



Transport 2000 Ontario Report

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Metrolinx – Responding to the Green Papers

Metrolinx's regional transportation planning for the Greater Toronto Area and Hamilton (GTAH) continues to move forward. As of March 4, the last of its seven Green Papers was published with public commentary invited over the following four-week period. Metrolinx is now seeking responses from stakeholders and various experts. White Papers corresponding to the Green Papers will summarize the public and expert opinions received, leading to a draft version of the Regional Transportation Plan (RTP) to be completed for June. Transport 2000 has provided responses to Metrolinx directly, and as a member of the Sustainable Transportation Coalition which includes groups such as the Ontario Smart Growth Network, Earthroots, GreenTrans (Oakville), and Preserve 16th (Markham).

The overall objectives of Metrolinx is to shift the GTAH away from car-dependency towards much greater transit use, a more compact urban form, and [Continued >>> 2]

President's Report



Natalie Litwin - President

The essential role of the TTC in Toronto: As if getting around in the GTA wasn't stressful enough, we in Toronto have had to contend with a TTC strike that appeared to be averted, and then were shocked with a surprise walkout on Friday, April 25. Along with my fellow Torontonians, I have endured two previous strikes in the 31 years I have

lived here. But this time, the dread expressed by everyone, car drivers and TTC riders alike, was the worst I have ever seen. That is because making alternative travel arrangements on a week-day is next to useless. When the TTC doesn't move, nobody moves – our streets are completely gridlocked.

As for air quality, emissions from thousands of idling cars and trucks would send smog measurements off the scale. This situation brings to mind a day I spent some years ago in Naples, Italy, where I saw an ambulance and a fire truck stuck in normal (for them) traffic. Cars couldn't move aside to let the emergency vehicles through because there was nowhere for them to go.

A transit strike makes crystal clear its essential role of keeping traffic moving. Our provincial, and lately our federal governments, have recognized this and, to their credit, have moved away from the dark days of the late 1990's and are now funding transit more generously. But what

Oil Depletion and the Coming Transport Revolution

Richard Gilbert and Anthony Perl's just published book, *Transport Revolutions*, explores how we can continue to move people and freight when oil runs out. Speaking at the March 29 Transport 2000 AGM public forum, Richard Gilbert outlined some of the key findings of the book. That major change in transport can occur again is illustrated by previous and varied transport revolutions -- Britain's railway revolution 1830-1850; the end of U.S. auto production for the duration of WW II; the impact of the jet plane on trans-Atlantic travel in the 1950s; the FedEx air freight revolution of the 1970s; high-speed rail (HSR) in Japan (1964) and France (1981) -- revolutions in scale (capacity), speed, efficiency, and accessibility.

Gilbert next summarized the evidence for oil depletion estimating peak oil by 2012. North America has built a huge portion of its transportation infrastructure based on using the internal combustion engine. [Continued >>> 3]

Inside this issue...

VIA Upgrading Moves Forward.....	page 2
Board Member Doug Wilson.....	page 3
New Hamilton GO Station.....	page 4
Plans for Rail to Owen Sound.....	page 4
Troubled Ottawa Transit Plan.....	page 4
Windsor GreenLink Scuppered.....	page 5
Peterborough Train proposal.....	page 5
High Speed Rail:	
... World Report from UIC.....	page 6
... California's Plan Moves Ahead.....	page 6
Metrolinx Green Papers Commentary	
... by Natalie Litwin.....	page 7
Membership News & Information.....	page 8

our provincial politicians do not yet recognize is the fact that while improved transit is an incentive to ride, increasing road space is an incentive to drive and for developers to build more sprawling suburbs. The latter incentive dilutes the effectiveness of the former. So traffic from sprawling suburbs will continue to flood our streets causing congestion, increasing injuries and fatalities, and poisoning our air. ■

Metrolinx Green Papers...(from pg 1)

towards active transportation (walking, cycling). These goals were applauded by the Coalition. This requires an integrated network of high quality public transit both at the local level and across the region. The RTP will include most of the transit projects of the GTA/H transit agencies that were seeking funding when Metrolinx was established. The Coalition recommended adding to these projects two demonstration regional express passenger train services. One would be east-west between Brampton and Agincourt via Union Station or Summerhill, and another north-south between Newmarket/Richmond Hill and Union Station. Frequent all-day rail service on these pilot routes would show how better regional rail service would be the equivalent of a surface subway for the GTA as a whole in advance of the electrification of the GO train system and its transition into a regional rail network..

