

# Who's ready to fight traffic with transit?

An analysis of GTHA transit investment platforms from Ontario's political parties

Photo: "Queen's Park Subway Station" by Raysonho, Wikimedia Commons

## Overview

Reducing traffic and improving transportation infrastructure are key priorities across Ontario. In the Greater Toronto and Hamilton Area (GTHA), home to more than 6.5 million people, the top transportation priority is improving and expanding rapid transit.

In the lead up to the 2014 provincial election, the Pembina Institute analyzed the transit platforms of the four major provincial parties.

We selected five guiding principles related to transit investment as the criteria for our analysis, and then evaluated each party according to those criteria. Our evaluations are based on the election platforms, public statements and materials released to date by the various political parties. This document presents both our conclusions and the rationale underlying our analysis.

# Guiding principles

## 1. Rapid transit for the whole region

The GTHA is fortunate to already have the Big Move, a 25-year transit plan developed by Metrolinx. This plan would bring rapid transit — a mix of subways, light rail, rapid buses and GO train service — to 80 per cent of residents in the region. We used the Big Move as a baseline for evaluating each party's proposals, to see whether they would result in **a truly coordinated, region-wide network** that serves commuters and municipalities throughout the region.

Some parties want to prioritize specific transit projects for initial investment. We evaluated these prioritization proposals based on their **traffic-fighting potential, cost-effectiveness and ability to get people moving** in the near future.

While it may be necessary to pick and choose priority projects, this should not be done at the expense of regional connectivity. Before any rapid transit project in the Big Move is deferred, parties should consider cost-effective alternatives such as building a less costly bus rapid transit line that can serve the same population as rail technology.

## 2. A dedicated fund that puts transit first

Public support for transit investment in the GTHA is significantly greater if the revenue raised for transit is placed in a dedicated fund that cannot be used for other purposes.<sup>1</sup>

Of course, a dedicated transportation fund should not only benefit the GTHA. Any new dollars raised in other regions should be used for transportation investment — including roads, highways and bridges — in those communities.

We evaluated each party on their **commitment to establishing a separate, dedicated fund** for transportation investment. We also evaluated whether or not the funding for the GTHA will be **directed specifically to transit**.



## 3. New dollars to build new transit

The GTHA's traffic problem won't fix itself. New sources of revenue are required to overcome the region's transit infrastructure deficit. Funding is therefore a key part of any transit expansion plan.

Building the Big Move requires an estimated \$50 billion over 25 years in capital costs alone. Adding in operations and maintenance expenses can double the overall lifetime costs of this investment.<sup>2</sup>

Experts have shown that an infrastructure project of this scale cannot be funded with existing budgets or by finding efficiencies in other spending areas.<sup>3</sup> We evaluated each party on their **commitment to raising enough reliable revenue** to both operate and expand transit across the region.

## 4. Encouraging mode shift

Building the Big Move will help keep traffic from getting worse. However, a growing body of evidence from Canada and abroad shows that building transit is not enough to solve the traffic problem. Incentives are also needed to encourage mode shift, so that drivers of single-occupancy vehicles shift to transit and other modes of travel.<sup>4</sup>

These incentives can take several forms. Road pricing, such as parking fees or road tolls, is one way to both raise revenue and encourage drivers to shift to rapid transit. However, the implementation should be fair to commuters: a road shouldn't be tolled until a transit alternative is in place. Drivers can also be encouraged to shift through incentive programs, and investments in active transportation infrastructure can promote shifts to walking and cycling.<sup>5</sup>

We evaluated each party based on their proposed **measures that support a mode shift away from driving single-occupancy vehicles**.

## 5. Fast-tracking transit improvements

Years of inaction have created significant transportation challenges for the GTHA. Transit infrastructure takes years to build, especially in the case of a major project like a subway relief line. In the meantime, congestion on existing transit lines and on roads continues to worsen.

Long-term investments in transit infrastructure are crucial. However, there are also a number of short-term strategic investments that could be made to kick-start improvements to transit service and operations.

We evaluated each party on their **plans for short-term improvements to transit** for the GTHA.

Examples include putting more transit vehicles on the roads or improving the frequency and span of service. Fast-tracking actions should provide immediate relief to commuters while other work continues, and focus on improving service in the most congested parts of the GTHA.

## Rating scale

Evaluations of the four parties are presented on the next page. For each guiding principle, the parties' current positions are rated on a four-point scale that is described below.

