

## John Stillich

1247 Mary-Lou Street, Innisfil, Ontario, Canada L9S 0C2

Phone: 705-294-4110, or 416-400-0553; E-mail: johnstillich@rogers.com

---

May 8, 2022

## Ontario's GGH Transportation Plan Fails Toronto – Expensively

In March of 2022, the Ontario government released an extensive transportation infrastructure plan for the Greater Golden Horseshoe. The GGH plan goes far beyond the \$28.9 billion Rapid Transit Plan that was announced in 2019, which includes the Ontario Line, extending the Yonge subway north to Highway 7, the Scarborough Subway extension, a westward extension of the Eglinton Crosstown LRT, and an LRT in Mississauga. Already underway are GO Transit expansion plans, an Eglinton Crosstown LRT (opening in 2023), and a Finch West LRT.

The GGH transportation plan recognizes that these enhancements are not enough, and includes significant additional infrastructure initiatives. For Toronto, it includes a future westward Ontario Line extension to Pearson International Airport. The likely alignment of the extension to Pearson would be around Humber Bay above the CN railway tracks, then elevated above the Gardiner Expressway and Highway 427 until it veers to Pearson, with perhaps eleven stops along the route. The Ontario Line east of Yonge Street would continue above Don Mills Road (for the most part) to beyond Steeles Avenue to a transit hub in Richmond Hill.

The GGH plan extends the Eglinton Crosstown LRT to Pearson in the West and to the Malvern community in Scarborough, and from there westward to McCowan Road. The Finch West LRT would be extended to Yonge Street, and the Sheppard Subway extended to McCowan Road, where it would be integrated with the Scarborough Subway Extension. A Jane Street LRT is planned to be constructed to operate from Bloor Street to Highway 7 and then eastward to the Richmond Hill hub. A Steeles Avenue LRT will connect the Pioneer Village subway station to the Scarborough Subway extension at McCowan Road.

### Expensive Problems

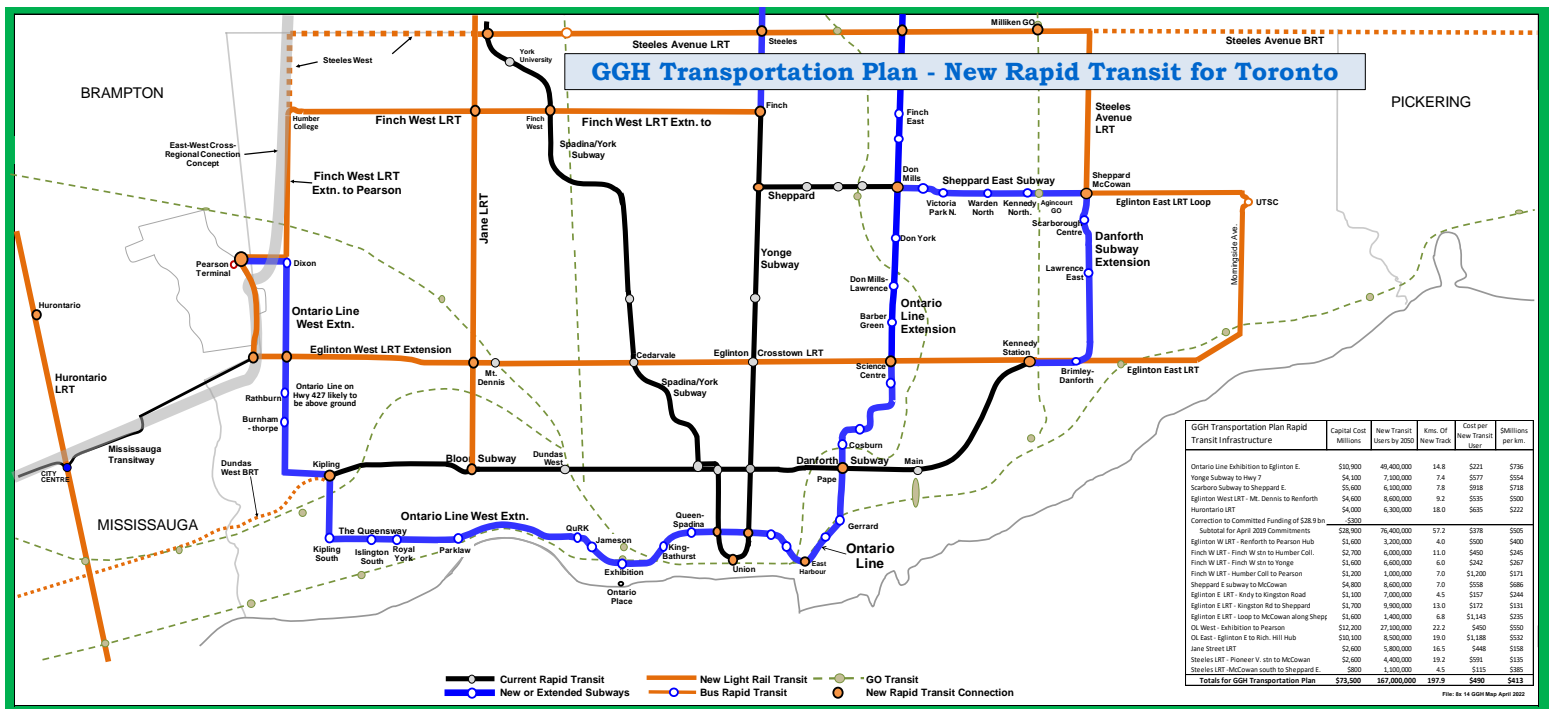
Unfortunately, the GGH Transportation Plan fails Toronto on many counts. It won't generate the volumes of modal shifts to transit needed to reduce road congestion from pre-pandemic levels as Toronto's population grows by a million people over the next 30+ years. It fails to adequately make the rapid transit connections between work and home that will be needed to avoid worsening gridlock on Toronto's major highways, such as Highway 401 and the Don Valley Parkway. Instead, it proposes an unrealistic plan to increase road capacity on Highway 401 in Toronto. Adding to the highway system is not possible or practical. The GGH plan also promises billions of dollars of capital spending on rapid transit infrastructure projects that should not be built.

