

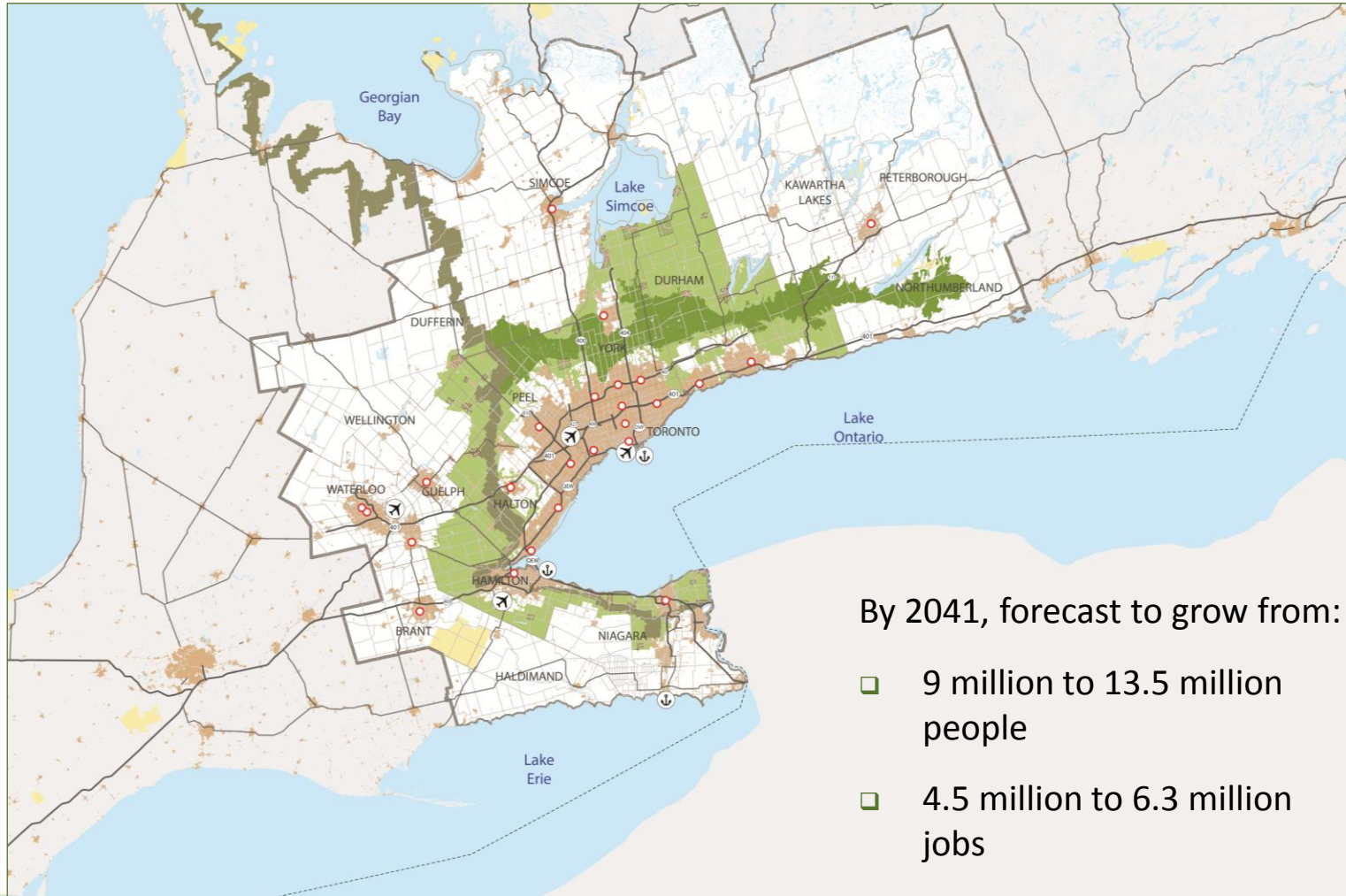
Greater Golden Horseshoe Multimodal Transportation Plan



