

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 21, 2017

Item 2, Report No. 41, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on November 21, 2017, as follows:

By approving that staff provide a report on the integrated fare issue by early 2018;

By approving that Metrolinx be advised the Concord GO Station is a vital component of the transportation network required to enable and realize the vision of the integrated comprehensive transit network within southern York Region;

By approving that appropriate staff provide by way of memorandum comments on the article in the Toronto Star (Opinion Editorial), dated November 20, 2017, regarding Metrolinx; and

By receiving Communication C8 from Mr. Jack Weinberg, South Central York Region – Congestion Relief Committee, dated November 21, 2017.

**2 METROLINX DRAFT 2041 REGIONAL TRANSPORTATION PLAN
CITY-WIDE**

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager of Public Works and the Manager of Transportation Planning, dated November 13, 2017, be approved, subject to adding the following:
 1. That recommendation 2. be amended by adding:
That Metrolinx recommend to the funding authorities that this project be funded immediately to allow for the ongoing development of the project beyond its current phase of 30% design/engineering;
 2. That the Bolton Go Rail service (Union Station to Bolton) as referenced on page 2.3 of the report of the Deputy City Manager of Public Works and the Manager of Transportation Planning, dated November 13, 2017, be developed in two phases, with phase 1 being Union Station to Woodbridge and deemed a “proposed project”, and phase 2, Woodbridge to Bolton, remain a “future project”;
 3. That the City of Vaughan send a letter to Metrolinx reaffirming its “evidence based” support of the Kirby Go Station in order to support complete communities by aligning the transportation network with land use in Blocks 27, 34, and 41; and
 4. That the City of Vaughan Council ask York Region Council to forward a letter to Metrolinx in full support of the Kirby Go Station in order to support complete communities by aligning the transportation network with land use in Blocks 27, 34, and 41;
- 2) That the presentation by Mr. Antoine Belaieff, Director Regional Planning, Planning and Policy, Metrolinx, Front Street West, Toronto and Communication C2, presentation material, entitled, “*Creating Connections in the City of Vaughan*”, be received; and
- 3) That Communication C1, memorandum from the Deputy City Manager, Public Works, dated November 10, 2017, be received.

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 21, 2017

Item 2, CW(WS) Report No. 41 – Page 2

Recommendation

The Deputy City Manager of Public Works and the Manager of Transportation Planning recommend:

1. That Council endorse Metrolinx's draft 2041 Regional Transportation Plan subject to the following clarifications:
 - a. Confirmation that the conceptual new freight corridor depicted as part of the "In Delivery" Regional and Rail Rapid Transit Network will not increase freight rail traffic through the City of Vaughan;
 - b. Inclusion of the Major Mackenzie Drive (Jane Street – Yonge Street) and Jane Street (Highway 7 – Major Mackenzie Drive) as Primary Routes in the Regional Cycling Network of the Draft 2041 Regional Transportation Plan being critical to providing mobility options in the sustainable development of Mackenzie Vaughan Hospital, the Vaughan Mills Centre Secondary Plan, and Vaughan Metropolitan Centre;
2. That Council support the prioritization of the Yonge Subway Extension to Richmond Hill as a key rapid transit project to be completed as part of the 2041 Rapid Transit Network and to support York Region Council's position and timeline for implementation;
3. That Council acknowledge the inclusion of the Major Mackenzie BRT/ LRT (Jane Street – Leslie Street) and Jane North BRT/ LRT (Highway 7 – Major Mackenzie Drive) projects in the Draft 2041 Regional Transportation Plan, and re-affirm that they are priorities for the City, and are necessary to support the sustainable development of Mackenzie Vaughan Hospital, the Vaughan Mills Centre Secondary Plan, and Vaughan Metropolitan Centre (VMC);
4. That Metrolinx be advised of Council's continued request to include a new GO station on the Barrie corridor in Concord, by 2025 as part of the Regional Express Rail initiative, in the 2041 Regional Transportation Plan;
5. That the comments set out in Attachment 3 of this report be endorsed by Council as the City's comments to Metrolinx on the Draft 2041 Regional Transportation Plan;
6. That Staff be directed to work closely with Metrolinx during implementation of the Regional Transportation Plan, and investigate the establishment of a dedicated team to facilitate Metrolinx projects within the City;
7. That the City Clerk circulate this report to Metrolinx and York Region; and
8. That Council ratify the action taken.

Contribution to Sustainability

A goal of Metrolinx's Draft 2041 Regional Transportation Plan (2041 RTP) is to create Sustainable Communities "...by supporting land use intensification, climate resiliency, and a low-carbon footprint..." The other two goals of the Draft 2041 RTP are to provide Strong Connections and Complete Travel Experiences. These three goals together align with one of the primary objectives of the City's Community Sustainability and Environmental Master Plan – Green Directions, which is to ensure that the City is easy to get around and has a low environmental impact.

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Economic Impact

There are no immediate economic impacts associated with this report.

Communications Plan

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

Purpose

This report provides a summary of the Draft 2041 Regional Transportation Plan prepared by Metrolinx and released for public review in September 2017, and requests Council endorsement on the staff comments that will be provided to Metrolinx. These comments are due on November 17, 2017. The executive summary of the Draft 2041 RTP has been provided as Attachment 1.

Background and Previous Council Direction

Staff reported to Council in October 2016 on the Regional Transportation Plan Discussion Paper

A summary of the background studies such as Metrolinx's 2008 The Big Move, an overview of the Discussion Paper, and Staff Comments were reported to Committee of the Whole and adopted without amendment by Council on October 19, 2016, see Attachment 2. The Discussion Paper proposed consolidated goals and objectives for the Draft 2041 RTP, and presented an opportunity to provide feedback regarding future transportation system performance. Staff in collaboration with Regional staff reviewed the Discussion Paper and provided comments to Metrolinx.

Draft 2041 Regional Transportation Plan

The Draft 2041 RTP provides a strategic framework for addressing transportation needs in the GTHA. This is articulated in the vision of the Plan:

"The GTHA urban region will have a transportation system that supports complete communities by firmly aligning the transportation network with the land use. The system will provide travelers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy and a protected environment."

Under this overall vision, the Draft 2041 RTP adopts the following goals: *Strong Connections, Complete Travel Experiences and Sustainable Communities.*

The Draft 2041 RTP identifies five strategies to achieve the vision and goals

In order to realize the vision and goals, five strategies have been identified and are summarized below:

1. Complete the Delivery of Current Regional Transit Projects
2. Connect More of the Region with Frequent Rapid Transit
3. Optimize the Transportation System
4. Integrate Land Use and Transportation
5. Prepare for an Uncertain Future

These five strategies each have several priority actions which are intended to enact each strategy. There are 32 priority actions in total for these five strategies.

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The implementation plan will be prepared following completion and approval of the 2041 RTP

The Draft 2041 RTP does not include a detailed implementation plan which will be prepared separately, upon completion of the 2041 RTP, in the 2018-2019 timeframe. A number of key actions which will begin the process of developing a Regional Decision-Making framework, determine the capital and operating funding sources, and prioritize the proposed projects identified in the Draft 2041 RTP. The Regional Decision-Making framework is intended to provide a formalized mechanism for municipal leaders, land use and transportation planning officials to inform, participate and make recommendations towards the implementation of the five strategies and their associated priority actions.

Proposed projects within Vaughan

The Draft 2041 RTP categorizes rapid transit projects as In Delivery, In Development, Newly Proposed or Beyond 2041. There are a total of 13 projects located within Vaughan, 11 of which are planned to be implemented by 2041.

In Delivery Projects

In Delivery projects are currently under construction or in the engineering design stages. These projects are scheduled for completion by 2024, and include:

- Toronto-York Spadina Subway Extension – opening December 17, 2017
- Highway 7 West BRT (Helen St. to Yonge St.) – opening year 2019
- Barrie Corridor 15-min GO Service (Union Station – Aurora GO) – opening year 2024
- Kirby GO Station – opening year 2024 as part of Barrie Corridor improvements

In Development Projects

In Development projects represent the next wave of projects that meet the near-term transportation needs of the GTHA. These projects have received design and planning commitments from various levels of government, are in various stages of these processes. They include:

- Highway 7 West BRT Extension (Highway 50 – Helen St.)
- Yonge North Subway Extension (Finch Station – Highway 7)

Proposed Projects

Newly proposed projects in the Draft 2041 RTP are intended to complement the In Delivery and In Development projects, providing connectivity between these “spine” services and urban centres, employment nodes and regional destinations. Ultimately, these projects will form a Frequent Rapid Transit Network that provides interconnectivity in the GTHA. Newly proposed projects in Vaughan include:

- Jane Street North BRT/LRT (Highway 7 – Major Mackenzie Dr.)
- Major Mackenzie Drive BRT/LRT (Jane St. – Leslie St.)
- Major Mackenzie Drive Priority Bus (Highway 427 – Jane St.)
- Highway 400 Frequent Regional Express Bus
- Steeles Avenue Priority Bus (Mississauga Rd. – Humber College)

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Future Projects

Beyond 2041 projects which are not envisioned to be implemented within the 2041 timeframe include:

- Bolton GO Rail Service (Union Station – Bolton)
- Highway 407 Transitway (Hurontario Rd. – Brock Rd.)

The Draft 2041 RTP includes non-infrastructure initiatives to improve mobility across the Greater Toronto and Hamilton Area

Strategies 3 – 5 reflect a number of initiatives and actions which will benefit the transportation network and mobility within the GTHA, including the City of Vaughan. This includes:

- Developing pedestrian and cycling networks
- Regional transit fare integration
- Defining a Regional Goods Movement System
- Integration of transportation and land use planning
- Preparing for emerging and future trends

These initiatives and actions will not have immediate impacts in terms of tangible projects until further work is completed to advance these strategies. Over the implementation period of the 2041 RTP, it is expected that staff will be asked for feedback, and be required to work collaboratively with Metrolinx to realize these projects. A dedicated team from the City may be required to address the volume of requests from Metrolinx. Staff will review the resource requirements to protect the City's interest and maximize the benefit to our citizens. Additions to capital and operating budget needs will be brought forward as part of future budget processes.

Staff have prepared comments on the Draft 2041 RTP

Staff have reviewed the Draft 2041 RTP, focusing on identifying outstanding comments provided from the Discussion Paper review. A summary of this review is provided in Attachment 3.

The majority of the comments made previously have been directly addressed in the Draft 2041 RTP. Comments related to prioritization, implementation and monitoring of projects, as well as requirements for on-going collaboration, project responsibilities, funding and governance, are still outstanding. These issues are expected to be addressed in the 2041 RTP implementation plan which will be prepared in the 2018-2019 timeframe, and staff will continue to work with Metrolinx to ensure that these items are addressed.

Metrolinx has requested that comments be received by November 17, 2017.

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

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Regional Implications

The Draft 2041 RTP will transform transit in the GTHA. Completion of the priority actions noted in the RTP will result in managed growth on roadways, improved transit and cycling connections and travel times, and a more environmentally sustainable transportation system. More options will be available for travelers to travel both within and outside of Vaughan.

York Region reported to its Committee of the Whole with their recommended comments on November 2, 2017. This report is provided as Attachment 4.

Conclusion

The Draft 2041 RTP released by Metrolinx in September 2017 is currently undergoing review by stakeholder municipalities and the public. Comments are due on November 17, 2017, in anticipation of the final 2041 RTP being presented to the Metrolinx Board of Directors in December 2017.

Staff will continue to be involved as the implementation plan for the Draft 2041 RTP is prepared and will work on a long-term basis with Metrolinx to enact the strategies of the plan.

Attachments

1. Executive Summary – Draft 2041 Regional Transportation Plan
2. October 2016 Report to Council – Metrolinx The Regional Transportation Plan
3. City of Vaughan's comments on the Draft 2041 Regional Transportation Plan
4. York Region Report to Committee of the Whole Transportation Services on the Draft Metrolinx 2041 Regional Transportation Plan

Report prepared by:

Winnie Lai, Transportation Project Manager, ext. 8192
Christopher Tam, Transportation Project Manager, ext. 8702

(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.)

Subject:

FW: November 21 2017 - City of Vaughan Council
- City of Vaughan Response to Metrolinx Draft 204
Background on Double Fare Wall 171121a.pdf

Attachments:

c. 8
Communication
COUNCIL: Nov 21/17
CW/WS Rpt. No. 41 Item 2

From: South Central York Region - Congestion Relief Committee [mailto:scyr.congestion.relief@gmail.com]

Sent: Tuesday, November 21, 2017 3:33 AM

To: Clerks@vaughan.ca

Cc: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Singh, Sunder <Sunder.Singh@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; rosanna.defancesca@vaughan.ca; Shefman, Alan <Alan.Shefman@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>

Subject: November 21 2017 - City of Vaughan Council Meeting - Report 41; CW(W)S Item 2 - City of Vaughan Response to Metrolinx Draft 2041 Regional Transit Plan

To the City Clerk, and Members of City of Vaughan Council

I would respectfully ask that Council consider adding the following recommendation to Report 41 - Committee of the Whole Working Session - November 13, 2017, Item 2.

The City of Vaughan requests Metrolinx assistance in a negotiation between York Region Transit (YRT) and the Toronto Transit Commission (TTC) with the objective of creating a PRESTO enabled "Ride to TTC" fare supplement, for University/Community College students, as well as other commuters, based on the existing \$1.00 YRT/GO "Ride to GO" fare supplement as soon as feasible.

The "Ride to TTC" needs to make the "price" of using YRT Bus transit to get to/from the TTC Subway less than the current \$5.00 TTC Commuter parking fee.

This will encourage people to switch to transit from their cars and provide additional relief of traffic congestion.