The GGH plan for Toronto fails to deal adequately with the massive cross-boundary traffic to and from east and west of Toronto that clogs city streets and highways. Other than the small percentage of trips to be carried by GO Transit's expansion, there is no rapid transit plan for future trips to and from populous Mississauga and Durham Region through the middle of Toronto.

Overall, the GGH plan's Toronto components will cost an estimated \$73 billion for almost 200 kilometres of new subway and LRT tracks, and may generate approximately 168 million new transit trips per year by 2051. That's \$369 million per kilometre of track, and an average cost of \$15 per new transit user over 30 years, but that will decline as ridership increases with travel demand growth.

Reducing the brutal pace of climate change is also highly important. Because sources of electricity for the mining, production and use of electricity-powered vehicles will include fossil fuels for a long time, EVs may only be able to cut their transportation-source GHG emissions in half. That's not good enough. Moreover, until into the 2030s, gas-powered cars will still be sold and then remain on roads for many years, at a time when GHG emissions need to reduce to zero.

As transportation planners have said for a long time, the best solution is to maximize public transit ridership. Unfortunately, although local governments will do what they can to increase services on their existing bus, LRT and subway systems, the GGH plan will fail to maximize transit ridership. The GGH rapid transit initiatives for Toronto are illustrated below. The approximate costs and estimated new ridership for each initiative are listed in Appendix 2.



# A More Effective Infrastructure Vision

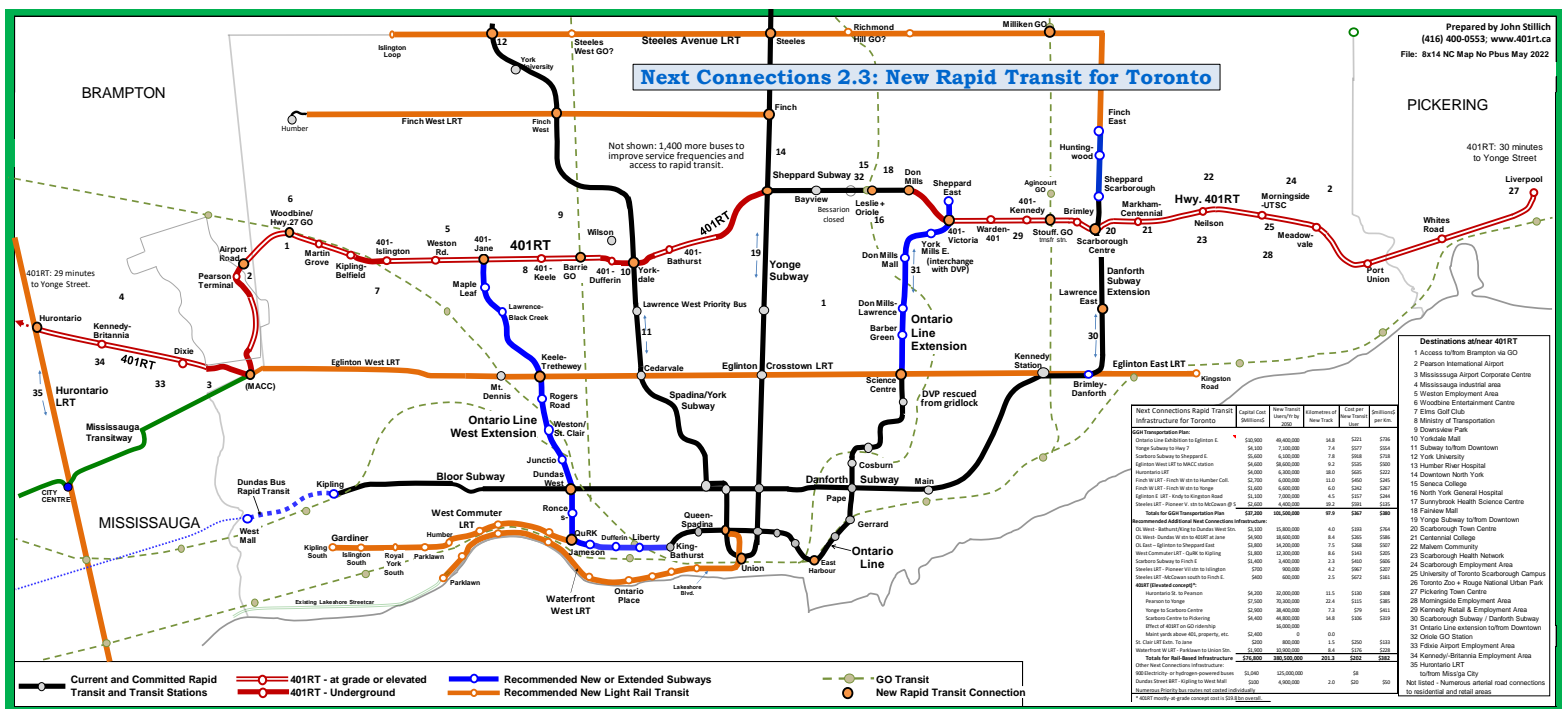
Significant improvements to the GGH Transportation Plan for Toronto should be examined. The **“Next Connections”** scenario described below can generate more than twice the number of new transit users by 2051 than the GGH plan, for approximately 6% more rapid transit infrastructure cost, using different concepts and configurations. Overall, it is estimated to be more than twice as cost effective as the GGH plan, based on cost per new transit user.

