


# Appendix A

## Advertising Campaign

- Advertisements
- Notice of Phase 1 PICs
- Postcards

## Advertisements



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The future  
of the transit  
system is on a  
need-to-know  
basis.

And you need  
to know.

Have your say at  
[Toronto.ca/TransitReview](https://toronto.ca/TransitReview)







Transit  
expansion is  
exciting news.

Transit  
maintenance?

Not so much.

Yet both are equally  
important.

Learn why at  
[Toronto.ca/TransitReview](https://toronto.ca/TransitReview)





## **Notice of Phase 1 PICs**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

## Transit Review - Public Information Meeting

### Maintaining and expanding Toronto's transit system

The City is holding public meetings where you can learn more about the review on transit responsibilities between the City and Province. Open house, followed by presentation.



**Thurs. June 13, 6:30 to 8:30 p.m.**



Father Serra Separate School,  
111 Sun Row Dr., Etobicoke



**Thurs. June 20, 6:30 to 8:30 p.m.**

North York Memorial Community Hall,  
5110 Yonge St., North York



**Sat. June 22, 10:30 a.m. to 12:30 p.m.**

Scarborough Civic Centre,  
150 Borough Dr., Scarborough



**Thurs. June 27, 6:30 to 8:30 p.m.**

City Hall, Council Chamber,  
100 Queen St. W., Toronto

Public transit services in Toronto are integral to the city and region's vitality. Changes are being made by the Province to the way transit is planned, designed, constructed, and funded in the city. Come learn more and have your say about the changes.


If you are unable to attend in person, please note that we are live streaming the June 27 meeting at [youtube.com/thecityoftoronto](http://youtube.com/thecityoftoronto)

**Tel: 416-398-5395**

**Email: [transitreview@toronto.ca](mailto:transitreview@toronto.ca)**

**Visit: [toronto.ca/transitreview](http://toronto.ca/transitreview)**

## Postcards



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# TRANSIT RESPONSIBILITIES REVIEW

Changes are being made to how transit is planned, designed, funded and delivered in Toronto. And more changes are expected later this year and in 2020. Now is the time to have your say on the future of transit in Toronto.

Visit our website for updates on upcoming public meetings and online engagement opportunities.

**Web:** [Toronto.ca/  
TransitReview](https://toronto.ca/TransitReview)

**Email:** [transitreview@  
toronto.ca](mailto:transitreview@toronto.ca)

**Phone:** 416-398-5395



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# TRANSIT RESPONSIBILITIES REVIEW

Maintaining your TTC is as important as expanding it. Billions of dollars are needed over the next 15 years to keep the TTC safe and reliable. Learn more and have your say on the future of transit in Toronto.

Visit our website for updates on upcoming public meetings and online engagement opportunities.

**Web:** [Toronto.ca/  
TransitReview](http://Toronto.ca/TransitReview)

**Email:** [transitreview@  
toronto.ca](mailto:transitreview@toronto.ca)

**Phone:** 416-398-5395

# **Appendix B**

## **Online Survey Findings**



## Transit Responsibilities Review

Status:	Closed	Partial completes:	546 (15.9%)
Start date:	2019-05-31	Screened out:	0 (0%)
End date:	2019-08-31	Reached end:	2,889 (84.1%)
Live:	93 days	Total responded:	3,435
Questions:	10		

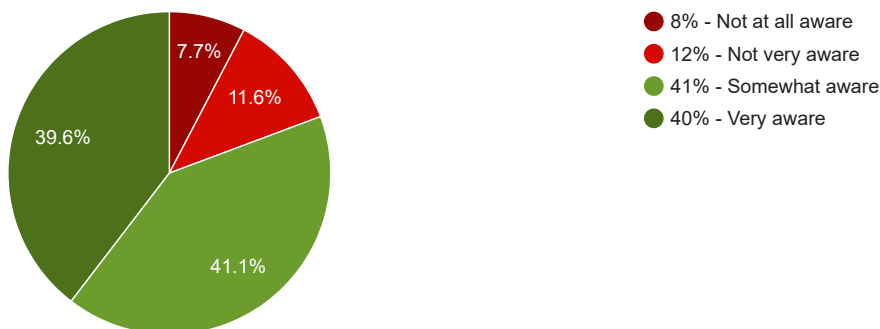
Thank you for agreeing to participate. It will only take a few minutes to complete. All of your answers are private and confidential.

The City of Toronto and Province of Ontario signed a Terms of Reference to guide a process regarding the realignment of transit responsibilities on February 12, 2019. Since that time, several changes have been proposed to the roles and responsibilities of the City and Province in transit planning, development, design, and delivery.

This survey seeks your input on the proposed changes in order to inform City and TTC staff review and recommendations to Toronto City Council on next steps.

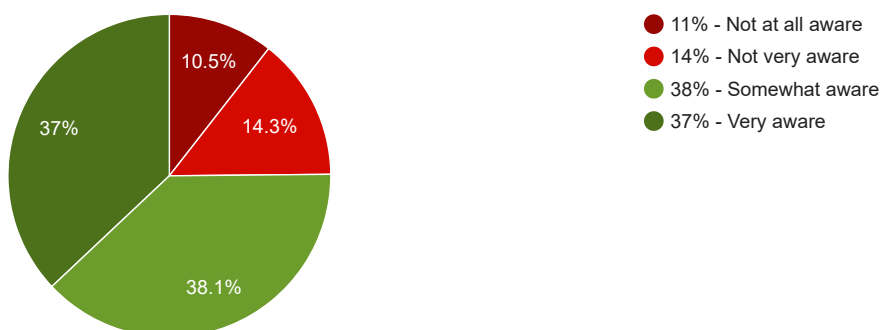
In the 2019 Ontario Budget, the Province of Ontario outlined its plan to take ownership of (or "upload") the planning, design, and construction of new rapid transit projects. The Province also introduced a longer term plan to take ownership of the full TTC subway network, with legislation envisioned for 2020. The TTC would continue to operate and maintain the subway system, and retain all fares.

### 1. How aware are you of the Province's plan?



In May and December 2018, Toronto City Council passed resolutions to oppose the transfer of responsibility in the "ownership, operations, and maintenance of the Toronto subway system, in whole or in part, to the Province of Ontario" (the "upload").

### 2. How aware are you of these resolutions?



3. How important is it that the City of Toronto continue to own, operate, and maintain the TTC?



n=3352

4. Please tell us how important each of the following is to you:

Sub-questions	Resp.	% of responses				avg	med	SD
Subway, streetcar, and bus services in Toronto are fully integrated.	3272	4	93			2.95	3	0.34
The order of government (i.e., municipal, provincial or federal) that owns the subway network.	3272	9	21	65	5	2.65	3	0.71
Average: 2.80 — Median: 3 — Standard Deviation: 0.58								
1. Not important								
2. Somewhat important								
3. Very important								
4. Not sure								

5. The City of Toronto has a transit system managed and operated by the TTC that has consistently out-performed other public transit systems in North America by many economic and ridership measures.

How would you rate your awareness of the following statements about the TTC system?

Sub-questions	Resp.	% of responses				avg	med	SD
The TTC's operating budget is subsidized by the City of Toronto.	3189	3	6	27	64	3.52	4	0.74
Most of TTC's revenue comes from fares paid by its passengers.	3189	3	8	25	64	3.5	4	0.77
TTC is the third largest system in North America, delivering over 530 million rides annually.	3189	4	8	36	53	3.37	4	0.79
The primary source of funding for transit operations from the City of Toronto is property taxes.	3189	10	18	29	44	3.07	3	0.99
TTC is the most cost-efficient system in North America, recovering approximately 70% of its operating budget from fares.	3189	10	19	28	43	3.04	3	1.01
Average: 3.30 — Median: 4 — Standard Deviation: 0.89								
1. Not at all aware								
2. Not very aware								
3. Somewhat aware								
4. Very aware								

**6. The City of Toronto and TTC have a transit plan that includes an expansion of the network to support forecasted population and employment growth in Toronto, and to maintain the existing system in a state of good repair.**

**How would you rate your awareness of the following statements relating to the City's transit plans?**

Sub-questions	Resp.	% of responses	avg	med	SD
There is a need to build a new rapid transit line to reduce crowding and congestion on Line 1, improve resiliency of the subway network, provide development opportunities, and support future network extensions.	2999	<div><div></div><div>14</div><div>82</div></div>	3.76	4	0.59
Major components of the Line 3 Scarborough (also known as the Scarborough RT) have reached the end of normal service life and will need to be replaced by an alternative rapid transit option.	2999	<div><div>9</div><div>12</div><div>22</div><div>57</div></div>	3.27	4	0.99
The Waterfront Transit Network is critical to serving current and future population and employment growth, as well as major cultural, sports, entertainment, special events, and recreational uses concentrated along the waterfront area of the City.	2999	<div><div>8</div><div>16</div><div>31</div><div>44</div></div>	3.12	3	0.96
Bloor-Yonge Station capacity improvements are being planned to expand the subway platforms, improve safety and reliability of the TTC system, enhance circulation, and allow for more frequent trains on Line 1 and Line 2.	2999	<div><div>9</div><div>18</div><div>32</div><div>41</div></div>	3.05	3	0.97
The City and TTC have a transit network plan for Scarborough that includes a rapid transit replacement for Line 3 Scarborough, a SmartTrack station at Lawrence Avenue on the GO Stouffville Line, and the Eglinton East LRT.	2999	<div><div>10</div><div>17</div><div>36</div><div>38</div></div>	3.02	3	0.97
The City's Official Plan directs growth to designated areas, including the downtown and centres (e.g. Scarborough Centre). An important objective in planning the replacement for the Scarborough RT is to support Scarborough Centre's development as a vibrant urban destination.	2999	<div><div>9</div><div>18</div><div>36</div><div>37</div></div>	3.02	3	0.95
The TTC has a \$33.5 billion capital investment plan, of which 70% is unfunded.	2999	<div><div>14</div><div>22</div><div>34</div><div>30</div></div>	2.8	3	1.01
Average: 3.15 — Median: 3 — Standard Deviation: 0.97					
<div></div> 1. Not at all aware <div></div> 2. Not very aware <div></div> 3. Somewhat aware <div></div> 4. Very aware					

**7. There have been several recent provincial announcements regarding transit in this City and Region.**

**Please rate your awareness of the following statements:**

Sub-questions	Resp.	% of responses	avg	med	SD
The Province has announced a plan to build the Ontario Line, replace Line 3 Scarborough RT with a three-stop extension of the Line 2 subway, build the Line 1 Yonge subway extension to Richmond Hill, and build a tunnelled Eglinton West LRT.	2964	<div><div>7</div><div>9</div><div>28</div><div>56</div></div>	3.33	4	0.9
The Provincial legislation allows for the Provincial Government to designate rapid transit projects as the 'sole responsibility' of Metrolinx. Metrolinx is the Provincial agency responsible for GO transit and Union-Pearson Express operations.	2964	<div><div>9</div><div>14</div><div>29</div><div>48</div></div>	3.17	3	0.97
Average: 3.25 — Median: 4 — Standard Deviation: 0.94					
<div></div> 1. Not at all aware <div></div> 2. Not very aware <div></div> 3. Somewhat aware <div></div> 4. Very aware					

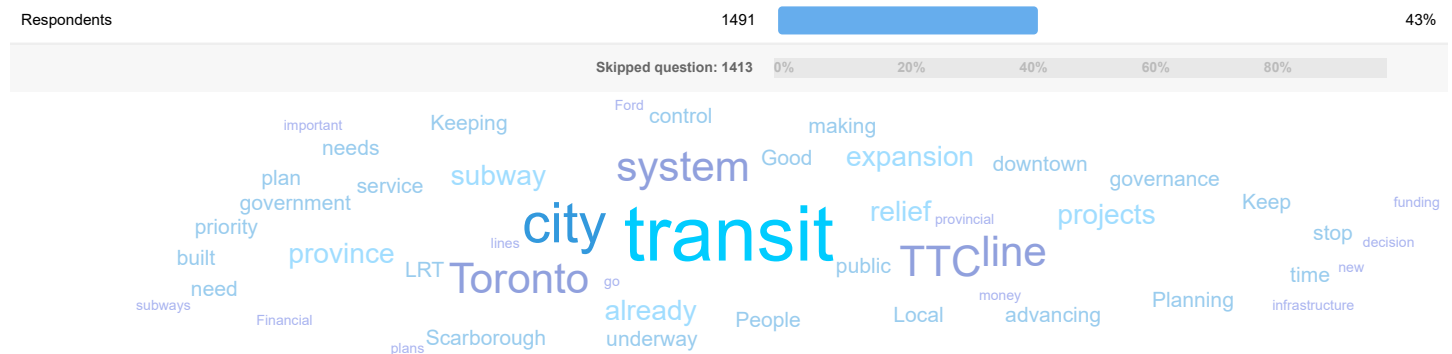
8. Given the changes proposed by the Province to the current arrangement of responsibilities between the City and Province and its transit/transportation agencies, please tell us how important each of these are to you on a scale of 1 to 10 (1 being not important and 10 being very important).

Sub-questions	Resp.	% of responses					avg	med	SD
Safety and security of the transit system	2904						9.45	10	1.26
Preserving mobility options and a seamless journey	2904						9.37	10	1.32
Financial sustainability of the system to maintain the existing system and plan for growth of the City	2904						9.34	10	1.39
Advancing priority transit expansion projects already underway	2904						9.26	10	1.6
Ensuring accessible local service	2904						9.26	10	1.52
Good Governance (e.g. Local representation in decision-making processes regarding where transit is built in the City of Toronto)	2904						9.17	10	1.83
Fair allocation of financial obligations between the City and Province	2904						9.08	10	1.89
Alignment of infrastructure investments with the City's Official Plan objectives of Serving People, Strengthening Places, and Supporting Prosperity.	2904						9.03	10	1.81

Average: 9.25 — Median: 10 — Standard Deviation: 1.60

1. Not important
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
10. Very important

**9. Is there one priority that is particularly important to you? Please specify.**



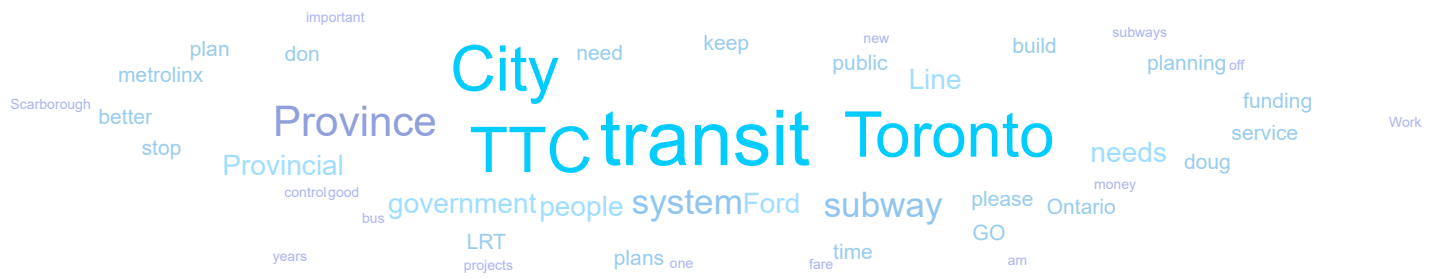
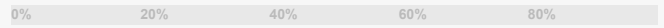
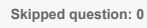


**10. Do you have any other comments?**

## Respondents

1110

32%



# Appendix C

## PIC Highlights Reports

- PIC #1 Highlights Report
- PIC #2 Highlights Report
- PIC #3 Highlights Report
- PIC #4 Highlights Report

## **PIC #1 Highlights Report**

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# TRANSIT REVIEW

## Transit Review Public Information Centre – June 13, 2019 Highlights Report

*This Report has been prepared by AECOM to provide the City of Toronto and the Toronto Transit Commission (TTC) with a snapshot of the feedback captured at the Public Information Centre (PIC) held on Thursday, June 13, 2019 in Etobicoke. The meeting was the first of a series of four meetings that were held across the City of Toronto in June 2019.*

### Overview

On Thursday, June 13, 2019, the City of Toronto and TTC hosted a PIC to inform the public about the Transit Responsibilities Review being undertaken by the City and the Province. The meeting was held from 6:30 p.m. to 8:30 p.m. at Father Serra Separate School, located at 111 Sun Row Drive in Etobicoke.

At the sign-in table, attendees were invited to sign up for the project mailing list and were notified of opportunities to provide their feedback via a comment form and through the online survey which would be open until August 31, 2019. The open house component of the meeting featured a series of 15 informational display boards and several handouts for attendees to view and take home. Attendees could move freely between display boards and speak with Project Team members from the City and TTC.

At 7:00 p.m., Alicia Evans (AECOM) welcomed attendees to the meeting and provided an introduction to the Transit Responsibilities Review. Scott Haskill (Manager of Project Development and Coordination, TTC) and James Perttula (Director of Transit and Transportation Planning, City of Toronto) provided a 30-minute informational presentation about Toronto's multi-billion dollar transit needs, including maintenance, operations, and transit expansion needs. The presentation also provided an overview of the current governance and funding model for transit in the City, the Province's proposed transit expansion proposal and the Province's two-part plan to upload the TTC subway system as described in the 2019 provincial budget. The presentation concluded with next steps and information on how to get involved and provide feedback.

Immediately following the presentation, attendees had the opportunity to ask questions and provide input related to the presentation topics in a 30-minute facilitated Question and Answer session (see **Appendix A** for the questions and responses).

The facilitated Question and Answer period was adjourned by Alicia Evans (AECOM) at 8:00 p.m. The meeting adjourned at 8:30 p.m., after attendees had additional time to speak with the Project Team.



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# TRANSIT REVIEW

Twenty-six individuals signed into the PIC, including Toronto Mayor John Tory and Kinga Surma, MPP Etobicoke Centre.

