

An Independent Study  
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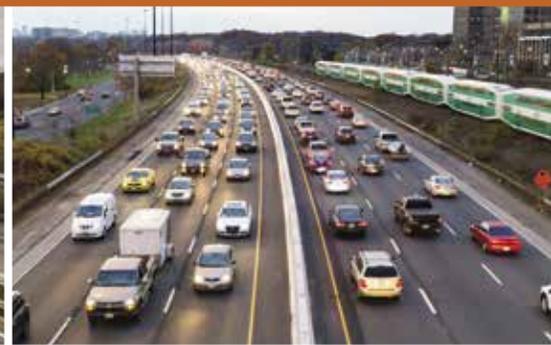


RESIDENTIAL AND  
CIVIL  
CONSTRUCTION  
ALLIANCE OF  
ONTARIO  
**RCCAO** Constructing Ontario's Future



# JOBS AND ECONOMIC IMPACT OF THE GTA WEST CORRIDOR

NOVEMBER 2021





RESIDENTIAL AND  
CIVIL  
CONSTRUCTION  
ALLIANCE OF  
ONTARIO

**Constructing Ontario's Future**

## RCCAO

25 North Rivermede Road, Unit 13, Vaughan, Ontario L4K 5V4

Nadia Todorova, Executive Director

e: [todorova@rccao.com](mailto:todorova@rccao.com) p: 905-760-7777 w: [rccao.com](http://rccao.com)

The Residential and Civil Construction Alliance of Ontario (RCCAO) is composed of management and labour groups that represent a wide spectrum of the Ontario construction industry.

RCCAO's goal is to work in cooperation with governments and related stakeholders to offer realistic solutions to a variety of challenges facing the construction industry and which also have wider societal benefits.

RCCAO has independently commissioned 59 reports on planning, procuring, financing and building infrastructure, and we have submitted position papers to politicians and staff to help influence government decisions.

For more information on RCCAO or to view copies of other studies and submissions, please visit **[rccao.com](http://rccao.com)**

### **RCCAO members include:**

- Greater Toronto Sewer and Watermain Contractors Association
- Heavy Construction Association of Toronto
- Joint Residential Construction Association
- LiUNA, Local 183
- Ontario Formwork Association
- Toronto and Area Road Builders Association

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# **JOBS AND ECONOMIC IMPACT OF THE GTA WEST CORRIDOR**

An investigative study commissioned by the  
Residential and Civil Construction Alliance of Ontario (RCCAO)

BY:

**Prism Economics and Analysis**



**NOVEMBER 2021**

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“Highway 413 is a necessity. It is a solution that provides more choice for commuters, ensures that food, medicines and goods get to local stores and our export products to world markets. In a growing region like the innovation corridor, quality of life depends on reliable travel times and options. Better regional connectivity benefits all Ontarians.”

**Todd Letts**, MBA CCE  
Chief Executive Officer  
Brampton Board of Trade

“The Building Industry and Land Development Association (BILD) supports the GTA West Corridor project and believes that it is important infrastructure that will respond to current and future growth needs as well as mobility, connectivity, and new technology for the region. The Corridor represents a major element of the much needed housing supply and significant employment growth across one of the fastest growing regions of Ontario and Canada that also supports the provincial Growth Plan and elements of the provincial Housing Supply Action Plan.”

**Dave Wilkes**  
President & CEO  
Building Industry and Land Development Association

“Canada’s Innovation Corridor Business Council, representing 18 Chambers of Commerce and Boards of Trade across the GTHA to the Waterloo Region, and with communities collectively generating more than \$360 billion in annual GDP, supports the GTA West Corridor. The 413 highway is critical to the Corridor’s economic future and the efficient movement of goods across Ontario. This much-needed infrastructure supports an economic corridor integral to the long-term prosperity of local and regional economies.”

**Ian McLean** and **Jan De Silva**  
Co-Chairs  
Canada’s Innovation Corridor Business Council

“For manufacturers, an efficient transportation network that facilitates the efficient movement of goods and employees to and from their operations, is a critical to success. Congested highways around GTA continue to put manufacturing in the region at a disadvantage by increasing costs of shipments, creating uncertainty in delivery times, lengthening commute times for employees, and negatively impacting our environment. CME strongly support investments, such as the GTA West Corridor, that will improve the movement of goods and people throughout the region and reduce waste and inefficiencies.”

**Mathew Wilson**  
Senior Vice President, Policy, Government Relations & Ontario Division  
Canadian Manufacturers & Exporters

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“Improving the travel times of all forms of transportation in the Greater Toronto Area (GTA) is essential to both the long-term economic success and rebuilding of the ready mixed concrete industry and the province’s economy post-COVID. Traffic congestion is one of the most significant challenges to our industry. With a maximum shelf life of 120 minutes, travel time is a critical factor for the ready mixed concrete industry, and the increased GTA congestion threatens the supply of critical materials required to build the needed infrastructure. We welcome the opportunity to work with partners and the government to address this important issue for the GTA.”