The **Next Connections** vision includes the Yonge North subway extension to Highway 7, the Hurontario LRT, and the extension of the Finch West LRT to Yonge Street. It extends the Eglinton Crosstown LRT in the East to Kingston Road only, extends the Scarborough Subway northward to Finch Avenue, excludes extensions of the Sheppard Subway, and does not recommend building the Jane LRT. It adds two new LRTs west of downtown Toronto and close to Lake Ontario, and a modified Steeles Avenue LRT. Its most dramatic departure from the GGH transportation plan is a new rapid transit line across Toronto’s northern half that will resolve the overwhelming travel demand pressures on Highway 401 and on city streets that will grow through 2051 in the Toronto area’s central core. It also includes a significantly-shortened and realigned Ontario Line. Appendix 1 provides a more detailed illustration.

Comparing Alternative Scenarios	GGH Plan	Next Connections
Total Infrastructure Cost (millions)	\$73,100	\$77,600
Total New Transit Users/year by 2051	168,000,000	364,000,000
Cost per New Transit User	\$435	\$213
<b>New User Cost Effectiveness Ratio</b>	<b>1.00</b>	<b>2.04</b>
Kilometres of New Track	198	206
Cost per Kilometre of New Track	\$435	\$378

New transit users per day 545,455 1,181,818

Importantly, **Next Connections** focuses on new transit trips as the important statistic to consider, rather than boardings, which are normally quoted for transit user uptake and which includes many transfers from other transit routes as well as new fares. It’s new trips that reduce road traffic.



## Comparing the Choices

The most significant differences between the GGH Transportation Plan and **Next Connections** visions are 1) a rapid transit line through northern Toronto between Pickering and Mississauga, and 2) a very differently-aligned Ontario line.

### 1. Rapid Transit Across Northern Toronto

The GGH plan appears to assume that travel by rapid transit in northern parts of Toronto will remain mostly north-south to and from downtown Toronto. The GGH plan ignores the public transit ridership potential of the 1,600,000 people in non-commercial vehicles (pre-pandemic) who use Highway 401 between Hurontario Street and Liverpool Road every day to get across northern Toronto or to get to and from downtown Toronto. Highway 401 is left sacrosanct for cars and trucks in the GGH plan, save for an impractical (and likely impossible) proposal to expand its road capacity between highways 404 and 427.

Unless there is a rapid transit line across northern Toronto, Highway 401 will become fully and disastrously non-functional for much of every day as travel demand increases rapidly to 2051 and beyond. Road traffic on the highway and on city streets will be overwhelming.

The **Next Connections** recommendation is to construct a rapid transit line that operates between Hurontario Street in Mississauga and Liverpool Road in Pickering that can be accommodated in the Highway 401 corridor, with diversions to major off-highway destinations. As the illustration above indicates, the number of travel destinations across Toronto near Highway 401 are highly significant (35 major destinations listed), with 400,000 jobs located at or near the highway and around Pearson International Airport (and more in future decades).

