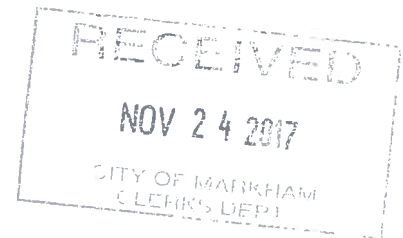


November 21, 2017

Ms. Kimberley Kitteringham
City Clerk
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3



Dear Ms. Kitteringham:

Re: Draft Metrolinx 2041 Regional Transportation Plan

Regional Council, at its meeting held on November 16, 2017, adopted the following recommendations regarding "Draft Metrolinx 2041 Regional Transportation Plan":

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 *TTC Line 2 (Danforth Avenue)* – phase 1, north of *TTC Line 2 (Danforth Avenue)* – phase 2).
 - b) Inclusion in the 2041 Frequent Rapid Transit Network of Bus Rapid Transit on Green Lane, and Major Mackenzie Drive East, *and a Concord GO station on the Barrie GO RER Line*, as per the York Region Transportation Master Plan.
 - 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.*
 - d) *Council opposes any proposal which would have the effect of redirecting CP freight onto the CN line through York Region.*
2. Council affirm that the Yonge Subway Extension to Richmond Hill remains the number one rapid transit priority for York Region *and request setting a target date of no later than 2031 for the opening of the extension.*

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.

A copy of Clause 3 of Committee of the Whole Report No. 15 is enclosed for your information.

Please contact Brian Titherington, Director, Transportation Infrastructure and Planning at 1-877-464-9675 ext.75901 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'CR', with a large loop and a long horizontal stroke extending to the right.

Christopher Raynor
Regional Clerk

/C. Clark
Attachments

Clause 3 in Report No. 15 of Committee of the Whole was adopted, *as amended*, by the Council of The Regional Municipality of York at its meeting held on November 16, 2017.

3

Draft Metrolinx 2041 Regional Transportation Plan

1. Receipt of the presentation by Leslie Woo, Chief Planning Officer, Planning and Policy and Peter Paz, Manager of Regional Partnerships, Metrolinx.
2. Receipt of the presentation by Brian Titherington, Director, Transportation Infrastructure Planning, Transportation Services.
3. Receipt of the presentation by Samuel Zimmerman, Senior Urban Transit Specialist, World Bank.
4. *Receipt of the deputation by Fred Winegust, Resident of Thornhill, at the Committee of the Whole meeting on November 2, 2017 and the Regional Council meeting on November 16, 2017.*
5. *Receipt of the communication from Fred Winegust, Resident of Thornhill, dated November 8, 2017.*
6. *Receipt of the communication from Ricardo Mashregi, Chair, Grandview Residents Association, City of Markham and Pam Taraday-Levy, President, SpringFarm Ratepayer Association, City of Vaughan, dated November 8, 2017.*
7. Adoption of the following recommendations, *as amended*, contained in the report dated October 24, 2017 from the Commissioner of Transportation Services, the Commissioner of Corporate Services, the Chief Planner and the President of York Region Rapid Transit Corporation:
 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 *TTC Line 2 (Danforth Avenue)* – phase 1, north of *TTC Line 2 (Danforth Avenue)* – phase 2).
 - b) Inclusion in the 2041 Frequent Rapid Transit Network of Bus Rapid Transit on Green Lane, and Major Mackenzie Drive East, *and a Concord GO station on the Barrie GO RER Line*, as per the York Region Transportation Master Plan.

Draft Metrolinx 2041 Regional Transportation Plan

- 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.*
 - d) *Council opposes any proposal which would have the effect of redirecting CP freight onto the CN line through York Region.*
- 2. Council affirm that the Yonge Subway Extension to Richmond Hill remains the number one rapid transit priority for York Region *and request setting a target date of no later than 2031 for the opening of the extension.*
- 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.

Report dated October 30, 2017 from the Commissioner of Transportation Services, the Commissioner of Corporate Services, the Chief Planner and the President of York Region Rapid Transit Corporation now follows:

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 Bus Rapid Transit on Green Lane, and Major Mackenzie Drive East as per the York Region Transportation Master Plan.

Draft Metrolinx 2041 Regional Transportation Plan

- 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.

Draft Metrolinx 2041 Regional Transportation Plan

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

Draft Metrolinx 2041 Regional Transportation Plan

- 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”

Draft Metrolinx 2041 Regional Transportation Plan

- 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

Draft Metrolinx 2041 Regional Transportation Plan

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.

Draft Metrolinx 2041 Regional Transportation Plan

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 Green Lane and Major Mackenzie Drive East. 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.

Draft Metrolinx 2041 Regional Transportation Plan

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 Green Lane and Major Mackenzie Drive East should be consistent with the Transportation Master Plan

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. This is also the case for the Region's planned BRT corridor on Major Mackenzie Drive East, from Leslie Street to Donald Cousens Parkway. Staff has asked Metrolinx to revise the Plan to reflect BRT for these corridors, consistent with the Region's Transportation Master Plan.

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.

Draft Metrolinx 2041 Regional Transportation Plan

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

Draft Metrolinx 2041 Regional Transportation Plan

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.

