

CREATING CONNECTIONS IN YORK REGION

LESLIE WOO, CHIEF PLANNING OFFICER, METROLINX

ADDRESSING THE GTHA's TRANSPORTATION CHALLENGES

1 in every 4 trips crosses a regional boundary

3.46 million cars owned in the GTHA

110,000 new residents every year

79% of trips made by car



WHO IS METROLINX?

Metrolinx was created in 2006 by the Province of Ontario with a mandate to create greater connection between the communities of the Greater Toronto and Hamilton Area, and now beyond to the Greater Golden Horseshoe

PLAN



BUILD



OPERATE



CONNECT



THE BIG MOVE LEGACY

\$30+ BILLION IN
INFRASTRUCTURE
INVESTMENT



GO Regional Express Rail



Toronto-York Spadina Subway Extension



Mississauga Transitway



Eglinton Crosstown LRT



Sheppard East LRT



Finch West LRT



Scarborough Subway



Hamilton B-Line LRT



Highway 7 West BRT



Hurontario LRT



Yonge BRT (North)



Yonge BRT (South)



Bloomington GO Extension



Bowmanville GO Extension



Confederation GO Extension

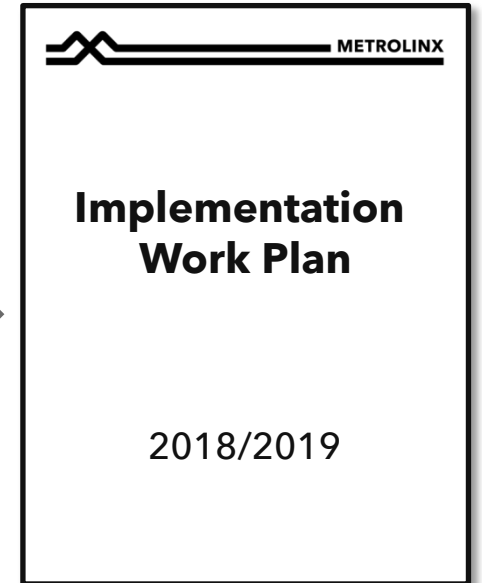
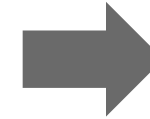
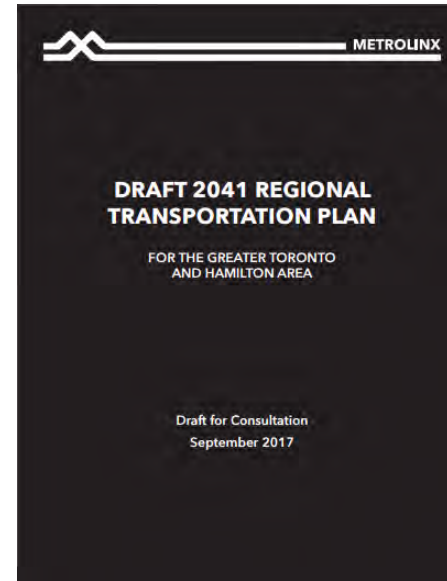


Niagara GO Service



DRAFT 2041 REGIONAL TRANSPORTATION PLAN

THE PROCESS



INFORMING THE PLAN - ENGAGEMENT

Since 2014, Metrolinx has been collaborating with our municipal partners, stakeholders and the public throughout the update process to ensure that the Draft Plan represents the GTHA

Municipal Partners:

- Partner municipalities have been engaged through Metrolinx-led forums, committees, senior level meetings and mid-level staff workshops.
 - Forums and Committees:
 - **Municipal Planning Leaders Forum:** This senior leader level forum, composed of Chief Planners/Commissioners from across the Region has provided strategic advice to Metrolinx throughout the review and update to the RTP.
 - **Municipal Technical Advisory Committee:** Composed of mid to senior level staff who provide support to Metrolinx in detailed analysis of inputs and draft products of the Regional Transportation Plan review.

Residents' Reference Panel

- 36 member resident panel, representing all regions in the GTHA
- Provided recommendations for the next Regional Transportation Plan

Public Engagement:

- Public Roundtables on the Draft 2041 Regional Transportation Plan
 - York Region - November 8th
- Online digital engagement via www.metrolinx.com/theplan



VISION

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.

GOALS

STRONG CONNECTIONS

COMPLETE TRAVEL EXPERIENCES

SUSTAINABLE COMMUNITIES

STRATEGIES



**Strategy 1:
Complete
Delivery of
Current Regional
Transit Projects**



**Strategy 2:
Connect more of
the Region with
Frequent Rapid
Transit**



**Strategy 3:
Optimize the
Transportation
System**



**Strategy 4:
Integrate Land
Use and
Transportation**



**Strategy 5:
Prepare for an
Uncertain Future**

31 Priority Actions to Support the 5 Strategies*

*full list of priority actions can be found in the appendix

RAPID TRANSIT PROJECTS IN YORK REGION

Completed:

- Highway 7 East BRT (Yonge St.- Unionville GO)
- Davis Drive BRT (Yonge St. - Newmarket GO)
- Gormley GO Extension (Richmond Hill GO - Gormley GO)

In Delivery:

- Toronto-York Spadina Subway Extension (Sheppard Ave. - Highway 7)
- Highway 7 West BRT (Helen St. - Yonge St.)
- Yonge BRT (North) (Mulock Dr. - Davis Dr.)
- Yonge BRT (South) (Highway 7 - 19th Ave.)
- Bloomington GO Extension (Gormley GO - Bloomington GO)
- Barrie All-Day GO Service (Aurora GO - Allandale Waterfront GO)
- Stouffville All-Day GO Service (Unionville GO - Mt. Joy GO)
- Barrie 15-min GO Service (Union Station - Aurora GO)
- Stouffville 15-min GO Service (Union Station - Unionville GO)

In Development:

- Highway 7 West BRT Extension (Highway 50 - Helen St.)
- Yonge North Subway Extension (Finch Station - Highway 7)
- Yonge BRT (Richmond Hill, Aurora, Newmarket) (19th Ave. - Mulock Dr.)
- Highway 7 East BRT Extension (Unionville GO - Donald Cousens Pkwy.)