As I am out of town on Tuesday, I have asked 2 Vaughan residents, one from Thornhill and one from Woodbridge to attend the November 21, 2017 council meeting on my behalf, and speak as individual residents of Vaughan.

If given permission by Council to speak, they will address the topic of the "Double Fare Wall" between the TTC and YRT, which moves further into the City of Vaughan with the opening of the new Subway on December 17, 2017.

Although the YRT is a York Region responsibility, it is important that the City of Vaughan provide a clear message to both York Region and Metrolinx about the need to deal with this issue.

Attached is a short presentation which explains;

Current YRT, TTC and GO Transit pricing and fare supplements

How the "Double Fare Wall" has been an ongoing issue when Ward 5 residents want to take a YRT bus to Finch, Wilson and Sheppard West stations.

How the opening of the Subway into Vaughan will bring the "Double Fare Wall" disincentive to all 5 City Wards.

By addressing the 'Double Fare Wall' issue, council will better motivate people to use YRT Bus public transit, to reach the new Subway stations in Vaughan. The recommendation, when put into action, can reduce congestion on the roads near

the new and existing stations where the YRT bus and TTC Subway connect. The recommendation can also reduce the risk of illegal parking near the Vaughan Metropolitan Centre station, where no commuter parking is offered.

Please consider adding the words to the recommendations in Report 41, Committee of the Whole Working Session, November 13, 2017, Item 2

I thank you for your attention in this matter

Jack Weinberg
South Central York Region - Congestion Relief Committee

**METROLINX DRAFT 2041 REGIONAL TRANSPORTATION PLAN
CITY-WIDE**

Recommendation

The Deputy City Manager of Public Works and the Manager of Transportation Planning recommend:

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Directions, which is to ensure that the City is easy to get around and has a low environmental impact.

Economic Impact

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Staff have prepared comments on the Draft 2041 RTP

Staff have reviewed the Draft 2041 RTP, focusing on identifying outstanding comments provided from the Discussion Paper review. A summary of this review is provided in Attachment 3.

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Metrolinx has requested that comments be received by November 17, 2017.

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
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Regional Implications

The Draft 2041 RTP will transform transit in the GTHA. Completion of the priority actions noted in the RTP will result in managed growth on roadways, improved transit and cycling connections and travel times, and a more environmentally sustainable transportation system. More options will be available for travelers to travel both within and outside of Vaughan.

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Report prepared by:

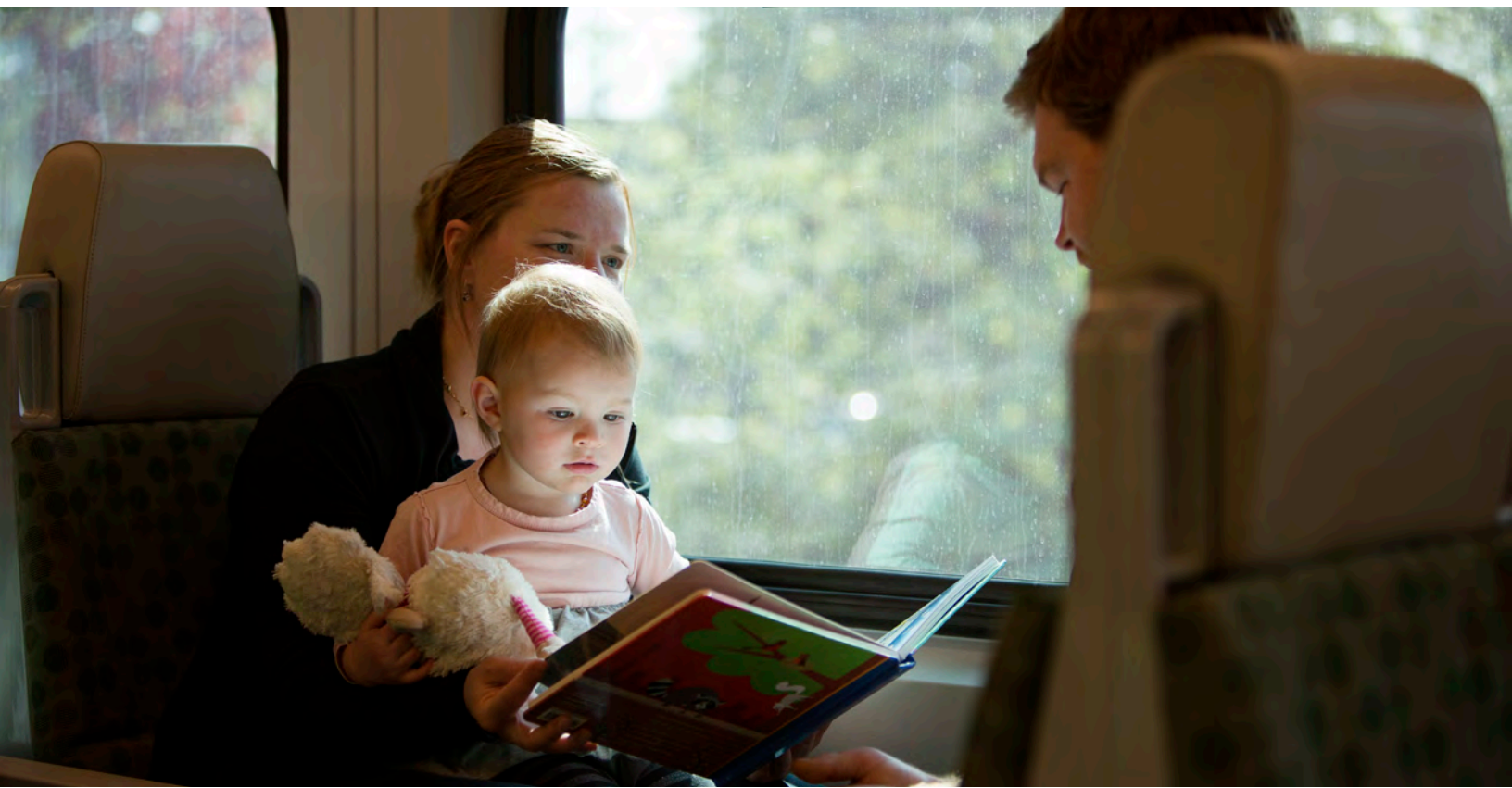
Winnie Lai, Transportation Project Manager, ext. 8192
Christopher Tam, Transportation Project Manager, ext. 8702

Respectfully submitted,

Stephen Collins, P.Eng.
Deputy City Manager
Public Works

Selma Hubjer, P. Eng
Manager
Transportation Planning

Executive Summary



The Greater Toronto and Hamilton Area is one of the fastest growing regions in North America. Its dynamic economy and diverse population attract about 110,000 new residents every year and predictions are that in 25 years – by 2041 – more than 10 million people will live here. The region will look and feel very different than the region of today, just as today feels different from the region of 25 years ago. Keeping our growing and changing region moving – getting people and goods to where they need to go – will be ever more vital for the regional economy, the quality of life of those who live here, and the natural environment. To succeed in a much more complex, interconnected and challenging environment will require not only new transportation infrastructure, but also new transportation services and new ways of working together.

The Draft 2041 Regional Transportation Plan (Draft 2041 RTP) for the Greater Toronto and Hamilton Area (GTHA) is a blueprint for what needs to be done to build an integrated, regional multi-modal transportation system, one that will serve the needs of residents, businesses and institutions until 2041.

The Vision for the region in 2041 is that:

The GTHA urban region will have a transportation system that supports complete communities by firmly aligning the transportation network with land use. The system will provide travellers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy, and a protected environment.

The goals of the Plan are to achieve strong connections, complete travel experiences and sustainable communities.

The Draft 2041 RTP was developed by Metrolinx and builds on the success of the first Regional Transportation Plan – *The Big Move* – that was released in 2008. *The Big Move* catalysed today's massive investment in rapid transit that has led to the completion of eight major transit projects:

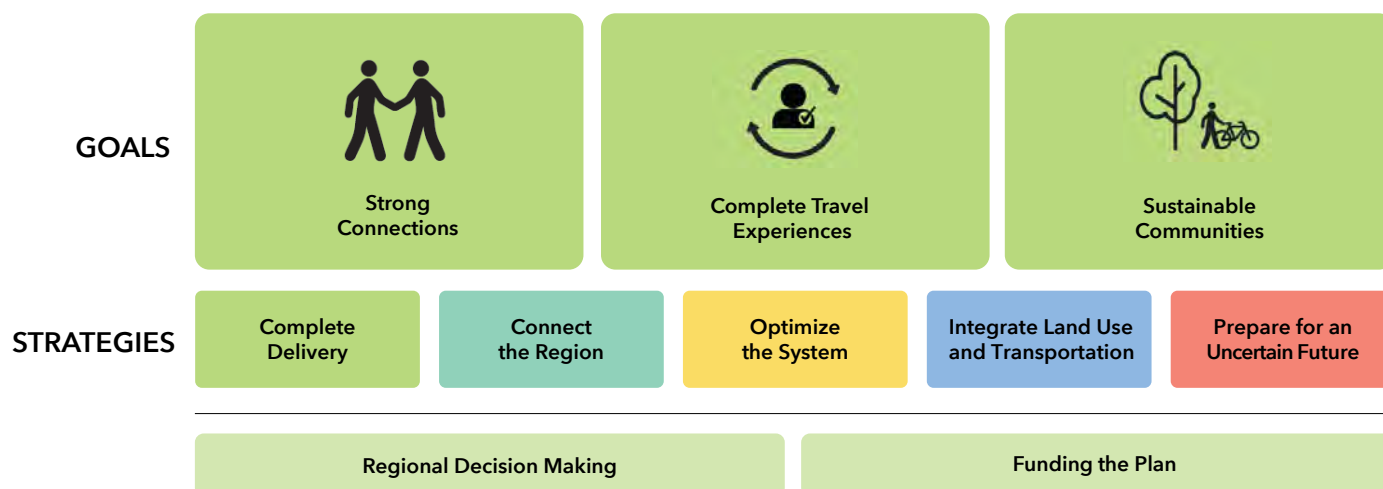
- UP Express (Union Station - Pearson International Airport);
- Highway 7 Bus Rapid Transit (Yonge - Unionville GO);
- Davis Drive Bus Rapid Transit (Yonge - Newmarket GO);
- Mississauga Transitway (Winston Churchill - Orbiter); and
- Four GO Transit extensions (on the Kitchener, Barrie, Richmond Hill and Lakeshore West lines).

A further 16 transit projects are In Delivery, which means that they are either in the engineering design stage or under construction.

There is little doubt that *The Big Move* moved the yardsticks significantly for regional transportation, but the work is far from done. In a region that will continue to grow at a rapid rate, it is vital for the region's communities, economy and the natural environment to further build out the transportation system – to increase the capacity to move people around the region. It is also important to make the best possible use of transportation assets and to provide the best traveller experience possible. All this requires that funding and decision-making approaches meet the needs of a maturing region.

The Draft 2041 Plan goes beyond (and is different from) *The Big Move* in that it puts **traveller needs at the core of planning and operations**.

Goals and Strategies of the Draft 2041 RTP



This will be done through:

- providing even more people with transit that is fast, frequent and reliable;
- integrating fares and services to allow people to move seamlessly across the region;
- designing communities, transit stations and mobility hubs to support transit use and active transportation;
- anticipating and preparing for integrated mobility systems that use emerging transportation technologies and business models;
- using parking demand strategies to encourage car sharing and the use of modes other than the car;
- addressing the beginning and end of a traveller's journey - the first- and last-mile;
- optimizing the use of roads and highways to support transit and goods movement; and
- embedding design excellence in transit planning.

To achieve the 2041 Vision and Goals, the Draft 2041 RTP is organized around five Strategies that drive action.

Strategy 1: Complete the Delivery of Current Regional Transit Projects

There can be no slowing down of the current multi-billion dollar commitments made to expand transit infrastructure. A major focus of the Draft 2041 RTP is the development of GO Regional Express Rail to transform the existing GO rail system from a commuter-focused service into a regional express system with frequent two-way and all-day service. The completion of 15 other transit projects that are In Delivery (under construction or in the engineering design stage) and 13 projects that are In Development (in advanced stages of planning and design) will extend the reach of convenient transit via subway, Bus Rapid Transit, Light Rail Transit and GO Transit.



Strategy 2: Connect More of the Region with Frequent Rapid Transit

A Frequent Rapid Transit Network will connect more people in the region with the places they want to go and provide an attractive alternative to driving. This will include further expansions to GO Regional Express Rail, other surface transit systems (e.g. Bus Rapid Transit and Light Rail Transit) and subways to meet travellers' needs to 2041. Priority Bus Corridors will complete the Frequent Rapid Transit Network, bringing fast and frequent transit services to parts of the region that have not yet developed the density or ridership needed to support Light Rail Transit, Bus Rapid Transit and subway service. Meeting travellers' needs to 2041 will require further expansions to GO Regional Express Rail, other surface transit systems and subways within the GTHA, and connections to other communities within the Greater Golden Horseshoe (GGH).

Strategy 3: Optimize the Transportation System

Optimizing the transportation system in the GTHA means making the most of what we have. First, this means integrating fares and service across the region so travellers can move seamlessly from one transit system to another without paying double fares. Traveller experience will be enhanced as transit services are provided for the "first- and last-mile" of every trip. Integrated mobility services will allow travellers to access a fully coordinated and enhanced suite of travel options from different providers. The transportation system will provide universal, barrier-free access. An enhanced system of HOV (High Occupancy Vehicle) lanes will support faster,

more reliable bus service and help make carpooling more attractive. Roads and highways will be managed to support transit use.

