

COMMITTEE OF THE WHOLE – NOVEMBER 17, 2008

METROLINX DRAFT REGIONAL TRANSPORTATION PLAN AND INVESTMENT STRATEGY

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That Council endorse the draft Metrolinx Regional Transportation Plan subject to the staff comments that are referred to in this report ; and
2. That a copy of this report be forwarded to Metrolinx and the Region of York.

Economic Impact

There is no economic impact associated with this report.

Communications Plan

It is recommended that a copy of this report be distributed to Metrolinx and the Region of York for consideration in the preparation of the final Regional Transportation Plan.

Purpose

The purpose of this report is to provide Council with a high level overview of the Metrolinx draft Regional Transportation Plan (RTP) and Investment Strategy for the for the Greater Toronto and Hamilton Area (GTHA).

Background - Analysis and Options

In 2006, the Province created the Greater Toronto Transportation Authority (GTTA) with the mandate to plan and coordinate transportation in the Greater Toronto and Hamilton Area (GTHA). In December 2007, the GTTA adopted the name "Metrolinx" as it better reflected its mandate to provide seamless, coordinated transportation links throughout the GTHA.

The key mandate of Metrolinx is to provide leadership in the coordination, planning, financing, development and implementation of an integrated multi-modal Regional Transportation Plan that conforms with the transportation policies of the growth plans approved under the *Places to Grow Plan* and other Provincial transportation policies and plans. The mission statement for Metrolinx is "To champion, develop and implement an integrated transportation system for the GTHA that enhances prosperity, sustainability and quality of life."

Metrolinx Builds the Foundation of the RTP

One of the first objectives of Metrolinx is to develop an integrated and comprehensive Regional Transportation Plan (RTP) for the GTHA with a real focus on public transit together with an investment strategy by Fall 2008. The initial process in developing the RTP included the publication of seven consultation papers (Green Papers) on key transportation topics and initiatives. These "Green Papers" were followed by "White Papers" and then by a draft RTP as outlined below.

Green Papers

The seven “Green Papers” presented the key trends, challenges and opportunities for the GTHA transportation system for public discussion and showcased best practices from around the world. The Green Papers focused on the following transportation related issues:

- Towards Sustainable Transportation (Discussion Paper #1)
- Mobility Hubs (Green Paper #2)
- Active Transportation (Green Paper #3)
- Transportation Demand Management (Green Paper #4)
- Moving Goods and Delivering Services (Green Paper #5)
- Roads and Highways (Green Paper #6)
- Transit (Green Paper #7)

Through a comprehensive consultation process, Metrolinx received a broad range of public input on the Green Papers, which was used to inform the development of two companion White Paper documents.

White Papers

In May 2008, Metrolinx published two White Paper documents, which were intended to more specifically guide the development of the RTP.

The first White Paper, entitled “*Visions, Goals and Objectives*”, presents the vision for the GTHA transportation system, and sets out a series of goals and objectives which will form the basis for developing, evaluating and ultimately shaping the RTP. In total, there are 19 goals and 41 objectives identified in the White Paper #1 which were used to guide the development of the RTP. Accompanying these objectives is a set of 118 indicators which are to be used to measure the progress and effectiveness of the goals and objectives.

The vision developed by Metrolinx for the RTP is: “An integrated transportation system for our region that enhances prosperity, sustainability and quality of life.” In White Paper #1, this vision is articulated into three distinct themes which form the basis of the goals and objectives of the plan. The three themes are:

- A high quality of life;
- A thriving, healthy and protected environment; and
- A strong, prosperous and competitive economy.

The second White Paper entitled *Preliminary Directions and Concepts* provided preliminary directions, proposed policies and programs that have been established to fulfill the goals and objectives listed in the White Paper #1. These preliminary directions are comprehensive and address the following issues:

- A system for complete mobility – presents 11 preliminary directions with 44 policy options.
- Place-making and mobility hubs - presents 7 preliminary directions with 33 policy options.
- Excellent customer service – presents 7 preliminary directions with 26 policy options.
- Sustainable funding – presents 7 preliminary directions with 17 policy options
- Innovation through research – presents 9 preliminary directions with 15 policy options.
- Partnership and decision making – presents 4 preliminary directions with 12 policy options.

In total, there are 45 preliminary directions and 147 policy options provided for discussion and consultation purposes.

Metrolinx Releases Draft Regional Transportation Plan for Public Review

Building on the Green and White Papers together with the comments that were received through a broad stakeholder consultation process, Metrolinx released its draft Regional Transportation Plan and draft Investment Strategy on September 26, 2008 for public review and comment.

The draft RTP identifies 15 specific Strategic Directions together with over 100 actions that need to be implemented over the next 25 years in order to establish an effective, integrated, multi-modal transportation system for the GTHA. The Strategic Directions have been grouped and categorized as follows:

15 STRATEGIC DIRECTIONS (SD)	
INCREASE CHOICES OF TRAVEL	
SD#1	Build a Comprehensive Regional Rapid Transit Network
SD#2	Promote Active Transportation
SD#3	Improve the Efficiency of the Road and Highway Network
SD#4	Consider all Modes of Transportation
REDUCE DEMANDS ON THE TRANSPORTATION SYSTEM	
SD#5	Create an Ambitious Transportation Demand Management Program
MEET THE NEEDS OF THE TRAVELLER FIRST	
SD#6	Create a Customer-First Transportation System
SD#7	Implement an Integrated Transit Fare System
BUILD COMMUNITIES THAT MAKE TRAVELLING EASIER	
SD#8	Build Communities that are Pedestrian, Cycling and Transit Supportive
SD#9	Develop a System of Mobility Hubs
SD#10	Focus Growth and Development Along Transportation Corridors
COMMIT TO CONTINUOUS IMPROVEMENT	
SD#11	Improve Transportation Understanding Through Research and Innovation
SD#12	Plan for Universal Access
SD#13	Improve Goods Movement within the GTHA and with Adjacent Regions
SD#14	Develop a National Strategy for Transportation in Urban Regions
SD#15	Develop an Investment Strategy to Ensure Sustainable Funding for
	Transportation Infrastructure and Supporting Programs

As noted previously, these 15 Strategic Directions are supported by nearly 100 recommended actions that will be implemented over the next 25 years. Out of the 100 actions, eight of them have been identified as having the largest, most transformational impacts on the GTHA transportation system. These eight actions are referred to as the “Big Moves” in the RTP.

