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November 1, 2022

To: Metrolinx Board of Directors, Members Donald Wright, Bryan Davies, James Dodds, Janet Ecker, Luigi Ferrara, Deb Hutton, Michael Kraljevic, Tony Marquis, Emily Moore, Reg Pearson, Robert Poirier, Sylvie Tessier, Paul Tsaparis, Phil Verster

This rapid transit opportunity must be considered as an additional to current rapid transit plans for The Toronto area. Please consider and discuss at the December 1 Board meeting that:

1. Highway 401 across Toronto, and other roads and highways in Toronto, will become non-functional for long periods each day as travel demand grows to 2041 and beyond.
2. Double-decking or widening parts of the 401 in Toronto are not possible, and would add to road congestion.
3. Close to 20% of adults in Toronto are unable to drive and, for many more, automobiles have become a significant household financial burden.
4. There is no rapid transit line across the 40-kilometre width of northern Toronto, save for a 5.5-km Sheppard subway. A Sheppard East subway extension proposed in the GGH Transportation Plan will be inadequate.
5. A 63-kilometre 401RT extending through northern Toronto from Liverpool Road in Pickering to Hurontario Street in Mississauga is essential. Nothing else will rescue Toronto from traffic gridlock by 2051.
6. A 401RT will directly connect to nine North-South rapid transit lines and 25+ arterial bus services.
7. A 401RT plus Ontario Line Extension (OLX) to Sheppard Avenue East will reduce road traffic by 20% by 2051, and solidify Toronto as an efficient economic centre in North America.
8. A 401RT/OLX will rescue the 401, 427, DVP, Allen Road, Gardiner Expressway and city streets from gridlock.
9. Torontonians will love it, especially northern Torontonians. Commerce will love it.
10. 401RT intersects with GO will increase GO Transit ridership by 16 million or more per year by 2051.
11. Traffic congestion problems at and near Pearson International Airport will end. The 401RT's connection to Pearson will make the Eglinton West LRT extension from Renforth to Pearson unnecessary.
12. A 401RT will double ridership on the Scarborough Subway.
13. The OLX will divert 401RT users to/from Scarborough from crowding the Yonge Street subway.
14. A 401RT will reduce cross-boundary road congestion into Toronto from Mississauga and Durham Region.
15. Overall, a 401RT/OLX is 2.7 times as cost-effective as the \$28.5 billion Rapid Transit Plan for Toronto, based on new transit users created $((\$26.3\text{bn}/197\text{m})/(\$28.5\text{bn}/80\text{m}))$.
16. Approximately 210,000 job years will be created by building the 401RT/OLX.
17. The 401RT/OLX will render other transit expansions included in the GGH Transportation Plan unnecessary (table at right). The net additional financial commitment can be reduced to \$9.8 billion, cost-shared with Ottawa. **This is extremely cost-effective**, particularly given the extraordinary benefits that will be generated.
18. At completion, the debt carrying cost of the 401RT/OLX will comprise approx. 0.14% of an estimated 2051 Ontario Budget.

Infrastructure Savings Summary

	Kms.	Millions of New Trips per Year.	Gross Infra. Cost (\$Mil)	Cost per New Trip
401RT: Pickering Town Centre. to Hurontario Street (elevated)	63.0	189.8	22,500	119
Ontario Line to Sheppard E @ Victoria Pk.	6.0	7.0	3,800	543
Add: Eglinton E LRT to Kingston Rd. only	4.5	7.0	1,100	157
Total for 401RT/OLX	73.5	203.8	27,400	134
Less infrastructure investments already in GGH Transportation Plan:				
Ontario Line Eglinton E to Sheppard E	6.0	7.0	3,800	543
Eglinton E LRT - Kennedy to Malvern to McCowan	24.3	18.3	4,400	240
Eglinton W LRT - Eglinton to Pearson	4.0	3.2	2,000	625
Sheppard E Sbwty to McCowan	6.0	6.6	4,800	727
Jane Street LRT	6.8	1.4	2,600	1,857
Total Avoidances	47.1	36.5	17,600	482
Total Net Investment Increase	73.5	203.8	9,800	48

Please visit www.401rt.ca to download the detailed report.