Strategy 4: Integrate Land Use and Transportation

To achieve the vision for the region, land use decision-making must align with transportation planning and investment. The Draft 2041 RTP contains actions to better integrate land use and transportation planning, especially around transit stations and mobility hubs. Regional collaboration supported by appropriate regulatory measures will encourage the planning of communities and road networks to support transit, cycling and walking. Parking management will encourage car-sharing and prepare the region for the arrival of autonomous vehicles. A Regional Cycling Network will make it easier for cyclists to commute to work.

Strategy 5: Prepare for an Uncertain Future

We live in a time of constant and accelerated change, and need to address this in planning for transportation in the future. A provincial framework will provide guidance for the evaluation and regulation of new transportation technologies, such as automated vehicles and shuttles. Regional coordination will produce a transportation system that is resilient to flooding and other impacts of climate change. Joint actions, including a transition to low-carbon transit vehicles, will reduce Greenhouse Gas emissions. Transit providers will partner with the private sector to drive innovation in mobility.

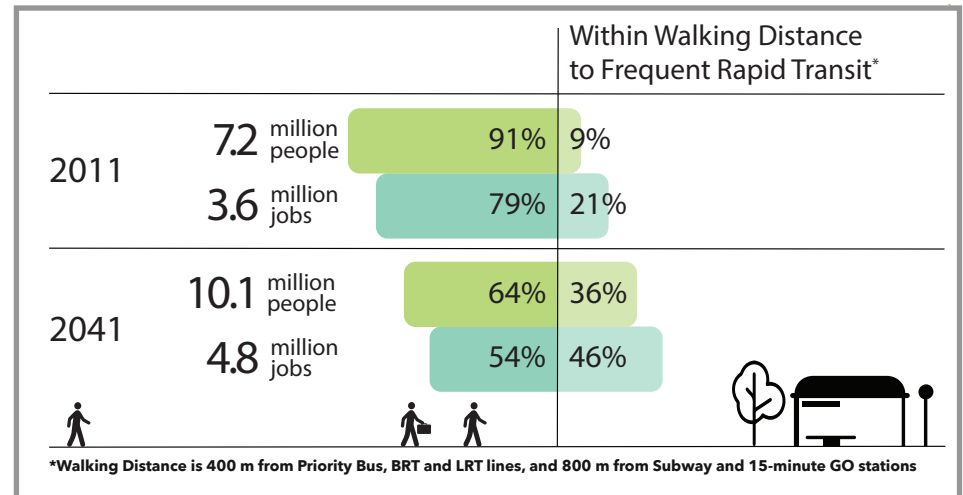
How Will the Plan Make a Difference?

The implementation of the Draft 2041 RTP will have a profound and positive impact on travellers. Compared to today it will:

- increase the length of frequent rapid transit routes by more than 20 times;
- bring more than triple the number of residents and double the number of jobs within walking distance of frequent rapid transit;
- stabilize and in many cases improve transit travel times;
- introduce a Regional Cycling Network that will double the length of dedicated cycling facilities in the GTHA;
- double the number of walking and cycling trips; and
- move towards a goal 60% of school trips being made by walking and cycling.

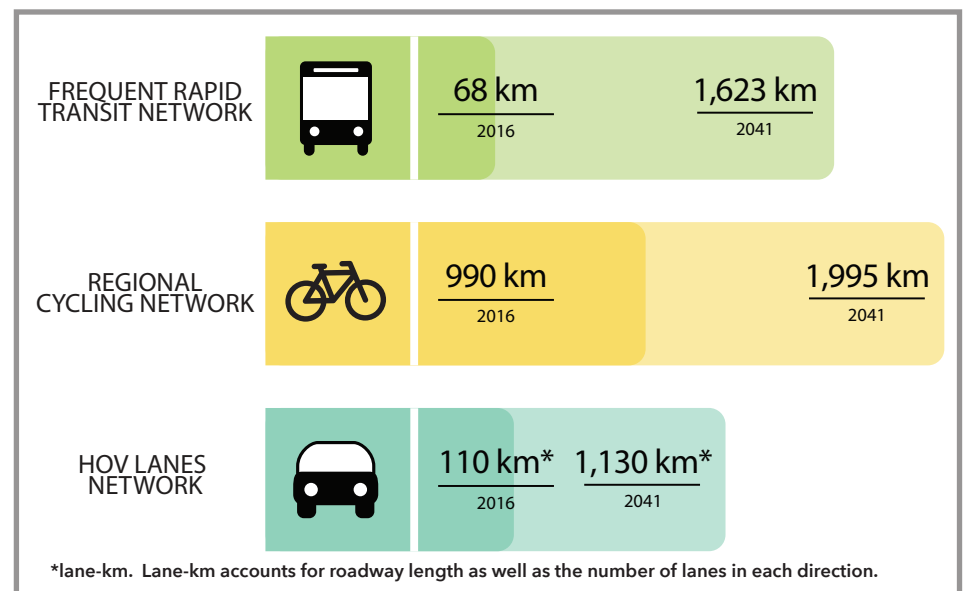
Implementation of the Plan will increase access to rapid transit and improve its reliability, comfort and convenience. This will be particularly important for low income and other socio-economic groups that rely heavily on public transportation. It will improve competitiveness and productivity in the GTHA by connecting workers to employers and providing employers with access to more labour markets.

Residents and Jobs within Walking Distance of Frequent Rapid Transit



Source: Hemson Consulting Ltd. based on Statistics Canada 2011 Census and 2011 National Household Survey; Greater Golden Horseshoe Model v4.

Key Draft 2041 RTP Deliverables



Making it Happen

The final 2041 RTP will articulate the shared goals and actions of municipalities and other partners across the region. The scale of growth anticipated in the GTHA - a 41% increase in population between 2016 and 2041 - demands a new level of cooperation and collaboration among the Province, municipalities, transit agencies, the private sector, and residents. Implementing the 2041 RTP will require more regional mechanisms to coordinate transportation planning investment, and a regional approach to long-term funding.

Next Steps

The publication of the Draft 2041 RTP will mark the beginning of a consultation period that will extend through late fall of 2017. During the consultation period, Metrolinx will reach out to the public through its website, social media, public roundtables and events across the region.

A final draft of the Regional Transportation Plan will be informed by refined technical work and feedback from municipal partners, stakeholders and the public. It will be presented to the Metrolinx Board of Directors for approval.





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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 19, 2016

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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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 19, 2016

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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:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 19, 2016

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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

CITY OF VAUGHAN

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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

Report prepared by:

Selma Hubjer, Manager Transportation Planning, ext. 8674
Winnie Lai, Transportation Project Manager, ext. 8192

(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.)

C	<u>7</u>
Communication	
CW:	<u>OCT 5/16</u>
Item:	<u>20</u>



memorandum

DATE: OCTOBER 4, 2016

TO: HONOURABLE MAYOR MAURIZIO BEVILACQUA AND MEMBERS OF COUNCIL

FROM: JOHN MACKENZIE, DEPUTY CITY MANAGER,
PLANNING & GROWTH MANAGEMENT

SUBJECT: COMMUNICATION – COMMITTEE OF THE WHOLE – OCTOBER 5, 2016
ITEM NO. 20, REPORT NO. 34
METROLINX THE REGIONAL TRANSPORTATION PLAN UPDATE

Attached for your reference is the Region of York report, "York Region's Response to Metrolinx's Discussion Paper for the next Regional Transportation Plan", submitted to its Committee of the Whole for October 6, 2016.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'J. Mackenzie', written over a horizontal line.

JOHN MACKENZIE
Deputy City Manager,
Planning & Growth Management

Copy to:

Daniel Kostopoulos, City Manager
Jeffrey Abrams, City Clerk
Paul Jankowski, Deputy City Manager, Public Works
Andrew Pearce, Director, Development Engineering & Infrastructure Planning
Roy McQuillin, Director, Policy Planning & Environmental Sustainability

The Regional Municipality of York

Committee of the Whole
Transportation Services
October 6, 2016

Report of the
Commissioner of Transportation Services

**York Region's Response to Metrolinx's Discussion Paper for the
next Regional Transportation Plan**

1. Recommendations

It is recommended that:

1. Council endorse the comments outlined in this report as the Region's formal response to the Metrolinx Discussion Paper for the next Regional Transportation Plan, released August 15, 2016.
2. The Regional Clerk circulate this report and attachments to Metrolinx and to the Clerks of the local municipalities.

2. Purpose

This report seeks Council endorsement of comments outlined in this report as the Region's formal response to the Metrolinx Discussion Paper for the next Regional Transportation Plan for submission prior to the deadline of October 31, 2016. Attachment 1 is the Region's technical response to Metrolinx's request for comments through the Discussion Paper for the development of the next Regional Transportation Plan. Metrolinx is required to review and make any necessary changes to the Regional Transportation Plan every ten years under the Metrolinx Act, 2006. A draft of the next Regional Transportation Plan is expected to be available for comment in mid-2017.

**York Region's Response to
Metrolinx's Discussion Paper for the
next Regional Transportation Plan**

3. Background

Metrolinx is mandated to develop and implement an integrated transportation system for the Greater Toronto and Hamilton Area

Metrolinx, a Provincial agency formed under the *Metrolinx Act*, 2006, was created to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area (GTHA). The organization's mission is to champion, develop and implement an integrated transportation system for the GTHA region that enhances prosperity, sustainability and quality of life. The plan was developed to conform to the Growth Plan for the Greater Golden Horseshoe 2006 (Growth Plan) which, together with the Greenbelt Plan, sets out the Province's long-term vision for where and how the GTHA should grow. It has been the basis of prioritizing transit investment and initiatives over the last ten years.

In 2008, Metrolinx launched "The Big Move" (Regional Transportation Plan or RTP), a 25-year \$50 billion capital expansion plan investing in regional transportation for the GTHA.

A complete review of the RTP is required every ten years

Under the *Metrolinx Act*, a complete review of the RTP is required every ten years from when the *Act* first came into force. Currently, Metrolinx is completing the first phase of the RTP review by releasing a Discussion Paper which incorporates an updated vision, goals and objectives as well as background research and analysis. The next phase of the review will be to update the RTP with new and existing background research, analysis, strategies, plans and studies as well as development of the transportation network. The last phase will be the release of a draft RTP in 2017 for consultation and adoption of the final RTP. A subsequent RTP Implementation Plan is expected in 2018-2019.

The next Metrolinx RTP will align with Provincial Plans and York Region plans and policies

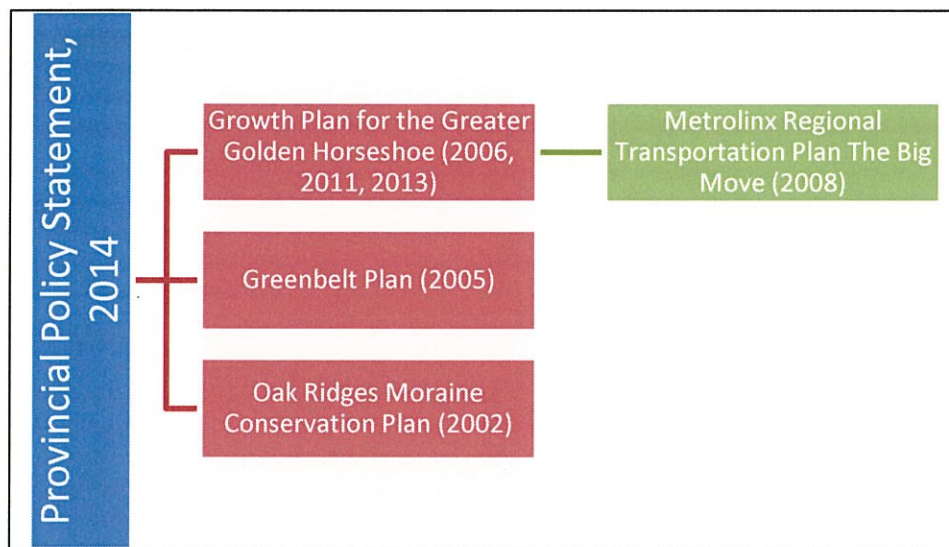
Under provincial legislation, Metrolinx has a mandate to co-ordinate, plan, finance, develop and implement an integrated, multi-modal transportation network that aligns with policies of Ontario's Growth Plan for the Greater Golden Horseshoe (as depicted in Figure 1). The Regional Transportation Plan and the Growth Plan work together to ensure the region's population and employment growth are supported by the transportation system. The updated RTP will work in

**York Region's Response to
Metrolinx's Discussion Paper for the
next Regional Transportation Plan**

concert with the efforts of the Province to manage growth and address climate change to 2041, ten years beyond The Big Move's original long-range planning horizon. York Region's continued support and active participation in the current review is critical to the success of the Plans, and to meeting Regional objectives.

Under the *Planning Act*, the Province is the approval authority for the York Region Official Plan. All planning decisions under the York Region Official Plan shall conform to provincial plans (including the Growth Plan) and be consistent with the Provincial Policy Statement. The York Region Official Plan (2010) aligns with Vision 2051 and provides a strong policy foundation for future transportation network expansion by establishing a number of key policies that guided actions and strategies in the York Region 2016 Transportation Master Plan (TMP).

**Figure 1
Relationship between Provincial Policies and Plans**



**The next Metrolinx RTP must be aligned with the proposed
Provincial Growth Plan to support anticipated growth**

The Province is continuing work on the Coordinated Review (Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan). This represents an opportunity for the RTP and Growth Plan to be fully integrated and aligned with each other, so that all infrastructure requirements needed to support growth are reflected in both Plans, whether funded or unfunded. For example, the Yonge North Subway Extension is not identified in the Proposed Growth Plan (2016) while it is identified in the

York Region's Response to Metrolinx's Discussion Paper for the next Regional Transportation Plan

existing RTP and is a critical piece of infrastructure needed to support growth. This and other similarly-planned projects should be included in both Plans.

