



## A SUBMISSION FOR THE CANADA TRANSPORTATION ACT REVIEW

December 29, 2014

### ABOUT THE BOARD

Founded in 1845, the Toronto Region Board of Trade (the Board) is the chamber of commerce for Canada's largest urban centre, connecting more than 12,000 members and 250,000 business professionals throughout the Greater Toronto Area (GTA). The Board plays a vital role in elevating the quality of life and global competitiveness of Canada's largest urban centre. To this end, the Board provides evidence based advice to the Federal Government through legislative reviews and budgetary submissions.

The Board appreciates this opportunity to provide input to the Canada Transportation Act (CTA) Review Secretariat on its review of the CTA. Through this review the Federal Government aims to underscore the importance of transportation for Canadian prosperity and the quality of life in an interconnected and globalized world.

### BACKGROUND

The Toronto region continues to be one of the world's most prosperous city-regions. The region, which annually generates nearly 20 per cent of Canada's GDP, is expected to attract 120,000 new residents and skilled workers for years to come. Yet, despite its well-earned reputation, the region cannot afford to take its prosperity for granted. Competition between city-regions has never been more intense. It is for this reason that all levels of government should make continuous improvements to the economic competitiveness, connectivity and attractiveness of the GTA.

This submission advances a regional business perspective on improving the CTA and transportation networks across the GTA.

### QUESTIONS & RESPONSES

*Are there federal policies or regulations that inhibit or constrain transportation development within the GTA?*

- There is need for better co-ordination between federal, provincial and municipal policies and regulations that impact transportation development (e.g. EAs, planning and zoning).
- Procurement practices ought to be more performance-based and collaborative with a focus on problem-solving versus rigid processes.
- Visa requirements for connecting travelers inhibit growth of a major transit hub in Toronto. Likewise, visa requirements from many countries constrain tourism and business travel to Canada.

- Federal security screening at airports is costly and negatively impacts operations. Security fees should be dedicated and re-invested in improving security services (e.g. investing in new technology).
- Opportunities to reduce taxes and fees associated with air travel, such as ground rents, should be examined to help make air travel more affordable and competitive.

*What role do innovative financing mechanisms play in optimizing the quality and utilization of transportation infrastructure capacity in the GTA?*

- Although P3s have been prevalently used in Ontario's institutional sectors (e.g. health and education), they have only begun to take on greater prominence in the development and operation of public transportation in the GTA (e.g. Eglinton Crosstown). These models make the best use of private sector resources and expertise to provide on-budget and on-time project delivery. If projects run over budget, the private sector pays. If projects fall behind schedule, the private sector pays. The risks of the numerous and complicated interfaces are transferred to the party best equipped to manage those risks.

*Is the federal policy environment supportive of such innovation?*

- A number of federal initiatives such as the \$1.25 billion P3 Canada Fund managed by PPP Canada, is helping advance Canadian P3s through the provision of expert advice and support to all levels of government. This is a positive development. The government could make certain federal government infrastructure investments/transfers to provinces and cities contingent on adopting P3 models and continue to promote it on projects within its jurisdiction.

*What role does technological innovation play in contributing to improvements in transportation infrastructure and services in the GTA?*

- Municipal governments across the GTA are using technological innovations to help reduce congestion, through "smart city" approaches that rely on real time data and ICT to improve efficiency of traffic lighting and other traffic management systems. Federal government could develop a program to support and facilitate such innovations.

*What role, if any, do you see for the federal Minister of Transport in urban transportation in the GTA, over the next 10 years?*

- Supporting Toronto as major global aviation hub and ensuring policies and investments are in place to support this.
- In collaboration with the province and GTA municipalities, provide stable and predictable investments in strategic transportation projects that drive economic growth (e.g. RER).



- Work with province and GTA municipalities to improve the movement of goods and effective intermodal connectivity (e.g. air, rail and road) by developing long-term strategy with funding to deal with growth for both commuters and goods.
- Look at opportunities to better integrate and leverage Via Rail service to support intra-regional travel within GTA
- Developing a national funding pool to support technological innovation in traffic management, whether through “Big-Data” or other approaches.