The Coalition supported dedicated revenue sources for Metrolinx (other than fares), recommended that it remain a planning and coordinating agency rather than an operator, and that it quickly adopt a zone fare system for the region that is easily understood and equitable to users that can be implemented without a smart card. Tolling highways was supported where such funds are clearly dedicated to building and operating sustainable transportation alternatives. The Coalition was skeptical of road widenings, HOV lanes, and completion of "missing links," suggesting that some of these would negatively affect important natural areas, or local communities, or end up promoting sprawl. Finally, the Coalition supported Metrolinx's "Bold alternative" that envisions a region-wide maximum network of fast rapid transit mostly rail-based.

Transport 2000 finds the Transit Green Paper confusing with regard to its contrasted alternatives. Quite properly the Transit Green Paper describes how density is related to different transit modes in terms of cost and ability to move people. For the Bold alternative, the issue is how to best describe a regional express rail network for the GTA/H. One option indicated by the Green Paper is the Regional Express also described as Super Metro. Super Metro would be a network of high-speed electric trains crisscrossing the GTA/H capable of moving up to 60,000 passengers per hour in the peak direction (pphpd) with under two-minute headways between trains. The Réseau Express Régional (RER) of Paris is the reference model, a system using full-sized railway trains in five deep tunnels under the city of Paris itself. This is contrasted with the current GO commuter train system moving 10,000 pphpd on 10 minute headways. Where this is discussed in the Paper there is a confusing photo of a high-speed Shinkansen bullet train traveling through some part of Tokyo. Over the map of the Paris RER system is the question, "Do We Need a Super Metro?"

The photo of the Shinkansen is clearly out of place. No one is proposing Shinkansen high speed for a GTA/H regional

rail system. Secondly, it is misleading to put the question "do we need a super metro?" over an RER map when that is not the reasonable alternative that Metrolinx should be showing us. The text should rather make the point that electrified regional rail systems exist around the world offering combinations of express and local trains without recourse necessarily to extensive tunneling. Even the RER in Paris has more surface track on recycled railway lines than subway sections. Thirdly, the GTA/H does not need regional express rail lines with huge capacities. Rather it needs capacities in a much more modest range, but with frequent service. Metrolinx, please list some of the other cities that have electrified regional rail networks, show us one of their maps, and indicate sample ridership levels avoiding the extreme loadings of Line A in Paris.

Finally, in discussing existing commuter rail, the Transit Green Paper observes: "A significant issue that should be addressed by the RTP is the limited availability of rail infrastructure to accommodate demands to carry both more passengers and freight." This sentence obliquely touches the key to getting a functioning, attractive, fast, and reliable regional rail network for the GTA/H, in effect, a region-wide surface subway equivalent. Is this a true statement? GO commuter rail mainly uses CN track. Most of it has very few freight trains on it. Where are the problem areas? Or is the problem one of signaling and some passing or third track? GO must know where these problems are and how to fix them. Or is the problem poor dispatching by CN, in effect not honouring its contract with the Province? Transport 2000 has for years argued that the region's rail lines are an underutilized resource for public transport, but this is not reflected in the Transit paper of Metrolinx. Instead of a list of ways to move people, give the public some reason to believe that there is a regional solution based on rail that can be implemented but which will require major investments because we've been mainly building highways outside of the City of Toronto over the past decades. ■

VIA Upgrade Program Takes Shape

The \$692 million modernization program for VIA Rail is moving ahead. Phase 1 includes \$101 million for rebuilding VIA's F-40 locomotives. Phase 2 is a \$100 million rebuilding of 98 LRC coaches now 25 years old. Another \$200 million will go towards upgrading track, signals, and grade crossings. Installation of continuous welded rail started between Coteau and Ottawa in 2002 will now be finished. Centralized traffic control and new sidings will be installed between Ottawa and Smith Falls, along with improvements to 22 public road crossing on this route. The upgrades noted above are all on corridors owned by VIA. Track and signal upgrades on lines fully owned by CN are still under negotiation at this time. VIA's five-year plan projects many improvements. If all of these projects are completed, VIA expects to see faster trains, better on-time performance, greater reliability, and new roundtrips, with a potential of a 32% increase in ridership by 2012. ■

