

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 19, 2016

Item 20, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 19, 2016.

**20 METROLINX THE REGIONAL TRANSPORTATION PLAN UPDATE
CITY-WIDE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management, the Director of Development Engineering and Infrastructure Planning, and the Director of Policy Planning and Environmental Sustainability, dated October 5, 2016, be approved;**
- 2) That the City of Vaughan coordinate its response with the City of Markham and the Town of Richmond Hill as a logical extension of the recent meeting regarding transit issues (Yonge South Subway);**
- 3) That special emphasis be placed on the Yonge North Subway and the Concord GO Station;**
- 4) That Metrolinx ensure that the Yonge North Subway is identified in the Provincial Growth Plan;**
- 5) That the lack of parking at the GO Maple and GO Rutherford Stations be addressed immediately;**
- 6) That a media release be issued on the City's response to Metrolinx on the update of the Regional Transportation Plan; and**
- 7) That Communication C7, memorandum from the Deputy City Manager, Planning & Growth Management, dated October 4, 2016, be received.**

Recommendation

The Deputy City Manager, Planning & Growth Management, the Director of Development Engineering and Infrastructure Planning, and the Director of Policy Planning and Environmental Sustainability recommend:

1. THAT Metrolinx be informed of the City of Vaughan's interest in ensuring the following priority projects are included in the next Regional Transportation Plan:
 - a. Yonge North Subway Extension;
 - b. Rapid transit along Jane Street from the Vaughan Metropolitan Centre (VMC) to Major Mackenzie Drive;
 - c. Rapid transit along Major Mackenzie Drive between Jane Street and Yonge Street;
 - d. New GO Station on the Barrie Corridor at Concord as part of the Regional Express Rail initiative; and
2. THAT the comments set out in Attachment 2 to this report be endorsed by Council as City's comments to Metrolinx on the update of the Regional Transportation Plan; and
3. THAT the City Clerk circulate this report to Metrolinx and the Region of York.

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Contribution to Sustainability

Metrolinx's Regional Transportation Plan (RTP) update is part of a larger comprehensive review of regional network rapid transit corridors and transportation strategies. As a result of the RTP update and implementation plan, travel times will be reduced by giving people more options to get to where they want to go. The implementation of the RTP contributes to sustainability by providing commuters with more travel options which will reduce auto dependency. This is consistent with the City's Community Sustainability and Environmental Master Plan – Green Directions, which identified the goal of ensuring that the City is easy to get around and has a low environmental impact.

Metrolinx's RTP update will also advance strategies to support goods movement for employment areas including the West Vaughan Enterprise Zone.

Economic Impact

There are no immediate economic impacts associated with this report.

Communications Plan

A copy of this report will be forwarded to both the Region of York and Metrolinx.

Purpose

The purpose of this report is to respond to the request from Metrolinx to provide input on the development of the next Regional Transportation Plan. This report also provides Council with an overview of the Metrolinx draft Regional Transportation Plan Discussion Paper and the timeline for the upcoming Regional Transportation Plan Update.

Background – Analysis and Options

Metrolinx is mandated to plan and coordinate an integrated transportation system for the Greater Toronto and Hamilton Area

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 Greater Toronto and Hamilton Area (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 adopted a Regional Transportation Plan in 2008, entitled "The Big Move"

In 2008, Metrolinx launched "The Big Move" (the Regional Transportation Plan or RTP), a 25-year, \$50 Billion capital expansion plan investing in Regional Transportation for the GTHA. The plan proposed to tackle gridlock by building new integrated transit and transportation systems.

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Since 2008, most of the Big Move actions and policies have been completed or are in progress

Since 2008, over \$16 billion from various levels of government has already been allocated to a first wave of projects drawn from The Big Move. Major projects in this first phase are either under construction or completed. Those within the City include the Toronto-York Spadina Subway Extension, York Region VivaNext Bus Rapid Transit (BRT) on Highway 7 in Vaughan and other GO transit rail service expansion projects.

Metrolinx updated the RTP in 2013

In early 2013, Metrolinx updated “The Big Move” RTP plan, which provided further definition of the projects and generated more detailed data to inform the renewal of the RTP. The Big Move Baseline Monitoring Report prepared in 2013 provided a comprehensive review of the progress made on implementing the actions and policies in The Big Move.