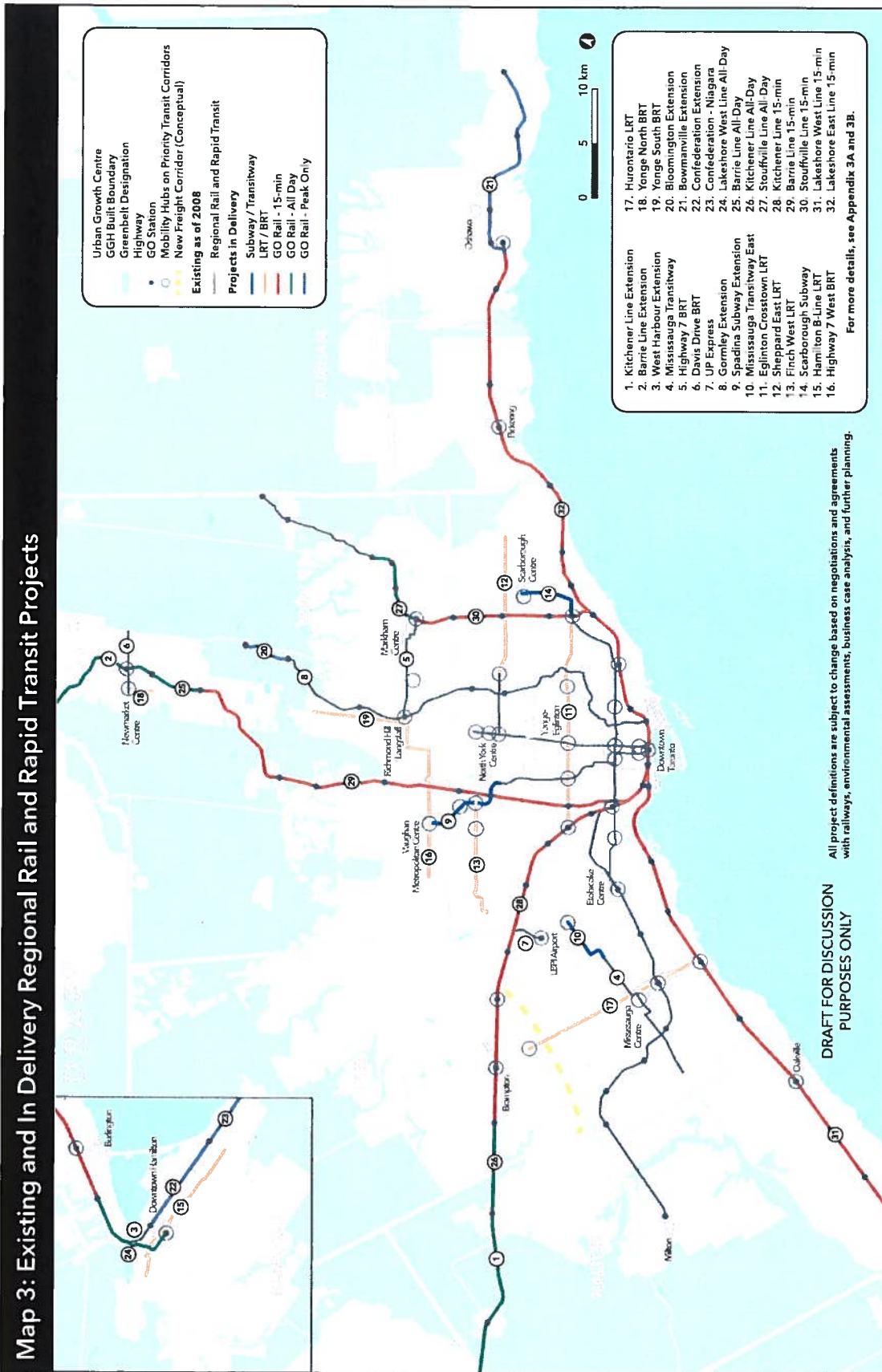
October 30, 2017

Attachments (13)

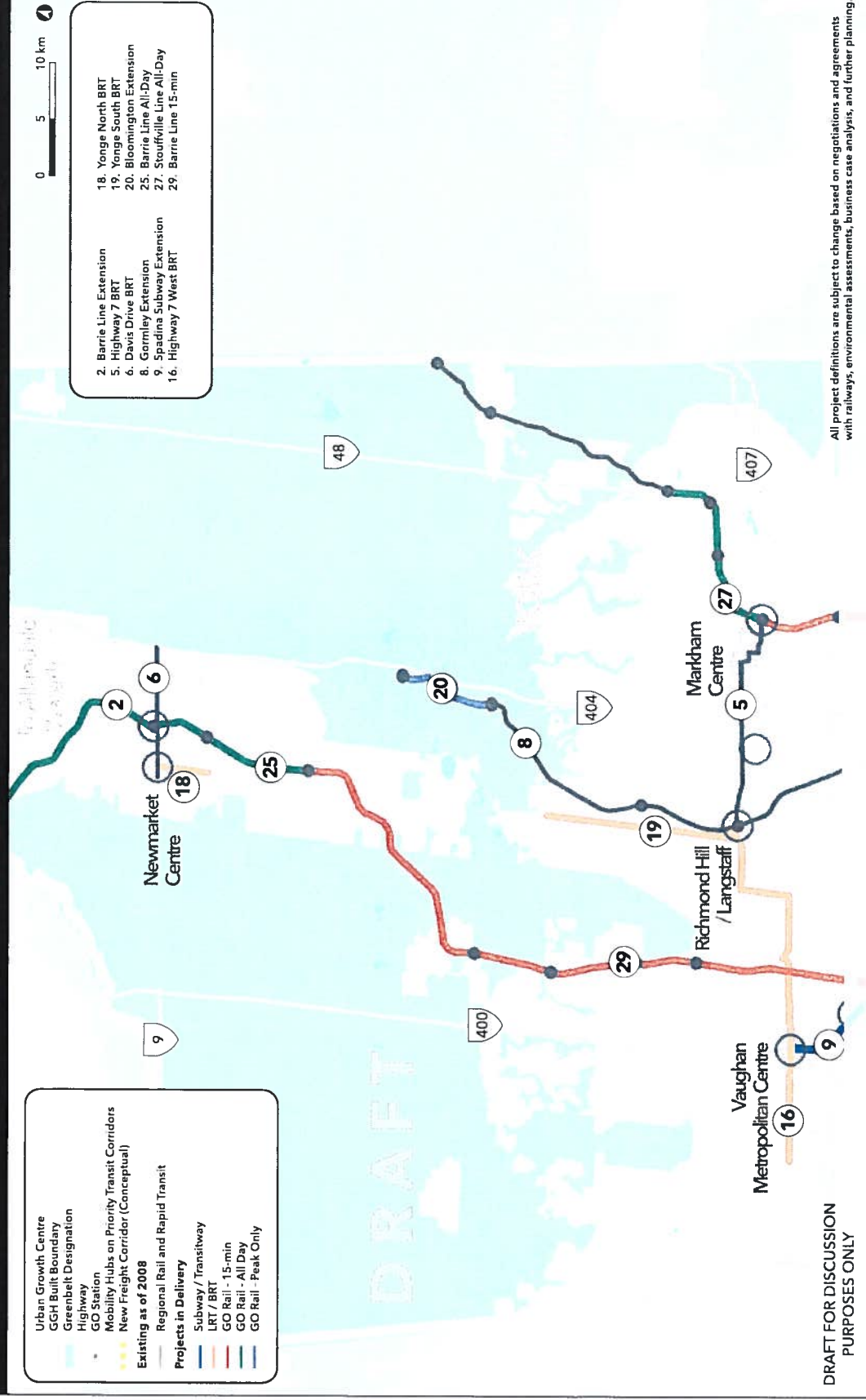
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Accessible formats or communication supports are available upon request