Each party is evaluated individually based on these criteria, so in some cases parties hold different positions that nevertheless receive the same overall rating.



**On track for transit:** The party has made commitments that would support the creation of a comprehensive regional rapid transit network and help reduce traffic.



**Gathering speed:** The party has made positive commitments that would support a regional rapid transit network, but more details or stronger commitments are needed.



**Some forward movement:** The party has made some positive commitments, but it's unclear if these are sufficient to support a comprehensive regional rapid transit network.



**Stuck in traffic:** The party has either made no commitments, or it has made commitments that do not support meaningful transit expansion.



**Mike Schreiner**  
GREEN PARTY



**Kathleen Wynne**  
LIBERAL PARTY



**Andrea Horwath**  
NEW DEMOCRATIC PARTY



**Tim Hudak**  
PROGRESSIVE CONSERVATIVE PARTY

### Rapid transit for the whole region



The Greens would continue building the Big Move transit plan, and would allocate the funding needed to build the full 25-year list of projects.



The Liberals would continue building the Big Move transit plan. With less funding than is needed to complete the plan, they would prioritize projects based on a business case assessment.



The NDP would continue building the Big Move transit plan. With less funding than is needed to complete the plan, they would prioritize projects based on expert analysis.



The PCs would build subways but cancel most other rapid transit projects. Their plan would cost \$900 million more than the Big Move while building 124 fewer kilometres of rapid transit.

### A dedicated fund that puts transit first



The Greens would create a dedicated fund to invest in public transit, which would pay for both infrastructure expansion and operating costs.



The Liberals would create two dedicated funds to invest in transportation, including one specifically for transit expansion in the GTHA.



The NDP would create a dedicated fund to invest in transit as was proposed in the 2014 budget, but with new accountability measures.



The PCs would create a dedicated fund to invest in transportation. It's unclear how funding would be divided between expanding transit and road or highway projects.

### New dollars to build new transit



The Greens would invest \$3 billion annually into expanding and operating transit. They also support introducing new revenue tools to raise those dollars.



The Liberals would invest \$2.9 billion annually in transportation over the next 10 years, and have identified funding sources. They haven't identified new, long-term sources of revenue specific to transit.



The NDP would invest \$2.9 billion annually in transportation over the next 10 years, as was proposed in the 2014 budget. They haven't identified new, long-term sources of revenue specific to transit.



The PCs would cut other parts of the provincial budget and reallocate up to \$2 billion annually to transportation. With no new sources of revenue, it's unclear how this would pay for their transit plan in full.



**Mike Schreiner**  
GREEN PARTY



**Kathleen Wynne**  
LIBERAL PARTY



**Andrea Horwath**  
NEW DEMOCRATIC PARTY



**Tim Hudak**  
PROGRESSIVE CONSERVATIVE PARTY

### Encouraging mode shift



The Greens would introduce road pricing tools that raise revenue while reducing traffic by changing driver behaviour. They also support investing in cycling infrastructure and safe streets.



The Liberals would invest in cycling infrastructure and safety, which encourages active transportation. They would also create high-occupancy toll lanes, which don't promote mode shift directly but can be a first step towards road pricing.



The NDP would invest in cycling infrastructure and safer streets, which encourages active transportation. They have not supported any pricing mechanisms that directly impact the cost of driving.



The PCs have not proposed any policies that support a mode shift away from driving single-occupancy vehicles.

### Fast-tracking transit improvements



The Greens would provide \$1 billion per year to municipalities to cover their transit operating costs, allowing them to invest in more transit vehicles and improved service.



The Liberals would invest in improved and expanded GO train service.



The NDP would improve and expand GO train service, provide \$250 million in kick-start funding for priority transit projects and re-introduce the bus replacement program for municipalities.



The PCs would invest in improved and expanded GO train service.

