

THE REGIONAL MUNICIPALITY OF YORK

REPORT NO. 1

REPORT OF THE COMMISSIONER OF PLANNING AND DEVELOPMENT SERVICES AND THE COMMISSIONER OF TRANSPORTATION SERVICES AND THE VICE PRESIDENT, YORK REGION RAPID TRANSIT CORPORATION

**For Consideration by
The Council of The Regional Municipality of York
on May 28, 2009**

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TRANSPORTATION MASTER PLAN UPDATE DRAFT REPORT FOR PUBLIC REVIEW

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council receive the Draft Transportation Master Plan Update study report contained in *Attachments 1 and 2*.
2. Regional Council authorize staff to file a public notice of study completion and to place on public record the Draft Transportation Master Plan Update report for a minimum 30-day public review period.
3. Regional Council direct staff to report back in the Fall of 2009 with a final Transportation Master Plan Update report incorporating comments received.
4. The Regional Clerk forward a copy of this report and the Draft Transportation Master Plan to the Clerks of the local municipalities, Durham Region, Peel Region, Simcoe County, City of Toronto, and to the Toronto Transit Commission, GO Transit, Metrolinx, Toronto Region Conservation Authority, Lake Simcoe Region Conservation Authority, Greater Toronto Airport Authority, Ontario Growth Secretariat, Provincial Ministries of Transportation, Municipal Affairs and Housing, Energy and Infrastructure, and the Environment for review and comments by September 30, 2009.

2. PURPOSE

This report seeks Regional Council authorization to file the Draft Transportation Master Plan (TMP) Update study report for a minimum 30-day public review as part of the Municipal Class Environmental Assessment for Master Plan process and to circulate it to the local municipalities and other stakeholders for review and comment including any necessary consultation.

3. BACKGROUND

Final round of public consultation centres was conducted in Fall 2008

As part of the public consultation strategy for the Transportation Master Plan Update, a total of three rounds of Public Consultation Centres (PCCs) were held throughout the Region. At its November 5, 2008 meeting, the Planning and Economic Development Committee endorsed the recommendation to present the draft transit, road, and policy recommendations to the public in the third and final round of PCCs held from November 12 – 27, 2008. The third round of PCCs was held in five locations in the municipalities of Whitchurch-Stouffville, Markham, Newmarket, Richmond Hill, and City of Vaughan.

The consultation format included a presentation of the draft 2031 transit and road network elements and policy strategies. There was also a question and answer period along with several interactive display panels designed to capture attendee comments. Over 120 residents participated in the last round of PCCs. In addition, approximately 20 visitor computer logins were recorded during the live audio webcast at the Markham PCC on November 20, 2008.

Final Technical Advisory Committee meeting held on May 7, 2009

An advisory committee of agency staff was an important component of this Master Plan Update in providing technical input to the study. This Technical Advisory Committee (TAC) included representatives from the following agencies:

- Local municipalities in York Region
- GO Transit
- City of Toronto
- Durham Region
- Peel Region
- Simcoe County
- Metrolinx
- Ministry of Transportation

- Ministry of Public Infrastructure Renewal (Energy and Infrastructure)
- Ministry of Municipal Affairs and Housing
- Ministry of the Environment
- Greater Toronto Airports Authority
- Lake Simcoe Region Conservation Authority
- Toronto Region Conservation Authority
- University of Waterloo

The TAC provided an opportunity for these agencies and York Region to collaborate on new ideas and to push the boundaries of sustainable transportation planning. A preliminary draft of the Master Plan Update report was presented to and discussed with TAC on May 7, 2009 to receive their final comments before the draft is prepared for final public consultation. In total, six TAC meetings were held during the course of this study.

4. ANALYSIS AND OPTIONS

Comments received at final round of public consultation centres

The comments received throughout the consultation process will be documented as part of the study's Consultation Record. The following summarizes some of the key comments made at the last round of PCCs:

- While it is a provincial proposal, the Bradford Bypass should be included in the Region's Transportation Master Plan Update.
- The Region should continue to pursue transit fare integration with other municipalities and Metrolinx.
- Road tolling in the Region should not be considered now or in the future.
- York Region should continue to be bold in its initiatives especially in transit.
- An increase in GO Transit service- relative to frequency and locations served- will benefit the Region.
- Regional roads, even those located in rural communities should accommodate cyclists, pedestrians and transit service.
- Consider more immediate action for some policies the Region recommended in the long-term.
- Bus Rapid Transit (BRT) and Light Rail Transit (LRT) will enhance the Region's transportation system; however, more information is needed to determine how individual communities or neighbourhoods will benefit.
- The Region appears very committed to provide more sustainable modes of travel; however, the costs of the investment and the specific sources of funding must be identified.

- Transit/High Occupancy Vehicle (HOV) lanes on Regional roads, though a good idea, must be implemented with other initiatives that promote carpooling and transit use.
- The Region has demonstrated a clear understanding of the relationship between transportation and land use in its policy recommendations.

All comments received have been considered in the study

All comments received in the prior rounds of PCCs were considered and incorporated in our draft recommendations presented in the third round of PCCs. Comments received from the third and last round of PCCs held in Fall 2008 are incorporated in this set of draft study reports.

Draft study reports are ready for final public and stakeholder consultation

With the conclusion of the public consultation centres and refinement of the study recommendations, a set of draft reports documenting the process, analyses and recommendations is ready for final public and stakeholder review and comment. The draft reports prepared include an executive summary, main study report, compendium of technical appendices, and record of study consultation comments.