Meet Board Member Doug Wilson

Long-time Transport 2000 member Doug Wilson joined our Board in the Fall of 2007. Doug was raised in Goderich, Ontario at a time when it was a major Great Lakes port for



Western grain which was delivered by boat for storage, process-ing, and transshipment, to both domestic and export customers. In the mid-50s an industrial salt-mine was established, also in the harbour area. This facility doubled both boat and traffic volumes. CN and CP operated terminal and yard

facilities on a 24/7 basis for freight and, as well, supported two daily passenger trains each way on each rail-way, CN to Stratford/London and CP to Guelph/Hamilton.

Doug's career focused on information technology, design and marketing, beginning with his first job in London, Ontario. From 1965 to 1995 Doug lived and worked in Toronto, where he was also very active as a choral singer and music librarian. His involvement in Transport 2000 dates from the late 1980s when during John McCullum's presidency Transport 2000 fought to save VIA passenger services, bring GO trains to Hamilton, and keep the trolleysbuses operating in Toronto. Doug joined Ross Snetsinger's Rail Ways to the Future Committee and its efforts to stave off branch line abandonments, making the case to preserve these valuable assets as restoration worthy, for freight, commuter, or tourist application into the future.

In 1995 Doug moved to Brantford where he joined forces with local community activist/environmentalist Catherine Verrall and others to work for a more transit-oriented city. Efforts included improving VIA service to Brantford and design-modifying a by-pass expressway. They were successful in reorganizing Brantford's transit system and improving its services, building new sidewalks, and in establishing new public committees to sustain momentum for better transit, for more bike lanes, and for multi-use paths throughout the city. Doug helped produce a 12-part local Cable TV show entitled Enviroscapes to foster interest in local environmental projects by ordinary citizens.

Doug strongly believes that the transport network of South-western Ontario must quickly develop more efficient and responsive alternatives for both freight and people. His vision would encourage a permanent, dedicated taskforce to establish new pro-active transport policy for this region that reflects environmental responsibility and economic opportunity for all communities. Southwestern Ontario and the Niagara Peninsula, with their superlative geo-economic setting, have been neglected even though they have the population that could easily support appropriate regional

transit and rail alternatives. Doug is especially happy in a role as a special-project researcher, compiler, and writer who enjoys meeting with activists and officials to encourage an integrated, evolutionary approach to transport planning. He has a sense of optimism derived from recent growing public interest worldwide that appropriate, balanced transportation initiatives coincide with all progressive planning and so are standard-sustained as fundamental to a healthy society. ■

Oil Depletion & Transport...(from pg 1)

Gilbert estimated 35% less oil will be available by 2025, driving retail prices up at least fourfold, hitting the airline industry particularly hard as it really has no alternative fuel. Some experts already believe that peak oil has arrived. Oil production decline is taking place in the context of increasing world demand as newly developing countries such as Indian and China continue to motorize.

Gilbert was not optimistic about alternative fuels such as ethanol or hydrogen. Ethanol itself requires large amounts of energy in the conversion of grains, grains taken out of the food supply thus raising food prices. Hydrogen fuel-cells are inherently inefficient, with a 75-80% energy loss between manufacturing hydrogen by electricity to turning the wheels of a vehicle. Gilbert sees our transportation future much more tied to forms of electric propulsion -- electric cars and trucks, electrified public transit, and very large increases in moving people and goods by electrified rail, among a variety of other possibilities.

For the U.S., Gilbert and Perl have drawn up a possible transport scenario for 2025 that keeps people and freight moving with much less need for oil. Seen as goals to achieve by 2025, personal vehicle use declines and shifts towards several kinds of electrical propulsion. There is a large increase in electrified local public transit. Inter-city bus travel substantially increases. Domestic airline flights decrease substantially with some increase in international travel on larger airplanes flying on fewer routes. There is a major increase in rail travel particularly on electrified passenger railway lines. On the freight side, diesel trucking drops somewhat, with increases in the use of battery and trolley operated drayage. Rail freight increases, with much freight trackage being electrified. Domestic marine freight increases while there is a decline in international marine freight traffic. Moving people by water domestically and internationally returns. The rail mode in the new mobility of 2025 is critical. Capacity is added to the freight rail system. Some 25,000km of new double-tracked high speed train routes will be needed so that finally the U.S. joins the world trend towards high speed rail. .