# Analysis: Green Party

## 1. Rapid transit for the whole region

- The Greens support Metrolinx's Big Move transit plan for the GTHA, as well as investing in transit infrastructure for communities across Ontario.<sup>6</sup>

## 2. A dedicated fund that puts transit first

- The Greens call for a minimum of \$3 billion per year to be invested in public transit across Ontario through a dedicated fund.<sup>7</sup>
- Of that funding, \$2 billion per year would be directed towards building the Big Move in the GTHA, and the remaining \$1 billion would be directed to operational support for municipal transit systems throughout the province.<sup>8</sup>

## 3. New dollars to build new transit

- The Greens call for \$3 billion per year to be invested in transit and transportation across the province.<sup>9</sup> The \$2-billion infrastructure portion would be provided as part of a 25-year investment plan, and the \$1-billion operations portion would continue indefinitely.
- The Greens support the introduction of new revenue tools to fund transit — including land value capture, gas taxes, congestion charges, parking levies and high-occupancy toll lanes — using a formula that would raise \$3 billion in combined annual revenue.<sup>10</sup>

## 4. Encouraging mode shift

- The Greens support the introduction of revenue tools that double as incentives — that is, they raise new dollars while also reducing congestion and changing people's transportation choices — rather than raising other taxes such as the harmonized sales tax (HST).<sup>11</sup>
- The Greens advocate for a financial commitment to safe streets and cycling infrastructure.<sup>12</sup>
- The Greens support allocating two per cent of the existing transportation

infrastructure budget to a new dedicated fund, which municipalities would use to invest in infrastructure that makes roads safer for pedestrians, cyclists and wheeled mobility users.<sup>13</sup> This is modelled after the United States, which dedicates 1.6 per cent of its transportation budget to cycling infrastructure.

## 5. Fast-tracking transit improvements

- The Greens support expanded GO train service, and would introduce revenue tools that put a price on driving in order to help reduce traffic immediately.<sup>14</sup>
- The Greens would provide \$1 billion per year to municipal transit authorities to cover operating costs, allowing them to immediately purchase new buses and streetcars.<sup>15</sup>



Photo: "Go Transit Locomotive 641 in the snow" by Matt Clare, Flickr CC

# Analysis: Liberal Party<sup>16</sup>

## 1. Rapid transit for the whole region

- The Liberals are currently building the first wave of the Big Move, which received \$16 billion in provincial funding, and have committed to building the next wave of the plan. The Liberals' proposed 10-year investment plan would not be enough to complete the full next wave.
- With limited funds, the Liberals would prioritize investments based on a business case analysis, with projects selected from the next wave of the Big Move and other municipal transit priorities.
- It is unclear what new transit projects would be built first, but the Liberals have committed to upgrading and electrifying GO rail into a rapid transit network that offers more frequent service, potentially with more local stops.<sup>17</sup>

## 2. A dedicated fund that puts transit first

- The 2014 budget sets out two dedicated funds to invest \$29 billion over 10 years: a \$15-billion fund for transit in the GTHA, and a separate \$14-billion fund for transportation infrastructure elsewhere.

## 3. New dollars to build new transit

- The Liberals have earmarked \$15 billion for a dedicated GTHA transit fund, resulting in an average annual investment of \$1.5 billion for 10 years. More funds would be needed to build the full Big Move plan, which requires \$34 billion, and to cover the lifetime costs of operations and maintenance.
- Roughly half of the funding for GTHA transit will come from repurposing 7.5 cents-per-litre of the existing gas tax, as well as the HST charged on the gas tax. This is a reliable and dedicated revenue stream, but it is repurposed rather than new revenue. New sources of revenue would be needed to offset this repurposing from elsewhere in the budget.<sup>18</sup>
- About 10 per cent of the funding would come from specific fuel tax increases and changes to small business deductions, which are largely new sources of revenue.<sup>19</sup>
- Another 10 per cent of the funding is expected to come from the federal government's Building Canada plan, which is not under provincial control.
- About five per cent of the funding would come from selling provincial

assets. This can generate profits to invest in transit infrastructure, but it is a one-time cash injection rather than long-term, reliable revenue.

- The final 25 per cent of the funding would come from borrowing.
- The Liberals announced a plan to issue government-backed, low-interest "green bonds" to help finance transit expansion, as well as other green infrastructure projects. This would help manage borrowing costs for transit expansion and speed up financing by making use of the province's good credit rating. However, bonds are borrowed money. New revenue still has to be generated in order to pay them back.
- The Liberals would change the Development Charges Act to allow municipalities to recover some transit capital costs from the fees paid by property developers.<sup>20</sup> This is a source of revenue that goes above and beyond what was identified in the 2014 budget.