Metrolinx - Eight "Big Moves"

The eight "Big Moves" that are expected to have the biggest influence on the transformation of the transportation system in the GTHA are as follows:

EIGHT BIG MOVES	
1	A fast, frequent and expanded regional rapid transit network
2	A complete walking and cycling network with bike-sharing programs
3	An information system for travelers, where and when they need it
4	A region-wide integrated transit fare system
5	A system of connected mobility hubs
6	High-order transit connectivity to the Pearson Airport district from all directions
7	A comprehensive Strategy for goods movement
8	An Investment Strategy to provide Stable and predictable funding

Big Move number 2 is an initiative by the Province to invest an increasing commitment over time to at least \$20 million annually for municipalities to implement a complete, integrated walking and cycling network in the GTHA. This commitment equates to an investment of up to \$500 million over 25 years in new walking and cycling infrastructure, creating more than 7,500 kilometres of new dedicated on and off-road facilities. This is an initiative that can be used to facilitate the implementation of the City's Bike and Pedestrian Master Plan.

Draft Regional Transportation Plan – Regional Rapid Transit and Highway Improvements (15 and 25-Year Plans)

The draft RTP contains both a 15 year and a 25 year staging plan for the regional rapid transit and highway improvements for the GTHA. The two plans combined comprise a total of 56 projects as illustrated on Attachments No. 1 and 2, and as listed on Attachment No.3 to this report.

During the initial 15 years of the RTP, a total of 42 individual projects are proposed to be implemented, of which, seven directly benefit Vaughan including:

- Spadina Subway Extension (*) – Downsview Station to Vaughan Corporate Centre (15)
- Yonge Subway Extension (*) – Finch Station to Langstaff (16)
- Viva Highway 7 (*) – Peel Boundary to Locust Hill in Markham (27)
- Jane Street Rapid Transit –Vaughan Corporate Centre to Bloor Street (31)
- Barrie Go Rail – Full-day, 2 Way service from Bradford to Union (8)
- Bolton Go Rail (*) – new peak period service from Bolton to Union (6)
- Highway 427 Extension – Highway 7 to Major Mackenzie Drive (40)

(Note: the project is identified on the plans by the number in brackets)

The RTP also identifies 15 key projects for priority implementation which will bring transit services to underserved areas or improve regional connectivity. Of the seven projects in Vaughan, three are identified as priority projects as indicated by the asterisk above. These projects are currently in either the Environmental Assessment or design phases. Funding for these priority projects is expected to come from the approved 2008 Ontario Infrastructure Budget and the original \$11.5 billion Provincial commitment to MoveOntario 2020.

Over the 15 and 25 year timeframe, an additional thirteen projects are being proposed, of which four are in Vaughan as shown on Attachment No.2. These include:

- Highway 407/427 Rapid Transit – from Pearson Airport to Highway 400 (49)
- Highway 407 Transitway – from Vaughan Corporate Centre to Markham Centre (50)
- Steeles Rapid Transit – York University to Milliken Go Station; (51)
- GTA West Travel Corridor (56)

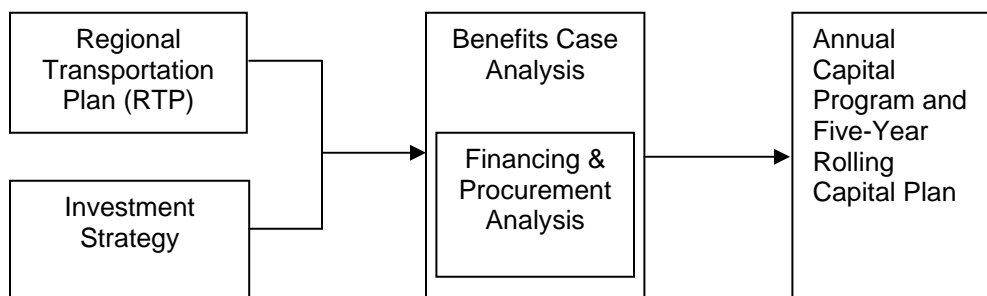
Investment Strategy

According to the draft Investment Strategy, the total cost of the transit component of the 25 year RTP capital plan is about \$50 billion in today's dollars. The RTP operating cost is estimated to be about \$18 million in 2009 which will grow to \$1.4 billion per year by 2033 upon completion of all the proposed RTP projects. In addition, asset rehabilitation is projected to start in 2020 and grow to about \$1.8 billion per year over the balance of the plan. The combined capital, operating and rehabilitation costs is estimated to total about \$3.0 billion per year for most years over the 25 year life span of the RTP.

Metrolinx is proposing to fund the projects identified in the draft RTP for the period between 2009 and 2015 from the Provincial \$11.5 billion share of the MoveOntario 2020 commitment. If the federal government's one-third share (\$6 billion) of the MoveOntario 2020 is secured, then the capital expansion funding requirements of the RTP can be met to 2018. Following further public and stakeholder consultation, Metrolinx is proposing to report back to the Province in 2013 on a potential suite of long-term financial tools to fund and sustain the capital expansion, operating and life-cycle costs of the RTP beyond 2015.

Implementation Plan

Metrolinx will take a lead role in the implementation and funding of the projects identified by the RTP. In general terms, the RTP describes a process where by each project will be assessed through a Benefits Case Analysis and an Alternative Financing and Procurement (AFP) evaluation. The benefits case will evaluate the relative merits and costs of alternative project options, which may include variations in the alignment, technology, performance and/or phasing of the project. The AFP evaluation will identify potential financing and procurement alternatives as required by the provincial and federal governments. Following the Benefits Case Analysis and AFP evaluation, individual projects can be considered in the Metrolinx annual and multi-year capital budget program. A schematic of this process from the draft RTP is illustrated below:



The details of this implementation process and how the municipality fits in are unknown at this time; however, the draft RTP does note that the area municipality will have an important role in applying the direction of the RTP. In particular, all municipalities will need to develop Transportation Master Plans (TMP) as part of their Official Plan review processes. The TMP will need to address all modes of transportation and be in conformity with the RTP.