**Freight Day Symposium
University of Toronto**

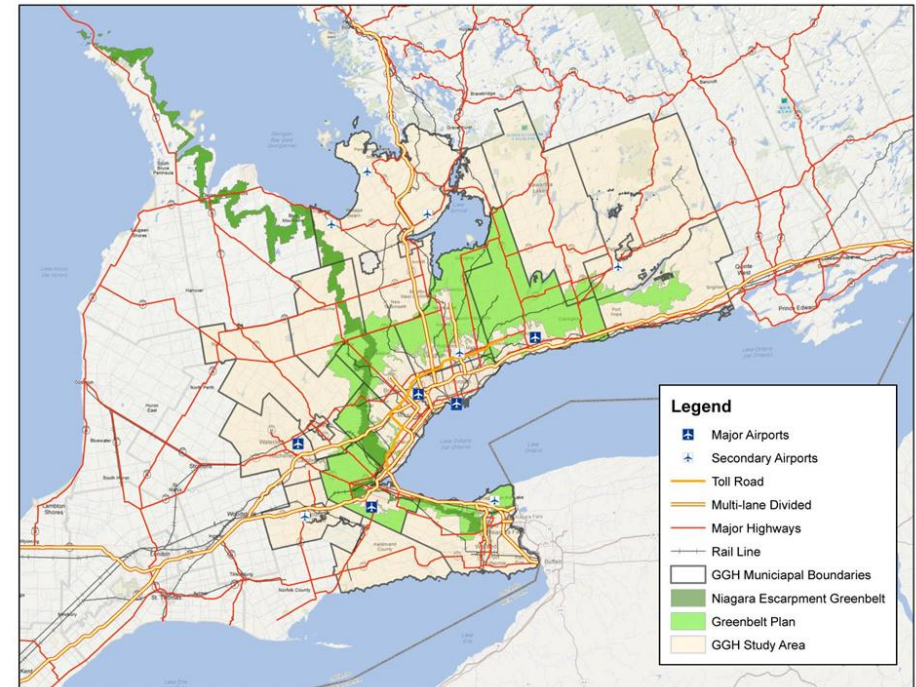
March 1, 2017

Growth in the Greater Golden Horseshoe (GGH)



Economy and Travel Demand

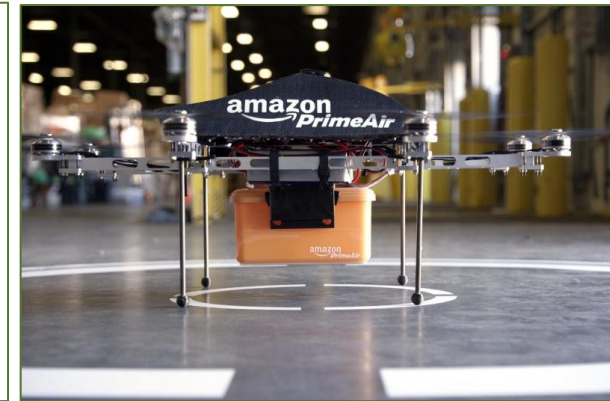
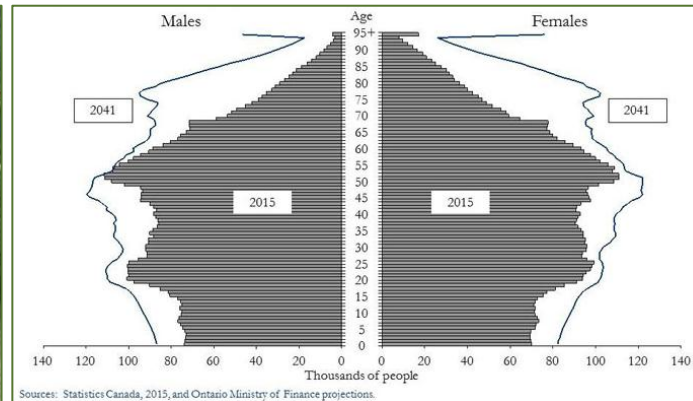
- ❑ The GGH generates two-thirds of Ontario's GDP.¹
- ❑ 25.4 billion passenger vehicle km and 3 billion commercial vehicle kilometres traveled in 2010²
- ❑ \$791 billion commodity value of transported goods (2012³)
- ❑ An average of 18,000,000 weekday passenger trips in 2011⁴



¹ The Growth Plan for the Greater Golden Horseshoe; ² 2010 Ontario Traffic Volume Information System; ³ 2012 Commercial Vehicle Survey; ⁴ 2011 Transportation for Tomorrow Survey

