



# PHASE I CONSULTATION SUMMARY REPORT

OURCITY  
OURFUTURE

TORONTO OFFICIAL PLAN AND  
MUNICIPAL COMPREHENSIVE REVIEWS



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### Attachments (under separate cover)

Discussion Guide A: Transportation Planning  
Discussion Guide B: Transportation Revenue Tools  
Public Meeting Summaries  
Stakeholder Working Session Summary  
Summary of Discussion Panel Event  
Organizations Participating

*This summary report was written by Nicole Swerhun, Daniel Fusca, Kate Green and Gil Meslin, members of the Dialog/Swerhun consultant team providing public engagement support to the City of Toronto on the Feeling Congested process. Other consultant team members include Steer Davies Gleave (providing technical support on transportation policies and revenue tools) and MetroQuest (providing the online feedback tool). Public Inc. provided the campaign branding and website, and Felicity provided media outreach support.*

## Executive Summary

Toronto is a prosperous and growing city in a growing region, and although our transportation infrastructure was once the envy of North America, we have not continued to invest in it to support this growth. In March 2012 City Council directed staff to develop a long term transportation plan and funding (investment) strategy to address the City's critical transportation infrastructure needs and provide input into the Metrolinx Big Move Plan and Investment Strategy. In January 2013 the City of Toronto launched a three phase public consultation process to engage people on a range of issues related to transportation planning, transportation priorities, and funding. A consultant team (including Dialog, Swerhun, MetroQuest, and Steer Davies Gleave) has been engaged by the City of Toronto to conduct the public and stakeholder engagement process. The key objective of the engagement process is to seek feedback that will support the City's efforts to:

1. Review and refine the existing transportation policies in Toronto's Official Plan;
2. Make Toronto's Official Plan more directive by establishing decision-making criteria to inform how transportation infrastructure decisions, and especially transit expansion decisions, should be made;
3. Establish Toronto's transportation priorities based on the decision-making framework;
4. Develop the City of Toronto's feedback to Metrolinx on their next wave of priority projects and on Torontonians' opinion on preferred funding tools to be implemented by Metrolinx region-wide; and
5. Provide greater clarity to public and private sector partners on the direction of the City's transportation infrastructure investment.

Phase 1 of the consultation ran from January 1 through March 15, 2015. In total over 7,200 people provided feedback online, in four public meetings and during a working session with stakeholders. There was also an active social media campaign using Twitter and Facebook. A number of clear themes emerged in the feedback received.

### Transportation Planning

- **The eight preliminary criteria proposed by the City to guide transportation decisions are all important, and it is important to view them holistically rather than choosing one over another.** When asked to choose which four of the eight criteria were most important, the criteria most often selected were Travel Experience, Environmentally Friendly, Healthy Neighbourhoods, and Affordable. The other four criteria (Travel Options, Supports Growth, Shaping the City, and Fairness) were the focus of considerable discussion at the public meetings and reinforced the importance of all of the criteria. Results were very consistent across the city, whether participants lived downtown or in the suburbs. Suggestions for additional criteria included Public Health, Pedestrian Safety, and a criterion that speaks specifically to the need to fill missing links in the existing transportation system.

### Transportation Revenue Tools

- **Ninety-two (92%) percent of participants in Phase 1 supported the use of dedicated government revenues to fund transportation infrastructure.** There was a strong interest in seeing the federal government contribute to long-term transportation funding in the GTHA, and also a strong interest in having a high degree of transparency around how the funds are spent and certainty that the tools will remain consistent through political cycles.
- **Many felt the cost of transportation infrastructure should be shared among all user groups, however there were also many who felt strongly that the revenue tools should at least in part create a disincentive to drivers.**
- From the preliminary list of fourteen revenue tools, there were six tools that were consistently selected the most often across Toronto. They include: **Highway Tolls, Parking Levy, Congestion Levy, Vehicle Registration Tax, Fuel Tax, and Development Charges.**



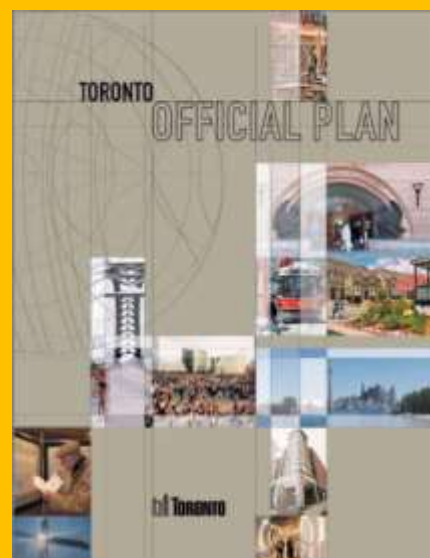
# 1. What's at Stake?

The City of Toronto launched a public consultation process in January 2013 to engage people on a range of issues related to transportation planning, transportation priorities, and funding. The public engagement process is supporting and informing the review of the City's Official Plan transportation policies; the development of a new long-term transportation plan; and the development of a funding and investment strategy.

Toronto is a prosperous and growing city in a growing region, and although our transportation infrastructure was once the envy of North America, we have not continued to invest in it to support this growth. Today, the city is facing a number of unsustainable transportation trends: increasing traffic congestion, overcrowding on transit vehicles, and increasing demand for cycling and walking facilities.

**The key objective of the engagement process is to seek feedback that supports the City's efforts to:**

1. Review and refine the existing transportation policies in Toronto's Official Plan.
2. Make Toronto's Official Plan more directive by establishing decision-making criteria to inform how transportation infrastructure decisions, and especially transit expansion decisions, should be made.
3. Establish Toronto's transportation priorities based on the decision-making framework.
4. Develop the City of Toronto's feedback to Metrolinx on their next wave of priority projects and on Torontonians' opinion on Metrolinx funding.
5. Provide greater clarity to public and private sector partners on the direction of the City's transportation infrastructure investment.



*Cover of the City of Toronto Official Plan*

The consultation is happening in three phases (see graphic below), with Phase 1 taking place from January to March 2013.



## 2. Overview of Consultation Phase 1

The purpose of Phase 1 of the consultation was to seek feedback in two key areas:

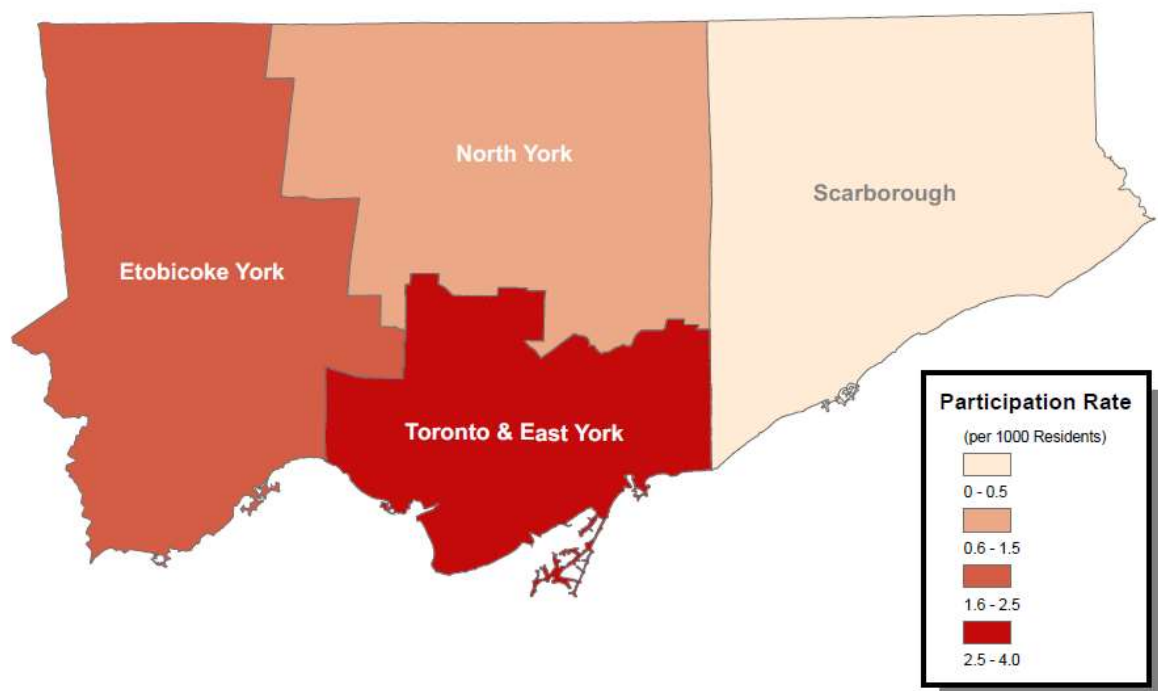
- The criteria for determining how the City of Toronto prioritizes transportation projects (as part of the 5 Year Official Plan Review); and
- Funding tools that Metrolinx is considering to fund implementation of the Big Move (which includes significant contributions to projects in Toronto).

The consultation process included a number of different communications and outreach activities to share information and seek feedback related to a set of preliminary transportation decision-making criteria and a preliminary list of transportation revenue tools. These activities resulted in feedback being provided by approximately 7,200 people from across the city (see map below). The Phase 1 consultation included:

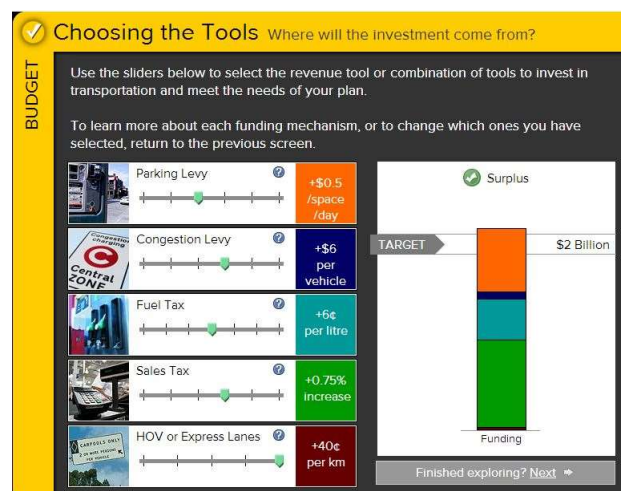
- A project website ([feelingcongested.ca](http://feelingcongested.ca)), including key facts and other important background material, as well as an interactive feedback tool that attracted 12,000+ visits and 6,700+ responses (see screen shots on next page);
- Four public meetings (West, East, North, Downtown) that attracted 400+ participants;
- A discussion panel that attracted 400+ participants;
- A working session with key stakeholder organizations (invitations were sent to 48 organizations and 26 organizations sent representatives);
- An active Twitter account, with 484 tweets and 1,292 followers;
- A Facebook page with 323 “likes”; and
- Email submissions and letters (50).

### FEELING CONGESTED?

#### Phase 1 Online Participation Rates By Community Council Area



## Screen Shots from the Feeling Congested Interactive Online Tool:





Two discussion guides were created to share information and pose questions to participants in the process, including Discussion Guide A, which focused on Transportation Planning, and Discussion Guide B, which focused on Transportation Revenue Tools. Copies of the Discussions Guides were distributed at all public meetings through stakeholder organization networks, many City of Toronto Councillor's offices, in City facilities, and were available online on the project website.

Page one of both discussion guides are shown below and the full discussion guides are included in the attachments to this report (available under separate cover and online at [feelingcongested.ca](http://feelingcongested.ca)).

**FEELING CONGESTED? DISCUSSION GUIDE A**  
TRANSPORTATION PLANNING  
FEBRUARY 2013

**What's at Stake?**  
The City of Toronto has launched a public consultation process to engage people on a range of issues related to transportation planning, transportation policies, and funding. This public engagement will support and inform the review of the City's Official Plan transportation policies, the development of a new long-term transportation plan, and the development of a funding & investment strategy.

**Key Objectives**

1. Review and refine the existing transportation policies in Toronto's Official Plan.
2. Make Toronto's Official Plan provide more direction by establishing decision-making criteria to inform how transportation infrastructure decisions, and especially transit expansion decisions, should be made.
3. Establish Toronto's transportation priorities based on that decision-making framework.
4. Develop the City of Toronto's feedback to Metrolinx on their last value of priority projects and on Transportation's opinion on Metrolinx's funding.
5. Provide greater clarity to public and private sector partners on the direction of the City's transportation infrastructure development.

**DEADLINE**  
For all feedback from Phase 1 of the public consultation is Friday, March 15, 2013

**PHASE 1** (JAN - MAR 2013): DECISION MAKING PRINCIPLES & REVENUE TOOLS  
**PHASE 2** (APR - JUN 2013): PRIORITY PROJECTS & REFINEMENTS TO OTHER OR TRANSPORTATION POLICIES  
**PHASE 3** (JUL - NOV 2013): CONNECTING REVENUE TOOLS TO PRIORITY PROJECTS

[FEELINGCONGESTED.CA](http://FEELINGCONGESTED.CA)

**FEELING CONGESTED? DISCUSSION GUIDE B**  
TRANSPORTATION REVENUE TOOLS  
FEBRUARY 2013

**Revenue Tools to improve transportation in Toronto**

Toronto is growing and facing a number of transportation challenges. The City is working to maintain the current aging infrastructure in a state of good repair, while reimagining the ways to manage congestion and accommodate future growth in a way that improves the experience of everyone – whether they travel by car, transit, or bike or walk.

Metrolinx (the provincial agency responsible for regional transportation) is exploring options to fund an additional \$2 billion per year expansion for their regional transportation plan, "The Big Move". Additional revenue is necessary in order to invest in an expanded transportation system in Toronto and across the Greater Toronto and Hamilton Region. The City has an opportunity to influence the choices Metrolinx will make, and is seeking your input. This Discussion Guide (B) describes potential revenue tools for consideration, and is meant to accompany Discussion Guide (A) which focuses on transportation planning. Both Guides include background information, key facts, as well as important questions for you – all of which are part of a three part transportation consultation process the City of Toronto is conducting in 2013 (see graphic at bottom of page below).

**Please join us at one of 4 public meetings being held in February (see schedule on page 4 of this guide) or share your thoughts online at [www.2013feelingcongested.ca](http://www.2013feelingcongested.ca)**

**DEADLINE**  
For all feedback from Phase 1 of the public consultation is Friday, March 15, 2013

**PHASE 1** (JAN - MAR 2013): DECISION MAKING PRINCIPLES & REVENUE TOOLS  
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**PHASE 3** (JUL - NOV 2013): CONNECTING REVENUE TOOLS TO PRIORITY PROJECTS

[FEELINGCONGESTED.CA](http://FEELINGCONGESTED.CA)

In addition to the discussion guides, twenty-one display panels were produced and shared at public meetings and online.



Public Meeting – York Civic Centre



Public Meeting – Scarborough Civic Centre



Public Meeting – City Hall

Public Meeting – North York Civic Centre

The chart below summarizes the Phase 1 consultation activities:

Activity	Number of Participants
<b>Four public meetings:</b> Mon Feb 4, 2013 (West) Wed Feb 6, 2013 (East) Mon Feb 11, 2013 (North) Wed Feb 13, 2013 (Downtown)	400 (this is an approximate number since 370 people signed in at the meetings, however there were participants who chose not to sign in)  <i>Note all four individual public meeting summaries are included in the Attachments (under separate cover)</i>
<b>Interactive online feedback tool</b>	12,410 visits to the tool 6,728 visitors answered some or all of the questions
<b>Discussion Panel</b> Mon Mar 4, 2013	400 (approx.)
<b>Working Session with Stakeholders</b> Thurs Jan 31, 2013	26 organizations sent representatives 48 organizations were invited  <i>The Stakeholder Working Session summary is included in the Attachments (under separate cover)</i>
<b>Twitter @CongestedTO</b>	1292 followers and 484 tweets
<b>Facebook</b> Feeling Congested?	323 “likes”
<b>Email submissions and letters</b>	50
<b>Total participants who provided feedback during Phase 1</b>	7,200 (approx.)



