



REGION OF YORK
CLERK'S OFFICE

FILE No. 107

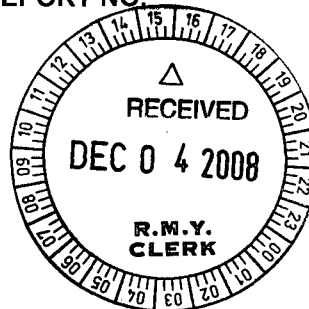
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FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

November 28, 2008

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON
L3Y 6Z1



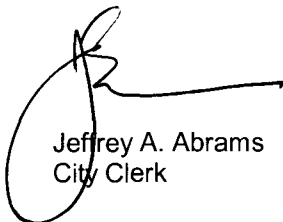
Dear Mr. Kelly:

**RE: METROLINX
DRAFT REGIONAL TRANSPORTATION PLAN AND INVESTMENT STRATEGY**

I write to advise you that Vaughan Council at its meeting held on November 24, 2008 adopted the attached resolutions 1 and 2.

Attached for your information is **Item 5, Report No. 57**, of the Committee of the Whole, adopted at the Council meeting of November 24, 2008.

Sincerely,



Jeffrey A. Abrams
City Clerk

Attachment:

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

JAA/pa

**CITY OF VAUGHAN
RESOLUTION 1
Adopted at the Council Meeting of
November 24, 2008**

Whereas Metrolinx has developed an integrated and comprehensive Regional Transportation Plan for the Greater Toronto and Hamilton Area with a focus on rapid transit;

And Whereas the estimated capital infrastructure cost of the transit component of the 25-year Regional Transportation Plan is approximately \$50 billion in 2008 dollars;

And Whereas \$11.5 billion of provincial funding for the Regional Transportation Plan has been identified from the \$17.5 billion *MoveOntario 2020* program, which proposes that the remaining \$6.0 billion be funded by the federal government;

And Whereas Metrolinx is proposing to undertake a comprehensive review to identify sources of funding to allow for the build-out of the Regional Transportation Plan past 2015, when it is expected that the initial \$11.5 billion will be expended;

And Whereas given the current revenue sources available to Ontario municipalities, primarily the property tax, they do not have the capacity to participate in the funding of the Regional Transportation Plan;

And Whereas public rapid transit systems in cities around the world are generally funded by state and federal governments;

Therefore it is hereby resolved that the Council of the Corporation of the City of Vaughan supports the development of a long-term investment strategy for the implementation of the Metrolinx Regional Transportation Plan that does not rely on funding from municipal governments and that such funding be sourced primarily from the provincial and federal governments. A copy of this resolution shall be forwarded to Metrolinx, the Region of York, the appropriate Provincial and Federal Ministers, the local MPP and MP's, and the City of Toronto.

**CITY OF VAUGHAN
RESOLUTION 2
Adopted at the Council Meeting of
November 24, 2008**

That the Bolton GO Line be treated as a priority within the 15-year time frame, to reflect the rate of build-out of the Vaughan Enterprise Zone, as it is anticipated and actualized over the next decade, as the zone will potentially be the site of 60,000 jobs, whose occupants will benefit from all forms of public transportation and this view be communicated to the Region of York and Metrolinx.

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EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 24, 2008

Item 5, Report No. 57, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on November 24, 2008, as follows:

By approving that the phrase "and this view be communicated to the Region of York and Metrolinx" be inserted following the word "transportation" in Clause 2 of the Committee of the Whole recommendation;

By approving the following resolution:

Whereas Metrolinx has developed an integrated and comprehensive Regional Transportation Plan for the Greater Toronto and Hamilton Area with a focus on rapid transit;

And Whereas the estimated capital infrastructure cost of the transit component of the 25-year Regional Transportation Plan is approximately \$50 billion in 2008 dollars;

And Whereas \$11.5 billion of provincial funding for the Regional Transportation Plan has been identified from the \$17.5 billion MoveOntario 2020 program, which proposes that the remaining \$6.0 billion be funded by the federal government;