The next transport revolution away from dependence on oil will not come without major public policy shifts. Shifting public investments away from expanding highways and airports will be difficult. ■

ONTARIO ROUNDUP

New Hamilton GO/ VIA Station; Welland Also Wants Rail Service

The City of Hamilton wants improved train links to the Toronto area. Currently GO Transit offers limited commuter train to downtown Hamilton using the Hunter Street station and bus terminal. More GO trains to the station are constrained by CPR freight operations through the Hunter Street tunnel to the north of the terminal. To make increased train service possible, Hamilton has been asking for reviving CN's James Street station, now a successful banquet facility. GO and VIA trains stopped using the James street station in 1992 in favour of Aldershot. The plan has the backing of Mayor Fred Eisenberger, as well as Bob Bratina, counsellor for the area and a member of the GO Transit Board. VIA had its eyes on a Stoney Creek location for a new Hamilton station. However, a spokesperson for VIA Rail, quoted in the *Hamilton Spectator* April 2, 2008 acknowledged that VIA would use James Street if GO platforms were built. In the recent Provincial budget, \$3 million was set aside for the James Street station including construction of a platform, ticket kiosk and the lighting. GO Transit also received \$6.1 million to fund a new layover yard for its trains at the Hunter Street Station. At this station the CPR's track continues on to Welland and Fort Erie. Welland mayor Damien Goulbourne is interested in train service between Hamilton and Welland. A local short-line operator, Trillium Railway, has expressed an interest in operating self-propelled passenger cars as a shuttle on this route. ■

Group Wants to Bring Rail Back to Owen Sound

Don Crosby in the *Collingwood Enterprise-Bulletin* (April 23), wrote that area business people have bought the Orangeville-Brampton Railway from the Town of Orangeville for some \$7 million. This former CPR track runs up the scenic Credit Valley to serve industries in the Orangeville area, track that once went as far as the port of Owen Sound. John Lowndes, Dufferin County businessman, indicated that the Highland Railway Group hopes to re-established rail service to Owen Sound from Orangeville (117 km) by finding shippers and products to ship in the corridor. The abandoned rail route is owned by Dufferin and Grey counties. Crosby quotes Lowndes as saying: "We like rail as a good long-term investment. It is a more environmentally friendly and less costly form of transportation than others. Given the anticipated population increase and future economic activity in this part of the province, we think that re-establishing the line will increase its viability as a transportation alternative." ■

City's New Transit Plan Thwarts LRT and Wastes Public Funds

Ottawa. At the end of 2006, the federal government pulled the plug on Ottawa's boondoggle transit plan that saw eLRT built on a north-south alignment rather than properly converting the heavily used east-west transitway with its crowded buses into electric light-rail. After ignoring the Mayor's taskforce balanced plan developed in early 2007, Ottawa planners now have put forward a new transit plan to deal with downtown bus congestion, a plan still joined at the hip to busways.

The new proposals juggle busways, the downtown tunnel, and electric light rail (eLRT) in a way that puts busways as top priority, while ignoring extending diesel light rail on existing underutilized railway right-of-ways that would provide east-west mobility without going downtown, and gaining savings from light-rail rapid transit that could then be applied to improving local all-day transit service.

The new City plan offers four options, with Option 4 offering lots of busways, a short eLRT backbone, and a downtown LRT tunnel. Ottawa public opinion overwhelmingly supports this option because it offers the most LRT. But it is still deficient as it keeps eLRT inside the Ottawa greenbelt and needlessly converts the existing diesel O-Train into double-track eLRT.

Astoundingly, all four options include the same 62 km of new busways to be built as a priority. The downtown tunnel project is forced to follow an expensive two-year environmental assessment process instead of the new accelerated EA process that will soon be available to the City. This is to be followed by a further year of design and contract preparation. Critics suspect that this more costly EA process is being adopted to lengthen the start of light rail so that the 62 km of busways to be built first will then financially constrain building light rail.

Critics of the City's new proposals see the City's new transit plans as neither sustainable nor efficient. The major portion of rapid transit remains buses on busways that use ever more expensive fossil fuel, provide an uncomfortable and cramped ride, and produce high levels of noise and particulate matter pollution. Operational costs remain high without the efficiency of line-haul high capacity light rail. The City's plans continue to force riders through the downtown when trying to go from one side of the city to the other. And the high cost of its bus rapid transit system oriented to the morning and end of work-day peaks means that better off-peak local transit suffers.

