

Moving Transportation Forward in the GTHA

J. Robert S. Prichard
President and Chief Executive Officer
Metrolinx

Toronto City Summit Alliance Roundtable
July 14, 2010

Metrolinx Vision and Mission



Vision – Working Together to Transform the Way the Region Moves



Mission – To Champion and Deliver Mobility Solutions for the Greater Toronto and Hamilton Area (GTHA)

Metrolinx Priorities

- 1. Get the first five transit projects built via the Metrolinx 5 in 10 plan. Get the projects done and get them done well.**
- 2. GO Transit – good as it is, it needs to be even better. Make citizens an offer so good, they can't refuse. Expand and improve GO.**
- 3. Develop investment strategy so we never have to play catch up again. Get best ideas on table, get debate going and citizens engaged. Make a recommendation.**

A Bold Plan

- Ⓜ \$50 billion of investment over 25 years
- Ⓜ 15 high priority *Big Move* projects





The Big 5 (plus four)



- PROJECTS**
- 1 Sheppard
 - 2 Scarborough RT
 - 3 Finch
 - 4 Eglinton
 - 5 York VIVA
 - 6 Spadina Subway
 - 7 Airport Rail Link
 - 8 403 Transitway
 - 9 Union Station



Metrolinx 5 in 10 Plan

Province approved
Metrolinx 5 in 10 Plan
on June 14th, 2010

On the same day
Metrolinx ordered 182
Bombardier LRV's for
\$770 million

These will provide the
vehicles for 4 LRT lines
in Toronto

Vehicles will begin
arriving in 2014 for
Sheppard LRT line



Miles to go ...

\$50 billion plan, just on capital

Confronting most difficult but important issue – Investment Strategy – how should we pay for all of this?

Investment Strategy

“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 generation 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, 2006 (amended May 2009)

Question 1

Should the Investment Strategy focus solely on *The Big Move's* \$50 billion capital plan or should it also encompass operating costs – both regional and local?

Question 2

Are we principally raising revenue to pay for what we need to build or are we principally shaping behaviour with incentives to reduce congestion and create a greener environment? If we are to do both, what is the relative importance of the two goals?

Question 3

How wide should the investment strategy net be cast? Are the proceeds just for transit or for transit and roads?

Question 4

Are we better off to focus on a single tool to produce the required revenue total or should we anticipate a package of multiple tools to produce the total? What are the advantages and disadvantages of each approach?

Question 5

How do we engage the public in a real conversation about the costs and benefits of congestion and investments in transit? How do we effectively connect a better quality of life and a more prosperous region to investment in mobility solutions?

Question 6

**How do we make it safer or more attractive for candidates for provincial or municipal office to raise the issue of citizens paying for better mobility solutions?
Put differently, how do we remove “the third rail” from this debate?**

Question 7

How do we create a positive coalition of drivers and riders to support the Investment Strategy instead of the debate being drivers versus riders? Is it enough to argue that drivers benefit by getting more riders on transit and off the roads?

Question 8

In a political environment that makes tax increases and user fees very difficult, if not impossible, should any new revenue tool require a referendum prior to its adoption to legitimize it? Could a referendum ever be won?

Thank You