Indicators of Success for the RTP

It is expected that the implementation of the RTP will significantly transform the GTHA's transportation system into an effective, integrated, multi-modal transportation system. Transportation modeling suggests that the RTP will provide significant benefits to residents and businesses. Some of the projected benefits resulting from the implementation of the RTP are listed in the table below:

Indicators of Success - RTP	Today	25 Years
Total Length of bicycle lanes in the GTHA	1,400 km	9,000 km
Total length of rapid transit service in the GTHA	500 km	1,650 km
Total number of transit trips taken every year	546 million	1.26 billion
Number of transit riders during the morning peak period	467,000	1.1 million
Portion of morning rush hour trips taken by walking or cycling	9.0%	12.5%
Portion of morning rush hour trips taken by transit	16.5%	26.2%

Staff Comments on the Draft RTP

City and Regional staff have jointly reviewed the Metrolinx draft Regional Transportation Plan and collectively assembled comments which are summarized in Report No.8, Item 5 of the Rapid Transit Public/Private Partnership Steering Committee, Regional Council Meeting dated October 23, 2008. A copy of this Regional report is included as Attachment No. 4 to this report. Vaughan staff comments are reflected in items 2, 3, 6, 11, 13, 16, 17, 18, 21 and 23 of Attachment No 1 to the noted Regional report. These comments will be forwarded to Metrolinx by the Region for consideration in developing the final RTP.

Next Steps

Metrolinx intends to finalize the RTP for submission to their Board at the end of November 2008 for approval. Implementation of the approved RTP will begin in 2009. The conclusions and recommendations of the final RTP will be incorporated into the City's Transportation Master Plan, which will be developed over the next year in conjunction with the Official Plan review. Staff will continue to work with the Region and Metrolinx to facilitate the implementation of the RTP, in particular the projects in Vaughan including the Spadina and Yonge Subway extensions, Highway 7 Bus Rapid Transit system and the walking and cycling network.

Relationship to Vaughan Vision 2020

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Leading and promoting environmental sustainability;
- Planning and managing growth and economic vitality;
- Ensuring financial stability; and
- The demonstration of leadership and promotion of effective governance.

This report is therefore consistent with the priorities previously set by Council.

Regional Implications

City and Regional staff have jointly reviewed the Metrolinx Draft RTP and collectively assembled comments. Regional Council, at its meeting on October 23, 2008, endorsed the draft Metrolinx RTP subject to staff's reported comments. Accordingly, there are no Regional implications stemming from this report.

Conclusion

Metrolinx was created by the Government of Ontario to provide leadership in the coordination, planning, financing, development and implementation of an integrated multi-modal Regional Transportation Plan that supports the *Places to Grow Plan* and other Provincial land use and transportation plans and initiatives.

Earlier this year, Metrolinx released a series of seven Green Paper and two White Paper documents, as the first step towards developing the Regional Transportation Plan. On September 26, 2008, Metrolinx released the draft Regional Transportation Plan entitled "*The Big Move*" for public review and comment.

City and Regional staff have jointly reviewed the draft RTP and collectively assembled comments which are summarized in Report No.8, Item 5 of the Rapid Transit Public/Private Partnership Steering Committee. The subject report recommended that the Regional Transportation Plan be endorsed and this recommendation was ratified by Regional Council on October 23, 2008. Staff is recommending that Vaughan Council also endorse the draft Metrolinx Regional Transportation Plan subject to the comments that are set out in the Regional report. These comments will be forwarded to Metrolinx by the Region for consideration in developing the final RTP. It is further recommended that this report be forwarded to Metrolinx and the Region in order to establish the City's position on the Regional Transportation Plan.

Attachments

Attachment No.1 – Draft 15 Year Plan for Regional Rapid Transit and Highway Improvements
Attachment No.2 - Draft 25 Year Plan for Regional Rapid Transit and Highway Improvements
Attachment No.3 – List of Regional Rapid Transit and Road Improvements (RTP)
Attachment No.4 – Report No.8, Item 5 of the Rapid Transit Public/Private Partnership Steering Committee, Regional Council Meeting on dated October 23, 2008

Report prepared by:

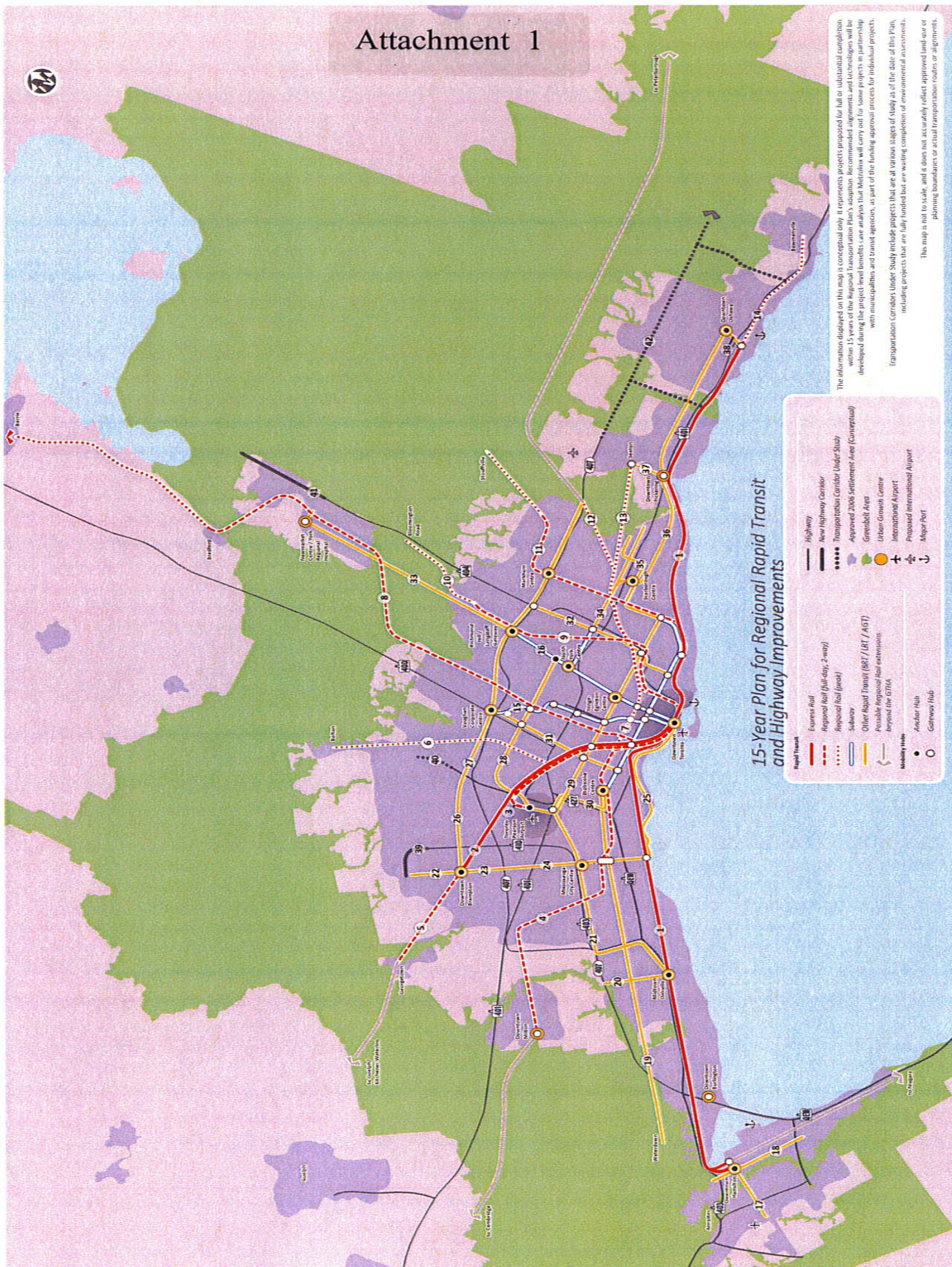
Andrew Pearce, Director of Development/Transportation Engineering – Ext 8255.

Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Andrew Pearce, C.E.T.
Director of Development/
Transportation Engineering

Attachment 1



15-Year Plan for Regional Rapid Transit and Highway Improvements

Rapid Transit

- Express Rail
- Regional Rail (full-day, 2-way)
- Regional Rail (peak)
- Subway
- Other Rapid Transit (BRT / LRT / AGT)
- Possible Regional Rail extensions beyond the GTIA
- Mobility Hub
- Anchor Hub
- Gateway Hub

Highway

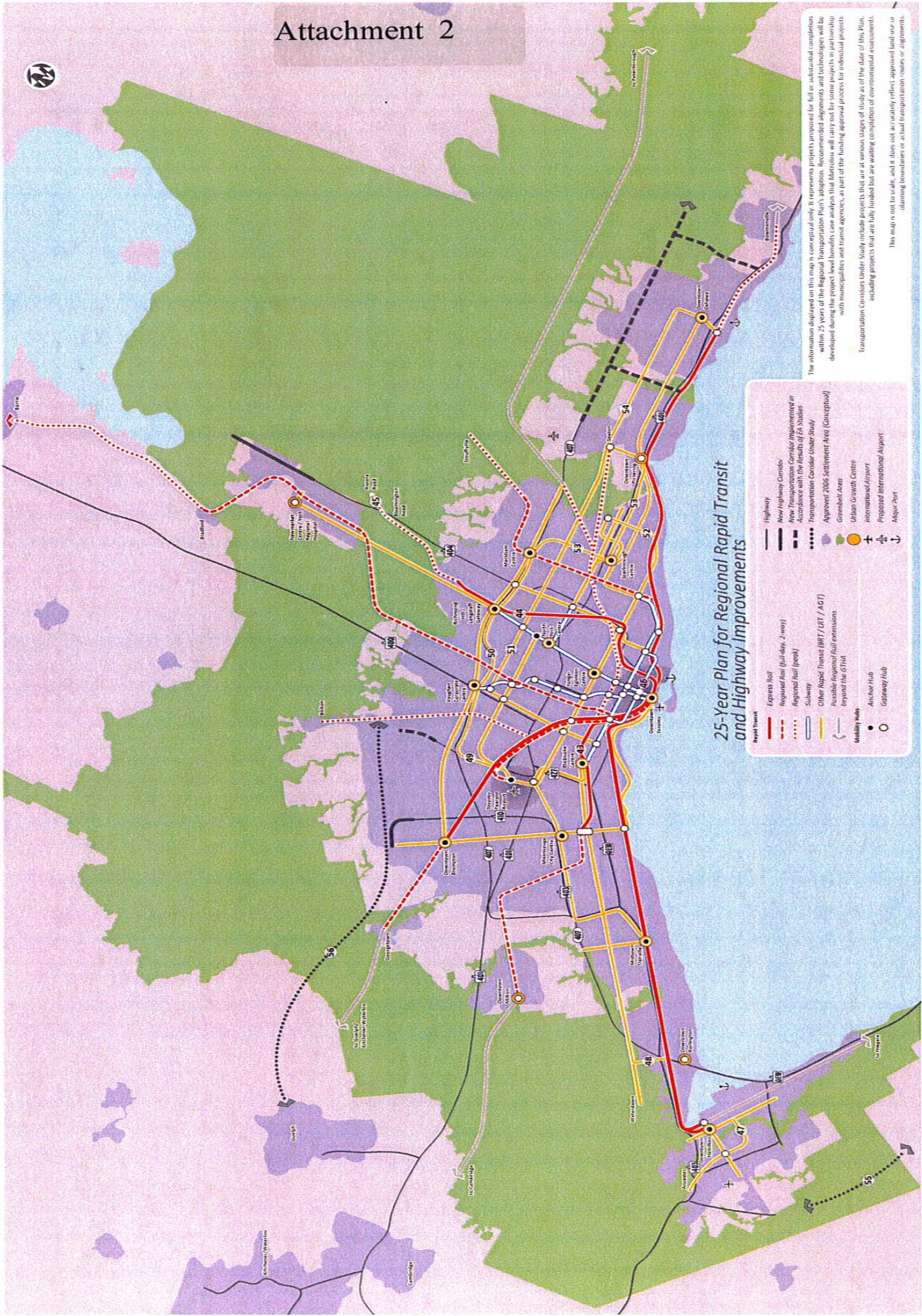
- New Highway Corridor
- Transportation Corridor Under Study
- Approved 2006 Settlement Area (Conceptual)
- Greenfield Area
- Urban Growth Centre
- International Airport
- Proposed International Airport
- Major Port

The information displayed on this map is conceptual only. It represents projects proposed for full or substantial completion within 15 years of the Regional Transportation Plan's adoption. Recommended alignments and terminuses will be developed during the project-level benefits case analysis that Metrolink will carry out for some projects in partnership with municipalities and transit agencies, as part of the funding approval process for individual projects.