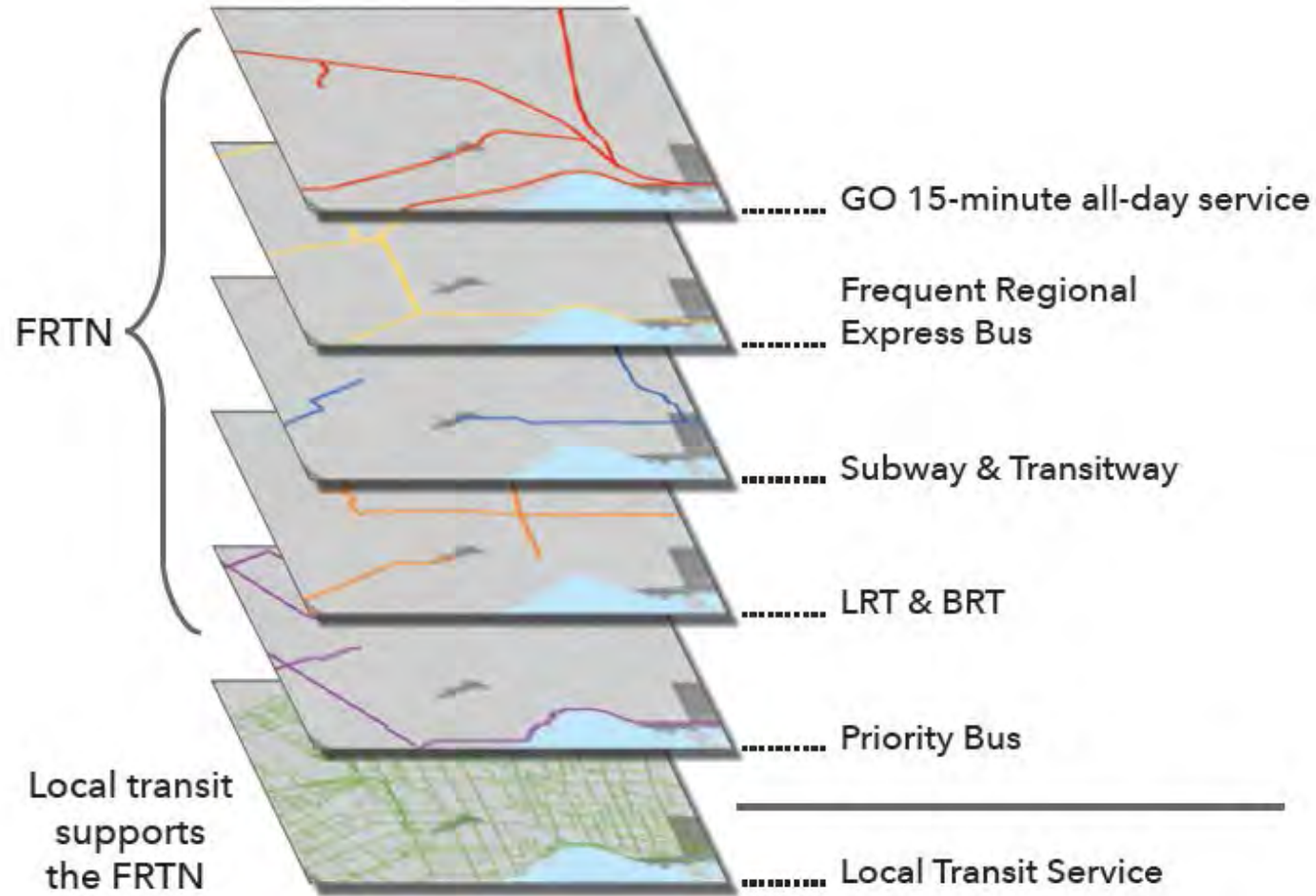


RAPID TRANSIT PROJECTS IN YORK REGION

Proposed:

- Barrie 15-min GO Service Extension (Aurora GO - East Gwillimbury GO)
- Stouffville 15-min GO Service Extension (Unionville GO - Mt. Joy GO)
- Richmond Hill All-Day GO Service (Union Station - Richmond Hill GO)
- Jane North BRT/LRT (Highway 7 - Major MacKenzie Dr.)
- Jane South BRT/LRT (Bloor St - Hwy 7)
- Steeles BRT/LRT (Pioneer Village Station - Milliken GO)
- Leslie North BRT/LRT (Highway 7 - Major MacKenzie Dr.)
- Don Mills/Leslie BRT/LRT (Sheppard Ave. - Highway 7)
- Major MacKenzie BRT/LRT (Jane St. - Leslie St.)
- Steeles West Priority Bus (Mississauga Rd. - Pioneer Village Station via Humber College)
- McCowan North Priority Bus (Steeles Ave. - Highway 7)
- Major MacKenzie East Priority Bus (Leslie St. - Donald Cousens Pkwy.)
- Major MacKenzie West Priority Bus (Highway 427 - Jane St.)
- Green Lane Priority Bus (Davis Dr. - East Gwillimbury GO)
- Steeles/Taunton Priority Bus (Milliken GO - Townline Rd.)

THE FREQUENT RAPID TRANSIT NETWORK

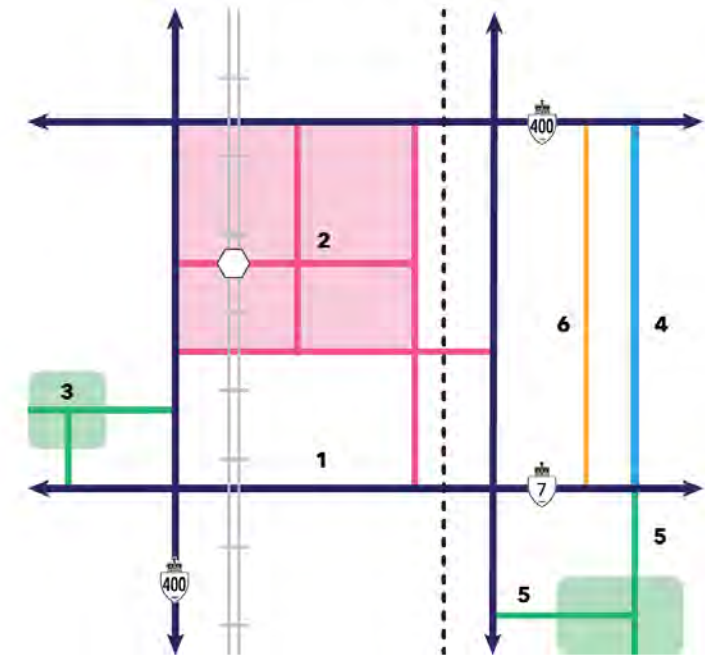


GOODS MOVEMENT

- The efficient movement of goods and services is essential to the region's economic prosperity and quality of life
- Builds on the Big Move Strategy to "Improve Goods Movement Within the GTHA and with Adjacent Regions"
- The Draft 2041 RTP recommends collaboration between the public and private sectors to develop a Regional Strategic Goods Movement Network and other actions to enhance the movement of goods

Regional Goods Movement Network

Conceptual



MAKING IT HAPPEN

REGIONAL DECISION-MAKING

Formalize mechanisms for regional collaboration and integrated planning

Align regional planning areas

Monitor plan implementation and performance outcomes

FUNDING THE PLAN

Address capital and operations

Use business case analysis and full lifecycle costing

Align transportation funding to RTP

*full list of priority actions can be found in the appendix

NEXT STEPS

THE PLAN IS LIVE:

www.metrolinx.com/theplan

CONSULTATION AND ENGAGEMENT HAS STARTED:

**We need your input!
Fall 2017**

DRAFT FINAL PLAN:

**Board of Directors meeting
December 2017**



APPENDIX

Priority Actions of the Draft 2041 Regional Transportation Plan

STRATEGY 1: COMPLETE DELIVERY OF CURRENT REGIONAL TRANSIT PROJECTS

PRIORITY ACTIONS

1.1	Complete the building of projects In Delivery, as shown in Map 3, including the GO Regional Express Rail program, the Hurontario, Eglinton, Hamilton and Finch LRTs, and the York VIVA BRTs, ensuring delivery by 2025.
1.2	Advance the transit projects that are In Development, as shown in Map 4
1.3	Strengthen Union Station’s capacity as the centre of GO Regional Express Rail to accommodate the growth of GO RER beyond 2025: <ul style="list-style-type: none">• In consultation with the City of Toronto, the provincial and federal governments develop a plan to address rail service capacity at Union Station to accommodate the growth of GO RER beyond 2025; and• Ensure that all decisions regarding improvements to Union Station and adjacent areas are consistent with and protect for the long term
1.4	Coordinate with the Province, the federal government and VIA Rail Canada on High Speed Rail and High Frequency Rail initiatives, the optimization of shared resources such as Union Station and rail corridors, and the integration of services for a seamless traveller experience.