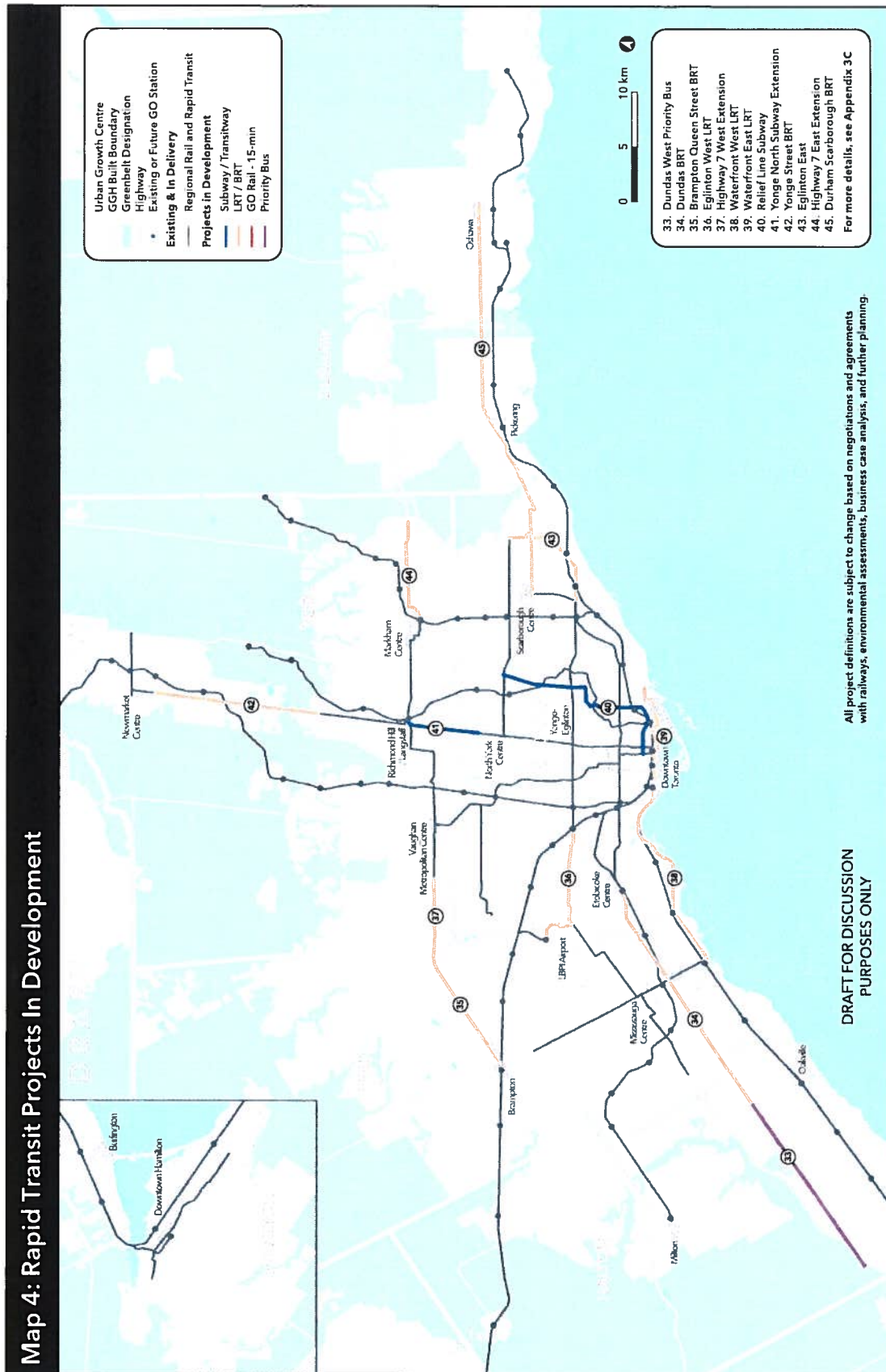
Existing and In Delivery Regional Rail and Rapid Transit Network - DRAFT