**Bart Kanters**, PEng.

President  
Concrete Ontario

“ORBA supports the construction of the GTA West Corridor. Building infrastructure is a critical part of Ontario’s long-term economic plan, and even more important to our economic recovery from the COVID-19 pandemic. The population of the GTA is expected to hit 9.9 million by 2045. We must begin to build the necessary infrastructure today so we can be ready to meet this challenge in the future.”

**Bryan Hocking**

CEO  
Ontario Road Builders’ Association

“The Ontario Stone, Sand & Gravel Association is pleased to support the GTA West Corridor. In addition to the direct economic benefit and jobs it will bring to Ontario, the corridor will also serve as an important transportation conduit to help deliver aggregate in the most economic and environmentally responsible way by reducing the footprint of aggregate trucks on regional roads.”

**Norman Cheesman**

Executive Director  
Ontario Stone, Sand & Gravel Association

“Highway 413 will fill infrastructure gaps in Ontario’s roadway links to the benefit of the province’s transportation and logistics hubs in the Northwestern GTA that serve as the epicentre of Canada’s supply chain. The highway will also provide congestion relief for Highway 401 and add redundancy to the GTA’s 400-series network, significantly improving transit times for goods movement by truck and access to Central and Northern Ontario while strengthening the connection for Canada’s busiest truck-rail intermodal facilities. Highway 413 is not only a fundamental piece of infrastructure, but also a key part of Ontario’s success in the future.”

**Stephen Laskowski**

President & CEO  
Ontario Trucking Association

“Traffic in the Greater Toronto Area is notorious for taking two precious commodities from us — time and money. Building the GTA West Corridor will reduce traffic congestion - allowing families to spend more time together and boost productivity for businesses, particularly those reliant on just-in-time deliveries like the auto sector. Increasing the supply of highways with GTA West Corridor will help meet the increasing demand from the 3.2 million new residents that will call the GTA home in the next 25 years.”

**Frank Notte**

Director of Government Relations  
Trillium Automobile Dealers Association

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## EXECUTIVE SUMMARY

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This report estimates the number of jobs that would be created and economic impact of constructing the GTA West Corridor. The report focuses only on the construction impacts.

The working assumptions are that the highway will follow the route announced in 2020 and that the direct construction cost of the project, excluding land acquisition costs, will be \$3.5 billion to \$4.4 billion in \$2019. This report does not offer an opinion on either the environmental or transportation planning merits of the Corridor.

In 2020, the population of the Greater Toronto Area (GTA) was 7.1 million persons. By 2045, this will increase by 2.8 million persons. More than half of the GTA's population growth (57.2%) will occur in York, Peel and Halton regions, which are the regions that would be most directly served by the GTA West Corridor. In these regions, more than 80% of working persons commute by a private vehicle. In the absence of a change in commuting modes, there is a risk of significant peak-hours congestion that will further reduce mobility and fragment and destabilize the GTA labour market. As well, chronic congestion encourages manufacturing facilities that are linked to just-in-time supply chains to consider relocating to other regions.

There are three building blocks in a jobs impact analysis:

- 1 **Direct employment** refers to persons who are employed directly in the construction process.
- 2 **Indirect employment** or the supply chain effect consists of persons whose employment is supported by the process of sourcing goods and services for construction in Ontario.
- 3 **Induced employment** or the recycled spending effect is the employment that is supported by the subsequent spending of persons whose employment is directly or indirectly supported by the construction process.

The key findings of the impact analysis are:

- Constructing the GTA West Corridor will generate between 2,600 and 3,300 construction jobs annually.
- The construction process will support between 500 and 600 new apprenticeships, which represents an important contribution to replenishing the GTA's skilled labour pool.
- The jobs directly created by constructing the GTA West Corridor will also provide a basis for further advancing diversity goals through community benefits.
- The supply chain effects will support a further 2,300 to 2,900 jobs annually. Approximately 360 to 450 of these jobs will be in various manufacturing industries in Ontario. A further 610 to 760 of these supply chain jobs will be in engineering, IT and other technical fields in Ontario. The supply chain effects will also include between 310 and 390 Ontario jobs in the cement and aggregates industries.
- Spending by the households whose employment is supported by the GTA West Corridor (construction jobs and supply chain jobs) will support 1,400 to 1,800 additional Ontario jobs each year.