STRATEGY 2: CONNECT MORE OF THE REGION WITH FREQUENT RAPID TRANSIT

PRIORITY ACTIONS:

2.1	<p>Implement a comprehensive and integrated Frequent Rapid Transit Network by 2041 that includes:</p> <ul style="list-style-type: none">• Existing subway, transitway and BRT services;• 15-minute GO Regional Express Rail on the Lakeshore East and West, Kitchener, Stouffville and Barrie Corridors, In Delivery for 2025 (see Map 3);• BRT and LRT projects that are In Delivery , as shown on Map 3;• Projects that are In Development (Map 4) ;• Additional transit infrastructure improvements to resolve key gaps (proposed new LRT and BRT projects, see Maps 5 and 6);• Additional 15-minute GO Regional Express Rail services beyond 2025 (see Map 5 and 6);• A Priority Bus system that connects existing and planned rapid transit, LRT and BRT (see Maps 5 and 6); and• Frequent Regional Express Bus services (see maps 5, 6 and 7)
2.2	<p>Develop complementary bus services:</p> <ul style="list-style-type: none">• Strengthen and support the ability of local transit to provide reliable service in urban areas where demand for transit is high, and to connect to the Frequent Rapid Transit Network;• Develop and implement a regional 24-Hour Transit Network composed of strategic routes to address growing off-peak markets and destinations; and• Deliver a regional Express Bus Network to serve long distance transit markets not served by GO Regional Express Rail (see Map 7)
2.3	<p>Improve access to airports, prioritizing transit for passengers and workers:</p> <ul style="list-style-type: none">• Coordinate with the Greater Toronto Airports Authority, Ports Toronto, the John C. Munro Hamilton International Airport and the federal government on ground transportation plans to the region’s airports and surrounding areas; and• Support the planning and implementation of Pearson Airport’s Regional Transportation Centre to facilitate enhanced transit access to the airport, and enable Pearson and the Airport Employment Area to continue to support economic growth throughout the GTHA.

STRATEGY 3: OPTIMIZE THE TRANSPORTATION SYSTEM

PRIORITY ACTIONS:

3.1	Advance the integration of services and fares: <ul style="list-style-type: none">• Remove barriers to creating an integrated fare system to support seamless and consistent travel for passengers across municipal boundaries;• To ensure progress toward seamless travel and increase ridership, take a regional view of price setting and concessions for transit and the development of innovative fare products; and• Form a formal working group of all GTHA transit operators to share customer experience objectives that would become part of new regional transit investments and the regional transit network in general.
3.2	Expand first- and last-mile choices for all transit stations: <ul style="list-style-type: none">• Fully implement the GO Rail Station Access Plan (2016);• Invest in first-mile last-mile (FMLM) solutions to maximize all-season access to and from all rapid transit stations, including, but not limited to priority transit access, pedestrian access to workplaces and destinations nearby, improved on-demand services including carpooling, taxis, and micro-transit services, on and off-site bicycle facilities, car-share and bike-share programs;• Address barriers to Metrolinx funding FMLM solutions outside of stations; and• Recover the cost of parking at GO stations to help shift trips to modes that do not require parking, and allow more people to access new train services.

STRATEGY 3: OPTIMIZE THE TRANSPORTATION SYSTEM

PRIORITY ACTIONS:

3.3	<p>Set consistent high-quality standards for the traveller experience:</p> <ul style="list-style-type: none">• Focus on reliable service as a first priority for attracting customers to transit, emphasizing transit priority measures;• Provide travellers with:<ul style="list-style-type: none">• real-time information;• well-designed places including shade, shelters, paving, seating, clear sightlines and lighting;• consistent wayfinding across mediums;• all-season maintenance of sidewalks, bike lanes and paths;• on-demand service connectivity; and• concession fares.• Ensure that design excellence in architecture, urban design and landscape architecture enhances the transportation experience;• Establish a GTHA Regional Customer Service Advisory Committee to advise the Metrolinx Board of Directors on issues impacting the traveller experience; and• Establish a “Let Metrolinx Know” panel, modelled after the Let GO Know Panel, comprised of a random selection of GTHA travellers who would regularly be available to participate in surveys and focus groups to advise on customer service issues.
3.4	<p>Develop and implement a Mobility as a Service (MaaS) strategy:</p> <ul style="list-style-type: none">• Continually evolve the PRESTO fare payment system to support interregional travel with a range of fare products and self service options. Migration to an account-based system will allow customers to access PRESTO via traditional PRESTO cards, credit cards, limited use electronic tickets and mobile wallets; and• Fully integrate regional multi-modal trip planning and fare payment into a MaaS platform, incorporating and encouraging mobility options including, but not limited to, transit, bike-sharing, carpooling and ride-sharing.

STRATEGY 3: OPTIMIZE THE TRANSPORTATION SYSTEM

PRIORITY ACTIONS:

3.5	<p>Place universal access at the centre of all transportation planning and designing activities:</p> <ul style="list-style-type: none">• Foster an accessible network of conventional and paratransit providers, where riders can transfer between options, easily and conveniently, even across boundaries;• Develop an integrated regional booking platform for specialized transit trips across the region;• Ensure that on-demand services meet the needs of a diverse range of travellers;• Provide leadership and ensure consistency in accessibility design for transportation services and facilities across the region;• Work with regional partners to assess and address challenges to transit access, and to address unintended consequences of transit investment, such as increases in housing costs along transit corridors; and• Develop a regional framework for addressing the affordability of transportation for low income groups.
3.6	<p>Eliminate transportation fatalities and serious injuries as part of a regional “Vision Zero” program:</p> <ul style="list-style-type: none">• Incorporate the Vision Zero framework into regional transportation planning by developing a regional approach to transportation design standards, speed limits, and public education with the aim of zero serious transportation-related injuries and fatalities.

STRATEGY 3: OPTIMIZE THE TRANSPORTATION SYSTEM

PRIORITY ACTIONS:

3.7	<p>Make Transportation Demand Management (TDM) a priority:</p> <ul style="list-style-type: none">• Advance workplace TDM programming and encourage private sector leadership, participation and investment with mandated participation by large employers, institutions and other venues that generate a significant number of trips; • Develop new approaches to TDM delivery from the fields of service design and behavioural economics;• Reinvigorate carpooling with a compelling and user-friendly regional online platform integrated to trip planning and payment tools; remove regulatory obstacles to user incentives to drive participation;• Deliver TDM programming to support all new rapid transit services, station areas, and areas impacted by major construction and events;• Develop incentives for off-peak travel to reduce peak demand and, in the case of transit, to grow off-peak ridership;• Continue to explore how pricing of mobility (including parking, road pricing and HOT lanes and off-peak fares) could be used to shift travel behaviour; and• Remove obstacles to vanpooling.
3.8	<p>Expand the HOV network:</p> <ul style="list-style-type: none">• Complete a seamless HOV network on all regional highways in the GTHA, encouraging higher occupancy travel and supporting faster, more reliable bus service (see Map 7);• Incentivize ridesharing using the HOV network for trips that are difficult to make by transit or active transportation; and• Continue the implementation of HOT lanes on HOV lanes where there is excess capacity.
3.9	<p>Further integrate road and transit planning and operations:</p> <ul style="list-style-type: none">• Building on early progress, invest in the regional coordination and deployment of ITS/ smart corridors to support effective congestion management and transit priority operations; and• Within each municipality and where municipal and provincial roads interface, create formal task forces or groups to coordinate the planning and operations of transit, roads and on-street parking.

