

RESOLUTION # 4 (External)



Submitted to: Minister of Transport, Infrastructure and Communities (federal)
Minister of Finance (federal and provincial)
Minister of Infrastructure and Transportation (provincial)
Minister of Municipal Affairs and Housing (provincial)
Federation of Canadian Municipalities
Canadian Urban Transit Association
Association of Municipalities of Ontario
Canadian Home Builders' Association

Submitted by: OHBA Land Development Committee

Date: September 24, 2012

Subject: National Transit Strategy (Capital Expansion)

Whereas: Canada remains the only OECD (Organization for Economic Co-Operation and Development) country without a long-term predictable federal transit-investment policy; and

Whereas: A key priority for the federal government should be the expansion of core infrastructure in support of a growing economy and growing population; and

Whereas: OHBA supports a *Long-Term Infrastructure Plan for Canada* that provides stability and predictability for both the federal government's partners at the provincial and municipal level as well as private sector stakeholders. By bringing predictability, accountability and transparency to the process, the private sector can target its resources and make sound investment decisions based on the certainty of future government investments; and

Whereas: Major urban centres across Canada that are growing and intensifying require a dedicated national transit strategy with predictable long-term funding. There is a clear need to coordinate long-term plans and investments with municipal and provincial partners that anticipate future growth and pursue desirable outcomes of infrastructure systems.

Whereas: The Federation of Canadian Municipalities Big City Mayor's Caucus has recommended that the federal government establish a national transit strategy to improve the global competitiveness, quality of life and environmental sustainability of Canada's cities.

Whereas: Safe, reliable and efficient public transit is vital to the movement of people in urban economies, presenting undeniable economic, environmental and social benefits not just for cities and communities, but for the entire nation; and

Whereas: OHBA is generally supportive of the general principles of the Growth Plan for the Greater Golden Horseshoe. However, land-use planning must work in conjunction with transportation planning and the intensification of the largest urban region of the country requires significant transit investments from both the provincial and federal governments.

Therefore be it resolved that: OHBA is supportive of a national transit strategy that dedicates funding to support municipal transit expansion.

MOVED: Kevin Watts

SECONDED: Douglas Stewart

CARRIED