### 3. Transportation Planning Feedback

In seeking feedback on how the City of Toronto should prioritize transportation projects, the following information was shared with participants:

#### VISION

The Official Plan outlines a long-term vision for building a more sustainable, urban transportation system in Toronto based on four main themes:

- **Moving People** – Improve the door-to-door experience for all travellers regardless of whether they drive, take transit, walk, or bike;
- **Moving Goods** – Enable innovative techniques for the more efficient and timely supply and delivery of goods;
- **Moving Less** – Combine compact, efficient land use practices with telecommuting technologies to reduce or replace the needs for travel; and
- **Moving Minds** – Spread the word about the costs of current trends and the benefits of new transportation innovations and opportunities.

#### BUILDING BLOCKS

To help achieve this vision, the Official Plan contains a broad set of policies that are the “transportation building blocks” of the Plan, and which are integrated with other city policies throughout the Plan. Some policies can be implemented at very little cost, while others require substantial new investment in transportation infrastructure. A general summary of the high-level policy direction for each building block follows:

- **Land Use** – Future development should be transit-supportive and directed to growth areas in the city that are well-served by existing or future transit routes;
- **Transit** – Protect and maintain the integrity of the existing transit system and identify key corridors for improvement and future expansion;
- **Streets** – Designate right-of-way widths for public streets and design them as a network of vibrant and beautiful public spaces for all users, ages, and abilities;
- **Pedestrians & bicycles** – Promote compact, mixed use development that allows people to live, work and play close together and walk and bicycle more often. Create a connected network of pedestrian and bicycle routes throughout the city that are safe and attractive;
- **Motorists & parking** – Use the existing road network more efficiently to move the greatest number of people; allow for modest road improvements and manage parking demand;
- **Goods movement** – Enable innovative technologies for the movement of freight, and develop a strategy with the trucking industry, the railways, the business community, and the public for the the safe and efficient movement of goods.

Already, over \$12 billion worth of new transportation projects are being implemented in Toronto for completion by 2021, and will benefit people who travel by all modes. Beyond 2021, Toronto will be faced with difficult choices about how to prioritize investments in transportation. Our Official Plan does not contain an evaluation framework to help determine future transportation priorities. As a result, the City wants to strengthen the Official Plan policies to provide stronger direction about how the transportation system should be developed.

## Question posed to participants:

Cities around the world use criteria to help them evaluate and make decisions about investments in transportation infrastructure. We believe that Toronto should be building transportation for the people of Toronto, the places in Toronto, and the prosperity of Toronto. It's important that we establish a common set of decision-making criteria that will help guide Toronto's decisions on transportation investments.

Please mark the four (4) of the eight (8) criteria below that are the most important to you, or add your own in the space provided.

TRANSPORTATION FOR PEOPLE	TRANSPORTATION FOR PLACES	TRANSPORTATION FOR PROSPERITY
<input type="checkbox"/>  <b>TRAVEL OPTIONS</b> Develop an integrated network that connects different modes to provide for more travel options.	<input type="checkbox"/>  <b>SHAPING THE CITY</b> Use the transportation network as a tool to shape development of the City.	<input type="checkbox"/>  <b>AFFORDABLE</b> Improvements to the transportation system should be affordable to build, maintain and operate.
<input type="checkbox"/>  <b>TRAVEL EXPERIENCE</b> Provide capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable.	<input type="checkbox"/>  <b>HEALTHY NEIGHBOURHOODS</b> Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walking and cycling within and between neighbourhoods.	<input type="checkbox"/>  <b>SUPPORTS GROWTH</b> Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently.
<input type="checkbox"/>  <b>FAIRNESS</b> Do not favour any group over others; allow everyone good access to work, school, and other activities.	<input type="checkbox"/>  <b>ENVIRONMENTALLY FRIENDLY</b> Support and enhance natural areas; encourage people to reduce how far they drive.	<input type="checkbox"/> <b>OTHER?</b>  (Please specify)

## The following feedback was received:

There was considerable consistency in the responses provided by participants. Travel Experience was the most popular criterion, however you will see that it is followed very closely by Environmentally Friendly, Affordable, and Travel Options.

These results were explained by many participants at the public and stakeholder meetings. From their perspective:

- the criteria are all connected and it's better to view them holistically rather than choosing one over another (for example many felt that more travel options would lead to a better travel experience); and
- they agree with all of the criteria.

The total number of times each criterion was selected is included in the table below.

<b>Preliminary Transportation Decision-Making Criteria</b>	<b>All 416</b>	<b>West</b>	<b>East</b>	<b>North</b>	<b>Downtown</b>
Travel Experience	<b>2886</b> (1)	<b>833</b> (1)	<b>171</b> (2)	<b>465</b> (1)	<b>1417</b> (2)
Environmentally Friendly	<b>2505</b> (2)	<b>755</b> (2)	<b>127</b> (5)	<b>323</b> (4)	<b>1300</b> (3)
Healthy Neighbourhoods	<b>2413</b> (3)	<b>481</b> (5)	<b>133</b> (4)	<b>314</b> (6)	<b>1485</b> (1)
Affordable	<b>2394</b> (4)	<b>476</b> (6)	<b>192</b> (1)	<b>450</b> (2)	<b>1276</b> (4)
Travel Options	<b>2034</b> (5)	<b>413</b> (7)	<b>146</b> (3)	<b>375</b> (3)	<b>1100</b> (5)
Supports Growth	<b>2032</b> (6)	<b>662</b> (3)	<b>126</b> (6)	<b>315</b> (5)	<b>929</b> (7)
Shaping the City	<b>1581</b> (7)	<b>311</b> (8)	<b>101</b> (7)	<b>236</b> (7)	<b>933</b> (6)
Fairness	<b>1430</b> (8)	<b>533</b> (4)	<b>89</b> (8)	<b>183</b> (8)	<b>625</b> (8)



## **Feedback on the criteria**

The “**Transportation for People**” criteria included Travel Options, Travel Experience, and Fairness.

- **Travel Experience** – Participants at all meetings referred to the importance of having a consistently good travel experience, with some noting that this is the criterion with the capacity to ease traffic congestion “which is the crisis we’re dealing with, and the reason we’re talking about this”.
- **Travel Options** – This criterion was the focus of considerable discussion at all public meetings where participants consistently identified the need for more travel options. This was a criterion where different themes emerged in discussion at the public meetings held in the different parts of the city, for example:
  - In *Etobicoke*, the focus was on the need for safe and convenient options for people to get out of their cars, improving the bike network on city streets, and providing better pedestrian infrastructure.
  - In *Scarborough*, the focus was on needing more direct routes from the east end to other parts of the city, noting that some destinations take fifteen minutes to drive to and an hour and a half to get to by transit.
  - In *North York*, the focus was on providing more connections between travel options (to reduce transfers and travel time), providing more options for night time transit, and making all transit accessible.
  - In *Downtown*, the focus was on the importance of having a range of integrated travel options, with many feeling that many of the other criteria would naturally be met if this criterion was met (e.g. travel experience and fairness).
- **Fairness** – The summary results (on the table on the previous page) indicate that this criterion was selected the fewest number of times by participants, however in the public meetings it generated a significant amount of discussion and several people said it was a very important criterion. For example:
  - In *Etobicoke* and *Scarborough* participants focused was on using transportation decisions to address inequalities in society. In *Scarborough*, people discussed the need for low income neighbourhoods to be better served by transit. In *Etobicoke*, they talked about using transportation decisions to improve access to libraries, employment, and other services in order to promote equality throughout Toronto.
  - In *North York* and *Downtown*, participants agreed that fairness was an important criterion, however there were many different ideas about what fair means. Some felt that fairness meant the transit system should be accessible and affordable to all. Others talked about ensuring equal access to neighbourhoods, including people new to the city and those who have been here for decades.
  - Many of these comments were reinforced by comments shared at the *Stakeholder Working Session* who said equity was more important than fairness. There were participants who noted that it should be important to recognize that populations and

neighbourhoods in Toronto have different needs. It was also noted that not all neighbourhoods are equally healthy now, and so, if the City wants to prioritize the idea of overall well-being and population health, they should both become underlying principles. Spreading a little transportation investment everywhere is not equitable because it means investments are also going to areas that do not need it as much.

The “**Transportation for Places**” criteria included Shaping the City, Healthy Neighbourhoods, and Environmentally Friendly.

- **Shaping the City** – This criterion generated a range of views at the public meetings, for example:
  - In *Etobicoke*, at least some participants thought increasing density around transit is good, and that the City needs to encourage people to live closer to work to reduce the amount they travel.
  - In *Scarborough*, concerns were raised about the isolation of people, particularly in the suburbs, who are “priced out” of living downtown and close to transit. Participants suggested that other areas in the GTA be encouraged to grow so more people can live close to where they work, and that transit is available to all.
  - In *North York*, there were mixed views on how the city accommodates growth, with several participants raising concerns that there is not enough transportation capacity to accommodate growth in certain areas of the city.
  - In *Downtown*, several participants said that Shaping the City is important and will follow naturally as other criteria are satisfied.
- **Healthy Neighbourhoods** – At the public meetings several people argued that Healthy Neighbourhoods are very important and that this criterion was one of their top priorities. Comments at all four public meetings revealed a lot of common ground, with many participants noting that healthy neighbourhoods are healthy economically, they support growth, have access to amenities, and help bring jobs into the city. At the North York meeting it was suggested that safety for all modes of transportation should be separated out from the Healthy Neighbourhoods criterion and included as a stand-alone criterion.
- **Environmentally Friendly** – This criterion generated the most discussion in the *Downtown* meeting, where participants felt it was extremely important and directly linked to healthy neighbourhoods. At the *Stakeholder Working Session*, participants suggested the description of this criterion be edited to read “improve air quality, enhance natural spaces and reduce climate change gases by driving less”.

The “**Transportation for Prosperity**” criteria included Affordable and Supports Growth.

- **Affordable** – This criterion generated a lot of discussion at the meetings. A number of people at several of the meetings looked at the affordability issue through the lens of the end user, and stressed the importance of keeping transit fares affordable to those that use it.
  - In *Etobicoke* and *Downtown*, discussion focused on including operational investments as part of the discussion rather than just capital expansion.
  - In *Scarborough*, several participants said that affordability is their top priority.
  - In *North York*, some participants focused on phasing investments by building what is affordable now. They thought the City should figure out the transportation improvements needed and then decide how to pay for it. Some of these participants went further to say that affordability should not be a criterion at all since not investing in new transportation infrastructure is more unaffordable in the long run – as one participant said, “when a pipe breaks in your house, you have to fix it”. Some at the meeting interpreted Affordable to mean that the City should move as many people as possible for the least possible cost.
  - At the *Stakeholder Working Session*, participants felt that the criterion “Affordable” was hard to come to grips with. They said they find it hard to know how the City would use a criterion like “affordable” because some solutions are expensive and also produce great benefit, and it’s important that those solutions not be ruled out. In addition to the value-for-money assessment, accessibility needs to be considered and long term benefits. One option to address this may be moving the affordability discussion out of the “Planning” Discussion Guide and into the “Revenue Tools” Discussion Guide.
- **Supports Growth** – In the public meetings, discussion often focused on the importance of encouraging businesses to locate in Toronto, with some noting that growth is inevitable and we need to plan for it.
  - At the *Stakeholder Working Session* there were participants who felt that goods movement needs more recognition (right now it’s part of the City’s preliminary transportation decision making criteria under “Supports Growth”). They see goods movement as a critical component of the road network congestion, and would like to see the City adopt strategies to accommodate it (e.g. what’s happening in New York). This issue is of particular concern to the courier industry.

### **Suggestions for additional criteria**

The following suggestions were made for additional criteria:

- A criterion for Public Health;
- A criterion for Pedestrian Safety; and
- A criterion that speaks specifically to the need to fill missing links in the existing transportation system.

Also because of the connections between criteria, some participants suggested the City “tier” the criteria to illustrate how achieving one or two criteria could also lead to the achievement of several remaining criteria.



## 4. Transportation Revenue Tools Feedback

Before seeking feedback on transportation revenue tools, the City of Toronto shared the following information with participants:

The City is working to maintain the current aging transportation infrastructure in a state of good repair, while recognizing the need to manage congestion and accommodate future growth in a way that improves the experience of everyone – whether they travel by car, transit, or bike or walk.

Metrolinx (the provincial agency responsible for regional transportation) is exploring options to fund an additional \$2 billion per year expansion for their regional transportation plan, “The Big Move”. Additional revenue is necessary in order to invest in an expanded transportation system in Toronto and across the Greater Toronto and Hamilton Region. The City has an opportunity to influence the choices Metrolinx will make, and is seeking your input.

There are many things to think about when considering different revenue tools – the chart below highlights the key considerations used by the City Toronto and Metrolinx when evaluating potential revenue tools. You may have additional considerations.

<b>Policy Fit</b>	How well does each revenue tool align with the objectives of reduced congestion, increased intensification and transit use, while minimizing negative consequences?
<b>Revenue</b>	How much revenue is generated? Is it predictable? Sustainable?
<b>Fairness</b>	How equitable/fair is the revenue tool? Is it related to who benefits; who can afford it?
<b>Efficiency</b>	How efficient is the revenue tool in terms of cost of administration – systems cost, enforcement costs, etc.

The Metrolinx Big Move Transportation Plan is much larger (\$50 billion) than the City’s capacity (\$1.6 billion) for capital expenditures on transportation expansion. A new long-term predictable funding source for transportation expansion will be required in order to address future growth and congestion in Toronto.

The City’s Executive Committee identified a preliminary list of revenue tools as potential options for Metrolinx to fund their The Big Move. A combination of options is expected to be necessary to raise an additional \$2 billion per year. The City plans to recommend revenue tool options for Metrolinx to consider for its report due to the Government of Ontario and partner municipalities by June 1st, 2013.

## Questions posed to participants and feedback received:

### 1. Do you support the use of dedicated government revenues to fund transportation infrastructure? Yes / No / Not Sure

As reflected in the summary chart of feedback received, there was a significant degree of support among participants in the consultation for the use of dedicated government revenues to fund transportation infrastructure. The results were consistent with what we heard in the public meetings, where a show of hands was used to seek feedback on this question. The vast majority of participants raised their hand and responded “yes”, while a handful of people indicated they were unconvinced that new revenues are required.

	All 416	West	East	North	Downtown
Yes	92%	94%	86%	88%	94%
No	<2%	<2%	3%	3%	<1%
Not Sure	6%	5%	11%	9%	6%

### 2. From the preliminary list of 14 revenue tools identified by the City’s Executive Committee as the most practical options for Metrolinx to fund their regional transportation strategy – The Big Move, identify the top five (5) revenue tools that you would be most interested in supporting. See list on the next page.

#### General Feedback

Independent of the feedback on any specific revenue tool, there was a significant amount of general discussion regarding revenue tools. Major themes that emerged from the public meetings included:

- A strong interest in seeing the federal government contribute to long-term transportation funding in the GTHA;
- A strong interest in seeing revenue tools specifically dedicated to transportation infrastructure, with a high degree of transparency around how the funds are spent, and certainty that the tools will remain consistent through political cycles;
- A mix of opinions regarding who should be responsible for paying for the transportation infrastructure, with many who felt the cost should be shared among all user groups, while others who felt strongly that the tools should at least in part create a disincentive to drivers in order to encourage people to use other modes;
- A consistently strong interest in protecting low income earners from being unfairly impacted by whatever revenue tools are selected;
- An interest in understanding the amount spent on transportation relative to other government spending priorities, and relative to what is being spent on transportation today; and,
- Ensuring clarity about whether the revenue generated will flow directly to Metrolinx or go to general Provincial revenues.

