Agenda
Transportation Master Plan Advisory Task Force

April 13, 2016
9:00 a.m.
Committee Room A
York Region Administrative Centre
17250 Yonge Street
Newmarket, Ontario

A. Disclosures of Interest

B. Opening Remarks
   Daniel Kostopoulos, Commissioner of Transportation Services

C. Presentations
   C.1 Overview of the TMP Phasing and Costs
      Stephen Collins, Director, Infrastructure Management and PMO
   C.2 Funding Principles
      Kelly Strueby, Director, Office of the Budget
   C.3 TMP Report Framework
      Stephen Collins, Director, Infrastructure Management and PMO

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

Your community, your say.

Building an Inter-Connected System of Mobility

Daniel Kostopoulos

Wednesday, April 13, 2016
Meeting Overview

• What We’ve Heard
• Overview of Network Phasing and Costs
• Funding Principles
• Introduction to the Draft Transportation Master Plan
Meeting Purpose

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
- Context Review
- Recommended Network 2041 Alternatives
- Phasing
- Financial Considerations

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

June 2016
- Implementing the Plan
- Action Plan
- Task Force Close-Out
- Next Steps
## Council Presentations

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Meeting</th>
<th>Comments Received via...</th>
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<tbody>
<tr>
<td>City of Vaughan</td>
<td>Feb 9</td>
<td>Staff Report to Council</td>
</tr>
<tr>
<td>Town of Aurora</td>
<td>Feb 23</td>
<td></td>
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<tr>
<td>Town of Richmond Hill</td>
<td>Feb 29</td>
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<tr>
<td>City of Markham</td>
<td>March 1</td>
<td>Staff Memo</td>
</tr>
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<td>Town of Whitchurch-Stouffville</td>
<td>March 1</td>
<td></td>
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<tr>
<td>Township of King</td>
<td>March 7</td>
<td></td>
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<tr>
<td>Town of Newmarket</td>
<td>April 4</td>
<td>Staff Report to Council</td>
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<tr>
<td>Town of East Gwillimbury</td>
<td>April 5</td>
<td></td>
</tr>
<tr>
<td>Town of Georgina</td>
<td>April 6</td>
<td></td>
</tr>
</tbody>
</table>

*Received as of April 12th 2016*
What We’ve Heard: Council Presentations

Finer Grid Network

✔ Regional funding in eliminating barriers in collector road network supported
✔ Mid-block crossings of 400-series highways and ramp extensions supported
✔ Grade separations and Langstaff missing link are priorities
  • Left turn-restrictions avoid infiltration into stable communities
What We’ve Heard: Council Presentations

Corridor Evolution

✓ Widening to 6-lanes for higher order / HOV supported
✓ Principle of moving the most people within the network supported
  • Consider traffic volumes and connectivity when planning HOV lanes
  • Converting existing 4-lane roads to HOV may be challenged given existing congestion and capacity needs
What We’ve Heard: Council Presentations

Commuter Parking Management

✓ Commuter Parking Management Strategy supported
✓ On-street parking policy on Regional roads supported
✓ Transit and ride-sharing should service GO transit stations and commuter parking lots

• Clarify roles and responsibilities with new approach
What We’ve Heard: Council Presentations

Goods Movement

- Regional goods movement hierarchy and policy are supported
- Consider emerging and demand management approaches to goods movement (off-peak deliveries, etc.)
What We’ve Heard: Council Presentations

Boulevard Jurisdiction

- Regional assumption of responsibility for boulevard elements along Regional streets supported
- DC Fund to collect monies for boulevard elements is supported
- Separated bicycle lanes are supported
- A context sensitive approach is supported
- Maintaining a high level of service is important
What We’ve Heard: Environics Survey

52% of residents identify transportation as the single most important issue, far outweighing all other factors, including taxes, housing and health care.

46% of residents support construction during evenings and weekends, even with incremental costs, in order to minimize traffic impacts.

80% of residents consider a commute longer than 45 minutes unacceptable.

58% of residents would use commuter parking lots and York Region express shuttles if it reduced travel time.

60% of residents would consider not driving if they were charged $5 for parking.

Transportation has been an increasingly important local issue for 15 years.

