

Draft Regional Transportation Plan (DRTP)

October 20, 2008



Overview

- ☐ Building Markham's Future Together Slide 3
- ☐ Executive Summary Slide 4
- ☐ Background Slide 5
- ☐ DRTP Overview Slide 6-11
- ☐ The 8 Big Moves Slide 12-25
- ☐ Costs and Funding Slide 26
- ☐ Roles and Responsibilities Slide 27-30
- ☐ Draft Investment Strategy (DIS) Slide 31-35
- ☐ Next Steps Slide 36



Building Markham's Future Together



Transportation's Strategic Initiatives

- Work with partners to address our transit challenges
- Develop our rapid transit infrastructure
- Create transit-friendly policies in all aspects of Town planning

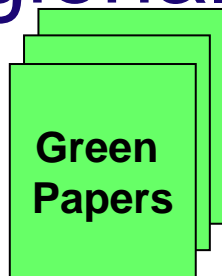
Executive Summary

- ❑ Metrolinx proposes \$50B and 1,150 km of transit infrastructure investment over the next 25 years.
- ❑ The Draft RTP responds well to Markham's BMFT Strategic Initiatives on Transportation.
- ❑ Staff is generally supportive of the Plan as the majority of the previous comments on the Green and White Papers have generally been incorporated (see attachment)
- ❑ Metrolinx to work with ROY/TOM to finalize issues raised
- ❑ York Region and Town transportation models to confirm if the extent and timing of transit initiatives can accommodate the Growth Plan population and employment projections
- ❑ Additional rapid transit initiatives required in north and east
- ❑ Markham well prepared to support implementation of the RTP's vision, goals and objectives
- ❑ Currently only \$11.5 B out of the projected \$50 B cost of the plan is funded. Further funding sources to be finalized by 2013
- ❑ Need to plan for transit initiatives (property protection)



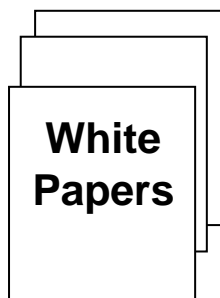
Regional Transportation Plan

JAN 2008



'Green Papers'

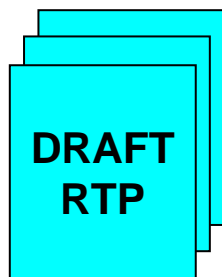
- Discussion documents that outline the challenges and array of options available for improving the transportation system
- Markham Comments submitted April 15, 2008



'White Papers'

- Finalize the preferred strategic scenarios
- Establish a vision for the GTHA Regional Transportation Plan
- Presentation by Metrolinx to DSC on May 27, 2008
- Markham's comments submitted June 2008

Sept 2008



'Draft RTP and Draft Investment Strategy'

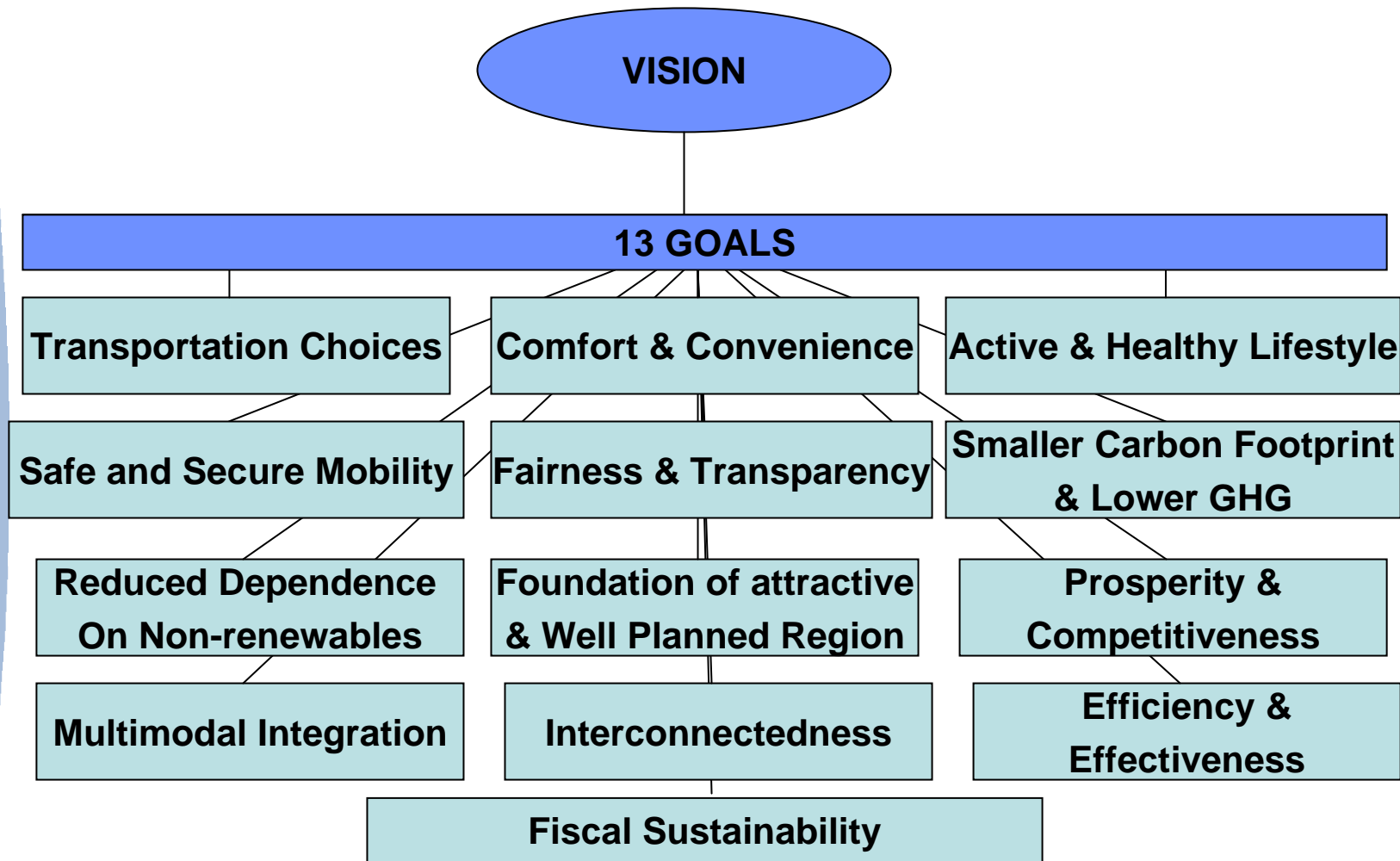
- Strategic, long term vision for a coordinated transportation system plus guideline for infrastructure investment decisions
- Presentation by Metrolinx/Staff on October 20
- Comments to be submitted by November 14
- Metrolinx submission to their Board on Nov 28, 2008
- Submission of the RTP to the Minister by December 2008

