

SUMMARY OF STA'S SUBMISSION REGARDING BILL 107: Getting Ontario Moving Act

We have five key concerns:

1. lack of meaningful consultation
2. lack of due diligence
3. the harm it will do to Scarborough
4. abuse of provincial powers
5. privatization of a public service

Lack of meaningful consultation

Tabling this bill before the discussions with the City of Toronto have concluded calls into question the government's commitment to meaningful consultation.

We believe the provincial government should approach this issue as a trustworthy funding partner. It should put this bill on hold and proceed in partnership with municipalities, with a process that is based on work that has already been completed by municipalities.

Lack of due diligence

Transit requires planning. Premier Ford's transit map is simply that – lines on a map. There is no design for the additional two-stops for the Scarborough subway or the Ontario Line.

Premier Ford promised to do a value for money audit of every government program. But there is no business case analysis for his plan. This also runs counter to the stand the conservatives took a few years ago with their complaint to the provincial auditor general about the two GO Transit stops that Metrolinx approved after its own research advised against it.

Here's what the conservative transportation critic, Michael Harris said at the time: "Before any hard-earned tax dollars are sunk into these projects, taxpayers deserve to know that the money will be spent effectively and efficiently."

Similarly, the Scarborough Subway Extension has never undergone a proper business case analysis. But a draft 2013 Metrolinx analysis of the three-stop proposal found it to be "not a worthwhile use of money".

Clearly, it is a wasteful use of funds, when the same amount (\$5.5 billion) could build a 50-stop LRT through much of Scarborough.

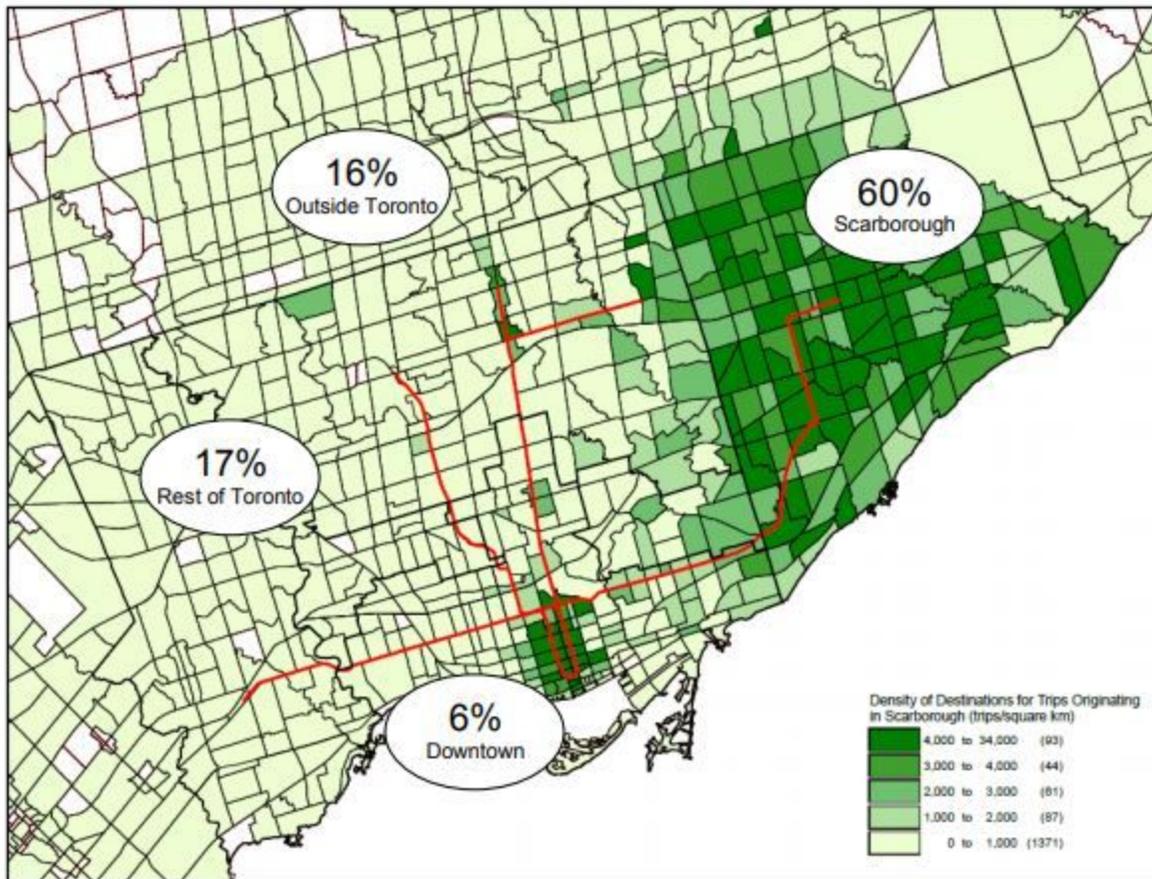
This bill will hurt Scarborough.

There are 650,000 residents of Scarborough, spread out over a third of Toronto's land area. We have a campus of U of T, the Metro Zoo, three campuses of Centennial College, four hospitals,

the Pan Am Sports Centre and hundreds of large and small businesses. We have lots of incredibly good restaurants. But there is very little rapid transit to take us to any of these places. We drive, take the bus, or if we can't afford the bus, we walk.

Travel studies have shown that people in Scarborough are just trying to get around in our part of the city. Of all the trips that start in Scarborough, 60 per cent end in Scarborough and only 6 percent are going downtown.

Figure 5 - Destinations of all trips (all modes) originating in Scarborough – Note that 1% is lost due to rounding (Source: 2011 Transportation Tomorrow Survey)



<https://www.toronto.ca/legdocs/mmis/2016/ex/bgrd/backgroundfile-87737.pdf>

The last time we received rapid transit was more than thirty years ago when the Scarborough RT opened.

Premier Ford is promising a three-stop subway extension to replace the RT by 2030. That is a delay of **at least four more years from 2026**, when the city's planned extension is to open.

We've already had enough disappointing delays in rapid transit construction. For example, if Mayor Rob Ford hadn't cancelled Transit City back in 2010, we could be riding on the Sheppard East and Scarborough LRT line now.

If the Scarborough Subway Extension is built, it will do little, if anything to address congestion, road safety or carbon emissions, yet it will likely be all there is for Scarborough for years to come.

The premier's plan ignores the fact that Scarborough does not end at McCowan and Sheppard. The critically-important and promised Eglinton East LRT to Malvern is an important city-building initiative that would connect our Priority Neighbourhoods and campuses. It should be included in the province's list of funded transit lines for Toronto.

Abuse of provincial powers

We are also concerned at the draconian abuse of provincial powers set out in the bill. It is astonishing that the provincial government could seize our transit system without compensation. And that it can forbid our city from planning or building new rapid transit.

Privatized TTC

The upload of our subway system could result in a privatized, two-tier transit system with no public accountability or control.

We urge the province to set this bill aside and work cooperatively with Toronto to ensure rapid transit is delivered, operated and maintained publicly by the TTC where it is needed the most and for the benefit of transit riders.

May 22, 2019