Achieving the Growth Plan objective of building transit-oriented complete communities is dependent on the Province and Metrolinx, in partnership with municipalities, being able to deliver critical transit infrastructure.

The RTP supports implementation of rapid transit corridors in York Region

The RTP is a 25-year multi-modal transportation plan for the GTHA. The RTP identified opportunities to implement transit and rapid transit improvements to help accommodate growth and intensification of the four Regional Urban Growth Centres.

The RTP supported and facilitated implementation of vivaNext rapidways (Rapidways), dedicated lanes for express bus service along Highway 7 East (Markham and Richmond Hill), Highway 7 West (Vaughan), Yonge Street (Richmond Hill, Newmarket) and Davis Drive (Newmarket). The Rapidways provide fast, reliable and comfortable service to residents of York Region. Various sections of the Rapidways have been completed and are operational while other sections are currently planned or under construction.

Metrolinx has been and is currently improving and expanding GO Transit services in York Region since the release of the RTP. It has expanded parking at a number of GO stations and park and ride lots, increased service frequency and capacity, improved bus terminals and GO station platforms and completed a new East Gwillimbury GO bus facility in 2014 to improve access and service.

Metrolinx requires input into the Discussion Paper by October 31, 2016

Metrolinx released a Discussion Paper August 15, 2016, to support development of the next RTP. Input and responses to discussion questions included in the document are due October 31, 2016. A draft of the next Regional Transportation Plan is expected to be available mid-2017 for comment with a further RTP Implementation Plan in 2018-19.

York Region's Response to Metrolinx's Discussion Paper for the next Regional Transportation Plan

Objectives of the 10-year RTP review are:

- Review and update the RTP, using the existing RTP as the starting point
- Review and confirm the vision, goals and objectives
- Review planning and policies, including aligning the review with the Proposed Growth Plan for the Greater Golden Horseshoe, 2016
- Address implementation and phasing through an implementation plan

4. Analysis and Implications

The Region requests Metrolinx provide a minimum six-month review and comment period for the draft of the next RTP

The next RTP will be a critical plan moving forward with direct implications and impacts on major transportation and infrastructure in The Regional Municipality of York, the Cities of Markham and Vaughan, the Towns of Aurora, East Gwillimbury, Georgina, Newmarket, Richmond Hill and Whitchurch-Stouffville and the Township of King. As such, it is essential to have a minimum six-month review and comment period for the draft RTP to accommodate local municipal review and Council endorsement processes.

The Discussion Paper seeks feedback from stakeholders regarding future transportation system performance

The discussion paper presents an opportunity for York Region, the public, and all partners and stakeholders in planning, building and implementing the GTHA region's transportation system to reflect on how well it is working today in the context of the Growth Plan and on its performance in the future.

Metrolinx proposes updating the original vision, goals and objectives of the RTP, as well as exploring opportunities to:

- Leverage committed transit investments
- Connect and align the transportation system in the GTHA
- Explore and incorporate new mobility options

York Region's Response to Metrolinx's Discussion Paper for the next Regional Transportation Plan

Recommendations are based on consultation input received from both internal stakeholders and local municipal staff

Staff from Transportation Services engaged several internal stakeholders, including Planning and Economic Development, Public Health and Environmental Services as well as local municipal staff to develop recommendations on the Discussion Paper. Staff was invited to provide written responses and participate in a workshop to review and provide input on technical recommendations included in Attachment 1.

Comments to Metrolinx regarding the next RTP revolve around five critical component themes

1. The Region recommends the next RTP include additional information regarding prioritization of projects.

Regions and municipalities within the GTHA vary drastically in profile and context from levels of growth and density to their existing and future rural/urban/suburban landscape to other factors, such as the protected natural environment (Greenbelt, Oak Ridges Moraine, etc.). Some municipalities simply cannot accept population and employment growth without appropriate transportation infrastructure in place. There is an inherent assumption in the Discussion Paper all municipalities can accept population and employment growth without regard to the timelines of growth and required transportation and infrastructure needs to support the growth.

A clearer understanding of prioritization, timing and funding of projects would also increase transparency and help promote more successful integration toward regional collaboration and connectivity. Stakeholders will benefit from increased clarity regarding issues of equity and disparity across the system. Additional information would assist with streamlining the planning process, including needs and requirements, to align with Growth Plan forecasts. From a funding perspective, the Region supports the need to identify new, sustainable revenue sources for both capital and operating expenses for transportation initiatives.

From the Region's perspective, the Yonge North Subway Extension, expansion of Bus Rapid Transit (BRT) corridors and establishment of new GO stations within York Region to support Regional Express Rail (RER) should be treated as priority and included in the next RTP to meet the growth plan forecasts assigned to York Region.

**York Region's Response to
Metrolinx's Discussion Paper for the
next Regional Transportation Plan**

2. The Region recommends the next RTP include an objective to ensure collaboration with municipalities such as a detailed partnership and consultation plan.

An objective clearly outlining a proposed framework regarding communication and collaboration between Metrolinx, municipalities and other stakeholders would clarify the process, roles and stakeholder responsibilities. Major transportation and infrastructure projects will require collaboration from all levels of government, various stakeholders, landowners and citizens.

The Region recommends Metrolinx establish a collaborative consultation plan and continue to consult and collaborate with the Region, the Cities of Markham and Vaughan, the Towns of Aurora, East Gwillimbury, Georgina, Newmarket, Richmond Hill, Whitchurch-Stouffville and the Township of King as soon as possible with an open and transparent process. This could be started at the initial screening stage to determine which projects proceed toward RTP evaluation as well as at the planning and design stage for all existing and new projects.

3. The Region recommends the next RTP outline potential programs and policies to address first and last mile transportation gaps as well as other emerging influences.

The discussion paper asks for suggestions regarding how the RTP should focus on emerging trends, including car-sharing, on-demand services and autonomous vehicles. The RTP will need to adequately address the need to find solutions for first and last mile transportation gaps as well as infrastructure requirements to accommodate emerging technologies and autonomous vehicles.

It would also benefit the next RTP to emphasize and strengthen the relationship between the regional rapid transit network and the local transit network. This can be accomplished with seamless, cross-boundary travel between neighbouring municipalities, inclusion of transit priority, funding and improvements for local transit. Local transit serves the first and last mile and is the connecting mode to the regional rapid transit network.

4. The Region recommends Metrolinx include an area of focus in the next RTP to address key impacts to local municipalities, such as parking, infiltration of congestion to local streets, while having regard for existing urban form and contexts at Metrolinx/GO stations and facilities.

The RTP would benefit from emphasizing transportation and infrastructure needs to support urban mobility hubs, gateway hubs and major transit stations in a context sensitive manner in York Region. Impacts to local context, such as

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parking, vehicles accessing and exiting major transit stations and mobility hubs, need to be addressed. The next RTP should take into account varying existing and future contexts surrounding these facilities, including natural and cultural heritage areas.

5. The Region recommends Metrolinx consider a longer term outlook beyond the 2041 horizon for transportation and infrastructure planning.

Since Provincial policy does not restrict planning for infrastructure and public services to a 25-year time horizon and, given that transportation infrastructure can require significant time to fully study, plan, design and construct, a planning horizon beyond 2041 would be beneficial. An outlook beyond 25 years may include identifying preliminary opportunities, such as extending RER beyond announced municipalities and stations, additional service on specific corridors and the extension of the Yonge North Subway and Toronto-York Spadina Subway from Highway 7 to Major Mackenzie Drive, and the possibility of an east-west connecting loop between the two along Major Mackenzie Drive. To ensure transportation expansion continues to meet regional growth to 2041 and beyond, the RTP may need to address individual municipalities' growth and their subsequent transportation needs with a longer term outlook.

The Metrolinx Regional Transportation Plan supports Council-approved plans and policies

The RTP supports the Region's key plans and policy documents, including Vision 2051, the Regional Official Plan (2010) and the 2015 to 2019 Strategic Plan. The Region envisions a future where a seamless mobility network provides access to all destinations for residents, employees and visitors, promotes active healthy living and safely and efficiently moves people and goods. Through the discussion paper, staff will continue working with Metrolinx, MTO and local municipalities to support development of the next RTP to facilitate a better integrated, comprehensive transportation system that supports the functioning of communities and economic well-being of York Region.

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5. Financial Implications

Critical to the update of the RTP is identifying new, sustainable revenue sources for both capital and operating expenses for transportation initiatives. Staff recommend the next RTP include updates to its investment strategy.

There are no financial implications to this report. The review of the Discussion Paper was undertaken with existing resource and staff complement.

6. Local Municipal Impact

Recommendations were formed with input from local municipalities

Staff consulted with the local municipalities to prepare a response to the discussion paper. Responses in Attachment 1 represent consolidated technical feedback received from Region and local municipal staff.

The update to the RTP provides an opportunity for the Region and local municipalities to leverage committed transit investments to connect and align the transportation system in York Region, as well as explore and incorporate new mobility options. This will benefit all York Region residents and businesses. The discussion paper and stakeholder comments will help shape the next Metrolinx Regional Transportation Plan, which will have significant transportation impacts on local municipalities through new policies, directions, programs and phasing of Metrolinx and GO Transit projects.

7. Conclusion

The Discussion Paper for the next Regional Transportation Plan provides the Region with an opportunity to provide input on the development of the RTP. Comments provided on the discussion paper will be forwarded to Metrolinx for consideration in the development of the RTP.

Staff will continue to explore and participate in opportunities to provide input on the next RTP and will provide updates, where applicable, to Council as new information becomes available.

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For more information on this report, please contact Angela Gibson, Acting Director, Infrastructure Management and PMO, at ext. 75949.

The Senior Management Group has reviewed this report.

Recommended by:

Approved for Submission:

Stephen Collins, P.Eng.
Acting Commissioner, Transportation
Services

Bruce Macgregor
Chief Administrative Officer

September 23, 2016

Attachments (1)

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Accessible formats or communication supports are available upon request

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General Comments

The Regional Municipality of York (the Region) appreciates the opportunity to comment on the Discussion Paper for the Next Regional Transportation Plan (the Discussion Paper). The Region believes the Discussion Paper is aligned with the Region's 2016 Transportation Master Plan (TMP) endorsed by Council in June 2016 and would be pleased to meet with Metrolinx to review these recommendations.

The Region recognizes the Discussion Paper is only the first step in the process to update the Metrolinx Regional Transportation Plan (RTP). It is anticipated Metrolinx will work collaboratively with the Region and other stakeholders to develop the final RTP with consideration of our comments and recommendations regarding projects to be included, issues to be addressed and alignment with other Provincial planning documents.

The Region looks forward to reviewing and commenting on specific projects and initiatives that support RTP goals and objectives. We support the need to identify new, sustainable revenue sources for both capital and operating expenses for transportation initiatives. The Region is proud of the accomplishments it has already made to support development of a world-class transit system in York Region, including its transit infrastructure investments, real-time service information and contribution to construction of the Toronto-York Spadina Subway Extension. The Region also launched MyTrip York to help residents plan their travels along with other transportation demand management (TDM) programs.

The Region notes there is no detailed mention of how projects will be prioritized in the Discussion Paper. In particular, the Region wants to ensure the Yonge North Subway Extension, expansion of BRT corridors and establishment of new GO Transit stations within York Region to support Regional Express Rail are treated as priority projects given the Growth Plan forecast for York Region.

The Region notes the Discussion Paper does not provide details regarding a proposed framework regarding communication and collaboration between Metrolinx, municipalities and other stakeholders. There is limited acknowledgement to indicate most projects will require collaboration from all levels of government, various stakeholders, landowners and citizens.

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- G1 The Region recommends Metrolinx provide a minimum six-month review and comment period for the draft RTP when it is released mid-2017, including new project evaluation and prioritization criteria, to accommodate local municipal review and Council endorsement processes.
- G2 The Region recommends Metrolinx establish a collaborative consultation plan and continue to consult and collaborate with The Regional Municipality of York, the Cities of Markham and Vaughan, the Towns of Aurora, East Gwillimbury, Georgina, Newmarket, Richmond Hill, Whitchurch-Stouffville and the Township of King as soon as possible with an open and transparent process (i.e. at the initial screening stage to determine which projects proceed toward RTP evaluation as well as at the planning and design stage for all existing and new projects).

The Region offers the following comments in response to the questions posed in the Discussion Paper.

1. Toward a Shared Vision of the Future

- a) *Do the Vision, Goals and Objectives resonate with you and the 2041 future you would wish for?*
- b) *Did we (i.e. Metrolinx) miss anything?*
- c) *Does anything belong in another policy or document?*

In general, the Region recognizes the Vision, Goals and Objectives outlined within the Discussion Paper are aligned with the objectives of the York Region 2016 Transportation Master Plan to:

- Create a world class transit system
- Develop a road network fit for the future
- Integrate active transportation in urban area
- Maximize the potential of employment areas
- Make the last mile work

- 1.1 The Region recommends Metrolinx include "affordability", as part of the RTP's "Vision", as a contributing factor towards quality of life for residents of the GTHA.
- 1.2 The Region recommends Metrolinx continue to include "health" as a component of the RTP's Vision.
- 1.3 The Region recommends the Vision reflect complete communities contribute to a strong economy, not only connecting people to jobs. The statement requires enhancement to be inclusive of other amenities and destinations.