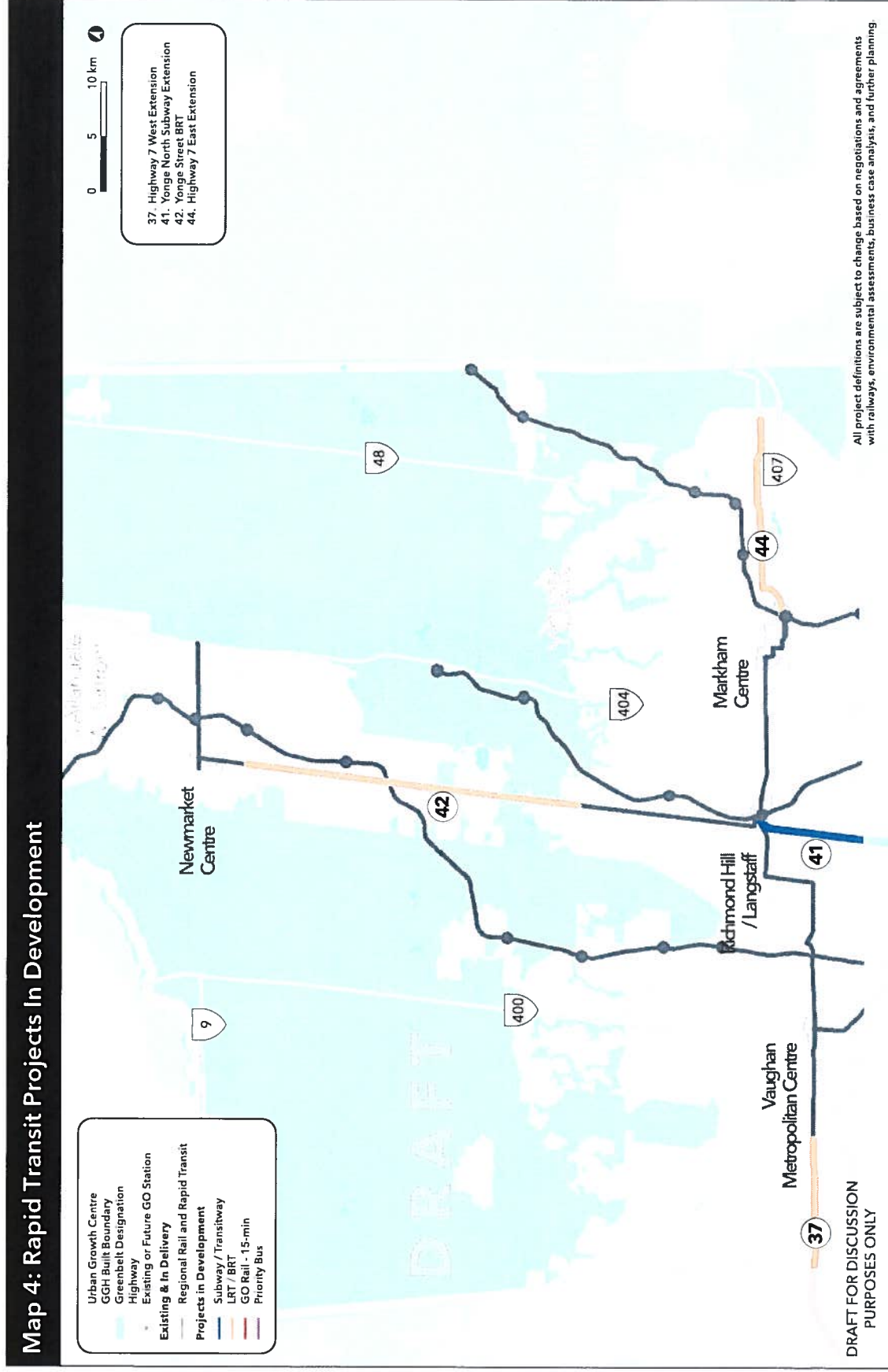


Map 3: Existing and In Delivery Regional Rail and Rapid Transit Projects



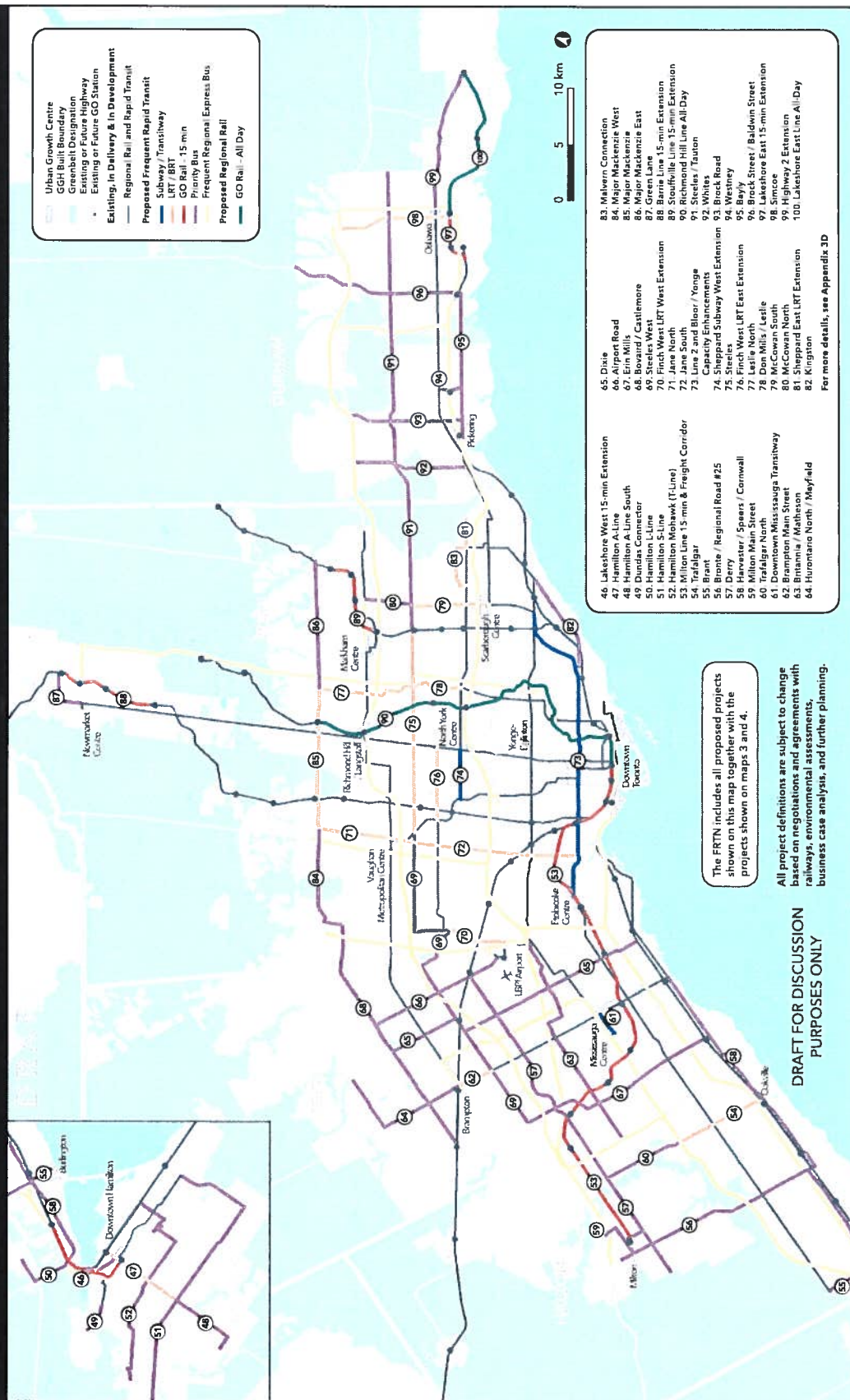
Rapid Transit Projects In Development - DRAFT