York Region
Upcoming TMP Task Force Meetings

May 2015
- Existing Conditions
- Open House #1 Feedback
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Transportation Master Plan
Advisory Task Force

Network Phasing and Costs

Stephen Collins  
Wednesday, April 13, 2016
York Region is Growing Up…

Increased Urbanization, Intensification and Traffic Congestion
York Region is Growing Up

York Region will receive the greatest proportion of growth in the GTHA
Projected Congestion

Existing Situation
2011 AM Peak Hour

Future Base Case Scenario
2041 AM Peak Hour

Congestion is a reality now and under any future scenario
Focus on Transit

Despite expanding road capacity, travel times by car will worsen

![Graph showing AM Peak Travel Time in Minutes for various routes.]

Source: Google, York Region Travel Demand Model

Auto travel times between major centres are projected to increase, even with planned roadway improvements.

Investment in transit, including rapidways and expanded GO Transit service, is projected to either maintain or improve transit travel times in the future.

Changes in travel behaviour also needed in addition to expanding transportation capacity

Transit use is increasing

Transit is becoming a more attractive option for York Region residents with annual ridership on YRT/Viva outpacing population growth.

YRT/VIVA ANNUAL RIDERSHIP

![Venn diagram showing YRT/Viva annual ridership.]

Source: YRT/Viva
TMP Objectives

1. Create a World Class Transit System
2. Develop a Road Network fit for the Future
3. Integrate Active Transportation in Urban Areas
4. Maximize the potential of employment areas
5. Making the “Last Mile” work
Phasing the Plan: To 2021
Phasing the Plan: 2022 to 2026

Transportation Master Plan
Proposed 2022-2026 (6-10 Years)
Transit Network

1. Any proposed new interchange, highway, or interchange improvements, or trail and or crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation. These proposed improvements are required for further study and analysis, and will need to meet Ministry standards.

2. The alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessment (EAs) processes, and preliminary and detailed design.

Transportation Master Plan
Proposed 2022-2026 (6-10 Years)
Road Network

1. Any proposed new interchange, highway, or interchange improvements, or trail and or crossings of Provincial facilities, etc., are not approved by the Ministry of Transportation. These proposed improvements are required for further study and analysis, and will need to meet Ministry standards.

2. The alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessment (EAs) processes, and preliminary and detailed design.
Phasing the Plan: 2027 to 2031

Transportation Master Plan
Proposed 2027-2031 (11-15 Years)
Transit Network

Transportation Master Plan
Proposed 2027-2031 (11-15 Years)
Road Network

1. Any proposed new interchange, highway, interchange improvements, or bike lanes crossings of Provincial facilities, etc. are not approved by the Ministry of Transportation. These proposed improvements will require further study and analysis, and will need to meet Ministry standards.

2. The proposed alignment and location of specific projects remain conceptual at this time. These concepts remain subject to review and confirmation through the Planning Act, the applicable environmental assessment process established under the Environmental Assessment Act, and preliminary and detailed design.
Phasing the Plan: 2032 to 2041
## Total Capital Costs by Phase

<table>
<thead>
<tr>
<th>$M</th>
<th>To 2021</th>
<th>2022 to 2026</th>
<th>2027 to 2031</th>
<th>2032 to 2041</th>
<th>Total</th>
<th>York Region</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CAPITAL COSTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Transit</td>
<td>379</td>
<td>4,203</td>
<td>2,588</td>
<td>1,719</td>
<td>8,888</td>
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<tr>
<td>Rapid Transit</td>
<td>205</td>
<td>4,048</td>
<td>2,423</td>
<td>1,389</td>
<td>8,065</td>
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<tr>
<td>Conventional</td>
<td>174</td>
<td>155</td>
<td>165</td>
<td>329</td>
<td>823</td>
<td>823</td>
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<tr>
<td>Roads</td>
<td>898</td>
<td>1,901</td>
<td>2,213</td>
<td>2,572</td>
<td>7,585</td>
<td>7,112</td>
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<td><strong>TOTAL</strong></td>
<td>$1,277</td>
<td>$6,105</td>
<td>$4,801</td>
<td>$4,291</td>
<td>$16,474</td>
<td>$7,935</td>
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<td><strong>STATE OF GOOD REPAIR</strong></td>
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<td></td>
<td></td>
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<tr>
<td>Transit</td>
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<tr>
<td>Rapid Transit</td>
<td>735</td>
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<tr>
<td>Roads</td>
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<td></td>
<td></td>
<td></td>
<td>3,750</td>
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<tr>
<td><strong>TOTAL STATE OF GOOD REPAIR</strong></td>
<td>$5,639</td>
<td>$4,904</td>
<td>$22,113</td>
<td>$12,839</td>
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**TOTAL MASTER PLAN COSTS**

| $22,113 | $12,839 |
Financial Implications of the Draft Transportation Master Plan