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The Region supports streamlining goals and objectives to better focus the next RTP. The Region further recognizes the challenge to find an appropriate balance between the number of objectives and specific actions arising out of the RTP and recommends more specific language in accordance with the following:

- 1.4 The Region recommends the RTP emphasize and strengthen the relationship between the regional rapid transit network and the local transit network. This can be accomplished with more mention of transit priority and funding for local transit and improvements of local transit. Local transit serves the first and last mile and is the connecting mode to the regional rapid transit network.

The Region notes the Discussion Paper speaks to municipalities considering parking charges and lower parking requirements to support transportation demand management (TDM) programs and reducing auto dependency. Since Metrolinx is the largest parking provider in North America with a total of 72,000 parking spaces, it should be acknowledged Metrolinx plays a critical role in increasing GO station access transit mode share based on parking management of these spaces. Parking management is a challenge facing all municipalities.

- 1.5 The Region recommends Metrolinx review pricing mechanisms and parking lot footprints with a view to improving local public transit and active transportation usage to/from stations and other major trip generators/destinations.
- 1.6 The Region recommends Goal A explicitly identify seamless cross boundary travel between neighbouring municipalities to provide continuous uninterrupted service within its objectives.
- 1.7 The Region recommends Metrolinx clearly define in Goal A what it means by "realistic options".
- 1.8 The Region recommends Metrolinx consider impacts to local municipal transit agencies including, but not limited to, capital and operating impacts associated with increased services (i.e. Regional Express Rail, additional GO train and bus service, etc.).
- 1.9 The Region recommends Metrolinx complete its Fare and Service Integration Strategy and further consult with stakeholders in advance of finalizing the RTP.
- 1.10 The Region recommends Metrolinx introduce new policy areas that enable strategies to support integrated mobility systems, intelligent transportation systems, first and last mile connections for transit users and active, healthy communities.

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- 1.11 The Region recommends objectives in Goal A reflect alternative mobility options, such as on-demand transit, TDM, etc., to serve rural communities as this would be beneficial in seeking to fill missing transportation gaps.
- 1.12 The Region recommends Metrolinx reword Goal C, Objective 9 to reflect the desire that people feel safe and secure when travelling without limiting this to injuries or deaths from transportation, as there may be other hazards or risks, including those posed by other transit users.
- 1.13 The Region recommends an objective under Goal C to reference improvements in air quality and reduced negative impacts on human health. This is identified as Objective 15 in the current RTP.
- 1.14 The Region recommends Metrolinx use the term "Active Transportation" in Goal C, and throughout the RTP, as it is more inclusive than just walking and cycling.
- 1.15 The Region recommends Metrolinx include an objective to ensure collaboration with municipalities from start to finish during design and planning of new and existing infrastructure (e.g. GO train stations, mobility hubs, etc.) to facilitate safe and convenient active transportation (e.g. pedestrian access/bridges into stations, multi-use paths, etc.), vehicle and transit access, etc.
- 1.16 The Region recommends Metrolinx include an objective to increase active transportation trips in the RTP.
- 1.17 The Region recommends Goal D recognizes the need for long-term planning and corridor protection for infrastructure may be required beyond the planning horizon of the next RTP with specific reference to the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan). In order to ensure the RTP supports growth to 2041 and beyond, the RTP needs to recognize and support planning that extends beyond the planning horizon of the Growth Plan, consistent with Section 1.1.2 and 1.6.8 of the Provincial Policy Statement, 2014, which does not restrict a future time horizon.
- 1.18 The Region recommends Goal D continue to emphasize the need for transit-supportive densities in urban growth centres, major transit station areas, priority transit corridors and other major opportunities (e.g. mobility hubs, etc.), per the Growth Plan. Consistent terminology and better integration with the Proposed Growth Plan 2016 should be ensured in the RTP update.

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- 1.19 The Region recommends Goal E have regard for source water protection including intake protection zones, wellhead protection areas, highly vulnerable aquifers and recommendations from local Risk Management Officials. Certain transit-related activities have the potential to impact groundwater or surface water supplies and could be subject to Source Protection Plan policies.
- 1.20 The Region recommends Goal F, include “technical rigour and transparency in the selection and prioritization of major projects” or specific reference to “evidence-based decision making in transit planning”. The Region supports Metrolinx’s recognition that sustainable funding for operating and maintenance costs is a critical component of the RTP. It is important for Metrolinx to continue to undertake business case analyses for major projects in order to fully consider all corridor/route options, capital and operating costs, alignment with the Proposed Growth Plan 2016 and other policy objectives and prioritization of projects given limited fiscal resources.
- 1.21 The Region recommends Metrolinx include private and development sectors in achieving Goal F.
- 1.22 The Region recommends identification of a clearly described linkage, integration, distinction and hierarchy between the RTP and upcoming Ontario Ministry of Transportation (MTO) multi-modal transportation plan for the Greater Golden Horseshoe (GGH). For example, it is unclear from the Discussion Paper whether Metrolinx RTP policies, projects, directions, phases of projects, etc. will be included in MTO’s multi-modal transportation plan.
- 1.23 The Region recommends revising the terminology for a “Regional Transportation System”. A “Regional Transportation System” entails all aspects of transportation and transportation related activities. The primary focus of the previous RTP is regional transit and TDM initiatives. Highways, roads, goods movement corridors and active transportation are primarily planned, programmed, funded and operated by provincial, regional or local governments.
- 1.24 The Region recommends Metrolinx clarify its role in implementing and operationalizing its role in “thinking as a region”.

2. Opportunities for Better Transit and Transportation

- a) *Do the areas of focus for the next RTP make sense to you?*
- b) *Are there other opportunities or challenges you want the plan to consider?*
- c) *Do you have specific local transit or transportation situations that will benefit from a more regional lens?*

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- d) *Looking beyond 2031, what should the RTP include to ensure that transportation expansion continues to meet regional growth to 2041?*

In general, the Region supports proposed areas of focus for the next RTP but believes there are additional focus areas to support better transit and transportation.

- 2.1 The Region recommends the next RTP put more focus on prioritizing infrastructure to support Growth Plan population and employment projections and proposed timelines (e.g. 2031, 2036 and 2041). A number of currently unfunded rapid transit corridors are identified to support and accommodate growth to 2041 in York Region. These currently unfunded corridors must be included in the RTP update, namely Yonge North Subway Extension, new bus rapid transit along Major Mackenzie Drive, Jane Street, Woodbine Avenue, Leslie Street/Don Mills Road and extensions of existing Rapidways on Yonge Street and Highway 7.
- 2.2 The Region recommends additional emphasis be included in the RTP for transportation and infrastructure needs to support current and proposed mobility hubs, gateway hubs and major transit stations in a context sensitive manner in York Region, including, but not limited to, Unionville, Newmarket and Concord.
- 2.3 The Region recommends local municipal landscapes, urban form and context be reflected as an area of focus in the RTP. Impacts to local context, such as vehicles accessing and exiting major transit stations and mobility hubs, are important considerations for future planning and implementation of the RTP.
- 2.4 The Region recommends Metrolinx consider a stronger emphasis on incorporating transit access and affordability for people on lower incomes to reduce inequities in access to employment and services.
- 2.5 The Region recommends Metrolinx review fare structures for its rail and bus services and parking facilities to improve local and regional transit connections, increase first and last mile transit modal share and reduce local traffic infiltration.
- 2.6 The Region recommends Metrolinx address how decisions regarding service improvements on the Richmond Hill, Barrie and Stouffville rail corridors would potentially affect timing and implementation of service improvements on other adjacent corridors, with a view to anticipating and understanding how York Region would be affected over the short, medium and long term. For example, the Richmond Hill GO line is not scheduled to be part of RER in spite of needed service improvements and the potential of an additional GO station or mobility hub at Yonge Street and 16th Avenue.

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- 2.7 The Region recommends Metrolinx address varying existing and future contexts and surrounding areas of mobility hubs and density requirements for development (for example, Growth Plan targets).
- 2.8 The Region recommends Metrolinx address the need for greater connectivity to employment areas in the Cities of Markham and Vaughan and the Town of Richmond Hill. The focus of higher-order or rapid transit in the GTA has historically been Union Station-focused. This is changing as an increasing number of people want to access these other employment areas using sustainable modes of travel.

There are a number of opportunities and challenges York Region encourages Metrolinx to consider as part of the RTP update process:

- 2.9 The Region recommends the RTP reflect different characteristics of transit station areas (GO rail stations and bus terminals, mobility hubs, anchor hubs, etc.) and existing and future local growth and densities. Collaboration with local municipalities will help facilitate and achieve the vision set out for these areas (especially on lands owned by Metrolinx or the Province).
- 2.10 The Region recommends the RTP include east-west inter-regional travel. The focus of the RTP and connections between urban growth centres have been specifically with Downtown Toronto. There has been growing demand for inter-regional travel (not involving Toronto). The 407 Transitway is an example of an opportunity for a long-term vision which would enable travelers across the GTHA to move east-west freely by transit between regions. This is also an opportunity to connect urban growth centres, mobility hubs, etc., to each other.
- 2.11 The Region recommends the RTP consider including a full performance measurement and monitoring plan through collaboration with local municipal partners. Specific performance indicators for the GTHA (and individual municipalities), timelines for report back and monitoring and clear guidelines/objectives for assessment will allow for an objective evaluation of the performance of the RTP. Metrolinx may want to consider incorporating an additional performance measure that estimates health benefits. For example, the recent GTHA report "Improving Health by Design" provides information on the impact of traffic related air pollution on health outcomes for the Greater Toronto and Hamilton Area.
- 2.12 The Region recommends the RTP include further discussions regarding environmental and health impacts of transportation.

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- 2.13 The Region recommends the RTP recognize additional impacts of congestion which add to significant environmental and public health burdens from vehicle emissions, air pollutants, greenhouse gases, noise pollution, light mitigation, etc.
- 2.14 The Region recommends the RTP reflect a more regional lens be applied to the Yonge North Subway Extension, as its benefits would extend beyond York Region.
- 2.15 The Region recommends the RTP provide more transit and transportation opportunities to serve rural areas of York Region and rural municipalities in adjacent regions for inter-regional travel. Transportation options in rural areas are largely absent from the Discussion Paper. The Region's 2016 TMP indicates inter-regional travel is already occurring and increasing between York Region and Peel and Durham Regions.
- 2.16 The Region recommends Metrolinx undertake immediate action to effectively address existing parking and congestion issues in conjunction with development of the RTP. As service levels continue to increase (e.g. RER) in the future, these issues will continue to worsen and the need for supporting local infrastructure will be required.
- 2.17 The Region recommends Metrolinx, in consultation with municipalities, improve safety of existing rail level crossings in urban and rural areas, particularly at non-grade separated crossings.
- 2.18 The Region recommends the RTP proactively recognize the importance of longer term transportation and infrastructure planning for all modes. A planning horizon beyond 2041 would be helpful as Provincial policy does not restrict planning for infrastructure and public services to a 25-year time horizon. An outlook beyond 25 years may include preliminary opportunities, such as extending RER beyond announced municipalities and stations, additional service on specific routes/lines and the extension of the Spadina and Yonge Street subways north of Highway 7 to Major Mackenzie Drive and the possibility of an east-west connection between the Yonge Subway and Toronto-York Spadina Subway Extension along Major Mackenzie Drive. To ensure transportation expansion continues to meet regional growth to 2041 and beyond, the RTP may need to address individual municipalities' growth and their subsequent transportation needs with a longer term outlook.

Regions and municipalities within the GTHA vary drastically in profile and context from levels of growth and density to their existing and future rural/urban/suburban landscape to other factors, such as the protected natural environment (Greenbelt, Oak Ridges Moraine, etc.). Some municipalities simply cannot accept population and

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employment growth without appropriate transportation infrastructure in place. There is an inherent assumption in this Discussion Paper all municipalities can accept population and employment growth without regard to the timelines of growth and required transportation and infrastructure needs to support the growth.

2.19 The Region recommends Metrolinx consider the following questions in the development of the RTP:

- At what point in the screening and prioritizing process for projects will municipalities be consulted?
- What weight or consideration will Metrolinx give to high priority local transportation projects compared to regional/GTHA transportation project priorities?
- With Metrolinx being the largest provider of parking in North America, how will the RTP consider region-wide strategies for paid parking at GO stations and/or innovative parking management solutions in order to reduce the impact of parking on surrounding land uses and local road networks?

2.20 The Region recommends the RTP consider the role of GO/Metrolinx, the Province and municipalities, as landowners, community partners and leaders, in creating quality places and spaces that contribute to a high quality of life.

2.21 The Region recommends Metrolinx consider including additional discussion on how opportunities and issues relating to governance and funding will be addressed in the RTP (e.g. governance roles and responsibilities and funding strategies such as potential public-private partnerships).

3. Opportunities for Regional Integration and Collaboration

- a) *Have we (i.e. Metrolinx) identified the key areas for improved regional/local integration and connectivity?*
- b) *Are there other areas where local and regional connections and integration need to be addressed?*
- c) *Where are the opportunities to improve regional collaboration to better support the implementation of the RTP? Are new tools required?*
- d) *How should regional equity be addressed in the next RTP and subsequent Implementation Plan? How should issues of transit equity and access be addressed?*

In general, the Region supports the key areas for improved regional/local integration and connectivity for the next RTP and offers the following recommendations for further consideration and discussion:

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- 3.1 The Region recommends Metrolinx provide further details regarding how it expects to prioritize and fund projects. The Discussion Paper addresses the matter of funding and Metrolinx proposes "bringing all public transit systems together". Clarity is needed to better understand this.
- 3.2 The Region recommends Metrolinx confirm a clear system would be in place to outline where funding would be allocated and that processes would be followed to ensure project prioritization and selection remain transparent. Screening and evaluation criteria should be carefully developed to strike a balance between urban and rural interests. This would help the Region's goal toward supporting a more continuous grid system of rapid transit and meeting the needs of Provincial Growth Centres, followed by Anchor Hubs and Gateway Hubs, including, for example, reconsideration of Metrolinx's plan for the Concord GO Station.