**Table 1: Estimated Employment Impact of Constructing the GTA West Corridor**

	Total No. of Person-Years of Employment		No. of Jobs (Five-year Construction Period)	
	Low Estimate	High Estimate	Low Estimate	High Estimate
Construction Industry Jobs (Direct Employment)	13,200	16,500	2,600	3,300
Supply Chain Effects (Indirect Employment)	11,700	14,700	2,300	2,900
Recycled Spending Effects (Induced Employment)	7,000	8,800	1,400	1,800
<b>Total Employment</b>	<b>31,900</b>	<b>40,000</b>	<b>6,300</b>	<b>8,000</b>

Source: Prism Economics and Analysis

- Based on 2019 data, constructing the GTA West Corridor would add between \$365.8 million and \$459.4 million, i.e., almost half a billion dollars, to the earnings of Ontario workers each year for five years. The actual amounts would be higher in light of the inflation that can be expected between 2019 and when the project is carried out.
- Based on 2019 data, over the five years of the GTA West Corridor project, the tax revenues attributable to the construction process, its supply chain effects, and its recycled spending effects would be between \$721 million and \$906 million. The actual amounts would be higher after taking into account the increases in wages and materials prices when the project is carried out. Tax revenues are equal to approximately 20% of the direct construction costs of the project.

## 1.0 INTRODUCTION

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The GTA West Corridor, also known as Highway 413, is a proposed 400-series highway and transitway to service the areas in the north and northwest of the GTA. Figure 1 shows the preferred route, which would extend from Highway 400, between King Road and Kirby Road, to the 401/407 ETR interchange near Mississauga, Milton and Halton Hills. The Corridor is expected to consist of approximately 59 kms of four-to-six lane 400-series highway with connections to Highways 400, 427, 410, 401 and 407 ETR and 11 interchanges at municipal roads. The transitway would be a separate corridor running alongside the highway dedicated exclusively for public transit, such as buses or light rail transit.



**Figure 1:**  
**GTA West Corridor – Preferred Route**

Planning for the Corridor began in the mid 2000s. Stage 1 of the Environmental Assessment led to the release of the *GTA West Transportation Development Strategy Report* in November 2012. The current preferred routing broadly follows the guidance of that report. Stage 2 of the Environmental Assessment started in 2014, but was suspended in 2015. An advisory panel was appointed which subsequently recommended, in 2017, against proceeding with the Corridor. In 2018, the government at the time announced that it would not proceed with the GTA West Study. In 2019, the current government recommenced an Environmental Assessment process at the point it was discontinued in 2015 and convened a public information centre to seek feedback from the public on the preferred route.

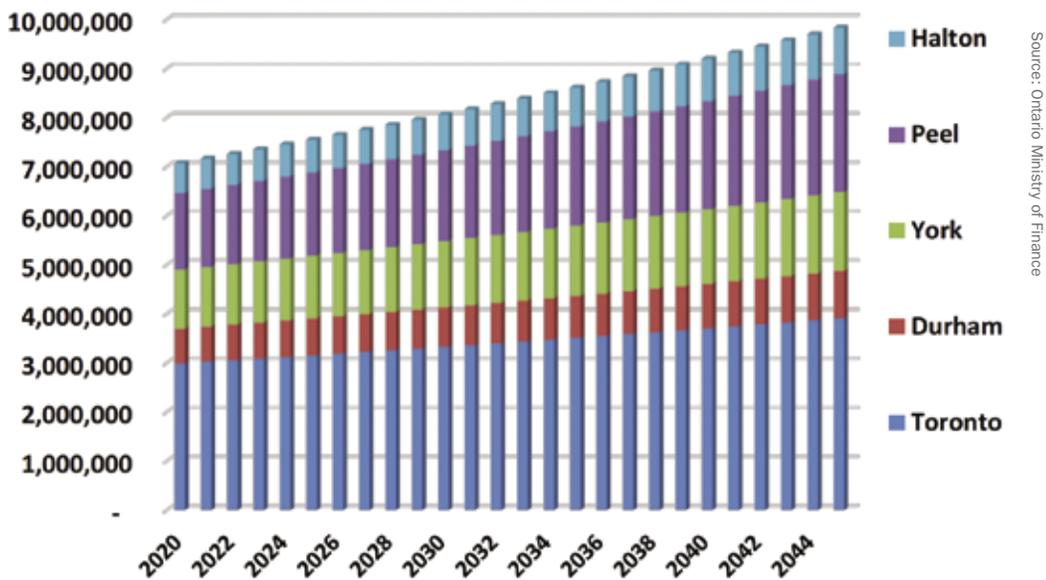
Public consultations led to modifications to the route and, in August 2020, the provincial government confirmed the preferred route. In May 2021, the federal government designated the GTA West Study under the *Federal Impact Assessment Act*. The Federal Impact Assessment process will require that the Province of Ontario provide additional information regarding the Corridor and its impacts, after which, the Impact Assessment Agency of Canada must provide a decision regarding whether a Federal Impact Assessment is required.