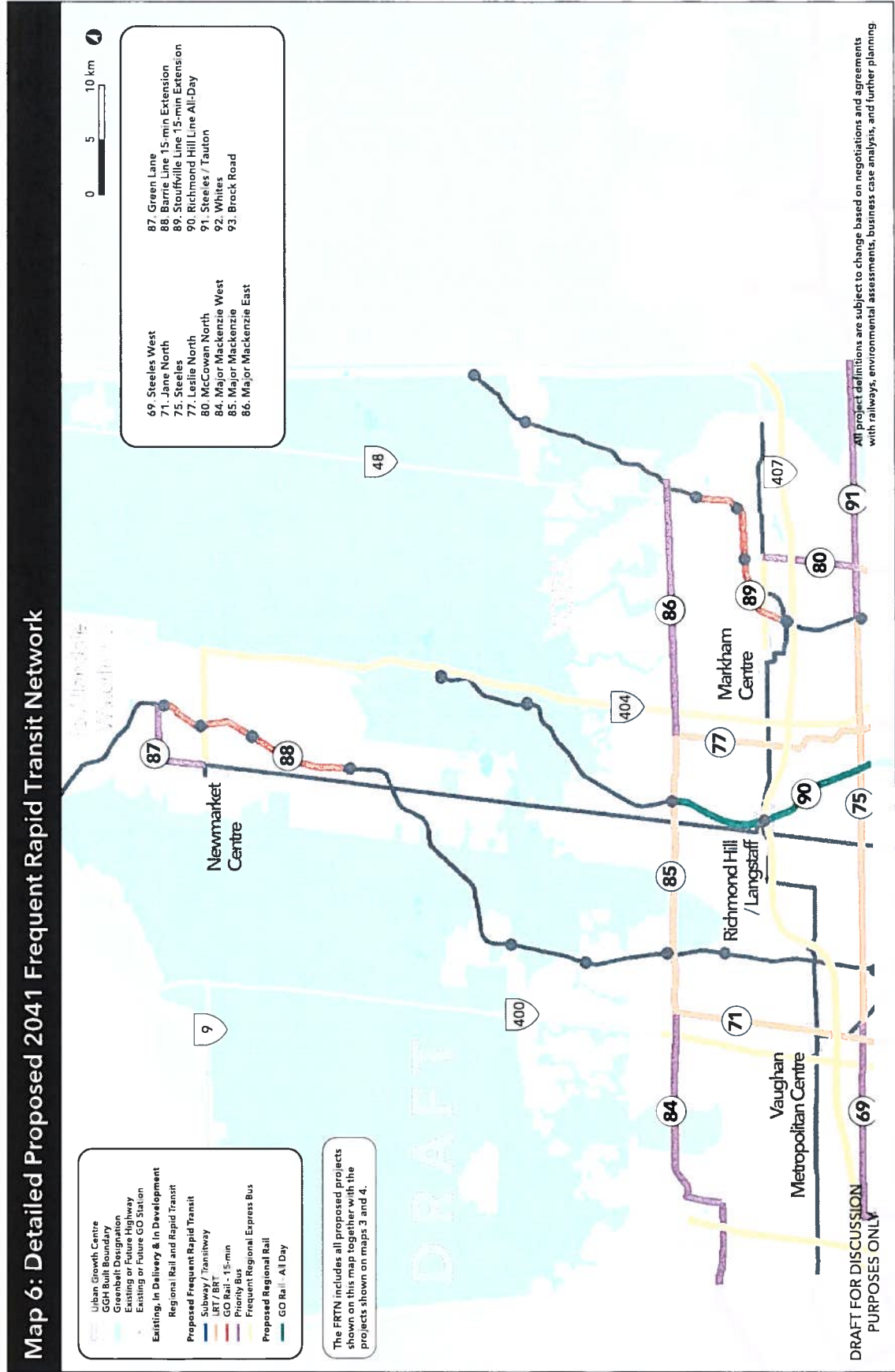




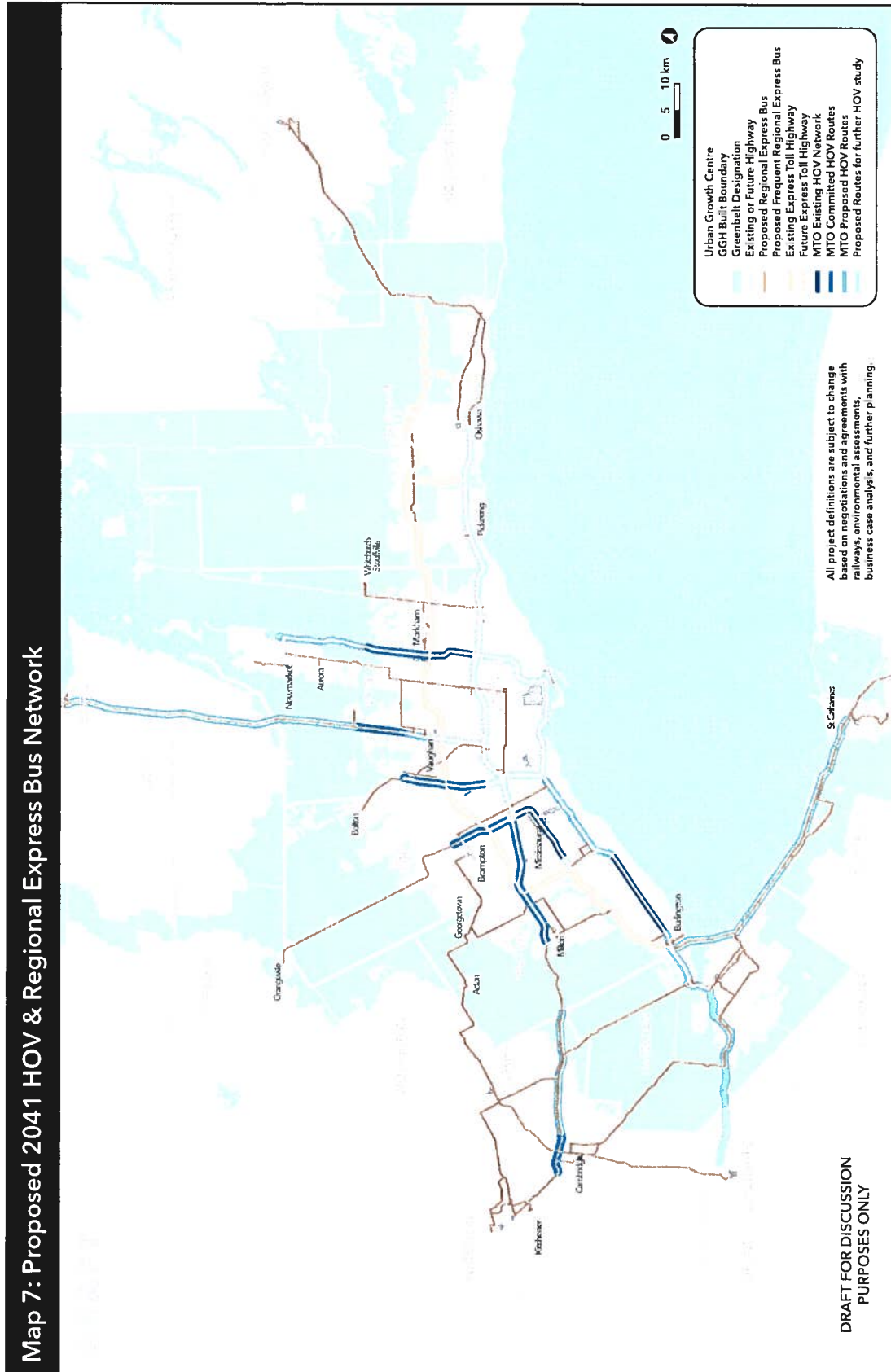
Detailed Proposed 2041 Frequent Rapid Transit Network - DRAFT