## Highlights of Participant Feedback

Several key themes emerged during the PIC, including:

- Concerns regarding how the Capital Investment Plan would be funded;
- Concerns regarding the current funding gap related to the City's Transit Plan;
- Concerns regarding the lack of the Province's presence at the PIC;
- Concerns regarding a potential increase/ modification to transit fares if the TTC is uploaded to the Province;
- Concerns regarding TTC workers' contracts;
- Concerns regarding accessibility standards of transit in Toronto if the TTC is uploaded to the Province;
- Discussions regarding who would be responsible for transit expansion and maintenance costs (e.g., Province, City, taxpayers, transit riders);
- Discussions regarding the differences between the City's Transit Plan and the Province's Transit Expansion Proposal and what that means for currently planned projects;
- Discussions regarding the various ways to get involved in the Transit Review (e.g., PICs, pop-ups, comment form, online survey);
- The need for City priority projects to be carried forward as planned; and
- The need for the Province and the City to work closely to address Toronto's transit needs.

## Next Steps

A summary report on the Phase 1 Consultation will be reported out in Fall 2019.

# TRANSIT REVIEW

## Appendix A – Question and Answer

Details of the Question and Answer session that followed the presentation are provided below. To provide transparency for those not present at the meeting, the questions and answers received have been transcribed as much as possible.

During the Question and Answer session, Alicia Evans (AECOM) took four questions at a time, before turning it over to City and TTC staff to respond. Questions are noted with a “Q”, comments with a “C” and answers with an “A”. Answers were provided by James Perttula (City of Toronto) and Scott Haskill (TTC) unless noted otherwise.

### *Funding the System and Transit Fares*

**Q1: Are Metrolinx and Provincial government staff present to answer questions? It seems like capital funding is \$1.5 billion short per year for the next 15 years, with two thirds unfunded. Does this mean there will be a 15% property tax increase or doubling of transit fares? Has the Province indicated it would assume this funding responsibility? What about TTC jobs? How will TTC employees be impacted by the upload?**

**A1:** The City does not have specific answers about how costs will be allocated or how TTC jobs will be impacted. The TTC has expressed concern regarding funding and the City of Toronto is currently discussing costs, what it means, how it happens, and who is responsible for payment. The Province has stated that the TTC will continue to operate the system. Issues regarding labour and jobs are key parts of the conversation with the Province and Rick Leary, TTC CEO, strongly committed to keeping staff informed discussions progress.

**Q2: Social equity was mentioned in the presentation. How does a system that relies on 70% of funding from the fare box serve any notion of equity? Also, slide 25 of the presentation displayed funding sources but did not include fare box funding.**

**A2:** The City is trying to determine how best to ensure good access to transit for people in underserved areas. We are considering fare levels for different groups of people including seniors, children, students and more.

**Q3: Will the City be funding the extension of Line 1 that travels to Richmond Hill?**

**A3:** The City is not covering any of the planning costs for this project and no commitment for future contributions has been made at this time. The Province would be interested in the City joining on this project, but the City is currently reviewing other lines.

**C1: The presentation outlined funding pressures but did not cover the fact that the Province has cut \$1.1 billion over the next 10 years. We also have not discussed why the Eglinton East LRT has been left off the map. The City may not be able to move forward with some very important transit projects and the Province is not present at this meeting to explain why.**

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# TRANSIT REVIEW

**Q5: The TTC is a well-regarded system as it is integrated and does not require passengers to pay to transfer. Metrolinx has been trying to separate fares by distance for quite some time. Do we have any assurance from the Province that if the subway is uploaded to them the fares will not be separated by distance?**

**A5:** Metrolinx has been discussing fare integration for many years but no changes have been formally proposed. Recently, the Province announced a reduction in GO fares to \$3.70 for the first 10 km or less and has arranged for discounted double fares that make your trip cheaper if you transfer between GO Transit and TTC.

## *Transit Expansion Needs*

**Q1: There is a subway stop near Yonge and Bloor that is always empty. Are there any plans or ideas for how this could be used as a boost to the system?**

**A1:** The stop you are referring to, at the lower level of Bay Station, is one that the TTC is not able to make good use of. It was confirmed that expanding the existing Bloor-Yonge line by building a new platform is the best option for increased safety and improved mobility.

**Q2: Has the City considered putting the Harbourfront line underground?**

**A2:** The City/TTC has a good plan in place for improving the streetcar connection on Harbourfront. Unfortunately, this project is not on the Province's funded list.

**C1: Congratulations on the success of the King Street West pilot study.**

## *The Review Process, Bill 107 and the Provincial Transit Proposal*

**Q1: If the subway is uploaded to the Province, do TTC workers fall under the jurisdiction of the Province? If so, do the contracts transfer with the workers?**

**A1:** The City and the TTC do not know what will happen to contracts at this time.

**Q2: I use WheelTrans to go to work, to study and to the hospital. Why has accessible transit not been mentioned in this discussion? What will happen to accessible transit if the subway is uploaded to the Province?**

**A2:** The City and the TTC are fully committed to accessibility. The TTC has a major accessibility forum every year and our TTC Advisory Committee on Accessible Transit (ACAT) provides ongoing suggestions for more accessible transit. The Capital Investment Plan includes funding for the renewal of the WheelTrans fleet and we are on track to deliver full accessibility by 2025. We expect the Province would follow these plans as they are enshrined in the legislation. As part of the Relief Line project, the City is considering the development of additional elevators but cannot comment on whether the Province would follow through on this.

**Q3: Does the Province agree with the proposed SmartTrack stations?**

**A3:** The Province is focusing on a market-driven approach on new GO stations to find third parties that are interested in undertaking transit-oriented developments. This is not a step back on commitment as the Province recently supported the City's application for Federal funding of

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# TRANSIT REVIEW

SmartTrack stations. The City is working with the Province to determine and assess whether there may be funding opportunities within the private sector.

**Q4: There was a plan in place to implement a certain number of accessible stations and streetcars, but this plan continues to get delayed. Will the plan be respected by the Province if the subway is uploaded?**

**A4:** All plans for accessibility are being continued.

**Q5: I have concerns about the Light Rail Transit (LRT) plans and Bill 107. The City's map shows the Waterfront LRT and Eglinton East LRT, which are both important projects. Bill 107 can allow the Province to designate a project and take complete control. We have a Premier with a phobia of public transit and a Provincial plan that leaves gaps in transit for underserved areas. What guarantees the Province will not impact the LRT projects?**

**A5:** City Council provided a firm commitment on how to move forward with the LRT projects. A report from fall 2018 identified the next stage of the Waterfront LRT to Bayfront and an Exhibition-Dufferin connection. City Council has also asked for a plan on how to move forward with the Eglinton East LRT. Currently, the City has no indication as to how or whether the Province will use various authorities outlined in Bill 107.

**Q6: Is this public consultation? Why do I recognize most of the faces in the room as TTC Riders? We need the province present to answer our questions.**

**A6:** This PIC is not the only forum where people can learn about and provide comments on the Transit Responsibilities Review. City staff have been and will continue to host pop-ups over the next few weeks in subway stations and at Nathan Phillips Square to hand out postcards, answer any questions and direct people to our website to learn more and take part in the online survey. We appreciate TTC Riders attending this first PIC as it is important to spread the word and engage as many people as possible. Three more PICs will be held this month.

**C1: We should not be having this consultation forum without the Province's involvement. We are not used to involving the Province in Toronto transit discussions. Their feedback is required on this Review, that's why we are here.**

**C2: It sounds like the Premier of Ontario would like to be the Premier of Toronto. We need someone from the Province at these meetings to answer our questions.**

**C3: We need more consultation. Consultation typically involves asking questions and receiving answers but without the Province here, we aren't receiving answers. My opinion is that the Province has no business taking over Toronto's transit system in any shape or form. The TTC was built by the people of Toronto and is one of the best systems in North America because it is an integrated system.**

**Q7: Why is Bill 107 being mentioned during the consultation process?**

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# TRANSIT REVIEW

**A7:** The City will be sharing the results of this consultation process, with the public and with the Province. We want to share your thoughts on Bill 107 with the Province. We will summarize what we heard at PICs and pop-ups and have also developed an online survey to ensure public input is integrated into the City's decision-making process.

**Q8: Regarding Bill 107, subsection 1, related to provisions, once the system is uploaded to the Province, could the Province overrule existing plans for projects? Has the Province stated to City staff what provisions they intend to overrule, if anything?**

**A8:** The City is unable to address this question. We do not know what is meant by the provisions or how they may be used. The City Manager has noted the importance of keeping all City plans on the table and negotiating what will work and what will not. If the system is uploaded to the Province, the City will reiterate the importance of integration and help the Province to better understand the City's and the riders' point of view.

**C4: The Province needs to get involved in the consultation process.**

**Q9: With this Q&A format of taking multiple questions before responding, the questions get lost in the responses. Are there other opportunities to talk about the Review?**

**A9 (Alicia Evans, AECOM):** Thank you for your feedback about the Q&A format. We will consider this for the remaining PICs. Regarding other opportunities, there is another PIC next Thursday, June 20. This meeting does not end the conversation on the Transit Review. Everyone has the opportunity to fill out a comment form, review the handouts and take part in the online survey. Staff present this evening can help with the online survey if you do not have internet access. Please sign up for the Project distribution list to receive updates. The PIC is scheduled to 8:30 p.m. this evening to give everyone the opportunity to speak one-on-one with staff or elected officials.

## **PIC #2 Highlights Report**



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# TRANSIT REVIEW

## Transit Review Public Information Centre – June 20, 2019 Highlights Report

*This Report has been prepared by AECOM to provide the City of Toronto and the Toronto Transit Commission (TTC) with a snapshot of the feedback captured at the Public Information Centre (PIC) held on Thursday, June 20, 2019 in North York. The meeting was the second in a series of four meetings that were held across the City of Toronto in June 2019.*

### Overview

On Thursday, June 20, 2019, the City of Toronto and the TTC hosted a PIC to inform the public about the Transit Responsibilities Review being undertaken by the City and the Province. The meeting was held from 6:30 p.m. to 8:30 p.m. at North York Memorial Community Hall, located at 5110 Yonge Street in North York.

At the sign-in table, attendees were invited to sign up for the project mailing list and were notified of opportunities to provide their feedback via a comment form and through the online survey which will be open until August 31, 2019. The open house component of the meeting featured a series of 15 informational display boards and several handouts for attendees to view and take home. Attendees could move freely between display boards and speak with Project Team members from the City and TTC.

At 7:00 p.m., Alicia Evans (AECOM) welcomed attendees to the meeting and provided an introduction to the Transit Responsibilities Review. Scott Haskill (Manager of Project Development and Coordination, TTC) and James Perttula (Director of Transit and Transportation Planning, City of Toronto) provided a 30-minute informational presentation about Toronto's multi-billion dollar transit needs, including maintenance, operations, and transit expansion needs. The presentation also provided an overview of the current governance and funding model for transit in the City, the Province's proposed transit expansion proposal and the Province's two-part plan to upload the TTC subway system as described in the 2019 provincial budget. The presentation concluded with next steps and information on how to get involved and provide feedback. Immediately following the presentation, attendees had the opportunity to ask questions and provided input related to the presentation topics in a 30-minute facilitated Question and Answer session (see **Appendix A** for the questions and responses).

The facilitated Question and Answer session was adjourned by Alicia Evans (AECOM) at 8:00 p.m. The meeting adjourned at 8:30 p.m., after attendees had additional time to speak with members of the Project Team.

Twenty-two individuals signed into the PIC. Councillor for Ward 22 (Scarborough-Agincourt) Jim Karygiannis also attended the meeting.

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# TRANSIT REVIEW

## Highlights of Participant Feedback

Several key themes emerged during the PIC, including:

- Concerns regarding how the Capital Investment Plan would be funded and suggestions for the Province to provide more funding;
- Concerns regarding the funding gap related to the City's Transit Plan;
- Concerns regarding the upload of the transit system to the Province, and the potential impact on currently planned projects, funding and jobs/ roles;
- Concerns regarding Bill 108's cap on the revenues the City would receive from development charges and the potential impact to transit funding;
- Concerns regarding the negotiation process between the City and the Province, and the impact on the existing City Transit Plan;
- Concerns regarding the lack of the Province's participation in the public consultation process;
- Concerns regarding current and future maintenance-related/ service delays and closures on the subway system;
- Concerns regarding the future plans for the Relief Line/ Ontario Line and what areas it will service now that the Province is taking responsibility for the study;
- Suggestions for modifications to the Province's Transit Expansion Proposal, including the addition of the Waterfront LRT and removal of the Ontario Line, and the removal of the Yonge Subway Extension and replacement with GO Transit service from Richmond Hill;
- Discussions regarding the high cost of subway infrastructure in the City of Toronto; and
- Discussions regarding a transit extension to Richmond Hill.

## Next Steps

A summary report on the Phase 1 Consultation will be reported out in Fall 2019.

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# TRANSIT REVIEW

## Appendix A – Question and Answer

Details of the Question and Answer session that followed the presentation are provided below. To provide transparency for those not present at the meeting, the questions and answers received have been transcribed as much as possible.

Questions are noted with a “Q”, comments with a “C” and answers with an “A”. Answers were provided by James Perttula (City of Toronto) and Scott Haskill (TTC) unless noted otherwise.

**Q1: The fact that nearly 70% of projects are unfunded is disturbing, especially if these are the funds required to maintain what we currently have. I am a bit confused about the funding gap as there was reference to the Gas Tax. From what I understand, the Province did not fulfill a previous commitment to pass on more of the Gas Tax. Is this correct? Can the Project Team clarify what this means for the funding gap? One of the funding sources for operations, maintenance and expansion needs is development charges, but Bill 108 looks to cap development charges. How does this impact the funding gap? I also heard the Province announce a cut to TTC maintenance, is this correct? The City’s Guiding Principles for negotiations with the Province seem very reasonable, does the City have any indication of whether the Province will honour any of these principles?**

**A1:** Regarding the Gas Tax, the Capital Investment Plan was prepared in late 2018 and therefore predates the announcement by the Province that they will not double the Gas Tax. Approximately \$90 million dollars is provided to the TTC each year from the Gas Tax; the anticipated gas tax increases were intended to go to capital investments. Therefore, the Capital Investment Plan must be reevaluated each year and this year we will need to account for less money from the Gas Tax, which will impact what projects can or cannot be funded.

Regarding development charges, you are correct that Bill 108 makes changes and puts a cap on how much money the City is able to receive from new developments. This could have an impact on how the City funds transit and other elements of infrastructure that we fund through development charges. City staff from the Finance Department are present at this meeting if you would like to have a one-on-one discussion about this following the Question and Answer session.

The Province has agreed to discussions with the City about transit governance and funding. The Guiding Principles are what the City would like to see reflected at the end of the Transit Responsibilities Review, to help guide City staff through the negotiation process.

**C1: I would suggest the City provide the Province with the expenditure required just to maintain the transit system and then what is required to expand the transit system. If the transit system is uploaded to the Province, and the Province doesn’t follow through with planned projects, they will be blamed. I would suggest the City negotiates by reiterating that the Province is taking away a certain amount of money, so the City needs a certain amount of money to expand transit. The Province wants certain projects delivered and should have to pay more since City funds have been cut by the Province.**

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# TRANSIT REVIEW

**R1:** To clarify, if the transit system is uploaded to the Province, the TTC will still be responsible for the safety of the system. There is still a role for the TTC to ensure the province fulfills the requirements to invest in safety.

**Q2:** Based on the presentation provided, the Project Team has identified what they need to do to maintain and expand transit and what needs to be funded. But funding is not the only issue. Other issues and priorities that were voiced in a previous meetings include Presto hours, fare integration, and Montreal-type signage that provide riders with a trip travel time estimate. These issues can be solved with very low cost. Many of us have other concerns that are not related to funding, where can these concerns be addressed?

**A2:** The TTC will be launching a five-year service plan which intends to review how the TTC needs to change services to maximize value and enhance customer experience. The TTC is also conducting a five-year fare plan where we will review the way fares are categorized and collected. There will be opportunities for the public to get involved in this in September 2019 through public consultation activities similar to this PIC. After this PIC, please take a moment to write down your ideas so they can be shared with the Project Team.

**Q3:** The TTC still has many closures, especially during weekends. I do not see any efficiency improvements to the system after much work has been completed. I am not satisfied with the service and am suffering as a transit rider as closures impact my daily life. Also, regarding taxes, will the funding issue impact the taxes of Toronto homeowners? Is there a way to resolve the issues without impacting our taxes? I appreciate the Project Team speaking to the community and allowing us to ask questions and provide feedback on this important matter.

**A3:** Line 1 is TTC's busiest line and carries the most amount of people, making it the biggest concern with regard to overcrowding. The TTC is currently installing a brand new signal system on Line 1 that unfortunately will not be finished until 2021 or 2022. Following this installation, we will see a significant improvement to the reliability of the subway service. The TTC is excited for this upgrade, and wish it could be completed faster, but the end result will outweigh the current impacts to service as the new signal system will allow for much fewer closures in the future.

Regarding funding sources and property tax, the City does not know if the transit upload would impact property taxes as Council has not made any decisions regarding this matter. There are exercises underway to attempt to find efficiencies and address some of the cuts across different programs. In recent years, the City has also investigated different tools and mechanisms to fund transit expansion. Questions regarding funding in general will need to be addressed in the coming years as the City is looking at its plan for long term financial sustainability.

**Q4:** I just received my property tax bill which seems to be lower by approximately \$30.00. This concerns me as it may mean other costs will increase. I have also heard a lot about the Richmond Hill subway extension, Scarborough Subway Extension, and Eglinton Subway Extension but have not heard news on the Relief Line. If the subway extends from Richmond Hill to Finch, a lot more people will be using the subway from Finch,

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# TRANSIT REVIEW

**creating overcrowding. The Relief Line is a necessary project, when will it be constructed?**

**A4:** In the Provincial Transit Plan, the Relief Line is now known as the Ontario Line. The Provincial budget states that the Ontario Line must be in place before an extension to Richmond Hill can operate. Planning for both projects may happen in parallel, but the Province made a commitment in the budget to open the Ontario Line first in order to provide relief to the Yonge subway. Regarding property taxes, unfortunately we cannot fully answer these questions right now but you are welcome to speak with the representative from the City's Finance Department after the Question and Answer session.