City Staff provided an overview of the 2013 RTP update to Council on January 29, 2013 and recommended that:

- Metrolinx should consider increasing and improving GO bus service in the west part of the City to mitigate the deferral of the Bolton GO line from the 15 year to the 25 year plan horizon;
- Metrolinx should prioritize the following in the Next Wave of The Big Move projects:
 - The Yonge Subway Extension to the Richmond Hill/ Langstaff Gateway
 - The New Kirby Road GO Station
 - The New Concord GO station
 - Two-way, all day service on the Barrie GO line;
- Metrolinx should consider Rapid Transit along Jane Street to Major Mackenzie Drive and also along Major Mackenzie Drive; and
- Metrolinx should consider adopting joint partnerships to support the funding and implementation of The Big Move projects

Staff plan to reiterate for the inclusion of the projects identified in the 2013 Council resolution in the updated RTP. Staff will also request those items that are still outstanding to be targeted for acceleration by Metrolinx and other transit agencies as part of their work to implement initiatives including Regional Express Rail (RER) and the RTP.

In addition to the 2013 requests, based on the timing and planned development of the Mackenzie Vaughan Hospital and planned development around Vaughan Mills Mall, Staff recommend the inclusion of a Hub at Major Mackenzie Drive and Jane Street to service Canada’s Wonderland and the Mackenzie Vaughan Hospital and a Hub at Vaughan Mills Mall in addition to our earlier recommendations to identify Jane Street and Major Mackenzie as priority transit corridors in the RTP update.

Metrolinx initiated the Regional Express Rail (RER) project in 2015

Metrolinx has been working on the implementation of the two-way, all day service on the Barrie GO line including station improvements and expansions at the Rutherford and Maple GO stations in the City. At Metrolinx’s Board meeting in June 2016, a new Kirby Road GO Station was included in the RER 10 year program. Unfortunately, despite efforts by the Region and City the proposed Concord GO Station was not included. Since June City and Regional staff continue to meet with Metrolinx to discuss the business case that informed Metrolinx decision making and to stress the importance of including this station within the 10 year RER program.

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Metrolinx is beginning the process of reviewing the RTP

The Metrolinx Act, 2006 requires that the RTP be reviewed at least every ten years. Currently, Metrolinx is completing the first phase of the RTP review with the release of a Discussion Paper. An Executive Summary of the Discussion Paper is included as Attachment 1 to this report.

The Discussion Paper incorporates an updated vision, goals and objectives, as well as background research and analysis. Using input received from stakeholders framed by the RTP Discussion Paper, Metrolinx will move to the next phase of updating the RTP. The last phase of the update will be the release of a draft RTP that is planned to be available for public comment in mid-2017. Adoption of the final RTP is anticipated to be in late 2017. Following the finalizing of the updated RTP, an implementation plan will be developed in 2018 – 2019, jointly with municipalities and other stakeholders to identify detailed processes, the roles of various partners and stakeholders, and a range of investment strategies and tools.

The next Metrolinx RTP will align with Provincial Plans and Policies

Metrolinx is mandated under Provincial legislation to coordinate, plan, finance, develop and implement an integrated multi-modal transportation system that aligns with the policies of the Province's Growth Plan for the Greater Golden Horseshoe. The updated RTP will work in coordination with the Province's policies and plans to manage growth and address climate change to 2041, which is ten years beyond the original planning horizon of The Big Move.

Metrolinx has requested input and comments on the Discussion Paper by October 31, 2016

In support of the development of the next RTP, Metrolinx released a Discussion Paper in August of 2016. Input on the Discussion Paper and responses to the discussion questions posed in the Paper are required by October 31, 2016.

In satisfying the mandated update of the RTP, a complete review of the Plan with broader stakeholder and public consultation process is required. This review of the plan will:

- Revisit the vision, goals and objectives as well as its priorities
- Review plans and policies ensuring alignment with the proposed Growth Plan for the Greater Golden Horseshoe, 2016
- Address implementation and phasing through an implementation plan

The Discussion Paper proposed consolidated goals and objectives for the new RTP

The review of the RTP recognizes the need for on-going investments in transportation infrastructure to support growth. It also recognizes the need to update the original Big Move vision, goals and objectives to better align with the changed environment, current provincial plans, policies and guidelines. Metrolinx proposes that the updated RTP explore opportunities to:

- Leverage committed transit investments;
- Connect and align the transportation systems in the GTHA;
- Explore and incorporate new mobility alternatives.