The “401RT” can be mostly at-grade in the highway corridor (consuming the leftmost express lane in each direction) or (preferably) be elevated above the highway (best above the eastbound collector lanes), with stations configured to enable transfers to and from more than 30 north-south transit services. The 401RT’s connectivity, length and speed of travel would have a vastly positive transformative effect on road congestion throughout Toronto. It is estimated to generate 185 million new municipal transit riders per year by 2051, plus 16 million new trips on GO Transit. The elevated 401RT would cost approximately \$22 billion to create. More information is available at [www.401rt.ca](http://www.401rt.ca).

The 401RT would render a number of the GGH plan’s rapid transit initiatives unnecessary, potentially saving \$13.1 billion:

- The 401RT station at the Mississauga Airport Corporate Centre (MACC) connects travelers to Pearson, and eliminates the need for the Eglinton West LRT to be extended to Pearson. A savings of \$1.6 billion can be realized.
- The GGH plan to extend the Sheppard subway eastward to McCowan Road would not be needed due to it being closely parallel to the 401RT; its \$4.8 billion cost can be avoided. The GGH plan to integrate the Sheppard East subway and Scarborough Subway extension would

make any future easterly and northerly extensions difficult to build, and reflects an insular approach to transit in the GTA.

- The Eglinton East LRT to the University of Toronto Scarborough Campus (UTSC), the Malvern community and a return loop to McCowan Road would not be needed because the 401RT would provide faster travel to those destinations from many points of origin across Toronto, drawing many transit users who would otherwise take the Eglinton East LRT. However, **Next Connections** includes an Eglinton East LRT extension to Kingston Road, and suggests that priority bus services on Kingston Road, Morningside Avenue and Sheppard East can accommodate the residual ridership. Overall, \$3.3 billion can be saved.
- The 401RT's 401-Jane station on a reconfigured Ontario Line (see below) and its station at the Yorkdale subway station on the Line 1 Subway will draw many Jane Street transit users whose trip origins and destinations are north of Highway 401 from using a Jane LRT to the Bloor Street subway. Ridership on a Jane Street LRT would decline enough to avoid building a Jane LRT. \$3.4 billion to build the Jane LRT can be avoided.

## 2. The Ontario Line

The GGH transportation plan includes an Ontario Line that runs from a transit hub at Richmond Hill southward into and through the downtown Toronto core and westward to Pearson International Airport – a cost of approximately \$33 billion for 56 kilometres, and which may generate 85 million new transit users per year by 2051. It is assumed that the western extension in the GGH plan will be mostly elevated above grade to economize on infrastructure costs.

In contrast, **Next Connections** recommends that the Ontario Line in the East run from Sheppard Avenue East at Victoria Park Avenue (with a 401RT station along the route) southward, westward through the downtown Toronto core and then northward to Dundas West station, and from there northwestward to a 401RT station at Jane Street – a total of \$19.7 billion for approximately 27 kilometres, and which may generate 83 million new transit users per year by 2051. This represents an approximate 50% infrastructure cost savings compared to the GGH plan for similar new transit user outcomes.

The GGH plan's Ontario Line alignment in Etobicoke likely assumes that there will be significant urban infill and intensification along Highway 427 (and perhaps The Queensway if tunneled thereunder) that will generate ridership in the West, plus increases in cross-boundary transit ridership. The **Next Connections** alternative assumes that modal shifts in the more populous central areas of Toronto will be substantial, especially as other rapid transit connections are created, and that some urban intensification will occur.

The Ontario Line's current configuration for an Exhibition GO station is an unfortunate diversion that assumes many travelers will transfer between GO and the Ontario Line at Exhibition station. However, for most travelers there is no advantage to doing so. GO users who disembark at Union Station in the morning will walk to close-by destinations or will take the Line 1 subway to destinations north of Queen Street. The result of the Ontario Line diversion to Exhibition Station also means that there would be no Liberty Village and Dufferin subway stations on very populous King Street. Veering northward from Exhibition to densely-populated Jameson Avenue would be difficult. The original politically-motivated desire for rapid transit access to Ontario Place will not

be adequately realized; a re-aligned Waterfront West LRT (see below) can access Ontario Place and Exhibition Place more directly.

The GGH plan's Ontario Line alignment east of Yonge Street north of Highway 401 is too close to Yonge Street to be adequately effective at attracting new transit ridership. It extends farther north than is useful and duplicates the Yonge North Subway extension. The proposed link to a Richmond Hill Centre transit hub is of little value; relatively few travelers will need to access the hub to transfer to/from other transit routes (most will have used the Yonge subway).

Overcrowding on the Yonge subway is not a problem north of Sheppard Avenue, but with a 401RT operational, it is essential that there be an Ontario Line to Sheppard Avenue east of Yonge Street to divert many new 401RT users from Yonge Street. With a 401RT that incorporates the existing Sheppard Subway, a 401RT-Ontario Line station at Victoria Park is most effective.

### **3. Scarborough Subway Extension**

**Next Connections** extends the Scarborough Subway by 2.3 kilometres to Finch Avenue East, to improve access to the industrial areas north of the CP Rail tracks, and to provide faster access additional residential areas. The extension will shorten the north-south arm of the planned Steeles Avenue LRT that is intended (in current official plans) to terminate at Sheppard Avenue East, enabling a shorter subway connection to/from Markham Transit. The intersection with the 401RT will significantly increase ridership on the Scarborough Subway Extension.