**Q5: What will happen with the Relief Line, especially now that it is the Ontario Line? How will it be integrated with the rest of the transit system? How will the work on this project be distributed? If the system is uploaded to the Province, will City transit planners still be working on the project?**

**A5:** The Province has announced where they would like the Ontario Line to go. The alignment draws on existing work that the City and TTC have conducted as part of the Relief Line project. It appears the Ontario Line would run from Eglinton and Don Mills to Exhibition Place and would connect to Line 2 at Pape and Osgoode stations. The City and TTC are currently trying to understand and find out more about the Ontario Line to determine whether it meets the original goals and objectives outlined for the Relief Line. Metrolinx has specified that the Ontario Line should be a rail rapid transit line. TTC's main concern with the Ontario Line is capacity. Regarding Line 1 capacity, the TTC believes we will be able to increase capacity along Line 1 until the mid-2020's. Regarding staffing in the event of the upload, we do not have answers currently. This is an issue that TTC and City staff will be discussing with the Province.

**Q6: The Spadina extension was the most expensive subway infrastructure project in the world, but it was built along flat ground. Why is it so expensive to build subway infrastructure in Toronto? How do we keep costs down for new transit expansion projects so that taxpayer dollars can be maximized? Also, with the Yonge subway line being extended up to Highway 7, there is an opportunity to provide a stop at Steeles so that office developments are built in this area. Why don't we build a subway that coexists with good urban planning?**

**A6:** The Spadina extension that opened in 2017 was not the most expensive in the world, but it was expensive. We can connect you with a member of the Project Team to have a one-on-one discussion following the Question and Answer session. We have much more experience building subway lines now than we did in the past.

Regarding linking employment and subway development, the City is interested in seeing employment and residential development uses surrounding subways because we want to try to avoid people living in one area and having to travel to another to work. In some areas, there is a lot of pressure to develop more condos than to grow employment space which creates a difficult dynamic between the City and developers. This is an issue the City is conscious of and are working to improve on.

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## TRANSIT REVIEW

**Q7: Since SmartTrack is a GO Transit service, which falls under the responsibility of the Province, why is there not a SmartTrack from Richmond Hill to Toronto? Why is there no increased capacity here to address the issue?**

**A7:** You are correct that SmartTrack aims to increase the amount of stations along certain corridors within the City of Toronto to provide greater access to areas throughout Toronto. The City has raised questions regarding the Richmond Hill corridor to provide additional capacity to remove some people from the Yonge line, which Metrolinx is reviewing. There are a number of challenges with expanding the Richmond Hill corridor, particularly through the Don Valley, that Metrolinx is reviewing. This corridor is not as straight forward as other transit corridors but the extension is something the City would promote.

## **PIC #3 Highlights Report**



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# TRANSIT REVIEW

## Transit Review Public Information Centre – June 22, 2019 Highlights Report

*This Report has been prepared by AECOM to provide the City of Toronto and the Toronto Transit Commission (TTC) with a snapshot of the feedback captured at the Public Information Centre (PIC) held on Saturday, June 22, 2019 in Scarborough. The meeting was the third in a series of four meetings that were held across the City of Toronto in June 2019..*

### Overview

On Saturday, June 22, 2019, the City of Toronto and the TTC hosted a PIC to inform the public about the Transit Responsibilities Review being undertaken by the City and the Province. The meeting was held from 10:30 a.m. to 12:30 p.m. at The Scarborough Civic Centre, located at 150 Borough Drive in Scarborough.

At the sign-in table, attendees were invited to sign up for the project mailing list and were notified of opportunities to provide their feedback via a comment form and through the online survey which will be open until August 31, 2019. The open house component of the meeting featured a series of 15 informational display boards and several handouts for attendees to view and take home. Attendees could move freely between display boards and speak with Project Team members from the City and TTC.

At 11:00 a.m., Avril Fiskien (AECOM) welcomed attendees to the meeting and provided an introduction to the Transit Responsibilities Review. Scott Haskill (Manager of Project Development and Coordination, TTC) and James Perttula (Director of Transit and Transportation Planning, City of Toronto) provided a 30-minute informational presentation about Toronto's multi-billion dollar transit needs, including maintenance, operations, and transit expansion needs. The presentation also provided an overview of the current governance and funding model for transit in the City, the Province's proposed transit expansion proposal and the Province's two-part plan to upload the TTC subway system as described in the 2019 provincial budget. The presentation concluded with next steps and information on how to get involved and provide feedback.

Immediately following the presentation, attendees had the opportunity to ask questions and provided input related to the presentation topics in a 30-minute facilitated Question and Answer session (see **Appendix A** for the questions and responses).

The facilitated Question and Answer session was adjourned by Avril Fiskien (AECOM) at 12:00 p.m. The meeting adjourned at 12:30 p.m., after attendees had additional time to speak with members of the Project Team.

Nineteen individuals signed into the PIC but not all who attended signed in.

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# TRANSIT REVIEW

## Highlights of Participant Feedback

Several key themes emerged during the PIC, including:

- Concerns regarding the timing required to build the Line 2 East Extension (i.e., Scarborough Subway Extension (SSE));
- Concerns regarding the funding available to address accessibility issues at subway stations;
- Concerns regarding increasing transit access, connections and mobility in Scarborough;
- Concerns regarding the upload of the transit system to the Province and the potential impact on currently planned projects, funding and jobs/ roles;
- Concerns regarding the amount of local control over Toronto's transit system and projects;
- Concerns regarding Bill 107 (that states the Province can decide which legislation to apply to their transit projects) and how this impacts the current funding gap and the City's control over existing assets;
- Concerns regarding Bill 108's impacts on future transit planning in Toronto, the current funding gap and the City's control over existing assets;
- Concerns regarding the City's stance on Public Private Partnerships (P3) and level of control and influence the City has over P3 transit projects within the city;
- Concerns regarding the negotiation process between the City and the Province, particularly the City's rights to their infrastructure and the potential seizure of City assets by the Province without compensation; and
- Concerns regarding the future of the SSE as there have already been major delays in development, delays in the construction of the Eglinton Crosstown, and connections to Line 4 Sheppard.

## Next Steps

A summary report on the Phase 1 Consultation will be reported out in Fall 2019.

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# TRANSIT REVIEW

## Appendix A – Question and Answer

Details of the Question and Answer session that followed the presentation are provided below. To provide transparency for those not present at the meeting, the questions and answers received have been transcribed as much as possible.

Questions are noted with a “Q”, comments with a “C” and answers with an “A”. Answers were provided by James Perttula (City of Toronto) and Scott Haskill (TTC) unless noted otherwise.

**C1: We want and need a Lawrence subway station. Make sure the Ontario government knows about this.**

**Q1: Accessibility at subway stations has been mentioned as requiring capital investment. How does Warden station fit into this? Are accessibility changes being proposed here? If so, what is the timeline? Currently, Warden seems to be one of the least accessible stations.**

**A1:** The City has a legislative requirement to make all stations accessible by 2025. Both Warden and Islington stations are particularly difficult because of their configurations, but we are working on determining suitable designs. The intention is to make every station accessible and funding is available to do so. We do not currently have design details available but can confirm that our engineers are currently working on determining how to make these stations accessible. We recognize that issues exist at these stations and we are trying to determine the best solution.

**Q2: Is there anything from the redevelopment of the Victoria Park station design that could be applied to Warden and Islington stations?**

**A2:** Absolutely. Aside from redevelopment, an option would be to build a normal oblong bus terminal in the parking lot to move away from a slotted bus terminal. This option was studied a few years ago and is likely still an option being considered.

**Q3: The Province seems to have a few things right; the SSE will now have three stops. The Province’s perverse element is the Ontario Line. It seems like the City has more perverse elements in their plan, including the removal of three stops from the SSE. The City has implemented more LRT lines instead of buses. Regarding the Capital Investment Plan, the TTC discussed maintenance and expansion, but did not mention expansion of buses and bus garages. I think the top priority for expansion is to add three to four new bus garages so that we can have the number of buses we need to reduce travel time and increase frequency. We must have more buses and not larger buses. We do not need LRT. Both the City’s Transit Plan and the Province’s Transit Expansion Proposal contain bad elements. Can the City provide a new plan that better serves the community?**

**A3:** With regard to buses, the TTC has identified the need for bus garages. The Capital Investment Plan only covers a 15-year timespan and is intended to be realistic about what we need and what we have funding for. We agree that more buses are needed and have added buses in recent years and want to continue to do this. The TTC is about to embark on a five-

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# TRANSIT REVIEW

year service plan which intends to review how the TTC needs to change services to maximize value and enhance customer experience. As part of this plan, we will ask how and where we need more bus service and how many more bus garages and infrastructure are required.

**Q4: We are very concerned about the planning of the subway or bus line along Sheppard Avenue, coming east through from Kennedy. Where does this plan stand?**

**A4:** To date, the City has been assuming the plan would move forward with an LRT along Sheppard, as the Province committed to. There seems to be a change of direction as the Provincial budget now references consideration for the section between Don Mills and McCowan to be a subway. This Project has been identified to follow the extension of the Scarborough Subway but was put on hold by Metrolinx.

**Q5: Bill 107, Section 47, Subsection 9 allows the Provincial government and Cabinet to decide which Acts can be applied to transit projects the Province takes over. In City discussions with the Province, have they identified which Acts they plan to overrule or supersede in this piece of legislation?**

**A5:** The City has had no indication from the Province or Metrolinx about whether there will be a change in the rules. Many have wondered if this means there would be no Environmental Assessments. We do know the Province is preparing to undertake the Environmental Assessments on projects identified in the Province's Transit Expansion Proposal, but we do not know what else may be considered.

**C2: Regarding the previous comment about everyone in Scarborough wanting a subway stop at Lawrence, I do not share this view. I think that if we had carried forward with the LRT, we would already have a station at Lawrence that we could ride today.**

**Q6: I have serious concerns about the three-stop subway the Province has proposed, especially regarding delays. It has taken six years to get to the point where we are ready to build a subway in Scarborough. How much longer are we going to be waiting? The Province can seize our asset and take over without compensating us, leaving us with no control over the infrastructure that we have built in Toronto. Has this happened to another City's transit system in Canada before? I do not think we will have local control over our transit system if we allow this to happen.**

**A6:** The City is in negotiation with the Province regarding the upload of the subway system. These negotiations include conversations about roles, responsibilities and funding. The Province is still looking for the City to make contributions to projects. As part of our recommendations to Council, the City will assess how the Province's plan meets the City's objectives. Our recommendations would also include terms under which the City would contribute toward these projects. The City would expect that the "pay for say" principle apply as we do not want to provide funding without having a means of control or influence over transit projects.

In terms of timing, we need to determine how the Province's changes impact costs and timing for the Ontario Line and the Scarborough Line. Challenges in Scarborough include the lifespan

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# TRANSIT REVIEW

of the SRT and how the SSE lines up with the potential lifespan of the SRT. The City does not have answers to this yet, but the TTC is completing technical work to determine what could be done to extend the SRT's lifespan beyond 2026/ 2027.

The City has no indication whether, when or how the Province may use the power to take City assets. We are still engaging in conversations with the Province at the senior official level, including the involvement of operating and maintaining the system, what it would mean to take over and questions around asset ownership. Compensation and costs will be part of the negotiation process.

**C3: We would like to ask the City and TTC to remember that Scarborough needs to connect within Scarborough, as currently there are not enough buses within Scarborough. Many travel downtown, but not everyone does. We have young people that need to travel to school and work within Scarborough and sometimes transit is not available. When the City is speaking to the Province, please remember that we need better transit here. We want LRT here, now and do not want to wait for a subway.**

**C4. It takes at least two hours to go downtown from East Scarborough. In Scarborough we have the University of Toronto Scarborough Campus, Centennial College, the Rouge, the Zoo and many other attractions. It takes forever for our children to get to school and there is no transit, leaving no time for extracurricular activities. Scarborough has not been given any proper transit since 1985, even though we have been growing. We need the LRT coming out to Scarborough, especially in underdeveloped and low-income areas. The presentation indicated that 70% of costs are paid by users, so imagine how much better the transit system could be if Scarborough could use it. Jobs would be created and it would be safer for the elderly and children. Please consider this in conversations with the Province.**

**Q7: With the construction of the three-stop Scarborough Subway, it is expected that the SRT will require a significant amount of maintenance (e.g., increased costs to maintain track structure and stations) to keep it running until the subway is ready. Is there any indication from the Province that the City or TTC would be compensated for the additional time and work needed to continue the upkeep of the SRT? The City also mentioned the seizure of assets by the Province, and I would like to know if there is any assurance that our transit assets will not be sold to private parties, similar to the way Highway 407 was.**

**A7: With regard to Line 3 Scarborough, the City has approximately \$80 million in capital funds to contribute to the line to keep it running until 2026. The City will be hiring consultants to evaluate what is needed to ensure the system continues operating. While we are aiming for 2026, we may need to look consider a longer timeline.**

Regarding the associated costs, in negotiation with the Province, City Council has asked to receive compensation for the money that was invested into the planning of various transit lines that the City has proposed to modify.

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# TRANSIT REVIEW

With regard to ownership and privatization, this legislation is about the Province taking on ownership. We are aware that the Ontario Line will likely involved some form of P3 in the development and delivery of the line, but there is also the expectation that the TTC will continue to operate the services. Third parties may be involved in the delivery of the system, similar to what we see happening with the Eglinton Crosstown and Finch LRT projects.

**Q8: It takes me an hour to go from Scarborough Town Centre to downtown. Is there any way this time can be reduced?**

**A8:** People travelling long distances in a city like Toronto should travel on the commuter railway, which is where the idea for SmartTrack came from. There should be more GO stations with more frequent service. When travelling on the TTC, people take Line 3 to Kennedy, transfer to Line 2 then to Line 1 to get downtown. Replacing Line 3 and extending Line 2 would change this, with trains travelling directly to Scarborough Centre Station. This would save seven to 10 minutes per trip. In the longer term, the City may want to look at additional subway lines to travel downtown. Having a subway that stops every 900 m or 1.5 km means longer distance trips take more time but also services a variety of trip types. From an urban transit point of view, there is not much we can do to improve rapid transit service times unless we implement additional lines.

**Q9: How will the Capital Investment Plan be funded? The original plan involved a \$28.5 Billion investment, with the Province providing \$12 Billion. But the Province is allegedly \$15 Billion in debt. How will the Province provide \$12 Billion? Will it involve the combination of Bill 107 and Bill 108 to seize and sell assets to fund the Plan? Or will it involve a massive cut or tax increase? Has the City asked the Province about how their Plan will work financially?**

**A9:** The Provincial budget indicates that it will require approximately \$28.5 Billion for their Transit Expansion Proposal. It is noted that the Province would be making an \$11 Billion contribution and are looking to the Federal Government for support as well. The Federal Government has allocated over \$4.8 Billion for transit projects in the City of Toronto and they are working with us to determine whether to direct the Federal contributions to the Proposal. The Province is asking the City of Toronto and neighbouring municipalities to make investments as well. Another method that the Province has undertaken, starting with GO Transit lines, is implementing Transit Oriented Development (TOD). The integration of TOD involves a third-party offsetting the costs of constructing a station by building the subway and station into a development (e.g., office or residential apartment) during its construction phase. TOD will be applied to the construction of the Ontario Line and the Scarborough Subway Extension. Therefore, there are various options for funding and the City is working with Metrolinx to assess the costs of each project.

**Q10: What is the City's position regarding P3 transit projects, considering the Ottawa LRT currently under construction is one year overdue and has missed five deadlines, costing the City over \$30 million in delays? The Eglinton Crosstown, which is a P3 project, is also overdue. There is speculation that it will not open in 2020. The City is giving up all control when it comes to P3 transit projects.**

**A10:** City Council has not taken a formal position on the TTC projects that have pursued P3. The Eglinton Crosstown is a P3 Metrolinx project that the City is involved in. All the details

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# TRANSIT REVIEW

related to operations and the maintenance for this project are still being worked out. It is not clear how the Scarborough Subway Extension will be procured. If the Province is taking ownership of this and pursuing P3, the City must work with them to ensure the TTC's interests are properly represented.

**Q11. The Province's Transit Expansion Proposal connects the Ontario Line to Ontario Place and the Science Centre but it does not make any connections to the University of Toronto Scarborough Campus or the Pan Am Centre. As a Scarborough resident, I feel we need connections to these institutions in Scarborough. One of the City's Guiding Principles is good governance. How will the City uphold Good Governance and encourage the Province to connect rapid transit to Scarborough institutions? Also, is it correct that the Capital Investment Plan of \$33.5 Billion is allocated over 15 years for transit stations? Is there any funding from the Plan that would be allocated for rapid transit projects like the Eglinton East LRT?**

**A11:** The Capital Investment Plan is not about expansion, so it is not about new transit lines. It is about maintaining our existing lines, meaning the Eglinton East LRT is not part of the Plan, but is a separate discussion.

City Council has noted that the Eglinton East LRT and the Waterfront LRT are priority projects and have asked staff to come back with a plan on how to advance to the design phase. The City wants to continue to advance these projects and we are working on how to do this. Regardless of what the Province decides, we will continue to raise these projects as priorities to the Province.



## **PIC #4 Highlights Report**

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# TRANSIT REVIEW

## Transit Review Public Information Centre – June 27, 2019 Highlights Report

*This Report has been prepared by AECOM to provide the City of Toronto and the Toronto Transit Commission (TTC) with a snapshot of the feedback captured at the Public Information Centre (PIC) held on Thursday, June 27, 2019 in Toronto. The Meeting was the last in a series of four meetings that was held across the City of Toronto in June 2019.*

### Overview

On Thursday, June 27, 2019, the City of Toronto and the TTC hosted a PIC to inform the public about the Transit Responsibilities Review being undertaken by the City and the Province. The meeting was held from 6:30 p.m. to 8:30 p.m. at Toronto City Hall, located at 100 Queen Street West.

At the sign-in table, attendees were invited to sign up for the project mailing list and were notified of opportunities to provide their feedback via a comment form and through the online survey which will be open until August 31, 2019. The open house component of the meeting featured a series of 15 informational display boards and several handouts for attendees to view and take home. Attendees could move freely between display boards and speak with Project Team members from the City and TTC.