Kelly Strueby and Ed Hankins

April 13, 2016
Outline

- Introduction
- The Capital Plan and the Transportation Master Plan
- Funding Transportation Asset Management
- Funding Growth-Related Transportation Investment
- Debt
- Conclusion and Path Forward
Introduction
The draft Transportation Master Plan has an estimated total cost of $22.1 billion over 25 years.
## Fiscal Considerations

<table>
<thead>
<tr>
<th>Category</th>
<th>Considerations</th>
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<tbody>
<tr>
<td>Capital Plan</td>
<td>• Overall size</td>
</tr>
<tr>
<td></td>
<td>• Priority setting: transportation vs. other infrastructure and within transportation</td>
</tr>
<tr>
<td>Development Charges</td>
<td>• Future development charge revenue</td>
</tr>
<tr>
<td>Debt</td>
<td>• Total outstanding debt</td>
</tr>
<tr>
<td></td>
<td>• Cost of debt servicing</td>
</tr>
<tr>
<td></td>
<td>• Credit rating</td>
</tr>
<tr>
<td>Tax Levy</td>
<td>• Implications for pay-as-you-go capital</td>
</tr>
<tr>
<td></td>
<td>• Tax-levy impact of non-DC-able growth-related infrastructure</td>
</tr>
<tr>
<td></td>
<td>• Operating impact of new assets</td>
</tr>
<tr>
<td>Reserves</td>
<td>• Adequacy of capital asset replacement contributions (relates to tax levy)</td>
</tr>
<tr>
<td>Other Revenue Sources</td>
<td>• Funding from other levels of government</td>
</tr>
<tr>
<td></td>
<td>• Potential for new revenue sources</td>
</tr>
</tbody>
</table>
The financial analysis should be treated as early estimates that will be revised based on:

- Full use of Finance’s forecasting models, which was not possible in the time frame
- Factoring in the impact of the Environmental Services Master Plan and other long-term capital needs
- Revised development charge rates and collection forecasts
- The fiscal impact analysis associated with the Municipal Comprehensive Review

The financial analysis is expected to be further developed by Fall 2016
Preliminary findings

- Implementation of the draft Transportation Master Plan would require:
  - Large financial commitments from other levels of government
  - An increase in development charge rates
  - Property tax increases
  - Entirely new revenue sources

- Implications of draft Master Plan for debt:
  - Peak outstanding debt would continue to increase until at least 2030
  - Tax levy debt would have to be issued
The Capital Plan and the Transportation Master Plan
York’s current ten-year capital plan is the largest in the 905

![Map showing capital plans for different regions of Ontario, including York, Peel, Halton, Durham, and Toronto. York has the largest capital plan at $7.957 billion, followed by Toronto at $33.5 billion, Peel at $5.4 billion, Halton at $3.7 billion, and Durham at $4.2 billion.]

Increasing emphasis on transportation investment in the capital plan

**Capital Expenditure**
2006-2015 - $7.1 Billion

- Transportation: $2.5 B (35%)
- Water & Wastewater: $3.8 B (53%)
- Other: $0.8 B (12%)

**Ten-Year Capital Plan**
2016-2025 - $6.1 Billion

- Transportation: $2.7 B (44%)
- Water & Wastewater: $2.2 B (37%)
- Other: $1.2 B (19%)
### Key assumptions on cost-sharing for this analysis

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Region’s Contribution (%)</th>
<th>Description</th>
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<tbody>
<tr>
<td>Yonge subway</td>
<td>0</td>
<td></td>
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<tr>
<td>VivaNext rapidways</td>
<td>0</td>
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<tr>
<td>Grade separations</td>
<td>15 to 85</td>
<td>4 are assumed to be funded by Metrolinx at 85% with the remaining likely to be funded by York at 85%</td>
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<tr>
<td>Transit facilities and fleet expansion</td>
<td>45</td>
<td></td>
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<tr>
<td>Road widening/new roads</td>
<td>99</td>
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<tr>
<td>Steeles Avenue</td>
<td>50</td>
<td>Widening and future rapid transit</td>
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</tbody>
</table>