STRATEGY 3: OPTIMIZE THE TRANSPORTATION SYSTEM

PRIORITY ACTIONS:

3.10	<p>Further define and support a Regional Goods Movement System:</p> <ul style="list-style-type: none">• Advance collaboration between the public and private sector to support implementation of the Regional Strategic Goods Movement Network to link goods generating activity centres, intermodal terminals and regional gateways;• Study goods movement priority features for new and existing freight corridors, including but not limited to intelligent lane utilization and truck-only lanes;• Support development of innovative freight hubs, including planning for and protecting complementary land uses near freight hubs. Consider the use of transit stations as a pick-up location for small parcels and support other innovative urban freight hubs to reduce door-to-door delivery. Explore and implement flexible freight delivery times, including off-peak delivery, where applicable;• Establish a GTHA urban freight data collection program including monitoring of freight flows in the GTHA; and• Expand awareness and education efforts regarding goods movement planning, design and operational issues, with particular reference to the impact of e-commerce (and potential innovations in delivery, such as the use of bicycle couriers for urban deliveries) on the volume and nature of freight delivery in the region
3.11	<p>Promote integrated planning for rail corridors:</p> <ul style="list-style-type: none">• GGH transportation agencies/operators, municipalities, the federal government and the private sector work with MTO in its investigation of the potential for shared use (passenger and goods movement) of critical rail corridors in the GTHA; and• Where corridor capacity studies indicate separation of uses is required, develop and promote plans for freight rationalization.

STRATEGY 4: INTEGRATE LAND USE AND TRANSPORTATION

PRIORITY ACTIONS:

- | | |
|-----|--|
| 4.1 | <p>The Province should review the legislative and regulatory linkages between the provincial and municipal planning framework to fully achieve the objectives of the Growth Plan and the Regional Transportation Plan:</p> <ul style="list-style-type: none">• Identify all legislative, regulatory, fiscal, and other, opportunities to require integrated land use and transportation decision making by all stakeholders in the GGH;• Enact the regulations in the Metrolinx Act (2006) to create a Transportation Planning Policy Statement to provide the RTP with the legislative status it needs in order to achieve regional goals for land use and transportation integration;• Enact the regulations in the Metrolinx Act (2006) to formalize the role and status of municipal Transportation Master Plans to align with provincial land use and transportation objectives, including the Draft 2041 RTP; and• Develop a protocol for Metrolinx to review and provide input to secondary plans, publicly-funded development plans and large-scale planning applications to ensure alignment with the regional transit investments and the Draft 2041 RTP. |
| 4.2 | <p>Make provincial investments for transit projects contingent on corresponding transit supportive planning by municipalities being in place.</p> |
| 4.3 | <p>Focus development on Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors:</p> <ul style="list-style-type: none">• Work collaboratively with the Province and municipalities to create enforceable station area plans that catalyze desired land uses at stations and prevent uses that are incompatible or fail to fulfill the potential of the lands;• Systematically co-locate publicly-funded institutions and facilities near transit with walking and cycling supportive infrastructure;• Integrate joint development early in rapid transit project planning and into procurement schedules, utilizing new partnerships between the public and private sector;• Enable Metrolinx to play a leading role in development and redevelopment around stations to fulfil the objectives of the Growth Plan and the Draft 2041 RTP;• Enable Metrolinx to acquire land around stations for the purpose of transit-oriented development;• Review current financial and economic incentives and disincentives to desired development and develop new tools to incent transit supportive land use;• Update the Mobility Hub Guidelines to address emerging challenges and opportunities related to the integration of land use and transportation, and incorporate new tools and guidance for planning mobility hubs; and• Update the network of mobility hubs in conjunction with the Mobility Hub Guidelines to reflect the Frequent Rapid Transit Network, Growth Plan, municipal plans and 2041 population, employment and transit ridership forecasts |

STRATEGY 4: INTEGRATE LAND USE AND TRANSPORTATION

PRIORITY ACTIONS:

4.4	Evaluate financial and policy-based incentives and disincentives to support transit-oriented development. Work collaboratively to build on and develop regional and site-specific measures and tools to encourage development that helps meet growth management and transportation objectives.
4.5	<p>Plan and design communities including development and redevelopment sites and public rights-of-way that support and promote a shift in travel behaviours to the maximum extent that is feasible, consistent with Ontario’s passenger transportation hierarchy:</p> <ul style="list-style-type: none">• Develop region-wide standards for highways, roads and streets to consistently reflect the passenger transportation hierarchy;• Develop shared investment criteria in cycling facilities centred on cycling potential and connectivity, consistent with regional and local plans;• Adopt a Complete Streets approach to infrastructure project delivery when new rail, station and transit projects are undertaken, to deliver pedestrian and cycling access as part of the infrastructure investment; and• Expand and promote bike share in locations where there is an opportunity to meet existing demand and grow cycling use.
4.6	<p>Complete the regional commuter cycling network:</p> <ul style="list-style-type: none">• Plan, design, and construct a Regional Cycling Network (see Map 9) to create new connections in areas with high cycling potential to rapid transit stations, between Urban Growth Centres and across boundaries
4.7	<p>Embed Transportation Demand Management into land use planning and development :</p> <ul style="list-style-type: none">• Require long-term sustainable TDM plans through the development process to ensure that development is designed from the outset to reflect the passenger transportation hierarchy, with realistic implementation plans; and• Leverage the development process to generate dedicated funding for TDM programming.

STRATEGY 5: PREPARE FOR AN UNCERTAIN FUTURE

PRIORITY ACTIONS:

5.1	Develop a regional framework for on-demand and shared mobility that complements the provincial framework: <ul style="list-style-type: none">• Work collaboratively to review provincial and local regulations and policies impacting new mobility services to enable innovation while meeting the needs of people in the GTHA;• Proactively test and evaluate new services and technologies (including micro-transit, on-demand, and shared mobility) in emerging markets where conventional transit and active transportation are not meeting demand; and• Coordinate and establish partnerships that complement existing and committed transit services.
5.2	Develop a region-wide plan for autonomous mobility: <ul style="list-style-type: none">• The Province to develop a suite of regulations, policies and actions to prepare for, test and ensure the safe operation of autonomous vehicle (AV) technologies; and• Update transportation and building standards to anticipate for AVs (e.g. parking design).
5.3	Coordinate across the region to address climate resiliency of the transportation system: <ul style="list-style-type: none">• Plan and build a transportation system that can continue to operate in extreme weather events brought by climate change;• Design infrastructure and strengthen existing infrastructure to resist extreme weather;• Ensure that the management of existing infrastructure assets, and the design and construction of future assets, are climate resilient; and• Adopt policies and procedures coordinated among all transportation stakeholders (e.g. roads, transit, emergency management) to respond to extreme weather events

STRATEGY 5: PREPARE FOR AN UNCERTAIN FUTURE

PRIORITY ACTIONS:

5.4	<p>Proactively prepare for a future with low-carbon mobility options:</p> <ul style="list-style-type: none">• Address transportation climate mitigation by aligning regional and local efforts with international, federal, provincial efforts to meet the Paris Climate Change Accord and meet Ontario’s goal of reducing GHG emissions to 80% below 1990 levels by 2050;• Continue supporting compact and mixed-use development, complete streets and other measures that help reduce travel distances;• Deploy infrastructure to support electric vehicle use throughout the public and private transportation systems of the region;• Invest in the transition to low-carbon public and private vehicle fleets, including transit vehicles; and• Further collaborate among governments to enhance fuel efficiency and increase availability of low-carbon fuels.
5.5	<p>Develop a regional transportation big data strategy:</p> <ul style="list-style-type: none">• Create a regional transportation big data portal, providing consistent and transparent data collection, management and reporting;• Establish regional transportation data sourcing, formatting, privacy, security, ownership and reporting standards;• Identify and acquire new transportation data for planning and operations (e.g. crowdsourced traffic data); and• Advance coordination and standardization of transportation forecasting, modelling and business case methodologies to support decision-making and evaluation.
5.6	<p>Partner for innovation:</p> <ul style="list-style-type: none">• Drive innovation in mobility, focusing on new services, tools and business models• Develop outcome-based approaches beyond traditional procurement and formal partnerships:<ul style="list-style-type: none">• identify and leverage companies with innovative products and services that can benefit travellers or improve operations;• remove barriers to partnerships, e.g. overly rigid procurement rules;• pilot, test and minimize the risk associated with new ideas, products and approaches; and• explore innovative funding and financing options including loans and loan guarantees.