It is not the purpose of this report to offer an opinion on either the environmental or transportation planning merits of the Corridor. Rather, the purpose of this report is to offer an estimate of the jobs and economic impact of constructing the Corridor. The report, therefore, focuses only on the construction impacts. The working assumptions of the construction impact analysis are that the highway will follow the route that was announced in 2020 and that the direct construction cost of the project, excluding land acquisition costs, will be \$3.5 billion to \$4.4 billion in 2019 dollars.

## 2.0 DEMOGRAPHICS

In 2020, the population of the GTA was 7.1 million persons. By 2045, the Ontario Ministry of Finance forecasts that the GTA's population will increase by 2.8 million persons. This is roughly the equivalent of adding a municipality the size of Waterloo to the GTA every year.

**Figure 2: Projected Population of GTA, 2020 to 2045**



Two-thirds of the GTA's population growth will occur in Durham, York, Peel and Halton regions. More than half of the GTA's population growth (57.2%) will occur in York, Peel and Halton regions, which are the regions that would be most directly served by the GTA West Corridor.

**Figure 3: Share of Increase in Projected Population of GTA, 2020 to 2045**

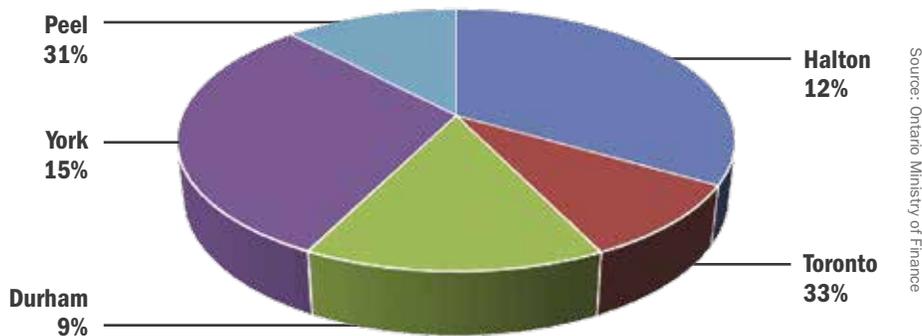


Table 2 shows that, outside the City of Toronto, a large majority of working persons commute by a private vehicle. In Durham Region, the proportion is 84.4%. In York Region, 83.7% commute in a private vehicle. In Peel Region and Halton Region, the proportions are 81.1% and 84.5%, respectively

**Table 2: Main Mode of Commuting for the Employed Labour Force Aged 15 Years and Over in Private Households with a Usual Place of Work or No Fixed Workplace Address**

	Toronto	Durham	York	Peel	Halton	GTA
Car, truck, van - as a driver	46.0%	78.3%	77.3%	74.3%	78.8%	63.7%
Car, truck, van - as a passenger	4.6%	6.1%	6.4%	6.8%	5.7%	5.6%
Public transit	37.0%	11.3%	12.8%	15.5%	10.9%	23.3%
Walked	8.6%	3.0%	2.3%	2.2%	3.1%	5.1%
Bicycle	2.7%	0.3%	0.3%	0.3%	0.6%	1.4%
Other method	1.1%	1.0%	0.9%	0.9%	1.0%	1.0%

Note: Columns may not sum to 100.0% owing to rounding.

Source: Statistics Canada, 2016 Census

The prospect of peak-hours congestion as population increases is an important consideration in assessing the economic impact of the GTA West Corridor. In the absence of a change in commuting modes, there is a risk that chronic peak-hours congestion will further reduce labour mobility in the GTA. Additionally, manufacturing facilities that are linked to just-in-time supply chains may consider relocation to other regions that are less subject to chronic highway congestion and delays.

### 3.0 CONCEPTUAL FRAMEWORK FOR ESTIMATING JOBS AND ECONOMIC IMPACT

The employment effects of constructing the GTA West Corridor are the sum of the direct, indirect and induced employment that is attributable to the Corridor as a construction project.

**Direct employment** refers to persons who are employed directly in the construction process.

**Indirect employment** consists of persons whose employment is supported by the process of sourcing goods and services for construction in Ontario. This includes, among other inputs, construction materials and professional services related to the construction process. The indirect employment effect of a construction project is sometimes referred to as its “supply chain effect.”