Map 6: Detailed Proposed 2041 Frequent Rapid Transit Network

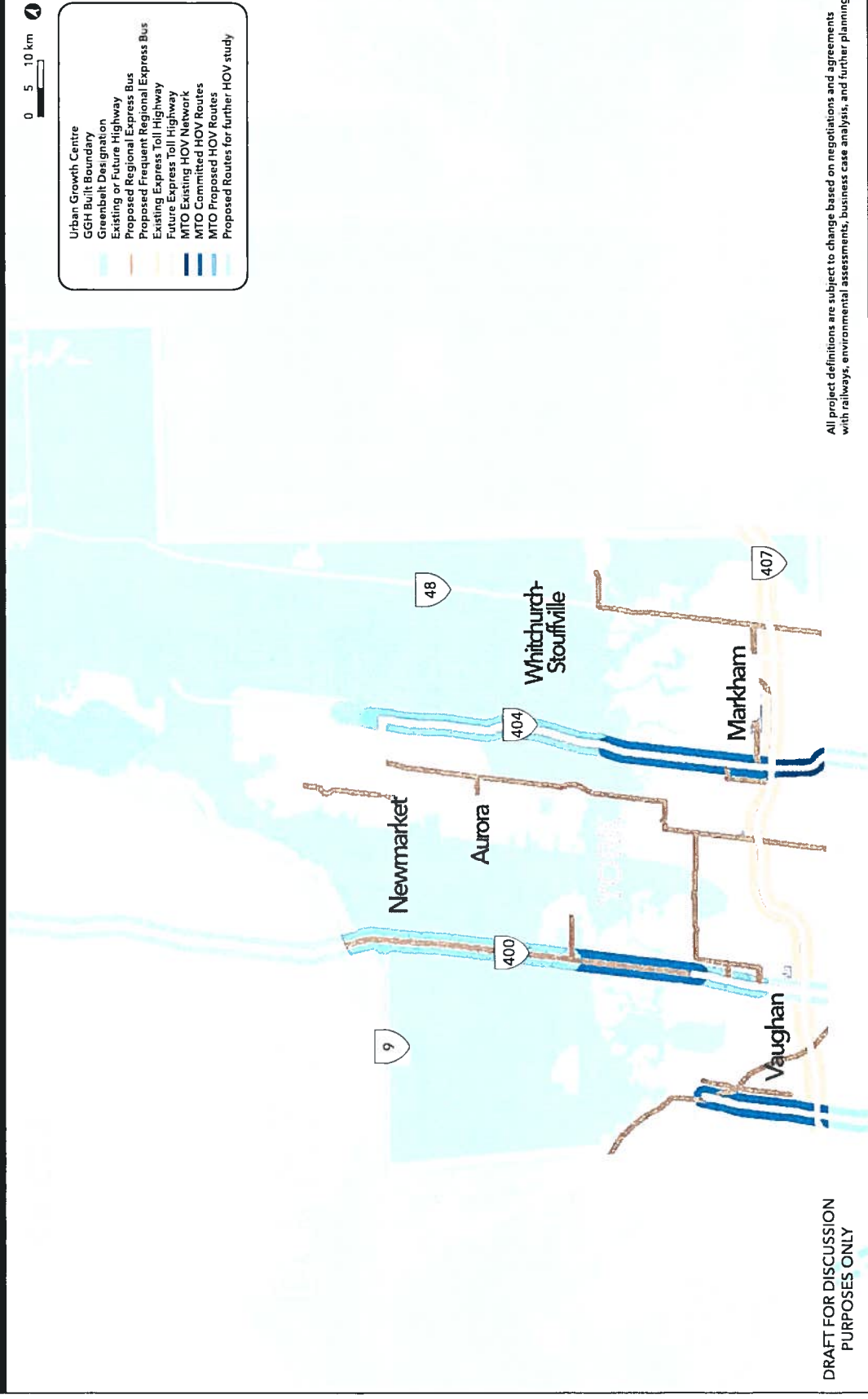




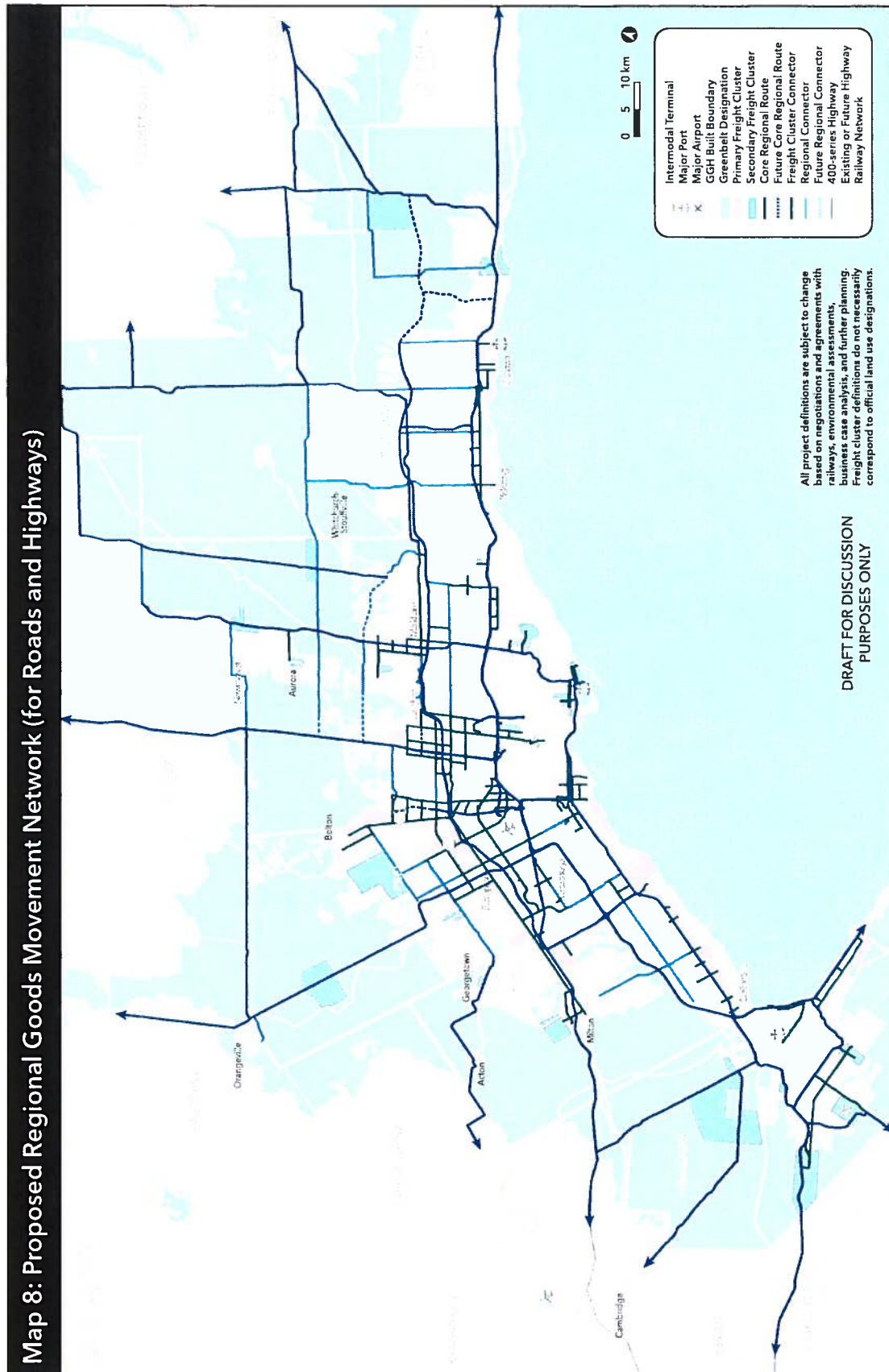
