Date: October 16, 2017

Subject: Regional benefits of a major mobility hub at Toronto Pearson

At the TTC Board meeting on October 16, 2017, staff from the Greater Toronto Airport Authority, will deliver a presentation on the Regional benefits of a major mobility hub at Toronto Pearson.

Original signed by Chrisanne Finnerty

Head of Commission Services
Regional benefits of a major mobility hub at Toronto Pearson

TTC Board Meeting
October 16, 2017
Southern Ontario is a region on the rise

~15.5 Million Population in 2043

$1.0 Trillion Ontario GDP in 2043
Growth story

1970s
10.5 million

1990s
21 million

2016
44.3 million
Passenger growth and aircraft movements

- **Passengers**
  - 2015: 41 million
  - 2016: 44 million
  - Increase: 8.0%

- **Movements**
  - 2015: 444,000
  - 2016: 456,000
  - Increase: 2.7%

Toronto Pearson is growing well ahead of average worldwide total passenger growth, which stood at 5.5% last year (Source: ACI World)
One of Canada's most important economic assets

- 67% of world’s economies by daily, nonstop flights
- 2nd in North America for international passengers
- 50% of Canada’s air cargo
Toronto Pearson's operations are a catalyst for GDP growth & job creation

49,000 direct jobs

332,000 jobs generated or facilitated in ON

6.3% of ON's GDP ($42B)
We have the largest two-hour flight catchment area in North America.

Toronto Pearson (＞150M)

NYC (128 M)

Chicago O’Hare (125 M)

Los Angeles (59 M)

Toronto Pearson is Canada’s and North America’s natural gateway to the world.
The world’s top tier airports

- Los Angeles
- New York, JFK
- Singapore
- Hong Kong
- Shanghai
- Dubai
- Istanbul
- Frankfurt
- Paris
- Amsterdam
- London, Heathrow
- Amterdam
- Frankfurt
- Paris
- Istanbul
- Dubai
- Shanghai
- Hong Kong
- Singapore
Reaching the economic potential of Toronto Pearson

1. Regional transit network: Connect to Southern Ontario with a multi-modal hub

2. Shorter wait times for passengers: Increased funding for CATSA and CBSA

3. International Passenger Supportive Policies: Regulatory changes to support international passenger movement

4. Being a good neighbour: Growing responsibly and sustainably

2035
Toronto Pearson: supporting a regional transit network, reducing congestion
Toronto Pearson is well situated to connect key regional employment zones.
Increased stress on our transportation infrastructure

Driving times to Toronto Pearson are expected to rise by an average of 30% in the next 20 years
AEZ: 2\textsuperscript{nd} largest employment zone

300,000 jobs
AEZ: Home to Canada’s peak value intersections
AEZ: Economic Assets

- Malton
- International Centre
- Humber College
- Smithfield
- Woodbine Entertainment
- Rexdale
- Richview
- Pearson Airport
- Dixon Logistics Area
- Airport Corporate Centre
Transit mode share

Less than 10% of passengers at YYZ take public transit

36% London Heathrow
40% Amsterdam Schiphol
50% Hong Kong Kai Tek
60% Shanghai Pudong
Public transit to Pearson today

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<th>Stop Location</th>
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- Level 2 (through parking garage)
- Ground level
- Arrivals level
- Niveaux 2 (accès par le stationnement)
- Niveaux des arrivées

Map of public transit routes to Pearson International Airport.
Twice as many West GTHA commuters travel across the Northern Arc, versus those going downtown.

Over 60% of transit trips across the Northern arc require at least one connection, with over 20% requiring two or more.

Only 35% of trips downtown require a connection.

4.5 million West GTHA trips total and 485K trips originating in West GTHA and ending in Central GTHA.

Downtown Toronto: 108K trips.
Support from our partners -
Airport Employment Zone Coalition

- MALTON
- HUMBER
- WOODBINE
- GREATER TORONTO HOTEL ASSOCIATION
- Toronto Pearson
- Solidarity YYZ!
- Airport Corporate Centre Landowners Group
Toronto Pearson is committed to building a Regional Transit Centre that could serve as the GTHA’s second mobility hub and transform the region.
Regional Transit Centre & New Terminal
Initial Phase

• Provision for BRT, LRT, RER and potentially High-Speed Rail
• Not all will be available upon opening of Phase 1
• Protection for their integration must be made
• Passengers will:
  o transfer to air transportation; or
  o if regional commuters, proceed to transfer to another ground transportation service to complete commute.
• Ticketing facilities and opportunity for concessions
• Air passenger check-in, baggage tagging and transfer to existing LINK train
• LINK train, Viscount Parking Garage, and ALT Hotel are still operational.
Others are catalyzing higher-value economic activity in an Airport Employment Zone

Schiphol

- 500+ global firms
- Commands the nation’s highest commercial rents
- More than Amsterdam’s prime business district

Manchester
Regional Transit Centre: Next Steps

Moving forward on the regional transit centre

• The project has a lot of momentum, with government and stakeholders recognizing the significant economic potential of the GTAA-led project
• GTAA issued an RFP for the initial design of the regional transit centre in late July; to be awarded by end of October

Working with all levels of government to improve regional connectivity

• We continue to work with the province and Metrolinx to support regional planning exercises, including transit and transportation initiatives

Supporting governments on further studies on alignment and feasibility, including:

1. High Speed Rail
2. Enhanced Regional Express Rail
3. Eglinton Crosstown LRT Extension
4. Finch West LRT Extension
5. Mississauga Bus Rapid Transit
Through our investments in transit and our facilities and cooperation with our partners, we aspire to make Toronto Pearson the best airport in the world.

Thank you!