Dec 2008

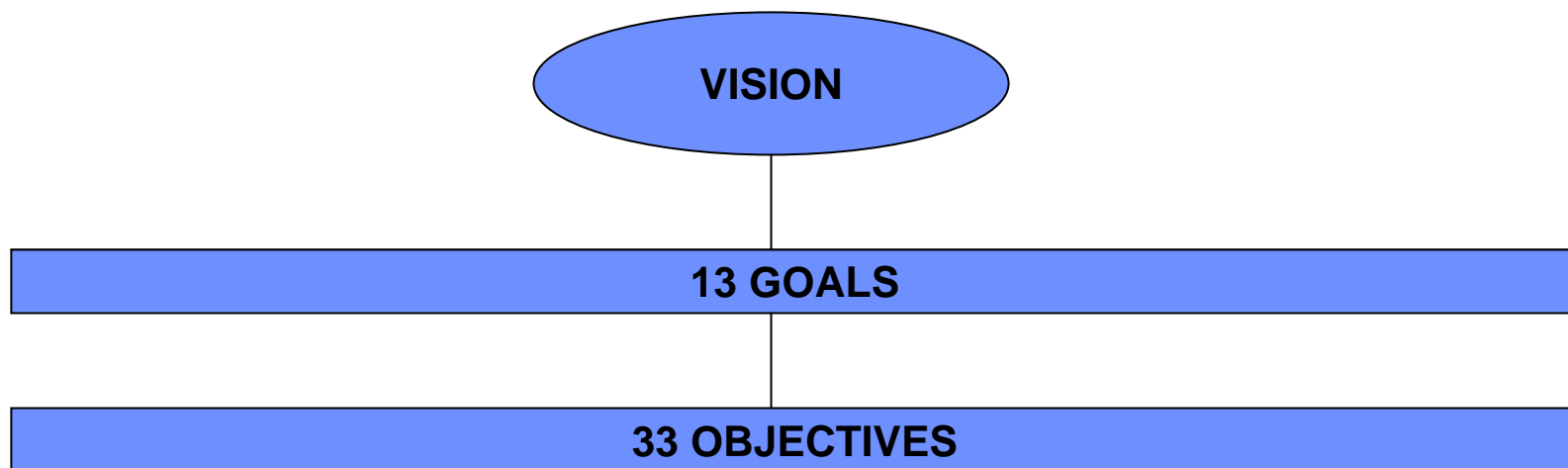


**FINAL
RTP**

DRTP Overview



DRTP Overview



**THE VISION, GOALS AND OBJECTIVES HELP SET THE
GUIDING PRINCIPLES FOR THE RTP AND PLANNING
AND DECISION-MAKING AT ALL LEVELS**



