















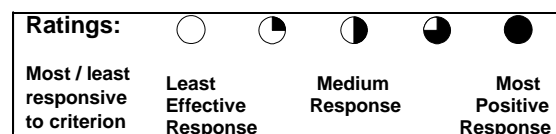


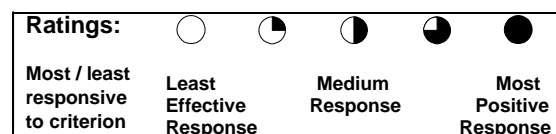
Exhibit 4 Summary of Main Evaluation Conclusions













CRITERION	BASELINE	ROAD IMPROVEMENT & EXPANSION	IMPROVED CONVENTIONAL TRANSIT	RAPID TRANSIT INITIATIVE
RGMS Goal – Enhance Our Environment				
<p>1. Relative Amount of Land Consumed</p> <p>Rating</p>	<ul style="list-style-type: none"> Requires reliance on some road improvement/expansion, with more associated land consumed for road rights of way and more spread out suburban expansion at lower densities than through reurbanization. <p style="text-align: center;">○</p>	<ul style="list-style-type: none"> Relies on road expansion, with more associated land consumed for road rights of way and urban sprawl at lower densities than through reurbanization. <p style="text-align: center;">○</p>	<ul style="list-style-type: none"> Attracts less ridership than Rapid Transit, resulting in more road expansion and greenfield development. <p style="text-align: center;">◐</p>	<ul style="list-style-type: none"> Minimizes amount of land consumed to accommodate additional transportation infrastructure. Station area development and compact reurbanization form also minimizes land required to accommodate new development. <p style="text-align: center;">◑</p>
<p>2. Relative Impact on Air Quality</p> <p>Rating</p>	<ul style="list-style-type: none"> Has highest forecast emissions as an outcome of the increased congestion levels on the transportation system. <p style="text-align: center;">○</p>	<ul style="list-style-type: none"> Can reduce gridlock, congestion and resultant emissions, but average trip lengths and traffic volume will increase over time, resulting in roads eventually becoming congested again, with reduced speeds and higher fuel consumption until alternative fuel technology is available. In the interim period, road improvement and expansion are not expected to contribute significantly to increased transit ridership or reduced fuel consumption. <p style="text-align: center;">◐</p>	<p>Has highest forecast emissions as an outcome of the increased congestion levels on the transportation system.</p> <p style="text-align: center;">◐</p>	<ul style="list-style-type: none"> Offers greatest potential to improve air quality through its emphasis on higher order transit in the Central Transit Corridor (CTC), and related Transportation Demand Management (TDM) measures to minimize automobile travel. Supports a more compact urban form that reduces auto use, trip lengths and roadway system congestion. <p style="text-align: center;">●</p>
<p>3. Relative Impact of Emissions Generated</p> <p>Rating</p>	<ul style="list-style-type: none"> Continues today's trends in rising fuel consumption brought on in part by spread out suburban expansion and resulting auto dependence. Maintains current trend of increased green house gas generation, with least opportunity to reduce climate change. <p style="text-align: center;">○</p>	<ul style="list-style-type: none"> Can reduce gridlock, congestion and resultant emissions, but average trip lengths and traffic volume will increase over time, resulting in roads eventually becoming congested again, with reduced speeds and higher fuel consumption until alternative fuel technology is available. In the interim period, road improvement and expansion are not expected to contribute significantly to increased transit ridership or reduced fuel consumption. <p style="text-align: center;">○</p>	<ul style="list-style-type: none"> Shows only a marginal advantage over the Baseline and Road Expansion Alternatives with lower fuel consumption for urban transportation. Achieves only a slightly better response than the Baseline and Road Expansion and Improvement Alternatives. <p style="text-align: center;">◐</p>	<ul style="list-style-type: none"> Will contribute to increased transit ridership, thereby reducing automobile travel and emissions of GHGs that contribute to climate change. Technology options hold greatest potential of using clean energy sources that would yield even lower emissions than those forecast. <p style="text-align: center;">●</p>
RGMS Goal – Build Vibrant Urban Places				
<p>4. Relative Contribution to Region's Reurbanization Objectives</p> <p>Rating</p>	<ul style="list-style-type: none"> Offers least ability to stimulate reurbanization and intensification around transit stations in the Central Transit Corridor. <p style="text-align: center;">○</p>	<ul style="list-style-type: none"> Offers least ability to stimulate reurbanization and intensification around transit stations in the Central Transit Corridor. <p style="text-align: center;">○</p>	<ul style="list-style-type: none"> Some transit ridership increase, links core areas with transit service and stimulates some intensification, but at lower density than that stimulated by Rapid Transit. Over time, limited potential for increase in transit ridership resulting in more growth attracted to suburban locations. <p style="text-align: center;">◐</p>	<ul style="list-style-type: none"> Stimulates reurbanization of the urban area, and intensification within the area around transit stations in the Central Transit Corridor as prescribed in the Province's Proposed Growth Plan and the Regional Growth Management Strategy. <p style="text-align: center;">●</p>