MAKING IT HAPPEN: REGIONAL DECISION-MAKING

PRIORITY ACTIONS

6.1	Review regional transportation decision-making processes to best ensure that elected municipal leaders contribute effectively to decision-making related to, the interface between region-wide transportation and land use, and fare and service integration.
6.2	Establish a formalized mechanism that convenes provincial and municipal land use and transportation planning officials with a goal to identify opportunities and make recommendations to improve the integration of land use and transportation.
6.3	Establish a formalized mechanism that convenes the appropriate provincial and municipal officials to identify region-wide policies, standards and tools to attain excellence in the provision of the traveller experience, including fare and service integration.
6.4	Align the Metrolinx planning area, the GO Transit Service Area and the Growth Plan Area to the Greater Golden Horseshoe.
6.5	In consultation with partners, stakeholders and the general public report on progress on implementing the RTP and review the RTP every five years; technical updates can be done in the intervening years if necessary.

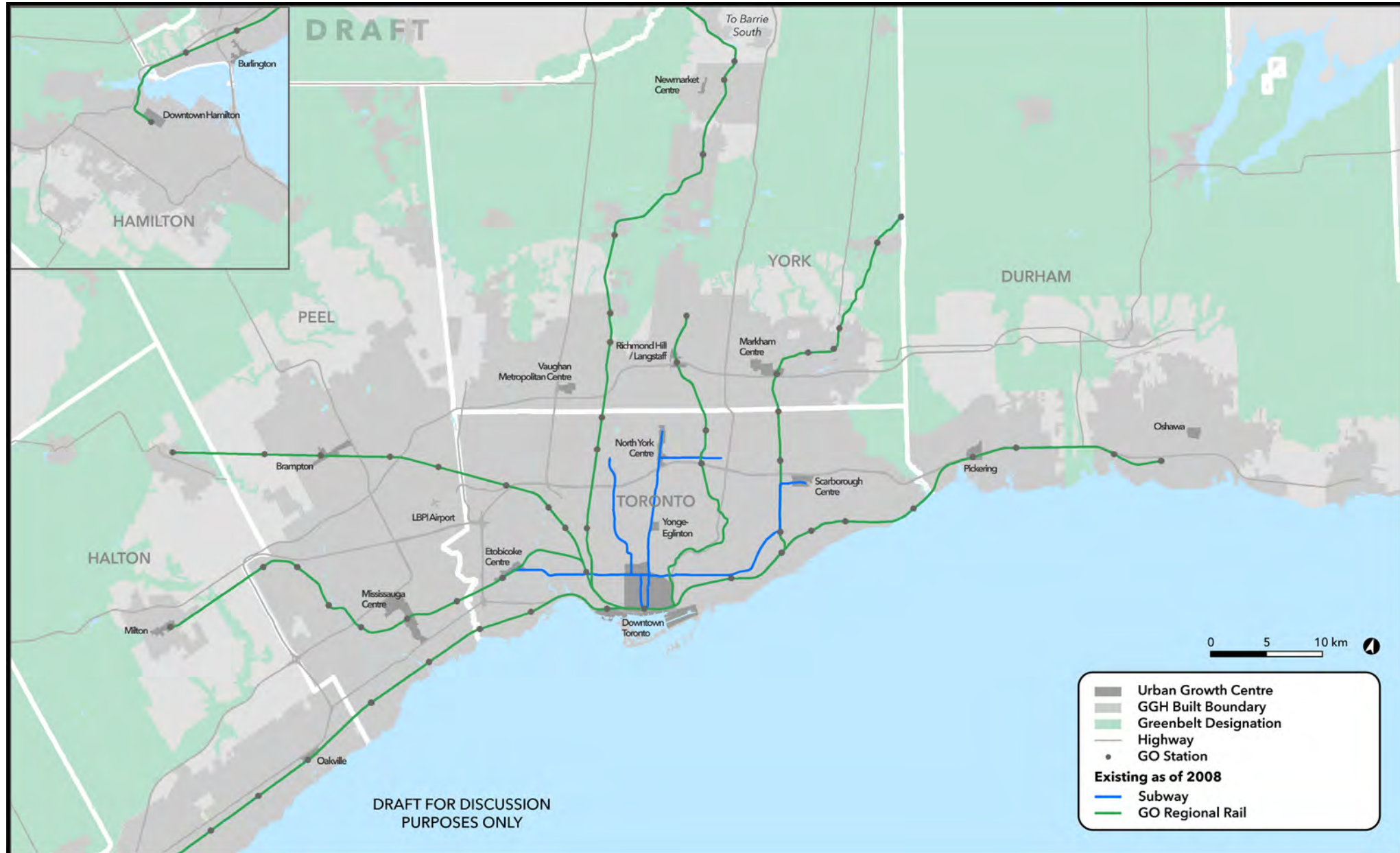
MAKING IT HAPPEN: FUNDING THE PLAN

PRIORITY ACTIONS

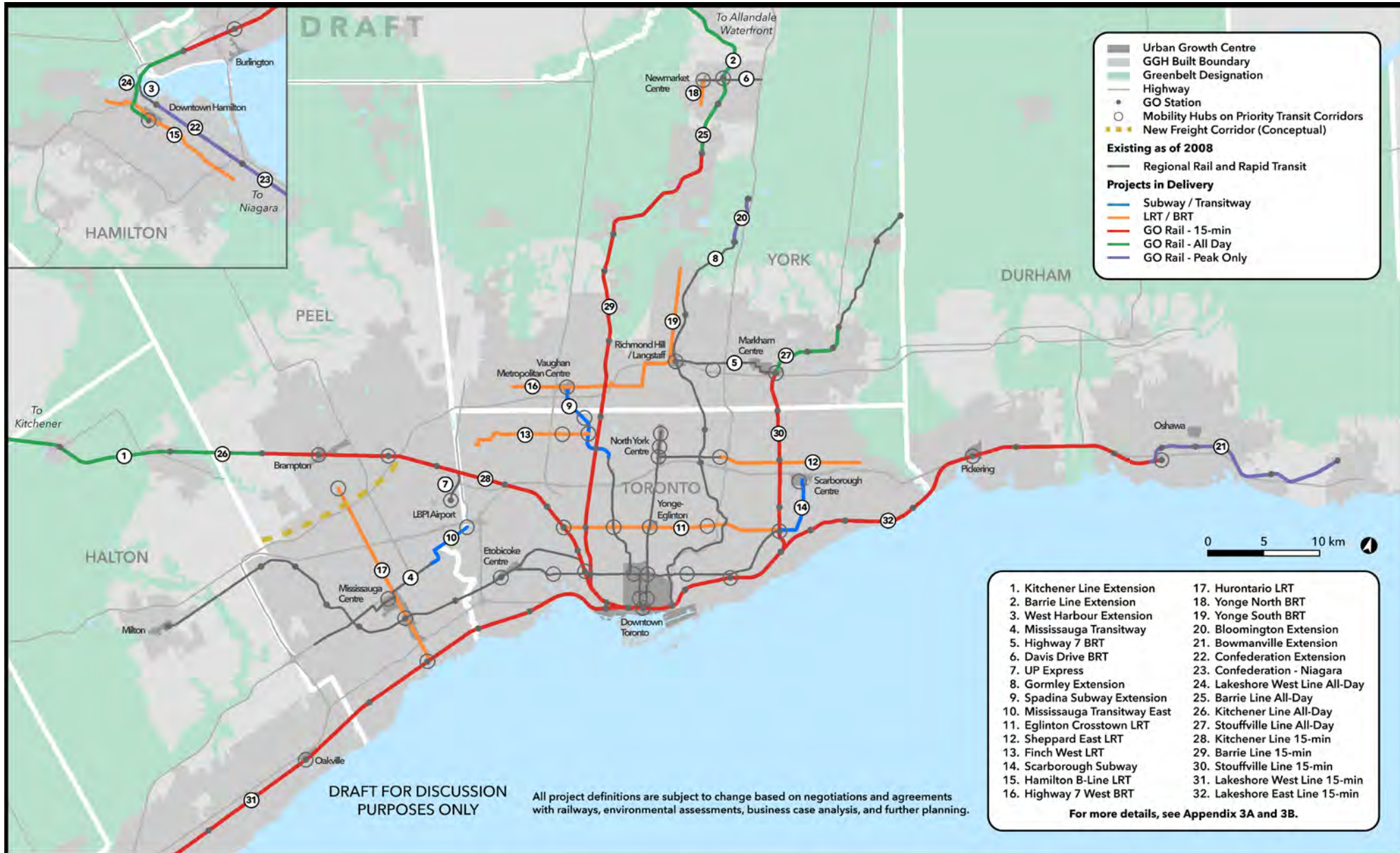