Transportation Corridors Under Study include projects that are at various stages of study as of the date of this Plan, including projects that are fully funded but are waiting completion of environmental assessments.

This map is not to scale and it does not accurately reflect approved land-use or planning boundaries or actual transportation routes or alignments.

Attachment 2



25-Year Plan for Regional Rapid Transit and Highway Improvements

Rapid Transit

- Express Rail
- Regional Rail (full-day, 2-way)
- Regional Rail (peak)
- Subway
- Other Rapid Transit (BRT / LRT / AGT)
- Possible Regional Rail extensions beyond the GTWA

Highway

- Highway
- New Highway Corridor

Mobility Hubs

- Anchor Hub
- Gateway Hub

Other

- Urban Growth Centre
- International Airport
- Proposed International Airport
- Major Port

Legend

- Express Rail
- Regional Rail (full-day, 2-way)
- Regional Rail (peak)
- Subway
- Other Rapid Transit (BRT / LRT / AGT)
- Possible Regional Rail extensions beyond the GTWA
- Highway
- New Highway Corridor
- Urban Growth Centre
- International Airport
- Proposed International Airport
- Major Port

The information displayed on this map is conceptual only. It represents projects proposed for full or substantial completion within 25 years of the Regional Transportation Plan's adoption. Recommended alignments and technologies will be developed during the project level benefits case analysis that Metrolinx will carry out for some projects in partnership with municipalities and transit agencies, as part of the funding approval process for individual projects.

Transportation Corridors Under Study include projects that are at various stages of study as of the date of this Plan, including projects that are fully funded but are waiting completion of environmental assessment.

This map is not to scale, and it does not accurately reflect proposed land use or planning boundaries or actual transportation routes or agreements.

Regional Rapid Transit* and Highway Improvements

15-Year Plan

- Express Rail**
 - Lakeshore (1): Hamilton - Oshawa GO
 - Brampton (2): Downtown Brampton - Union Station
- Regional Rail**
 - Airport (3): Airport - Union Station
 - Milton (4): Downtown Milton - Union Station
 - Georgetown (5): Georgetown - Downtown Brampton
 - Bolton (6): Bolton - Union Station
 - Crosstown (7): Dundas West - Summerhill Station
 - Barrie (8): Barrie - Union Station
 - Richmond Hill (9): Richmond Hill GO - Union Station
 - Richmond Hill (10): Bloomington Rd. - Richmond Hill GO
 - Stouffville Line (11): Mt Joy GO - Union Station
 - Havelock (12): Locust Hill (Markham) - Union Station
 - Seaton (13): Seaton - Union Station
 - Lakeshore (14): Oshawa GO - Bowmanville
- Subway**
 - Spadina (15): Downsview Station - Vaughan Corporate Centre
 - Yonge (16): Finch - Langstaff
- Roads and Highways**
 - Highway 410 Extension (39) Highway 404 Extension (41)
 - Highway 427 Extension (40) Highway 407 East (42)
- Other Rapid Transit (BRT / LRT / AGT)**
 - Hamilton James Street (17): Downtown Hamilton - Hamilton Airport
 - Hamilton King/Main (18): McMaster University - Centennial Pkwy
 - Dundas West (19): Waterdown - Kipling Station
 - Trafalgar (20): Hwy 407 - Midtown Oakville
 - Mississauga Transitway (21): Renforth - Oakville GO via Hwy 403
 - Hurontario (22): Mayfield Rd. - Downtown Brampton
 - Hurontario AcceleroRide (23): Downtown Brampton - Hwy 407
 - Hurontario (24): Hwy 407 - Port Credit GO
 - Waterfront West (25): Port Credit GO - Union Station
 - Hwy 7 AcceleroRide (26): Downtown Brampton - Peel Boundary
 - VIVA Highway 7 (27): Peel Boundary - Locust Hill (Markham)
 - Finch West (28): Airport - Finch Station
 - Eglinton (29): Airport - Kennedy Station
 - Hwy 427 (30): Airport - Kipling Station
 - Jane (31): Vaughan Corporate Centre - Bloor
 - Don Mills (32): Bloor-Danforth Subway - Hwy 7
 - VIVA Yonge (33): Langstaff - Newmarket Centre
 - Sheppard East (34): Don Mills Station - Meadowvale/Scarborough Centre
 - Scarborough RT (35): Kennedy Station - Malvern
 - Hwy 2 (36): Scarborough Centre - Downtown Oshawa
 - Brock Road (37): Downtown Pickering - Seaton
 - Oshawa Connector (38): Oshawa GO - Downtown Oshawa

25-Year Plan

- Express Rail**
 - Mississauga (43): Cooksville - Union Station
 - Richmond Hill (44): Richmond Hill GO - Union Station
- Regional Rail**
 - Richmond Hill (45): Bloomington Rd. - Aurora Rd.
- Subway**
 - Downtown Core (46): Bloor West - Downtown - Danforth
- Travel Corridors**
 - Niagara-GTA (55) GTA-West (56)
 - Steeles/Taunton (54): Milliken GO - Downtown Oshawa
- Other Rapid Transit (BRT / LRT / AGT)**
 - Hamilton Mohawk (47): Main Street - Ancaster
 - Burlington (48): Fairview GO - Dundas West 407/427 (49): Airport - Hwy 400
 - 407 Transitway (50): Vaughan Corporate Centre - Markham Centre
 - Steeles (51): York University - Milliken GO
 - Scarborough - Malvern (52): Kennedy Station - Malvern
 - Markham - Pickering (53): Markham Centre - Downtown Pickering via Hwy 401

Notes

* Recommended alignments and technologies will be developed during the project-level Benefits Case Analysis that Metrolinx will carry out for some projects in partnership with municipalities and transit agencies, as part of the funding approval process for individual projects.