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5. Relative Contribution to Innovative Urban Design Rating	<ul style="list-style-type: none"> Limited opportunities or potential to promote development and integration of alternative transportation modes (e.g. bicycle lanes on roads, streetscape and pedestrian improvements at conventional bus stops). 	<ul style="list-style-type: none"> Limited opportunities or potential to promote development and integration of alternative transportation modes (e.g. bicycle lanes on roads, streetscape and pedestrian improvements at conventional bus stops). 	<ul style="list-style-type: none"> Can promote development and integration of alternative transportation modes (e.g. bicycle lanes on roads, streetscape and pedestrian improvements at conventional bus stops). 	<ul style="list-style-type: none"> Expected to act as a catalyst for more compact and mixed-use development (i.e. Transit Oriented Development) leading to greater mobility, healthier lifestyles with more walking and cycling, alternative forms of residences closer to places of work, and interesting streetscapes that promote a safe and secure walking environment. All with less dependence on private automobile travel. 
6. Relative Contribution to Public Health Rating	<ul style="list-style-type: none"> Can include features to enhance public health, such as more walking and cycling facilities. Offers fewer functional linkages to walking and cycling than transit as inherent part of the transit-related trip. 	<ul style="list-style-type: none"> Can include features to enhance public health, such as more walking and cycling facilities. Offers fewer functional linkages to walking and cycling than transit as inherent part of the transit-related trip. More traffic and resulting congestion will result in more traffic accidents. 	<ul style="list-style-type: none"> Can include features to enhance public health, such as more walking and cycling facilities. Offers more functional linkages to walking and cycling as inherent part of the transit-related trip. 	<ul style="list-style-type: none"> Can include features to enhance public health, such as more walking and cycling facilities. Offers more functional linkages to walking and cycling as inherent part of the transit-related trip. Stations can incorporate walkways and cycling routes, and support more compact mixed-use reurbanization where cycling and walking are safer and provide connections with other travel modes. 
RGMS Goal – Provide Greater Transportation Choice				
7. Relative Contribution to Increased Transportation Choice Rating	<ul style="list-style-type: none"> Auto orientation offers the fewest opportunities to functionally support alternative travel choices. 	<ul style="list-style-type: none"> Auto orientation offers the fewest opportunities to functionally support alternative travel choices. 	<ul style="list-style-type: none"> Transit services in the Central Transit Corridor. and suburbs can be improved with dedicated bus lanes, bus priority measures and direct walkway connections to stops and terminals. Offers opportunities for integration with inter-city bus, passenger rail and bikeways across the broad service area. 	<ul style="list-style-type: none"> Introduces a new choice for transportation within the Central Transit Corridor. with faster travel times and improved level of service. Highest potential to integrate alternative transportation modes through strong connections with other travel modes. Higher densities in the Central Transit Corridor. will encourage more short trips by walking and cycling. 
8. Relative Contribution to Increased Regional Transit Ridership Rating	<ul style="list-style-type: none"> Projected to generate from 6 to 14 million fewer annual transit trips in 2021 and 2041 respectively compared to Rapid Transit. 	<ul style="list-style-type: none"> Projected to generate from 6 to 14 million fewer annual transit trips in 2021 and 2041 respectively compared to Rapid Transit. 	<ul style="list-style-type: none"> Lower transit ridership projections compared to Rapid Transit (5-12 million fewer annual transit riders in 2021 and 2041 respectively). 	<ul style="list-style-type: none"> Forecast to offer the highest transit ridership potential based on a more compact urban form, with new development located in proximity to transit stations, and provision of highly competitive service. 