The Master Plan contains sections describing the following transportation planning elements and information:

- An innovative study approach incorporating sustainability principles and best practices
- Identification of existing conditions and relevant policies and plans driving the need for the Master Plan update
- A review of the planning process and public consultation initiatives conducted as part of the study
- A recommended set of 2031 road and transit network plans to address the sustainability goals
- A complementary set of policies and strategies emphasizing the sustainability principles
- A recommended phasing plan for the implementation of the road and transit networks as well as the policies and strategies
- An estimate for the total cost of the plan and potential funding and other resource needs

The network and policy elements contained in the draft study reports are in accordance with the information previously reported to Regional Council in November 2008 for the Public Consultation Centres.

The draft Executive Summary report summarizing the key findings and recommendations is attached (*Council Attachment 1*), as is the draft study report detailing the approach, recommended plans, and implementation strategy (*Attachment 2*).

Draft study reports to be filed for final public and stakeholder consultation

Staff seeks Regional Council authorization to place a public notice of study completion and to place on public record the draft reports for a minimum 30-day public review period. The reports will also be distributed to local municipalities and other stakeholders in the study Technical Advisory Committee for final review and comment. In addition to the local municipalities in York Region, the TAC members include the adjacent regional municipalities, transit agencies, conservation authorities, provincial ministries, and other stakeholders.

The content of the Draft Transportation Master Plan reports is consistent with the information agencies, TAC and other stakeholders have been reviewing throughout the process.

Final Transportation Master Plan to be presented in Fall 2009

Comments received from the minimum 30-day public review period will be considered and incorporated into the final study reports accordingly. The final study reports will be prepared and presented to Regional Council for endorsement in Fall 2009.

5. FINANCIAL IMPLICATIONS

Investment to implement the Transportation Master Plan is necessary to address legislated growth in York Region

A preliminary cost estimate of the Transportation Master Plan Update was presented to Regional Council on December 18, 2008 placing the total gross cost of the draft 2031 plan at approximately \$19 billion. Regional staff from the Planning, Transportation Services, Rapidco and Finance departments have met to revise the preliminary estimates and refined the cost to be approximately \$18.3 billion. This total gross cost included both initial and on-going capital costs of projects recommended in the draft Master Plan Update. It includes the gross costs of projects which may be funded in whole or in part by other agencies including senior levels of government. This estimate was based on the following principles:

1. The transportation investment needed to address legislated growth in York Region is significant.
2. York Region alone cannot bear the burden of the capital cost requirements.

3. The work of Metrolinx through its Regional Transportation Plan and associated Investment Strategy, and Provincial and Federal government funding to support the RTP will determine York Region's ability to accommodate the legislated growth.
4. York Region, its local municipalities, Metrolinx, the Province and Federal government must work together to ensure that continuous and necessary transportation investments are made in York Region over the next 25 years.

Regional staff continues to refine the cost estimates for the recommended networks and programs as well as developing an estimate of the net York Region portion. The estimated cost components are inputs to the 25-Year Fiscal Impact Study, anticipated to be completed by year end 2009. These cost estimates will also be inputs to the next Development Charges Bylaw update.

The 25-year fiscal and economic analysis is being undertaken to assess the costs in transportation investment as well as water and sewer infrastructure investment and human services investment associated with the amount of growth anticipated to occur in the Region by 2031. The fiscal and economic analysis will include an evaluation of long range capital expenditures and revenues, operating costs, tax levy impacts, reserve fund and debt requirements.

York Region has been successful in pursuing a bold transit vision

When the current rapid transit program at \$4.1 billion was introduced in the 2002 TMP, Regional Council endorsed it as a major new direction for transportation in York Region. Stemming from the tremendous support and decisions of Regional Council, York Region has been very successful in implementing the rapid transit program.

These efforts have culminated in the March 2009 Provincial Budget funding announcement of \$1.4 billion for the VivaNext program and associated facilities, completing the priority given to VivaNext by Metrolinx. The first stage of 70 kms of rapidways will be built with this funding over the next several years. In addition to funding and being the surface project manager on the Spadina subway extension project, York Region has recently completed and received approval for the first transit environmental assessment study under the new six month process for the Yonge subway extension and is pursuing funding support for this project.

6. LOCAL MUNICIPAL IMPACT

Local municipalities are fully engaged and consulted

Local municipalities in York Region and other stakeholders in the Technical Advisory Committee of the Transportation Master Plan Update study have been consulted and their valuable input incorporated into the reports throughout the study. In addition, a final

series of one-on-one meetings with local municipal staff was conducted in March 2009 to review the draft Master Plan and to obtain any remaining staff-level comments.

Attachment 3 provides a chronology of interaction with local area municipalities and stakeholders.

Final opportunity to comment during minimum 30-day public review period

When the Draft Transportation Master Plan Update is placed on the public record for the minimum 30-day public review period, local municipalities will have a final opportunity to review and comment as they will be circulated with a copy of the Draft Master Plan.

7. CONCLUSION

The third and final round of Public Consultation Centres for the Transportation Master Plan Update was conducted in Fall 2008. The comments received from the public and stakeholders were incorporated in the development of the draft study reports.

Staff seek Regional Council authorization to place on public record the Draft Transportation Master Plan Update reports for a minimum 30-day public review period. This report also recommends circulation of the Draft Update reports to local municipalities and other stakeholders for review and comment by September 30, 2009.

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

The Senior Management Group has reviewed this report.

Respectfully submitted,

May 13, 2009
Newmarket, Ontario

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Report No. 1 of the Commissioner of Planning and Development Services and the
Commissioner of Transportation Services and the
Vice President, York Region Rapid Transit Corporation
Special Council Meeting of May 28, 2009

(Report No. 1 of the Commissioner of Planning and Development Services and the Commissioner of Transportation Services and the Vice President, York Region Rapid Transit Corporation was adopted as amended, by the Council of The Regional Municipality of York at its meeting on May 28, 2009.)