6.6	<p>Ensure that funding for the development and long-term maintenance and operation of an integrated transportation system is in place over the duration of the RTP, based on sound principles of governance and public finance, balancing regional coordination and local autonomy:</p> <ul style="list-style-type: none">• Update the Metrolinx Investment Strategy to identify sustainable and sufficient funding for transportation capital and operations over the life of the Draft 2041 RTP;• Align transportation funding in the region with the RTP to ensure consistency with regional objectives; and• Earmark specific funding for collaborative initiatives that enhance seamlessness.
6.7	<p>Establish agreed upon standards of evidence, methods of forecasting, and publication of methods for project evaluation to guide discussions among provincial and municipal stakeholders.</p>
6.8	<p>Use rigorous business case analysis to support decisions on the implementation of the RTP projects, including consideration of long term operating, maintenance and financing costs.</p>
6.9	<p>Review Metrolinx's ability to fund initiatives that support implementation of the RTP, such as off-property station access improvements and regional first-mile last-mile initiatives.</p>

Maps from the Draft 2041 Regional Transportation Plan

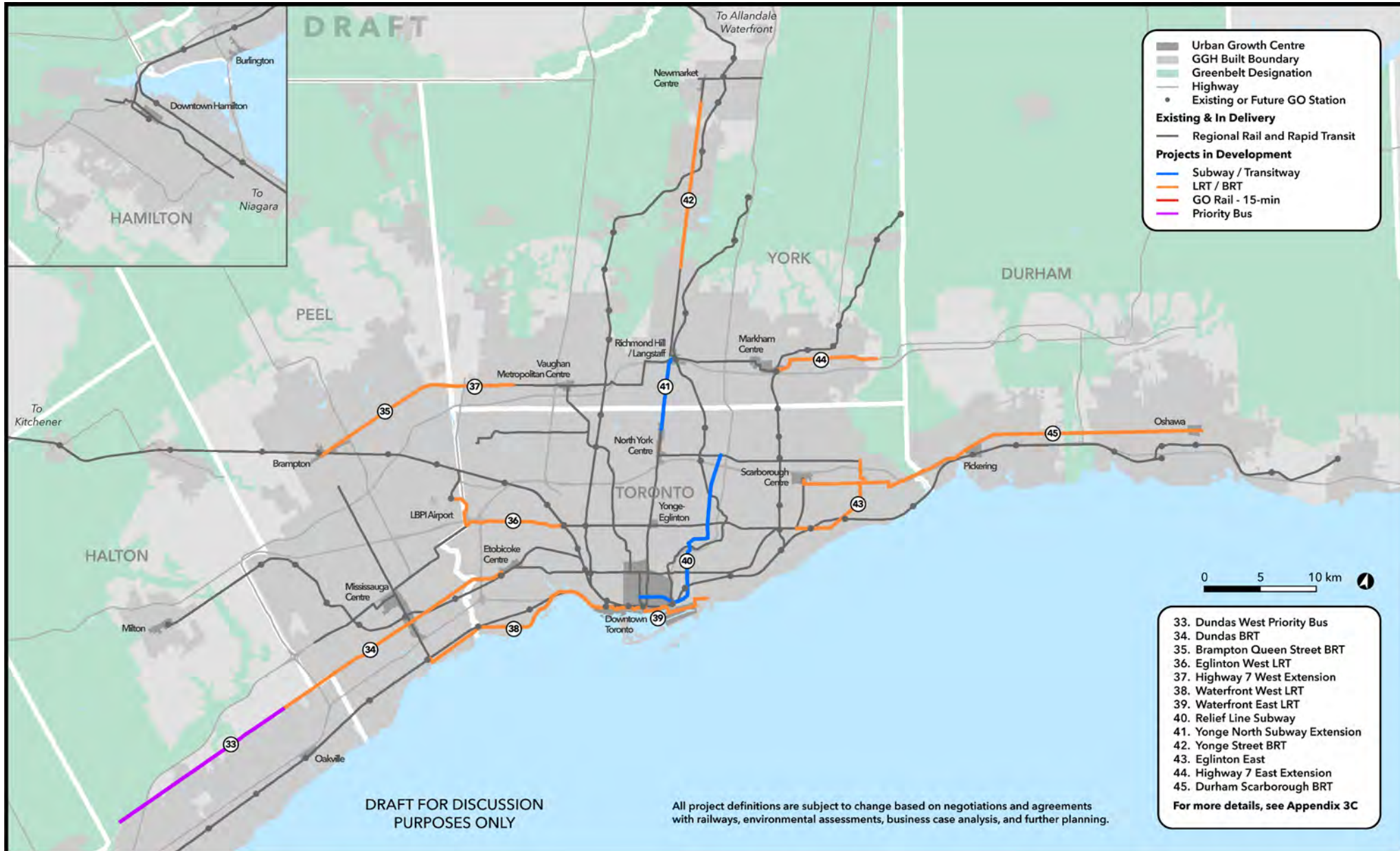
MAP 2: 2008 REGIONAL RAIL AND RAPID TRANSIT NETWORK