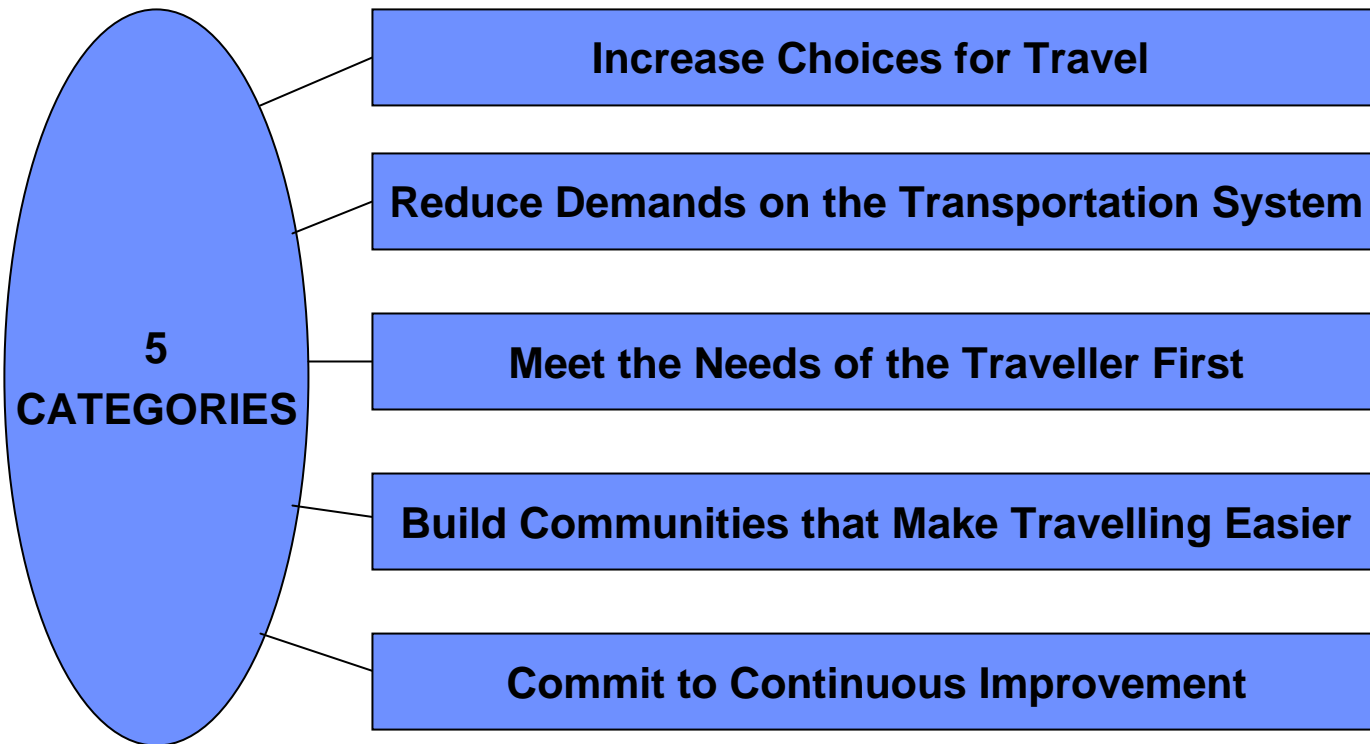
DRTP Goals & Objectives

Staff Comments

- ***Supportive of the Vision, Goals and Objectives***
- ***Need to identify and prioritize key objectives***
- ***Need more directions on who should administer, or validate meeting these objectives***
- ***Not all objectives can be measured (for e.g. Increased daily levels of exercise from walking and cycling)***
- ***There is no objective around minimizing trip lengths or zone based fare system***
- ***No objective on making a unified transportation system.***
- ***An objective should be introduced to link transportation, land use and funding in order to achieve sustainable development***



Layout of the DRTP



Layout of the DRTP



15 STRATEGIC DIRECTIONS

Increase Choices for 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

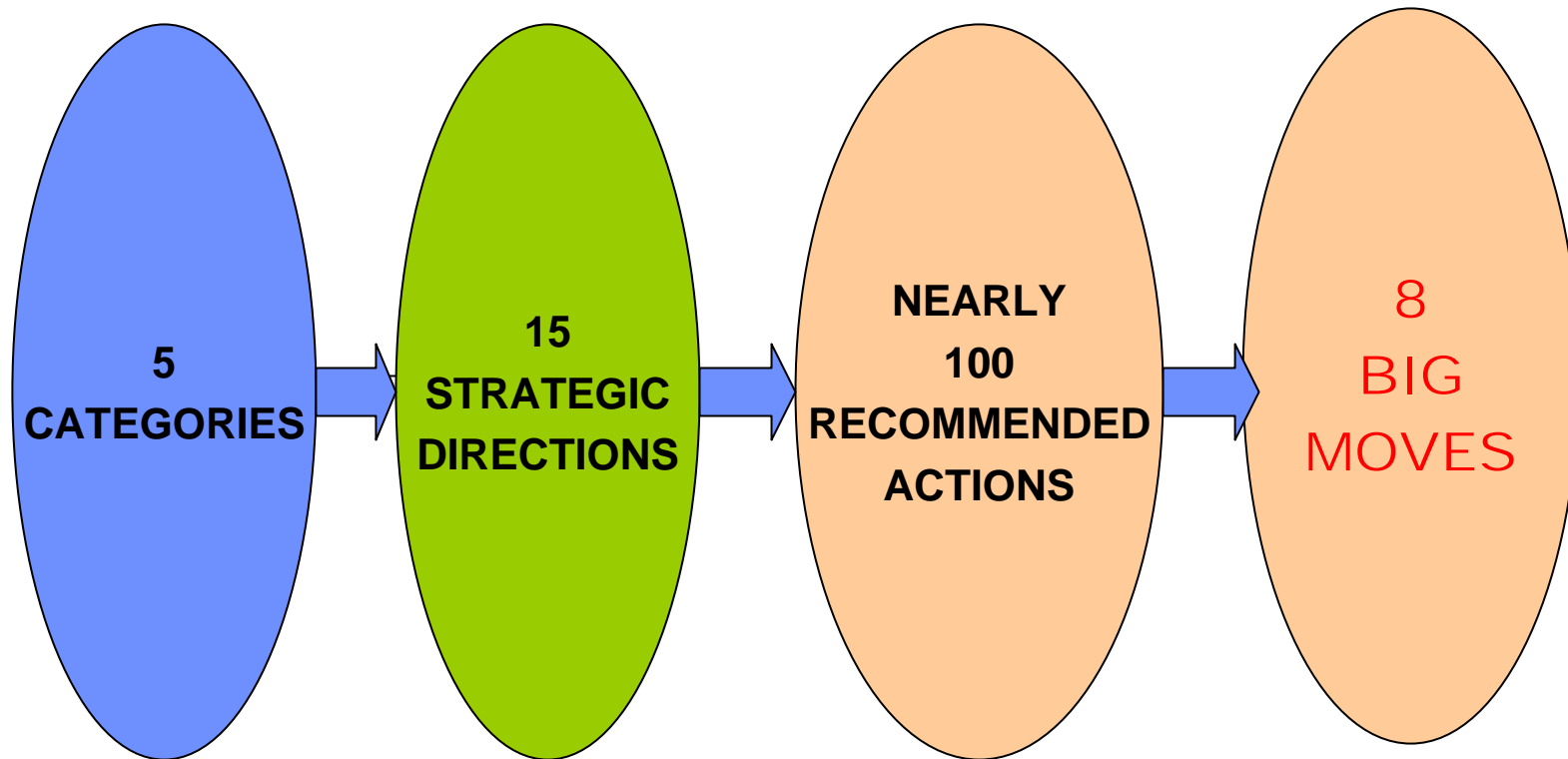
Build Communities that Make Travelling Easier