At 7:00 p.m., Alicia Evans (AECOM) welcomed attendees to the meeting and provided an introduction to the Transit Responsibilities Review. Scott Haskill (Manager of Project Development and Coordination, TTC) and James Pertula (Director of Transit and Transportation Planning, City of Toronto) provided a 30-minute informational presentation about Toronto's multi-billion dollar transit needs, including maintenance, operations, and transit expansion needs. The presentation also provided an overview of the current governance and funding model for transit in the City, the Province's proposed transit expansion proposal and the Province's two-part plan to upload the TTC subway system as described in the 2019 provincial budget. The presentation concluded with next steps and information on how to get involved and provide feedback.

Immediately following the presentation, attendees had the opportunity to ask questions and provided input related to the presentation topics in a 30-minute facilitated Question and Answer session (see **Appendix A** for the questions and responses). The presentation and Question and Answer session was also shared via a livestream to online participants.

The facilitated Question and Answer session was adjourned by Alicia Evans (AECOM) shortly after 8:00 p.m. The meeting adjourned at 8:30 p.m., after attendees had additional time to speak with members of the Project Team.

Eighty-two individuals signed into the PIC.

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# TRANSIT REVIEW

## Highlights of Participant Feedback

Several key themes emerged during the PIC, including:

- Concerns regarding how transit funding would be provided;
- Concerns regarding the upload of the transit system to the Province, and the potential impact on currently planned projects, funding and jobs/ roles;
- Concerns regarding the Provincial exertion of power and controls through Bill 107 and Bill 108 on transit projects, the impact on Environmental Assessments and related legislations including the *Planning Act*;
- Concerns regarding the negotiation process on transit responsibilities, and the relationship between the City and the Province;
- Concerns regarding current accessibility issues with the transit system and how the upload may impact these issues;
- Suggestion to build transit lines that connect with other existing lines;
- Suggestion to reserve transit lanes on the Gardiner Express and advance right-turn lights for vehicles beside cycling lanes;
- Concerns regarding the timing and future of the Relief Line/ Ontario Line with the Province now taking on the project; and
- Requests for clarification regarding City Council's position on the transit upload.

## Next Steps

A summary report on the Phase 1 Consultation will be reported out in Fall 2019.

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# TRANSIT REVIEW

## Appendix A – Question and Answer

Details of the Question and Answer session that followed the presentation are provided below. To provide transparency for those not present at the meeting, the questions and answers received have been transcribed as much as possible.

Questions are noted with a “Q”, comments with a “C” and answers with an “A”. Answers were provided by James Perttula (City of Toronto) and Scott Haskill (TTC) unless noted otherwise.

**Q1: Considering the speed at which the Province wants to upload their Transit Expansion Proposal, why is it taking staff until the fall to submit recommendations to City Council?**

**A1:** The City and the TTC are currently working through the details of the Provincial Plan as there are aspects of the design that we are still attempting to understand and assess. We are also sharing information with the Province (Metrolinx) regarding the work that has already been done on the Relief Line South to help them determine which elements may be transferable. Similarly, earlier work that was conducted on the Scarborough Subway Extension (when we were considering three stops) is being shared.

**Q2: I see the Provincial Transit Plan, but I do not see where the TTC employees are within this plan. Where do they stand in the upload?**

**A2:** This is a very important element to the TTC. Publicly, the Province has stated that they intend to upload the asset and take ownership of the subway, but still have the TTC operate the service. The plan for the Eglinton Crosstown would also have a similar arrangement - the Province would own the asset, but the TTC would operate the service. The Province may use the Eglinton Crosstown model as a guide for the employment structure of the upload, but we do not have details at this time. Details regarding employment must be discussed between the TTC, the City and the Province.

**C1: I appreciate the honesty in the backlog report<sup>1</sup>. I wish we could also be honest about the language of the upload and call it a ‘theft’ or ‘taking’. Also, if we have a lack of funds, it would be beneficial for the City to state that the value of the Scarborough Subway Extension is not worth the high costs. We need to spend money on transit in Scarborough, but not with the subway extension.**

**R1:** The City and TTC agree with being honest and transparent and our opinions should be behind all upload discussions. However, when it comes to the transit projects, the Province has taken control in deciding which projects will proceed. At this point, the City is working to educate the Province on the work that we have done; to help and advise them on their plans moving forward. In the end, TTC and City staff will provide City Council with thoughts on whether the Province’s Transit Expansion Proposal makes sense and if it should be supported by Council. We do not know what we will be recommending to Council as of yet, which is why we are

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<sup>1</sup> This is in reference to the TTC’s 15-year Capital Investment Plan Report

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# TRANSIT REVIEW

consulting the public and conducting studies currently, to come to a conclusion this summer/fall.

**Q3: I am almost in anger and anxiety about the Province's Transit Expansion proposal. As a lifelong transit user, I have two specific concerns. First, the Province's proposal seems to be a rogue operation in violation of existing legislation and division of labour between the various levels of government. Is the City doing anything on a legal level to try to assert their rights to retain their own property? Second, are the protective legislations of the *Planning Act*, the *Environmental Protection Act*, and *Labour Relations Act* being enforced and considered in this process? I have seen nothing but instability coming from this; including bad transit service and a service that is going to cost us more with subsidized private owners. Profits that should be going into the development of the system are going into private hands.**

**A3:** Regarding legal recourse, the City's legal staff have looked at different pieces of legislation that have been passed – Bill 107 in particular. It is within the Province's powers to enact legislation outlined in Bill 107. The City continues to challenge the changes that were made to the size of City Council and the ways the Province has intervened. We are in negotiations with the Province about the upload and cannot assume what the outcome will be. The City is working to point out the primary issues that need to be addressed around governance roles, responsibilities and funding. City Council has stated that they do not support the upload of the subway to the Province.

**Q4: Given that cooperation by all three levels of government will be required to make something like this happen, what is the level of information sharing between the City and the Province? Is the absence of a Provincial representative at this public meeting indicative of the relationship that exists between the City and the Province?**

**A4:** In terms of the broader negotiations around the upload of the subway – characterized as an extensive information sharing phase – the City has been working to compile information, much of which has been made public. We have also asked the Province for information and have been experiencing a relatively open information sharing process. The City cannot comment on motivations, but at a staff level, information sharing has been very cooperative and there have been many open discussions regarding the upload.

**Q5: How will the upload impact accessibility on the TTC? Currently, the system is not very accessible. I think accessibility will get left behind if the Province takes over the system.**

**A5:** If the Province is in the role of developing new rapid transit lines, the City expects that they would make them fully accessible as accessibility is required by law. The City has an extensive program in place to make all stations accessible by 2025 and every new vehicle purchased is accessible. We have a budget to allow for this and therefore expect that if the Province takes responsibility, they would carry out this plan. The City and TTC would help advise the Province on this. Improvements to the next generation of transit stations and vehicles will continue regardless of whom purchases or owns the asset.

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# TRANSIT REVIEW

**Q6: To what extent can the TTC work more closely with GO Transit and other regional transit providers to show both the Province and the public that the infrastructure and ownership is not the important aspect at the end of the day, but the seamlessness of the customer experience and quality that matters most?**

**A6:** The City agrees that as an integrated system, we must work closely as a system, and with our regional partners and GO Transit. At a staff level, there has always been work to ensure services provide good connections. Metrolinx is planning to lead an extensive service and fare integration process designed to identify potential benefits of further aligning services, and where we can connect better in the future. Every GO station in Toronto (except for one) has a good connection to the existing TTC network, which we expect would continue. Regardless of who owns the asset, we as transit agencies work together as partners to ensure connectivity for customers.

**Q7: There is Federal pressure to hire a Canadian company when purchasing new transit vehicles. But Bombardier is not delivering, and when they do deliver, their products are subpar. Does the TTC have a plan that goes beyond the pressures of the government to not use Bombardier and go with another vendor?**

**A7:** Bombardier is now on track with their delivery. They are expected to deliver all streetcars by the end of this year and every indication so far is that they will meet their goal. It is correct that Bombardier has been behind over the life of the contract, but the most recent agreement was to ensure the streetcars would arrive by the end of this year. The TTC has identified the need to buy 204 streetcars and up to another 60 -100 more but in the Capital Investment Plan we have indicated that there is no money to do so. At this point, we expect we would go to the market and put out tenders, which means we would not get additional streetcars delivered for a number of years.

**Q8: Why do some people think that there might be a problem with uploading public transit to the Province?**

**A8:** There are different opinions about whether the upload is good or bad. If you look at the City's online survey, you will see that we are interested in receiving a variety of perspectives. The position we are putting forward is based on the position that City Council has taken; City Council does not support the upload and has instructed City staff to engage in conversations regarding the roles and responsibilities, planning, governance and funding of the system first. These topics are very important, and we can achieve many objectives in terms of building out the network without necessarily dealing with an upload.

**C2: I want to propose that we have public hearings with the 13 transit bodies and the Ontario government present. Everyone here deserves to know the truth about transit.**

**Q9: Regarding the Terms of Reference, I understood that keeping the farebox on the subway was the Province's idea. However, there is more revenue generated from advertisements, BIA contracts, etc., than the subway. Therefore, I am puzzled about what the point of ownership is, as it seems like the owner would set the budget. As a result, elements such as safety standards, maintenance and change in service frequencies would be determined by the owner. They set the budget, and they will tell us how much**

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# TRANSIT REVIEW

**we will be able to spend. Why is the Province interested in ownership unless it means that they will determine the budget?**

**A9:** One of the issues presented for justification of ownership has to do with the ability of the Province to fund the system. If they own the asset they will be able to amortize their investment – similar to a mortgage. This is, in part, how the Eglinton Crosstown arrangement came to be. We do not currently know what controls this would give the Province over budgets, costs, or retention of revenue, as it is still subject to negotiation. The City does not know what the Province's intentions are but the Premier has publicly mentioned wanting to expedite some transit projects.

**Q10: There seems to be a lot of confusion and doubt about how transit will be delivered. The Province had cut funding in the 1990s and have left the TTC in a state of disrepair, with \$40 billion in deficiencies. It is a serious issue and there are no real answers being provided. Where are the representatives from the Province to answer our questions?**

**A10:** You are correct that there is no representative here from the Province to answer these questions. The City and TTC expect to continue to operate an excellent transit system. How the upload is handled is subject to negotiations that have not yet been finalized.

**Q11: Going back to Bill 107, Section 47, Sub-Section 9 that states that the Provincial government can overrule any laws that they do not want to apply to an existing rapid transit line, without passing a bill. Has the Province stated how they will apply this specifically to developments on top or located on rapid transit routes? How would this impact the *Planning Act*, *Environmental Assessments* or other pieces of legislation?**

**A11:** The Province introduced Bill 107 and Bill 108 at the same time. The Bills make many changes to planning, development charges, and a number of related pieces of legislation and other responsibilities of municipal government. The City has no indication from the Province about how they may use Section 47 in Bill 107. Metrolinx will be undertaking the Environmental Assessments; including amendments or addendums to Environmental Assessments that will be necessary for the Ontario Line and Line 2 – East Extension. The City has had conversations with Metrolinx regarding their market driven approach. This started with their new GO stations whereby they are looking for third-party investors to cover the costs of building new stations and to create development that also integrates the building of the station. Metrolinx is looking at a similar approach for parts of the Ontario Line and Line 2 – East Extension and has confirmed that development related to the Mimico GO station would still require City planning approval. The City does not know whether the Province/ Metrolinx will use the powers to exempt developments from municipal planning approvals in other projects.

**Q12: I would like to know if the King Street situation with no vehicle traffic is still a pilot project or a final decision? I would also like to know what the reason for the Presto Card was.**

**A12:** One month ago, City Council approved the King Street project, therefore making it a Transit Priority Zone. There is vehicular traffic on King Street, but no through traffic. Regarding Presto, approximately nine years ago, the TTC was ready to go to the market with open payments of an electronic card fare system but were persuaded by the Province to adopt the Presto Card instead. Like any other electronic system, it will continue to evolve. The problems



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# TRANSIT REVIEW

currently being experienced with Presto will eventually be resolved, and within a few years we will likely be in the next generation of electronic fare payments.

**Q13: I think a lot of people are here because the TTC Riders invited them to attend. How many people here think that Ford's plan to disregard the City's Transit Plan and take control of our system is going to be a disaster for public transit in Toronto? People are here because they are upset and confused. What is the City's position and what is it going to take for them to fight back against the Province? In December, City Council voted to keep Toronto's transit system in public hands. This consultation was launched to advertise this position, but if you walked into the room you would have no idea that City Council has voted to oppose the Province's Transit Expansion Proposal, that Ford has cut \$1 Billion from our public transit system, that Eglinton East is off the map, and that the Ontario Line is at 2% design. What is the City's real position and what is it going to take for them to say this is a bad deal for Toronto?**

**A13:** You are correct that City Council does not support the upload. Considering the Province's recent actions and the introduction of Bill 107, City Council authorized the City Manager and CEO of TTC to engage in negotiations with the Provincial Advisor of the subway upload in efforts to persuade the Province away from proceeding with the upload. The purpose of the negotiation is to examine issues of governance, roles and responsibilities, and establish stable funding resources to help ensure the objectives for the system are achieved without an upload. However, given the current progression of Provincial actions on the upload both City Council and the City Manager agree that regardless of the outcome, the City must be at the table to advance our interests. To address this, we are assessing the Province's Transit Expansion proposal to determine whether aspects meet City objectives. The results of the assessment will determine what we recommend to Council. There is no guarantee that we will be allotting funds to all the transit projects that the Province has identified.

**Q14: I am all for negotiations and trying to persuade the Province, but what if we do not come to an agreement that is technically the best option for the City and the citizens? What are the next steps? What can citizens do? What are our legal resources?**

**A14:** As a citizen, you can provide comments and raise your concerns by using the Comment Form, the online survey and talking to your local Councillor or MPP. The City has developed four reports in the last six months based on conversations with the Province, to keep City Council informed, and will update Council on public consultations. As negotiations unfold, City staff will continue to keep City Council informed and seek direction on how to make recommendations regarding the upload. As negotiations are still taking place, the City does not know the outcome at this time.

**Q15: I would like to discuss some of the numbers. I am concerned that only 30% of the funding over the next 15 years is available. How can we guarantee the maintenance of current rapid transit in the City and look to plan for future development?**

**A15:** The City and TTC can guarantee the maintenance of the system by knowing what we must maintain and having an inventory of what is needed, ensuring good project controls and understanding what we must do to deliver a system that meets the needs of users. When it comes down to funding and implementing the necessary changes to ensure the long-term maintenance of the system, there is only limited funding available. Allocation of funding is often project-based and directed toward highest priority projects. The gap in funding is due to an

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# TRANSIT REVIEW

absence of predictable and stable funding resources. Much of the current funding is derived from Federal and Provincial programs, and presently we are in the second phase of a Federal funding program related to capital expansion and transit. The 15-year Capital Investment Plan (CIP) was developed to provide an overview of the TTC's state of good repair needs, and guide discussions with senior levels of government and funding partners. The CIP is designed to help guide the path toward fiscal sustainability and predictability for us to ensure secured funding is available to plan for our maintenance requirements. The City is trying to push both the Federal and Provincial governments to identify a more stable approach to funding as opposed to a series of funding programs every few years.

**C3: In the 1920's, the Province downloaded the TTC to the Municipality, while Metrolinx was only established in 2006. So why would I take advice from my 13-year-old child about what we should be doing to our transit system, when the TTC has been operating, maintaining and financing the system for 100 years? I do not think the Province has any business being part of our transit system. Why are they only trying to take over the subway which generates all the revenue and not taking over the entire system?**

# Appendix D

## Third Party Research Findings



City of Toronto

# Transit Responsibilities Review

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## BACKGROUND

In light of the Ontario Government's plan to "upload" the TTC subway system, the City of Toronto commissioned Ipsos to conduct research to better understand awareness and perceptions of:

- the proposed 'upload' proposal
- the proposed transit expansion projects announced as part of the Province's 2019 budget;
- the City and TTC's transit SOGR and expansion needs (including associated funding requirements); and
- Roles and responsibilities of Federal government, Province, Metrolinx, TTC, and City in transit planning and delivery.

## METHODOLOGY



Toronto and GTA 905 (Peel, York, Durham) 18+ residents.



10-minute survey run on Ipsos' iSay Panel



In field May 30<sup>th</sup> to June 11<sup>th</sup>, 2019



1,600 completed surveys in total. N=800 completes in Toronto, and n=800 completes in GTA 905  
Credibility interval +/-2.5%\* for total sample, +/-4% for Toronto and GTA 905 samples



Survey data weighted by: Gender, age, region, and education.

The survey findings are representative of the adult population of the City of Toronto, Peel, York, and Durham regions.





## DETAILED FINDINGS

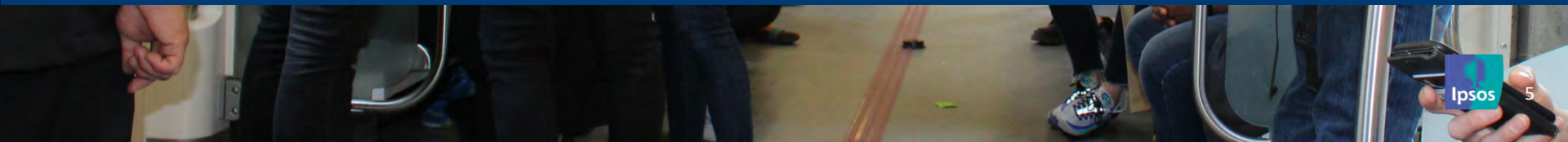
## KEY FINDINGS

- The TTC and other GTHA Municipal Transportation Providers are the most trusted organizations to plan and deliver new public transportation infrastructure – Local public transportation providers are more trusted than the Ontario Government, Federal Government and Metrolinx;
- Majority of residents believe that both the municipal and the provincial government should be responsible for planning future rapid public transit infrastructure together, only approximately one (1) in 10 feel the province should do this alone;
- Awareness of the TTC's capital investment plan/ state of good repair needs (i.e., public transit funding shortfall to maintain the system) is relatively low compared to awareness of other transit funding statements (i.e., reductions in provincial gas tax funding, farebox recovery ratio);
- Awareness of some City/ TTC expansion plans are relatively low (e.g. SmartTrack Stations, Bloor/Yonge station capacity improvements). There was also relatively low awareness of the planned construction of Metrolinx's Finch West LRT.
- A strong majority of residents feel it is important to integrate underground and surface public transportation and that the system as a whole requires stable and dedicated funding;
- When asked about their support or opposition for the subway upload plan, about one in five people responded that they did not know. Generally, people in Toronto are split on support or opposition of the plan, while residents in the 905 are more supportive. Support for the upload was primarily driven by hopes for better leadership, better service and more funding, while opposition is driven by mistrust, an understanding that future planning will be worse, and less funding.
- A large majority of residents agree that the province should fund existing City/TTC expansion plans, rather than develop new plans.