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9. Relative Affordability of Personal Transportation Cost Rating	<ul style="list-style-type: none"> Offers the least potential to reduce personal transportation cost due to growth in auto dependence. In long term, increased vehicle wear and fuel consumption will occur as roadway congestion increases. 	<ul style="list-style-type: none"> Offers the least potential to reduce personal transportation cost due to growth in auto dependence. In long term, increased vehicle wear and fuel consumption will occur as roadway congestion increases. 	<ul style="list-style-type: none"> Will lower overall transportation expenditure by increasing transit service coverage, and gaining increase in non-motorized travel. But with lower reurbanization potential in the built up area, transit ridership will be lower than the rapid transit strategy along with walking and cycling trips that are associated with transit. 	<ul style="list-style-type: none"> Generates reduced transit travel time, leading to increased transit ridership, less auto travel and resulting reduction in transportation expenditures. By supporting reurbanization, Rapid Transit has more residents living close to transit stations, resulting in more non-motorized travel and lower transportation costs.
10. Relative Flexibility to Changes in Operation Rating	<ul style="list-style-type: none"> Focuses on minimal road and transit improvements, with limited flexibility to accommodate increased travel demands. 	<ul style="list-style-type: none"> Requires a commitment to invest in significant road infrastructure. Offers flexibility by adding lanes to serve growing traffic demands, shared with transit in high occupancy vehicle lanes and cycling lanes. 	<ul style="list-style-type: none"> Offers most operational flexibility and adaptability to change in being able to adjust routes, stops, and schedules to meet growing demands. 	<ul style="list-style-type: none"> Most Rapid Transit technologies use a fixed travelway (e.g. rail), so it is less adaptable to changes in operations. Some Rapid Transit technologies such as Bus Rapid Transit do permit flexibility of operation beyond the fixed travelway.
RGMS Goal – Protect Out Countryside				
11. Relative Contribution to Region’s Countryside Protection Goal Rating	<ul style="list-style-type: none"> Does not support reurbanization and Central Transit Corridor. intensification. Without significant regulatory controls to limit greenfield development, there will be increasing pressure on the countryside line to expand. 	<ul style="list-style-type: none"> Does not support reurbanization and Central Transit Corridor. intensification. Without significant regulatory controls to limit greenfield development, there will be increasing pressure on the countryside line to expand. 	<ul style="list-style-type: none"> Supports transit ridership but with moderate density development nodes, so will result in some sprawl over time, with resulting pressure on the countryside line. 	<ul style="list-style-type: none"> Best supports reurbanization and development within a compact urban form of nodes and corridors. Minimizes risk of significant suburban development pressure on the countryside line.
RGMS Goal – Foster a Strong Economy				
12. Relative Contribution to Downtown Revitalization Rating	<ul style="list-style-type: none"> Has limited capability to attract downtown investment and revitalization with employment heading to suburban locations where roadway access is greatest. Little transit and road investment in core areas will curb the core area’s attractiveness for investment. 	<ul style="list-style-type: none"> Has limited capability to attract downtown investment and revitalization with employment heading to suburban locations where roadway access is greatest. Little transit and road investment in core areas will curb the core area’s attractiveness for investment. 	<ul style="list-style-type: none"> Can assist in revitalizing the cores through improved service and transit accessibility in these areas. No evidence Conventional Transit will attract higher density forms and core intensification.	Provides a new transportation service linking core area with a high level service that will attract new development and further encouraging street-related developments.



CRITERION	BASELINE	ROAD IMPROVEMENT & EXPANSION	IMPROVED CONVENTIONAL TRANSIT	RAPID TRANSIT INITIATIVE
13. Relative (Infrastructure) Capital Cost to Region Rating:	<ul style="list-style-type: none"> Low initial capital cost with minimal road improvements. Potential moderate to high capital cost in the long term as infrastructure deteriorates, and significant road improvements are demanded to accommodate the dispersed low density urban form. Transportation infrastructure investment lags urban growth. 	<ul style="list-style-type: none"> High capital cost as significant road system expansion and widening existing roads are favoured to accommodate more traffic from dispersed development. Transportation infrastructure capital costs are heavily weighted towards road construction. 	<ul style="list-style-type: none"> Low initial capital cost that will rise over time as transit service levels deteriorate with more suburban expansion and road congestion. Road and transit infrastructure costs are better balanced (than baseline and road expansion) but this may shift towards road expansion as congestion increases. 	<ul style="list-style-type: none"> High initial capital cost of rapid transit infrastructure. Over long term, infrastructure costs decline as ridership grows resulting from higher and more stable transit service levels. Road and transit infrastructure costs are better balanced with more investment in transit for accommodating future travel needs. 
RGMS Goal – Ensure Overall Coordination and Cooperation				
14. Degree of Compatibility with Provincial & Federal Plans & Strategies Rating	<ul style="list-style-type: none"> Fails to respond to challenges presented in the Province's proposed Places To Grow plan with its high priority for enhanced transit to achieve reurbanization goals. 	<ul style="list-style-type: none"> Fails to respond to challenges presented in the Province's proposed Places To Grow plan with its high priority for enhanced transit to achieve reurbanization goals. 	<ul style="list-style-type: none"> Complies with many provincial and federal objectives (e.g. emission reduction through a higher density urban form), but has limited potential to stimulate high level of reurbanization prescribed by the Province's proposed Places to Grow plan. 	<ul style="list-style-type: none"> Offers the best compatibility with provincial and federal transportation-related goals, plans and strategies. 
15. Degree of Compatibility with Regional/Municipal Plans & Strategies Rating	<ul style="list-style-type: none"> Does not provide alternative transportation choices or a balanced transportation system to improve transportation linkages. Does not meet the Regional Growth Management Strategy's reurbanization objectives or serve as a catalyst for intensifying the cores. 	<ul style="list-style-type: none"> Does not provide alternative transportation choices or a balanced transportation system to improve transportation linkages. Does not meet the Regional Growth Management Strategy's reurbanization objectives or serve as a catalyst for intensifying the cores. 	<ul style="list-style-type: none"> Compatible with Official Plan policy but falls short of the higher order transit and reurbanization objectives of the Regional Growth Management Strategy. 	<ul style="list-style-type: none"> Responds directly to the Regional Growth Management Strategy's goal of creating greater transportation choice, anchored by higher order transit service within the Central Transit Corridor. Responds to Official Plan policy to balance various transportation-related policies (e.g. encouraging alternative mode choice). 

Ratings:					
Most / least responsive to criterion	Least Effective Response	Medium Response			Most Positive Response