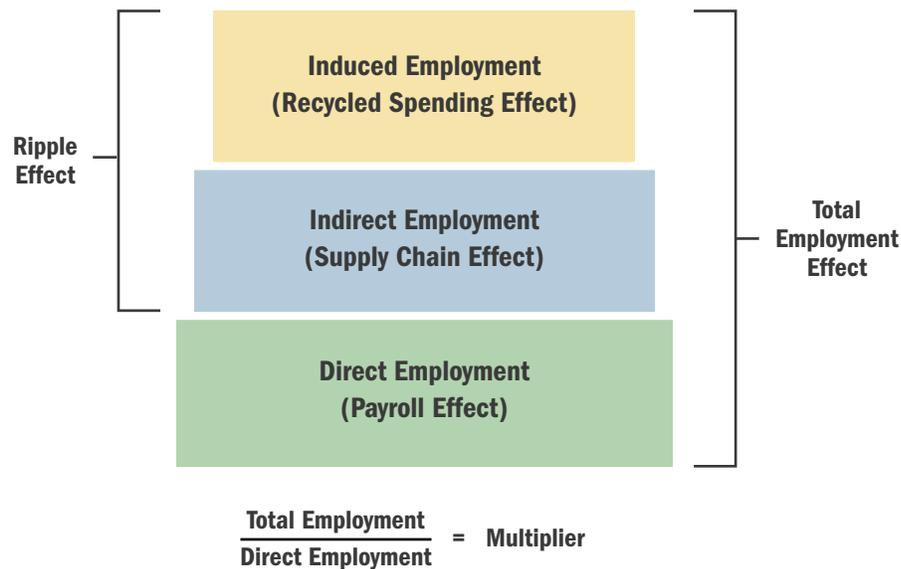
**Induced employment** is the employment that is supported by the subsequent spending of persons whose employment in Ontario is directly or indirectly supported by the construction process. The induced employment effect is sometimes referred to as the “recycled spending effect.”

The sum of the indirect and induced employment effects is often called the “**ripple effect**.”

The sum of the direct, indirect and induced employment effects is the “**total employment effect**.”

A key concept in economic impact analysis is the “**multiplier**.” The “multiplier” is the ratio of the total employment effect to the direct employment. Figure 4 illustrates the concepts used in economic impact analysis.

**Figure 4: Economic Impact Analysis – Conceptual Schemata**



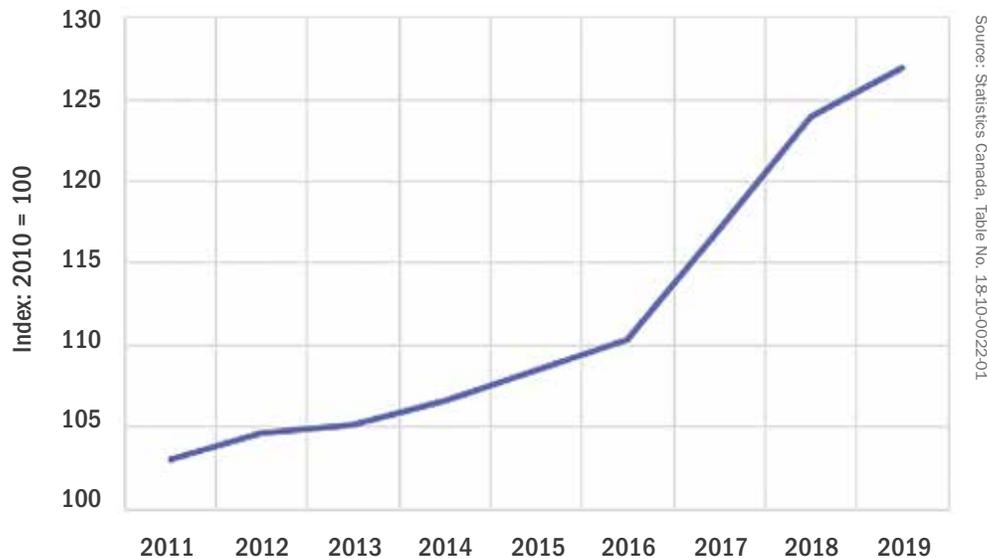
Source: Prism Economics and Analysis

## 4.0 METHODOLOGY FOR ESTIMATING JOBS AND ECONOMIC IMPACT

Initial cost estimates for constructing the *GTA West Corridor* were derived from the *GTA West Corridor Environmental Assessment: Constructability and Cost – Summary Technical Memorandum*. This report set out a range of cost estimates using the Ministry of Transportation’s 2007 Parametric Estimating Guide. For the purpose of estimating the number of jobs and economic impacts, this report uses the high- and low-cost estimates from the *Summary Technical Memorandum*. We adjust these estimates for inflation and deduct from them the estimated cost of acquiring land.

The *Summary Technical Memorandum* on costs was published in 2011. The cost estimates were therefore adjusted for inflation using Statistics Canada’s Infrastructure Price Index. It should be noted that a potential drawback of relying on this price index is that it is based solely on the Ottawa region and the most recent estimate is for 2019. Based on Statistics Canada Table No. 18-10-0139-01, union wages for construction trades in the GTA tend to be around 6.5% higher than in the Ottawa region. However, the rate of increase in wages since 2011 has been virtually identical between the two regions: 27.1% in the GTA vs. 26.8% in the Ottawa region, using an unweighted average of the major trades. In general, materials costs in the Ottawa region move in tandem with costs in the GTA, although there may be some divergences. Aggregates, for example, are both a key material input in highway and bridge construction and subject to regionally sensitive pricing. Notwithstanding these potential drawbacks, the Infrastructure Price Index appears to be the most appropriate basis for adjusting the 2011 cost estimates to 2019. Figure 5 shows that construction costs increased by approximately 23% between 2011 and 2019.