Attachment 4

Report No. 8 of the Rapid Transit Public/Private Partnership Steering Committee
Regional Council Meeting of October 23, 2008

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METROLINX DRAFT REGIONAL TRANSPORTATION PLAN

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

1. The presentation by Paul May, Director, Infrastructure Planning, be received; and
2. The recommendations contained in the following report, October 8, 2008, from the Vice-President, York Region Rapid Transit Corporation, the Commissioner of Planning and Development Services and the Commissioner of Transportation Services, be adopted:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council endorse the draft Metrolinx Regional Transportation Plan subject to the comments set out in this report and *Council Attachment 1* to the report.
2. Copies of this report be distributed by the Regional Clerk to Metrolinx and the Clerks of the local municipalities in York Region.

2. PURPOSE

This report seeks Regional Council endorsement of the Metrolinx Draft Regional Transportation Plan subject to the comments identified in this report and *Council Attachment 1* to the report.

3. BACKGROUND

Draft Regional Transportation Plan (RTP) released for stakeholder and public consultation

One of the key mandates of Metrolinx is the development of an integrated Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA). Building upon the extensive effort in developing a series of seven issue papers titled “Green Papers”, two discussion “White Papers” and the comments received through a comprehensive stakeholder and public consultation program, Metrolinx released its Draft Regional Transportation Plan as well as the Draft Investment Strategy on September 23,

2008. Both of these documents were approved for release for public comment by the Metrolinx Board on September 26, 2008.

Metrolinx's process and schedule for finalisation of RTP is tight

The Metrolinx Board has directed staff to present the final RTP for approval at the November 28, 2008 meeting. To meet this schedule, formal comments on the Draft RTP must be issued by stakeholders in October 2008 so that Metrolinx will have time to incorporate changes into the final RTP report.

This report presents staff comments on the Draft RTP and seeks Regional Council endorsement on them for formal communication to Metrolinx.

4. ANALYSIS AND OPTIONS

Metrolinx has prepared a tremendous plan to address the immediate and future needs of the Greater Toronto and Hamilton Area

Metrolinx should be congratulated for the tremendous effort that was expended in preparing the various issue and discussion papers culminating in the drafting and release of the Draft RTP.

The Draft RTP presents a visionary plan containing 15 Strategic Directions and close to 100 actions that will meet the immediate and future needs of the GTHA through a "seamless, coordinated, efficient, equitable and user-centred" transportation system.

Starting with a vision based on achieving:

- A high quality of life.
- A thriving, sustainable and protected environment.
- A strong, prosperous and competitive economy.

Fifteen Strategic Directions were developed that speak to the following five themes:

- Reducing demands on the transportation system.
- Increasing the choices for travel.
- Meeting the needs of the traveller first.
- Building communities that make travelling easier.
- Committing to continuous improvement.

The fifteen Strategic Directions are:

1. Build a comprehensive regional rapid transit network.
2. Promote active transportation.
3. Improve the efficiency of the road and highway network.
4. Consider all modes of transportation.

5. Create an ambitious transportation demand management program.
6. Create a customer-first transportation system.
7. Implement an integrated transit fare system.
8. Build communities that are pedestrian, cycling and transit-supportive.
9. Develop a system of mobility hubs.
10. Focus growth and development along transportation corridors.
11. Improve transportation understanding through research and innovation.
12. Plan for universal access.
13. Improve goods movement within the GTHA and with adjacent regions.
14. Develop a national strategy for transportation in urban regions.
15. Develop an investment strategy to ensure sustainable funding for transportation infrastructure and supporting programs.

Eight Big Moves that will transform transportation in the GTHA

Those fifteen Strategic Directions are accompanied by nearly 100 recommended actions. Of those actions, eight were considered transformational or “Big Moves”. Hence, the title of the Draft RTP, “The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area”. The eight Big Moves are:

1. A fast, frequent and expanded regional rapid transit network.
2. A complete walking and cycling network with bike-sharing programs.
3. An information system for travellers, where and when they need it.
4. A region-wide integrated transit fare system.
5. A system of connected mobility hubs.
6. High-order transit connectivity to the Pearson Airport district from all directions.
7. A comprehensive strategy for goods movement.
8. An investment strategy to provide stable and predictable funding.

Draft RTP addresses most of York Region’s rapid transit needs

In terms of the first Big Move, the Draft RTP recommends a 15-year (*Attachment 2*) and a 25-year (*Attachment 3*) network plan of regional rapid transit and highway improvements.

The 15-year plan includes 14 commuter rail, 2 subway, 22 other rapid transit (BRT/LRT) and 4 highway improvement projects. Of the total 42 recommended projects, 14 are in York Region. The projects in York Region are:

1. Spadina subway – Downsview station to Vaughan Corporate Centre.
2. Yonge subway – Finch station to Langstaff.
3. Viva Highway 7 – Peel boundary to Locust Hill in Markham.
4. Viva Yonge Street – Langstaff to Newmarket Centre.
5. Jane Street rapid transit – Vaughan Corporate Centre to Bloor Street (Toronto).
6. Don Mills rapid transit – Highway 7 to Bloor-Danforth subway.
7. Richmond Hill GO Rail – full-day, 2-way service.
8. Richmond Hill GO Rail – peak period service extension to Bloomington Road.

9. Barrie GO Rail – full-day, 2-way service from Bradford to Union.
10. Stouffville GO Rail – full-day, 2-way service from Mt. Joy to Union.
11. Bolton GO Rail – new peak period service from Bolton to Union.
12. Havelock GO Rail – new peak period service from Locust Hill to Union.
13. Highway 404 extension.
14. Highway 427 extension.

The 15 to 25-year plan recommends a further 13 projects of which 8 are in York Region. The projects in York Region are:

1. Richmond Hill GO Rail – conversion to Express Rail from Richmond Hill Station to Union.
2. Richmond Hill GO Rail – extension from Bloomington to Aurora Rd.
3. 407/427 rapid transit – from Pearson Airport to Hwy 400.
4. Highway 407 Transitway - from Vaughan Corporate Centre to Markham Centre.
5. Markham – Pickering rapid transit – from Markham Centre to downtown Pickering via Scarborough City Centre and Highway 401.
6. Steeles rapid transit – York University to Milliken GO station.
7. Steeles/Taunton rapid transit – Milliken GO station to Downtown Oshawa.
8. GTA West travel corridor.