According to the City's preferred option, some \$2 billion will be spent largely on new busways, with another \$1 billion for the eventual downtown tunnel. One of the selling points of the original rapid transit busway for Ottawa >>> 5

was that, when ridership increased, it could be converted into faster, more comfortable, and more efficient LRT. Friends Of The O-Train, an Ottawa citizens' group, has prepared its own plan that starts from the premise of the public's demand for light-rail now. For the same \$2 billion, most of the existing busways are converted to light rail including taking light rail to the suburbs beyond the green-belt, with the downtown tunnel fast-tracked for eLRT. Its plan places a priority on an east-west eLRT line through the downtown. But it also extends the highly successful diesel O-Train north to Hull and also southward. Its plan adds in a crucial element, diesel light rail on existing underutilized rail lines in an east-west corridor south of the downtown, relieving current downtown transit congestion. The operational savings derived from using light-rail would be used to support better local transit service outside the peak hours, service that is neglected today but will be essential to Ottawa becoming the transit-oriented city where mobility will not be car dependent. With respect to the 62 km of proposed new busways, instead of building them now and then tearing them up and wasting public funds, these would be built as light rail from the beginning. Interestingly, the city of Houston, Texas was going to postpone new eLRT lines to be added to its highly successful existing LRT by building busways. But it has changed its mind and is going to concentrate on more LRT now. ■

City of Windsor's GreenLink Plan Scuppered by Province

On May 1, 2008, DRIC, the Detroit River International Crossing agency, announced that it was going ahead with its plan for a six-lane, super-highway to cut through Windsor that will connect Highway 401 with a new plaza and bridge crossing of the Detroit River considerably south of the present Ambassador Bridge. DRIC is a creature of the Ontario Ministry of Transportation with federal government assistance and financing through Transport Canada, and liaison with the U.S. Federal Highway Administration and the Michigan Department of Transportation. The initial impetus of DRIC, which goes back to at least 2003, was to remove truck traffic from the stretch of arterial road between where Highway 401 terminates at the eastern edge of Windsor and the Ambassador Bridge.

From DRIC's inception, the City of Windsor has had concerns about a super-highway cutting it in half. Windsor commissioned a comprehensive transportation study by noted engineer Sam Schwartz who presented his report in January of 2005. It recommended a combination of strategies that included a new bridge and highway, but also added some marine, and rail system rationalization, with the rail tunnels at Windsor moving highway trailers, containers and passengers under the river. However, DRIC has remained a totally highway solution.

The City then commissioned both Schwartz and consulting

firm Parsons Brinckerhoff to develop its own detailed highway by-pass plan. Presented in October of 2007, the GreenLink plan placed much of the new expressway to the new bridge in a trench covered in six places. Three of the coverings are short green decks and three other green decks are from one to 1.2 km in length. These extra wide deckings are designed to keep communities connected by new parklands across the highway.

With the City's input in hand, DRIC announced its final plan which sees 11 short bridges of 120 to 240 metres in width, and places wider than usual green spaces along the edges of the highway alignment. The GreenLink work of the City has not moved DRIC to make any substantial change from the barrier affect that expressways have always produced but which the City was hoping to materially mitigate.

By turning its back on GreenLink, Windsor Mayor Eddie Francis believes DRIC is trying to cut costs and avoid setting a precedent for future urban expressways. He is quoted in the *Windsor Star* (April 28) as saying, "This is a once-in-a-lifetime opportunity to transform the city and improve quality of life for residents," adding, "For too long we have (carried) the consequences of having international traffic go through our city. What we are saying is, you are building a highway and it's in our backyards and we've got some children out there. Do not build a 1950s-style highway. No other city has to deal with what we do." *Windsor Star* columnist Gord Henderson (May 1) is even more blunt: The Ontario government's announcement on May 1 was "Ultimatum Day." Get on the DRIC bandwagon or get steamrolled. The DRIC plan is to cost \$1.6 billion; Windsor has spent about \$4 million in exploring alternatives and developing its design proposal.