### **4. West Commuter LRT**

**Next Connections** includes a new 8.6-kilometre West Commuter LRT intended to reduce road traffic volumes coming into the Toronto downtown core from the West on the Gardiner Expressway. It is proposed to run westward from the Ontario Line's 'QuRK' (Queen/ Roncesvalles /King) subway station around Humber Bay, and at the TTC's Humber Loop rise above the Gardiner Expressway or at grade onto its leftmost lanes (similar to the assumed-to-be GGH Ontario Line alignment), to terminate at Kipling Avenue.

Large multi-level parking garages at each of five West Commuter LRT stations (Kipling, Islington, Royal York, Parklawn, Humber) would divert automobile traffic from continuing on into the downtown Toronto core.

This LRT, the Ontario Line itself, and GO Transit enhancements can altogether enable (if so desired) the removal of the entire Gardiner Expressway east of the Humber River, and its lands be redeveloped. Some reconfigurations of Lakeshore Boulevard would be required (see the Next Connections document at [www.40rt.ca](http://www.40rt.ca)).

### **5. Waterfront West LRT**

The West Commuter LRT's effect of reducing traffic volumes on the Gardiner Expressway enables the eastbound off-ramp to Lakeshore Boulevard west of Humber River to be closed. This provides space for a Humber River crossing for a Waterfront LRT that can operate continuously on Lakeshore Boulevard. The LRT would run at grade from the Ontario Line at Osgoode subway station southward to Union Station's York Concourse, and operate on Lakeshore Boulevard to serve the downtown core, Ontario Place, the Canadian National Exhibition grounds, the parkland

around Humber Bay, and the Humber Shores community, and continue westward on Lakeshore Boulevard to the Long Branch GO Station. The current plan to divert the Ontario Line to the Exhibition GO Station should be abandoned. Lakeshore Boulevard would be diverted onto the expressway roadbed around Humber Bay, thereby doubling the usable amount of parkland around Humber Bay, creating opportunities for major park improvements. The LRT's speed and connections to the Line 1 subway and to the Ontario Line would make it far more effective than current plans.

## 6. Steeles Avenue LRT

The GGH transportation plan terminates the Steeles Avenue LRT at Jane Street in the West, and at the Scarborough Subway extension at McCowan Road and Sheppard Avenue East. **Next Connections** extends the LRT westward from Jane through a major employment area to Islington Avenue, enables connections to north-south transit on Weston Road, Norfinch Drive, Signet Drive, and Islington Avenue. In the East, the extension of the Scarborough Subway extension to Finch shortens the north-south segment of the Steeles LRT on McCowan Road.

## 7. Buses

**Next Connections** includes approximately 450 buses on north-south arterial roads that interest with the 401RT, plus 900 additional buses to improve east-west connections and service frequencies to the Ontario Line, the Line 1 subway, and the Scarborough Subway. The buses should be powered by electricity or hydrogen gas, and be a mix of local and express services. Next Connections recommends that all bus stops include a shelter with lock-ups for e-bikes and e-scooters, to maximize access to and the attractiveness of public transit.

The need for action against road gridlock and the brutal effects of climate change is urgent, and is affordable. Overall, the **Next Connections** recommendations form – by far – the more cost-effective vision for Toronto's transportation future, generating more than twice the number of new transit trips than the GGH Transportation Plan, at a similar cost (\$77.6bn for NC; \$73.1bn for GGH).