**Figure 5: Infrastructure Construction Price Index (Ottawa)**



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The *Summary Technical Memorandum* does not provide a breakdown of costs by major construction materials, land acquisition costs, labour share of costs, etc. To estimate the number of jobs and economic impacts, this breakdown is needed. We were unable to find such estimates for the GTA West Corridor. The analysis presented in this report therefore relied on two sources. For the share of land acquisition and administration in total costs, we drew on a report from British Columbia's Ministry of Transportation and Infrastructure.<sup>1</sup>

We excluded land acquisition costs from the economic impact analysis as this expenditure does not generate any economic activity. The low estimate for construction costs is \$3.5 billion. The high estimate is \$4.4 billion. These are conservative estimates. Currently reported estimates are \$6 billion, although this includes land acquisition and other costs that are not directly related to the construction process. Our direct construction cost estimates are deliberately conservative to ensure that the employment and other impacts of the construction are not overstated.

For the direct employment effects, we relied on Statistics Canada's 2017 input-output tables for Ontario. For the indirect (or supply chain) effects, we used the input-output tables to estimate the expenditure of major materials and services inputs. Services inputs are primarily engineering and related services. The multipliers were calculated by looking at the amount each industry supplied of a given construction material or service to determine the economic impact of the highway on jobs in those industries. For the induced effects, we used multipliers derived from the input-output tables.

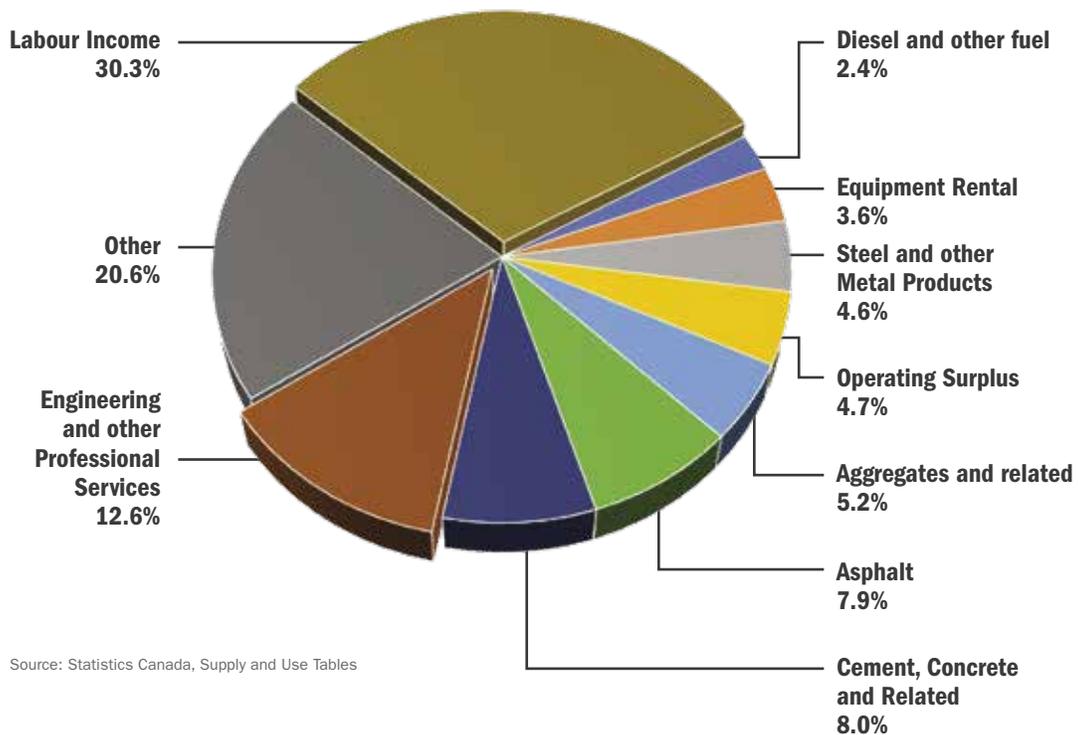
All dollar values are estimated as \$2019. Impacts were estimated for jobs (measured in person years), wages, GDP and taxes. The estimated time to construct the GTA West Corridor is five years.