In a May 5 letter to the *Windsor Star*, Transport 2000 Ontario President Natalie Litwin points out that DRIC is "business as usual," hardly preparation for a future of declining petroleum resources. She notes that the Schwartz Report, a plan that is for a multi-modal, integrated transportation system, "represents sound, forward-looking planning that will serve the city and its people well in the future." As with Pearson Airport passenger projections, DRIC's assumes highway trucking will continue to increase, even as gasoline rises above \$100 a barrel and manufacturing continues to decline in Southern Ontario. Then there is Matty Maroun's Ambassador Bridge that he wants to twin. DRIC's expressway and bridge may be the most expensive pieces of highway ever constructed in Ontario, but they don't appear to be the finest examples of integrated transportation planning. ■

Federal Budget has Funds for Toronto-Peterborough Train

When Conservative Dean Del Mastro successfully won the federal Peterborough riding in 2006, his number one issue was to upgrade rail service to Toronto. Currently, >>> 6

the CPR track between Agincourt and Peterborough and beyond is limited to 10 kph due to its poor condition. The route last had VIA service in 1990. One incentive to improve the track is Quaker Oats, one of Peterborough's main employers, which might add a third shift if rail freight service was reliable. A fast and reliable commuter train would also need a major track upgrade.

In a surprise move, Finance Minister Jim Flaherty's February budget allocated funds for returning passenger trains to the Toronto-Peterborough route. Del Mastro originally mentioned a potential for 900 riders a day for the new rail service, with one source estimating a capital cost requirement of \$150 million. An operator for the line still needs to be selected. One GO Transit report estimated 125 to 275 riders a day, and GO has indicated a preference for an initial connecting bus service between Peterborough and Bowmanville when GO's Lakeshore train service is extended east from Oshawa. But Del Mastro and other local politicians see a much greater potential than GO's numbers indicate as development in Durham and eastward continues.

Editorial note: With driving in the Toronto region more and more a chore, and gas prices soaring, the region's under-utilized rail lines look more and more attractive for commuter and passenger trains alternatives. Public demand for train service extends from Hamilton and Welland, around to Cambridge, Kitchener, and Brampton, and now to Durham region eastward. It's time the Province seriously considered how rail services can be implemented for the region instead of just building more highways. ■

HIGH SPEED RAIL

Great Strides Forward for High Speed Rail Around the World

The International Railway Union (IUC) held its 6th World Congress on High Speed Rail March 17-19, 2008, in Amsterdam, Holland. It had much to celebrate. Defining high speed has 250 km/h (150 mph) or more, some 10,000 km of HSR has been built around the world since 1964. In order of opening dates, HSR has now come to Japan, Italy, France, Germany, Spain, Belgium, China, UK, South Korea, and Taiwan, with lines soon open in 2008 in Holland and Turkey. In the next 20 years, the number of kilometers will triple. A key change in Europe will be the evolution of single lines into a high-speed network. High speed lines have been proposed in North Africa, and in South America. By 2019, China will have 2,701 km of HSR, edging out Japan with 2,377 km.

The IUC describes HSR as "the fast track to sustainable mobility." Since HSR is almost always electrifying, its carbon footprint compares very favourably to flying and driving which rely heavily on fossil fuel. HSR are

competitive with air travel for travel under 1,000 km. In many countries such as Japan, high-speed lines offer several levels of service, including trains stopping at smaller cities on route. One major result of HSR is that it often helps generate substantial economic development around its station sites. In the US and Canada, which have very high dependencies on fossil fuels for transportation, and without returning to trains for intercity travel will drastically constrain mobility given the magnitude of the developing oil crisis and consequences of global warming. (Based on data in the March 2008 *Railway Gazette International*.) ■

Prospects for High Speed Rail Improve for California

The California High Speed Rail Authority (CHSRA) was established in 1997 to study the potential for high-speed rail in California and to identify a viable network. It has now developed a proposal for 1100 km of track between San Francisco, Sacramento, Central Valley cities, Los Angeles, Orange County, Riverside and San Diego. In November of this year a referendum will be presented to voters for approval of a bond issue for \$10 billion, roughly one third of the project's cost.