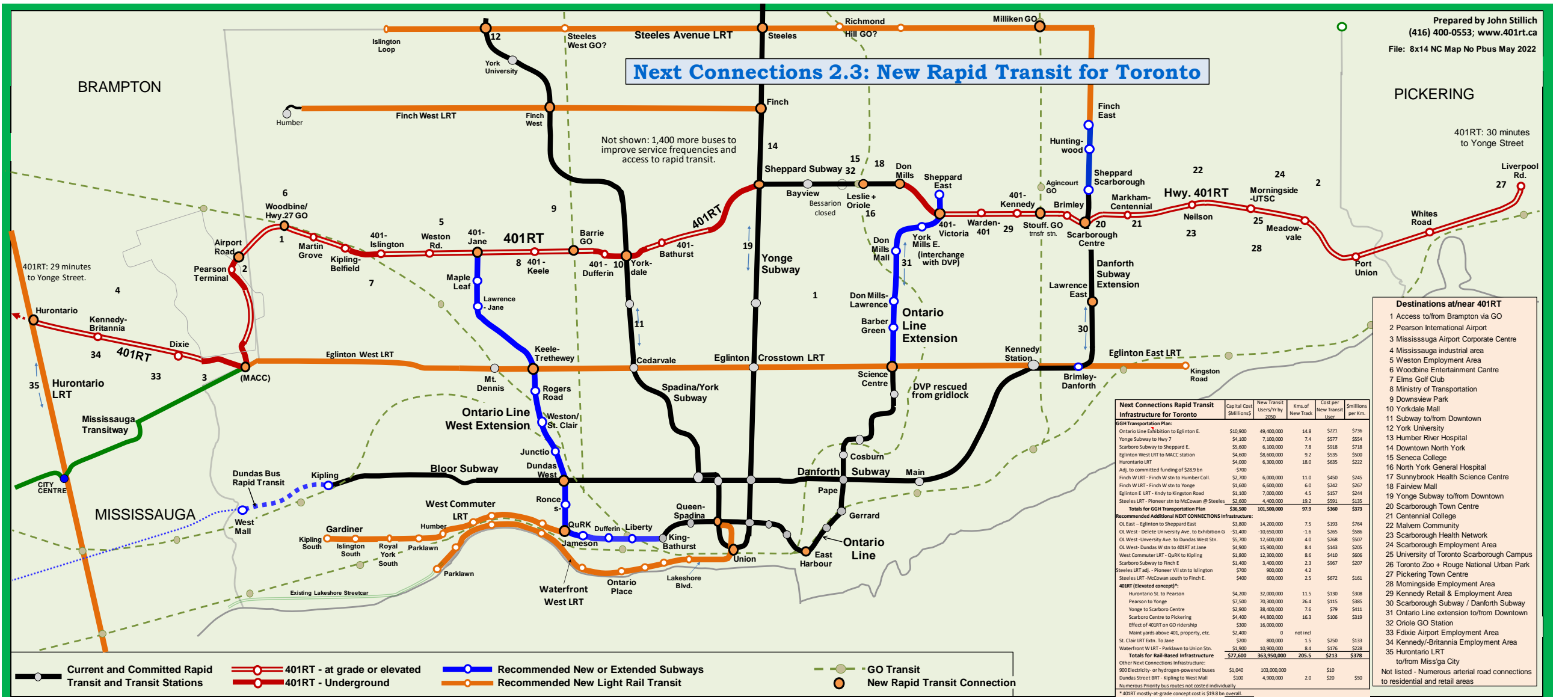
The timing and approval process by which the government of Ontario will implement its Greater Golden Horseshoe transportation plan is uncertain. There will certainly be environmental assessments, but which choices of infrastructure initiatives will undergo those processes should be carefully decided after full consultation and technical analyses.

John Stillich  
[www.401rt.ca](http://www.401rt.ca)

# Appendix 1

Prepared by John Stillich  
(416) 400-0553; www.401rt.ca  
File: 8x14 NC Map No Pbus May 2022

## Next Connections 2.3: New Rapid Transit for Toronto



Not shown: 1,400 more buses to improve service frequencies and access to rapid transit.

401RT: 30 minutes to Yonge Street

401RT: 29 minutes to Yonge Street.

- ### Destinations at/near 401RT
- 1 Access to/from Brampton via GO
  - 2 Pearson International Airport
  - 3 Mississauga Airport Corporate Centre
  - 4 Mississauga industrial area
  - 5 Weston Employment Area
  - 6 Woodbine Entertainment Centre
  - 7 Elms Golf Club
  - 8 Ministry of Transportation
  - 9 Downsview Park
  - 10 Yorkdale Mall
  - 11 Subway to/from Downtown
  - 12 York University
  - 13 Humber River Hospital
  - 14 Downtown North York
  - 15 Seneca College
  - 16 North York General Hospital
  - 17 Sunnybrook Health Science Centre
  - 18 Fairview Mall
  - 19 Yonge Subway to/from Downtown
  - 20 Scarborough Town Centre
  - 21 Centennial College
  - 22 Malvern Community
  - 23 Scarborough Health Network
  - 24 Scarborough Employment Area
  - 25 University of Toronto Scarborough Campus
  - 26 Toronto Zoo + Rouge National Urban Park
  - 27 Pickering Town Centre
  - 28 Morningside Employment Area
  - 29 Kennedy Retail & Employment Area
  - 30 Scarborough Subway / Danforth Subway
  - 31 Ontario Line extension to/from Downtown
  - 32 Oriole GO Station
  - 33 Fdixie Airport Employment Area
  - 34 Kennedy-Britannia Employment Area
  - 35 Hurontario LRT to/from Miss'ga City
- Not listed - Numerous arterial road connections to residential and retail areas

