Presented to: Chair Milczyn and the Planning & Growth Management Committee
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Outline

• Background Information
• Context/Inputs
• Objective
• Vision
• Transport Action Ontario Findings
• Findings Affecting Toronto
• Going Forward
Background Information

• January, 2011
  • “E-study” released
• May, 2011
  • Work begins on report
• July, 2013
  • Report released
Background Information

- City of Toronto
  - August, 2013
    - Chief Planner and staff
      - Positive reaction
  - November, 2013
    - MM41.15
      - Carried 36-1
Background Information

• Other dialogues regarding report:

vivanext  
Ontario  
TRANSIT PANEL  
METROLINX  
MISSISSAUGA  
Ajax  
York Region
Context/Inputs

- Metrolinx Greater Golden Horseshoe model (late 2008)
- E-Study (early 2011)
- Union Station Rail Corridor studies (late 2011)
- TTC Downtown Rapid Transit Expansion Study (late 2012)
Objective

• Have findings considered in ongoing evaluations:
  • Metrolinx studies
  • Yonge Relief Network Study
  • Official Plans, etc.

• Connect with professionals
  • Support policymakers
“Regional Rapid Rail” Vision

• Electrify most of GO rail (2031)
• Electric Multiple-Units (EMUs)
  • Faster, more flexible, cheaper
• Aggressive frequencies
  • Every 3½-10 minutes at peak
• All rail lines run all-day
  • Every 15 minutes in 2031
“Regional Rapid Rail” Vision

- 24 new stations in Toronto
  - Coverage
  - TTC Connections
  - Development
- Subway-range capacity
- Much faster than subways
- Branded “surface subway”
Transport Action Ontario Findings

- Electrify ASAP for cheapest implementation
  - Delays add cost from increased service levels
- Electrification significantly benefits operating budget
  - Savings rise with service levels
- Electric Multiple-Units cheapest by 2031
  - Electric Locomotives & Electric Multiple-Units equal in 2021
  - Both electric options cheaper than diesel in 2021
Transport Action Ontario Findings

Total Annual Operating Costs Comparison 2021-2031
(Energy, Maintenance, Incremental Labour, Incremental Debt Servicing)

- Diesel Locomotives
- Electric Locomotives
- Electric Multiple-Units

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Transport Action Ontario Findings

2031 Operating Budget Costs Analysis

- Energy: Electric Multiple-Unit $115, Electric Locomotive $179, Diesel Locomotive $607
- Maintenance: Electric Multiple-Unit $269, Electric Locomotive $219, Diesel Locomotive $225
- Labour (Incremental): Electric Multiple-Unit $0, Electric Locomotive $0, Diesel Locomotive $22
- Debt Servicing (Incremental): Electric Multiple-Unit $23, Electric Locomotive $51, Diesel Locomotive $18
- Total: Electric Multiple-Unit $384, Electric Locomotive $449, Diesel Locomotive $851

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Transport Action Ontario Findings

24.8-Billion Capital Cost Breakdown
($55-Million/km; 450km Network)
Findings Affecting Toronto

- Potential TTC subway pressure alleviation
  - Issue: Toronto lacks co-fare
    - Many options (not explored)
  - Distribute downtown GO riders over 3 stations
    - Alleviates Union Station pedestrian pressure

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Findings Affecting Toronto

• Expanded Union Station Rail Corridor is critical
  • More tracks needed by 2031
    • 2011 Aecom study agrees
• Relief Line subway needs further consideration
  • High demand on Relief Line in Metrolinx model
    • Included very high demands on most GO lines
  • Yonge Relief Network Study to evaluate options
Going Forward

• Maintain contact with Toronto Planning & Metrolinx
• Outreach to municipalities & MPPs along GO
Thank You