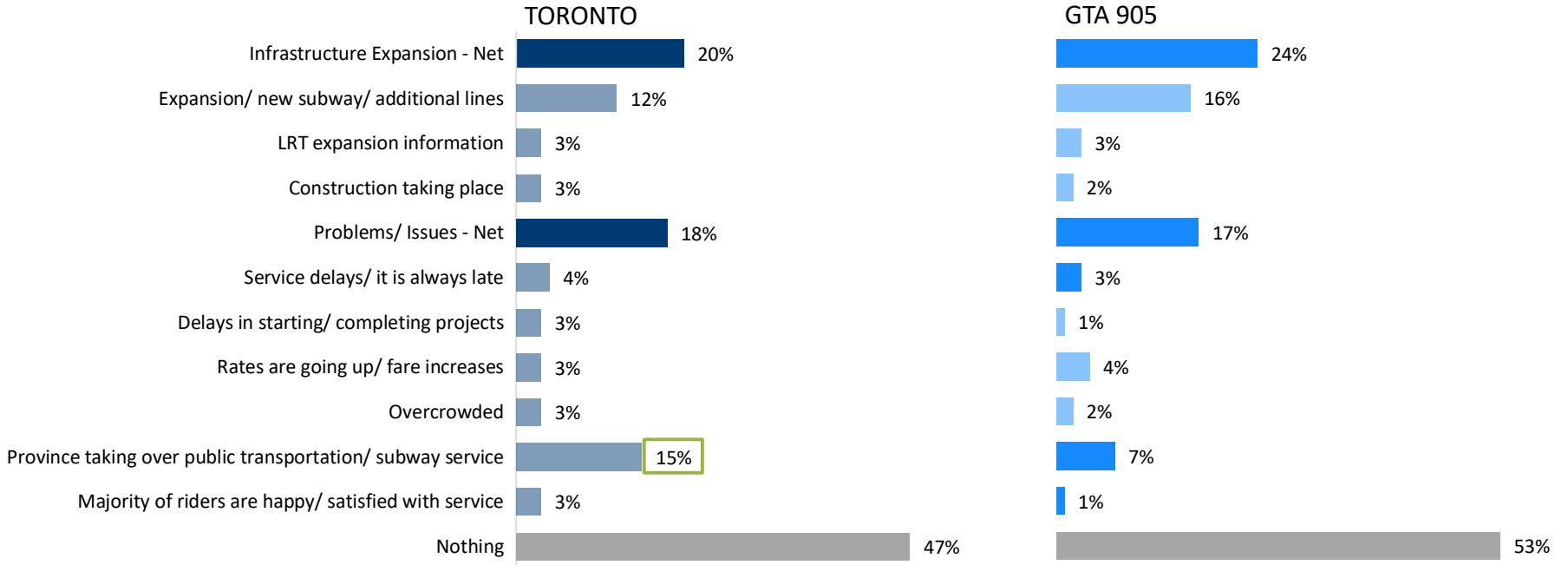


# TRANSIT IMPRESSIONS



# Unaided Awareness of Toronto/GTA Public Transportation

Without prompting, 15% of Torontonians say they have heard about the province's plans to take over the subway in Toronto.

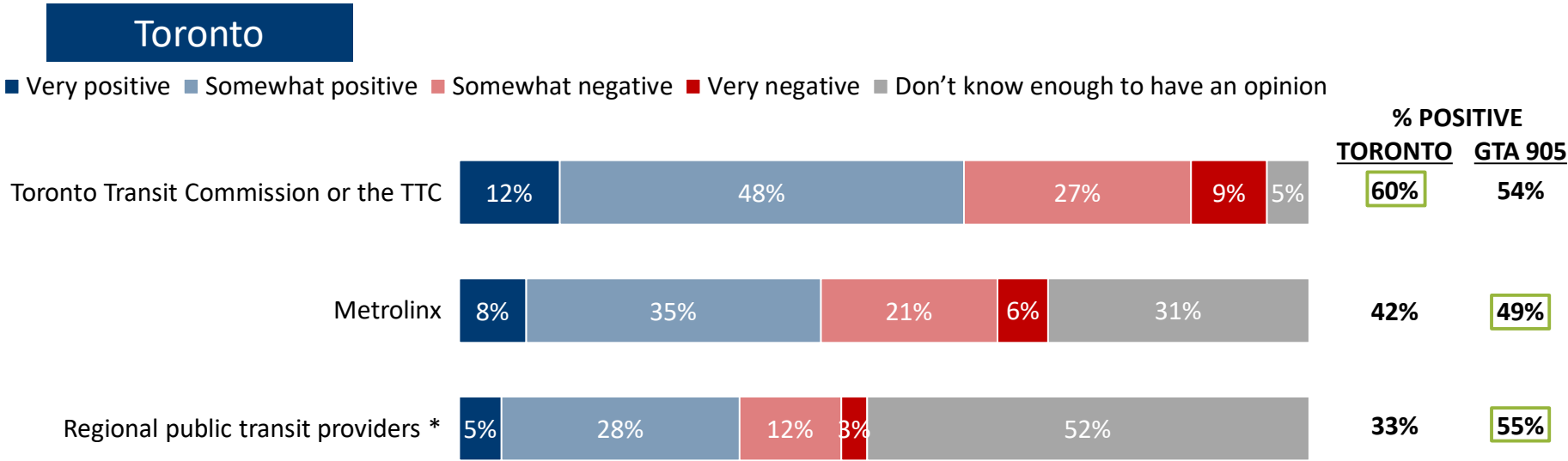


Mentions under 3% not shown  
Lighter colours indicate those mentions belong to the “net”

Significantly Higher

# Impressions of Transit Operators

Six in 10 Torontonians have a positive impression of the TTC; this is largely made up of those with a somewhat positive impression (48%), compared to very positive (12%).



\* (Mississauga Transit, Brampton Transit, York Region Transit, etc.)



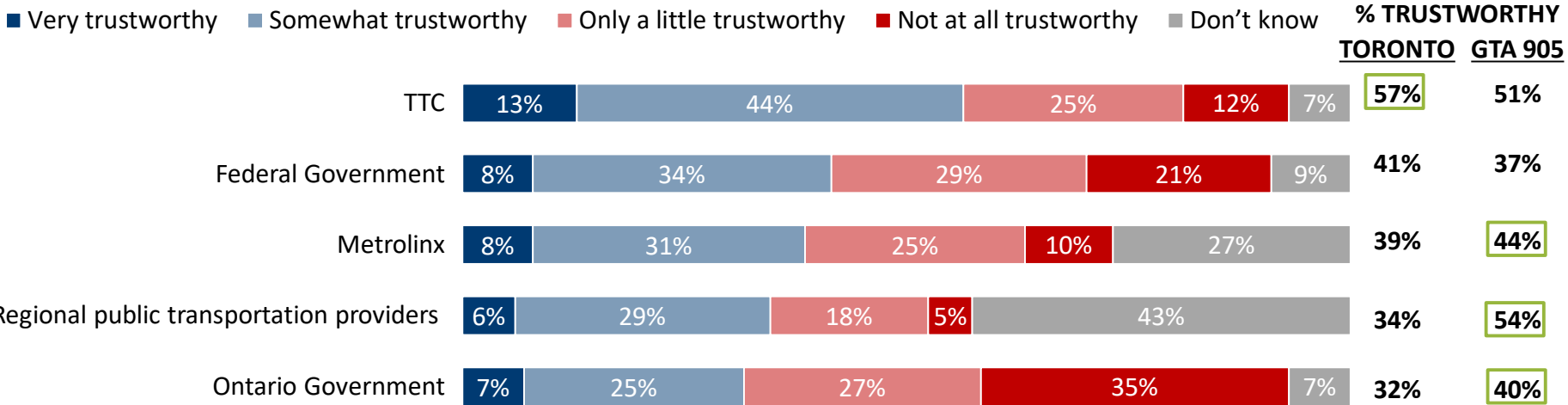


TRUST IN PLANNING AND DELIVERING TRANSIT

# Trust for Planning and Delivering New Public Transit Infrastructure

In terms of trust in planning and delivering new public transit infrastructure, Torontonians have the highest trust in the TTC (57%), and the least trust in the Ontario government (32%) – a third (35%) of Torontonians say they do not trust the Ontario Government at all.

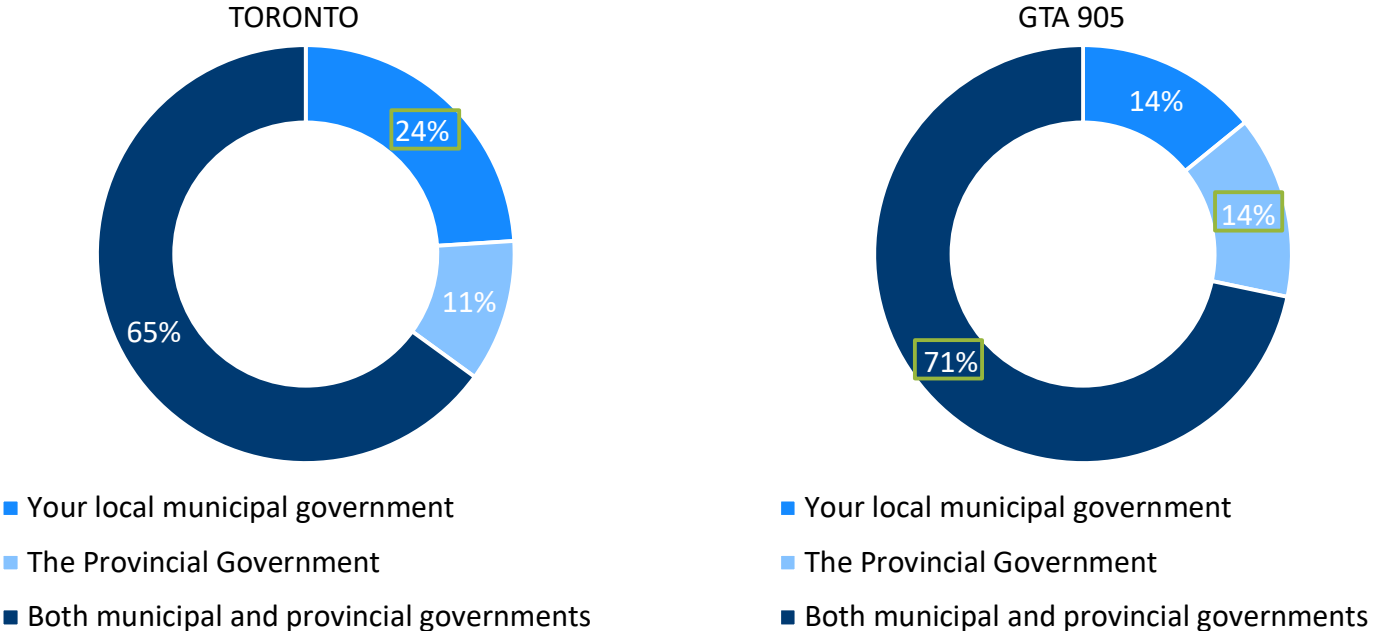
## Toronto



\* (Mississauga Transit, Brampton Transit, York Region Transit, etc.)

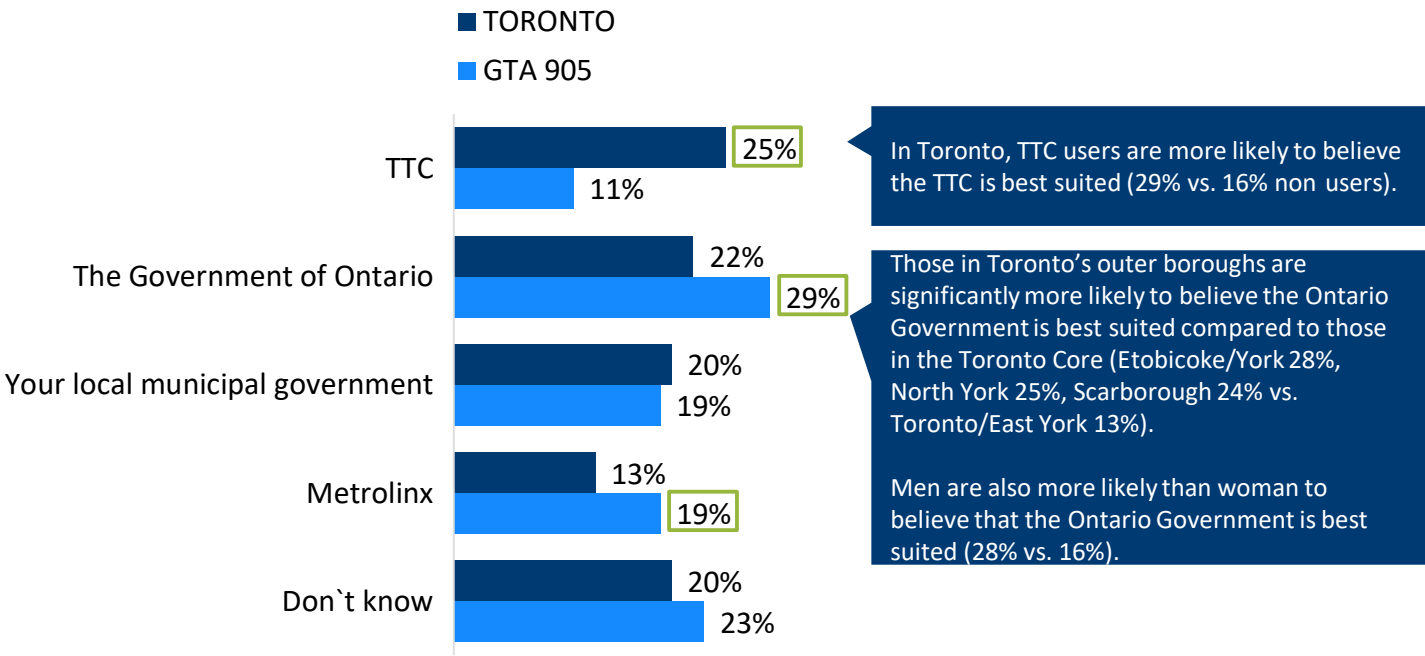
# Responsibility for Future Public Transportation – Level of Government

The majority (both Toronto and GTA 905 residents) believe responsibility for planning and expansion of future rapid public transportation infrastructure should be shared between local municipal governments and the provincial government. A quarter (24%) of Torontonians believe local municipal governments should be responsible, which is significantly higher than GTA 905 residents (14%).



# Best Suited to Deliver New Public Transportation

A quarter (25%) of Torontonians think the TTC is best able to plan and deliver new public transportation infrastructure, which is significantly higher than GTA 905 residents (11%). Three in 10 (29%) GTA 905 residents and 2 in 10 (22%) Torontonians believe the Government of Ontario is best suited to deliver new public transportations projects.





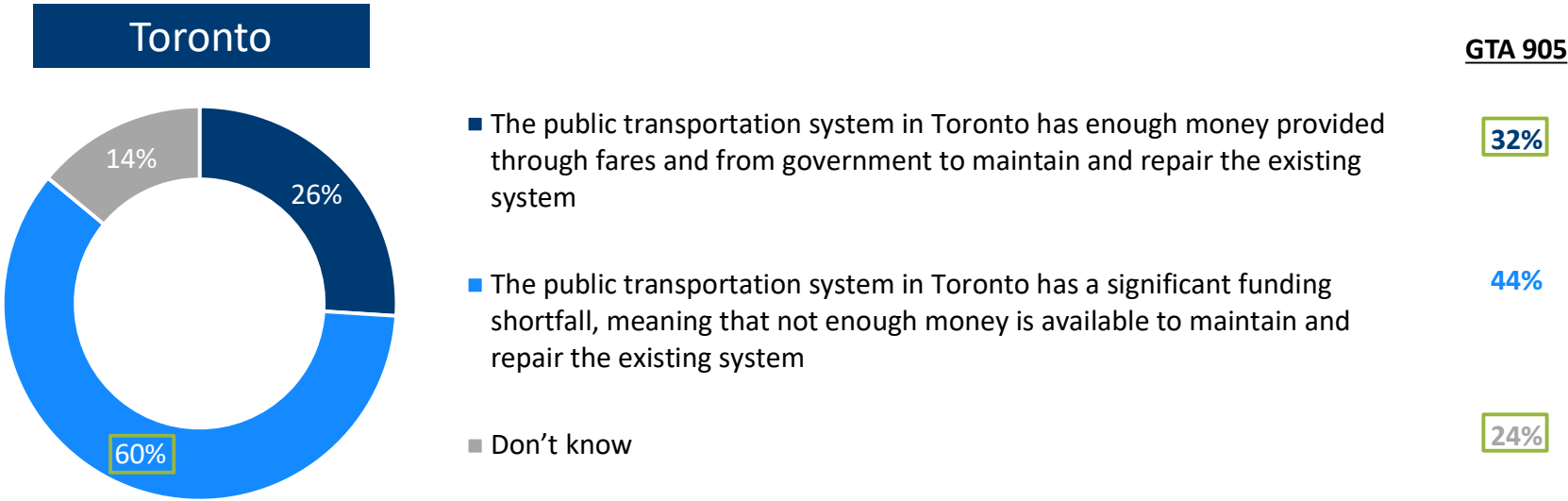


# AWARENESS AND KNOWLEDGE



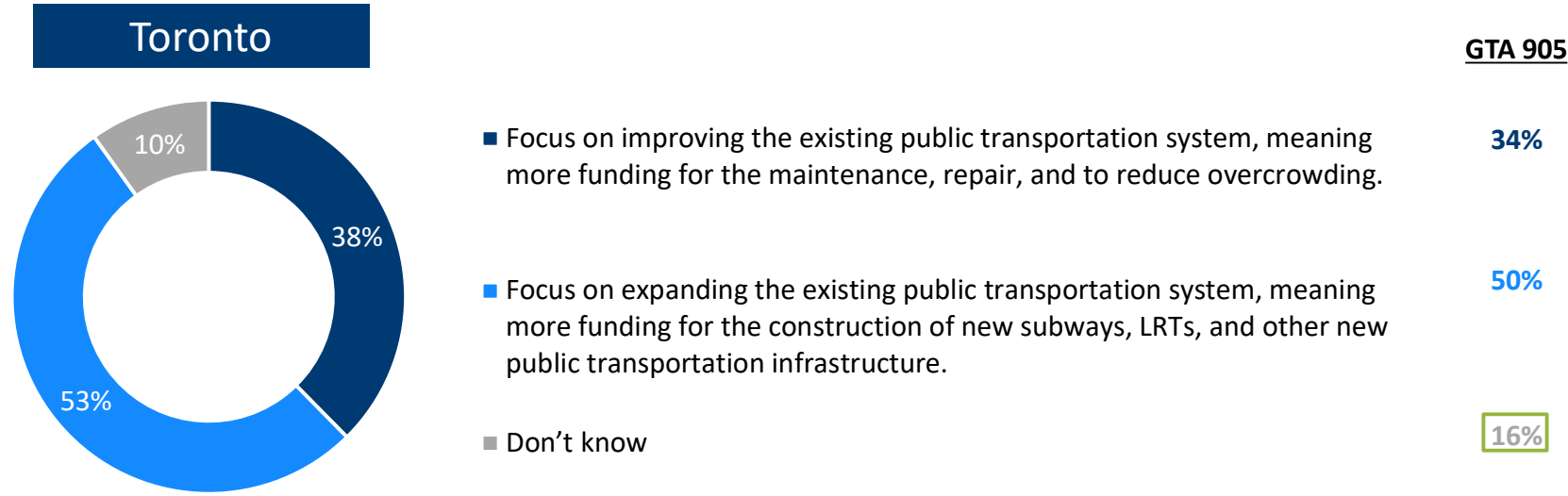
# Understanding of Transportation System in City of Toronto