Next Connections Rapid Transit Infrastructure for Toronto	Capital Cost \$Millions	New Transit Users/Yr by 2050	Kms of New Track	Cost per New Transit User	\$billions per Km.
<b>GGH Transportation Plan:</b>					
Ontario Line Extension to Eglinton E.	\$10,900	49,400,000	14.8	\$221	\$736
Yonge Subway to Hwy 7	\$4,100	7,100,000	7.4	\$577	\$554
Scarboro Subway to Sheppard E.	\$5,600	6,100,000	7.8	\$918	\$718
Eglinton West LRT to MACC station	\$4,600	\$8,000,000	9.2	\$535	\$500
Hurontario LRT	\$4,000	6,300,000	18.0	\$635	\$222
Adj. to committed funding of \$28.9 bn	-\$700				
Finch W LRT - Finch W stn to Humber Coll.	\$2,700	6,000,000	11.0	\$450	\$245
Finch W LRT - Finch W stn to Yonge	\$1,600	6,000,000	6.0	\$242	\$287
Eglinton E LRT - Keele to Kingston Road	\$1,100	7,000,000	4.5	\$157	\$244
Steeles LRT - Pioneer stn to McCowan @ Steeles	\$2,600	4,400,000	19.2	\$591	\$135
<b>Totals for GGH Transportation Plan</b>	<b>\$36,500</b>	<b>101,500,000</b>	<b>97.9</b>	<b>\$360</b>	<b>\$378</b>
<b>Recommended Additional NEXT CONNECTIONS Infrastructure:</b>					
OL East - Eglinton to Sheppard East	\$3,800	14,200,000	7.5	\$193	\$764
OL West - Delete University Ave. to Exhibition G	-\$1,400	-10,050,000	-1.6	\$365	\$586
OL West - University Ave. to Dundas West Stn.	\$5,700	12,600,000	4.0	\$268	\$507
OL West - Dundas W stn to 401RT at Jane	\$4,900	15,900,000	8.4	\$143	\$205
West Commuter LRT - QuRK to Kipling	\$1,800	12,300,000	8.6	\$410	\$606
Scarboro Subway to Finch E.	\$1,400	3,400,000	2.3	\$967	\$207
Steeles LRT Adj. - Pioneer VII stn to Islington	\$700	900,000	4.2	\$167	\$207
Steeles LRT - McCowan south to Finch E.	\$400	600,000	2.5	\$672	\$161
<b>401RT (Elevated concept)*:</b>					
Hurontario St. to Pearson	\$4,200	32,000,000	11.5	\$130	\$308
Pearson to Yonge	\$7,500	70,300,000	26.4	\$115	\$585
Yonge to Scarborough Centre	\$2,800	38,400,000	7.6	\$79	\$411
Scarboro Centre to Pickering	\$4,400	44,800,000	16.3	\$106	\$199
Effect of 401RT on GO ridership	\$300	16,000,000			
Maint yards above 401 property, etc.	\$2,400	0	not incl.		
St. Clair LRT Extn. To Jane	\$200	800,000	1.5	\$250	\$133
Waterfront W LRT - Parklawn to Union Stn.	\$1,300	10,900,000	8.4	\$176	\$228
<b>Totals for Rail-based Infrastructure</b>	<b>\$77,600</b>	<b>363,950,000</b>	<b>205.5</b>	<b>\$213</b>	<b>\$378</b>
<b>Other Next Connections Infrastructure:</b>					
900 Electricity- or hydrogen-powered buses	\$1,040	103,000,000		\$10	
Dundas Street BRT - Kipling to West Mall	\$100	4,900,000	2.0	\$20	\$50

\*401RT mostly at-grade concept cost is \$18.5 bn overall.

● Current and Committed Rapid Transit and Transit Stations  
● 401RT - at grade or elevated  
● 401RT - Underground  
● Recommended New or Extended Subways  
● Recommended New Light Rail Transit  
● GO Transit  
● New Rapid Transit Connection