Proposed 2041 HOV & Regional Express Bus Network - DRAFT



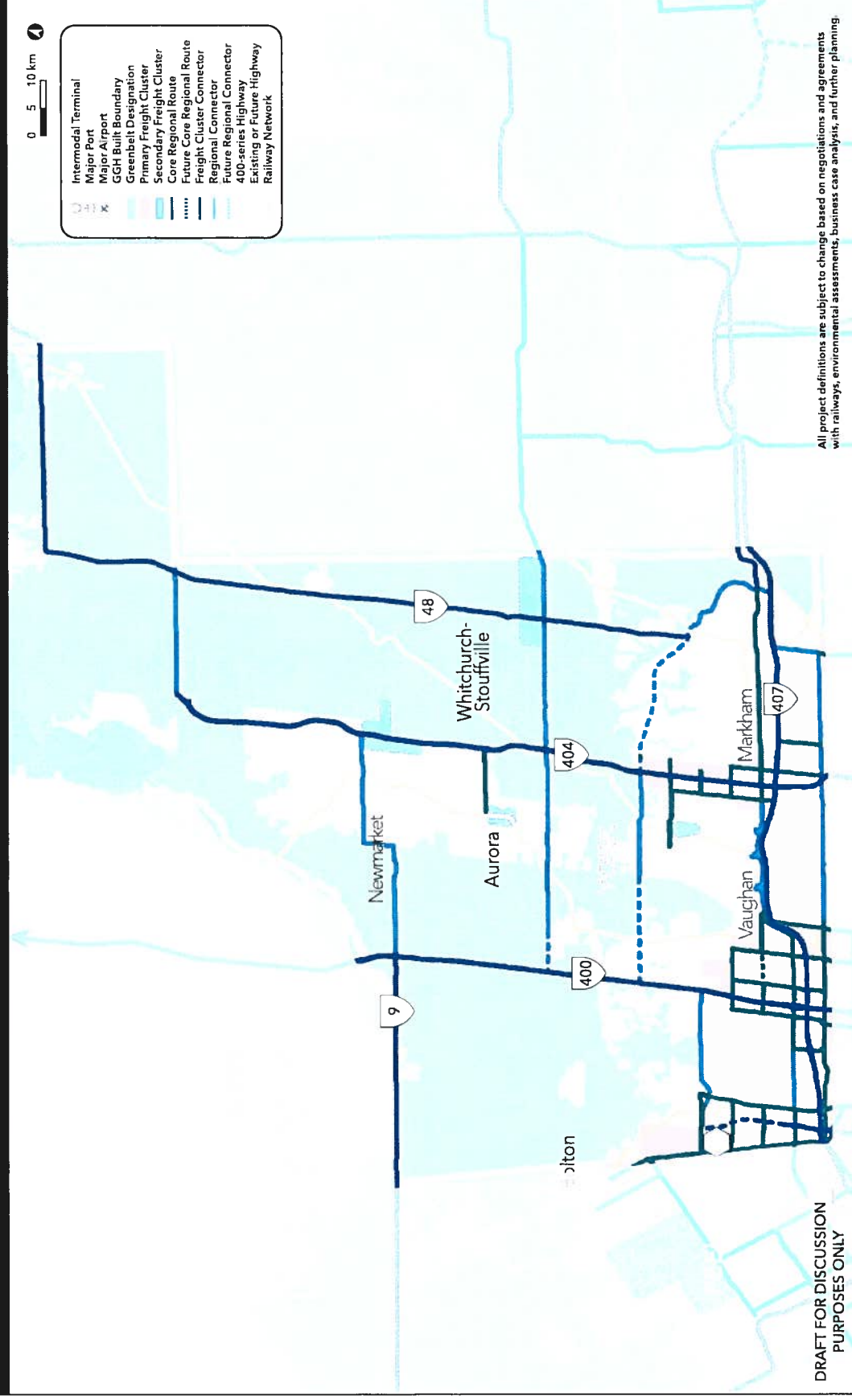
Map 7: Proposed 2041 HOV & Regional Express Bus Network