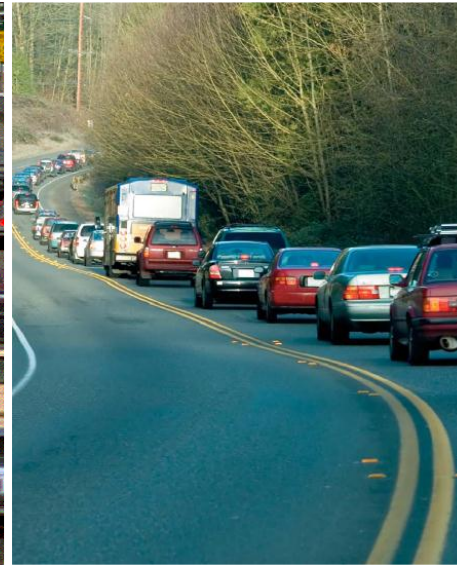
Environmental, Economic and Social Drivers

- ❑ Climate Change
- ❑ Increasing and Aging Populations
- ❑ Rapid Tech Advancement - in particular the broad adoption of automation
- ❑ Urbanization - increased density and migration to urban centres
- ❑ Global Geopolitical Volatility
- ❑ Rising Emerging Markets



Transportation Challenges

- ❑ Congestion is estimated to cost the GTHA \$15 billion annually by 2031
- ❑ Transportation is the highest greenhouse gases emitting sector in Ontario



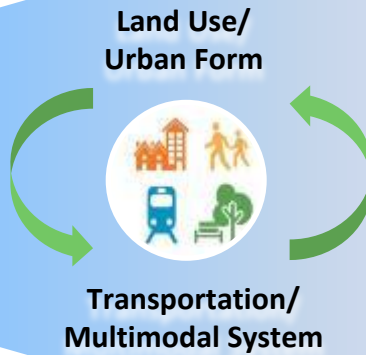
A New Approach

Meeting the Challenge - a New Approach

Current Conditions

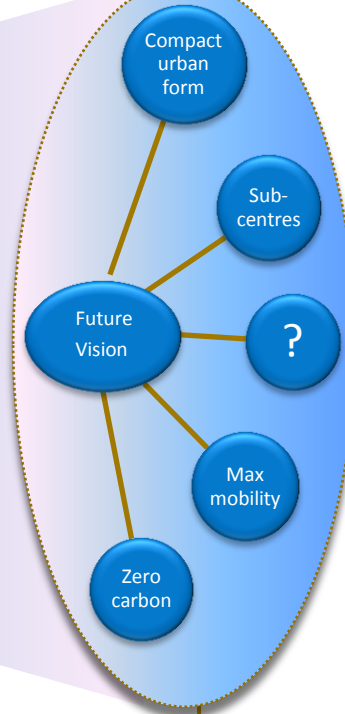


Integrated Plan



Future Scenarios

- Informed by:
- global economy
 - technology trends
 - environmental trends
 - demographics



Traditional Approach:

- Project growth out 20-25 years
- Build to support projected travel demand

New Approach:

- Assess wide range of potential futures
- Plan towards 30-35 year land use and transportation objectives
- Build in resilience to adapt to multiple futures

Today

2041

2051

2071

MTO's Objectives for the GGH Plan

- ❑ **Improve integration** between land use and transportation planning, and connections beyond the GGH, including border crossings, airports, ports and rail
- ❑ **Provide clear overarching direction** for major transportation investments, integrate and align area-specific plans, and provide greater certainty for municipal and agency partners
- ❑ **Set a vision** for internal policy and specific MTO interests across all modes (e.g., highway and transit expansion, goods movement network, corridor protection)
- ❑ **Assess scenarios** to achieve healthier communities, such as modal shift targets, greenhouse gas emission reductions
- ❑ **Support future legislative and regulatory analysis** to accommodate new technologies and mobility policy



Developing the GGH Transportation Plan



Consultation and Engagement

- ❑ **Partner ministries** - Inter-ministry Directors Committee and staff working group
- ❑ **Metrolinx** - Joint MTO-Metrolinx Coordinating Committee
- ❑ **Municipalities** - Municipal Technical Advisory Committee (TAC) with 21 upper and single-tier municipalities in the GGH
- ❑ **Indigenous People and Communities** - Indigenous Partners Forum; Councils/Chiefs and staff ; Communities
- ❑ **Freight Advisory Committee** – Businesses, organizations and agencies in freight transportation sectors
- ❑ **Other Stakeholder Groups** - Transit service providers, user groups, environmental groups, etc.
- ❑ **General Public**