- Remaining infrastructure, which includes new interchanges, mid-block crossings and intersections are assumed to be 100% funded by the Region.
- Cost-sharing assumptions will be revised as more information becomes available.
Draft Transportation Master Plan would require major spending increases

- The Region’s annual transportation capital spending would need to almost double compared to the last ten years

<table>
<thead>
<tr>
<th>Transportation Capital</th>
<th>Average Annual Spending ($M)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>2006-2015</td>
</tr>
<tr>
<td>Regionally-funded portion of TMP</td>
<td>494</td>
</tr>
<tr>
<td>Average Annual Spend</td>
<td>250</td>
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</table>
Funding Asset Management in the Transportation Master Plan
Budgeting for asset management

Asset Management

Pay-as-you-go capital
- Repairs and routine rehabilitation (not maintenance)
- Growth capital not covered by DCs

Reserves (non-DC)
- Major life-cycle rehabilitation
- Asset replacement
Asset management plan for transportation is under development

- Transportation Services is working on an asset management plan, expected to be completed by the end of 2016

- Excluding rapidways, the draft Transportation Master Plan estimates $4.9 billion over 25 years, which is approximately 3.1 times the current annual spend

### Average Annual Spending
Transportation Asset Management
($ millions)

<table>
<thead>
<tr>
<th>Plan</th>
<th>Amount ($ millions)</th>
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</thead>
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<tr>
<td>Ten-year Capital Plan</td>
<td>63.8</td>
</tr>
<tr>
<td>Draft Master Plan</td>
<td>196.2</td>
</tr>
</tbody>
</table>
Approach to pay-as-you-go capital

- The level of pay-as-you-go capital funding for roads will be re-assessed:
  - The appropriate amount of pay-as-you-go capital will be determined through the asset management planning process and associated financial analysis
  - An increase could be included in the 2019-2022 multi-year budget for Council’s consideration
Approach to asset replacement funding

- Asset replacement reserve contributions are rising in line with Council’s approved policy
- Approximately half is intended for transportation
- The adequacy of the contributions will be evaluated when the asset management plans are developed

Asset Replacement Reserve Contributions
All Sectors ($ millions)

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tr>
<td></td>
<td>75</td>
<td>92</td>
<td>112</td>
<td>117</td>
</tr>
</tbody>
</table>
Key messages

- Higher levels of investment in pay-as-you-go capital are likely needed
- Additional contributions to asset replacement reserves may also be needed
- A request for additional tax-levy funding could be included in the next multi-year budget process (2019)
Funding Growth-Related Infrastructure
Timing and amount of growth-related infrastructure contingent on factors beyond Regional Control

- Regionally Funded
- Other Levels of Government
- New Revenue Sources
DCs are the key for Regionally-funded growth-related infrastructure

- In York Region, transportation DCs cover significantly less than the full cost of growth

Draft Transportation Master Plan Funding Sources, Regionally Funded Projects (2016 - 2041)

- Development Charges 74%
- Tax Levy 15%
- Growth Related Grants 11%

Note:
- Tax levy funding could be partially replaced by new revenue sources, if available
- Figures exclude Yonge North Subway and Rapidways since they are assumed to be fully funded by other levels of government.
DC collections have been well below forecast

Forecasted DC Collections*:
2012 – 2015
$2.2 Billion

Actual DC Collections:
2012 - 2015
$1.1 Billion

* Based on 2012 DC Background Study
DC collections need to rise to fund growth-related spending in the existing capital plan.
Two potential scenarios for DC collections to be above budget forecast

- Higher than expected population and employment growth rates
- 2017 DC bylaw update increases DC rates above the assumptions used in the current forecast
Beyond Regional funding

- The analysis presented here assumes that other levels of government will provide $9.0 billion in funding for the draft Transportation Master Plan:
  - Including full funding for the Yonge North Subway extension and vivaNext Rapidways
- In addition, new sources of revenue would be required to sustainably deliver the draft plan
- If the province provides new revenue sources to municipalities, the new revenue could be used for a variety of Regional priorities
Key messages

- Higher development charge revenues are needed just to pay for the existing approved ten-year capital plan.
- Even higher development charge revenues would be needed to pay for the additional growth-related projects in the draft Master Plan.
- Development charge revenues do not cover the full cost of growth.
- The remainder must be covered through tax levy, subsidies or entirely new revenues.
- The need to divert tax levy funding to pay for growth-related infrastructure potentially compromises funding for asset management.
Debt
Debt is necessary when infrastructure has to be built ahead of growth