Several high speed rail (HSR) initiatives have foundered in the U.S. The most recent setback was in Florida where planning was well advanced for HSR between Miami, Orlando, and Tampa, and financing had been identified. The initiative was just about to receive a go-ahead bond rating from Wall Street when newly elected Governor Jeb Bush pulled the plug on the project. In California, CHSRA has its funds cut and reservations about financing HSR were being expressed by Governor Arnold Schwarzenegger. A substantial efforts by many groups and strong support from the private sector has shifted Governor Schwarzenegger to a neutral position, more consistent with his image as an environmentalist.

The CHSRA has worked long and hard to reach out to local communities and interest groups to build a consensus in support of the project. It has met with surprising success for its plan of a mix of 172 express, semi-express, regional and local trains a day, linking 26 California cities. Routes have been selected to minimize impacts on agricultural lands and built-up areas. For example, the Los Angeles-San Diego segment travels inland rather than along the more direct but heavily developed coastline. The project has substantial bipartisan support. With legislative cooperation and public support in November, it is anticipated that the first phase of the project between San Francisco and Anaheim would be running by 2019.

All eyes should be on California's high-speed rail project. Successful HSR in California will likely lead to similar projects in other parts of the U.S. where potential HSR corridors have been identified. CHSRA calculates >>> 7

between 86 and 117 million passengers a year for its system with enough surplus revenue after costs to help pay down financing the construction. (March 2008 *Railway Gazette International* and other sources.) ■

Green Paper Comment Submission by Natalie Litwin, Transport 2000 Ontario President, to Metrolinx, April 11, 2008.

Introduction. Several of our recommendations deal with provincial responsibilities. We include them because without provincial action, an integrated, sustainable, transportation system in the GTHA will be very difficult to achieve.

Mobility Hubs. Frequent local transit service in rush hours is necessary to obviate the need for huge parking lots. It is an absolute prerequisite for the best use of land surrounding the mobility hub. These structures should include services such as daycare, post office, bank machines, health centre, a convenience store, food market, bicycle storage, lockers, dry cleaners, all for busy people on the move. In Sweden, these hubs include showers for those who arrive by active transport. A retail mall and other retail should be located elsewhere in the downtown of the community.

The structure of these hubs should combine aesthetics with function. A new trend is to have artists, architects and engineers work together to create an aesthetically pleasing functional structure. If maintained well, these elegant buildings would go a long way in attracting drivers who avoid public transit which they consider to be “down market” and a social service for those who cannot afford to own a car. Attractive, well-maintained structures would also discourage littering and vandalism. It is no accident that the more attractive TTC stations are also the cleanest and least littered. Evidence is mounting that beautiful public space is not a frill. This is a much more enlightened use of funds than the millions spent on the palatial Terminal 1 at Pearson Airport that serves a highly polluting mode of transportation dependant on a depleting and increasingly expensive resource.

Active Transportation. Transport 2000 Ontario agrees with your approach in encouraging and providing routes for active transportation. We can't emphasize enough the need to reduce the practice of children being driven to and from school. Perhaps, funding schools to hire monitors not just at intersections, but interspersed along the school route would allay the fears of parents concerned for their children's safety.

Goods Movement. A significant part of the problem of thousands of trucks on our highways is the “just in time” delivery system. At an earlier time, warehouses kept manufacturers and retailers supplied, and the cost was absorbed by the company, as it should be. Now, “just in time” delivery shifts the cost to the taxpayer whose dollars

pay for the construction and maintenance of roads used for timely delivery of those supplies. Metrolinx can do little to reverse this regressive system, but Metrolinx can and should separate those often large, dangerous vehicles from other traffic by means of a segregated lane for trucks, allowing a

second lane for passing only. This is a better use of the right-hand lane than HOV lanes, that police cannot monitor properly, and therefore, do not work. HOV lanes are an example of nibbling around the edge of the road congestion problem instead of dealing with the basic causes which is excessive road-building and sprawl. Incidentally, the movement around locally grown food is an enlightened reaction to the practice of flying and trucking food over long distances.

Transportation Demand Management (TDM). A strong structure cannot be built on a shoddy foundation. The GTA, except for downtown Toronto is a sprawling, people unfriendly, expressway driven, formless giant with ugly, massive big box malls and garish cinemas as its only focal points. As a famous European opera singer said when asked what she thought of California, “There is no *there* there.”