- 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

Layout of the DRTP

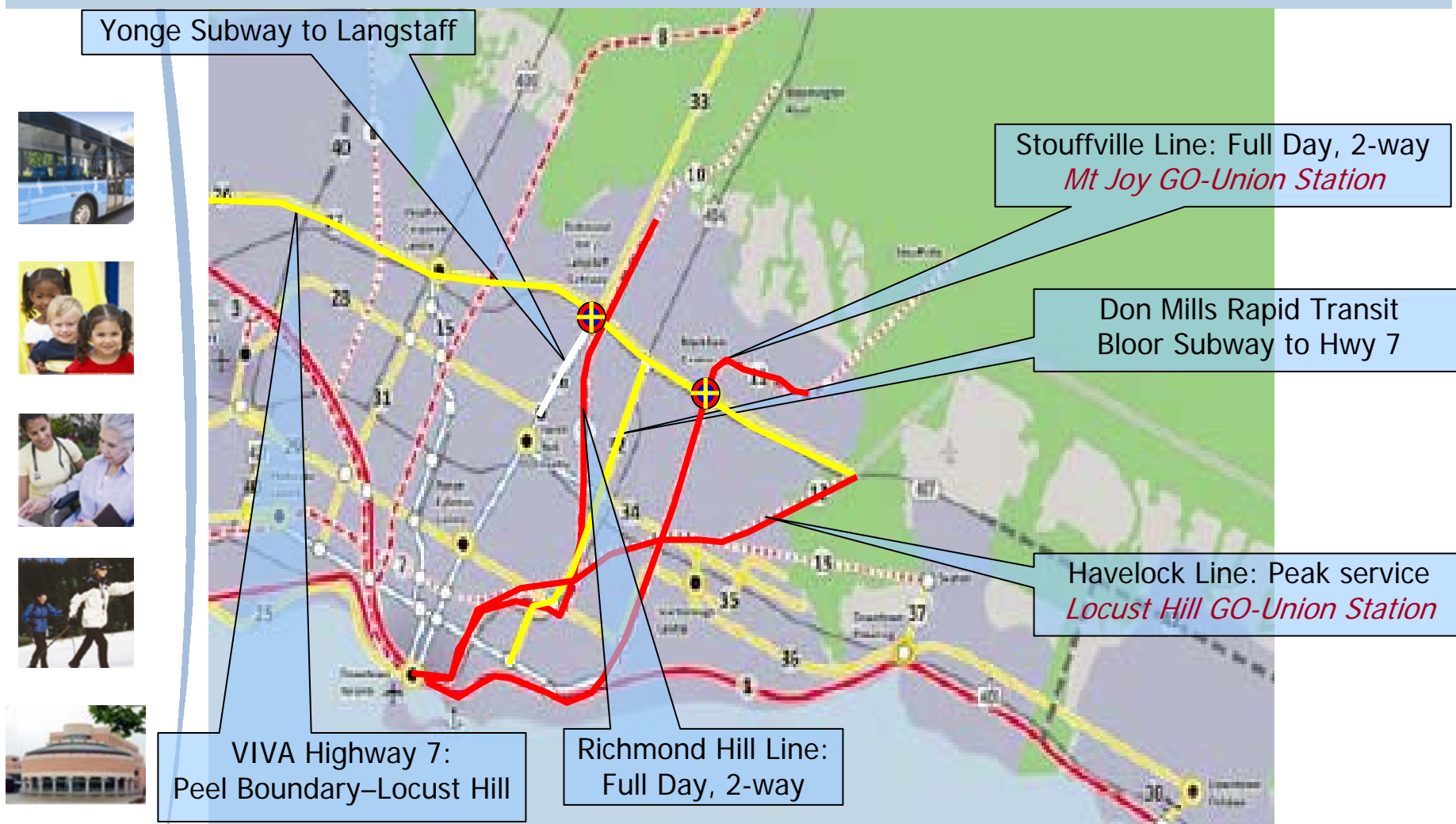


BIG MOVE #1

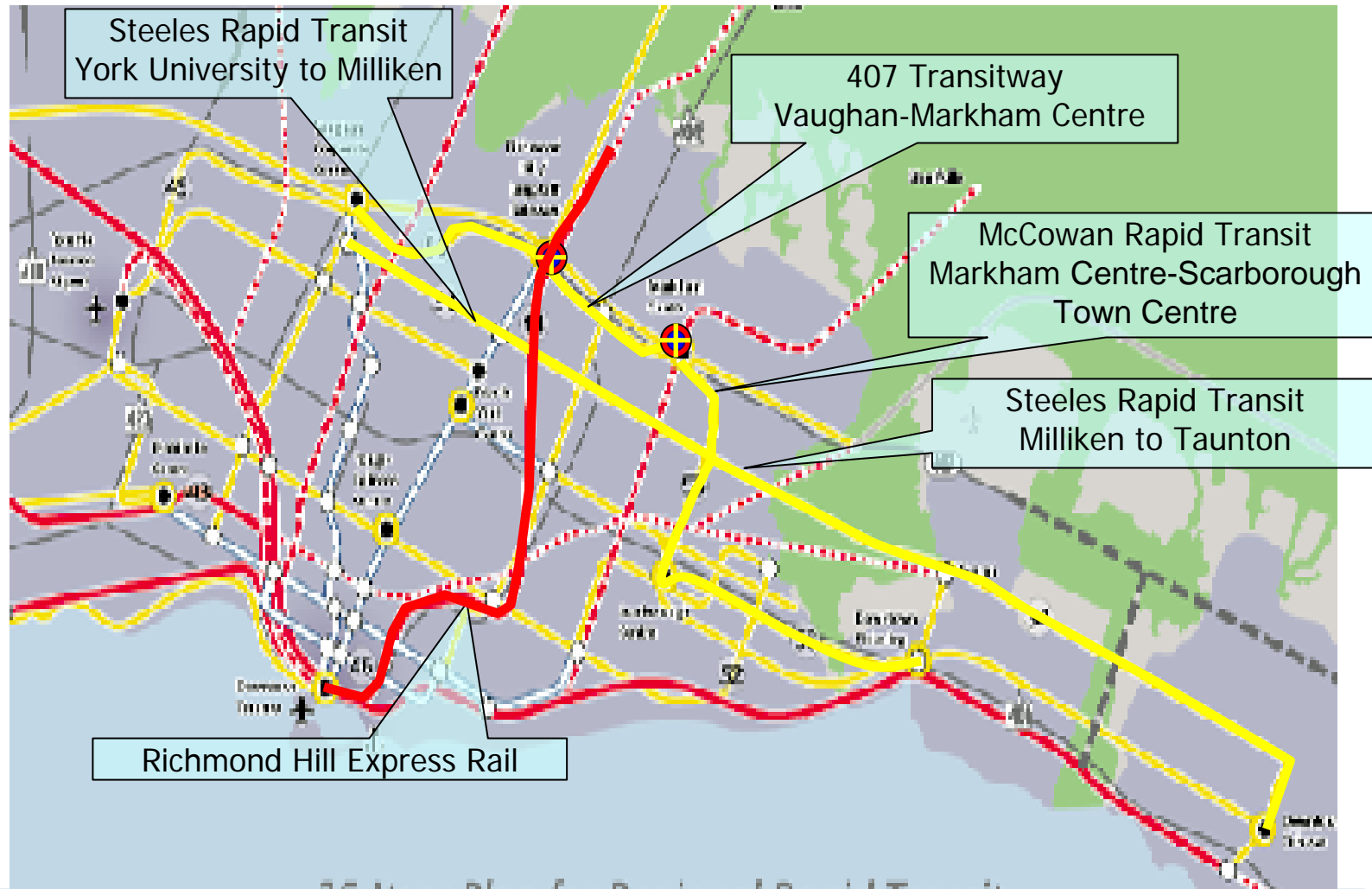
- ❑ A fast, frequent and expanded regional rapid transit network.