Six in 10 Torontonians believe the public transportation system in Toronto has a significant funding shortfall, and that there is not enough money to maintain and repair the existing system. This is significantly higher than GTA 905 residents (60% Torontonians vs. 44% GTA 905)



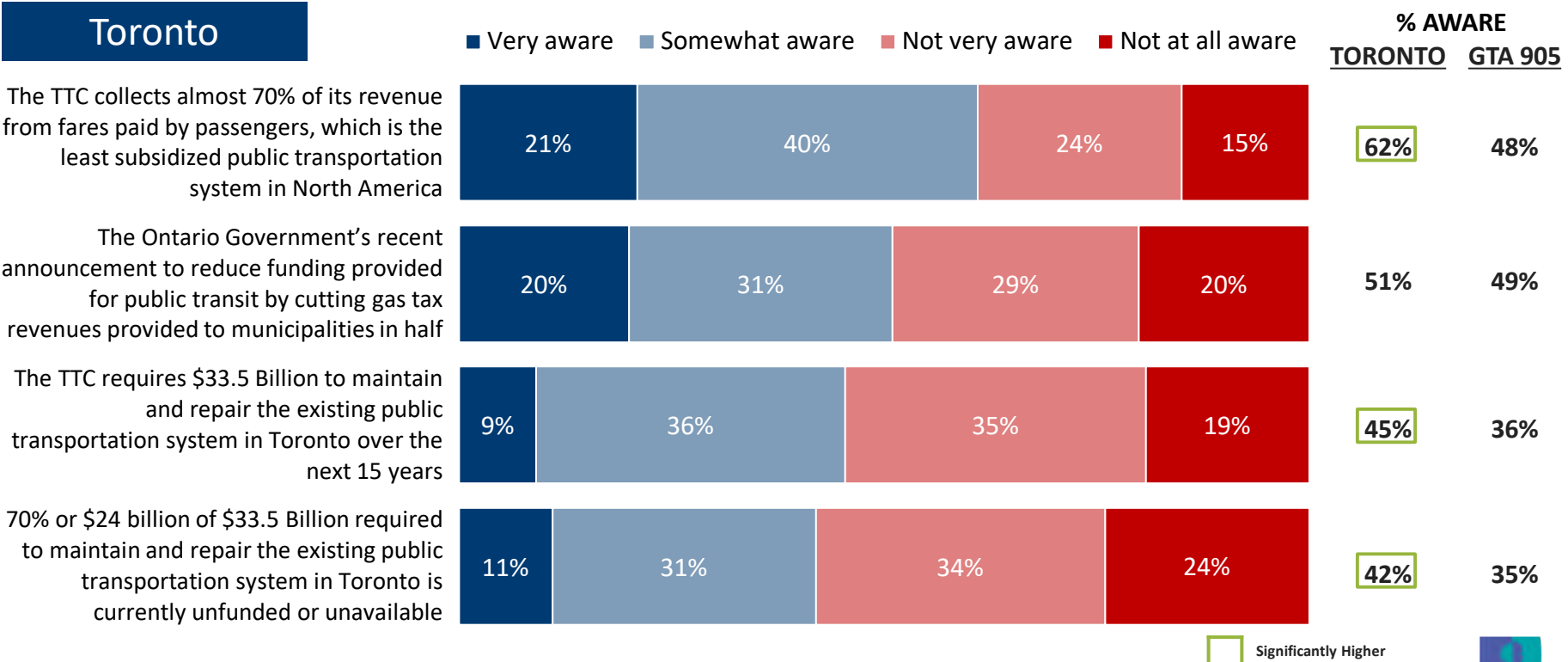
# Priority for Transit in Greater Toronto and Hamilton Area

Half (53%) of Torontonians believe the priority for transportation in the GTA/GHA should be on expanding the existing system (more funding for new public transportation infrastructure), while 4 in 10 (38%) believe the focus should be on improving existing public transportation system (more funding for maintenance, repair, reducing overcrowding). Torontonians and GTA 905 residents do not differ significantly in these opinions.



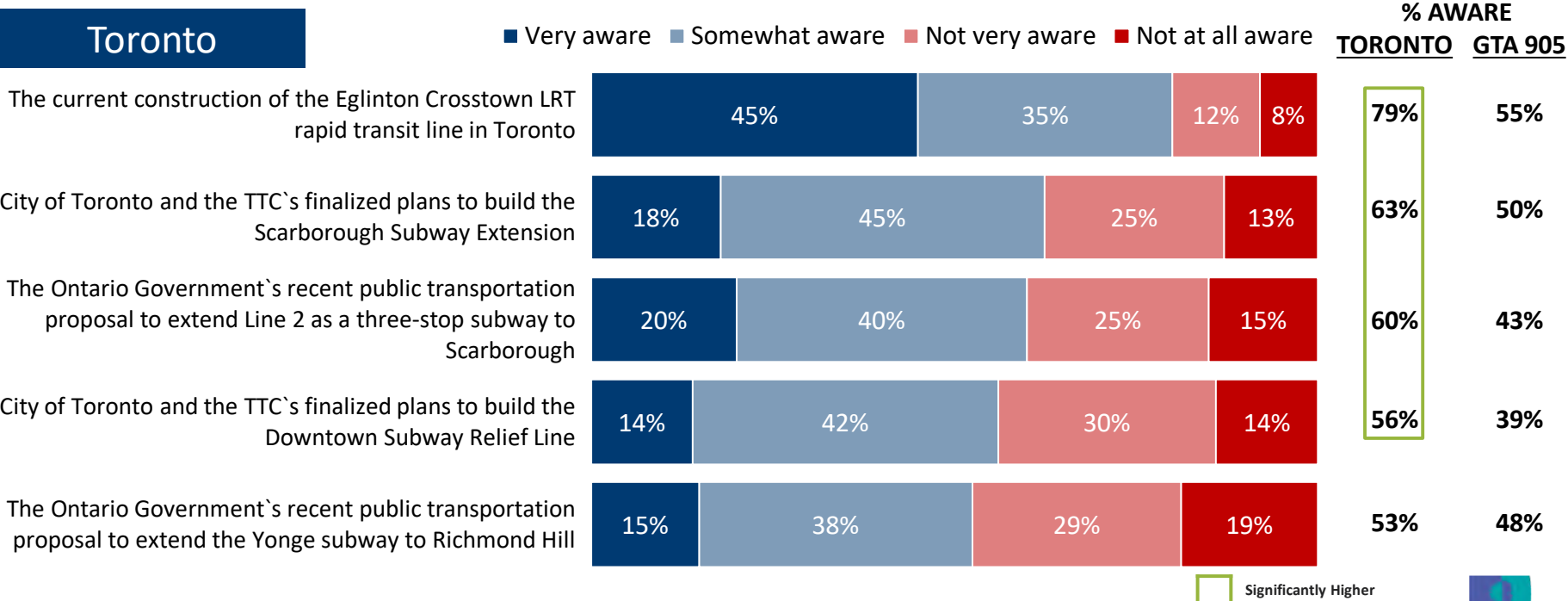
# Awareness of TTC Funding

Six in 10 (62%) Torontonians are aware that the TTC collects 70% of its revenue from fares, making it the least subsidized public transportation system in North America. There is lower awareness that the TTC requires \$33.5 Billion to maintain and repair the existing transportation system over the next 15 years (45%), and that 70% of this amount is currently underfunded/unavailable (42%).



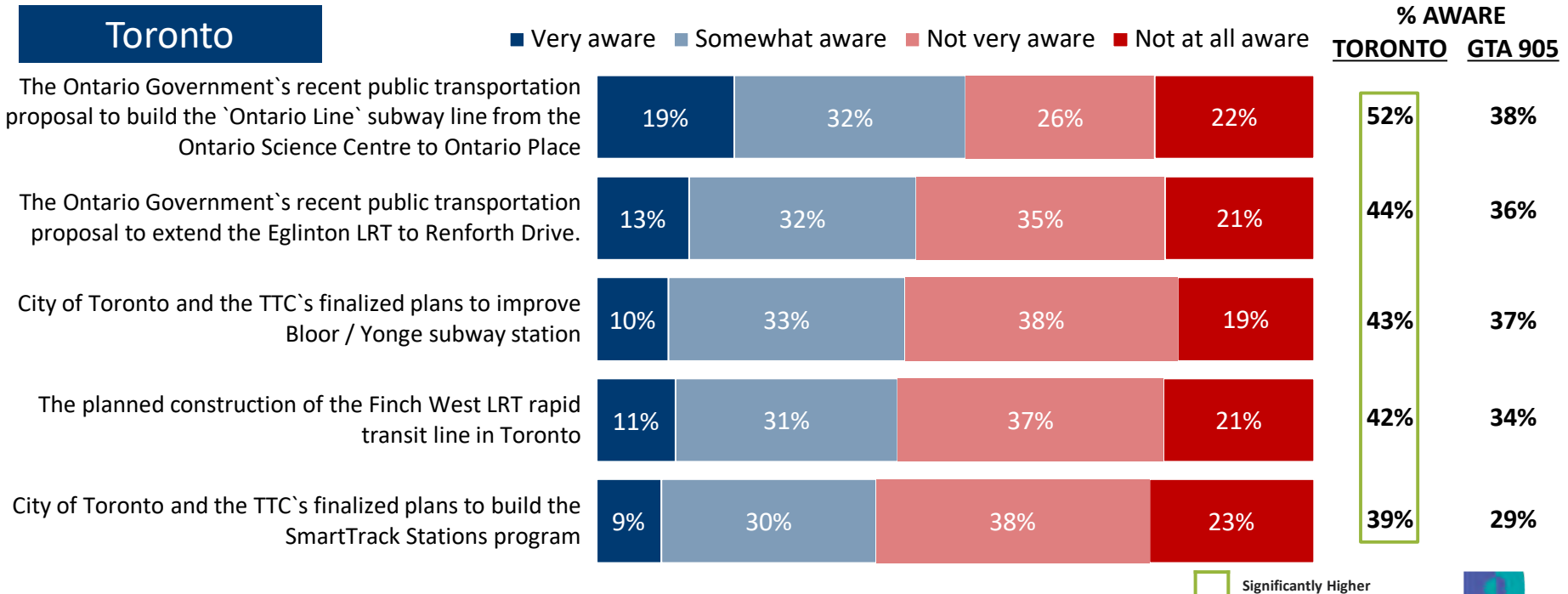
# Awareness of Transit Plans

Awareness of the Eglinton Crosstown LRT is highest, with 8 in 10 (79%) Torontonians being aware. Six in 10 Torontonians are aware of the City of Toronto and TTC’s finalized plan to build the Scarborough Subway Extension (63%) and a similar proportion are aware of the Ontario Government’s proposal to extend Line 2 three stops to Scarborough (60%). Over half of Torontonians are aware of the City/TTC’s finalized plans to build the Downtown Subway Relief Line (56%).



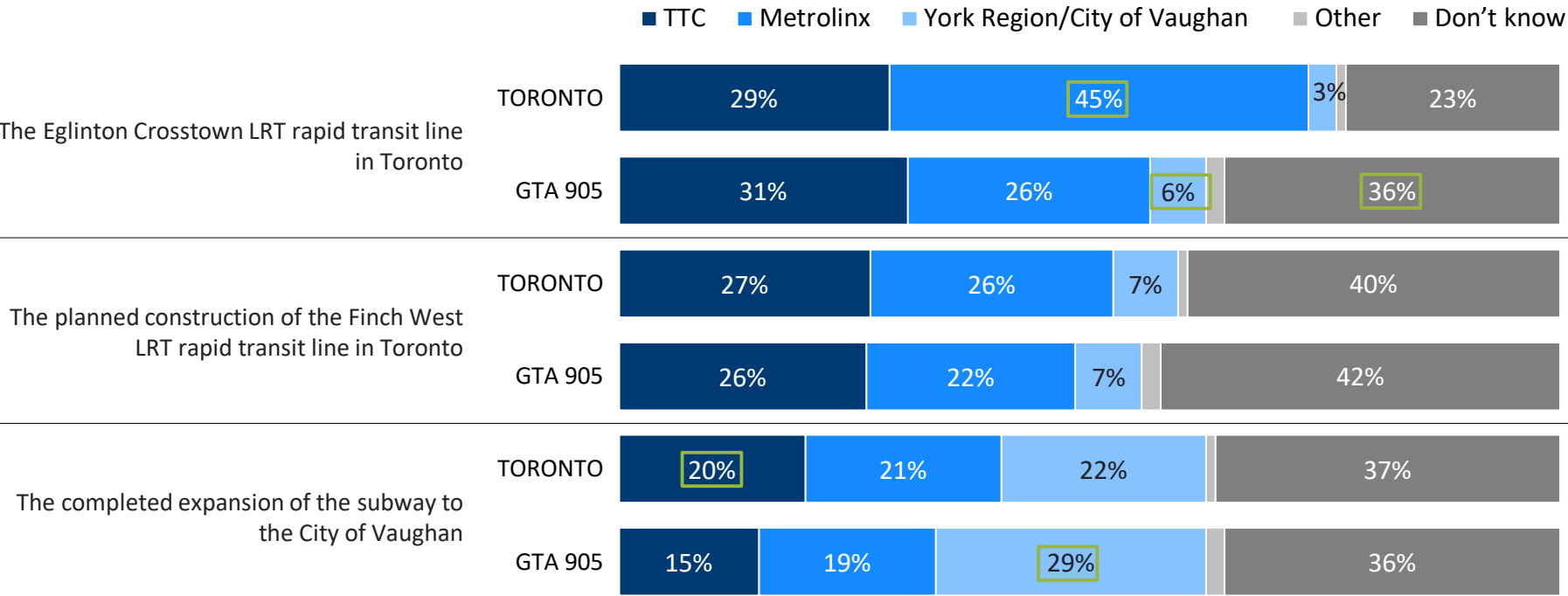
# Awareness of Transit Plans (Continued)

Half of Torontonians are aware of the Ontario Government’s proposal to build the “Ontario Line” (52%). About 4 in 10 aware of the Ontario Government’s proposal to extend the Eglinton LRT to Renforth Drive (44%), the City’s/TTC’s finalized plans to improve Bloor/Yonge station (43%), the planned construction of the Finch West LRT (42%) and the City’s/TTC’s finalized plan to build the SmartTrack Stations program (39%).



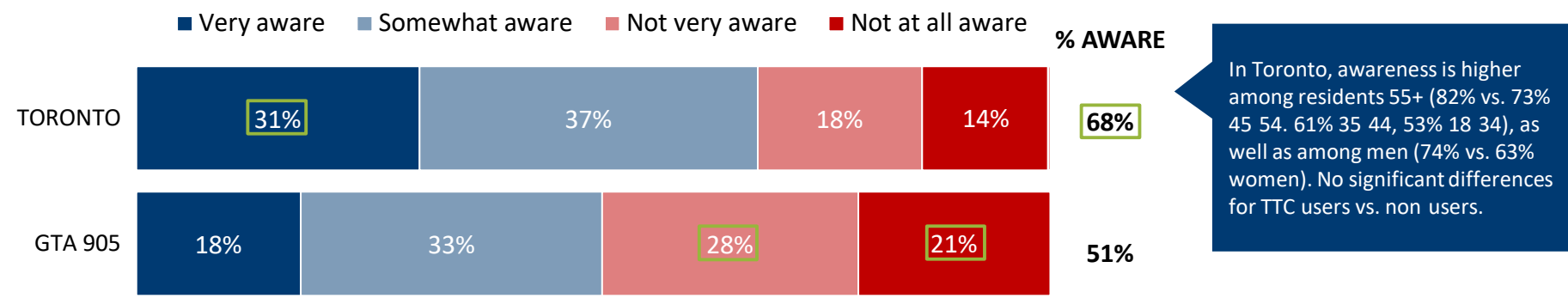
# Responsibility for Transportation Projects

Among both Toronto and GTA 905 residents, there is uncertainty over which organization is responsible for various transportation projects, with high amounts of “don’t know” for each.