## Appendix 2

Next Connections Vision					GGH Transportation Plan Vision					
\$millions per Km.	Cost per New Transit User	Kms. of New Track	New Transit Users/Yr by 2050	Next Connections \$Millions\$	Rail Transit Infrastructure	GGH Plan Cost \$Millions\$	New Transit Users/Yr by 2050	Kms. of New Track	Cost per New Transit User	\$millions per Km.
<b>Common Visions:</b>										
\$736	\$281	14.8	38,800,000	\$10,900	Ontario Line Exhibition to Eglinton E.	\$10,900	38,800,000	14.8	\$281	\$736
\$554	\$577	7.4	7,100,000	\$4,100	Yonge Subway to Hwy 7	\$4,100	7,100,000	7.4	\$577	\$554
\$718	\$918	7.8	6,100,000	\$5,600	Scarborough Subway to Sheppard E.	\$5,600	6,100,000	7.8	\$918	\$718
\$222	\$635	18.0	6,300,000	\$4,000	Hurontario LRT	\$4,000	6,300,000	18.0	\$635	\$222
\$500	\$535	9.2	8,600,000	\$4,600	Eglinton West LRT to Renforth	\$4,600	8,600,000	9.2	\$535	\$500
				-\$700	Adjustment to committed funding of \$28.9 bn	-\$700				
\$245	\$450	11.0	6,000,000	\$2,700	Finch W LRT - Finch W stn to Humber Coll.	\$2,700	6,000,000	11.0	\$450	\$245
\$267	\$242	6.0	6,600,000	\$1,600	Finch W LRT - Finch W stn to Yonge	\$1,600	6,600,000	6.0	\$242	\$267
\$244	\$157	4.5	7,000,000	\$1,100	Eglinton E LRT - Kndy to Kingston Road	\$1,100	7,000,000	4.5	\$157	\$244
\$135	\$591	19.2	4,400,000	\$2,600	Steeles LRT - Pioneer V. stn to McCowan/Shepp	\$2,600	4,400,000	19.2	\$591	\$135
<b>\$373</b>	<b>\$402</b>	<b>97.9</b>	<b>90,900,000</b>	<b>\$36,500</b>	<b>Totals</b>	<b>\$36,500</b>	<b>90,900,000</b>	<b>97.9</b>	<b>\$402</b>	<b>\$373</b>
<b>Alternative Visions:</b>										
		0	0	\$0	Eglinton W LRT - Renforth to Pearson Hub	\$1,600	3,200,000	4	\$500	\$400
		0	0	\$0	Eglinton E LRT - Kingston Rd to Sheppard	\$1,700	9,900,000	13.0	\$172	\$131
		0	0	\$0	Eglinton E LRT - Loop to McCowan along Shepp	\$1,600	1,400,000	6.8	\$1,143	\$235
		0	0	\$0	OL - Exhibition to Pearson	\$12,200	27,100,000	22.2	\$450	\$550
		0	0	\$0	OL East - Eglinton E to Rich. Hill Hub	\$10,100	8,500,000	19.0	\$1,188	\$532
\$507	\$268	7.5	14,200,000	\$3,800	OL East - Eglinton to Sheppard East	\$0	0	0		
\$875		-1.6	0	-\$1,400	OL West - Delete University Ave. to Exhibition GO					
\$1,425	\$500	4.0	11,400,000	\$5,700	OL West - University Ave. to Dundas West Stn.	\$0	0	0		
\$583	\$277	8.4	17,700,000	\$4,900	OL West - Dundas W stn to 401RT at Jane	\$0	0	0		
\$209	\$146	8.6	12,300,000	\$1,800	West Commuter LRT - QuRK to Kipling	\$0	0	0		
\$609	\$412	2.3	3,400,000	\$1,400	Scarboro Subway to Finch E	\$0	0	0		
		0	0	\$0	Sheppard E subway to McCowan	\$4,800	8,600,000	7.0	\$558	\$686
\$167	\$737	4.2	950,000	\$700	Steeles LRT adj. - Pioneer Vil stn to Islington	\$0	0	0		
		0	0	\$0	Steeles LRT - McCowan south to Sheppard E.	\$800	1,100,000	4.5	\$727	\$178
\$160	\$667	2.5	600,000	\$400	Steeles LRT - McCowan south to Finch E.	\$0	0	0		
		0	0	\$0	Jane Street LRT	\$2,600	5,800,000	16.5	\$448	\$158
		0	0	\$0	Finch W LRT - Humber Coll to Pearson	\$1,200	1,000,000	7.0	\$1,200	\$171
<b>Elevated 401RT:</b>										
\$365	\$132	11.5	31,900,000	\$4,200	Hurontario St. to Pearson	\$0	0	0		
\$284	\$107	26.4	70,100,000	\$7,500	Pearson to Yonge	\$0	0	0		
\$382	\$76	7.6	38,300,000	\$2,900	Yonge to Scarboro Centre	\$0	0	0		
\$270	\$99	16.3	44,600,000	\$4,400	Scarboro Centre to Pickering	\$0	0	0		
			16,000,000	\$300	Effect of 401RT on GO ridership					
			0	\$2,400	Maint yards above Hwy 401, property, et	\$0	0	0		
\$133	\$250	1.5	800,000	\$200	St. Clair LRT Extn. to Jane					
\$226	\$174	8.4	10,900,000	\$1,900	Waterfront W LRT - Parklawn to Union Stn.	\$0	0	0		
<b>\$382</b>	<b>\$150</b>	<b>107.6</b>	<b>273,150,000</b>	<b>\$41,100</b>	<b>How the Different Visions Add Up</b>	<b>\$36,600</b>	<b>66,600,000</b>	<b>100.0</b>	<b>\$550</b>	<b>\$366</b>
				<b>\$2,350</b>	<b>Interest Payments Per Year - Millions</b>	<b>\$2,092</b>				
<b>\$378</b>	<b>\$213</b>	<b>205.5</b>	<b>364,050,000</b>	<b>\$77,600</b>	<b>Total Infrastructure Cost</b>	<b>\$73,100</b>	<b>157,500,000</b>	<b>197.9</b>	<b>\$464</b>	<b>\$369</b>
	\$10		102,000,000	\$1,000	Not Included: 900 E-Buses (not rail transit)					File: Ontario Line Cost Estimate April 2022
			4,900,000	\$100	Not included: Dundas Street BRT to West Mall					
			470,950,000	\$78,700						