The 15 Year Plan – Markham Context



The 16-25 Year Plan: Markham Context (Over and above the 15 year plan)



Beyond 25 Years: Markham Context

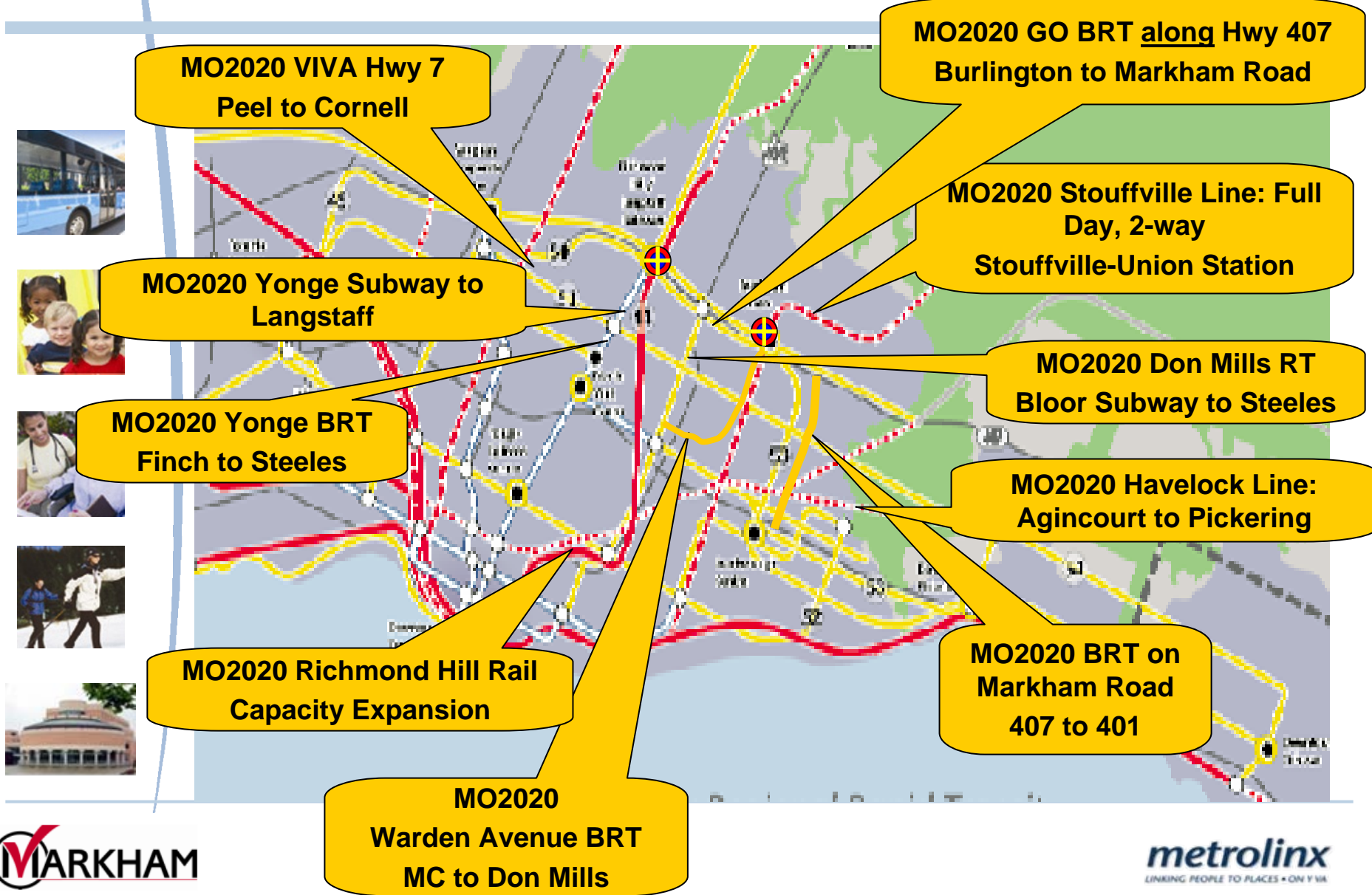
Priority Projects for Analysis Beyond 2033 Include:

- New rapid transit service in York Region along Major Mackenzie Drive, with additional north-south connections to the Highway 7 corridor (locations not indicated);
- Extension of rapid transit along Highway 407;
- East-west Express Rail connecting Oakville, Mississauga, Vaughan, Richmond Hill, Markham and Pickering (corridor not defined);
- Additional capacity along the Yonge subway line or in the Richmond Hill Express Rail corridor to provide relief to the Yonge subway; and
- Extension of all-day two-way regional rail service to additional communities.