Ultimately the new RTP will form a new baseline and incorporate emerging best practices and transportation innovations. The 13 goals and 37 objectives from the original RTP have been consolidated into 6 Goals and 19 objectives in the proposed draft RTP update, shown in the following Table:

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Goals	Connectivity, Convenience & Integration	Equity & Accessibility	Health, Comfort & Safety
Related Objectives	<ol style="list-style-type: none"> 1. People have appropriate, realistic options to move easily and reliably from place to place. 2. People have the information they need to optimize their travel decisions. 3. Transit services and fares are seamlessly integrated. 4. All transportation modes are coordinated. 	<ol style="list-style-type: none"> 5. Transit offers affordable access to jobs, services and major destinations, and is competitive for most trips. 6. Transit fleets and transportation infrastructure, services and technology are accessible to users of all ages and abilities 	<ol style="list-style-type: none"> 7. Walking and cycling are attractive and realistic choices for most trips. 8. Transit offers an attractive, high-quality user experience. 9. People feel safe and secure when travelling, with continuous progress toward eliminating injuries and deaths from transportation. 10. Goods are moved safely and securely.
Goals	A Well Planned Region	Exemplary Environmental Footprint	Prosperity & Competitiveness
Related Objectives	<ol style="list-style-type: none"> 11. The transportation system supports compact and efficient development. 12. Integrated transportation and land use planning reduces the need for travel and encourages walking, cycling and taking transit. 13. Transit infrastructure and services have the capacity to meet demand 	<ol style="list-style-type: none"> 14. The transportation system is adaptive and resilient to the stresses of a changing climate, uses resources efficiently, and fits within the ecosystem's capacity. 15. The transportation system contributes to the achievement of provincial targets for greenhouse gas emission reductions. 	<ol style="list-style-type: none"> 16. Travel times are predictable and reasonable. 17. The transportation system offers value to users and governments by providing economical, reliable and environmentally sustainable movement of people and goods. 18. Governments promote innovation in the transportation sector. 19. Sustainable, coordinated funding supports transportation operations, maintenance and expansion.

The Discussion Paper presents an opportunity to provide feedback regarding future transportation system performance

The discussion paper presents an opportunity for the Region, local municipalities, the public and other partners and stakeholders to provide feedback and comments on the planning, building and implementation of the GTHA transportation system and to obtain an understanding of how well it is working today. Based on this feedback, and in the context of the proposed Growth Plan, Metrolinx can better plan, build and implement the infrastructure and services required to meet the needs of the future.

City and Regional staff have jointly prepared comments on the Discussion Paper

City Staff from various departments have reviewed the Discussion Paper and assembled the comments summarized in Attachment 2. Consolidated comments from City staff were provided to

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the Region through written correspondence and at the Discussion Paper Review Workshop, organized by the Region on September 13, 2016.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report is consistent with the Term of Council Service Excellence Strategy objectives to:

- Develop transit, cycling and pedestrian (multi-modal) options to get around the City
- Invest, renew and manage infrastructure and assets
- Continue to ensure the safety and well-being of citizens
- Continue to cultivate an environmentally sustainable City

Regional Implications

The updated Regional Transportation Plan will transform transit in the GTHA. It will also identify a strategy to manage congestion and provide more sustainable transportation options for commuters, making it more feasible to travel between the Region of York and the rest of the GTHA without a car.

The Region of York will be reporting to its Committee of the Whole with their recommendation comments on October 6, 2016.

Conclusion

Metrolinx recently released a Discussion Paper to guide the consultation process to support the updating of the next Regional Transportation Plan. It has requested input from municipalities by October 31, 2016.

City Staff have prepared comments based on the framework provided by the Discussion Paper. They are set out in Attachment 2.

Staff will continue to participate in workshops, explore opportunities to provide input on the next RTP and will report back to Council when the draft RTP update is released.

Attachments

1. Executive Summary – Discussion Paper for the Next Regional Transportation Plan
2. City of Vaughan's Comments to Metrolinx's Discussion Paper for the Next Regional Transportation Plan

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)