of Ontario's Public Services (2012)



# Toronto Board of Trade has led the public conversation about new revenue tools

<u>Large</u> (\$1B/year +)	<u>Medium</u> (\$500M - \$1B/year)	Small (under \$500M/year)
Parking surcharge	National transit strategy	High Occupancy Toll
Regional sales tax	Predictable, long-term senior	Vehicle registration fee
Gas tax	government funding	Utility levy
Vehicle kilometers traveled	Infrastructure bond	Full-cost recovery transit
Road pricing – tolls	Employer payroll tax	fares
Road pricing – congestion	Tax increment financing	
pricing	Land value enhancement	





The Move Ahead
Released May 2010

#### **Regional Transportation Coalition**

**Strategy: Public Engagement Campaign (Social Change)** 

**Mandate:** Create the "winning conditions" to grow public will and ultimately, political commitment, to consider a variety of dedicated revenue tools to fund, implement and sustain a regional transportation plan.

















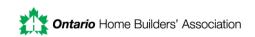








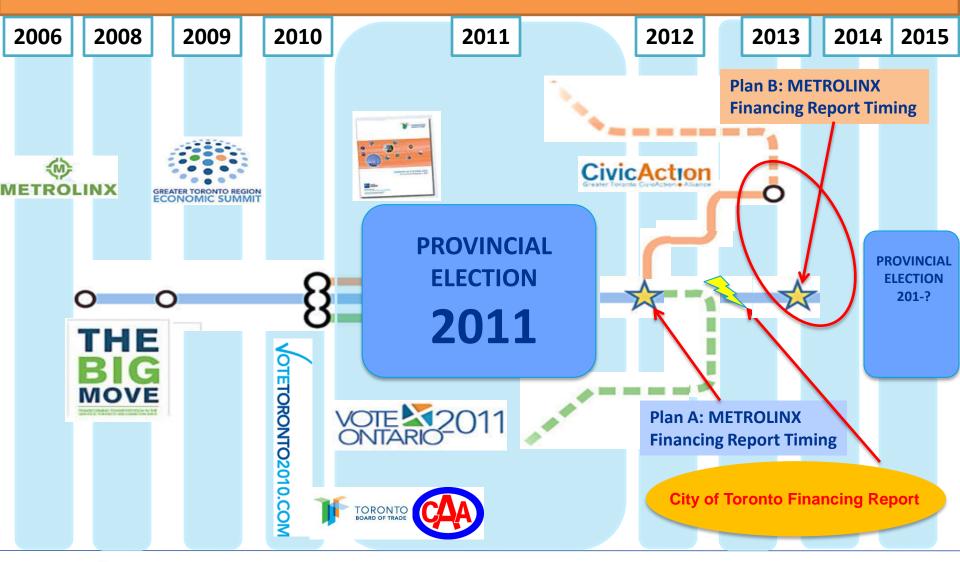








### The long journey towards progress is reaching a crossroad





### Public is showing that it is leading the politicians on the gridlock issue

#### **By Region**