It is next to impossible to build an effective integrated system to serve such a sprawling mess. But one must start by stopping the sprawl and adding density wherever possible. The Places to Grow plan recommends a 40 per cent increase in residential density, which means that 60 per cent can be all over the place. Density must be legislated to be much higher for a transit system to even begin to work. And high density is not synonymous with high-rise. Attached, low-rise housing if well designed, can provide a dense and more human scale community than a forest of skyscrapers.

The TDM strategies suggested in this green paper will help to a degree, but they mostly require work and organization by the commuter. Your solutions require that s/he has to organize trips and time commutes to cope with congested roads that lax and outdated government policies - expressway building, developer-friendly planning - has placed on the shoulders of the poor guy/girl who just needs to get to work. If the province shows leadership and legislates transit-friendly development, developers will comply. And the province must deal with the road-building culture in the Ministry of Transportation.

There are other effective TDM strategies that the province should use: Incentives to use public transit that have been discussed for years such as tax credits for transit passes. If the individual buys the pass, s/he gets a tax credit; if an employer buys the pass for staff, s/he gets the tax credit. A tax credit is now available federally, and John O'Toole, MPP has introduced a private member's bill for Ontario taxpayers. It would help further if passed. The other side of the coin is the taxation of employer-provided parking spaces. This is an employee benefit that should be taxed and could be an effective disincentive to driving. >>> 8

Transport 2000 Ontario agrees that highways should be tolled but existing highways only. Building a new highway and tolling it does nothing to reduce demand, and if fact it does the opposite. But tolls should only be considered after an effective integrated transit system offers commuters a realistic alternative to driving.

Parking spaces for private vehicles should be expensive enough to work as a disincentive. The public considers driving and parking to be a fundamental right and very little is done to educate them that these apparently free or cheap privileges are costly for the taxpayer, for the environment and for the healthcare system. Metrolinx should mount a public education campaign about the downside of driving and the benefits of using public transit. But the public transit vehicle has to be there to encourage and reward those who make the switch. ■

CALLING ALL MEMBERS

Transport 2000 Ontario has created two Committees that may be of interest to you.

TORONTO REGION COMMITTEE: Interested in keeping in touch with the regional transit and transportation issues of the Greater Golden Horseshoe? Keeping an eye on regional transportation developments, projects, and policies is a goal of this Committee.

HIGH SPEED RAIL COMMITTEE: Support is growing for HSR in the Windsor-Quebec City corridor. The federal government, Quebec and Ontario are again studying HSR for the corridor. This Committee aims to provide a public voice on this vital transport infrastructure development whose time has come.

HELP US WITH OUR WEBSITE: Help is needed in managing our website content and to improve its design.

If interested in contributing to these Committees or to help our website, please discuss your interests with Natalie Litwin at n.litwin@sympatico.ca or call 416.498.0612.

YOUR LETTERS TO THE EDITOR, TRANSIT AND TRANSPORT NEWS, & ARTICLES: You are invited to send Newsletter items to us for consideration. Please contact Tory Turriffin at 416.653.4002 or turritti@hotmail.com.

T2000 Ontario Election Results

At the March 29, 2008 AGM, members elected the following officers: Natalie Litwin, President; Tony Turriffin, V-P; Anthony Rubin, Treasurer. Elected Directors-at-large: Jim Appleby, Bruce Budd, Richard Crawford, Elizabeth Hill, David Leibold, David Scott, Doug Wilson, and Gord Woodmansey. Dan Hammon is Immediate Past President. The position of Secretary remains to be filled.

T2000 Ontario Board Meetings

T2000 Ontario Board Meetings are usually held on the third Wednesday of each month in the evening (no August meeting). We meet at 215 Spadina Avenue, Toronto. If you wish to attend, please contact Natalie Litwin by e-mail at n.litwin@sympatico.ca or call 416.498.0612 to confirm date, time and location which is subject to change.

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Join Transport 2000 to help us advocate for sustainable transportation. By joining Transport 2000 Ontario, you also become a member of Transport 2000 Canada. Members receive Ontario *Report* as well as our national newsletter *TransportAction*.

To join, send your name, address, telephone number, e-mail address (if any), and membership fee to our box address above. Our annual membership fees are: regular \$35; senior \$30; student \$25; low income \$20; family \$50; non-profit affiliate \$75; business \$170. Transport 2000 Canada is a registered charity and donations receive a tax-credit receipt. Our website is www.transport2000.ca/ontario. A membership form is available at this website.