Development Charges play a critical role in supporting many transportation improvements. It is critical the Province finalize review and implementation of funding commitments for key infrastructure projects by senior levels of government and, with respect to meeting long term transportation demands across the GTHA, implementation of new funding and revenue sources for lower tier municipalities.

- 3.3 The Region recommends the RTP more strongly emphasize and outline how issues of equity and disparities will be addressed toward improving accessibility to transportation services in the GTHA. At a minimum, such disparities should be addressed through Metrolinx's current regional fare integration and coordination efforts.

The Region supports Metrolinx's position in the Discussion Paper that equity should be addressed. It should be noted various recent transit investments in the GTHA have resulted in noticeable cost and service disparities. For example, in some cases, 'premium' services have been implemented along some corridors where corresponding costs have not entirely been reflected in the fare, such as GO services which provide free car parking.

- 3.4 The Region recommends the process of planning, selecting and implementing transportation investments be determined through an objective consideration of needs and demand in alignment with Growth Plan forecasts.
- 3.5 The Region recommends the RTP recognize how to balance competing priorities for prioritization, funding and phasing of projects. Municipalities across the GTHA have high priority transportation projects that may be viewed as competing against one another for the same limited funding. To clearly outline the prioritization criteria/considerations, funding envelopes (over the short, medium

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and long term) and phasing would aid in the transparency and equality process for municipalities and the public.

4. Opportunities for New Mobility

- a) *How should the RTP focus on emerging influences including carsharing, on-demand services and autonomous vehicles?*

The Region supports Metrolinx's inclusion of emerging influences in the next RTP and offers the following recommendations.

- 4.1 The Region recommends Metrolinx include more strategies/programs in the next RTP to shift travel from single occupant vehicles to sustainable modes of travel. In the next 10 to 15 years, Metrolinx will complete and implement a number of significant transportation projects that will provide people with more mobility choices. More programs/projects regarding how to ensure people will make more sustainable transportation choices would be beneficial. For example, first and last mile to and from major transit stations such as GO stations and mobility hubs continue to be an issue (insufficient parking). Paid parking or increasing parking fees may encourage some car drivers to use more sustainable transportation (carpool, transit, cycling, etc.) to access stations. However, programs need to be designed to discourage the return to single-occupant vehicle use. Income generated from parking management can be used to promote sustainable choices attracting users towards transit, walking, cycling and other sustainable modes for first and last mile.

The RTP is expected to have a planning horizon of 2041. Given current advancements, new technologies and mobility options will have increasing importance over this horizon.

Within its planning horizon (2016-2041), the Region's 2016 TMP outlines the autonomous vehicle (AV) will most likely become a mainstream mode of travel, which will present both challenges and opportunities for current transit systems. AVs have the potential to address some of the first and last mile challenges (gaps in transit services) with accessing rapid transit and the GO rail network. However, such potential solutions may also compete with conventional transit services.

Although there is no consensus about when fully functional and safe AVs will be operating on public roads, it is important for the GTHA to prepare for their implementation and to understand their implications in advance of their arrival. As such, although primary emphasis of the RTP should continue to focus on conventional transit/transportation network, the RTP should also adequately reflect implications of the changing transportation landscape on GTHA residents and municipalities.

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- 4.2 The Region recommends Metrolinx address the role of autonomous vehicles, emerging transportation and technology innovations and/or other private mobility options to ensure potential pilot projects are identified and initiated in partnership with the Region, local municipalities and other stakeholders.
- 4.3 The Region recommends the RTP recognize the need for the establishment of municipal working groups to identify and address emerging issues and new mobility options on an ongoing basis as technology and options continue to evolve.
- 4.4 The Region recommends the RTP address the need for data collection and sharing to support monitoring and reporting more frequently than every five years. This is especially important considering the subsequent work required to develop programs and policies to adequately leverage anticipated benefits of technological advances. As a rapidly evolving area of transportation and the expected rapid pace of change, the RTP will need to be responsive and flexible enough to accommodate these changes.
- 4.5 The Region recommends the RTP address opportunities for new mobility by taking into considering various scenarios with respect to adoption rates for car-sharing, on-demand services and autonomous vehicles. For example, the RTP is a 25-year plan, which will likely be updated every ten years. As such, it would benefit the RTP to describe or conceptually outline what an AV landscape might look like, including resulting volumes and rates of adoption. Industry experts agree there will be a phasing of AV adoption once the technology is mass marketed and available. As such, the RTP should plan scenarios and impacts on all modes of transportation, for example assuming varying levels of AV adoption over outlook years of 2031, 2036, 2041, etc.
- 4.6 The Region recommends the RTP consider the opportunity to remain flexible to adapt to new and emerging technologies as well as accelerating development and piloting of strategies and programs to address first and last mile travel. This will help facilitate transit use and potentially reduce impacts of transportation on the local context.

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Executive Summary

A review of the GTHA's first Regional Transportation Plan (RTP), *The Big Move*, is underway. The review of the RTP provides an opportunity to take stock of and build on the foundation of *Big Move* projects. It supports us working together as a region toward the completion of an updated RTP in 2017.

The RTP guides the work being done to transform the way people and goods move in the Greater Toronto and Hamilton Area. Its Vision, Goals and Objectives provide a blueprint to support decision-making by municipalities, agencies, and the provincial government. Developed and implemented jointly with a diverse range of partners and stakeholders, the RTP sets out how the transportation system contributes to a high quality-of-life, thriving, sustainable and protected environment and a strong, prosperous and competitive economy, now and into the future.

This discussion paper presents an opportunity for the public, and all partners and stakeholders in planning, building and implementing the region's transportation system, to reflect on how well it is working today in the context of the *Growth Plan for the Greater Golden Horseshoe*, and on its performance in the future.

BUILDING MOMENTUM

Since 2008, great progress has been made, with 94% of *The Big Move* actions and policies completed/continuous or in progress. Together with Metrolinx, provincial ministries, municipalities, transit agencies, and stakeholders have implemented a wide range of *Big Move* transportation improvements. These efforts are transforming, and will continue to transform, mobility in the Greater Toronto and Hamilton Area. Some examples include:

The GO Regional Express Rail program is being implemented across the region, bringing two-way all-day rapid transit service to the region.

The region's first Light Rail Transit line is under construction along the Eglinton Avenue corridor.

Bus Rapid Transit is operating and continuing to be expanded in **York Region** and **Mississauga**.

UP Express has reached its one-year service milestone, connecting riders between Union Station and Lester B. Pearson International Airport.

The Toronto-York-Spadina Subway Extension is under construction – the first subway line to extend outside the City of Toronto.

Strategies to improve goods movement have been introduced across the region.

Ontario's #CycleON strategy is supporting municipalities in expanding cycling infrastructure and programs.

Hamilton and **Toronto** have introduced **bike-sharing programs**.

Municipalities have integrated **mobility hubs** into **official plans** and **transportation master plans**.

Transit agencies and **municipalities** are improving **specialized transit coordination** and delivery to facilitate **cross-boundary travel**.

The **Triplinx** regional transportation app and the **PRESTO** smart card are making getting around the region easier.

THE REGION'S TRANSPORTATION SYSTEM: KEY FACTS¹



566
km of rapid transit
in the GTHA



64
GO train stations



2
million PRESTO
customers

Includes GO Service Area and Ottawa.



668
million transit
trips taken in
the GTHA
annually



69.5
million GO transit
annual boardings
(2015)



300,000+
daily Union Station
transit users



553
km of provincial
highways
within the GTHA

Includes 407 ETR (107km)



5
municipal
expressways

Don Valley Parkway, Gardiner Expressway,
Allen Road, Red Hill Valley Parkway,
Lincoln M. Alexander Parkway



3.46
million cars owned
in the GTHA



33
carpool
lots in the
GTHA



3
international
airports

Lester B. Pearson International Airport,
John C. Munro Hamilton International
Airport, Billy Bishop Toronto City Airport



13.6
million daily trips
made by GTHA
residents



1
ferry
terminal

Toronto



2
freight intermodal
terminals

Brampton, Vaughan



3
major ports

Toronto, Hamilton, Oshawa

KEEPING THE MOMENTUM GOING

Keeping this momentum going, leveraging current investments and continuing to work as a region by incorporating new and projected growth into our planning can drive the transportation system to keep up with and manage growth in a sustainable way. Progress is being made and every level of government has recognized the need to make significant investments in the region's transportation system. The provincial 2014 *Moving Ontario Forward* plan is an unparalleled provincial commitment to invest \$31.5B over ten years for transit, transportation and other priority infrastructure projects across the province including approximately \$16B for priority rapid transit projects in the GTHA. Public awareness of the mobility challenge and the need for timely solutions is being voiced across the region, creating the momentum that will help shape the updated

RTP. Civic, business, academic and neighbourhood organizations have weighed in, contributing to a vibrant dialogue about the future of one of the world's most liveable urban regions.

Since the release of *The Big Move*, the planning context has continued to shift. This discussion paper reflects on past changes and how we can incorporate them into current and future efforts. Climate change and new mobility, for example, are altering the way we plan, build and operate transportation. There are new technologies, such as real-time trip planning and ride-sharing applications that need to be built into planning for mobility in the region. The region is moving out of a "catch-up" era and focusing on collaborative planning to better optimize investments, reflecting the perspective and growing experience of this region to create a regional transportation system that works into the future.

WORKING TOGETHER

The scope and timing of the Regional Transportation Plan review addresses the requirements of *The Metrolinx Act, 2006* and **aligns with the Province of Ontario's review of *The Growth Plan for the Greater Golden Horseshoe***, which continues to call for compact development that makes the best use of land in the region, and an effective and integrated transportation system to keep people and goods moving sustainably.

The two plans work together to direct the region's population and employment growth to align with the transportation system. The updated RTP will work in concert with the efforts of the Province to manage growth and address climate change to 2041, another ten years beyond *The Big Move's* original long-range planning horizon.

WHAT IS INCLUDED IN THE DISCUSSION PAPER?

We are re-igniting a conversation about a shared vision for the region's transportation system that looks at where we have been, what we need to do and the way to get there.

Throughout the paper we ask you to take a look at transportation planning in a regional context and to start thinking about the links between land use and transportation. Opportunities for transit, managing congestion, supporting active transportation, creating safer more complete streets and moving freight are some examples of topics that need your input to shape how our communities grow and how we will move around the region in the future.

This review of the RTP recognizes the need for on-going investment in transportation infrastructure to support growth and to update the RTP from the foundation provided by *The Big Move*. The emphasis on increasing transit mode share remains, to be accomplished through solutions that complement rapid transit investments, and address diverse market needs. This discussion paper proposes updating the original *Big Move* vision, goals and objectives, as well as exploring:

- Opportunities to leverage the committed transit investments;
- Opportunities to connect and align the transportation system in the region; and
- Opportunities for exploring and incorporating new mobility.

The updated RTP will be developed from a new baseline and incorporate emerging best practices and transportation innovations, aligned with current provincial plans, policies and guidelines.

WE WANT TO HEAR FROM YOU



This discussion paper is meant to spark a conversation across the region. At the end of the paper you will find the section called “**What Do You Think?**” intended to guide consideration of the Regional Transportation Plan's review, and we want to hear from you. The regional plan draws on the expertise of individuals

and groups across the region. We need and welcome your feedback, experiences and participation in the process of updating the Regional Transportation Plan. This will help us collectively as we continue to improve connections in the Greater Toronto and Hamilton region over the next 25 years.

City of Vaughan's Comments to Metrolinx's Discussion Paper for the Next Regional Transportation Plan

General Comments

1. Additional clarity on prioritization and collaboration process would be needed

It was not clear in the Discussion Paper how Metrolinx prioritize projects in the RTP.

In particular, major investment and cross-Regional projects such as:

- Yonge Subway Extension,
- expansion of Bus Rapid Transit corridors in support of the expanded Regional Express Rail (RER) service,
- New Kirby GO Stations in support of RER, and
- Rapid transit services in support of the Mackenzie Health Hospital

should be treated as priority and be included in the next RTP.

The Discussion Paper proposed a screening approach in developing the next RTP. However, it did not provide details regarding the need for collaboration between Metrolinx and local municipalities. It would be critical from the initial evaluation of validity of past initiatives or new ideas to include in the next RTP, to developing the final RTP to involve municipal and other partners in providing information, feedback and coordinate resources.

Discussion Paper Section Specific Comments

Section 3.1 A Shared Vision: Updating the Vision, Goals and objectives

2. Excellence in design and infrastructure delivery should be added to the next RTP goals and objectives

The next RTP goals should include sensitivity of transit and transportation infrastructure to the planned and existing land uses. One of the expected outcomes of transit investments is investment by other parties, particularly the private sector, in residential, office and retail development around the facilities. The transit system needs to maintain a high quality of built form, site design to ensure an attractive setting for investment by others. Attention to these matters from the outset will help alleviate public concerns and set the stage for quality development throughout the area.

Metrolinx should also be a full partner in land use planning around its stations and facilities. Development guidelines in the RTP (i.e. Mobility Hub Guidelines) are useful and welcomed. However, there needs to be an on-going reconciliation between the engineering standards for the transit infrastructure and its impact on land use planning. Careful consideration of the station facilities sensitive to the context is essential in attracting the type of development that is envisioned by the planning documents. Detailed transit and land use planning should be integrated to ensure that hub areas form attractive and pedestrian friendly mix-use precincts.