The table below identifies the preliminary list of revenue tools identified by the City's Executive Committee as the most practical options for Metrolinx to fund their regional transportation strategy – The Big Move:

	GTHA REGIONAL REVENUE TOOL	HOW IT WORKS	WHO PAYS IN THE GTHA	NOMINAL RATE INCREASE	GTHA ANNUAL REVENUE (2014 \$)	ESTIMATED AVERAGE ANNUAL COST-TORONTO
1	Personal Income Tax	An increase to Provincial tax on personal taxable income	Everyone	1%	\$1.36 billion	\$600/ household
2	Sales Tax	Percentage rate applied on goods and services purchased	Everyone	1%	\$1.24 billion	\$550/ household
3	Payroll Tax	Tax levied on businesses based on the gross salary of employees, potentially based on proximity to new transportation infrastructure	Business	1%	\$510 million	Varies depending on number of employees and salaries
4	Property Tax	Percentage-based increase to current property taxes, potentially tied to updates to assessed value (CVA)	Property Owners	5% overall	\$480 million	\$196 average residential increase
5	Parking Levy	Daily levy charged to property owner based on the amount of non-residential off-street parking spaces owned	Commercial Land/Property Owners	\$1/space/day; or \$365/space/yr	\$1.36 billion	Depends on number of spaces
6	Land Transfer Tax	Percentage tax payable at the time of purchase, based on the amount paid for properties	Real Estate Buyers	1%	\$450 million	\$4,750/average residential property purchase
7	Fuel Tax	Additional tax levied on the sale of transportation fuels, calculated by volume or purchased price (HST)	Drivers	10 cents/litre	\$730 million	10 cents/litre or \$6.00/fill up assuming a 60 litre fuel tank
8	Vehicle Registration Tax	Fee paid by vehicle owners when registering a new vehicle, or renewing registrations annually	Vehicle Owners	\$100/registration or renewal	\$300 million	\$100/vehicle
9	Highway Tolls	Toll per kilometer travelled on 400 series highways and major municipal expressways	Drivers	10 cents/km	\$1.38 billion	10 cents/km
10	High Occupancy Toll Lanes on GTHA Highways	Charge on vehicles using high occupancy vehicle (HOV) lanes, carrying fewer than three people	Drivers	\$0.30/km	\$25 million	30 cents/km
11	Central Area Congestion Levy Toronto downtown 6:30 am to 6:30 pm	Motorists are charged a toll for entering the downtown core	Drivers	\$8 vehicle	\$110 million	\$8/vehicle /entry
12	Development Charges	One-time levies imposed on new developments and eligible re-developments used to pay for growth-related infrastructure	Land/Property Developers	15% increase	\$90 million	Amount varies depending on type of build
13	Value Capture Levy	Capitalizes on increased value in property, and new property development that results from transportation investment	Land/Property Owners	To be determined	\$20 million	To be determined
14	Utility Bill Levy	Monthly fee collected from residences and businesses within a region (collected through utility bills)	Utility Users	\$3/month	\$90 million	\$36/year/household



## Feedback specific to each transportation revenue tool:

The chart on the following page reflects the total number of times each revenue tool was selected by participants. Results were remarkably consistent across Toronto, with the orange shading highlighting the fact that six revenue tools were consistently selected the most often from the fourteen options.

Note that the online tool asked participants to assign a value to each of the revenue tools (see screen shot below) – which was intended as an instructive exercise (to give participants a sense of the amount of revenue that could be generated by the respective tools) that also generated insight into participant perspectives on the values themselves. Participants were asked to “Use the sliders to select the revenue tool or combination of tolls to invest in transportation and meet the needs of your plan. To learn more about each funding mechanism, or to change which ones you have selected, return to the previous screen. The average value from all responses is reflected in the chart on the following page in the “Average Value” column (note that the high and low end of the scale are included in the chart *in italics*).

### Transportation Revenue Tool - Sample Screen Shot of Online Feedback Tool

✓


Choosing the Tools

Where will the investment come from?

BUDGET

Use the sliders below to select the revenue tool or combination of tools to invest in transportation and meet the needs of your plan.

To learn more about each funding mechanism, or to change which ones you have selected, return to the previous screen.




Parking Levy

+\$0.5

/space

/day




Congestion Levy

+\$6

per


vehicle



Fuel Tax

+6¢


per litre



Sales Tax

+0.75%

increase



HOV or Express Lanes

+40¢

per km

✓ Surplus

TARGET

\$2 Billion

Funding

Finished exploring? [Next](#) ➔

Feeling Congested Phase 1 Consultation Summary Report

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## Summary of feedback on Revenue Tools

Revenue Tools	Average Value assigned to each tool by participants in 416	416	West	East	North	Down town
Highway Tolls	<b>6.96 cents/km travelled</b> (0 – 12 cents/km)	<b>2781</b> (1)	<b>812</b> (1)	<b>134</b> (4)	<b>325</b> (4)	<b>1510</b> (1)
Parking Levy	<b>\$0.82/space/day</b> (\$0 – \$1.25/day)	<b>2731</b> (2)	<b>811</b> (2)	<b>189</b> (1)	<b>411</b> (1)	<b>1320</b> (3)
Congestion Levy	<b>\$6.70/entry</b> (\$0 – \$10/vehicle entry)	<b>2723</b> (3)	<b>792</b> (3)	<b>135</b> (3)	<b>352</b> (3)	<b>1444</b> (2)
Vehicle Registration Tax	<b>\$82.60/vehicle</b> (\$0 - \$125/vehicle)	<b>2460</b> (4)	<b>731</b> (4)	<b>116</b> (5)	<b>304</b> (5)	<b>1309</b> (4)
Fuel Tax	<b>6.5 cents/litre</b> (0 – 12 cents/litre)	<b>2321</b> (5)	<b>707</b> (5)	<b>106</b> (6)	<b>290</b> (6)	<b>1218</b> (5)
Development Charges	<b>13.43% increase</b> (0-20% increase)	<b>2115</b> (6)	<b>409</b> (6)	<b>156</b> (2)	<b>400</b> (2)	<b>1150</b> (6)
Sales Tax	<b>0.67% tax</b> (0 – 1.25%)	<b>1240</b> (7)	<b>273</b> (7)	<b>86</b> (8)	<b>205</b> (8)	<b>676</b> (7)
HOT Express Lanes	<b>24 cents/km</b> (0 – 40 cents/km)	<b>1203</b> (8)	<b>221</b> (8)	<b>91</b> (7)	<b>226</b> (7)	<b>665</b> (8)
Property Tax	<b>2.74% increase</b> (0 – 6% increase)	<b>737</b> (9)	<b>152</b> (10)	<b>61</b> (9)	<b>125</b> (9)	<b>399</b> (10)
Personal Income Tax	<b>0.51% tax</b> (0 – 1.25%)	<b>729</b> (10)	<b>158</b> (9)	<b>52</b> (12)	<b>117</b> (10)	<b>402</b> (9)
Land Transfer Tax	<b>0.71% tax</b> (0 – 1.25%)	<b>588</b> (11)	<b>120</b> (11)	<b>53</b> (11)	<b>112</b> (11)	<b>303</b> (11)
Payroll Tax	<b>0.75% tax</b> (0 – 1.25%)	<b>557</b> (12)	<b>113</b> (12)	<b>61</b> (10)	<b>112</b> (11)	<b>271</b> (12)
Value Capture Levy	<b>69.68% of program</b> (0 – 125% of program)	<b>489</b> (13)	<b>89</b> (13)	<b>46</b> (13)	<b>107</b> (12)	<b>247</b> (13)
Utility Bill Levy	<b>\$5.08/month</b> (\$0 – \$4/month)	<b>282</b> (14)	<b>62</b> (14)	<b>25</b> (14)	<b>64</b> (13)	<b>131</b> (14)

Note that of the total 6,728 responses collected on the online feedback tool, 4,491 provided valid postal codes in the 416 area, and 4,310 provided their investment tool option preferences.

**In addition to the online feedback and the completed Discussion Guides received, there was considerable discussion at the public meetings regarding each of the tools. A summary of this feedback is provided below (listed in the order that matches the 416 ranking results):**

- **Highway Tolls** – There were mixed opinions expressed about highway tolls at all meetings. Those who supported tolls felt they might encourage people to drive less. Those opposed to the idea were concerned that they would unfairly burden those who are dependent on their car to get to work, can't afford to live close to transit, and don't work in a location well served by transit (resulting in a geographically specific tax burden). There were also concerns that highway tolls would increase the congestion on local roads (with people taking alternate routes to avoid tolls), and that current transit infrastructure doesn't have the capacity to support the increased ridership that might occur.
- **Congestion Levy** – As with highway tolls, there were also mixed opinions regarding the use of a Congestion Levy as a revenue tool. Those supporting the levy generally liked it because of its potential to act as a disincentive to those driving and an incentive to take transit. Those with concerns about the levy felt it would be difficult and costly to implement, and could have a negative effect on downtown businesses. Some felt this tool should not be implemented until transit is improved.
- **Parking Levy** – Many participants at the public meetings expressed support for a parking levy. They felt such a tool could generate a lot of revenue and require little infrastructure to implement. Concerns focused on the negative impact this option would have on businesses, particularly in locations only accessible by car.
- **Vehicle Registration Tax** – This revenue tool was not the focus of much discussion at the public meetings. Concerns were related to the potential for this tool to create an incentive to drivers who might want to get the full use of their cars once they had paid the tax, and the unfair burden this places on drivers that use their cars less frequently than others (e.g. many seniors). Those that expressed support talked about the ease of implementation.
- **Development Charges** – There were participants at all of the public meetings who supported the use of development charges as an appropriate tool to fund transportation. Some support was linked to the fact that the burden would be on developers rather than individuals, and some held the belief that a minor increase in the charge would not have a major impact on developers, while still having the potential to produce significant revenues.
- **Fuel Tax** – Comments at the public meetings were generally supportive of a fuel tax because it has the potential to influence behaviour, although the need to have transit options available was also raised. One participant suggested an approach where larger vehicles pay more than smaller vehicles.
- **Sales Tax** – At the public meetings, opinions were mixed regarding the use of a sales tax to generate revenue for transportation. Concerns were regularly raised about the impact of increasing the sales tax on people with low incomes. There were also concerns about the potential for this tool to drive purchases outside of the GTHA or

Ontario. The fact that this tool would not influence transportation behaviours was also raised as a concern. Those in favour of the sales tax thought it would be easy to implement, provide a good means of generating revenue, and spread the cost of transportation fairly and broadly.

- **HOT Express Lanes** – High Occupancy Toll (HOT) Express Lanes generated mixed reviews in public meeting discussions. Those that liked the idea thought it might promote a behaviour change among drivers. Those expressing concern raised the potential for the HOT Express Lanes to be filled up by those who can afford to pay to use them, leaving them unavailable for people with multiple occupants in their vehicles.
- **Personal Income Tax** – There were mixed views on this tax, with support from those who liked that it taxes everyone equally because everyone benefits from the transit system. Some did not support use of this tool.
- **Property Tax** – Some thought property taxes were an appropriate revenue tool, while others raised concerns that property taxes could discourage people from moving to Toronto.
- **Payroll Tax** – There were mixed views on payroll taxes, with concerns from those worried about the potential effect they could have on businesses, and support especially for larger companies with many employees who would be using local transportation infrastructure.
- **Land Transfer Tax** – This tool was not the focus of much discussion at the public meetings, however there were some participants who expressed support for a land transfer tax.
- **Value Capture Levy** – Again, there was not much discussion about this tool at the public meetings, and there was some confusion about how the tool actually works. However those that did comment expressed mixed opinions. Concerns were expressed that this tool could lead to gentrification and push people out of neighbourhoods if property values rose too dramatically. There was also concern that this could put an unfair financial burden on property owners (e.g. seniors). Some participants argued that the potential revenue generated by this tool was significantly underestimated.
- **Utility Bill** – Only one of the four public meetings produced feedback regarding this tool, which a few participants considered appropriate as long as it is calculated on a usage basis rather than a flat fee.

**Other funding tools suggested by participants included:**

- Distance based transit fares;
- Provincial lottery revenues;
- Bond issue;
- TTC lottery;
- Transit fare increase (though some participants said they were pleased this was not on the City's list of revenue tools); and
- Private sector involvement.



The third question asked participants the following:

3. Would you be more likely to support your selected revenue tools to raise \$2 billion a year for the Metrolinx Big Move regional transportation infrastructure plan if the revenue is dedicated to one or more of the following modes of transportation? Transit / Roads / Highways / Cycling / Pedestrian Infrastructure / All of the above.

The chart below reflects the responses received (note that percentages will not total 100% because participants had the option of selecting multiple responses):

	All 416	West	East	North	Downtown
Transit	82%	86%	77%	76%	83%
Roads	19%	15%	30%	26%	17%
Highways	14%	11%	26%	22%	12%
Cycling Infrastructure	51%	39%	35%	38%	63%
Pedestrian Infrastructure	47%	35%	37%	37%	57%
All of the Above	21%	16%	25%	27%	22%

## 5. Process Suggestions

A number of process suggestions were received during Phase 1 of the consultation, including:

- Support for how the material is laid out and the information provided.
- Concern about the late notice of the public meetings.
- Concern that the campaign may have framed the issue in a way that is misleading, with participants noting that congestion in the city is currently significant in some parts of the city and not as significant in others. As the city grows, it may be that development in areas that are currently less congested should be incentivized. This means that some areas will get more congested than they are today and others will get less congested.
- Observation that “Feeling Congested” is only one aspect of the issue – it probably needs to be a bit broader if the City wants to win hearts and minds. This is a great effort to get people involved through consultation but it is a complicated issue. How many people know the Official Plan? This is not a hearts and minds issue.
- Encouragement for the City to think of innovative ways to involve the community. The City should take advantage of the significant community-based infrastructure that exists to help get better results to the consultation.
- Explain how the consultation feedback will be taken into consideration by both the City and Metrolinx, and how the interplay between the City and Metrolinx will work.

More detailed suggestions included:

- Explore the possibility of broadcasting the public meetings;
- Collect statistics and target specific groups that aren't present;
- Consider integrating it into people's daily life (e.g. through school programming);
- Be careful not to get into the LRT versus subways debate, the important thing is that there is a plan; and
- Try to reduce confusion between this and other concurrent initiatives (e.g. What would you do with 32 from CivicAction).

## **6. Next Steps**

The results of the public consultation process will inform the development of the City's long term transportation plan and funding strategy. The purpose of this summary report is to inform City Council's decision on the City's preferred revenue tools to be implemented region-wide by Metrolinx as part of their upcoming investment strategy. The results will also inform the work being undertaken by City Planning staff to update the City's Official Plan transportation policies and identify future transportation priorities for the City of Toronto. Phase 2 of the Feeling Congested consultation is planned for June 2013. Watch the website ([feelingcongested.ca](http://feelingcongested.ca)) for more information regarding Phase 2 or call 3-1-1.