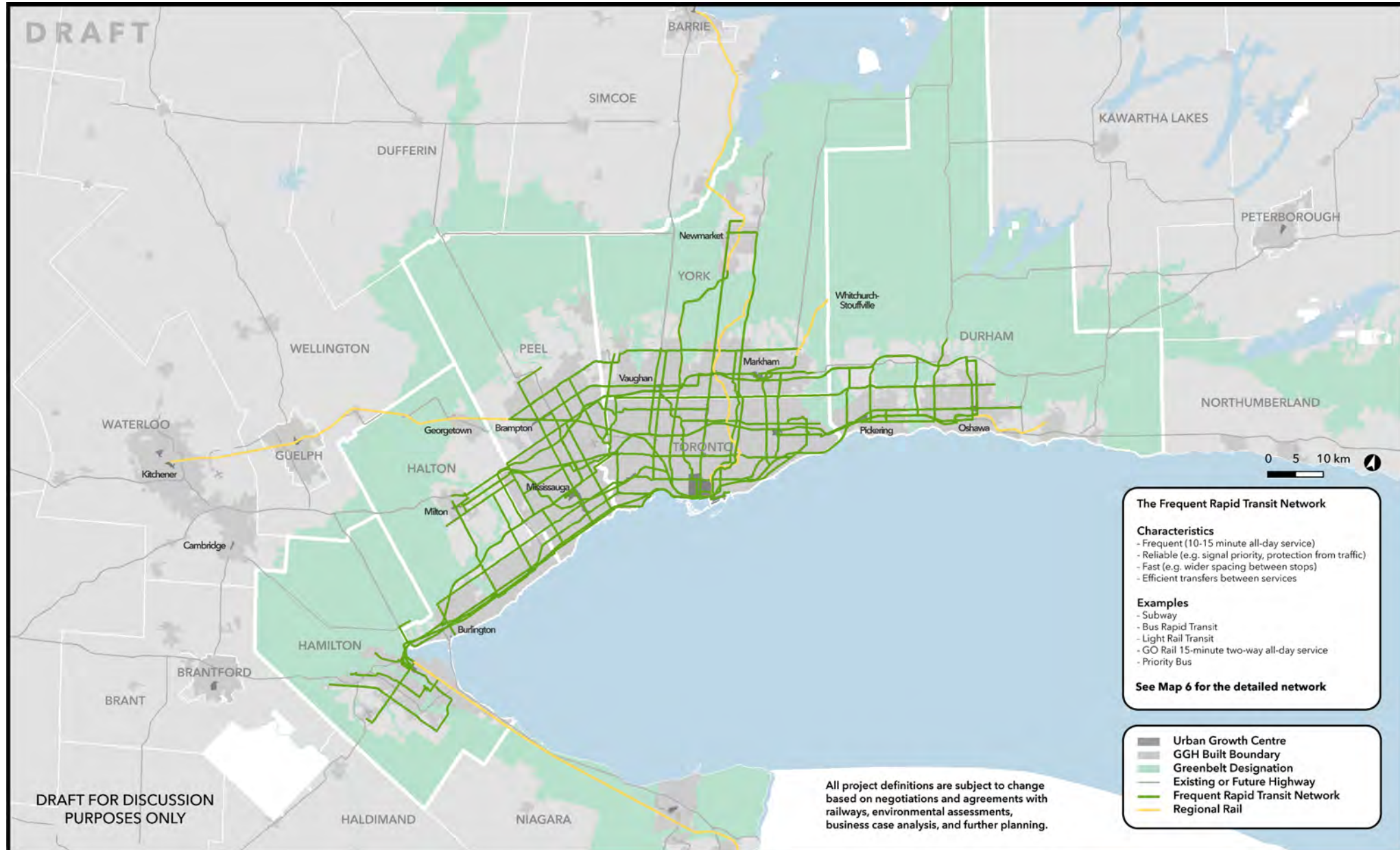
MAP 3: EXISTING AND IN-DELIVERY REGIONAL RAIL AND RAPID TRANSIT



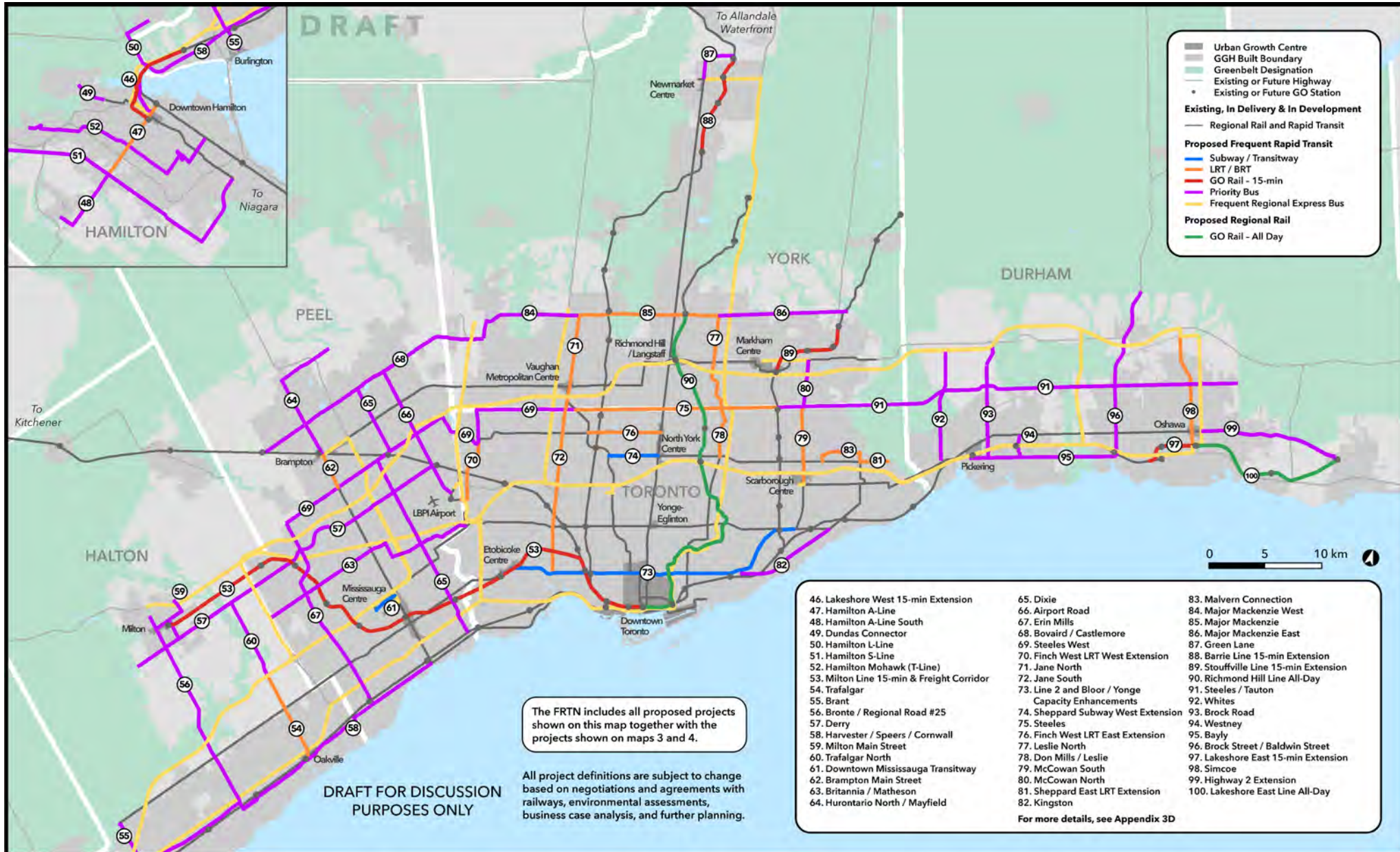
MAP 4: RAPID TRANSIT PROJECTS IN DEVELOPMENT