Scope of Freight component

- ❑ Goods movement will be a major and integral component of the GGH Plan, looking at:
 - ❑ All modes (road, rail, air, marine)
 - ❑ All types of goods movement:
 - ❑ Urban and intra-regional
 - ❑ Inter-regional
 - ❑ Long distance (starting, ending or passing through the GGH)
 - ❑ Cross-border and international

- ❑ Will look at potential infrastructure, as well as policies and priorities

- ❑ Build on and work with initiatives and plans by the federal government, MTO, Metrolinx, municipalities and GGH facility owners

Many initiatives - Need for Coordination

❑ **MTO**

- ❑ Setting freight related policies (Growth Plan and PPS) at provincial level
- ❑ Providing guidance (e.g., Freight-Supportive Guidelines)
- ❑ Develop long-term strategic plan (GGH Transportation Plan) for future goods movement network:
 - ❑ Future network development with forecast for 2041 and 2051
 - ❑ Focuses on inter-regional, inter-provincial and international goods movement in all modes (road, rail, marine and air)

❑ **Metrolinx**

- ❑ Regional Transportation Plan review looks at urban freight movement within the GTHA
- ❑ Strategic network identifies hierarchy of existing GTHA road/rail corridors for potential conflicts with proposed RTP rapid transit improvements, inform priority-setting for short-term improvements

❑ **Municipalities**

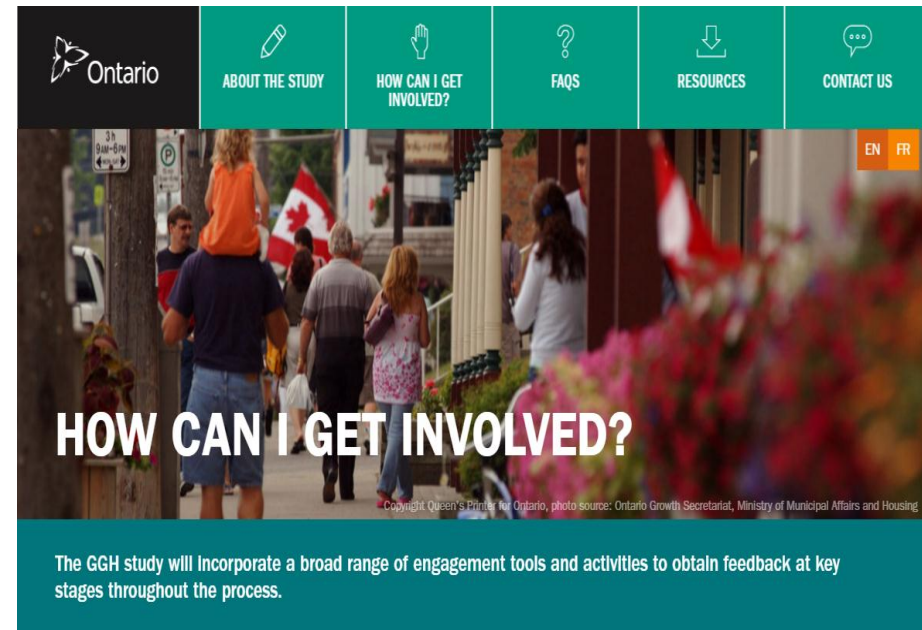
- ❑ Some municipalities (Peel, York, Durham) have developed strategic goods movement networks
- ❑ Others have developed goods movement strategies or have included goods movement in their Transportation Master Plans

Thank You!

For more information, please contact:

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Visit GGH Study Website at
www.GGHTransport2051.ca



The image shows a screenshot of a website's navigation menu and a featured article. The navigation menu is located at the top and includes the following items: Ontario (with logo), ABOUT THE STUDY (with pencil icon), HOW CAN I GET INVOLVED? (with hand icon), FAQs (with question mark icon), RESOURCES (with download icon), and CONTACT US (with speech bubble icon). Below the menu is a large image of a busy street scene with people walking and a Canadian flag. Overlaid on this image is the text "HOW CAN I GET INVOLVED?" in large white letters. In the top right corner of the image area, there are language selection buttons for "EN" and "FR". At the bottom of the image area, there is a teal box containing the text: "The GGH study will incorporate a broad range of engagement tools and activities to obtain feedback at key stages throughout the process."