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1 British Columbia, Ministry of Transportation and Infrastructure, Construction and Rehabilitation Cost Guide (2013)

Figure 6 shows the approximate share of inputs in the cost of transportation construction, based on Statistics Canada's 2017 input-output tables for Ontario. As can be seen, labour income represents approximately 30.3% of costs while engineering and other professional services account for 12.6%. The principal materials – concrete, aggregate, asphalt, steel and other metal products – represent 25.7% of costs.

**Figure 6: Approximate Share of Inputs in Cost of Transportation and Engineering Construction (BS23C100) Ontario, 2017**



Source: Statistics Canada, Supply and Use Tables

## 5.0 JOBS

### Construction Jobs (Direct Job Creation)

Constructing the GTA West Corridor will generate between 2,600 and 3,300 direct jobs. These are mainly construction jobs that will be filled largely by workers who reside in the GTA. Table 3 estimates the number of directly created jobs in the construction industry by occupation. This does not include jobs in industries such as consulting engineering which support the construction industry. (These jobs are included in supply chain effects).

Source: Prism Economics and Analysis

**Table 3: Estimated No. of Construction Industry Jobs (Five-Year Duration)  
Directly Created by Constructing the GTA West Corridor**

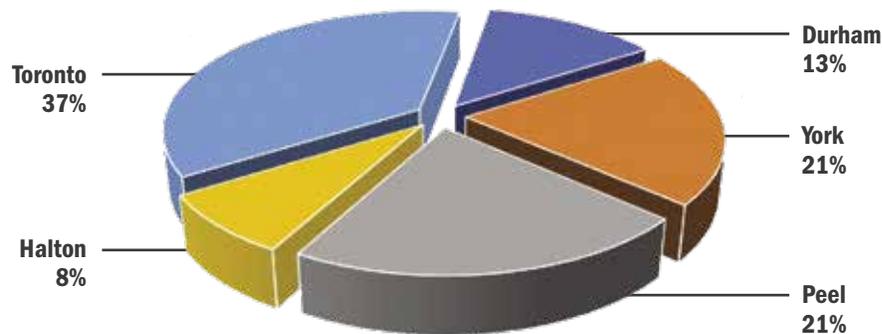
Based on Statistics Canada 2016 Census.

Table T1: Labour Force by Industry (NAIC 2373 Highway, Street and Bridge Construction) and Occupation (NOC)

	Low Estimate	High Estimate
Labourers	660	835
Management and Administration	535	680
Engineering and Technical	360	460
Truck Drivers	230	290
Contractors and Supervisors	225	290
Heavy Equipment Operators	210	265
Other Occupations	90	110
Cement Masons	65	80
Other Trades	60	80
Mechanics	55	70
Carpenters	50	65
Electrical & Mechanical Trades	50	60
Crane Operators	10	15
<b>Total</b>	<b>2,600</b>	<b>3,300</b>

Based on the 2016 Census, construction workers live across the GTA. The jobs created by the GTA West Corridor therefore would be broadly spread across the region.

**Figure 7: Distribution of Construction Labour Force across GTA**



Source: Statistics Canada 2016 Census, Community Profiles

### **Apprenticeships**

The duration of construction (estimated at five years) will support a significant apprentice intake and ensure that a large majority of those apprentices will have sufficient employment to complete their training. The principal trades that will be supported in this manner are: Construction Craft Labourers, Heavy Equipment Operators, Cement Masons, Heavy Equipment Mechanics and Carpenters. We estimate that the GTA West Corridor would support between 500 and 600 new apprenticeships. This is an important contribution to replenishing the GTA's skilled labour pool. The jobs directly created by constructing the GTA West Corridor will also provide a basis for further advancing diversity goals through community benefits.

### **Jobs Created through Supply Chain Effects (Indirect Job Creation)**

In addition to the jobs directly engaged in the construction process, the supply chain effect will support a further 2,300 to 2,900 jobs in industries that supply materials, equipment and services to the construction process. Approximately 360 to 450 of these jobs will be in various manufacturing industries in Ontario. A further 610 to 760 jobs will be in engineering, IT and other technical fields in Ontario. The construction process will also support between 310 and 390 Ontario jobs in the cement and aggregates industries. The remaining jobs will be in a range of sectors, including finance, business services, transportation, etc.

### Jobs Created through Recycled Spending Effects (Induced Job Creation)

Spending by households whose employment is supported by the GTA West Corridor (construction jobs and supply chain jobs) will support a further 1,400 to 1,800 Ontario jobs. These jobs will be broadly distributed across the economy.

### Total Jobs Effect of the GTA West Corridor

Table 4 summarizes the direct, indirect and induced employment that will be generated by constructing the GTA West Corridor. Employment effects are first measured in person-years of employment and then in jobs. As the construction process is assumed to take five years, the jobs impact is one-fifth of the total person-years of employment.

