A. Disclosures of Interest

B. Opening Remarks
   Daniel Kostopoulos, Commissioner of Transportation Services

C. Presentations
   C.1 Draft 2041 Transportation Network and Phasing
      Stephen Collins, Director, Infrastructure Management and PMO and Brian Hollingworth, IBI Group Services
   
   C.2 Financial Considerations and Funding Options
      Craig Binning, Hemson Consulting Ltd.

D. Next Steps
   Daniel Kostopoulos, Commissioner of Transportation Services
Transportation Master Plan
Advisory Task Force

Building an inter-connected network of mobility

Daniel Kostopoulos

Wednesday, February 10, 2016
Meeting Overview

- Context
- Review of Proposed Networks
- Phasing of the Networks
- Financial Considerations for the TMP
- Next Steps
Drivers for updating York Regional Official Plan and infrastructure Master Plans:

– Planning Act requirement
– Growth Plan Amendment 2
– DC Bylaw Update

TMP Update is required to meet growth and regulation requirements
York Region needs to comply with The Provincial Growth Plan and new forecasts introduced to 2031, 2036 and 2041.
Coordinated Plan Review

A coordinated approach ensures growth is planned for comprehensively.

Pending approval from Council
Key Regional Plans: Vision 2051

Goal Areas

- A Place where everyone can thrive
- Liveable Cities and Complete Communities
- A resilient Natural Environment and Agricultural System
- Appropriate Housing for all Ages and Stages
- An Innovation Economy
- Interconnected systems for Mobility
- Living Sustainably
- Open and Responsive Governance
Key Regional Plans: Official Plan 2010

Key Transportation Priority Areas

- Reduce automobile dependence by enhancing opportunities for residents and workers to walk, cycle, take transit and carpool

- Create an active transportation system and programs that encourage walking, cycling and transit use

- Provide transit service that is convenient and accessible to all residents and workers of the Region

- Ensure streets support all modes of transportation

- Promote a linked and efficient network for goods movement that minimizes conflict with sensitive land uses

- Plan and protect future urban and rural streets to accommodate transportation demands

Provides a strong policy foundation for the future transportation network
Key Regional Plans: 2015 – 2019 Strategic Plan

Priority Areas

- Strengthen the Region’s Economy
- Support Community Health and Well-Being
- Manage Environmentally Sustainable Growth
- Provide Responsive and Efficient Public Service

Transportation related objectives are rooted in Key Council Approved Plans
Key Regional Plans: TMP 2009

Key Sustainability Principles

- Integrate Transportation and Land Use
- Put Pedestrians and Transit First
- Protect and Enhance Natural Environment and Cultural Heritage
- Provide Access and Mobility For Everyone
- Support our Economic Vitality

Focused on transit, sustainable transportation and new and expanded infrastructure
Key Regional Plans: TMP 2009

Key Sustainability Principles

- Adopt Energy Efficient Transportation System
- Further Encourage Communications, Consultation and Public Engagement
- Implement and Support Transportation Demand Initiatives
- Implement and Support Transportation Supply Management
- Ensure Fiscal Sustainability and Equitable Funding
- Conduct on-going Performance Measurements and Monitoring

Focused on transit, sustainable transportation and new and expanded infrastructure
Moving Forward: 2016 TMP Update

- Better coordinate and implement infrastructure to achieve policy objectives of Regional plans
- Fill gaps within the policy framework
- Better integrate transformative transit initiatives across the Region
- Respond to emerging and changing technologies
- Accommodate growth with multi-modal solutions

TMP Update builds on previous policies responding to growth and emerging issues
Components of the TMP

TMP Update builds on previous policies responding to growth and emerging issues.
Transportation Master Plan Advisory Task Force

Your community, your say.

Draft 2041 Network and Proposed Phasing

Stephen Collins and Brian Hollingworth (IBI)  Wednesday, February 10, 2016
Proposed Networks
Proposed 2041 Transit Network
Transportation Master Plan
Proposed **Transit** Network for 2041
Proposed Networks
Proposed 2041 Road Network
Transportation Master Plan
Proposed Road Network for 2041

4 Lane Network
- Existing 4 Lane Road
- Proposed Future 4 Lane Widening
- Proposed New 4 Lane Road

6 Lane Network
- Existing 6 Lane Road
- Proposed Future 6 Lane Widening
- Proposed New 6 Lane Road

Interchange Improvements (to be confirmed by MTO)
- ● Future Interchange on Existing Freeway
- ● Future Interchange on Future Freeway
- ○ Other Interchange Improvement
- ★ Special Study Area
Key Assumptions:

