

**MANAGEMENT REPORT TO METROLINX**

<b>Report Title:</b>	Draft Regional Transportation Plan				
<b>Report Number:</b>	P&P 08-013	<b>Date to Board:</b>	September 26, 2008	<b>Date to Committee:</b>	N/A
<b>Report To:</b>	<input checked="" type="checkbox"/> BOARD		<input type="checkbox"/> ADVISORY COMMITTEE <input type="checkbox"/> AUDIT COMMITTEE <input type="checkbox"/> GOVERNANCE COMMITTEE <input type="checkbox"/> HUMAN RESOURCES COMMITTEE <input type="checkbox"/> TECHNICAL ADVISORY GROUP <input type="checkbox"/> OTHER:		
<b>Report Referred From:</b>	N/A				
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<b>Item Class:</b>	IN CAMERA	<input type="checkbox"/>	DECISION	<input checked="" type="checkbox"/>	INFORMATION <input checked="" type="checkbox"/>

**1.0 RECOMMENDATION:**

*RESOLVED:*

**THAT** subject to minor housekeeping and final formatting of content and document design the Board direct staff to release the Draft Regional Transportation Plan (RTP) attached as Appendix "A" to Board report P&P 08-013 for public comment consistent with the Consultation Plan outlined in Board report COM 08-002 and approved on June 13, 2008; and

**THAT** Metrolinx staff report back to the Board on the input received on the Draft RTP and prepare a final RTP for the Board's consideration at its meeting of November 28, 2008.

## **2.0 PURPOSE & EXECUTIVE SUMMARY:**

The Draft RTP builds upon the foundation established by the seven Green Papers released by Metrolinx between December 2007 and March 2008, and the two White Papers released by Metrolinx in April 2008. The Green Papers had set out the “state of affairs” of the GTHA’s transportation system and included initial explorations of possible programs, policies and infrastructure investments. The White Papers constituted an intermediate step between the Green Papers and the Draft RTP, and provided an opportunity for Metrolinx to solicit and gather input from a variety of stakeholders on preliminary directions and test concepts. The Draft RTP puts forward a preferred vision for the future, with supporting goals and objectives. At the heart of the Draft RTP are 15 Strategic Directions, and nearly 100 supporting actions, including a recommended regional rapid transit and highway network. With the implementation of the RTP, the GTHA’s transportation system will be transformed into an effective, integrated, multi-modal transportation system.

The Draft RTP will be used to solicit and gather further feedback for the development of the final Regional Transportation Plan to be presented to the Board in November 2008.

## **3.0 BACKGROUND:**

### **DRAFT RTP WITHIN THE RTP DEVELOPMENT PROCESS**

At its meeting of July 27, 2007, the Board approved a work plan for the development of the RTP, which includes the release of a series of Green Papers and a pair of White Papers that would be part of a public consultation dialogue. A summary of comments on the White Papers from the public is provided in Appendix B. The White Papers are now followed by the Draft RTP as part of an iterative development process towards the final RTP.

The Draft RTP was prepared with input from the Advisory Committee, Multi-disciplinary Expert Review Panel, key stakeholders, municipalities, provincial ministries, and members of the public.

## **4.0 DISCUSSION:**

The Draft RTP is based on the understanding that incremental change will not get us where we need to be. We need to boldly transform a transportation system that is no longer meeting our needs. The Draft Plan is strategic, comprehensive and addresses all sectors of society. The Draft Plan is multi-modal and addresses all forms of transportation – roads, transit, cycling and walking. It seeks to get the most out of our existing investments in infrastructure, as well as identify new investments that are needed. The Draft Plan is not just about infrastructure, but is also about changing behaviour – changing how, when, why and whether we travel. The Draft Plan addresses both implementation and the requirements of sustainable, long-term funding. It is practical, do-able, sustainable and timely.