OURCITY  
OURFUTURE

TORONTO OFFICIAL PLAN AND  
MUNICIPAL COMPREHENSIVE REVIEWS



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ATTACHMENTS



## **Attachments**

### **Discussion Guides**

Discussion Guide A – Transportation Planning

Discussion Guide B – Transportation Revenue Tools

### **Public Meeting Summaries**

Public Meeting #1 Discussion Summary (West)

Public Meeting #2 Discussion Summary (East)

Public Meeting #3 Discussion Summary (North)

Public Meeting #4 Discussion Summary (Downtown)

### **Stakeholder Meeting Summary**

### **Summary of Discussion Panel Event**

### **Organizations Participating**



## What's at Stake?

The City of Toronto has launched a public consultation process to engage people on a range of issues related to transportation planning, transportation priorities, and funding. This public engagement will support and inform the review of the City's Official Plan transportation policies; the development of a new long-term transportation plan; and the development of a funding & investment strategy.

Toronto is a growing city in a growing region but is also facing a number of unsustainable transportation trends: increasing traffic congestion, overcrowding on transit vehicles, and increasing demand for cycling and walking facilities.

We want you to join us in our review of the City's Official Plan and help us make decisions on our next transportation priorities and the revenue tools we need to implement them. Please take the time to read through this consultation guide and give us your feedback. This discussion guide focuses on feedback related to transportation planning issues, and Discussion Guide B focuses on revenue tools.

## Key Objectives

1. **Review and refine the existing transportation policies** in Toronto's Official Plan.
2. **Make Toronto's Official Plan provide more direction** by establishing decision-making criteria to inform how transportation infrastructure decisions, and especially transit expansion decisions, should be made.
3. **Establish Toronto's transportation priorities** based on that decision-making framework.
4. **Develop the City of Toronto's feedback to Metrolinx** on their next wave of priority projects and on Torontonians' opinion on Metrolinx funding.
5. **Provide greater clarity to public and private sector partners** on the direction of the City's transportation infrastructure investment.

## DEADLINE

For all feedback from  
Phase 1 of the public  
consultation is  
Friday, March 15  
2013

### CONSULTATION

## PHASE 1

DECISION MAKING  
PRINCIPLES &  
REVENUE TOOLS



## PHASE 2

PRIORITY PROJECTS  
& REFINEMENTS  
TO OTHER OP  
TRANSPORTATION  
POLICIES



## PHASE 3

CONNECTING  
REVENUE TOOLS  
TO PRIORITY  
PROJECTS

JAN - MAR 2013

APR - JUN 2013

JUL - NOV 2013

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@congestedto



## OFFICIAL PLAN: TRANSPORTATION VISION

The Official Plan outlines a long-term vision for building a more sustainable, urban transportation system in Toronto based on the following four main themes:

### Moving People

Improve the door-to-door experience for all travellers regardless of whether they drive, take transit, walk, or bicycle.



### Moving Less

Combine compact, efficient land use practices with telecommuting technologies to reduce or replace the need for travel.



### Moving Goods

Enable innovative techniques for more efficient and timely supply and delivery of goods.



### Moving Minds

Spread the word about the costs of current trends and the benefits of new transportation innovations and opportunities.

## OFFICIAL PLAN: TRANSPORTATION POLICY BUILDING BLOCKS

To help achieve this Vision, the Official Plan contains a broad set of policies which are the "transportation building blocks" of the Plan and which are integrated with other city policies throughout the Plan. Some policies can be implemented at very little cost, while others require substantial new investment in transportation infrastructure. A general summary of the high-level policy direction for each building block is provided below:



### LAND USE

Future development should be transit-supportive and directed to growth areas in the city that are well-served by existing or future transit routes.



### TRANSIT

Protect and maintain the integrity of the existing transit system and identify key corridors for improvement and future expansion.



### STREETS

Designate right-of-way widths for public streets and design them as a network of vibrant and beautiful public spaces for all users, ages, and abilities.



### PEDESTRIANS & BICYCLES

Promote compact, mixed use development that allows people to live, work, and play close together and walk and bicycle more often. Create a connected network of pedestrian and bicycle routes throughout the city that are safe and attractive.



### MOTORISTS & PARKING

Use the existing road network more efficiently to move the greatest number of people. Allow for modest road improvements and manage parking demand.



### GOODS MOVEMENT

Enable innovative techniques for the movement of freight and develop a strategy with the trucking industry, the railways, the business community and the public, for the safe and efficient movement of goods.

## WHAT DO WE DO NEXT?

Already, over \$12 billions' worth of new transportation projects are being implemented in Toronto by 2021 which will benefit everyone, regardless of whether they drive, take transit, bicycle or walk. Beyond 2021, Toronto will be faced with difficult choices about how to prioritize investments in transportation. Our Official Plan does not contain an evaluation framework to help determine future transportation priorities. As a result, the City wants to strengthen the Official Plan policies to provide stronger direction about how the transportation system should be developed. We want to hear your feedback on the preliminary set of Transportation Decision-Making Criteria have been proposed on the following page.

# PRELIMINARY TRANSPORTATION DECISION-MAKING CRITERIA

Please **MARK** the four (4) of the eight (8) criteria below which are the most important to you, or add your own in the space provided.

Cities around the world use similar criteria to help them evaluate and make decisions about investments in transportation infrastructure. We believe that Toronto should be building transportation for the **people** of Toronto, the **places** in Toronto, and the **prosperity** of Toronto. It's important that we establish a common set of decision-making criteria that will help guide Toronto's decisions on transportation investments.

## TRANSPORTATION FOR PEOPLE

☐

**TRAVEL  
OPTIONS**

Develop an integrated network that connects different modes to provide for more travel options.

## TRANSPORTATION FOR PLACES

☐

**SHAPING  
THE CITY**

Use the transportation network as a tool to shape development of the City.

## TRANSPORTATION FOR PROSPERITY

☐

**AFFORDABLE**

Improvements to the transportation system should be affordable to build, maintain and operate.

☐

**TRAVEL  
EXPERIENCE**

Provide capacity to ease crowding/congestion; reduce travel times; make travel more reliable, safe and enjoyable.

☐

**HEALTHY  
NEIGHBOURHOODS**

Changes in the transportation network should strengthen and enhance existing neighbourhoods; promote safe walking and cycling within and between neighbourhoods.

☐

**SUPPORTS  
GROWTH**

Investment in public transportation should support economic development; allow workers to get to jobs more easily; allow goods to get to markets more efficiently.

☐

**FAIRNESS**

Do not favour any group over others; allow everyone good access to work, school, and other activities.

☐

**ENVIRONMENTALLY  
FRIENDLY**

Support and enhance natural areas; encourage people to reduce how far they drive.

☐

**OTHER?**

(Please specify)

1. Help us map the feedback we receive – leave the first 3 characters of your postal code here:    (e.g. M4L)
2. Do you want to stay updated on the Feeling Congested consultation? If so, leave us your email here:  
 (or sign up for updates online)

Please print clearly, and note that all feedback will be reported in aggregate – we are not tracking who-said-what. The personal information on this form is collected under the authority of the City of Toronto Act, 2006, s. 136(c), Bylaw No. 488-2000, the City of Toronto Municipal Code, Chapter 169, Article IV and the Planning Act, 1990. The information may be used to provide updates on this project.



# ATTEND A PUBLIC MEETING

MONDAY FEBRUARY 4

WEDNESDAY FEBRUARY 6

MONDAY FEBRUARY 11

WEDNESDAY FEBRUARY 13

## York Civic Centre

4 – 9 pm

Council Chamber / Foyer

2700 Eglinton Ave West

## Scarborough Civic Centre

4 – 9 pm

Council Chamber / Foyer

150 Borough Drive

## North York Civic Centre

4 – 9 pm

Members Lounge / Foyer

5100 Yonge Street

## City Hall Foyer

4 – 9 pm

100 Queen Street West

## MEETING FORMAT

Join us at any time between 4 and 9 pm to view displays and share your insights with City staff. A presentation and facilitated discussion will occur at 4:30 pm and again at 7:00 pm. Public meeting materials along with a summary of each meeting will be posted online at:

# feelingcongested.ca



Follow us on Twitter:

[@congestedTO](https://twitter.com/congestedTO)

Like us on Facebook:

[facebook.com/feelingcongested](https://facebook.com/feelingcongested)



## Want to find out what happened at the public meetings?

Feedback received during these meetings will be included in the Part 1 Public Consultation Summary Report which will be posted online at [feelingcongested.ca](http://feelingcongested.ca) in March 2013. The second and third phases of the City's consultation process will continue into November 2013 and will complete a review of the Official Plan's transportation policies and identify future priorities for the City's transportation network.



## How does this consultation connect with Metrolinx?

The first phase of the City's public consultation process will provide timely input into Metrolinx's funding strategy for The Big Move which will be released in June 2013. Metrolinx is also conducting a series of roundtables across the region to encourage an informed conversation about the importance of investment in transportation (for more information see [www.bigmove.ca](http://www.bigmove.ca)).



## Can't make the public meetings and/or want to host your own meeting?

Review Discussion Guides A and B (on your own or with a group) and be sure to share your responses with us. There are two other ways to get us your feedback:

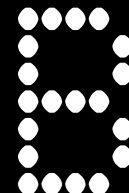
- Go to [www.feelingcongested.ca](http://www.feelingcongested.ca), click "Have your say" and complete the online feedback form (which matches the Discussion Guides); OR
- Scan and email your completed Discussion Guide to [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca) or mail it to the address below.



## Question or Comments? Call 3-1-1 or contact:

Contact Official Plan Review – Transportation, Metro Hall, 22<sup>nd</sup> Floor,  
55 John St, Toronto, ON M5V 3C6 [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca)





## Revenue Tools to improve transportation in Toronto

Toronto is growing and facing a number of transportation challenges. The City is working to maintain the current aging infrastructure in a state of good repair, while recognizing the need to manage congestion and accommodate future growth in a way that improves the experience of everyone – whether they travel by car, transit, or bike or walk.

Metrolinx (the provincial agency responsible for regional transportation) is exploring options to fund an additional \$2 billion per year expansion for their regional transportation plan, “The Big Move”. Additional revenue is necessary in order to invest in an expanded transportation system in Toronto and across the Greater Toronto and Hamilton Region. The City has an

opportunity to influence the choices Metrolinx will make, and is seeking your input. This Discussion Guide (B) describes potential revenue tools for consideration, and is meant to accompany Discussion Guide (A) which focuses on transportation planning. Both Guides include background information, key facts, as well as important questions for you – all of which are part of a three part transportation consultation process the City of Toronto is conducting in 2013 (see graphic at bottom of page below).

**Please join us at one of 4 public meetings being held in February (see schedule on page 4 of this guide) or share your thoughts online at [www.feelingcongested.ca](http://www.feelingcongested.ca)**

There are many things to think about when considering different revenue tools – the chart below highlights the key considerations used by Toronto and Metrolinx in evaluating potential revenue tools. You may have additional considerations.

<b>POLICY FIT</b>	How well does each revenue tool align with the objectives of reduced congestion, increased intensification and transit use, while minimizing negative consequences?
<b>REVENUE</b>	How much revenue is generated? Is it predictable? Sustainable?
<b>FAIRNESS</b>	How equitable/fair is the revenue tool? Is it related to who benefits; who can afford it?
<b>EFFICIENCY</b>	How efficient is the revenue tool in terms of cost of administration – systems cost, enforcement costs, etc.

### DEADLINE

For all feedback from Phase 1 of the public consultation is **Friday, March 15 2013**

#### CONSULTATION

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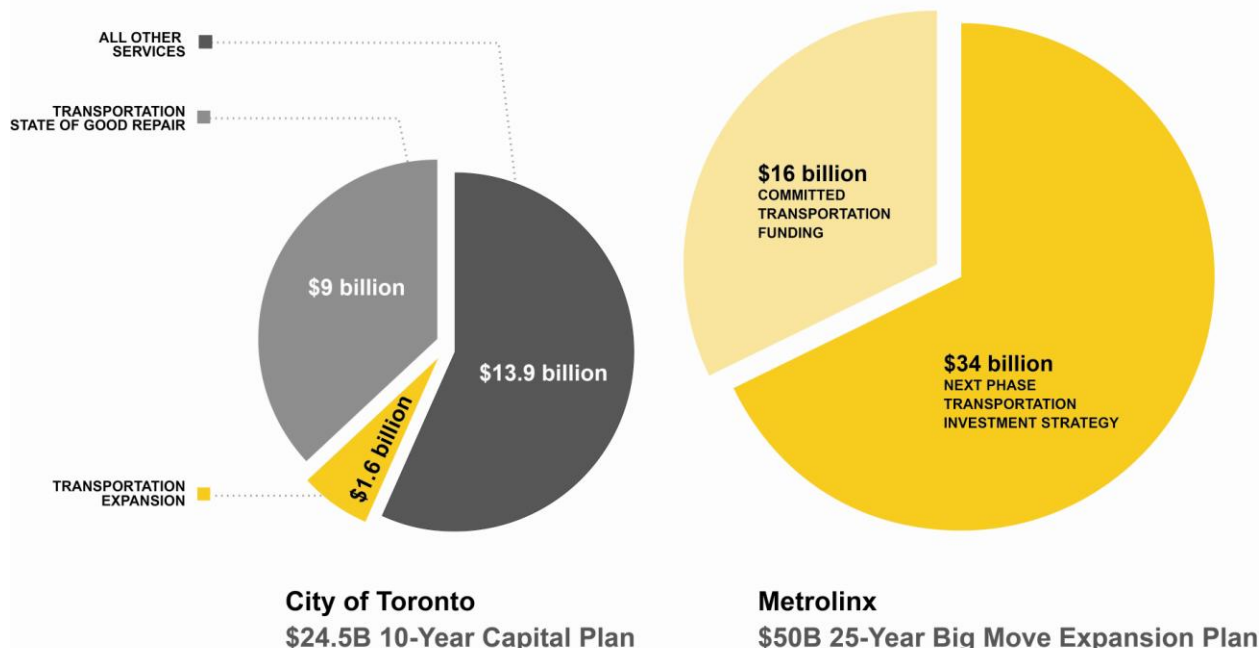
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## >> The Metrolinx Big Move Transportation Plan is much larger (\$50B) than the City's capacity (\$1.6B) for capital expenditures on transportation expansion

The City has limited financial capacity to expand its transportation system. A new long-term predictable funding source for transportation expansion will be required in order to address future growth and congestion in Toronto.



### Q&A

1. Do you support the use of dedicated government revenues to fund transportation infrastructure?

☐ Yes | ☐ No | ☐ Not Sure

2. Would you be more likely to support your selected revenue tools to raise \$2 billion a year for the Metrolinx Big Move regional transportation infrastructure plan if the revenue is dedicated to one or more of the following modes of transportation:

(Please check as many boxes below as apply)

- |                                   |  |
|-----------------------------------|--|
| <input type="checkbox"/> TRANSIT  | <input type="checkbox"/> CYCLING                   |
| <input type="checkbox"/> ROADS    | <input type="checkbox"/> PEDESTRIAN INFRASTRUCTURE |
| <input type="checkbox"/> HIGHWAYS | <input type="checkbox"/> ALL OF THE ABOVE          |

3. Check this box ☐ if you are not convinced that new revenues are required.

4. Help us map the feedback we receive – leave the first 3 characters of your postal code here:  
 \_ \_ \_ (e.g. M4L)

5. Do you want to stay updated on the Feeling Congested consultation? If so, leave us your email here: \_\_\_\_\_ (or sign up for updates online)

Please print clearly, and note that all feedback will be reported in aggregate – we are not tracking who-said-what. The personal information on this form is collected under the authority of the City of Toronto Act, 2006, s. 136(c), Bylaw No. 488-2000, the City of Toronto Municipal Code, Chapter 169, Article IV and the Planning Act, 1990. The information may be used to provide updates on this project.