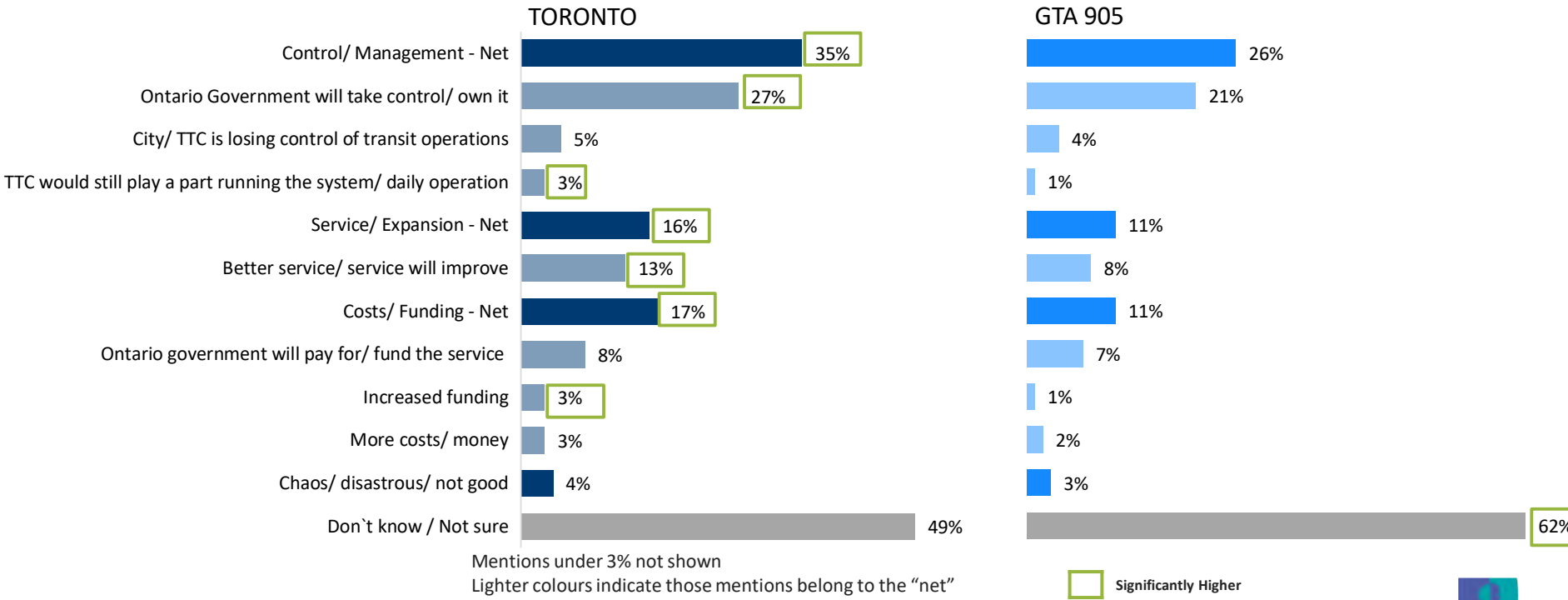
# Awareness of Ontario Government’s Subway Upload Proposal

Seven in 10 (68%) Torontonians are aware of the Ontario Government’s proposal to “upload” and take ownership of the TTC’s subway system, with 3 in 10 (31%) saying they are very aware. Torontonians have significantly higher awareness compared to GTA 905 residents (68% vs. 51%).



# Unaided Knowledge of What a “Subway Upload” Would Mean

Torontonians, and to a lesser extent GTA 905 residents, have a good understanding that a “subway upload” would mean the province taking control over the system. Over 1 in 10 Torontonians mentioned it would lead to better service (13%).

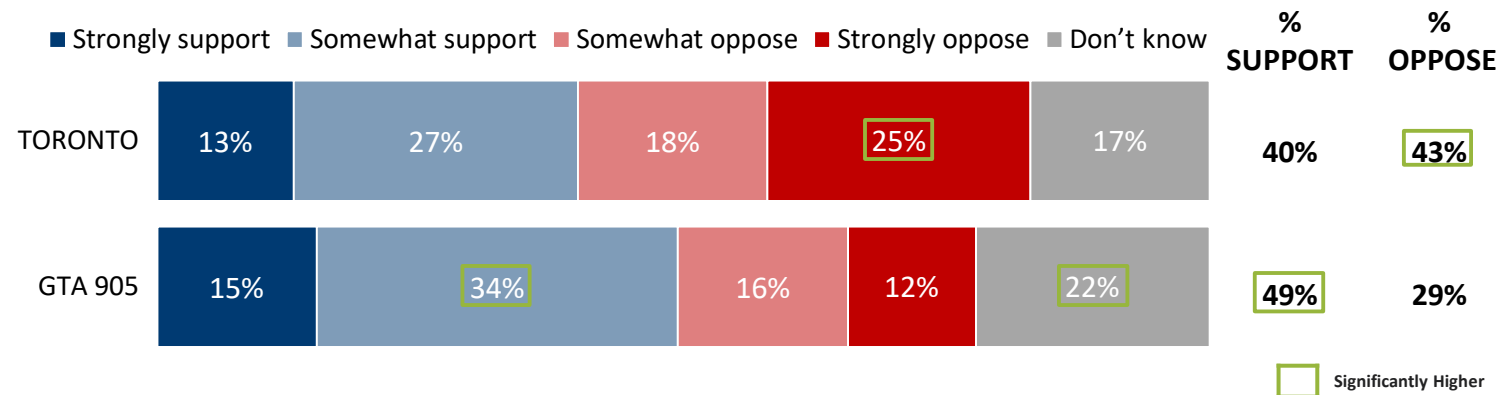




# Support for Subway Upload Plan

Support for the subway upload is split among Torontonians with 4 in 10 supporting (40%) the plan, and 4 in 10 opposing (43%). However, nearly double strongly oppose (25%) compared to those who strongly support (13%) the plan. Half (49%) of GTA 905 residents support the plan, compared to only 3 in 10 who oppose it (29%).

The Ontario government’s proposed subway upload plan would see the Ontario Government take ownership of the TTC’s subway system and responsibility for planning, design, and constructing extensions to the subway system in Toronto and the Greater Toronto and Hamilton Area. The TTC would retain the day-to-day operations of the subway, buses, and streetcars, while the City would keep fare box revenue.

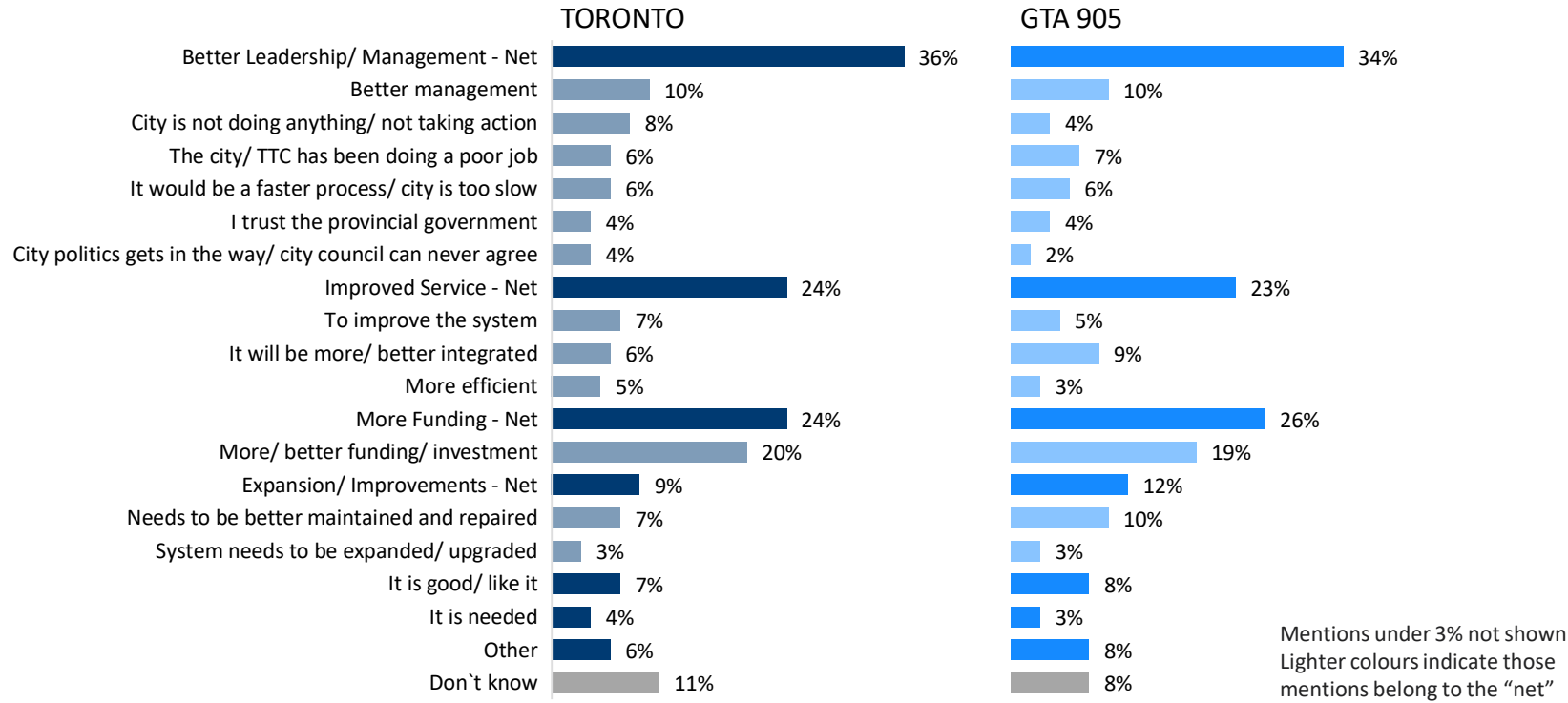


Among Toronto residents, those living in Toronto/East York are more opposed compared to those in other boroughs (53% vs. 40% Etobicoke/York, 34% North York, 38% Scarborough).

Those 55+ are also more likely to oppose the upload (53% oppose vs. 37% 18 34, 35% 35 44, 41% 45 54), as are TTC riders (46% vs. 36% non users).

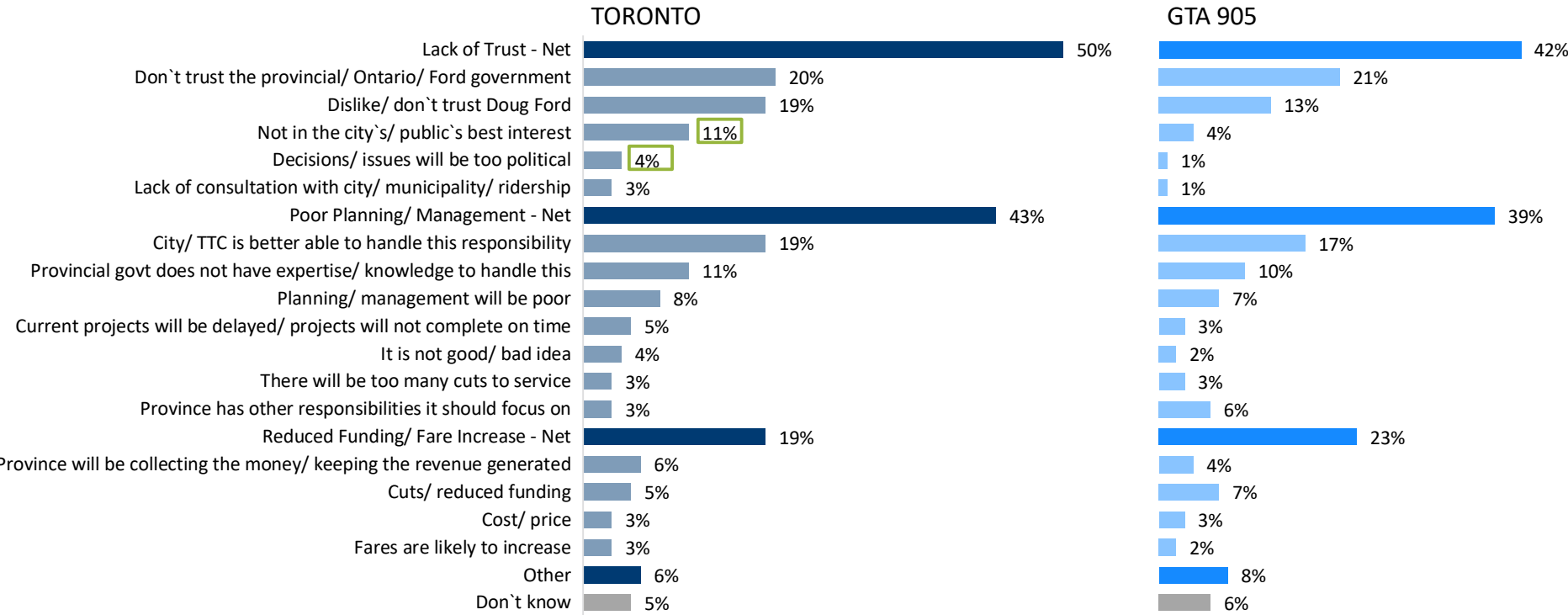
# Reasons for Supporting the Plan

Those who support the plan believe it will lead to better/leadership management, improved service, and more funding – consistent between Toronto and GTA 905 residents.



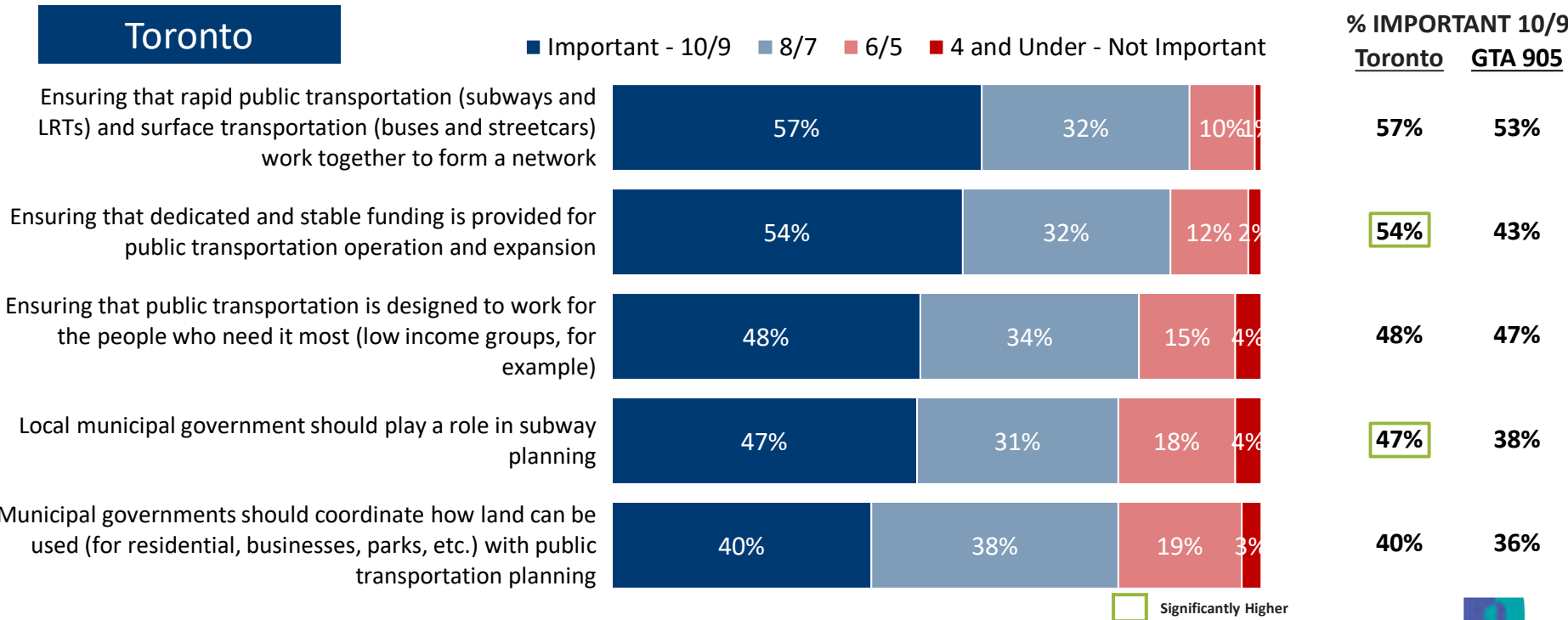
# Reasons for Opposing the Plan

Opposition to the plan stems from a lack of trust, perceptions there will be poor planning/management and that there will be reduced funding/increased fares.