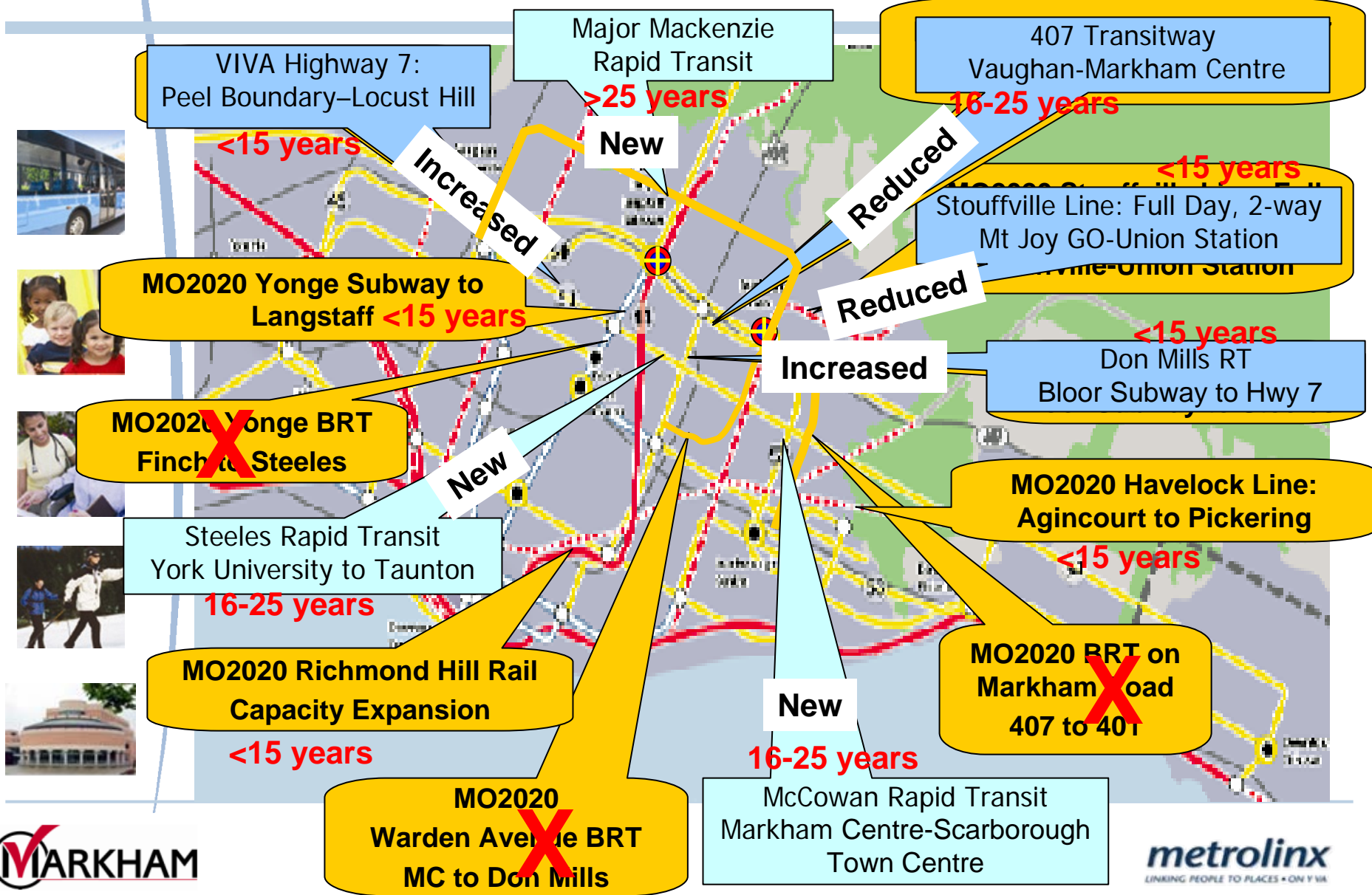
RTP Comparison With MoveOntario 2020

Markham Context



RTP Comparison With MoveOntario 2020

Markham Context



BIG MOVE #1

➤ Staff Comments

- Region of York and Town of Markham need to model and further analyze the proposed transit network and phasing plan
- The proposed rapid transit service needs to be enhanced in the North and East Markham
- Major Mackenzie BRT/LRT corridor and north south connections to Highway 7/ Scarborough Centre/Don Mills LRT required
- The RTP should review the technical merits of Don Mills LRT system vs. the EA approved Markham N/S link rapid transit vs. the McCowan Road transit corridor
- Phased implementation of the 407 Transitway should be considered
- Property protection required on all transit corridors
- Further work by Metrolinx/Region/markham required to define and protect rapid transit corridors



BIG MOVE #2

- ❑ **A complete walking and cycling network with bike-sharing programs.**
 - ❑ Plan and implement a complete, integrated walking and cycling network for the GTHA.
 - ❑ Address key barriers to walking, such as bridges over 400-series highways
 - ❑ Bring every urban resident to within a maximum of one kilometre of a dedicated bicycling facility.
 - ❑ Provincial funding commitment increased over time to at least \$20M /year for municipalities to complete the network.
 - ❑ Create pilot bike-sharing programs in major urban centres.

Staff Comments:

- **Support the action.**
- **More detail required on the funding sources, timelines, and Metrolinx responsibility in the network improvements**



BIG MOVE #3

- ❑ **An information system for travellers, where and when they need it.**
 - ❑ Create a regional transportation information portal that is accessible online and by telephone, e-mail or PDA
 - ❑ Provides travellers with easily accessible, standardized information on the full-range of transportation alternatives available to them.

Staff Comments:

- **Support the action**
- **More detail required on the who should be implementing and maintaining this**



BIG MOVE #4

- ❑ **A region-wide integrated transit fare system.**
 - ❑ Implement a region-wide integrate transit fare system by 2012 that allows users to pay a seamless, integrated fare for all transit systems across the region.

Staff Comments:

- **Supportive of the move**
- **Clarify if distance/zone and time wise fares are being recommended**
- **The different transit systems in the GTHA should be complimentary to each other and not competitive**



BIG MOVE #5

□ A system of connected mobility hubs

- Identify and incorporate two types of mobility hubs in municipal Official Plans and Transportation Master Plans.
- Anchor Hubs have strategic importance due to their relationship with urban growth centres (UGCs).

(Richmond Hill Langstaff Gateway and Markham Centre have been identified as two anchor hubs serving Markham out of 13 in the GTHA)

- Gateway Hubs are major transit station areas at the interchange between two or more rapid transit lines, or where significant numbers of people access the regional transit system. Metrolinx may identify additional Gateway Hubs in consultation with municipalities and transit agencies.