- 40% Land Use Intensification Scenario for Population and Employment Forecasts
- Regional Express Rail will be implemented in York Region within ten years on the Stouffville and Barrie GO Train lines
- Highway 427 extension to Major Mackenzie will be opened by 2021
- Existing projects that are committed and under construction are assumed complete

Announced initiatives by Metrolinx and the MTO are key inputs
Network phasing informed by review of the following for all projects on a 2 km by 2 km basis:

- Capacity – current and projected future V/C to 2041
- Development – current active, forecast population and employment growth
- Multi-modal traffic – bus, truck, connection to highways, connections to centres and corridors
- Population and Employment in the catchment areas of each project
- Project readiness
Phasing Networks Needs by 2021
Transportation Master Plan
Proposed Transit Network
2017 - 2021

GO Rail
- GO Train, Rush Hour Service
- Existing GO Station
- Potential GO Station

Subway Extensions
- Subway Extension
- Subway Extension Station

Legend:
- Purple: Dedicated Rapidway
- Pink: VIVA Curbside Service
- Orange: Highway Bus Service
Transportation Master Plan
Proposed Road Network
2017 - 2021

Phasing
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Interchange Improvements Phasing (to be confirmed by MTO)
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Grade Separations Phasing
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041
- Not prioritized
Transportation Master Plan
Proposed Transit Network
2017 - 2021

Transportation Master Plan
Proposed Road Network
2017 - 2021
Phasing Networks
Needs by 2026
Transportation Master Plan
Proposed Transit Network
2022 - 2026

- Dedicated Rapidway
- VIVA Curbside Service
- Highway Bus Service

**GO Rail**
- Green Train, 15-min Two Way All Day Service
- Grey Train, Two Way All Day Service
- Orange Train, Rush Hour Service
- Existing GO Station
- Potential GO Station

**Subway Extensions**
- Blue Subway Extension
- Subway Extension Station
Transportation Master Plan
Proposed Road Network
2022 - 2026

Phasing
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Interchange Improvements Phasing (to be confirmed by MTO)
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Grade Separations Phasing
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041
- Not prioritized
Transportation Master Plan
Proposed **Transit** Network
2022 - 2026

Transportation Master Plan
Proposed **Road** Network
2022 - 2026
Phasing Networks Needs by 2031
Phasing Networks Needs by 2041
Transportation Master Plan
Proposed Transit Network
2032 - 2041

- Dedicated Rapidway
- VIVA Curbside Service
- Highway Bus Service

GO Rail
- GO Train, 15-min Two Way All Day Service
- GO Train, Two Way All Day Service
- GO Train, Rush Hour Service
- Existing GO Station
- Potential GO Station

Subway Extensions
- Subway Extension
- Subway Extension Station
Transportation Master Plan
Proposed Road Network
2032 - 2041

Phasing
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Interchange Improvements Phasing (to be confirmed by MTO)
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041

Grade Separations Phasing
- 2017 - 2021
- 2022 - 2026
- 2027 - 2031
- 2032 - 2041
- Not prioritized
Transportation Master Plan
Proposed **Transit** Network
2032 - 2041

Transportation Master Plan
Proposed **Road** Network
2032 - 2041
## Cost of Implementation from 2009 to today

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<tr>
<td>REGIONAL TRANSIT</td>
<td></td>
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<tr>
<td>Infrastructure Expansion</td>
<td>12,500</td>
<td>13,500</td>
<td>7,600</td>
<td>(5,900)</td>
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<td>REGIONAL ROADS</td>
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<tr>
<td>Infrastructure Expansion</td>
<td>2,690</td>
<td>2,910</td>
<td>7,310</td>
<td>4,400</td>
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<td>Subtotal</td>
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<td><strong>16,410</strong></td>
<td><strong>14,910</strong></td>
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<td>STATE OF GOOD REPAIR</td>
<td>3,150</td>
<td>3,820</td>
<td>7,500</td>
<td>3,680</td>
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<td>TOTAL</td>
<td>18,340</td>
<td>20,230</td>
<td>22,410</td>
<td>2,180</td>
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Improved mobility, quality of life and the environment
Revenue Options

Legend

- Capital & Operating
- Primarily Capital Related
- Primarily Operating Related (Transit)
- Requires Legislative Permission