- Economies of scale and long lead times mean that major infrastructure is mostly constructed in advance of growth.
- Debt is often required to finance growth-related infrastructure and this debt is repaid when DCs are collected.
- This is especially true of water and wastewater infrastructure because growth simply cannot happen without it.
- The price of delayed investment in transportation infrastructure is congestion and its related impacts.
Debt has been used to finance past infrastructure projects

Debt outstanding as at December 31, 2015
$2.6 Billion

- Wastewater $1,305M (50%)
- Water $838M (32%)
- Roads and Transit $380M (14%)
- Others $99M (4%)

14% of the current debt is related to roads and transit projects
Most of the debt will be repaid with DCs

All debt – 2015
$2.6 Billion

- DC $2,269M (87%)
- User Rate $223M (8%)
- Tax Levy $107M (4%)
- Other $23M (1%)

Transportation debt – 2015
$380 Million

- Tax levy $69M (18%)
- DC $311M (82%)
The Region has significant growth-related debt servicing costs

Development Charge Funded
20-year historical and forecast debt servicing costs
2006 - 2025

Note: Forecast based on 2016 ten-year capital plan
DC collections service existing debt and help avoid future growth-related debt

Note: Forecast based on 2016 budget
Fiscal strategy reduces debt levels

Outstanding Debt Projection
2016 Budget vs. 2016 Draft TMP

- 2016 Budget - Peak debt $2.9 B in 2017
- 2016 Draft TMP - Peak debt $3.3 B in 2030

- Current Peak Debt

$ Billions

<table>
<thead>
<tr>
<th>Year</th>
<th>2016 Approved Budget</th>
<th>2016 Draft TMP</th>
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<tbody>
<tr>
<td>2016</td>
<td>$2.9 B</td>
<td>$2.9 B</td>
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<td>2017</td>
<td>$2.6 B</td>
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<td>2018</td>
<td>$2.4 B</td>
<td>$2.9 B</td>
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<td>2019</td>
<td>$2.3 B</td>
<td>$2.9 B</td>
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<tr>
<td>2020</td>
<td>$2.2 B</td>
<td>$2.9 B</td>
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<td>2021</td>
<td>$2.1 B</td>
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<td>2023</td>
<td>$1.9 B</td>
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<td>$1.7 B</td>
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<td>2026</td>
<td>$1.6 B</td>
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<td>2027</td>
<td>$1.5 B</td>
<td>$2.9 B</td>
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<td>2028</td>
<td>$1.4 B</td>
<td>$2.9 B</td>
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<td>2029</td>
<td>$1.3 B</td>
<td>$2.9 B</td>
</tr>
<tr>
<td>2030</td>
<td>$1.2 B</td>
<td>$3.3 B</td>
</tr>
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</table>
Estimated impact of draft Transportation Master Plan on debt over the next 15 years

Peak outstanding debt: $3.3B in 2030

Total debt issuance Up $2.3B to $3.9B

New tax levy debt $250M
Key messages

- Implementation of the draft Transportation Master Plan would result in rising debt until at least 2030
- Significant increases in development charge revenues are necessary to fund the existing ten-year capital plan
- Further increases would be needed for the level of investment in the Transportation Master Plan
- Tax increases or other new revenues would be required to fund the portion of growth-related infrastructure investment that cannot be recovered through development charges
Conclusion and Path Forward
Factors that will influence implementation of the draft Transportation Master Plan

- Development charge revenue:
  - Actual pace of growth will affect forecast of collections (up or down)
  - Increase in DC rates through the 2017 update

- Funding from other levels of government, especially for transit

- Legislative changes that would provide entirely new revenue streams

- Financial policy choices related to tax levels, debt levels, tax levy debt, and new revenue sources (if available)
Potential tax implications

- The draft Transportation Master Plan contains five potential sources of tax levy pressure:
  1. Need for higher contributions to pay-as-you-go capital and future asset replacement
  2. The cost of growth-related infrastructure that cannot be recovered from development charges
  3. The operating impact of new capital assets
  4. Operating impact of enhanced levels of transit service
  5. Policy changes, primarily the assumption of boulevard maintenance responsibilities from local municipalities