## 4. Encouraging mode shift

- The Liberals would convert some high-occupancy vehicle lanes in the GTHA into high-occupancy toll (HOT) lanes, which carpooling drivers can use for free and solo drivers can use for a fee. Although HOT lanes offer relief from traffic, they are optional and don't directly encourage mode shift. However, they are a foray into tolling highways that can be expanded upon in the future.
- The Liberal budget repurposes 7.5 cents of the current provincial gas tax to a dedicated transit fund. A gas tax is one form of road pricing. However, because this change simply reallocates revenue from the existing tax, there will be no further impact on drivers.
- The Liberals would invest \$25 million over three years in cycling infrastructure and safety programs, which help to encourage mode shifts to active transportation.<sup>21</sup>

## 5. Fast-tracking transit improvements

- The Liberals would invest in short-term improvements to GO Transit, which began with the introduction of all-day two-way train service on the Lakeshore line last year.

# Analysis: New Democratic Party<sup>22</sup>

## 1. Rapid transit for the whole region

- The NDP have committed to building the Big Move. They have identified projects to be prioritized or deferred as part of the plan based on advice from experts such as the Transit Investment Strategy Advisory Panel.<sup>23</sup>
- A downtown relief subway line would be prioritized over the Yonge north subway extension, since the latter would add more riders to the already over-capacity Yonge line. This is a logical cost-benefit prioritization for the subway network, but it leaves York Region's new bus rapid transit (BRT) network disconnected from other rapid transit. There is no mention of a less costly option to connect to York's BRT network.<sup>24</sup>
- The NDP would prioritize electrifying the Union Pearson Express airport link and GO train routes.

## 2. A dedicated fund that puts transit first

- The NDP would establish a \$29-billion fund for transportation investment over the next 10 years. As with the funds outlined in the 2014 budget, \$15 billion of this funding would be directed to GTHA transit.<sup>25</sup>
- The NDP would task the Financial Accountability Office with reviewing long-term project financing options and with overseeing spending plans for the investment fund.

## 3. New dollars to build new transit

- The NDP would take the 2014 budget tabled by the Liberals as its baseline and create a \$29-billion provincial transportation investment fund, including \$15 billion for transit in the GTHA.<sup>26</sup> The funding sources for this investment fund would be the same as outlined in the 2014 budget.
- The NDP would increase the province's corporate income tax rate by one percentage point and close a corporate tax loophole related to the HST. However, the revenue from these sources would not be dedicated specifically to transportation.

- The NDP would sell the province's shares in General Motors for up to \$1.4 billion at current market prices.<sup>27</sup> This would generate profits to invest in transit infrastructure, but it is a one-time cash injection rather than long-term, reliable revenue.

## 4. Encouraging mode shift

- The NDP would invest at least \$45 million over four years to help communities expand cycling infrastructure networks and support complete street design.
- The NDP have not supported HOT lanes or other pricing mechanisms that impact the cost of driving and target mode shift directly.<sup>28</sup> They have advocated strongly for reduced auto insurance premiums, which can incentivize more driving.<sup>29</sup>

## 5. Fast-tracking transit improvements

- The NDP would immediately invest in priority transit projects with \$250 million per year in kick-start funding.
- NDP would provide \$60 million in annual funding for the provincial bus replacement program, which puts more buses on the road and helps to improve service.
- The NDP would accelerate the electrification of GO train lines in order to expedite the introduction of all-day service on more corridors, though it is not clear how they would expedite the current environmental assessment process.





# Analysis: Progressive Conservative Party

## 1. Rapid transit for the whole region

- The PCs would expand Toronto's subway network. Specifically, they would prioritize building a downtown relief line (described as an "East-West Express Subway"), the extension of the Bloor-Danforth line to Scarborough and the extension of the Sheppard line to Scarborough City Centre.<sup>30</sup>
- The PCs have also promised to invest in a Yonge line extension and a subway to Mississauga in the future.<sup>31</sup>
- The PCs would halt plans for the electrification of GO train lines.<sup>32</sup>
- The PCs would cancel the light rail transit (LRT) line that is currently planned along Sheppard and instead extend the Sheppard subway line.<sup>33</sup> The construction of the Sheppard LRT has already been funded through the first wave of the Big Move, so the cost of alteration would require additional provincial funding.
- The PCs would cancel all other surface rapid transit lines (both LRT and BRT) that are planned as part of the Big Move, with the exception of the Eglinton LRT.<sup>34</sup> The lines to be cancelled include the Finch LRT, as well as light-rail projects in Hamilton and Mississauga.
- The PC plan would increase the length of the GTHA's rapid transit network by 18 kilometres at a cost of \$16 billion. By comparison, completing the next wave of the Big Move would build 142 kilometres of rapid transit lines at a cost of \$15.1 billion.<sup>35</sup>

## 2. A dedicated fund that puts transit first

- The PCs would set up a dedicated "Ontario Transportation Trust" that would be used to address the province's transportation needs.<sup>41</sup> It is unclear what proportion of the fund would be allocated to transit as opposed to traffic flow and roadway improvements.