## Q&amp;A

The revenue tools below are a preliminary list identified by the City's Executive Committee as the most practical options for Metrolinx to fund their regional transportation strategy – The Big Move. A combination of options is expected to be necessary to raise an additional \$2 billion per year. The City plans to recommend and rank a short list for Metrolinx to consider for its report due to the Government of Ontario and partner municipalities by June 1<sup>st</sup> of this year.

6. In the chart below, please circle the TOP FIVE (5) revenue tools that you would be most interested in supporting.

	GTHA REGIONAL REVENUE TOOL	HOW IT WORKS	WHO PAYS IN THE GTHA	NOMINAL RATE INCREASE	GTHA ANNUAL REVENUE (2014 \$)	ESTIMATED AVERAGE ANNUAL COST-TORONTO
1	Personal Income Tax	An increase to Provincial tax on personal taxable income	Everyone	1%	\$1.36 billion	\$600/ household
2	Sales Tax	Percentage rate applied on goods and services purchased	Everyone	1%	\$1.24 billion	\$550/ household
3	Payroll Tax	Tax levied on businesses based on the gross salary of employees, potentially based on proximity to new transportation infrastructure	Business	1%	\$510 million	Varies depending on number of employees and salaries
4	Property Tax	Percentage-based increase to current property taxes, potentially tied to updates to assessed value (CVA)	Property Owners	5% overall	\$480 million	\$196 average residential increase
5	Parking Levy	Daily levy charged to property owner based on the amount of non-residential off-street parking spaces owned	Commercial Land/Property Owners	\$1/space/day; or \$365/space/yr	\$1.36 billion	Depends on number of spaces
6	Land Transfer Tax	Percentage tax payable at the time of purchase, based on the amount paid for properties	Real Estate Buyers	1%	\$450 million	\$4,750/average residential property purchase
7	Fuel Tax	Additional tax levied on the sale of transportation fuels, calculated by volume or purchased price (HST)	Drivers	10 cents/litre	\$730 million	10 cents/litre or \$6.00/fill up assuming a 60 litre fuel tank
8	Vehicle Registration Tax	Fee paid by vehicle owners when registering a new vehicle, or renewing registrations annually	Vehicle Owners	\$100/registration or renewal	\$300 million	\$100/vehicle
9	Highway Tolls	Toll per kilometer travelled on 400 series highways and major municipal expressways	Drivers	10 cents/km	\$1.38 billion	10 cents/km
10	High Occupancy Toll Lanes on GTHA Highways	Charge on vehicles using high occupancy vehicle (HOV) lanes, carrying fewer than three people	Drivers	\$0.30/km	\$25 million	30 cents/km
11	Central Area Congestion Levy Toronto downtown 6:30 am to 6:30 pm	Motorists are charged a toll for entering the downtown core	Drivers	\$8 vehicle	\$110 million	\$8/vehicle /entry
12	Development Charges	One-time levies imposed on new developments and eligible re-developments used to pay for growth-related infrastructure	Land/Property Developers	15% increase	\$90 million	Amount varies depending on type of build
13	Value Capture Levy	Capitalizes on increased value in property, and new property development that results from transportation investment	Land/Property Owners	To be determined	\$20 million	To be determined
14	Utility Bill Levy	Monthly fee collected from residences and businesses within a region (collected through utility bills)	Utility Users	\$3/month	\$90 million	\$36/year/household



# ATTEND A PUBLIC MEETING

MONDAY FEBRUARY 4

**York Civic Centre**  
4 – 9 pm  
Council Chamber / Foyer  
2700 Eglinton Ave West

WEDNESDAY FEBRUARY 6

**Scarborough Civic Centre**  
4 – 9 pm  
Council Chamber / Foyer  
150 Borough Drive

MONDAY FEBRUARY 11

**North York Civic Centre**  
4 – 9 pm  
Members Lounge / Foyer  
5100 Yonge Street

WEDNESDAY FEBRUARY 13

**City Hall Foyer**  
4 – 9 pm  
100 Queen Street West

## MEETING FORMAT

Join us at any time between 4 and 9 pm to view displays and share your insights with City staff. A presentation and facilitated discussion will occur at 4:30 pm and again at 7:00 pm. Public meeting materials along with a summary of each meeting will be posted online at:

# feelingcongested.ca



Follow us on Twitter:

**@congestedTO**

Like us on Facebook:

**facebook.com/feelingcongested**



### Want to find out what happened at the public meetings?

Feedback received during these meetings will be included in the Part 1 Public Consultation Summary Report which will be posted online at [feelingcongested.ca](http://feelingcongested.ca) in March 2013. The second and third phases of the City's consultation process will continue into November 2013 and will complete a review of the Official Plan's transportation policies and identify future priorities for the City's transportation network.



### How does this consultation connect with Metrolinx?

The first phase of the City's public consultation process will provide timely input into Metrolinx's funding strategy for The Big Move which will be released in June 2013. Metrolinx is also conducting a series of roundtables across the region to encourage an informed conversation about the importance of investment in transportation (for more information see [www.bigmove.ca](http://www.bigmove.ca)).



### Can't make the public meetings and/or want to host your own meeting?

Review Discussion Guides A and B (on your own or with a group) and be sure to share your responses with us. There are two other ways to get us your feedback:

- Go to [www.feelingcongested.ca](http://www.feelingcongested.ca), click "**Have your say**" and complete the online feedback form (which matches the Discussion Guides); OR
- Scan and email your completed Discussion Guide to [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca) or mail it to the address below.



### Question or Comments? Call 3-1-1 or contact:

Contact Dave Hunter, Official Plan Review – Transportation, Metro Hall, 22<sup>nd</sup> Floor,  
55 John St, Toronto, ON M5V 3C6 [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca)





[www.feelingcongested.ca](http://www.feelingcongested.ca)



# PUBLIC MEETING #1

## Discussion Summary

### West Toronto

4-9pm, Monday, February 4, 2013

York Civic Centre



## **PUBLIC MEETING #1: Discussion Summary West Toronto**

4-9pm, Monday, February 4, 2013  
York Civic Centre

The City of Toronto hosted a public meeting on Monday, February 4, 2013 at the York Civic Centre as part of Phase 1 of the *Feeling Congested* public consultation process. This was the first of four public meetings being held during Phase 1, and a total of approximately 40 people participated in the afternoon (4:00 – 6:30 pm) and evening (6:30 – 9 pm) sessions. The purpose of the meeting was to present and seek feedback on: how the City of Toronto prioritizes transportation projects (as part of the 5 Year Official Plan Review); and funding tools that Metrolinx is considering to fund implementation of the Big Move (which includes significant contributions to projects in Toronto). The agenda for the meeting is included in the box below:

<b>Afternoon Session</b>	<b>AGENDA</b>	<b>Evening Session</b>
<b>4:00 pm</b>	<b>Public Viewing of Display Boards</b> One-on-one Q&A with City Staff	<b>6:30 pm</b>
<b>4:30</b>	<b>Welcome, Introductions &amp; Agenda Review</b> Nicole Swerhun, Facilitator	<b>7:00</b>
<b>4:35</b>	<b>Overview Presentation</b> City of Toronto	<b>7:05</b>
<b>5:15</b>	<b>Discussion</b>	<b>7:45</b>
<b>6:25</b>	<b>Wrap Up &amp; Next Steps</b>	<b>8:55</b>
<b>6:30</b>	<b>Adjourn</b>	<b>9:00</b>

This report is a summary of feedback received from participants during both the afternoon and evening sessions. Meeting facilitation and reporting was provided by SWERHUN Inc. There will be a more comprehensive Phase 1 Consultation Summary Report of all feedback received during Phase 1 (including the online consultation results, email feedback and stakeholder consultation) at the completion of Phase 1 after March 15, 2013.

The City staff presentation and display boards shown at the public meeting can be downloaded from the City's *Feeling Congested* website: [www.feelingcongested.ca](http://www.feelingcongested.ca). If you have any questions or comments on this report or the *Feeling Congested* process, contact [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca) or call 3-1-1.

# DISCUSSION GUIDE A.

## Preliminary Transportation Decision-Making Criteria

### General Feedback

- **Criteria are hard to distinguish from one another.** Some participants felt that the decision making criteria are all linked with one another, for example, more travel options equal more travel experience.
- **Transportation needs to be a regional conversation.** One participant highlighted that there are around 500 000 people who commute to Toronto daily, and who need to be part of the conversation around transportation and congestion. It was raised that these people should be helping with decision making as well as those who live in the City itself.
- **Add new criterion that adds missing links that will integrate the transportation system as a whole.** One participant felt there should be a new criterion that encourages links between transportation options in the larger city transportation system. The example given by a participant was that creating a railway connection from Union station to Pearson International Airport without any stops along the line to link to the existing system may be bad planning because it is missing the links that integrate it with the larger transportation network.

### PRINCIPLE: Transportation for People

### Travel Options

- **People need safe and convenient travel options to be able to get out of their cars.** Several participants said that they would prefer to have many travel options available to them rather than fewer. It was also highlighted that the overall number of people who take transit is much smaller than the number of people who drive cars. One participant also felt that if more travel options were available, it may also improve affordability.
- **Improve the bike network on city streets.** One participant said that they would like to be able to ride their bike on city streets and not just in parks. For example, the York South Weston neighbourhood is barren of bike routes. It was suggested that in areas where there are road improvements being made, bike lanes should be added to help reduce the amount of vehicle traffic. For example, the Keele Street rehabilitation project is not adding bike lanes, but is preserving boulevards.
- **Provide better pedestrian infrastructure, because it is cheap.** One participant mentioned that pedestrian infrastructure may also be transformative and inexpensive to build in the short term to help reduce congestion.

### Travel Experience

- **There were mixed opinions on the quality of travel experience on transit.** One participant felt that travel experience is the most important criterion because transit on Jane, Bathurst, Keele and downtown is not good and needs to be improved. Another participant said that they feel the travel experience on transit is “pretty good” now and that they don’t see it getting any better.

## Fairness

- **Access to services needs to be part of the decision making criteria.** One participant felt that access to services throughout Toronto is not equal. They felt that transportation decisions should be made to improve access to libraries, employment, and other services in order to promote equality throughout the city rather than “maintaining the status quo”.
- **People in the inner suburbs need to be brought into the conversation.** One participant said they were concerned that there are a lot of people who have opinions on transportation in Toronto that may not attend these meetings, especially those in the inner-suburbs. It was suggested that the City consider holding conversations in smaller groups spread over the inner suburbs.
- **More employment and services are needed outside of the City so there will be fewer commuters.** Some participants said that one of the main reasons they feel that Toronto is congested is because there are so many people who drive into the City to work. They felt that if there were more employment options outside of the City, fewer people would need to commute in.

## PRINCIPLE: Transportation for Places

### Shaping the City

- **Increasing density around transit is good.** One participant said that they think concentrating development on transit corridors “is fantastic” and suggested looking at ways to provide transit to other areas of the city that are more spread out, such as industrial lands.
- **Encourage people to live closer to the places they need to travel.** One participant said that they feel it is important for people to be encouraged to live near their work in order to help reduce commuting times. They felt that shaping the city to make shorter commutes possible is necessary, and that it is also necessary for people to take responsibility for where they choose to live.

### Healthy Neighbourhoods & Supports Growth

- **Healthy neighbourhoods have a wide benefit to the City as a whole.** One participant said that healthy neighbourhoods would also be healthy economically, support growth, and help to bring jobs into the City. Another participant suggested that a system be set up to allow people to score their neighbourhoods in terms of walkability and access to public transit.
- **One participant said they like LRT’s over subways to help promote healthy neighbourhoods by showcasing the business on the street.** It was felt that being able to see local businesses is an improvement to being in a tunnel where businesses are not visible.

## PRINCIPLE: Transportation for Prosperity

### Affordability

- **Make sure that local and operational transportation priorities are included.** Some participants said that they would like to see operational investments included as part of this discussion, rather than just capital expansion. Some suggestions on local operational priorities included maintaining or lowering fare box prices and increasing service to existing transit routes. One participant said that they appreciated that increasing fare box prices was not included on the list because transit users already pay a disproportionate amount to operate the transit system.



# DISCUSSION GUIDE B.

## Revenue Tools

### General Feedback

- **Revenue raised should be specifically dedicated to transportation infrastructure and this should be transparent.** People need to know that they're paying to reduce congestion. Some participants said that money collected from new taxes should go directly to improving transportation, and they feel people will be encouraged by knowing where that money goes. One participant said that funding should be time limited, so taxes should be collected until the transportation project is complete, even if it is collected for 5, 10, or 20 years. Another suggestion was to have stickers at the gas pump (if a fuel tax is chosen) to say "you're helping to reduce congestion", or to have information written on utility bills about where the extra tax money is going.
- **The federal and provincial government should be contributing more money to improve transportation in Toronto.** Several participants said that they feel that it is important for the federal government to contribute to transportation funding in Toronto, along with contributions from the City of Toronto and the Province. One participant was not supportive of any of the revenue tools presented because in their opinion the whole country benefits from Toronto's status as an economic hub.
- **Include corporate taxes on the list of revenue tools.** Several participants said that they would like corporate taxes to be included on the list of potential revenue tools. One participant felt the cost of transportation should be shared amongst user groups, and corporate and businesses in Toronto should be included in that. Others felt that since corporate taxes have always been used in Ontario, they should be included on the list.
- **Explain how much money is currently spent on transportation in the City of Toronto.** One participant said that it would be helpful to know how much money is currently spent on highway and road maintenance versus transit maintenance.
- **Compare transportation spending to other government spending priorities.** One participant suggested broadening the discussion on funding by showing how much money is allocated to transportation related to things like defense at the federal level, or by showing how much money is allocated to transportation at the federal level compared to other countries that have high quality transportation systems.
- **Regardless of the combination of revenue tools that is selected, the cost of transportation should be shared among all user groups.** One participant said that all user groups will benefit in some way by reduced congestion, so all should share in the cost of reducing it, and no one group should be overly responsible for contributing.
- **Congestion will not be completely removed through new funding.** One participant highlighted that even in other large cities with very advanced transportation systems, there is still congestion, and suggested considering other methods of transportation such as "micro-transit".
- **Pick revenue tools with the highest rate of consistency.** One participant did not feel new revenue tools would be effective if they are not maintained consistently through political cycles.

- **One participant indicated potential support for new revenue tools if they pay for transit in Toronto and not regionally.**

### **Sales Tax**

- **Use revenue tools that influence behaviour instead of sales tax or payroll taxes.** Some participants prefer the idea of a transportation service consumption tax rather than a sales tax because it may have a greater chance of influencing how people get around the city. Another participant suggested removing the sales tax option because the people who have the ability to pay should pay more, rather than everyone paying more regardless of their ability to pay, which was felt to be “overly regressive” and may punish those that have a hard time paying more.

### **Property Tax**

- **Make sure property taxes don’t discourage people from moving to Toronto.** One participant did not want property taxes or a land transfer tax because it may discourage people from moving into Toronto.

### **Parking Levy**

- **Parking levies at malls on major transit lines, or in the downtown core are good, but are not appropriate at shopping centres where getting there by car is the only option.** Some participants liked the idea of including a parking levy for parking spaces in the downtown core. One participant thought a parking levy at Yorkdale Mall would be appropriate because it is easy to reach by transit, but that a parking levy at other shopping centres where there is no transit access will be a detriment to the businesses in the mall and should not be used.