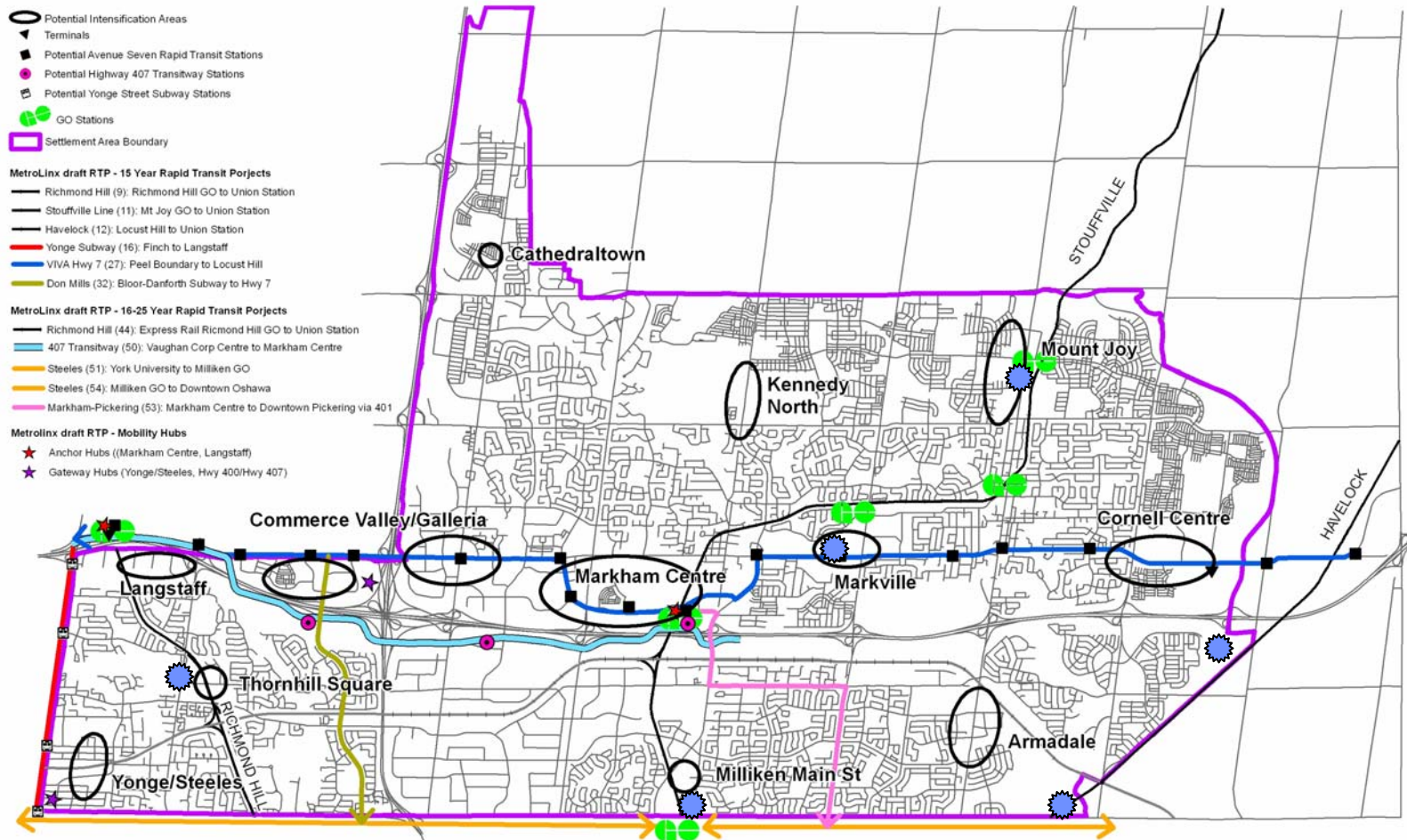
(The DRTP shows two potential Gateway Hub locations in Markham – Yonge/Steeles; and the area surrounded by Don Mills/7/404/407)

Staff Comments:

- **Need a five and a 10 year rolling infrastructure implementation plan on the anchor mobility hubs**
- **Council has identified additional hub locations e.g. Mount Joy, Milliken GO etc. (see next slide)**



Mobility Hubs and Key Development Areas



BIG MOVE #6

- ❑ **High-order transit connectivity to the Pearson Airport district from all directions.**
 - ❑ Establish high-order transit connectivity to the Pearson Airport district from all directions, including a multi-purpose, fast transit link to downtown Toronto.

Staff Comments:

- **A network of higher connectivity among the 13 anchor mobility hubs should be reviewed**



BIG MOVE #7

❑ A comprehensive strategy for goods movement.

- ❑ Develop a comprehensive strategy for goods movement within the GTHA, and between the GTHA & other regions.
- ❑ Identify opportunities and actions to improve efficiency, increase capacity, enhance the region's competitiveness, reduce emissions of GHGs and other pollutants, and shift a greater proportion of goods movement to sustainable modes such as rail, short sea shipping and active transportation.

Staff comments:

- **Support the move but limited details available. Metrolinx confirmed more work required on this item**
- **While developing the strategy, all different modes of goods, including the final delivery to individuals needs to be studied**
- **The draft RTP needs to provide more directions on the development of employment lands for Seaton and Pickering Airport**



BIG MOVE #8

- ❑ **An Investment Strategy to provide stable and predictable funding.**
 - ❑ Adopt the Metrolinx Investment Strategy to begin providing stable and predictable capital and operating funding to support the implementation of the RTP.

Staff Comments:

- **Generally support the objectives; however, this item needs further work**
- **Much of the funding mechanism beyond 2015 is not finalized**
- **See Staff comments under Draft Investment Strategy**



Costs and Funding

❑ Capital costs

15 Year Plan	16-25 Year Plan	Total	Annually
\$30 Billion	\$20 Billion	\$50 Billion	\$2 Billion

- **Funding for projects beyond 25 year has not been defined**
- **Current Provincial funding commitment \$11.5 B will last until 2015**
- **Commitment outstanding (\$6 B from Federal Government and more)**
- **Further discussion in the Draft Investment Strategy**

❑ Operating and Maintenance Costs

- ❑ \$1.5 billion per year for transit, at full build-out and with full program implementation. Costs do not include local transit or regional bus services
- ❑ \$230 million per year, for roads and highways. Costs include operation and maintenance as well as rehabilitation and reconstruction for the GTHA's 400-series highway network and municipal limited-access highways.



Implementation of the RTP

- ❑ Metrolinx is recommending that the Provincial Cabinet adopt the RTP as the Province's Regional Transportation Plan for the GTHA and require, through legislation, that the planning and infrastructure investment decisions of municipalities and the province be consistent with the RTP's directions, and that a prescribed process be established for reviews and amendments to the RTP.