3. Initiate coordinated planning effort in transit services and parking strategies with municipal partners from the onset

- Initiate more coordinated effort with the Region for bus service at GO Stations, especially with respect to bus service to nearby employment areas and local centres.
- Structured parking objectives earlier in the development phasing to permit more density and better design at GO Stations.

4. **Addition discussions on how opportunities and issues relating to Governance, Funding and Priorities are needed**

The Discussion Paper does not mention how and when the roles and responsibility for planning and implementing the RTP will be set. Developing a framework to define governance amongst the different stakeholders involved would be crucial to the success of the RTP. An example would be the implementation of new GO Stations in support of the RER program. The City experiences firsthand how planning a new GO station involves many parties such as Metrolinx, the City, the Region, landowner and developers, and potential private investors. Each of these party has a different role to play throughout the planning and implementation processes. Without a defined framework for governance, roles and responsibilities are uncertain and often cause inefficiencies.

As Metrolinx and other transit agencies increase service levels, such as the RER service levels, solutions to funding infrastructure and operating costs will have to be found. The Discussion Paper mentioned four guiding principles to be applied to selection of new funding tools; however, innovation and productive partnerships with the private sector were not mentioned.

Private sector involvement should be considered and tested based on whether the private sector can provide the customer with a better service than the public system without negatively affecting the financial health of the public system or its level of service. Consideration should be given to supporting services that ease the “first mile – last mile” customer trips, through the provision of station facilities.

Co-operative transit oriented development projects involving the private sector should become the norm rather than the exception, to take advantage of the attributes of existing and planned station sites. Openness to innovation and rigorous analysis of all potential opportunities will be necessary to adapt to a rapidly changing future of technology and needs and expectations.

As such, the development of a joint partnership structure with private sectors for research, planning, and funding for implementation should be included as priority in the new RTP.

Section 3.4 The Next Generation of Mobility - Emerging New Mobility Options

5. Station Design should take into account preferred parking spaces for carshare, zip-cars, and dedicated autonomous cars.
6. Consider opportunities to utilize autonomous mini-buses for shuttle service to nearby employment and local centres (to and from GO Stations).
7. Consideration for Emerging New Mobility Options should be initiated now and piloted in congested station areas for immediate relieve as well as testing effectiveness of the innovation.

Section 4: What do you think - Discussion Questions

Answers to these discussion questions have mostly been addressed in the previous comments. Please see comments above. Below are some additional comments specific discussion topics.

Opportunities for better transit & transportation

8. Continuous examination of the travel behavior, trend, and demand together will be needed to ensure the projects lined up are still valid and effective in meeting the growing needs. Close monitoring of projects implemented will also be key to provide feedback on effectiveness of the initiatives. These continuous efforts require resources from Regional, municipal and private sectors. As such, partnership structures will be one of the top priorities in the new RTP.

Opportunities for new mobility

How should the RTP focus on emerging influences including carsharing, on-demand services and autonomous vehicles?

9. The RTP should include some discussion on innovative and best practices used nationally and internationally and the lessons learned to be considered.
10. Leveraging and coordinating resources to kick-start some of the innovative transportation solutions.
 - Resources from regional and municipal partners
 - Research and development expertise from institutions (hospital, universities, colleges)
 - Information or additional investment from private sectors

City of Vaughan's Comments on the Draft 2041 Regional Transportation Plan

The City of Vaughan appreciates the opportunity to provide comments on the Draft 2041 Regional Transportation Plan, and we look forward to continuing collaboration with Metrolinx on the implementation and prioritization of these important projects.

General Comments

1. Consistent with the City's Official Plan, Transportation Master Plan and Secondary Plans, we would ask that the following projects receive priority:
 - Yonge North Subway Extension
 - Cycling facilities on Jane Street from Highway 7 to Major Mackenzie Drive and on Major Mackenzie Drive from Jane Street to Yonge Street, which should also be designated as primary routes
 - Frequent Rapid Transit Network projects such as the Major Mackenzie BRT and the Jane North BRT which support the future RER service and major employment and commercial areas in the City
 - Additional GO stations in the City as part of the rollout of the RER and future improvements to GO transit services beyond 2025
2. We would like to receive confirmation from Metrolinx that the implementation of the conceptual rail corridor identified as "In Delivery" on Map 3 will not increase freight rail traffic in the City of Vaughan.
3. As noted in our comments on the Regional Transportation Plan Discussion Paper, additional discussions on how opportunities and issues relating to Governance, Funding and Priorities are needed. As noted by Priority Actions 6.1 – 6.3, developing a framework to define governance amongst the different stakeholders involved will be crucial to the success of the RTP. We would request to be involved in the development of this framework from the beginning of the process.

Our experience in implementing new GO Stations in support of the RER program has provided us with firsthand knowledge on how planning a new GO station involves many parties such as Metrolinx, the City, the Region, landowner and developers, and potential private investors. Each of these party has a different role to play throughout the planning and implementation processes. Without a defined framework for governance, roles and responsibilities are uncertain and often cause inefficiencies.

Specific Comments

4. Specific comments related to items within the Draft 2041 RTP have been provided in **Table 1** below.

Table 1
City of Vaughan's Comments on Draft 2041 Regional Transportation Plan

#	Topic / Section	Comment
4	Priority Action 2.1	The City requests for the next round of planning for GO rail service expansion, as part of the creation of the Frequent Rapid Transit Network by 2041, that Metrolinx consider evaluation of new GO station locations. In consultation with the City of Vaughan and other stakeholders, this would include, but would not be limited to, the proposed Concord GO station, if it has not been constructed in the initial phase of the Regional Express Rail project by 2025.
5	Priority Action 2.2	Complementary bus services in suburban areas must be supported by transit-supportive policies such as charging for or reducing parking supplies at GO stations. This type of planning is noted on page 69 under "plan for the first-mile last-mile"
6	Priority Action 2.2	This Priority Action states "Strengthen and Support....to provide reliable service". Will priority for funding be given to "shovel-ready" projects?
7	Priority Action 3.2	First-mile and Last-mile issues are strongly influenced by local context. Therefore, local municipalities must be empowered to independently investigate solutions to connect people from their doorstep to local and regional transit services, and provide findings from these investigations and pilot projects to Metrolinx for wider implementation.
8	Priority Action 3.4	A review of legislation, policies and regulatory frameworks applicable to the deployment of MaaS should be initiated as part of this priority action in order to identify the barriers to implementation.
9	Priority Action 3.11	Future discussions on freight rationalization must account for the potential of increased freight rail traffic within existing communities. City of Vaughan Council is opposed to any rerouting of freight rail traffic within the City.
10	Map 6	Please clarify the reason why the planned York Region Frequent Transit Network is not identified as part of the Draft 2041 RTP Frequent Rapid Transit network. In addition, what was the screening criteria for determining the type of service (e.g. LRT, BRT, or Priority Bus)?
11	Map 6 / Strategies 1 and 2	The City believes extensive consultation with municipal governments should be undertaken when prioritizing "In Development" and future proposed projects. We believe it will be critical to gauge the priority of these projects from a local government perspective when preparing the phasing, funding and implementation plans.
12	Strategy 4: Integrate Land Use and Transportation	Figure 29 identifies providing pedestrian/bike crossings across major barriers including existing highways and rail corridors. The City supports this approach and proposes that all future planned crossings should also include appropriate pedestrian and cycling infrastructure by default. The strategy should also identify important crossings required to improve accessibility to existing pedestrian and cycling routes.

13	Strategy 4: Integrate Land Use and Transportation	Strategy 4 should speak to the importance of off-road trails as potentially becoming key commuter routes that may strongly support the objective of developing a Regional Cycling Network and enhance the active transportation experience. The City is currently planning for a "Super Trail" system that links communities throughout the City of Vaughan. The proposed Super Trail will also link the City's trail system to the Regional systems and adjacent municipalities. The City would request that the 2041 RTP prioritize removing barriers, enabling and protecting for access to the main "Super Trail" system or feeder trails that feeds to the main trail system. This initiative is important in encouraging active transportation and enhancing the users experience in Vaughan.
14	Strategy 4: Integrate Land Use and Transportation	<p>The Focus of the Regional Cycling Network:</p> <ul style="list-style-type: none"> • high-quality infrastructure fully separated from motor vehicle traffic should be provided where posted speeds are or exceed 60km/hr • should speak to providing grade separated connections to transit hubs and terminals and over/under major barriers • should speak to providing not just "routes" but safer and where feasible separated facilities over physical barriers such as 400-series highways • In general, please use consistent terminology for cycling facilities – i.e. the text refers to "bike lanes" and "separated bike lanes" but Figure 30 uses "painted cycling lanes" and "cycle tracks"
15	Priority Actions for Strategy 4	<p>Action 4.5 should speak to grade separated crossings and connections</p> <p>Action 4.7 should consider including an action item to develop region-wide Transportation Demand Management Standards based on current best practices in consultation with lower and upper tier municipalities to ensure consistency across the region.</p> <p>Action 4.9 should consider speaking to school site planning and built form. A number of education, promotion and outreach initiatives already exist related to school travel planning. These programs can be expanded but the larger issue is built form and parents concern over the safety of their children walking and bicycling to school.</p>
16	Map 9	Map 9 should show existing/future subway stations. Specific to Vaughan are the three new stations that would warrant upgrading Jane Street from a partial secondary route to a complete primary cycling route northbound.

17	Map 9	<p>Jane Street from Highway 7 to Rutherford Road is classified as “Secondary” route type. City recommends it to be “Primary” route and extended to Major Mackenzie Drive. In addition, the City recommends that Major Mackenzie from Jane Street to Yonge be included in the Regional Cycling Network. Both Jane Street and Major Mackenzie east of Jane Street have been identified as intensification corridors and serve as a connection to a number of key destination points including the City’s new downtown the Vaughan Metropolitan Centre including the YRT Bus Terminal and Spadina Subway Line, a transit terminal on the south west corner of Jane Street and Major Mackenzie and the Maple GO station on the north-west corner of Major Mackenzie and McNaughton Road East. In addition the YRT/Viva 2016-2020 Strategic Plan identifies the development of a Frequent Transit Network with all day service planned through both these corridors – connecting this to the regional cycling network would provide our residents with opportunity to combine transit with cycling for their regional level trips (https://www.yrt.ca/en/about-us/resources/12-Frequent.pdf).</p> <p>Ensure that the Regional Cycling Network is in line with the work that is being completed for the Province Wide Cycling Network.</p>
18	Priority Action 6.1 - 6.5	<p>The need for regional decision making and guidance should be prioritized at the same level as Strategy 1. A large number of the items from Priority Actions 2-5 cannot be implemented without the necessary decision making and governance framework envisioned as part of Strategy 6. For example, implementation and prioritization of Strategy 2 deliverables such as the FRTN, regional policy decisions such as regional fare integration, developing MTSA's collaboratively between land use and transportation planners, and developing a regional on-demand and shared mobility framework cannot be completed without leadership on a GTHA/GGH wide level. Coordination and governance for implementing these strategies on a regional level provides member municipalities with an understanding of the resources required to support delivery, and allows member municipalities to plan in advance of the rollout of these deliverables to ensure best possible outcomes.</p>
19	Priority Action 6.6 - 6.9	<p>Metrolinx may want to consider, as part of the implementation of these strategies, providing a baseline set of guidelines/standards, methodologies, and data sources for the evaluation of RTP projects such that business cases can be completed by regional and municipal agencies. In consultation with these agencies in deploying Priority Actions 6.1-6.5, resources could be planned for or provided. Allowing regional/municipal agencies to develop business cases for key projects, through the standardization of RTP evaluation criteria, methodology and data sources would have two key effects: 1. Regional/Municipal agencies have direct contact and deeper understanding of local planning and transportation issues, and would be better equipped to identify the RTP projects of greatest need. 2. Metrolinx would be able to maintain a governance/advisory role in RTP project delivery while being able to better distribute workloads among municipalities, ultimately improving project delivery times.</p>

The Regional Municipality of York

Committee of the Whole
Transportation Services
November 2, 2017

Joint Report of the
Commissioner of Transportation Services
and
Commissioner of Corporate Services
and
Chief Planner
and
President of York Region Rapid Transit Corporation

Draft Metrolinx 2041 Regional Transportation Plan

1. Recommendations

It is recommended that:

1. Council endorse Metrolinx's draft 2041 Regional Transportation Plan subject to the following clarifications:
 - a) Delineation of the Downtown Relief Line into two phases on the maps (south of Bloor Street – phase 1, north of Bloor Street – phase 2).
 - b) Inclusion in the 2041 Frequent Rapid Transit Network of BRT on Yonge Street, north of Davis Drive, and on Green Lane to support all-day service on the Barrie GO line.
 - c) Confirmation that the conceptual new freight corridor depicted as part of the "In Delivery" Regional and Rail Rapid Transit Network will not increase freight rail traffic through York Region.
2. Council affirm that the Yonge Subway Extension to Richmond Hill remains the number one rapid transit priority for York Region.
3. Staff be directed to work closely with Metrolinx to advance the Region's position with respect to development of the follow-on implementation and funding strategy.

4. This report be submitted to the Ministry of the Environment and Climate Change as York Region's response to the Environmental Bill of Rights posting 013-1550 "A Call for Comments on the Draft 2041 Regional Transportation Plan".
5. The Regional Clerk circulate this report to the local municipalities and Metrolinx.

2. Purpose

This report provides Council with a high level summary of the draft Metrolinx 2041 Regional Transportation Plan (Plan) recently released for public review, and next steps in the process.

3. Background

The 2041 Regional Transportation Plan is an update to Metrolinx's first Regional Transportation Plan called "The Big Move", released in 2008

Metrolinx is required to review the Regional Transportation Plan under the Metrolinx Act (2006) at least every 10 years, in alignment with Ontario's Growth Plan for the Greater Golden Horseshoe. The draft 2041 Regional Transportation Plan was presented to the Metrolinx Board on September 14, 2017, and is available for public review through the fall of 2017.