## 3. New dollars to build new transit

- The PCs have ruled out introducing new sources of revenue for transit.<sup>42</sup>

- The PCs would re-allocate funds within the existing provincial budget. They suggest that the current \$12-billion capital projects budget, which includes all forms of capital spending by the province, should be reprioritized to invest more in transportation.<sup>43</sup>
- The PCs would sell surplus provincial lands and buildings, and invest the proceeds in transportation.<sup>44</sup>
- The PCs would implement land value capture to recoup part of the increase in property values around new rapid transit lines, and then direct that revenue to transit investment.<sup>45</sup> Land value capture has also been recommended by Metrolinx, the Toronto Region Board of Trade and the Transit Investment Strategy Advisory Panel, but it would raise limited revenue.
- The PCs would use public-private partnerships for contracts and encourage private investment in businesses at or near train stations.<sup>46</sup> However, this does not constitute new revenue for transit investment.
- The PCs would encourage Ontario and Canadian pension funds to invest in government-owned businesses, though the link between this policy and transit expansion is unclear.<sup>47</sup>

## 4. Encouraging mode shift

- The PCs have not committed to any policies that specifically support a mode shift away from single-occupancy vehicles.

## 5. Fast-tracking transit improvements

- The PCs would implement new technologies to ease the flow of traffic. These include electronic speed signs, which alter speed limits to avoid dead stops during rush hour, and the coordination of stoplights and on-ramps to improve traffic flow.<sup>48</sup>
- The PCs would expand rush hour service and all-day, two-way service for GO Transit, and also increase the number of express trains.<sup>49</sup>