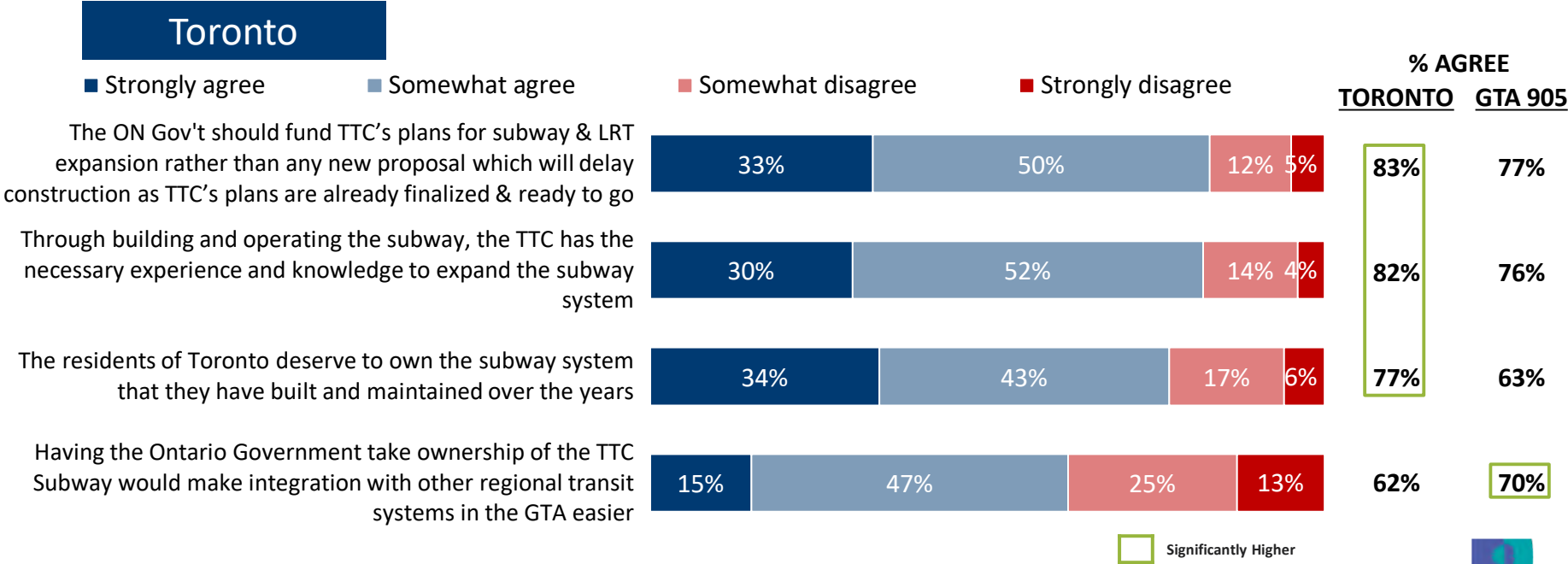
# Public Transit Importance

Over half of Toronto (57%) and GTA 905 residents (53%) believe it is very important (9 or 10 out of 10) to ensure rapid transportation (subways/LRTs) and surface transportation (buses and streetcars) work together as a network. Toronto residents place more importance on ensuring dedicated and stable funding is provided for public transportation operation and expansion (54% 9 or 10 out of 10 vs. 43% GTA 905) and that local municipal government should play a role in subway planning (47% 9 or 10 out of 10 vs. 38% GTA 905).



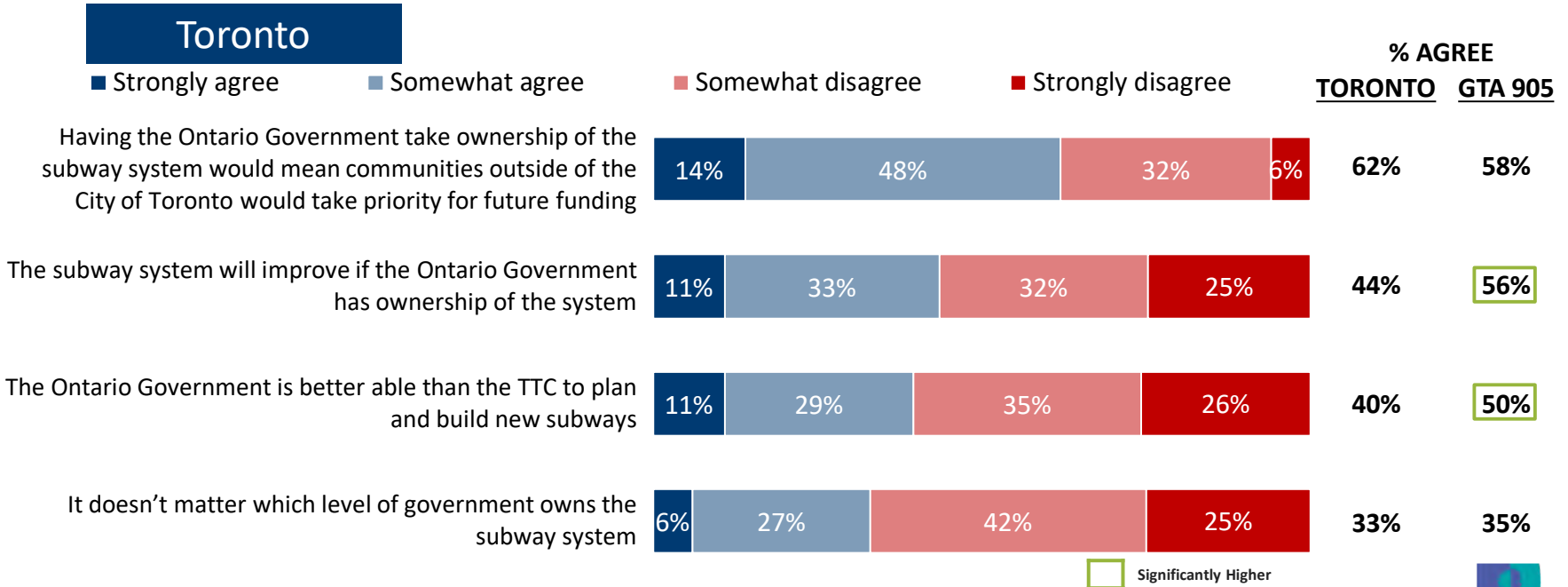
# Perceptions of Transit Planning and Subway Upload

Eight in 10 Torontonians (83%) believe the Ontario Government should fund the TTC’s plans rather than new proposals since they are final and ready to go, which is close to 8 in 10 in GTA 905 as well (77%). An additional 8 in 10 (82%) Torontonians believe that the TTC has the necessary experience and knowledge to expand the subway system. Three-quarters (77%) of Torontonians believe the residents of Toronto deserve to own the subway system they have built and maintained over the years, which is significantly higher than GTA 905 residents (63%). GTA 905 residents are more inclined to believe that having the Ontario Government take ownership of the subway would make integration with other regional transit systems in the GTA easier (70% GTA 905 vs. 62% Toronto).



# Perceptions of Transit Planning and Subway Upload (Continued)

Six in 10 residents of both Toronto (62%) and GTA 905 (58%) believe that having the Ontario Government take ownership of the subway system would mean communities outside of Toronto would take priority for future funding. GTA 905 residents are more positive about the impact of having the Ontario Government take ownership of the system, with over half believing the system will improve under the Ontario Government (56% vs. 44% Toronto), and half believing that they are better able than the TTC to plan and build new subways (50% vs. 40% Toronto). Only a minority in both Toronto (33%) and GTA 905 (35%) think it doesn't matter which level of government owns the subway system.

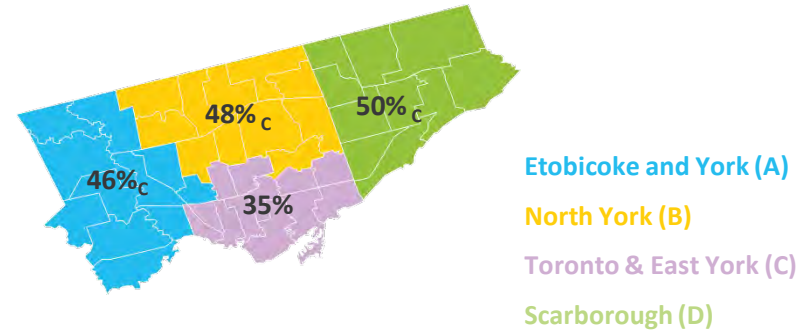


# Perceptions of Transit Planning and Subway Upload – *Borough Differences in Toronto*

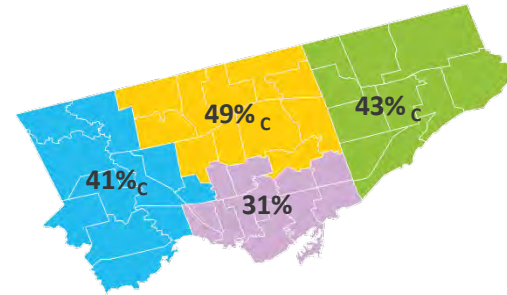
Boroughs surrounding Toronto's core are much more positive about the impact of the Ontario Government having ownership of the subway system.

% Strongly/somewhat agree

**The subway system will improve if the Ontario Government has ownership of the system**



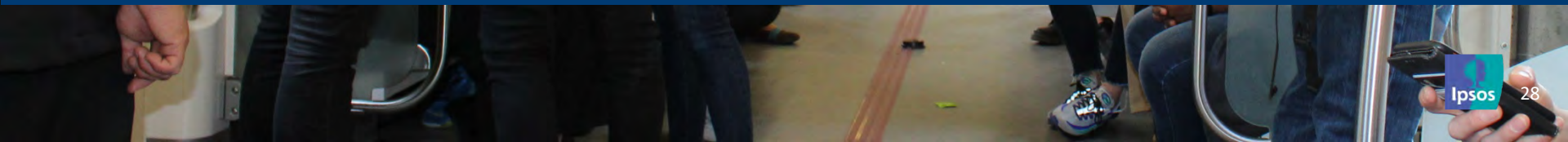
**The Ontario Government is better able than the TTC to plan and build new subways**







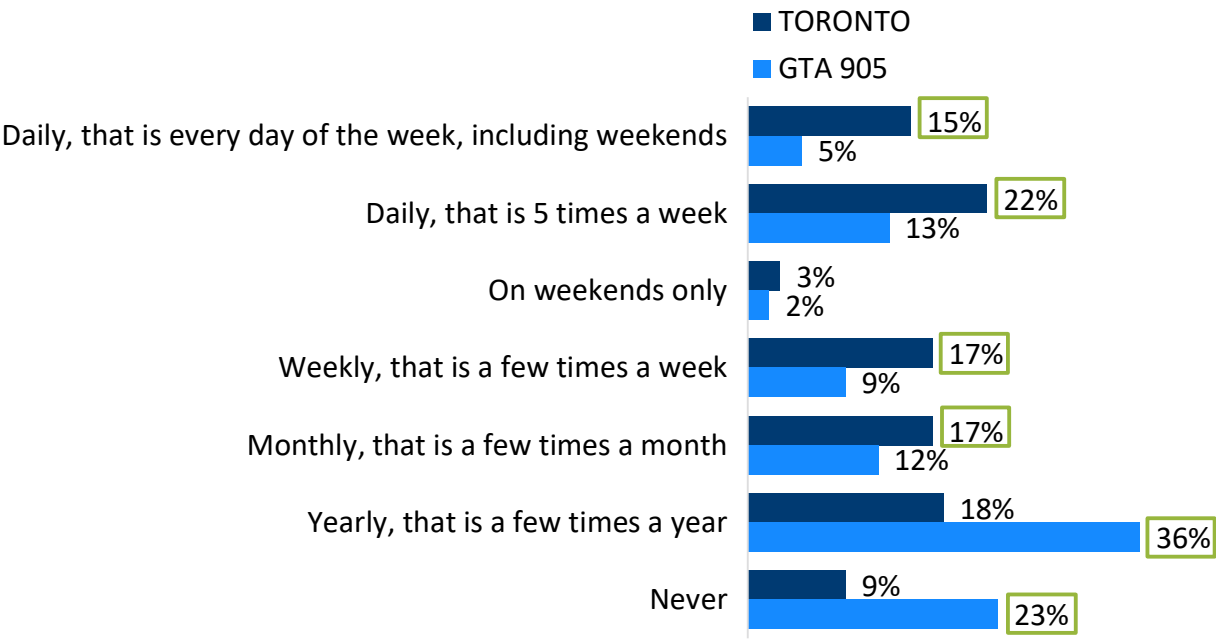
# RIDERSHIP





# Usage of Public Transit

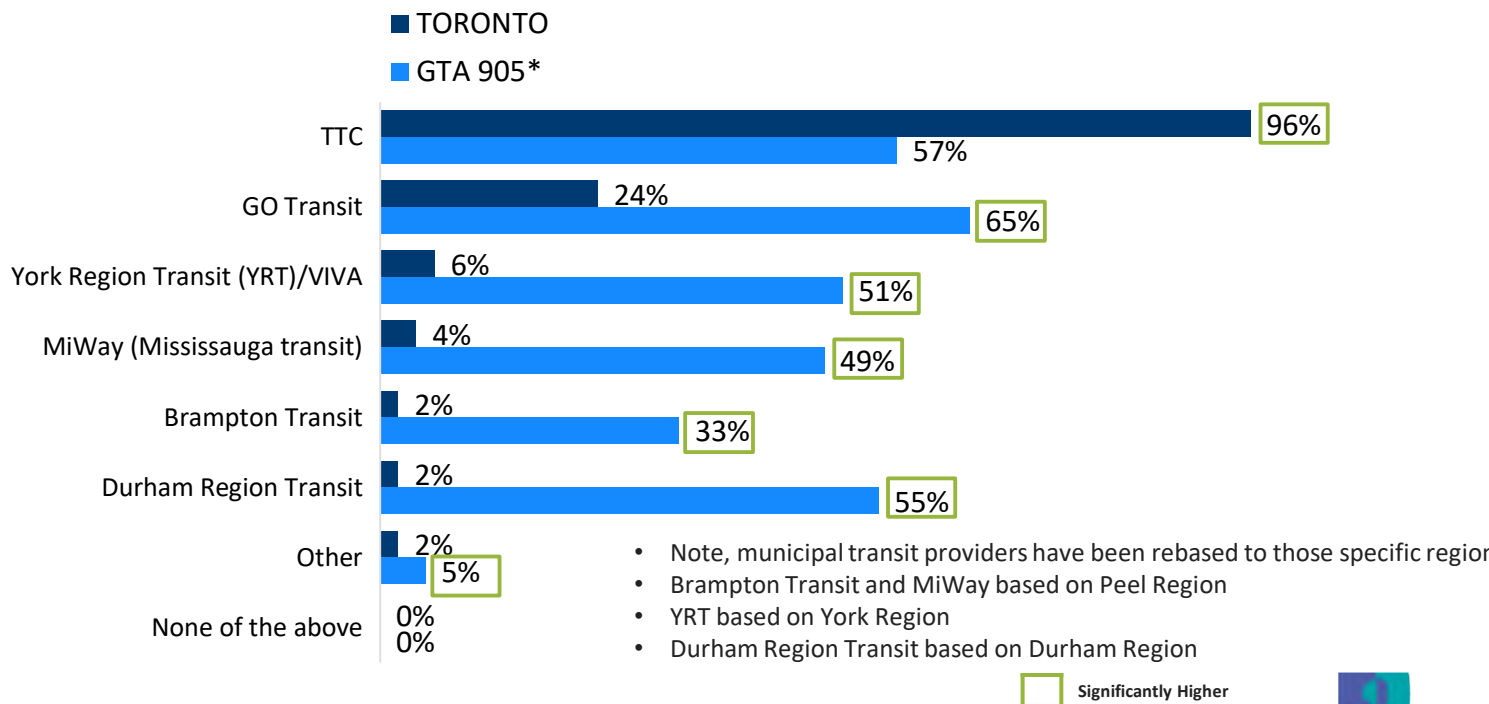
Nearly 4 in 10 Torontonians use public transit daily, either every day including weekends (15%), or daily, 5 times a week (22%). Over half of GTA 905 residents use public transit either just a few times a year (36%) or never (23%).



Significantly Higher

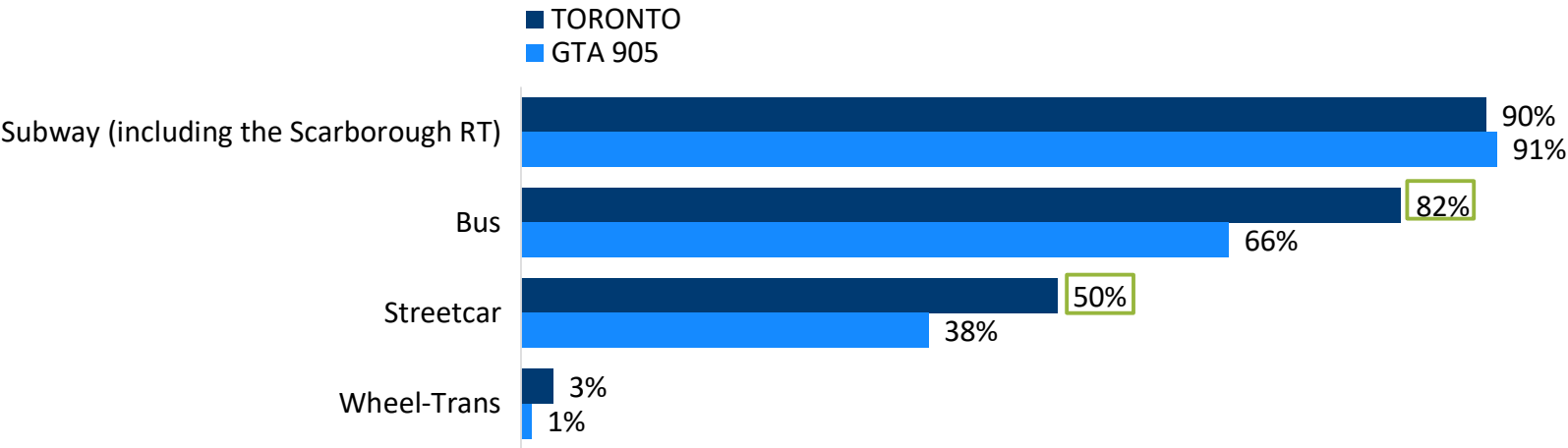
# Usage of Public Transit Operators

Among public transit users, nearly all Torontonians use the TTC (96%), and over half of GTA 905 residents use the TTC (57%).



# TTC Usage

Among those who use the TTC, 9 in 10 of both Toronto and GTA 905 residents use the subway. Eight in 10 Torontonians TTC users use TTC buses (82%) and half use Streetcars (50%).



## ABOUT IPSOS

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Ipsos ranks third in the global research industry. With a strong presence in 87 countries, Ipsos employs more than 16,000 people and has the ability to conduct research programs in more than 100 countries. Founded in France in 1975, Ipsos is controlled and managed by research professionals. They have built a solid Group around a multi-specialist positioning – Media and advertising research; Marketing research; Client and employee relationship management; Opinion & social research; Mobile, Online, Offline data collection and delivery.

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## GAME CHANGERS

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At Ipsos we are passionately curious about people, markets, brands and society. We deliver information and analysis that makes our complex world easier and faster to navigate and inspires our clients to make smarter decisions.

We believe that our work is important. Security, simplicity, speed and substance applies to everything we do.

Through specialisation, we offer our clients a unique depth of knowledge and expertise. Learning from different experiences gives us perspective and inspires us to boldly call things into question, to be creative.

By nurturing a culture of collaboration and curiosity, we attract the highest calibre of people who have the ability and desire to influence and shape the future.

“GAME CHANGERS” – our tagline – summarises our ambition.