The original 2008 Regional Transportation Plan was the catalyst for a more than 30 billion dollar investment in rapid transit in the GTHA. The 2008 Plan included improving and expanding transit by heavy rail, Light Rail Transit, Bus Rapid Transit (BRT) and subway.

Within York Region, the fully-funded and under-construction or completed projects from the original 2008 Plan are also included in the draft 2041 Plan and shown as part of the Existing and "In Delivery" Rapid Transit Network, including:

- Highway 7 VivaNext rapidway (Yonge Street to Unionville GO Station)
- Davis Drive VivaNext rapidway (Yonge Street to Highway 404)
- Yonge North and Yonge South segments of the VivaNext rapidway in Newmarket and Richmond Hill

- Highway 7 West VivaNext rapidway
- Toronto-York Spadina Subway Extension
- GO Rail extension on the Richmond Hill line to Gormley Station
- GO Rail extension on the Richmond Hill line to Bloomington Station
- GO Rail service expansion on the Stouffville and Barrie Lines, including Regional Express Rail (RER) service to Unionville and Aurora GO Stations

The Existing and “In Delivery” Rapid Transit Network is shown on Attachments 1 and 2.

4. Analysis and Implications

The Vision and Goals of the draft 2041 Plan include aligning the transportation network with land use

The vision articulated in the draft 2041 Regional Transportation Plan includes:

The GTHA urban region will have a transportation system that supports complete communities by firmly aligning the transportation network with land use. The system will provide travellers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy and a protected environment.

Responding to this vision, the Plan adopts the following goals:

- Strong Connections: Connecting people to homes, jobs, community services, parks and open spaces, recreation and cultural activities
- Complete Travel Experiences: Designing an easy, safe and comfortable travel experience that meets the diverse needs of travellers
- Sustainable Communities: Investing in the transportation system today and for future generations by supporting land use intensification, climate resiliency, and a low-carbon footprint

Key Strategies of the Plan align with York Region land use and transportation planning objectives

To achieve these goals, the Plan focuses on five strategies:

- Complete the delivery of current regional transit projects
- Connect more of the region with Frequent Rapid Transit
- Optimize the transportation system to make the best use of existing and future transit and transportation assets
- Integrate land use and transportation
- Prepare for the future

A summary of priority actions for each of the strategies is provided in Table 1.

Table 1
Strategy Priority Actions

Priority Actions for Strategy #1, Complete the Delivery of Current Regional Transit Projects
<ul style="list-style-type: none">• Complete the projects “In Delivery” (Attachments 1 and 2)• Complete the transit projects that are “In Development” (Attachments 3 and 4)• Strengthen Union Station’s capacity as the centre of GO RER• Coordinate with the Province’s High Speed Rail plan
Priority Actions Strategy #2, Connect More of the Region with Frequent Rapid Transit
<ul style="list-style-type: none">• Implement a comprehensive and integrated Frequent Rapid Transit Network by 2041 as shown on Attachments 5 and 6, including:<ul style="list-style-type: none">○ 15-minute GO Regional Express Rail (RER) on the Lakeshore, Kitchener, Stouffville and Barrie Corridors, “In Delivery” for 2025○ Additional 15-minute GO RER services beyond 2025○ Complete all projects that are “In Delivery” and “In Development”○ Proposed new transit infrastructure to resolve key gaps• Develop complementary bus services including a regional 24-Hour Bus Network and a regional Express Bus Network• Improve access to airports, prioritizing transit for passengers and workers

Priority Actions for Strategy #3, Optimize the Transportation System

- Advance the integration of services and fares
- Expand first and last mile choices for all transit stations
- Set consistent high-quality standards for the traveller experience
- Develop and implement a Mobility-as-a-Service strategy
- Place universal access at the centre of transportation planning and design
- Eliminate fatalities and serious injuries as part of a Regional “Vision Zero” program
- Make Transportation Demand Management a priority
- Expand the High Occupancy Vehicle (HOV) network (Attachments 7 and 8)
- Further integrate road and transit planning and operations
- Further define and support a Regional Goods Movement Network (Attachments 9 and 10)

Priority Actions for Strategy #4, Integrate Land Use and Transportation

- Review the legislative and regulatory linkage between provincial and municipal planning to fully achieve the objectives of the Growth Plan and the 2041 Regional Transportation Plan
- Make transit project funding contingent on transit supportive planning by municipalities being in place
- Focus development on Mobility Hubs and Major Transit Station Areas
- Evaluate financial and policy-based incentives and disincentives to support transit oriented development
- Plan and design communities including development and redevelopment sites and public rights-of-way that support and promote a shift in travel behaviours
- Complete the regional commuter cycling network (Attachments 11 and 12)
- Embed Transportation Demand Management into land use planning

Priority Actions for Strategy #5, Prepare for an Uncertain Future

- Develop a regional framework for on-demand and shared mobility
- Develop a region-wide plan for autonomous mobility
- Coordinate across the region to address climate resiliency of the system
- Proactively prepare for a future with low-carbon mobility options
- Develop a regional transportation big data strategy
- Partner for innovation

The updated 2041 Rapid Transit Network reflects the Region's transit priorities as identified in the Transportation Master Plan

In addition to the "In Delivery" rapid transit projects, the draft 2041 Plan also includes a number of "In Development" projects, which are currently being planned but not yet funded for construction. Within York Region, the "In Development" projects include:

- Yonge Subway Extension
- Remaining segments of the Yonge and Highway 7 VivaNext rapidways

The 2041 Frequent Rapid Transit Network includes all of the proposed rapid transit projects not previously identified as "In Delivery" or "In Development". Within or bounding York Region, these projects include:

- Rapid transit on Jane Street, Major Mackenzie Drive and Leslie Street, consistent with the Region's Viva Network Expansion Plan
- Rapid transit on Steeles Avenue from the Spadina Subway to Milliken Station
- Frequent Regional Express Bus on Highways 407, 400, 404 and 427
- Additional 15-minute GO RER services on the Barrie line to the East Gwillimbury Station and on the Stouffville line to Mount Joy.
- Priority bus services on sections of Major Mackenzie, west of Jane Street and East of Leslie Street, on Yonge Street, north of Davis Drive, and on Green Lane from Yonge Street to the East Gwillimbury GO Station

Regional staff is supportive of the draft 2041 Regional Transportation Plan. The Plan will have a significant positive impact and showcases a transformative future for mobility in the GTHA.

Council's stated number one rapid transit priority, the Yonge Subway Extension, is appropriately depicted in the draft 2041 Regional Transportation Plan

Staff is encouraged to see the Yonge Subway Extension and next phases of planned VivaNext rapidways included as key rapid transit projects to be completed as part of the 2041 transit network.

The Region's recently-completed Transportation Master Plan has reinforced the need for the Yonge Street Subway extension to the Richmond Hill/Langstaff Gateway Urban Growth Centre. This Urban Growth Centre is emerging as a major transportation hub that will see the intersection of five transit modes (Viva, YRT, GO, Yonge Subway and the future 407 Transitway). The extension of the Yonge Subway to the Urban Growth Centre is key to unlocking and supporting significant residential and employment growth and is anticipated to be the catalyst to accelerating development of the highest planned densities in York Region. The Yonge Subway Extension is required for the Region to meet Provincial Growth Plan population and employment forecasts.

While staff is supportive of the overall direction of the Plan, a few specific concerns were raised with Metrolinx

While the general direction of the plan aligns well with the Region's plans there are three areas of concern that should be highlighted for further discussion including the depiction of the Downtown Relief Line (Relief Line), the potential for increased freight rail traffic through the Region, and BRT status for future transit on Yonge Street, north of Davis Drive, and on Green Lane. These areas of concern are discussed in more detail below.

The Relief Line should be shown with two phases consistent with the project progress for the portions to the north and south of Bloor Street

In the Plan, the Downtown Relief Line is depicted as a single project from Sheppard to Downtown Toronto. Staff has asked that the Relief Line be shown in two phases on the maps (phase 1 – south of Bloor Street, and phase 2 – north of Bloor Street). This direction is consistent with past discussions on this issue between York Region, the City of Toronto and Metrolinx. This is also consistent with project progress, with the Relief Line South advancing to the engineering

and design phase, and the Relief Line North in the earlier planning and business case development phase.

Council is strongly opposed to any proposed infrastructure which could increase freight rail traffic through the Region

The second concern relates to ensuring that the Plan does not identify any projects that could result in increased freight rail movements through York Region. As part of the “In Delivery” Regional Rail and Rapid Transit Network, there is a conceptual new freight corridor shown. This new freight corridor is being studied as it could free up rail capacity for more GO service along the Kitchener GO Rail Corridor by shifting CN freight traffic from the section of the Kitchener line that it owns between Georgetown and Bramalea. This is consistent with the planned expansion of two-way all-day GO Rail service on the Kitchener line as part of the RER plan.

The Metrolinx-proposed new freight corridor is more clearly shown in the context of the existing rail corridor ownership on Attachment 13. In recent discussions, Metrolinx staff has indicated the potential new freight corridor will not increase freight rail traffic through York Region as this potential freight corridor will only provide a more direct routing for CN freight traffic already bound to and from the CN-York mainline.

The new freight corridor proposed in the Metrolinx Plan differs from the proposal to free up rail capacity along the Milton Rail Corridor which would require rerouting CP freight traffic and significantly increasing freight traffic through York Region. This idea was presented in an earlier August 2015 feasibility study commissioned by the Cities of Cambridge, Mississauga, Toronto and Town of Milton. The details of freeing up capacity on the Milton Rail Corridor were presented to Council in [January 2016](#).

In discussions held earlier this year, senior CN staff indicated to senior Regional representatives that CN was also opposed to any connection between the CP/Milton rail line and the CN-York mainline.

Staff will continue to monitor rail link planning in the GTA and report to Council if any plans result in significant additional freight rail movements through York Region.

Draft Metrolinx 2041 Regional Transportation Plan

Future transit identified on Yonge Street, north of Davis Drive, and Green Lane should be consistent with the approved Environmental Assessment

Finally, the Region's planned BRT corridor on Yonge Street, north of Davis Drive, and across Green Lane is shown in the Plan as a priority bus corridor. Staff has asked Metrolinx to revise the Plan to reflect BRT for this corridor, consistent with the Region's Transportation Master Plan and the approved Environmental Assessment.

The draft Plan is now available for public and agency consultation

Over the past two years, York Region staff has been actively involved in the development of the 2041 Regional Transportation Plan. Staff appreciates the time and effort Metrolinx has put into engaging municipal stakeholders and others throughout the process.

The draft Plan has been posted online for review and comment by November 17, 2017. The public will also be able to provide feedback at one of six regional roundtables being held in each region in the GTHA.

Metrolinx will also be engaging with municipalities through the following:

- Municipal Planning Leaders Forum
- RTP Technical Advisory Committee
- Regional municipal meetings
- Metrolinx Transportation Symposium
- Mayor, Regional Council and Chief Administrative Officer Outreach
- Targeted outreach to elected officials

Following completion of the Plan, Metrolinx will develop an implementation and funding strategy

The draft 2041 Regional Transportation Plan is available for public review through the fall of 2017, with final results scheduled to be presented to the Metrolinx Board on December 7, 2017.

Metrolinx will be developing a detailed implementation and funding strategy in 2018/2019 following completion of the 2041 Regional Transportation Plan. Staff has requested to continue to be consulted during any follow-on work.

5. Financial Considerations

The Province has already committed more than \$30 billion for regional transit projects in the Greater Toronto and Hamilton Area that are either complete or “In Delivery”. The draft Plan contains dozens of new transit projects with a preliminary capital cost estimate of \$45 billion over 25 years. This \$45 billion is in addition to the \$30 billion that has already been committed.

The \$45 billion capital cost estimate includes:

- Projects “In Development” that are currently in the planning and design stage (estimated at \$20 billion), including the Yonge Subway Extension, the Relief Line and the remaining unfunded segments of the Highway 7 and Yonge Street VivaNext rapidways.
- Investments in new rapid transit projects (estimated at \$23 billion), including the dedicated rapidways on Jane Street, Major Mackenzie Drive and Leslie Street representing corridors identified in the Region’s Viva Network Expansion Plan.
- Other infrastructure such as walking and cycling infrastructure including transit station access (estimated at \$2 billion).

In addition to the capital costs, implementation will also require operating funding for transit services. The preliminary net operating funding requirement for the Plan, above what is needed to operate existing services and the “In Delivery” projects, is estimated to be approximately \$1 billion annually. This represents operating and routine maintenance costs, but not full life-cycle costs.

Staff is working to ensure a ready position when funding and implementation plans are released from Metrolinx.

6. Local Municipal Impact

The draft 2041 Regional Transportation Plan calls for continued investment in rapid transit within York Region and throughout the GTHA. The updated Regional Transportation Plan aligns with land use and transportation planning objectives in York Region, and is critical to sustainable growth. The 2041 Regional

Draft Metrolinx 2041 Regional Transportation Plan

Transportation Plan will have significant benefits to local municipalities through new policies, programs, services and infrastructure.

7. Conclusion

Metrolinx's draft 2041 Regional Transportation Plan is a significant leap forward for mobility planning within the GTHA.

York Region staff has been actively involved throughout the development of the Plan, and look forward to continuing to be involved during development of the detailed implementation and funding strategy. The Senior Management Group has reviewed this report.

Recommended by:

Recommended by:

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Recommended by:

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October 19, 2017

Attachments (13)

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Accessible formats or communication supports are available upon request