Roles and Responsibilities

- ❑ Province of Ontario
- ❑ Government of Canada
- ❑ Municipal Governments
- ❑ Non-Governmental Organizations
- ❑ Private Sector
- ❑ Academic Institutions
- ❑ Individuals



Roles and Responsibilities

□ Municipalities

- Develop Transportation Master Plans (TMPs) as part of their Official Plan processes. These TMPs will need to identify policies and course of action for capital plans to provide for the infrastructure necessary to implement the RTP.
- Municipal Official Plans should be brought into conformity with the RTP.
- Metrolinx will work with municipalities to engage their communities for community outreach and education programs that support the goals and objectives of the RTP.



Municipal Roles and Responsibilities

Staff Comments

- **Markham's planning is consistent with the draft RTP**
- **Clarify the legislation proposed to implement the RTP relative Places to Grow Act and Planning Act**
- **Ensure that conformity with RTP cannot be argued to override municipal planning objectives**



Draft Investment Strategy



Five Guiding Principles

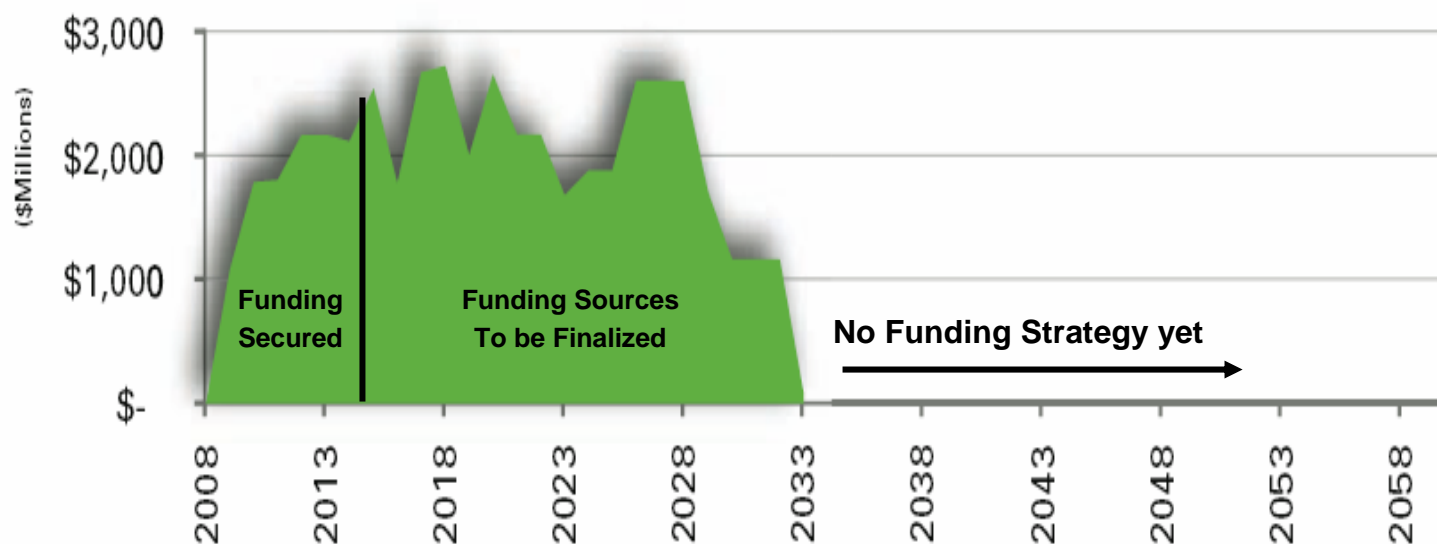
1. Regional or Metropolitan Focus
2. Invest where it Matters Most
3. Prudent Financial Management
4. A System that Works and is Accountable
5. Risk Management and Project Implementation Discipline



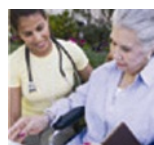
Proposed Investment Profile

Graph 1

RTP CAPITAL EXPENDITURES*
(Today's Dollars)



*RTP costs include transit, policy and programs costs only.



Proposed Financial Plan

Staff Comments

- Quick Win projects worth \$750 million out of 17.5 billion earmarked to date
- \$11.5 billion funding committed by Province
- \$6 billion request pending with Federal Government
- \$50 billion investment over 25 years to year 2033 in today's dollars plus inflation
- Combined provincial and pending federal commitments sufficient to meet Draft RTP costs to 2015-2018
- Metrolinx to consult with stakeholders to finalize funding sources for the investment gap (between \$17.5B and \$50B) and then report to Ontario government in 2013
- Alternative funding sources may be considered at that time (See next slide)
- Funding for post 25 year projects (i.e. Major Mackenzie RT) has not been defined
- Clarity required as to who should administer the construction, operation and maintenance of the undertakings



Investment Strategy Tools Post 2015

Traditional Government Sources	Capital and Operating Grants
Beneficiary Charges	Development Charges Land Value Uplift and Capture Property Tax Payroll Tax Sales Tax Voluntary Participation Agreements
User Charges	Actual Vehicle-Km Travelled (VKT) Charge Gas Tax Parking Fee Road Pricing and Tolls Transit Fares Vehicle Registration Vehicle Sales Tax Vehicle-Use Impact Fees to capture external cost of: <ul style="list-style-type: none"> • Carbon Footprint, Congestion, Environmental Degradation and Pollution, Public Health, Safety, Vehicle Disposal, etc.
Financing Strategies	Alternative Financing and Procurement (AFP) Borrowing/Mortgaging Equity Investments Infrastructure Bonds Tax Increment Financing



Next Steps

- ❑ Submission of Markham's draft comments to Metrolinx by Oct 24
- ❑ Submit final comments to Metrolinx after November 2nd and 3rd public events
- ❑ Town will meet with Metrolinx and Region of York to review our comments
- ❑ ROY and TOM transportation models to reflect draft transit plan and phasing to determine if RTP can meet Growth Plan population and employment requirements
- ❑ Address Metrolinx' Vision, Goals and Objectives into Town's Growth Management Strategy and MTSP



Discussion