York Region is well-positioned to complete its priority projects

The RTP further prioritizes the 42 projects identified in the 15-year plan by identifying the top 15 priorities. The top 15 priorities include both the Yonge and Spadina Subway extensions as well as the proposed Viva BRT projects on Yonge and Highway 7. The planning and approval for the York Region projects in the top 15 priorities are well underway with most projects either already EA approved or close to filing for EA approval. The top 15 priorities are those projects that can be funded out of the original \$11.5 billion Provincial commitment in the MoveOntario 2020 announcement. However, each project will have to satisfy a benefits case and an alternative financing and procurement analysis before it is funded. A separate report on this agenda will address this process.

The top 15 priorities also include improvements to existing GO Rail services but does not specify which improvements are included.

Some areas of the Draft RTP will need to be strengthened such as goods movement corridors to support economic growth and prosperity

While the public transit side of the network system is well covered in the Draft RTP, the same cannot be said for the highway side. For instance, not identified as a component of the highway improvement program is the Bradford Bypass, which is critical to economic development in northern York Region.

As well, the 400-series highway HOV network plan previously announced by the Province is not identified in the Draft RTP network plans.

Detailed comments are provided in *Council Attachment 1*

Generally, staff is in agreement and supportive of the Draft RTP and looks forward to working with Metrolinx to detail out the specifics of implementing the recommended actions.

Regional staff have worked together with area municipal staff and identified a number of detailed comments on the draft RTP (*Council Attachment 1*). Staff recommend that these comments be endorsed and Regional Council requests that Metrolinx address them as part of their process to finalize the RTP.

Next steps for York Region and the Draft RTP

Based on the June 2008 Metrolinx schedule, staff anticipates a series of stakeholder and public consultation meetings across the GTHA with one stakeholder meeting and one public consultation centre scheduled in York Region. Staff will attend both meetings in York Region and provide input as appropriate.

This report along with *Council Attachment 1* will form the basis of the main York Region comments to Metrolinx on the Draft RTP. Metrolinx staff will then present the final RTP to their Board on November 28, 2008.

5. FINANCIAL IMPLICATIONS

No direct budget is required as a result of this report but a well coordinated staff team will be organised to work closely with Metrolinx to ensure that York Region projects are prioritised for construction in an efficient manner.

The Draft RTP estimates capital investments of \$30 billion and \$20 billion for the 15-year and 25-year plans. The top 15 priorities identified in the RTP are to be funded from the \$11.5 billion Provincial commitment in the MoveOntario 2020 announcement. Additional revenue sources will be needed to fund the balance of the capital program and will be identified at a later date by Metrolinx.

Although the capital cost of the rapid transit projects will be paid by other sources, York Region will still be responsible for the subsequent operating costs of these projects. Regional staff will ensure that the operating costs are adequately considered as part of the benefits case and alternative financing and procurement analysis to be completed.

6. LOCAL MUNICIPAL IMPACT

Regional staff have worked together with area municipal staff to identify the comments on the Metrolinx RTP.

The comments identified in this report have been jointly developed together with local municipal staff. Meetings were held with a working group of local municipal staff as well as with the Planning Directors and Commissioners and the Engineering/Public Works Directors and Commissioners.

The completion of the rapid transit network in York Region will create the urban structure to which major economic growth will be attracted. It will strengthen the attractiveness of investing in York Region and lead to the development of the four Regional Centres and Corridors.

7. CONCLUSION

Metrolinx has released its much anticipated Draft Regional Transportation Plan. It represents a transformational plan of the transportation system in the Greater Toronto and Hamilton Area.

A 15-year and 25-year network plan of regional rapid transit and highway improvements are recommended. York Region's needs are mostly met in the 15-year network plan. York Region's projects are also included in the top 15 priorities identified in the Draft RTP.

As the Metrolinx RTP is consistent with York Region's plans, it is recommended that that the RTP be endorsed. Regional and local municipal staff have completed a review of the RTP and have identified a number of detailed comments (*Council Attachment 1*). It is recommended that these comments be endorsed by Regional Council for submission to Metrolinx.

For more information on this report, please contact Loy Cheah, Manager, Transportation Planning, Infrastructure Planning Branch at 905-830-4444, Ext. 5024 or Paul May, Director, Infrastructure Planning at Ext. 5029.

The Senior Management Group has reviewed this report.

(The three attachments referred to in this clause are included with this report.)

Comments on the Draft Metrolinx Regional Transportation Plan

General Comments

1. York Region is generally in agreement and supportive of the Draft RTP and looks forward to working with Metrolinx to determine the specific actions required to implement the plan. The draft RTP is very comprehensive and outreaching; appropriately titled "The Big Move". All of the main rapid transit projects in York Region are included in the first 15 years, and part of the top 15 priority projects.
2. Local and Regional Transportation Master Plans (TMP's) throughout the GTHA have been completed in much more detail than was possible in the RTP. It is our understanding that the future infrastructure projects recommended in the Local and Regional TMP's have been included in the base networks for the analysis completed for the RTP. Therefore, the RTP should reference the need for these numerous other transportation improvements throughout the GTHA and that the responsible agencies should continue to implement those projects.
3. Roles and responsibilities need to be better defined. More specificity is needed to indicate how Metrolinx and municipalities would work together to ensure coordination of land use policy and infrastructure implementation.

