

## Memorandum

To: Committee of the Whole

From: Paul Jankowski, Commissioner of Transportation Services

Date: April 5, 2018

Re: **Metrolinx 2041 Regional Transportation Plan Update**

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This memorandum provides an update on the approved 2041 Regional Transportation Plan (2041 RTP) for the Greater Toronto and Hamilton Area (GTHA) and the recently-released Metrolinx discussion paper entitled “Making it Happen, Advancing the 2041 Regional Transportation Plan (2041 RTP) for the Greater Toronto and Hamilton Area”.

Metrolinx Board approved the 2041 Regional Transportation Plan

On March 8, 2018 the Metrolinx Board of Directors approved the [2041 RTP](#). The 2041 RTP builds upon the original Big Move, which was approved by Metrolinx in 2008.

The 2041 Regional Transportation Plan is based on the following five principals:

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

Council endorsed the 2041 Regional Transportation Plan in November 2017 subject to a number of clarifications

The 2041 RTP was endorsed by Council subject to the following clarifications:

- a) Delineation of the Downtown Relief Line into two phases on the maps (south of Toronto Transit Commission Line 2 (Danforth Avenue) – phase 1, north of Toronto Transit Commission Line 2 (Danforth Avenue) – phase 2).

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- b) Inclusion of 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 Regional Express Rail Line, as per the York Region Transportation Master Plan.
- c) Confirmation of a 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 Canadian Pacific Rail freight traffic onto the Canadian National Rail line through York Region.

These clarifications were not addressed in the 2041 RTP approved by Metrolinx. There were no changes to the maps in reference to the Downtown Relief Line or Bus Rapid Transit on either Green Lane or Major Mackenzie Drive. There was also no acknowledgement of Council’s opposition to any increases in freight rail through York Region. Staff will continue to advocate for appropriate clarifications as implementation work on the 2041 RTP progresses

Metrolinx released the “Making it Happen” discussion paper

On March 8, 2018, the board of directors also approved release of the draft “[Making it Happen](#)” discussion paper, which is the starting point for dialog of implementation and funding strategies for the 2041 RTP.

The RTP lays out a strategic path for building a seamless transportation system, while the “Making it Happen” discussion paper highlights how further progress could be made in order to implement the plan, taking into account approaches used in other jurisdictions, guiding principles, and opportunities for further analysis and engagement.

The discussion paper includes four main discussion areas:

1. Collaborative regional (GTHA) decision-making
2. Setting priorities
3. Funding Mobility
4. Monitoring and reporting

The paper states that “while partners across the Greater Toronto and Hamilton Area (GTHA) have made significant progress in implementing transportation projects, the scale of the GTHA’s anticipated growth and planned transportation investments, and the complexity and level of integration required, necessitates a new level of mature

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collaboration between Metrolinx, the Province, the federal government, municipalities, transit agencies, businesses, non-profit organizations, academia and other stakeholders.”. The paper also indicates that, in order to deliver solutions and progress for the entire GTHA, the GTHA needs more effective ways of working together.

With respect to funding, the paper notes that funding is complex with a number of dimensions, including how much capital and operating funding is needed, where funding should be allocated and when, who pays and who makes the decisions. Some issues related to funding arise principally from governance and decision-making concerns.

The “Making it Happen” discussion paper provides few details on implementation, funding and phasing

Although the “Making it Happen” paper is only a starting point for the discussion of implementation of the 2041 RTP, it does not offer a great deal of detail in terms of specific funding, project prioritization or phasing. The purpose appears to be setting the stage for a higher-level discussion as to how major projects are identified, prioritized, funded, delivered and operated.

## Conclusion

As directed by Council, staff will continue to work with Metrolinx to seek clarity and advance transit planning and implementation in York Region and throughout the GTHA.

For more information, please contact Brian Titherington, Director of Transportation and Infrastructure Planning at 1-877-464-9675 ext. 75901.

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