And Whereas Metrolinx is proposing to undertake a comprehensive review to identify sources of funding to allow for the build-out of the Regional Transportation Plan past 2015, when it is expected that the initial \$11.5 billion will be expended;

And Whereas given the current revenue sources available to Ontario municipalities, primarily the property tax, they do not have the capacity to participate in the funding of the Regional Transportation Plan;

And Whereas public rapid transit systems in cities around the world are generally funded by state and federal governments;

Therefore it is hereby resolved that the Council of the Corporation of the City of Vaughan supports the development of a long-term investment strategy for the implementation of the Metrolinx Regional Transportation Plan that does not rely on funding from municipal governments and that such funding be sourced primarily from the provincial and federal governments. A copy of this resolution shall be forwarded to Metrolinx, the Region of York, the appropriate Provincial and Federal Ministers, the local MPP and MP's, and the City of Toronto; and

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated November 20, 2008.

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METROLINX

DRAFT REGIONAL TRANSPORTATION PLAN AND INVESTMENT STRATEGY

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 17, 2008, be approved;**
- 2) That the Bolton GO Line be treated as a priority within the 15-year time frame, to reflect the rate of build-out of the Vaughan Enterprise Zone, as it is anticipated and actualized over the next decade, as the zone will potentially be the site of 60,000 jobs, whose occupants will benefit from all forms of public transportation; and**

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- 3) That the coloured elevation drawings submitted by the applicant, be received.

Further, the Committee of the Whole recommends:

That staff be directed to prepare a resolution requesting other levels of government to kindly ensure capital infrastructure projects are fully funded.

Recommendation

The Commissioner of Engineering and Public Works recommends:

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

Economic Impact

There is no economic impact associated with this report.

Communications Plan

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

Purpose

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

Background - Analysis and Options

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

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

Metrolinx Builds the Foundation of the RTP

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

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Green Papers

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

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

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

White Papers

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

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

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

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

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

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

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

Metrolinx Releases Draft Regional Transportation Plan for Public Review

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

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

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

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

Metrolinx - Eight "Big Moves"

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

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

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

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

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

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

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

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

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

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

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

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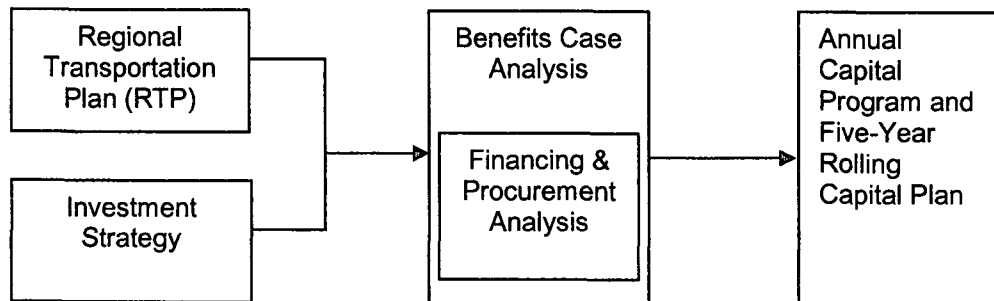
Investment Strategy

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

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

Implementation Plan

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



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

Indicators of Success for the RTP

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

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Indicators of Success - RTP

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

Staff Comments on the Draft RTP

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

Next Steps

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

Relationship to Vaughan Vision 2020

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

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

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

Regional Implications

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

Conclusion

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

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

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

Attachments

Attachment No.1 – Draft 15 Year Plan for Regional Rapid Transit and Highway Improvements

Attachment No.2 - Draft 25 Year Plan for Regional Rapid Transit and Highway Improvements

Attachment No.3 – List of Regional Rapid Transit and Road Improvements (RTP)

Attachment No.4 – Report No.8, Item 5 of the Rapid Transit Public/Private Partnership Steering Committee, Regional Council Meeting on dated October 23, 2008

Report prepared by:

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

(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.)