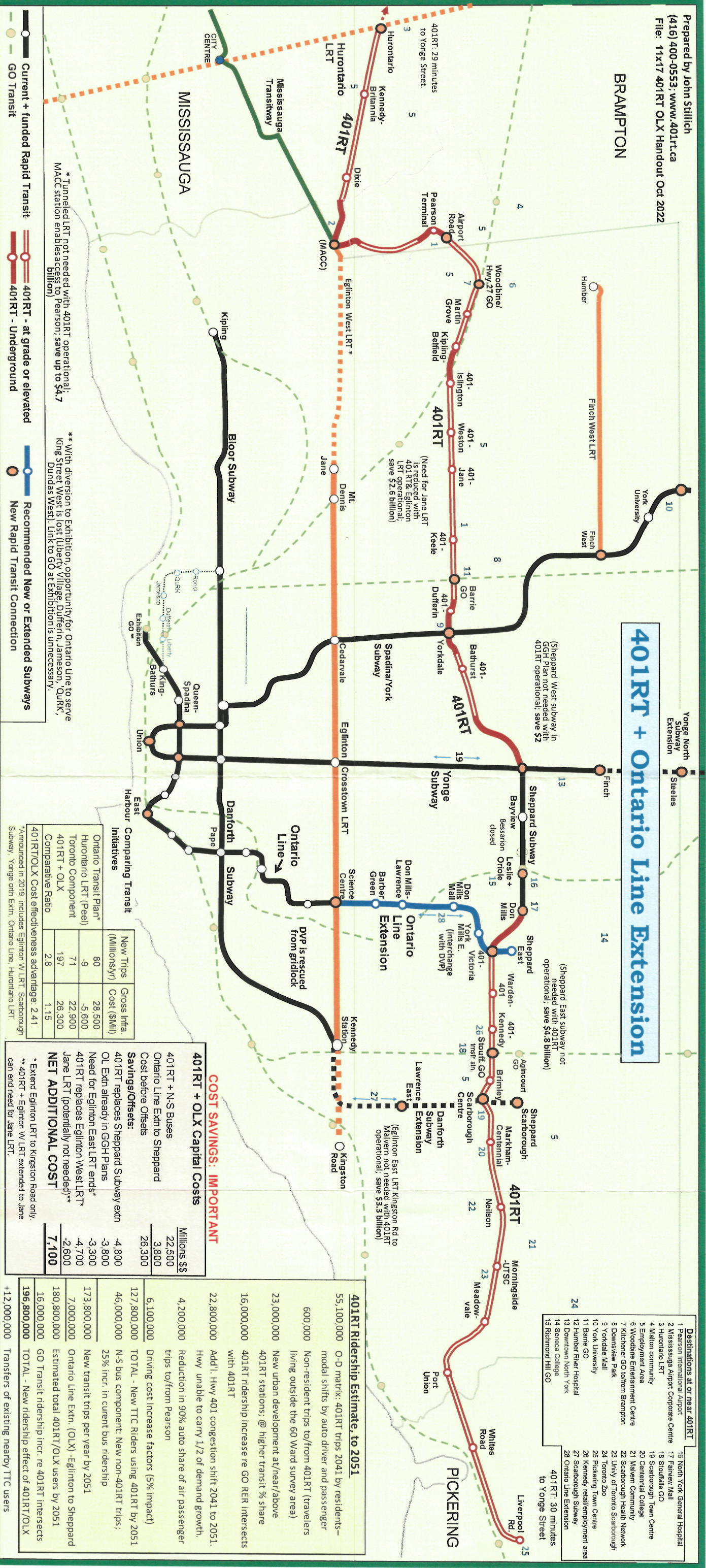


Please advise the Government of Ontario that this needs to be done.

FOR CONSIDERATION AS AN ESSENTIAL AND URGENT RAPID TRANSIT ADDITION TO CURRENT PLANS

Prepared by John Stillrich
(416) 400-0553; www.401rt.ca
File: 11x17 401RT OLX Handout Oct 2022

BRAMPTON



Why a 401RT + Ontario Line Extension?

- 1 Current transit initiatives will not generate enough modal shifts to transit to stop increases in road congestion or greenhouse gas emissions.
- 2 The functionality of Hwy 401 in Toronto is at risk as travel demand increases.
- 3 Trips to, from and across northern Toronto are currently poorly served by rapid transit.
- 4 66% of daily trips in 2016 by northern Toronto residents were by automobile, including trips to downtown Toronto.
- 5 Rapid climate destabilization and warming require this level of investment, on an urgent basis.
- 6 Operational viability: The 401 RT's length and connectivity produce an approximate 90% cost recovery.
- 7 It is affordable. Debt carrying costs per Toronto household may be as low as 20 cents per day, for Ontario and Toronto shares of total costs.