## Endnotes

- 1 Anne Golden et al., *Making the Move: Choices and Consequences*, Transit Investment Strategy Advisory Panel, December 2013. [http://www.mto.gov.on.ca/english/news/transit-reports/TISAP%20Report%20Dec10\\_Report%20Full%20x.pdf](http://www.mto.gov.on.ca/english/news/transit-reports/TISAP%20Report%20Dec10_Report%20Full%20x.pdf)
- 2 *Making the Move*, 45.
- 3 Ontario's commission on public service reform spent nearly a year searching for ways to cut spending. It did not find measures sufficient to both reduce the deficit and fund transit expansion. Don Drummond et al., *Public Services for Ontarians: A Path to Sustainability and Excellence*, Commission on the Reform of Ontario's Public Services, February 2012, 46. <http://www.fin.gov.on.ca/en/reformcommission/chapters/report.pdf>
- 4 Federal Highway Administration, *Transit and Congestion Pricing: A Primer*, U.S. Department of Transportation, April 2009, [http://ops.fhwa.dot.gov/publications/fhwahop09015/cp\\_prim7\\_00.htm](http://ops.fhwa.dot.gov/publications/fhwahop09015/cp_prim7_00.htm); Ben Brunnen, *For Whom The Road Tolls: The Prospect of High Occupancy and Toll Lanes in Calgary*, Manning Foundation, May 2014, <http://manningfoundation.org/Docs/road-pricing.pdf>; Emily Badger, "America's Cities Are Still Too Afraid to Make Driving Unappealing," *CityLab*, March 6, 2014, <http://www.citylab.com/commute/2014/03/americas-cities-are-still-too-afraid-make-driving-unappealing/8564/>
- 5 Incentives can include programs that reward drivers — such as parking cash-back, benefits or credits — or services that improve the attractiveness of other modes. See Cherise Burda and Graham Haines, *Drivers Choice: Options to manage gridlock and fund rapid transit in the GTA*, Pembina Institute, April 2010, 9.
- 6 Mike Schreiner, "Recommendations for the Provincial 2014 Budget," *Green Party of Ontario*, March 28, 2014. <http://www.gpo.ca/blog/2014-03-28/recommendations-provincial-2014-budget>
- 7 Green Party of Ontario, *Platform*, May 2014. [http://www.gpo.ca/sites/gpo.ca/files/gpo\\_platform\\_2014\\_web.pdf](http://www.gpo.ca/sites/gpo.ca/files/gpo_platform_2014_web.pdf)
- 8 Tim Grant, Green Party of Ontario Transportation Critic, personal communication, May 27-29, 2014.
- 9 Green Party of Ontario, *Platform*.
- 10 Green Party of Ontario, "Getting you home faster," news release, May 21, 2014, <http://www.gpo.ca/media-release/getting-you-home-faster>; Grant, personal communication.
- 11 Green Party of Ontario, "Political games over transit threaten Ontario's economy," news release, May 27, 2013. <http://www.gpo.ca/media-release/political-games-over-transit-threaten-ontario's-economy>
- 12 "Recommendations for the Provincial 2014 Budget."
- 13 Ibid.
- 14 Ibid.
- 15 Grant, personal communication.
- 16 Unless noted otherwise, the analysis throughout the Liberal Party section is based on: Government of Ontario, *2014 Ontario Budget*, May 2014.
- 17 Ontario Liberal Party, *Building the Next Generation of Infrastructure*, May 2014. <http://ontarioliberalplan.ca/wp-content/uploads/2014/05/Building-the-Next-Generation-of-Infrastructure.pdf>
- 18 The 2014 budget states that the repurposing of the gas tax and HST would be offset by two tax increases — to personal income taxes on high-income individuals and to tobacco taxes — as well as from improved revenue integrity and spending priorities.
- 19 Specifically, these include phasing in a four-cents-per-litre increase to aviation fuel taxes over four years, restricting the fuel tax exemption for road-building machines and restricting large corporations from claiming the small-business deduction.
- 20 Proposed changes to the Development Charges Act would remove the 10 per cent discount for transit, allowing municipalities to recover capital costs for transit from developers based on anticipated needs rather than historic service: Ontario Liberal Party, *Clean, Sustainable and Liveable Communities*, May 2014. <http://ontarioliberalplan.ca/wp-content/uploads/2014/05/Clean-Sustainable-and-Liveable-Communities.pdf>
- 21 Ibid.
- 22 Unless noted otherwise, the analysis throughout the New Democratic Party section is based on: Ontario New Democratic Party, *Andrea Horwath's Plan that Makes Sense*, May 2014.
- 23 Andrea Horwath, letter to Kathleen Wynne, April 23, 2014.
- 24 Viva, York Region's BRT network, is intended to connect to the Yonge line via the proposed subway extension. Funding a less expensive alternative, such as a Yonge Street BRT that connects the subway to the Viva network, would ensure regional connectivity. However, there has been no statement outlining interim plans while the Yonge extension is being deferred.
- 25 "We'll be spending \$29 billion as well, divided \$15 billion in the Toronto GTHA, and the \$14 billion for the rest of the province." Rosario Marchese appearing on *The Agenda with Steve Paikin*, TVOntario, Toronto, May 26, 2014.
- 26 Rosario Marchese, "NDP plan builds on budget with additional commitments for students, caregivers, parents," blog post, May 23, 2013. [http://www.rosariomarchese.com/ndp\\_plan\\_builds\\_on\\_budget\\_with\\_additional\\_commitments\\_for\\_students\\_caregivers\\_elderly](http://www.rosariomarchese.com/ndp_plan_builds_on_budget_with_additional_commitments_for_students_caregivers_elderly)
- 27 Horwath, letter to Kathleen Wynne.
- 28 Maria Babbage, The Canadian Press, "Another NDP demand on budget: no tolls in carpool lanes," *Global Toronto*, May 14, 2013. <http://globalnews.ca/news/560158/ontario-ndp-leader-andrea-horwath-discusses-budget/>
- 29 Maria Babbage, The Canadian Press, "NDP won't put brakes on demand for auto insurance cut," *CTV News Toronto*, March 1, 2013. <http://toronto.ctvnews.ca/ndp-won-t-put-brakes-on-demand-for-auto-insurance-cut-1.1178095>
- 30 James Armstrong, "Tim Hudak promises to cancel various LRT projects in GTHA," *Global Toronto*, May 26, 2014. <http://globalnews.ca/news/1336427/tim-hudak-promises-to-cancel-various-lrt-projects-in-gtha/>
- 31 Progressive Conservative Party of Ontario, *Paths to Prosperity: Building Great Cities*, December 2013. <http://ontariopc.com/files/cities-white-paper.pdf>
- 32 Adrian Morrow and Kaleigh Rogers, "Ontario's Hudak promises more subways, while NDP takes aim at hydro

bills,” *Globe and Mail*, May 16, 2014. <http://www.theglobeandmail.com/news/politics/hudak-promises-to-build-subways-expand-go-cancel-light-rail-plans/article18713802/>