### **Fuel Tax**

- **The fuel tax is fine because those who use it will pay and it has the potential to influence behaviour.**

### **Vehicle Registration Tax**

- **The vehicle registration tax is not as appropriate because many people own cars but don’t drive them every day.** One participant felt that people who own cars but don’t drive them as often should not pay the same amount as those who drive frequently. For example, many seniors own cars, but only drive them when necessary, so should not pay the same amount as someone who commutes to work every day.

### **Highway Tolls**

- **Some feel that highway tolls make sense because they may help to reduce congestion, although they will not help reduce congestion in public transit.**

### **Congestion Levy**

- **There was a mixed opinion on a congestion levy.** One participant felt that congestion charges are appropriate because they have the potential to influence behaviour by directly taxing those that drive into the city every day, or charging drivers in certain parts of the city during rush hour. Another participant said that they were concerned that congestion charges in the downtown core

would unduly impact people that live in the downtown core, and suggested the city provide a discount or a waiver on congestion charges for those that live in the downtown core. Another participant said that they feel everyone is impacted by congestion, so no one group of users should have to pay.

### **Development Charges**

- One participant suggested including a development charge for developers instead of property owners. Another participant suggested that developers fund transit directly.

### **Value Capture Levy**

- **Make retaining affordable housing a priority.** There was a concern that the value capture levy would lead to gentrification. One participant was concerned that people would be pushed out of neighbourhoods such as Mount Dennis because they may no longer be able to afford to live there if property values rise too dramatically.

## **CONTACT US**

If you have any questions or comments about this public meeting discussion summary report, please contact the City of Toronto:

Email: [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca)  
Phone: 3-1-1  
Mail: Official Plan Review – Feeling Congested  
Metro Hall, 22<sup>nd</sup> Floor  
55 John Street  
Toronto, ON M5V 3C6



[www.feelingcongested.ca](http://www.feelingcongested.ca)



# PUBLIC MEETING #2

## Discussion Summary

### East Toronto

4-9pm, Wednesday, February 6, 2013

Scarborough Civic Centre





## **PUBLIC MEETING #2: Discussion Summary East Toronto**

4-9pm, Wednesday, February 6, 2013  
Scarborough Civic Centre

The City of Toronto hosted a public meeting on Wednesday, February 6, 2013 at the Scarborough Civic Centre as part of Phase 1 of the *Feeling Congested* public consultation process. This was the second of four public meetings being held during Phase 1, and a total of approximately 50 people participated in the afternoon (4:00 – 6:30 pm) and evening (6:30 – 9 pm) sessions. The purpose of the meeting was to present and seek feedback on: how the City of Toronto prioritizes transportation projects (as part of the 5 Year Official Plan Review); and funding tools that Metrolinx is considering to fund implementation of the Big Move (which includes significant contributions to projects in Toronto). The agenda for the meeting is included in the box below:

<b>Afternoon Session</b>	<b>AGENDA</b>	<b>Evening Session</b>
<b>4:00 pm</b>	<b>Public Viewing of Display Boards</b> One-on-one Q&A with City Staff	<b>6:30 pm</b>
<b>4:30</b>	<b>Welcome, Introductions &amp; Agenda Review</b> Nicole Swerhun, Facilitator	<b>7:00</b>
<b>4:35</b>	<b>Overview Presentation</b> City of Toronto	<b>7:05</b>
<b>5:15</b>	<b>Discussion</b>	<b>7:45</b>
<b>6:25</b>	<b>Wrap Up &amp; Next Steps</b>	<b>8:55</b>
<b>6:30</b>	<b>Adjourn</b>	<b>9:00</b>

This report is a summary of feedback received from participants during both the afternoon and evening sessions. Meeting facilitation and reporting was provided by SWERHUN Inc. There will be a more comprehensive Phase 1 Consultation Summary Report of all feedback received during Phase 1 (including the online consultation results, email feedback and stakeholder consultation) at the completion of Phase 1 after March 15, 2013.

The City staff presentation and display boards shown at the public meeting can be downloaded from the City's *Feeling Congested* website: [www.feelingcongested.ca](http://www.feelingcongested.ca). If you have any questions or comments on this report or the *Feeling Congested* process, contact [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca) or call 3-1-1.

# DISCUSSION GUIDE A.

## Preliminary Transportation Decision-Making Criteria

### General Feedback

- **Criteria are difficult to choose between and some are felt to be “motherhood statements”.** One participant said that the criteria are very difficult to choose between because “of course we want them all”, and suggested further explaining exactly how the criteria will be used in the Official Plan.
- **Transportation needs to be more available to people in Scarborough.** Many participants felt that other parts of Toronto are much better served by transit than Scarborough. For example, one participant said that Scarborough is the only community in the GTA with only one 400 series highway. Another participant said that more north/south routes are needed. Other participants said that poverty is moving east in the GTA and the area needs to be better served by transit for those who do not have the option to drive. One participant said that Birchmount is the longest contiguous area in the GTA where poverty has grown since the millennium.

## PRINCIPLE: Transportation for People

### Travel Options

- **Create more direct routes from the east end to other parts of the city.** One participant said that many people in the east end drive their car because it is much faster than taking transit, for example, some routes take fifteen minutes to drive and an hour and a half to get to the same place by transit. Some suggested areas to improve access to transit include Highland Creek, Highway two, and Meadowvale Rd. to Pickering.
- **Plan for pedestrians first and transit second.** One participant suggested planning for pedestrians first by encouraging communities where people can walk to work and walk to get groceries, and then plan transit around these areas.

### Travel Experience

- **Improving the travel experience for all is paramount.** Many participants said that travel experience is one of their most important criteria. Some participants felt that “getting to where you need to go” is the most important criteria for most people and that it is important to have a consistently good travel experience.
- **Increase road capacity to reduce vehicle traffic infiltration on local streets and improve neighbourhood safety.** One participant said they felt that there is a bias against drivers, and that there is increasing traffic on local streets because there is less room for vehicles on main roads. It was suggested that more roads are built and that traffic signaling be improved to keep vehicle traffic moving.
- **One suggestion was to provide mobile apps** to show where people are coming from and where they’re going to help determine the best way of moving people throughout the City.

## Fairness

- **City building can help address inequalities in society.** Several participants said that low income neighbourhoods throughout the GTA need to be better served by transit.
- **Seniors need good transit options.** One participant said that they were concerned that many seniors are forced to drive as long as possible regardless of ability, because there are few viable transit options for them, and suggested improving transit as soon as possible with seniors in mind.

## **PRINCIPLE: Transportation for Places**

### Shaping the City

- **Encourage other areas in the GTA to grow so more people can live close to where they work, and make sure transit is available to all.** One participant said that they were concerned that the suburban areas around Toronto are becoming a “bedroom community” for those that can’t afford to live downtown, and suggested expanding employment opportunities in the suburbs. Others said that they were concerned that further expansion of the City will isolate those who are “priced out” of living downtown and close to transit.

### Healthy Neighbourhoods

- **Many participants said that healthy neighbourhoods are one of their top priorities.**
- **Safety should be one of the most important criteria.** Several participants said that safety for pedestrians should be added to the criteria. Some noted that at many intersections in the City, it is very difficult just to walk across the street, especially for seniors or people with disabilities who may need more time to cross. One participant suggested that safety for all modes of transportation should be separated from the healthy neighbourhood criteria and included as stand-alone criteria.

## **PRINCIPLE: Transportation for Prosperity**

### Affordable

- **Several participants said that affordability is their top priority.**

### Supports Growth

- **Supporting growth is important to encourage businesses to locate in Toronto and to promote tourism.** Many participants said that they feel supporting growth is very important. Some said they were concerned that businesses may move out of Toronto to the 905 area because the 905 area will be able to offer better business incentives than Toronto, and because transportation in Toronto is too congested. Others said that it needs to be easy for tourists to get in and out of the City to support Toronto’s tourism and festival culture.

### Other participant suggestions on transportation plans

- Build an express subway route that runs underneath existing Yonge subway line with fewer express stops.
- Build a light rail line to Malvern and connect it to Scarborough Town with a subway and include a connection at Warden (and connect to VIVA too).

- In southern Scarborough – instead of the Bloor/Danforth subway line to Scarborough Town Centre, take it to McCowan so can feed people into midtown section (with option to connect to Eglinton and Kennedy to subway)
- Any expansion should take into account a potential future high speed rail link between Montreal, Ottawa, and Toronto with enough room for freight (CN) and improved public transit on that line as well.

# DISCUSSION GUIDE B.

## Revenue Tools

**Do you support the use of dedicated government revenues to fund transportation infrastructure?**

- **By a show of hands during the meeting, many participants in the afternoon session, and the vast majority of those in the evening session said they support the use of dedicated revenues to fund transportation infrastructure.** A handful of people from both the afternoon and evening sessions said they were unconvinced that new revenues are required.

### General Feedback

- **Support for revenue tools is closely tied to how funds are spent.** One person said that however the funds are raised, people need to feel confident about how money is being spent. There needs to be some certainty built in so that revenue tools do not change with every political cycle.
- **The provincial and federal government has a role to play in funding transportation in Toronto.** Several participants said that they feel the federal government should be helping to fund transportation improvements in Toronto because it is a key Canadian city which provides economic benefits to the entire country.
- **Need to market revenue tools better.** One participant felt the problem with the revenue tools used to date is that the City hasn't done a good job of selling them to the population. It was suggested that the project team look examples from around the world where public transit was marketed well.
- **Taxes and user fees make sense for those who can afford to make choices about how they travel and where they live in the city.** Some participants said that they choose to live in areas of the city where there are transportation options available to them (with one participant noting that they are willing to pay more for their home on a smaller lot because it is closer to transit). Participants also said that many people do not have the option to buy a home near transit, and so are more reliant on car travel.
- **Roads aren't free.** Some participants feel there is a false perception that roads are free, and forget that there is a cost to fix them, plow them, maintain them, etc. Another participant said that in Canada each user pays more to take transit than other places in the world and that they don't think that transit users can pay the full cost of transit.



- **Show cost of transportation funding compared to how much is being spent on transportation today, and how those funds are allocated.** One participant said that the \$34B that Metrolinx is planning to spend is a “daunting figure” and needs to be looked at in relationship to what is being spent today. Another participant also said that they would like to know what all transportation agencies are contributing now.

### **Sales Tax**

- **Sales tax is very powerful as a revenue generator but there are concerns about its impact on people with low incomes.** One participant said that sales taxes have the advantage of being simple and can easily be applied “across the board”.

### **Property Tax**

- **One participant said that they favour a form of property tax but felt that there is no single solution.** This participant also said that they feel that all levels of government have a vested interest in making sure the Toronto region transportation system stays viable, and are responsible for helping to contribute funds to ensure its viability.

### **Parking Levy**

- **Participants indicated that a parking levy is a good tool to fund transportation and impact behaviour.** One participant felt that providing free parking at big office buildings or in malls is subsidizing drivers because transit users would have to pay to get to the same location. This participant said that they like the idea of a parking levy and feel it is an appropriate revenue tool to encourage drivers to consider taking transit.

### **Land Transfer Tax**

- **One participant said that they support the land transfer tax as a revenue tool for funding transportation.**

### **Fuel Tax**

- **Fuel tax is better to implement once transit built.** Some participants said they were supportive of a fuel tax as long as transit options are available as an alternative to driving when the fuel tax is implemented.

### **Vehicle Registration Tax**

- **One participant felt that the vehicle registration tax could create a reverse incentive** because once the tax has been paid, drivers may feel they need drive more frequently to get a return on their investment.

### **Highway Tolls**

- **There was a lot of discussion around highway tolls, with many in favour of its use to fund transportation, while others were opposed.** Many participants said they like the idea of using highway tolls because they cost more for those who drive most frequently and the greatest distances. It was felt by many that this would help encourage some vehicle owners to drive less when possible, or seek other transportation options. Several participants disagreed with the use of highway tolls. One participant felt that highways are already built and paid for, and that highway

tolls will increase congestion on local roads by drivers who are looking for alternative routes. Others said that there are many people that drive into the Toronto every day for work because they cannot afford to live downtown, and will only be more negatively affected by tolls.

### **High Occupancy Toll Lanes**

- **Several participants said they like the idea of High Occupancy Toll (HOT) lanes, however there were exceptions.** One participant said that HOT lanes may help municipalities protect against transit fare increases. Another participant expressed concern that if there are tolls for the HOV lanes they may become blocked by people that can afford to use them, and not available for people with multiple occupants in their vehicle. Another participant suggested turning two of the seven lanes on highway 401 to HOV lanes so drivers in HOV lanes can pass each other.

### **Congestion Levy**

- **One participant liked the idea of a downtown congestion charge** because it would tax those going to the most popular locations.

### **Development Charges**

- **One participant was supportive of development charges** and felt they are an appropriate means for funding transportation.

### **Value Capture Levy**

- **There were mixed opinions on using a value capture levy.** One participant supported using value capture levies because it would tax “unearned income”, making it a good revenue tool. Another participant felt it is not fair to put the financial burden onto property owners (e.g. seniors). One participant noted that it seems the projected revenue that could be collected using this tool was significantly underestimated.

### **Other suggestions on potential revenue tools from participants**

- Consider using fare zones like those used in Vancouver
- Consider options for funding from the private sector
- Hold a TTC lottery to raise funds
- Use the revenue from new casino to fund transit
- Issue bonds and pay for it out of profits.

## **CONTACT US**

If you have any questions or comments about this public meeting discussion summary report, please contact the City of Toronto:

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# PUBLIC MEETING #3

## Discussion Summary

### North Toronto

4-9pm, Monday, February 11, 2013

North York Civic Centre



## **PUBLIC MEETING #3: Discussion Summary North Toronto**

4-9pm, Monday, February 4, 2013  
North York Civic Centre

The City of Toronto hosted a public meeting on Monday, February 11, 2013 at the North York Civic Centre as part of Phase 1 of the *Feeling Congested* public consultation process. This was the third of four public meetings being held during Phase 1, and a total of over 100 people participated in the afternoon (4:00 – 6:30 pm) and evening (6:30 – 9 pm) sessions. The purpose of the meeting was to present and seek feedback on: how the City of Toronto prioritizes transportation projects (as part of the 5 Year Official Plan Review); and funding tools that Metrolinx is considering to fund implementation of the Big Move (which includes significant contributions to projects in Toronto). The agenda for the meeting is included in the box below:

<b>Afternoon Session</b>	<b>AGENDA</b>	<b>Evening Session</b>
<b>4:00 pm</b>	<b>Public Viewing of Display Boards</b> One-on-one Q&A with City Staff	<b>6:30 pm</b>
<b>4:30</b>	<b>Welcome, Introductions &amp; Agenda Review</b> Nicole Swerhun, Facilitator	<b>7:00</b>
<b>4:35</b>	<b>Overview Presentation</b> City of Toronto	<b>7:05</b>
<b>5:15</b>	<b>Discussion</b>	<b>7:45</b>
<b>6:25</b>	<b>Wrap Up &amp; Next Steps</b>	<b>8:55</b>
<b>6:30</b>	<b>Adjourn</b>	<b>9:00</b>

This report is a summary of feedback received from participants during both the afternoon and evening sessions. Meeting facilitation and reporting was provided by SWERHUN Inc. There will be a more comprehensive Phase 1 Consultation Summary Report of all feedback received during Phase 1 (including the online consultation results, email feedback and stakeholder consultation) at the completion of Phase 1 after March 15, 2013.

The City staff presentation and display boards shown at the public meeting can be downloaded from the City's *Feeling Congested* website: [www.feelingcongested.ca](http://www.feelingcongested.ca). If you have any questions or comments on this report or the *Feeling Congested* process, contact [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca) or call 3-1-1.