- These tax levy pressures could be offset if new revenue sources materialize
Implementing the Transportation Master Plan

- Implementation of the Transportation Master Plan will need to consider:
  1. The timing and feasibility of funding from other levels of government and access to new revenue sources
  2. Trade-offs in the capital plan between transportation and other priorities
- The extent to which the Master Plan can be funded will be determined through the budget process
Next Steps

- A more developed financial analysis of the Master Plan will be available in the Fall
- Finance will revise the DC forecast in conjunction with the preparation of the Background Study for the 2017 bylaw update
- The financial approvals for the implementation of the Master Plan will take place as part of the 2018 budget process
2016 Transportation Master Plan
2002 Transportation Master Plan

- Transit Priority Network
- Dedicated Rapid Transit Corridors
- North-South Connections to Subway Extensions
- Walking/Cycling Supportive Policies and Programs
2009 Transportation Master Plan Update

- Built on “Pedestrian and Transit-First” Approach
- Spadina and Yonge Subway Extensions
- Extending Dedicated Rapid Transit Corridors
- Special Study Areas
- VivaNext Bus Rapid Transit Implementation
2008 Pedestrian and Cycling Master Plan

- Continuous network of sidewalks
- Region-wide cycling network
- Partnership Program and initiatives
The Foundation...
The TMP will respond to this challenge...

To create an advanced interconnected system of mobility in the GTHA in order to give York Region residents and businesses a competitive advantage, making York Region an attractive place to live, work and play.
Create a World Class Transit Network
Develop a Road Network Fit for The Future
Integrate Active Transportation in Urban Areas
Maximize the Potential of Employment Areas
Making the Last Mile Work
Create a World Class Transit Network
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Making the Last Mile Work
2010 Transportation Master Plan

- Foundation
- Strategies
- Objectives
- Networks
- Implementation
The Strategies

- Transit Growth Strategy
- Finer Grid Network
- Boulevard Jurisdiction
- Commuter Parking Strategy
- Technology
- Transportation Demand Management
- Transit On-Demand
- Goods Movement Corridors
- Traffic Management Plan
- Context Sensitive Solutions
NETWORKS
Create a World Class Transit System

- Maximize potential of Regional Express Rail
- Improve transit frequency and coverage (Frequent Transit Network)
- Complete Viva Network
- Extend Yonge Subway
Transportation Master Plan
Proposed 2041 Road Network

Develop a Road Network for the Future
- Improve connectivity
- Enhance mobility
- Support economic growth
- Enhance safety and accessibility

Key Transportation Improvements:
- Upgraded road networks
- Enhanced public transportation
- Improved pedestrian and cyclist facilities

Future Development Areas:
- Newmarket
- Georgina
- East Gwillimbury
- Whitchurch-Stouffville
- Vaughan

Collaborate with stakeholders
- Municipalities
- Businesses
- Community groups

Engage in public consultation
- Regular updates
- Feedback sessions

Prepare for the future
- Adaptive capacity
- Resilience to future developments
Develop a Road Network Fit for the Future

- Implement technology in corridors
- Expand HOV/transit network
- Develop finer grid street network
- Build context sensitive, multi-modal corridors
- Flexibility incorporated in corridors
Integrate Active Transportation in Urban Areas

- Accelerate active transportation facilities that connect to transit spines and Regional Centres
- Support the last mile
- Complete gaps in sidewalks
Transportation Master Plan
Proposed Strategic Goods Movement Network

Maximize the Potential of Employment Areas
- Connect to large Toll Road
- Missing Link
- Design and finance details
- Move employment centers
- Interchange improvements
- Improve connections to other roads/highways
Maximize the Potential of Employment Areas

- Complete Langstaff Road "Missing Link"
- Designate a Strategic Goods Movement Network
- Ramp extensions and interchanges
- Improve connectivity to 400-series highways
2010 Transportation Master Plan

Diagram:
- Foundation
- Strategies
- Implementation
- Networks

Center: TMP Objectives
Implementation

- Phasing Strategy
- Action Plan
- Funding
- Monitoring and Reporting
- Communication Strategy
Key Performance Indicators (KPI's)

- Innovative KPI's to measure the progress and success of the TMP Update
- Foster partnerships for data collection and sharing
- Report on progress annually
Funding the Plan

- Cost of the Plan by Phase
- Recommended Funding Sources (Regional/other)

Total investment required to meet needs:

$22.1B to 2041