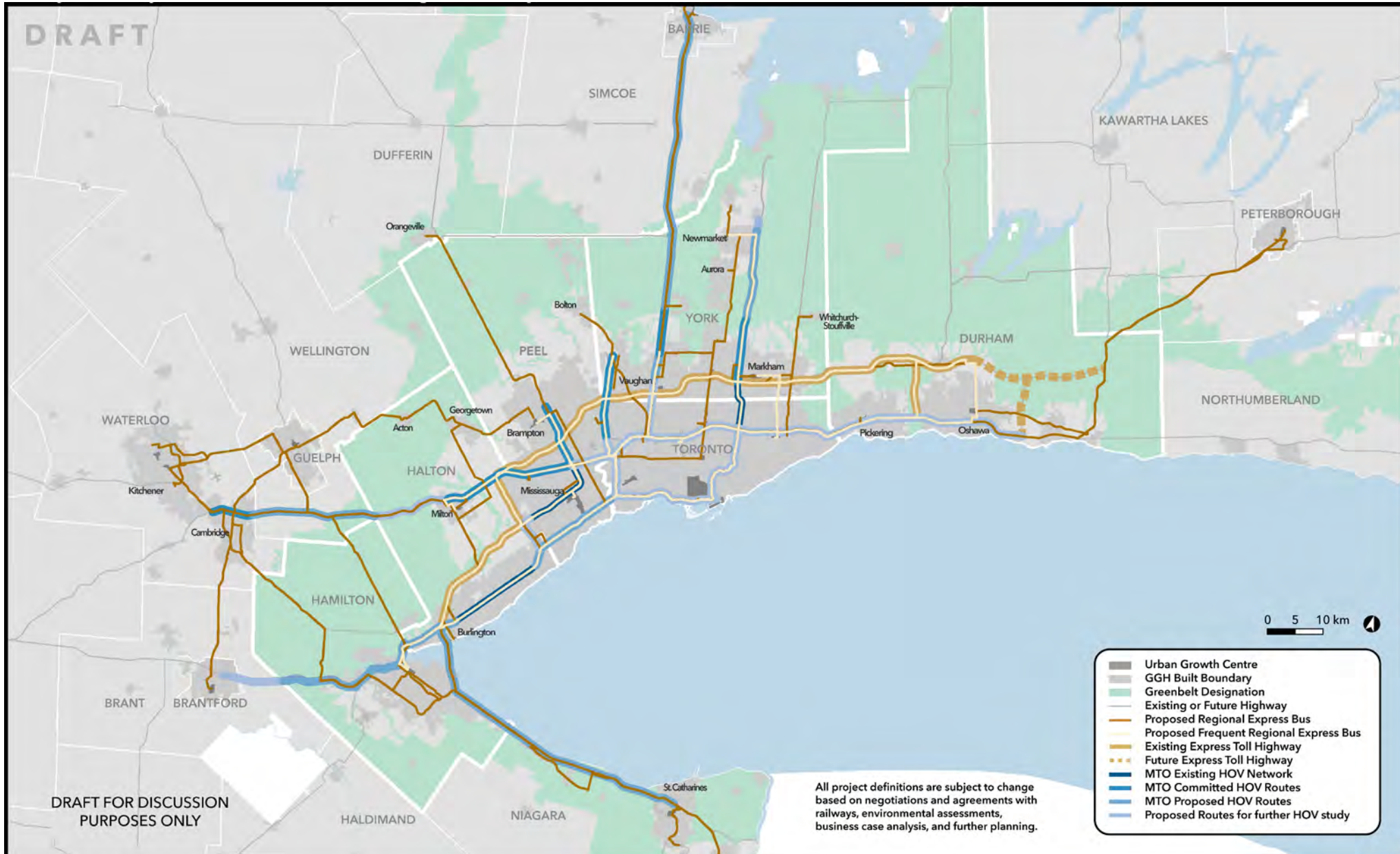
MAP 5: PROPOSED 2041 FREQUENT RAPID TRANSIT NETWORK



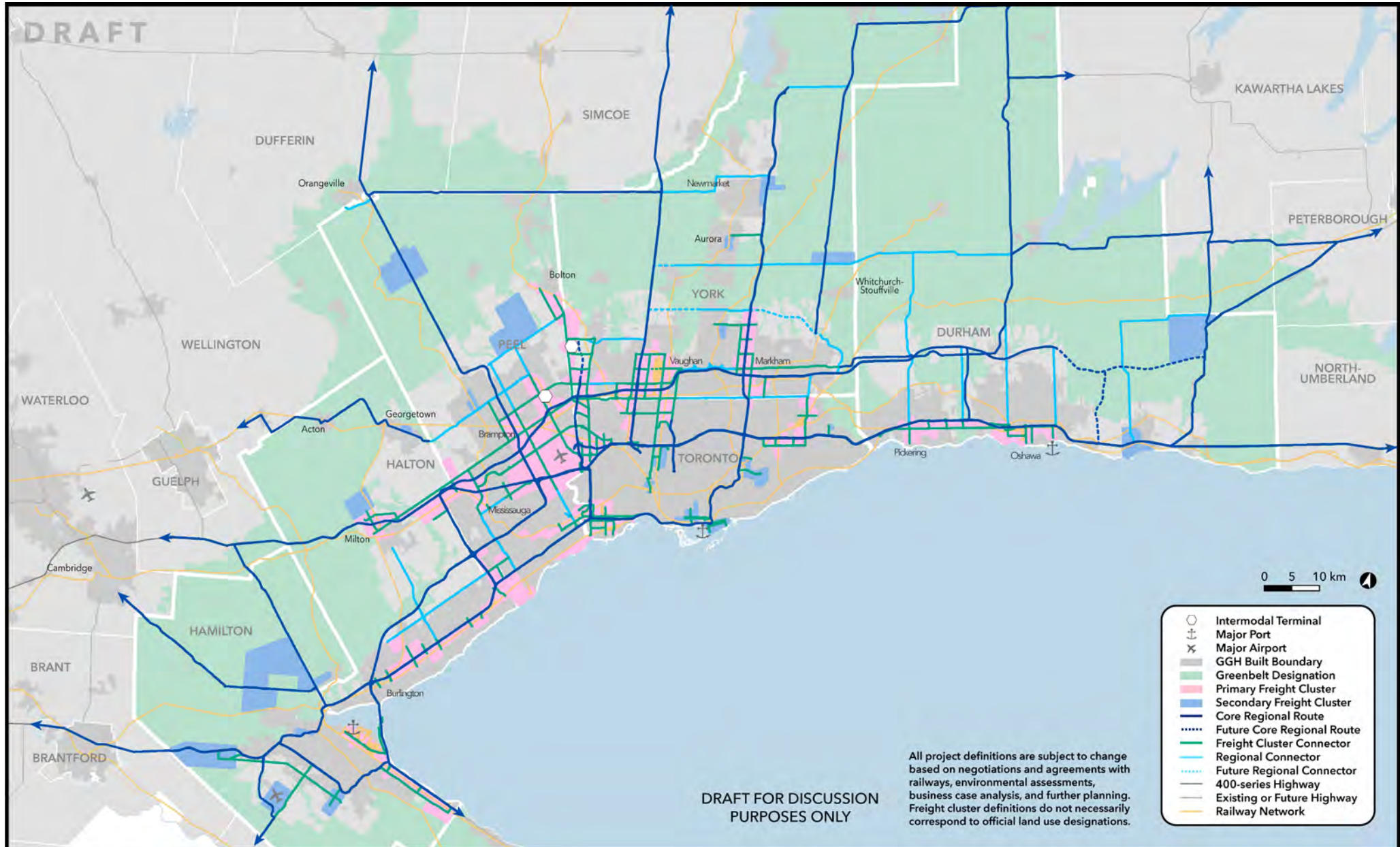
MAP 6: PROPOSED 2041 FREQUENT RAPID TRANSIT NETWORK



MAP 7: PROPOSED 2041 HOV AND REGIONAL EXPRESS BUS NETWORK



MAP 8: PROPOSED REGIONAL GOODS MOVEMENT NETWORK (FOR ROADS AND HIGHWAYS)



MAP 9: PROPOSED 2041 REGIONAL CYCLING NETWORK