Transit Comments

4. The draft RTP excludes the EA approved *Markham North/South link* and instead recommends the extension of the Don Mills LRT line north to Highway 7. The RTP should examine the implications and the best plan for rapid transit service in this part of York Region.
5. The extension of the *Richmond Hill GO rail line* to Aurora Road is planned for both the 15-year time horizon (to Bloomington Road) as well as in the 25-year time frame (to Aurora Road). The second extension to Aurora Road is a short 4 km segment with one new station. We suggest that the two extension segments be examined as part of the same project to determine if it would be more effective and cost efficient to implement the extension all at the same time within the 15-year time frame.
6. Our analysis indicates that the *Major Mackenzie BRT/LRT* corridor (and north/south connections to Highway 7) is needed earlier than the "beyond 2033" timeframe and should be included in the 25-year plan.
7. Recommendation 7.1 on p. 40 should be more specific in recommending a truly integrated transit fare policy that is distance-based throughout the GTHA. A consistent and uniform fare policy is required as an essential part of improving transit ridership in the GTHA, but will also have operating cost implications on transit operators. This additional cost should be included as part of the GTHA-wide costs rather than funded by individual municipalities and transit operators.
8. The *Yonge BRT* is planned to be extended across both Davis Drive (to the South Lake hospital) and across Green Lane (to the East Gwillimbury GO Station) in an "F" configuration. This should be shown on both Figures 4 and 5.

9. More information on each of the rapid transit corridors identified in the RTP would be very helpful to proceed with implementation and to determine the implications on local and regional transportation planning. This information includes the capital cost breakdown for individual projects, operating assumptions (speed and frequency), technology, projected ridership levels, operating costs, etc.
10. In addition to the rapid transit corridors identified in the RTP, the York Region Transportation Master Plan has identified that a transit priority network (TPN) is also required. The TPN will include such infrastructure improvements as transit signal priority for transit vehicles, queue jump lanes at signalized intersections, off-board fare payment equipment, variable message signs for passenger information and HOV lanes. The TPN is an essential component of the overall transit network and needed to support the rapid transit lines and to feed passengers to rapid transit who live beyond the normal walking distance. The TPN needs to be recognized by the RTP and the costs of implementation need to be included in the overall cost of transit implementation.

Planning/Policy Comments

11. The RTP requires local Transportation Master Plans to be consistent with the RTP (Rec. 3.3 on p. 32, and section 3.2 on p. 69). Do municipalities have the flexibility to implement within their own timelines and capital programs (eg, the timing of a rapid transit line or the need for a new highway)? Some flexibility is needed in the process for municipalities to identify their specific infrastructure requirements and to recognize that local transportation master plans will contain greater detail than the RTP. On p. 72 it refers to the need for all municipalities to do TMP's, but does this include small rural municipalities, or would the Region's TMP cover it?
12. Figure 6, p. 28 refers to rapid transit connections beyond the GTHA, but this does not seem to have been included as a specific recommendation. Significant growth will be occurring just beyond the GTHA, and needs to be taken into account (for example, Simcoe County is growing from 440,000 to 670,000, with many of those new people needing to travel into the GTHA for employment).
13. The plan should make a specific recommendation to identify and protect long term transportation corridors. Major new transportation corridors, whether they are for rapid transit or for new freeways, are hard to come by. Metrolinx should play a role in identifying the very long term needs and initiating property protection of these transportation corridors. The recommendations should include the development of new and better tools to allow municipalities to protect these corridors.
14. Recommendation 1.11 on p.21 recommends facilitating the use of Provincial lands for transit projects. This recommendation should be extended to the use of Provincial land for all transportation projects at no cost.
15. Section 3.3 on p. 69 suggests the development of a 5-year rolling capital program. It should be at least a 10-year capital program to be consistent with municipal capital plans.

16. Rec. 15.3 refers to changes to the DC Act to allow full-growth related transit costs to be recovered. This recommendation should be expanded to include other sustainable modes such as active transportation infrastructure and TDM programs.

Highway/Goods Movement Comments

17. Metrolinx and the Province should clarify planning responsibilities for highway network planning in the GTHA and complete a comprehensive highway network plan.
18. The RTP only includes the new highways identified in Places to Grow. However, Places to Grow was completed without the benefit of a comprehensive transportation analysis. A number of Provincial and York Region studies have confirmed the need for additional highway improvements. These additional highway improvements need to be examined from the perspective of goods movement, economic development, provincial highway network connectivity, recreational and seasonal travel and connection of the GTHA to the surrounding municipalities and rest of the Province. In most cases, these highway corridors need to be identified and protected as soon as possible to support the long term growth of the GTHA. The potential additional highway improvements are:
 - a. The *Bradford Bypass*. The need for this facility is heightened with legislated Provincial growth in northern York Region that is higher than previously planned as well as planned growth in Simcoe County.
 - b. A further *Highway 427 extension* north of Major Mackenzie Drive. Figure 5 should show *Highway 427* extended to at least connect to the GTA West corridor. The current mapping shows a gap between the Highway 427 extension and the GTA West Corridor. The additional analysis should also identify the need for an extension of Highway 427 north of the GTA West corridor to support growth and economic development north of the GTHA.
 - c. A further *Highway 404 extension* north of Ravenshoe Road. This highway extension has previously been identified by the Province to provide an alternative highway connection to northern Ontario to help offload Highway 400 as well as to support recreational travel and economic development.
 - d. The *GTA West Corridor* should be shown extending to Highway 400 to be consistent with the study area identified in the on-going Provincial EA study
19. Rec. 3.1 on p. 32 refers to implementing the GTHA road network, but this doesn't seem to be specifically defined. For example, is the Provincial HOV freeway program included as part of the GTHA road network?
20. Figures 4 and 5 show the *Highway 404 extension* stopping short of the planned terminus at Ravenshoe Road. These figures should be corrected to show the full extension to be consistent with the current Highway 404 construction program.
21. The *GTA West Corridor* and the *Highway 427 extension* are shown as "New Transportation Corridors Under Study" on both Figure 4 and 5. This designation implies that the corridors will be "under study" until the next review of the RTP.

The designation on the maps should be changed to “economic corridor” to be consistent with the Provincial Growth Plan.

22. Figure 8 is identified as the Existing Strategic Goods Movement Network but only really shows rail corridors used for freight movements. Goods movement on the freeway network is essential to economic development in the GTHA and should also be identified. A new figure is also required to identify the proposed future strategic goods movement network for both rail and highway.

Active Transportation Comment

23. More detail is required on the implementation of walking and cycling networks. Many municipalities (including York Region and many of its area municipalities) have Pedestrian and Cycling Master Plans already in place and ready to be implemented. More detail is required to identify funding sources and distribution, time lines, implementation responsibility, etc.