The Draft Plan contains a vision for the future in which transportation in the GTHA is seamless, efficient, convenient, equitable and user-centred. At its heart are 15 Strategic Directions that are organized under the following imperatives;

- **Reduce demands on the transportation system:** This includes minimizing unnecessary travel, shortening the distance travelled, and making better use of the options that we currently have.
- **Increase choices for travel:** This involves providing a range of fully integrated, easily accessible, attractive and sustainable transportation choices for GTHA travellers and encouraging the use of options other than the automobile.
- **Meet the needs of the traveller first:** This means providing customers with the tools, information and services they need to make travel easier and more enjoyable.
- **Build communities that make travelling easier:** This includes designing and building communities to reduce travelling distances and facilitate walking, cycling and transit use.
- **Commit to continuous improvement:** This includes research to improve the understanding of transportation issues — such as the achievement of universal access, the improvement of goods movement, and sustainable investment for the system — and being able to respond to changing circumstances and implement new initiatives as opportunities present themselves.

Nested under the Plan's Strategic Directions are nearly 100 actions that are needed to transform the GTHA transportation system into an effective, integrated and multi-modal system. These are broad in scope and include actions relating to legislation, policies, programs, planning and funding.

While all of the recommended actions are important and will contribute to the transformation of the GTHA transportation system, eight of them are considered to be of particularly high priority. These Big Moves are those that will have the largest, most transformational impacts on the GTHA transportation system. The eight Big Moves are:

1. A fast, frequent regional rapid transit network.
2. A complete walking and cycling network and bike-sharing programs.
3. An information system for travellers, where and when they need it.
4. A region-wide integrated transit fare system.
5. A system of connected mobility hubs
6. High-order transit connectivity to the Pearson Airport district from all directions.
7. A comprehensive strategy for goods movement.
8. An Investment Strategy to provide stable and predictable funding.

The Draft Regional Transportation Plan also addresses implementation, roles and responsibilities.

### **CONSULTATION FEEDBACK SUMMARY**

Appendix B contains a summary report of feedback received on the White Papers through consultation channels, including workshops, written submissions, and Metrolinx' on-line consultation portal. Feedback was received from the Advisory Committee, the Multi-disciplinary Expert Review Panel, key stakeholders, municipalities, provincial ministries, and members of the public.

### **NEXT STEPS**

Following approval of the Draft RTP, Metrolinx staff will:

- post the Draft RTP on the Metrolinx online consultation portal,
- post an information notice regarding the Draft RTP on the Ontario Environmental Registry,
- solicit and gather further feedback from the advisory committee, municipalities, provincial ministries, stakeholders, and members of the public as per the consultation plan presented to the Board for approval as Report COM 08-002 and
- prepare the final Regional Transportation Plan based on a review of all comments received.

### **5.0 FINANCIAL MATTERS:**

N/A

### **6.0 HUMAN RESOURCES MATTERS:**

N/A

### **7.0 ENVIRONMENTAL MATTERS:**

N/A

### **8.0 COMMUNICATION MATTERS:**

The Draft RTP will be submitted for stakeholder and public consultation as per the Consultation Plan presented to the Board for approval as Report COM 08-002.

**9.0 LEGAL MATTERS:**

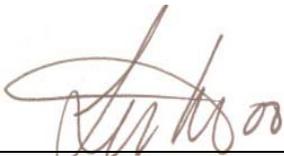
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**10.0 CONCLUSION:**

The Draft RTP constitutes a further step in the development of the Regional Transportation Plan. By introducing a recommended set of Strategic Directions, it will allow stakeholders to express preferences and provide important input that will help Metrolinx prepare the final RTP that will be presented to the Board in November.

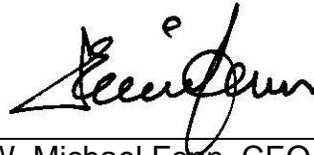
Respectfully submitted,

Approved for Submission to the Board



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Leslie Woo, General Manger,  
Transportation Policy & Planning



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W. Michael Fern, CEO

***Appendices:***

Appendix A: Draft Regional Transportation Plan Appendix B: Stakeholder Comments Regarding the RTP White Papers
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***Staff & Others  
 Consulted:***

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***Notifications:***

Name	Mailing or E-mail Address
N/A	

***Special Instructions:***

N/A
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