# DISCUSSION GUIDE A.

## Preliminary Transportation Decision-Making Criteria

### General Feedback

- **It is difficult to pick only four criteria because agree with all of them or found that they were too generic.** Some participants said that it is hard to give feedback because the categories of criteria are not specific enough. Several participants said that they found that most people in the room were agreeing more than disagreeing. One participant said he was “disappointed in the lack of bitterness” among the participants. One participant felt that the reason there was so much agreement in the room was because the area is particularly well served by transit, with the exception of the 60 Steeles bus.

### PRINCIPLE: Transportation for People

#### Travel Options

- **Maximize travel options.** Many participants said that they favour a system where there are all different types of transportation options and believe there is not a “magic bullet” solution that will fix all.
- **Provide more connections between travel options so people have fewer transfers which are time consuming.** Participants also suggested making sure that there are many ways to get to the same place.
- **Provide more options for night time transit.** Several participants said that they would use transit if it were available at night, and believe this is an important travel option that is currently missing from the Toronto transportation system.
- **Make all buses, subways, streetcars and transit stations accessible.** Some participants said that accessibility should be a top priority, especially for people with wheelchairs and scooters. Some participants said that the TTC is somewhat accessible but a number of transit stations are not, which means many people have to take wheel-trans, adding more vehicles to the road.
- **One participant said that they would prefer to pay to have more buses on the roads and less emphasis on surface rail.**
- **Add new travel options.** One participant suggested considering a ferry system in Lake Ontario similar to other waterfront cities.

#### Travel Experience

- **Travel experience is a top priority for most, including improving travel times for both transit users and drivers.** Participants also said that having an improved travel experience will encourage tourism. Some also said that wider sidewalks would also improve the travel experience for pedestrians. One participant also said that improving travel time should be its own criterion.



- **Travel experience, healthy neighbourhoods, and economic growth are all linked.**

### Fairness

- **Several participants said that fairness is one of their top priorities.** Some said that to be more fair, transit should be more accessible to people in wheelchairs. Others said that fairness should be encouraged by making transit affordable to all. One participant said that everyone has a different idea about what is fair, and felt that it should not be included in the criteria because the conversation on fairness “would go in circles”.

## PRINCIPLE: Transportation for Places

### Shaping the City

- **There were mixed views on how the city accommodates growth.** One participant said that they don’t think transit lines should be expanded to new areas of the city unless major changes are made to ensure the system is able to handle new growth. Other participants expressed concern that there may not be enough transportation capacity to accommodate the growth in certain areas (e.g. Lawrence Heights). One participant said that they believe growth in cores and centres is a good idea, but don’t agree with development on transit lines or along Avenues.

### Healthy Neighbourhoods

- **Make sure that walking, cycling, transit, and other destinations are easily accessible.** Many participants said that healthy neighbourhoods are very important and connect directly with the criteria of shaping the city. For example, several participants said that healthy neighbourhoods require amenities nearby such as a daycare, library, and schools which would require appropriate land use planning to work in conjunction with transportation planning.

### Environmentally Friendly

- **Some participants said that being environmentally friendly is one of their top priorities.**

## PRINCIPLE: Transportation for Prosperity

### Affordable

- **Plan for the long-term and begin by building what is affordable now.** Participants suggested building the parts of the transportation system that are possible and affordable to build now, as long as they fit in to the bigger plan in the longer-term.
- **Affordability should not be a criterion.** Some participants said that the first step is to figure out what is needed to improve the transportation system, and then the next step is to generate the revenue to build the best system. Others agreed and said that it’s not affordable to not invest in transportation. Some participants said that not investing in transportation is not an option because it is a necessity for the city to run. As one participant said, “when a pipe breaks in your house, you have to fix it”.
- **Move as many people as possible for the least cost.** Some participants said that affordability means being efficient by moving as many people as possible regardless of mode, for the lowest

cost. Others said that the transit system needs to be affordable to those that use it, otherwise it will not be used.

### **Supports Growth**

- **There were participants who said that growth is inevitable and in order to have good travel experiences, we need to plan for growth to make the transportation system work.** Other participants also said that supporting growth is important to “justify the expense of improving transportation”.

## **DISCUSSION GUIDE B.**

### **Revenue Tools**

**Do you support the use of dedicated government revenues to fund transportation infrastructure?**

- **Most participants said that they support the use of government revenues to fund transportation.** By a show of hands during the meeting, over half of the room in the afternoon session and about three quarters of the room in the evening session said that they support the use of dedicated government revenues to fund transportation. A handful of participants said that they are not convinced that new revenues are required.

### **General Feedback**

- **Several participants said that they were concerned about unfairly taxing drivers.** One participant said that the “car is the driving engine for the province and auto manufacturing is a major industry in Ontario, so it shouldn’t be punished”. Another participant was concerned about taxing drivers because some people don’t have a choice and must drive to work.
- **Mixed opinions on raising transit fares.** One participant wanted increased transit fares to be considered as a revenue tool, and felt that it was unfair that they were left out of the list of revenue tools presented. Several other participants said that they were concerned that increasing transit fares would have a very negative impact on many of the disadvantaged people in the City (e.g. those who cannot afford any other transportation method, and those on a fixed income such as seniors). One suggestion was to make transit free for seniors during non-peak hours of the day, for example, between 10am and 2pm. Another participant suggested changing the TTC fare to \$1.00/ride to limit transfers and administration costs and encourage people to take transit. One other participant also said that certain combinations of revenue tools could raise enough funds to make the TTC free. For example, the combination of the parking levy, fuel tax, vehicle registration tax, and highway tolls would raise over \$3 Billion.
- **One participant did not like any of the revenue tools presented.**

## **Personal Income Tax**

- **There were mixed views on personal income tax. While many participants support it to fund transportation, some don't.** Some participants said that this was their first choice out of the funding tools presented because it taxes everyone equally, and since everyone benefits from the transit system. Several others said that they did not support the idea of using personal income tax to fund transit.

## **Sales Tax**

- **Many participants supported the use of sales tax to fund transportation, although there were mixed views on how this would affect lower income people.** Some participants said that they were concerned that sales taxes would have a disproportionately negative effect on lower income people which would not be fair. Others said that sales tax is already geared toward exempting lower income people through credits, so felt that it would not be an unfair funding tool.

## **Payroll Tax**

- **There were mixed views on payroll taxes due to the potential effect on business.** Some participants said that they like the fact that payroll taxes would be paid by the businesses rather than by individuals. Some others said that payroll tax is not a good idea because it could have a negative impact on businesses.

## **Property Tax**

- **Some participants said that they feel property taxes would be an appropriate revenue tool.** One participant said that "owners of Toronto should have financial input".

## **Parking Levy**

- **Many participants said that they would support a parking levy because it would generate a lot of funds, and would require little infrastructure costs to implement. A handful said that they do not support a parking levy because the cost would be too great for business.** Some participants also said that they like the idea of a parking levy because individuals don't have to pay. One participant was concerned that the cost would be too great for smaller shopping mall retailers, and speculated that \$1.00 per day per parking space could add up to between \$70k/year - \$750k/year for larger malls like Yorkdale. By a show of hands at the meeting, most participants who first said that they support a parking levy said they would still support it knowing the cost to retailers.

## **Land Transfer Tax**

- **One table of participants said that they agreed on the use of land transfer taxes for funding transportation.**

## **Fuel Tax**

- **Participants said that fuel taxes are fine as long as the funds are dedicated to improving transportation.** Many participants said that they would support a fuel tax as long as it is broad-based and not too expensive. One suggestion was to make the fuel tax 5 cents per litre rather than 10 cents per litre in order to make sure costs aren't too high.

- **One participant wanted progressive gas taxes to be considered** where larger vehicles pay more fuel tax than smaller vehicles.

### **Vehicle Registration Tax**

- **Many participants support a vehicle registration tax as long as the funds are dedicated to improving transportation.** Some participants said that they feel drivers should be helping to pay for the use of the roads, while some others thought drivers should not be “penalized”. Some participants also said that they like the vehicle registration tax because there is no infrastructure costs required to implement it.

### **Highway Tolls**

- **Some support highway tolls, while several participants said they do not.** Some participants said they felt highway tolls are appropriate because they are a method of charging drivers. Others said that they are concerned that implementation of highway tolls would be too costly and unfair for drivers.

### **High Occupancy Toll Lanes**

- **Several participants said that they like the idea of using HOV lane tolls because they may promote a “behaviour change”.** Other participants said that there are many cars on the highways with just one person, and HOV toll lanes help to encourage drivers to car pool.

### **Congestion Levy**

- **There were mixed opinions on a congestion levy.** Some “heavily favour” the idea, and others expressed concern about the high cost of implementation and potential negative effect on downtown businesses. Some participants said that they think a congestion levy is a good idea because it would encourage people to drive less. Others said that they were concerned that the cost of implementation would be too great, and did not support the idea. There were several suggestions on ways to implement a congestion levy including: charging only those that do not live in the GTA; implementing zone fares or charging extra for driving downtown during rush hour; and considering a congestion levy for transit users

### **Development Charges**

- **Many participants said that development charges are an appropriate tool because individuals don’t have to pay.** Many participants said that they support development charges for reasons similar to why they support parking levies, because the cost would not go directly to individuals, but rather to developers. Some participants also said that development charges would be especially important in areas with high transit.

### **Value Capture Levy**

- **One participant indicated that value associated with the value capture levy was “seriously underestimated” because development on transit lines has seen a great deal of new investment and new tax.** Some participants said that they feel the \$20 million associated with the GTHA annual revenue increase should be a much higher number that is closer to \$1 billion.

## Utility Bill Levy

- **Utility bill levy was considered appropriate by a few participants** as long as it is calculated on a usage basis, rather than a flat fee.

# CONTACT US

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# PUBLIC MEETING #4

## Discussion Summary

### Downtown Toronto

4-9pm, Wednesday, February 13, 2013

City Hall



## **PUBLIC MEETING #4: Discussion Summary Downtown Toronto**

4-9pm, Wednesday, February 13, 2013  
City Hall

The City of Toronto hosted a public meeting on Wednesday, February 13, 2013 at City Hall as part of Phase 1 of the *Feeling Congested* public consultation process. This was the fourth of four public meetings being held during Phase 1, and a total of over 180 people participated in the afternoon (4:00 – 6:30 pm) and evening (6:30 – 9 pm) sessions. The purpose of the meeting was to present and seek feedback on: how the City of Toronto prioritizes transportation projects (as part of the 5 Year Official Plan Review); and funding tools that Metrolinx is considering to fund implementation of the Big Move (which includes significant contributions to projects in Toronto). The agenda for the meeting is included in the box below:

<b>Afternoon Session</b>	<b>AGENDA</b>	<b>Evening Session</b>
<b>4:00 pm</b>	<b>Public Viewing of Display Boards</b> One-on-one Q&A with City Staff	<b>6:30 pm</b>
<b>4:30</b>	<b>Welcome, Introductions &amp; Agenda Review</b> Nicole Swerhun, Facilitator	<b>7:00</b>
<b>4:35</b>	<b>Overview Presentation</b> City of Toronto	<b>7:05</b>
<b>5:15</b>	<b>Discussion</b>	<b>7:45</b>
<b>6:25</b>	<b>Wrap Up &amp; Next Steps</b>	<b>8:55</b>
<b>6:30</b>	<b>Adjourn</b>	<b>9:00</b>

This report is a summary of feedback received from participants during both the afternoon and evening sessions. Meeting facilitation and reporting was provided by SWERHUN Inc. There will be a more comprehensive Phase 1 Consultation Summary Report of all feedback received during Phase 1 (including the online consultation results, email feedback and stakeholder consultation) at the completion of Phase 1 after March 15, 2013.

The City staff presentation and display boards shown at the public meeting can be downloaded from the City's *Feeling Congested* website: [www.feelingcongested.ca](http://www.feelingcongested.ca). If you have any questions or comments on this report or the *Feeling Congested* process, contact [feelingcongested@toronto.ca](mailto:feelingcongested@toronto.ca) or call 3-1-1.

# DISCUSSION GUIDE A.

## Preliminary Transportation Decision-Making Criteria

### General Feedback

- **Some participants felt that all of the decision-making criteria are connected and it is best to view them holistically rather than choosing one over the other.** For example, some participants said that healthy neighbourhoods connect to transit and development, while others said that by focusing on the transportation for people options (travel options, travel experience, and fairness) the City would set the foundation for the other criteria to be met naturally. Some said that the criteria are difficult to choose between because criteria mean different things to different people. And finally there were participants who felt that it's important to recognize that the criteria could be in conflict with each other, such as being environmentally friendly and supporting growth.

### **PRINCIPLE: Transportation for People**

#### Travel Options

- **People need lots of travel options to be able to rely on the transit system.** Many participants said that having a range of travel options that are all integrated into one transportation system is extremely important. Some participants said that they would like to see the TTC integrated with cycling, walking, and driving networks to give people as many options as possible. Many participants also felt that many of the other criteria would naturally be met if this criterion was met (e.g. travel experience and fairness).
- **One participant suggested the City look at options that are more flexible than mass transit,** including for example micro transit options and ride sharing.

#### Travel Experience

- **Travel experience and travel options are directly linked and are extremely important priorities for many participants.** Many participants said that if more travel options were available it would improve travel experience and encourage more transit use. Some participants also said that travel experience is their top criteria because it provides the capacity to ease traffic congestion "which is the crisis we're dealing with, and the reason we're talking about this".

#### Fairness

- **Many participants agree that fairness is a very important criterion and can be viewed from many differing perspectives.** Many participants said that fairness and affordability are closely linked, and that the transportation system needs to be affordable and accessible to all. Others felt that the same transportation options should be available to someone who's new to the city as someone who has lived in the GTHA for 50 years. Others said that to them fairness means ensuring equal access to neighbourhoods by transit, especially to areas that are currently not well serviced.

## PRINCIPLE: Transportation for Places

### Shaping the City

- **Several participants said that shaping the city is important and will follow naturally as other criteria are satisfied.** For example, some people said that as better connections are made between people, transportation options, and their destinations, shaping the development of the city will occur naturally.

### Healthy Neighbourhoods

- **Healthy neighbourhoods where transit is integrated with walkable streets and cycling should be encouraged.** Many participants said that healthy neighbourhoods are a priority for them and should be considered while working to satisfy other criteria.

### Environmentally Friendly

- **Many participants said that the environmentally friendly criterion is extremely important, and is directly linked to healthy neighbourhoods.** One participant also said that climate change must be addressed and funding should be weighted to preference those that help achieve a maximum reduction to Toronto's the carbon footprint.

## PRINCIPLE: Transportation for Prosperity

### Affordable

- **Affordability is very important, and should extend beyond affordability of building, maintaining and operating the transportation system.** Many participants said that affordability is one of their top priorities and emphasized the need for long-term affordability to maintain and operate the transportation system, as well as affordability for those who take transit as well as for those who have to commute to work.

### Supports Growth

- **Supporting growth was not a top priority for many, but some participants said that supporting growth is "very necessary".**

# DISCUSSION GUIDE B.

## Revenue Tools

**Do you support the use of dedicated government revenues to fund transportation infrastructure?**

- **Most participants said that they support the use of government revenues to fund transportation.** By a show of hands at the meeting, about three quarters of the participants in the afternoon session and the vast majority of participants in the evening session said that they support the use of dedicated government revenues to fund transportation infrastructure. A handful of the participants in both the afternoon and evening sessions said that they are not convinced that new revenues are required.