Traditional Sources
- Development Charges
- Federal & Provincial Gas Taxes
- Other Grants
- Property Taxes
- Fares
- Advertising

Alternative Sources
- Road Pricing
- Sales Taxes
- Vehicle Licensing/Registration Fees
- Land Transfer
- Land Value Capture
- Parking-Related Charges

Funding Mechanisms
- Reserves (incl. Debt Reduction)
- Pay-As-You-Go
- New Debt
- Public Private Partnerships

Transportation Funding
Present Capital Funding (based on 10-year forecast)

Transit: Region & Metrolinx $278M/year

- Senior Governments: 78%
- Development Charges: 8%
- Tax Supported: 14%
- Other Recoveries: 0%

Rocks: 2016 Budget $168M/year

- Senior Governments: 1%
- Development Charges: 66%
- Other Recoveries: 7%
- Tax Supported: 26%

Senior Government Funding of transit critical
# Gross Capital Cost Draft 2016 TMP Summary

<table>
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<tr>
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<th>Cost Based on Population at 2041</th>
<th>Cost Based on Population Growth Increment 2016-2041</th>
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<tr>
<td>Gross Cost for New Capital</td>
<td>$14.91B</td>
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<tr>
<td>State of Good Repair</td>
<td>$7.50B</td>
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<tr>
<td><strong>Total Cost</strong></td>
<td><strong>$22.41B</strong></td>
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<tr>
<td>Total Cost Per Year (26 years)</td>
<td>$0.86B</td>
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- Includes Yonge Subway ($3.1B) & RT Corridors ($3.6B)
- Excludes senior government funding, which would be required for key projects to proceed
- Funding sources to be determined – senior government grants critical for some projects

Gross costs higher than current 10-year forecast average
Recent Developments: DCs and Bill 73

• Elimination of 10% discount for Transit
  – In range of additional $1.1 to $1.4 million per year based on current funding levels

• New planned service level section for Transit
  – Increase DC transit funding potential as compared to restrictive “10-year historic service level” approach
  – Highly prescriptive study requirements

Recent DCA changes will provide higher transit DC funding opportunities
Revenue Sources: Grants

• Federal Government has indicated more money will be available for infrastructure

• Metrolinx
  – Projects identified in forthcoming Regional Transportation Review may be eligible for Provincial funding

Continue to pursue Federal and Provincial funding
Revenue Sources: Alternative Sources

- *Municipal Act* review is underway
  - Land transfer taxes taken off the table by the Minister

- AMO still advocating for *City of Toronto Act* charges Province-wide
  - Sales taxes, parking levy, vehicle registration etc.
  - For example, Toronto’s prior $60/vehicle fee would raise approximately $41 million/year in York

- Province examining road pricing alternatives (such as HOT lanes)

Continue to pressure Province for alternative revenue tools
Financing Approaches: Debt & PPPs

Debt
• Important financing tool - given existing debt commitments future debt issuance requires careful consideration

PPPs
• Province will likely push for more Infrastructure Ontario involvement in Provincially funded projects

Debt and PPPs will continue as financing approaches to consider
Regional Revenue Sources

Average annual costs in TMP are greater than current 10-year plan

- Likely consequences:
  - Upward pressure on DC rates
    - With greater ability to fund growth-related Transit projects
  - Operating costs arising from TMP projects will result in upward pressure on property tax rates beyond 2018
  - Continued importance of attracting senior government funding

Greater funding from multiple revenue sources required
Next Steps

• Estimate amount of each funding source available

• Estimate impact on Region’s DC rates:
  – Roads capital project costs
  – Recent DCA changes and transit funding

• Integrate forthcoming operating cost analysis
Discussion
Future TMP Task Force Meetings

May 2015
- Existing Conditions
  - Open House #1 Feedback
- Travel Trends
- Current Realities
- Policy Areas

Sept 2015
- TMP Policy Directions
  - TMP Objectives
- Future Trends & Technologies
- Draft Policy Directions

Nov 2015
- TMP Policy Directions
  - Open House #2 Feedback
- Changing Travel Behaviour
- Recommended Policy Directions

Jan 2016
- Network Alternatives
  - Open House #3 Feedback
- Draft 2041 Network Alternatives

Feb 2016
- Funding & Phasing Strategy
  - Context Review
  - Recommended Network 2041 Alternatives
  - Phasing
  - Financial Considerations

April 2016
- Draft TMP Report
- Funding Requirements & Strategy by Phase
- Draft TMP Report & Next Steps

Next meeting