33 Ibid.

34 Ibid.

35 Earlier this year, the Pembina Institute analyzed the transit plan outlined in the December 2013 white paper from the Progressive Conservative caucus: Pembina Institute, *Who’s on track for rapid transit? An interim analysis of GTHA transit investment and expansion plans from Ontario’s major political parties*, March 2014. Below is an updated version of that analysis based on new announcements made by the party:

	PC transit plan	The Big Move (rapid transit lines in next wave)
<b>New rapid transit lines in plan<sup>36</sup></b>		
New lines to be built	<ul style="list-style-type: none"> <li>Downtown Relief Line</li> <li>Yonge North Subway Extension</li> <li>Bloor-Danforth West Subway Extension<sup>37</sup></li> </ul>	<ul style="list-style-type: none"> <li>Downtown Relief Line</li> <li>Yonge North Subway Extension</li> <li>Hamilton LRT</li> <li>Dundas Street BRT</li> <li>Hurontario-Main LRT</li> <li>Brampton Queen Street RT</li> <li>Durham Scarborough BRT</li> </ul>
Length of new lines	22 km	142 km
Cost of new lines	\$12.5 billion	\$15.1 billion <sup>38</sup>
Cost per kilometre	\$568 million	\$106 million
<b>Changes to rapid transit lines already funded<sup>39</sup></b>		
Lines to be altered	<ul style="list-style-type: none"> <li>Sheppard East LRT (replaced with subway extension to Scarborough City Centre)<sup>40</sup></li> </ul>	None
Change in length of lines	4 km reduction	None
Cost of alterations	\$3.5 billion	None
<b>Total cost and rapid transit infrastructure created</b>		
Cost of projects built or altered	\$16 billion	\$15.1 billion
Net increase in length of rapid transit network	18 km	142 km

36 The next wave of the Big Move includes a mixture of subways, LRT and BRT. The PC transit plan would prioritize subway construction. It would also cancel any rapid transit lines that interact with other traffic, except for the Eglinton LRT.

37 The cost of the extension was calculated based on the average cost per kilometre of the proposed downtown relief line and Yonge subway extension in the next wave. The Bloor-Danforth subway extension in the PC plan is understood to be at minimum a three-kilometre extension from Kipling to Sherway Gardens; see: Adrian Morrow and Oliver Moore, “Liberals and Tories spar over light rail,” *Globe and Mail*, October 28, 2013. <http://www.theglobeandmail.com/news/toronto/liberals-and-tories-spar-over-light-rail/article15129578/>

38 \$50 billion is required to build the entire Big Move, and \$16 billion is already being spent on first-wave projects. This \$15.1 billion total represents the cost of next wave rapid transit lines, which are currently unfunded. The balance of \$18.9 billion for the Big Move includes GO train service expansion, express service and electrification, municipal transit support, improvements to regional highways and other smaller projects that support larger transportation initiatives.

39 The Big Move’s first wave includes an LRT on Sheppard Avenue East that has already been fully funded. The PC plan would cancel this line and build a subway instead. Our analysis assumes that the extra costs associated with the changes proposed in the PC plan would be paid by the provincial government. Scarborough’s rapid transit project is not included in this analysis because the City of Toronto, rather than the province, has assumed the extra cost of changing the planned LRT to a subway. The PC plan would also cancel the LRT on Finch Avenue West, which is part of the Big Move’s first wave. The Finch LRT would run 11 kilometres and cost \$1 billion; we have not included those figures in this analysis, since comparisons are being made to the Big Move’s next wave.

40 Converting the Sheppard LRT to a subway would shorten the eastern end of the planned Sheppard line by four kilometres, from Morningside Avenue to Scarborough City Centre. The cost of converting the line to a subway was calculated based on the average cost per kilometre for the proposed Downtown Relief Line and the Yonge North subway extension from the Big Move.

41 Progressive Conservative Party of Ontario, *Million Jobs Plan*, May 2014.

42 *Paths to Prosperity*.

43 Ibid.

44 Ibid.

45 Ibid.

46 Ibid.

47 Ibid.

48 Ibid.

49 *Million Jobs Plan*.

June 3, 2014

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