Proposed 2041 Regional Roads-based Goods Movement Network - DRAFT



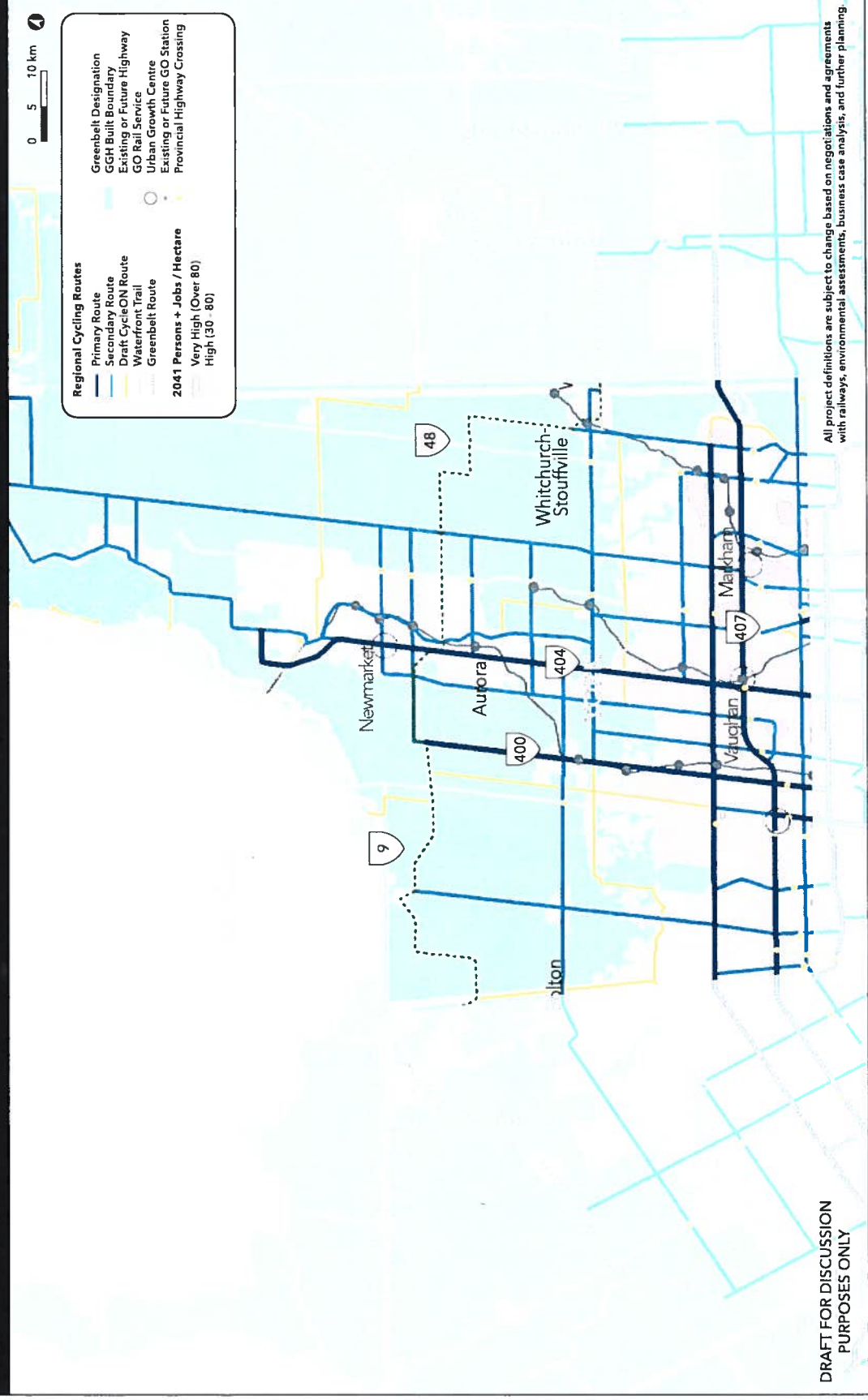
Map 8: Proposed Regional Goods Movement Network (for Roads and Highways)



Proposed 2041 Regional Cycling Network - DRAFT



Map 9: Proposed 2041 Regional Cycling Network



COMPARISON OF WESTERN GTA FREIGHT RAIL PROPOSALS

Attachment 13

Draft 2017 Metrolinx RTP New Freight Corridor VS 2015 Joint Mississauga Freight Rail Missing Link Study