Source: Prism Economics and Analysis

Table 4: Estimated Employment Impact of Constructing GTA West Corridor				
	Low Estimate	High Estimate	Low Estimate	High Estimate
<b>Construction Industry Jobs (Direct Employment)</b>				
Model Estimate	13,165	16,533	2,633	3,307
Rounded	13,200	16,500	2,600	3,300
<b>Supply Chain Effects (Indirect Employment)</b>				
Model Estimate	11,736	14,738	2,347	2,948
Rounded	11,700	14,700	2,300	2,900
<b>Recycled Spending Effects (Induced Employment)</b>				
Model Estimate	7,040	8,841	1,408	1,768
Rounded	7,000	8,800	1,400	1,800
<b>Total Employment</b>				
Model Estimate	31,941	40,112	6,388	8,023
Rounded	31,900	40,000	6,300	8,000

## 6.0 WAGES AND SALARIES

Based on 2019 data, constructing the GTA West Corridor would add between \$365.8 million and \$459.4 million to the earnings of Ontario workers each year for five years. Table 5 shows the average yearly wages and salaries generated by constructing the GTA West Corridor.

<b>Type of Job Creation</b>	<b>Average Annual Earnings</b>
Construction Industry Jobs (Direct Employment)	\$67,107
Supply Chain Effects (Indirect Employment)	\$55,773
Recycled Spending Effects (Induced Employment)	\$41,337
Weighted Average of All Jobs	\$57,263

Source: Prism Economics and Analysis

The actual earnings would be higher after taking account of the inflation that can be expected between 2019 and when the highway is constructed.

## 7.0 TAXES

For statistical purposes, tax revenues are divided into three categories.

- Taxes on incomes comprise: the corporate income tax, the federal income tax, federal payroll taxes and the provincial income tax.
- Taxes on production include property taxes, taxes on payrolls and capital, and the costs of business licences, permits and fees.<sup>2</sup>
- Taxes on products include the Goods and Services Tax, provincial sales taxes, federal and provincial taxes on sales volumes of gasoline and other motive fuel taxes, tobacco and alcohol, etc.<sup>3</sup>

Table 6 summarizes estimates of the tax revenues that would be generated by construction of the GTA West Corridor. These estimates are in \$2019. The actual amounts would be higher in light of the inflation that can be expected between 2019 and when the project is carried out.

Source: Prism Economics and Analysis

	<b>Low</b>	<b>High</b>
Corporate Income Tax	\$101	\$126
Federal Income Tax	\$219	\$275
Federal Payroll Tax	\$76	\$96
Provincial Income Tax	\$113	\$142
Taxes on Production (excl Payroll Taxes)	\$56	\$71
Taxes on Products	\$156	\$196
<b>Total</b>	<b>\$721</b>	<b>\$906</b>

As can be seen in Table 6, over the entire five-year period, the construction of the GTA West Corridor would generate tax revenues (to all levels of government) in the range of \$721 million to \$906 million. This is based on 2019 values for labour and materials. When the project is actually carried out, the cost of labour and materials would be higher and tax revenues would also be higher. Overall, the tax revenues would be equal to around 20% of the direct construction costs.

<sup>2</sup> Statistics Canada, *Guide to the Income and Expense Accounts* (2008)

<sup>3</sup> *ibid.*

## 8.0 CONCLUSION

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The key findings of the impact analysis are:

- Constructing the GTA West Corridor will generate between 2,600 and 3,300 jobs annually for five years in the construction industry.
- The construction process also will support between 500 and 600 new apprenticeships which represents an important contribution to replenishing the GTA's skilled labour pool.
- The jobs directly created by constructing the GTA West Corridor will also provide a basis for further advancing diversity goals through community benefits.
- The supply chain effects will support a further 2,300 to 2,900 jobs annually for five years. Of these jobs:
  - approximately 360 to 450 will be in various manufacturing industries in Ontario,
  - 610 to 760 will be in engineering, IT and other technical fields in Ontario, and
  - between 310 and 390 jobs will be in the cement and aggregates industries.
- Spending by households whose employment is supported by the GTA West Corridor (construction jobs and supply chain jobs) will support a further 1,400 to 1,800 Ontario jobs annually for five years.
- In total, constructing the GTA West Corridor will create between 6,300 and 8,000 jobs annually for five years.
- Based on 2019 data, constructing the GTA West Corridor would add between \$365.8 million and \$459.4 million to the earnings of Ontario workers each year for five years using \$2019. The actual amounts would be higher in light of the inflation that can be expected between 2019 and when the project is carried out.
- Based on 2019 data, over the five years of the GTA West Corridor project, the tax revenues attributable to the construction process, its supply chain effects and its recycled spending effects would be between \$721 million and \$906 million. The actual amounts would be higher after taking into account the increases in wages and materials prices when the project is carried out. Tax revenues are equal to approximately 20% of the direct construction costs of the project.