### General Feedback

- **Many participants said that the federal government should be contributing to long-term transportation funding in the GTHA.** One participant said that Canada is the only G8 country without a federal transit strategy.
- **There were mixed views on taxes where the burden is shared among user groups.** Many participants said that there should be a mix of revenue tools used where the cost of transportation is spread across the population ensuring that no one is more negatively impacted than others. Many others also support taxes that would provide a disincentive to drivers in order to encourage people to use other modes.

### Personal Income Tax

- **Some said that personal income tax may be a more “progressive” way of taxing people** because people who are not able to pay, won’t have to. Several participants said that they felt that either personal income tax or sales tax are appropriate, and some others said that they preferred the sales tax to personal income tax.

### Sales Tax

- **Many participants said that they support the idea of a sales tax and several others expressed concern about implementing a sales tax.** Those in favour of a sales tax felt that it would be easy to implement, would be a good means of generating revenue, and would spread the cost of transportation fairly and broadly among everyone. Some also felt that a 2% increase to sales tax would not overburden any one group, and may be more palatable to some because it has recently been reduced. Some others said that they were concerned that raising sales tax could drive people to purchase goods outside of the GTHA or Ontario. Many also said that if this were implemented there would need to be significant credits for lower income people because they view it as a regressive tax.



### **Payroll Tax**

- **Some participants said they would consider the idea of a payroll tax**, especially for larger companies with many employees who would be using local transportation infrastructure. Some others said that they did not like the idea of a payroll tax because they do not think it is possible to implement fairly.

### **Property Tax**

- **Some participants said that they did not like the idea of property taxes** because they do not think that it is possible to implement fairly.

### **Parking Levy**

- **Some participants felt that parking levies are good because they help to modify behaviour, but they may be difficult to implement fairly.** Some participants said that they like the idea of parking levies but they do not want additional parking added on main streets downtown. Another participant said that parking taxes may be counterproductive because people should be encouraged to leave their cars at home, and suggested some form of a credit to do so.

### **Fuel Tax**

- **Several participants said that they would support a fuel tax because it is simple and environmentally friendly.** Some said that they like the fuel tax idea because it targets drivers and has the potential to encourage some to drive less. Another participant suggested implementing a “progressive gas tax” where larger vehicles are charged more than smaller vehicles.

### **Highway Tolls**

- **Mixed opinion on highway tolls.** Many participants said that they would support highway tolls but were concerned that the current transit infrastructure may not have the capacity to support the increase in ridership that would occur. Others said that they liked highway tolls because they might encourage people to drive less. Other participants said that they were concerned that highway tolls could create a geographically specific tax burden, and others thought that implementation would be costly.

### **HOV Toll Lanes**

- **Some participants said that they viewed the HOV lanes on GTHA highways as more of a behavior changer** and less of a revenue generator.

### **Congestion Levy**

- **Many participants said that they would support congestion levies, but some feel it would be very difficult to implement, and should not be implemented until transit is improved.** Several participants said that they think congestion levies would be good because they can influence behaviour of drivers and encourage people to take transit into the downtown. Others said that they think that congestion levies may help change development patterns over time.

## **Development Charges**

- **Some participants said that they would support increasing development charges.** A few participants felt that a minor increase in development charges wouldn't have a major impact on developers but may bring in a significant amount of revenues.

## **Other funding and cost-related suggestions included:**

- Consider distance based fares
- Change the lottery corporation legislation to take bigger percentage out of that to fund transportation
- Make taxes project specific, going one step beyond dedicated funding
- Look for ways to lower the cost of taking transit

# CONTACT US

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55 John Street  
Toronto, ON M5V 3C6

# Stakeholder Meeting

Thursday, January 31, 2013  
Metro Hall, 55 John Street, 3<sup>rd</sup> Floor (Room 310)  
2:30 – 4:30 pm



## MEETING REPORT

28 stakeholders (participant list attached) representing a range of different organizations and interests attended the first stakeholder meeting held as part of the *Feeling Congested? Toronto Talks Transportation* engagement process. The purpose of the meeting was to present and seek feedback on how the City of Toronto prioritizes transportation projects (as part of the 5 Year Official Plan Review); and funding tools that Metrolinx is considering to fund implementation of the Big Move (which includes significant contributions to projects in Toronto).

The following summary reflects the key feedback shared by participants at the meeting, and was subject to their review before being finalized.

## Summary of Feedback Received

### Feedback on Preliminary Transportation Decision-Making Criteria

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A number of participants expressed support for the City's efforts to identify explicit criteria to guide decision-making. Several refinements to the preliminary criteria were suggested, including:

1. **Important to identify priorities.** Most projects would register pretty well against the preliminary decision-making criteria - what we need is to identify priorities.
2. **Goods movement needs more recognition** (right now it's part of the City's preliminary transportation decision making criteria under "Supports Growth"). Goods movement is a critical component of the road network congestion, and strategies are required to accommodate it (e.g. what's happening in New York). A separate meeting would be useful with the courier industry. **ACTION:** Nicole Swerhun (Facilitator) and David Turnbull (Courier Association) and to follow-up on this.
3. **Public health seems to be missing from the criteria.** Air quality problems aren't power plants, its people in cars on Gardiner. Especially when asking people what tools appropriate – will have people who commute to burbs regularly, use highways, "what's in it for me?" it's a polluter-pay tax in one sense – could get more buy in
4. **Equity is more important than "fairness".** It's important to recognize that there are populations and neighbourhoods in Toronto that have different needs. Also not all neighbourhoods are equally healthy now. If we were prioritizing the idea of overall well-being and population health then they should both become underlying principles. Spreading a little transportation investment everywhere is not equitable – that means investments area also going to areas that don't need it as much.
5. **Suggested edits to "Environment" criterion.** Suggest the description be edited to read "improve air quality, enhance natural spaces and reduce climate change gases by driving less".

6. **The criterion “Affordable” is hard to come to grips with.** It’s hard to know how the City would use a criterion like “affordable” because some solutions are expensive and also produce great benefit – it’s important that those solutions not be ruled out. In addition to the value-for-money assessment, accessibility needs to be considered and long term benefits. One option to address this may be moving the affordability discussion out of the “Planning” Discussion Guide and into the “Revenue Tools” Discussion Guide.

## Feedback on Revenue Tools

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1. **The connection between the Planning & Revenue Tools work could be described more clearly.** The City needs to be clearer on what we’re struggling with – we have the OP policies and now we need criteria to help make decisions. The revenue tools could be presented as a case study that illustrates the need for the criteria – because we’re trying to tell Metrolinx what the City wants and we need criteria to pick the projects.
2. **Lack of governance information may influence public feedback.** Right now it is unclear who-will-do-what with the revenue that will be generated. It’s important to be clear about whether the revenue generated will flow directly to Metrolinx or go to general Provincial revenues. I think this will influence people’s acceptance of the different tools. The materials should more clearly explain that the Province intends to fund the Big Move only from the GTHA tax base. Also this may be a good opportunity to ask the public whether they think the City should be given jurisdiction to use these revenue tools for its own purposes.
3. **Which revenue tools are low income friendly?** It would be helpful to add another column to the list of revenue tools that let people know how friendly each tool was to those on a low income.
4. **Add transit revenue to the list.** Nowhere are transit users being asked to pay anything – perhaps this should be revisited (e.g. \$0.05 per trip).
5. **Concern about the land transfer tax as a tool** - since it could act as a disincentive to people moving to be closer to work so they have a shorter trip.

**ACTION:** Participants were interested in seeing the City of Toronto staff report that evaluates the revenue tools. The following links provide access to both the Staff Report and Appendix B: <http://www.toronto.ca/legdocs/mmis/2012/ex/bqrd/backgroundfile-50607.pdf> and <http://www.toronto.ca/legdocs/mmis/2012/ex/bqrd/backgroundfile-50609.pdf>.

## Feedback on Communications and Consultation

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Several participants said they were encouraged by the consultation material and the approach. A number of suggested improvements/refinements were also made, including:

1. **The late notice of the public meetings is a big problem.** I know how challenging this has been – this stakeholder meeting should have happened 4 weeks before the public meetings so we could have been involved/shaped what’s happening next week. This approach is unfair to all of us. The City should consider adding another round of public meetings to this first phase of the consultation to ensure everyone has a chance to participate.
2. **“Feeling Congested” comments:**
  - **“Feeling Congested” frames the issue after the problem** – which means you’ll tend to get solutions that solve that problem – which doesn’t exactly fit with the likely solution. Right now the city has really bad congestion in some places and less bad congestion in others. As the city grows, it very well may be that we want to create incentives so the city grows in areas which are currently less congested. This means that some areas will get more congested than they are today and some places will get less congested.
  - **Feeling congested is only one aspect of the issue** – it probably needs to be a bit broader if we want to win hearts and minds. I find this is great effort to get people into the consultation but it’s very difficult. How many people know the Official Plan? This is not a hearts and minds issue.
3. **Think of innovative ways to involve the community.** The City should take advantage of the significant community-based infrastructure that exists to help get better results to the consultation. As it stands, the Discussion Guide is too difficult to stand alone, and a discussion would help people get into the nuances of the issue (e.g. utility bills as a revenue source would have a big impact on poor people). This could be something similar to what happens with participatory budget processes. **ACTION:** Nicole Swerhun (Facilitator) to follow-up with Mary Pickering (TAF) and Ian Klesmer (CivicAction) to discuss opportunities to do this.

Other suggestions to enhance the consultation program included:

- Explore the possibility of broadcasting the public meetings? (e.g. with Rogers);
  - Collect statistics and target specific groups that aren’t present (City confirmed they are doing polling on this issue);
  - Consider integrating it into people’s daily life (e.g. through school programming); and
  - Try to reduce confusion between this and other concurrent initiatives (e.g. with CivicAction, other initiatives).
4. **Messaging comments:**
    - **We need to be careful that we don’t get into subway/LRT debate.** Through this process the City needs to instill confidence that there is a plan. The City should message that there is a plan, it’s just not totally funded yet. Don’t make it seem like a clean slate that the public can draw lines on – because it isn’t.
    - **Better connect the two streams of work.** I really like the way the material is laid out and I love the key objectives. The two discussions also work well (one regional, one local), but there could be better connections between the two streams in the materials.
  5. **Would be helpful to know how my input will be taken into consideration** - by both the City and Metrolinx, and to know how the interplay between the City and Metrolinx will work.



## **Meeting Participants**

BA Group (Transportation Consultants), Robert McBride  
BILD, Leona Savoie (Hallmark Developments)  
BILD, Danielle Chin  
Canadian Courier and Logistics Association, David Turnbull  
Civic Action, Ian Klesmer  
Daniels Corporation, Michael Pirocchi  
Daniels Corporation, Dave Aird  
Diamond Corp, Lucy Cameron  
Diamond Corp, Caitlin Willocks  
Financial District BIA, Mark Maloney  
Goodmans LLP, Joey Hoffman  
Institute on Municipal Finance and Governance, Andre Cote  
MHBC Planning, Ryan Moore  
Ontario Motor Coach Association, Doug Switzer  
Open Policy, John Stapleton  
People Plan Toronto, Geoff Kettel  
Residential and Civil Construction Alliance of Ontario, Andy Manahan  
Residential and Civil Construction Alliance of Ontario, Henry Wiercinski  
Stikeman Elliot, Vicky Simon (Land Use Planner)  
Streetcar Developments Inc, Aaron Knight  
Toronto Atmospheric Fund, Mary Pickering  
Toronto Centre for Active Transportation, Ryan Whitney  
Toronto Environmental Alliance, Franz Hartmann  
Toronto Pedestrian Committee (Former Co-Chair), Dylan Reid  
Toronto Public Health, Monica Campbell  
Urban Land Institute, Rob Wanless (MMM Group)  
Urban Land Institute, Mark Noskiewicz (Goodmans LLP)  
Wellesley Institute, Dr. Robert Gardner

### City of Toronto

Tim Laspa, Director, Transportation Planning  
Mike Wehkind, Transportation Planning  
Dave Hunter, Transportation Planning  
Rob Hatton, Corporate Finance  
Karyn Spiegelman, Corporate Finance

### Transportation Consultant

Steer Davies Gleave, Nithya Vijayakumar

### Facilitator

Nicole Swerhun, SWERHUN Inc.

## Summary of Discussion Panel Event

Discussion Panel #1 was held on March 4<sup>th</sup>, 2013 at the Jane Mallett Theatre in the St. Lawrence Centre for the Arts. The evening had two key objectives:

1. To generate discussion around the topic of city-building through transportation, and,
2. To generate discussion and awareness around the need for new revenue tools to support the construction of new transportation infrastructure.

Moderated by the CBC's Matt Galloway, the panel consisted of:

- Larry Beasley, retired Chief Planner of the City of Vancouver
- Jennifer Keesmaat, Chief Planner of the City of Toronto
- Carol Wilding, President and CEO of the Toronto Region Board of Trade
- Councillor Peter Milczyn, Ward 5, Etobicoke-Lakeshore
- Councillor Michael Thompson, Ward 37, Scarborough Centre
- John Howe, Vice President, Investment Strategy and Project Evaluation, Metrolinx

The programme consisted of a short introduction by Jennifer Keesmaat; a 20-minute keynote speech by Larry Beasley, in which he challenged Toronto to avoid what he calls the "Moscow Syndrome" (that is, when a big city stops investing in major infrastructure despite a growing population), and to begin investing in transit in a big way; a moderated panel discussion; and a 30-minute question and answer period.

Registration for the event was open for several weeks through Eventbrite, an online event registration tool. Approximately 470 tickets were made available for the Discussion Panel, and these were sold out by the day of the event. However, actual attendance was somewhat lower, at around 400 people.

The event was recorded by the CBC, and was a topic of discussion on the Morning Show with Matt Galloway the following morning. The event was also covered by CP24.

## Organizations Participating

The following organizations were invited to participate in the Stakeholder Working Session, and the organizations **in bold** attended. Organizations *in italics* provided written submissions.

### **8-80 Cities**

#### **BA Consulting Group**

#### **BILD**

Canada Courier & Logistic Association

Canadian Institute of Planners

Canadian Urban Institute

Cities Centre, University of Toronto

#### **Civic Action**

College of Physicians & Surgeons of Ontario

#### **Daniels Corporation**

#### **Diamondcorp**

Family Service Toronto

#### **Financial District BIA**

#### **Goodmans**

ICLEI

Institute of Transportation Engineers

#### **Institute on Municipal Finance & Governance**

Martin Prosperity Institute

#### ***MHBC - Planning, Urban Design & LA***

Neptis Foundation

Ontario Chamber of Commerce

#### **Ontario Motor Coach Association**

Ontario Professional Planners Institute

Ontario Trucking Association

#### **Open Policy Ontario**

#### **Pedestrian Expert Reference Group**

### **People Plan Toronto**

#### **Professional Engineers Ontario**

Regent Park Community Health Centre

#### **Residential & Civil Construction Alliance of Ontario**

*Scarborough Transit Action*

Sistering/Fair Fare Coalition

Social Planning Toronto

#### **Stikeman**

#### **Streetcar**

#### ***Toronto Centre for ActiveTransportation***

*Toronto & York Region Labour Council*

#### **Toronto Atmospheric Fund**

Toronto Community Foundation

Toronto Employment & Social Services

#### **Toronto Environmental Alliance**

Toronto Newcomer Initiative

#### **Toronto Public Health**

Toronto Society of Architects

#### **Toronto Transit Alliance**

Toronto Trucking Association

Toronto Urban Renewal Network

*TTC Riders*

#### **Urban Land Institute**

#### **Wellesley Institute**

#### **Zelinka Priamo Ltd.**



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