



To: Metrolinx Board of Directors
From: Leslie Woo, *Vice President, Policy, Planning and Innovation*
Date: December 5, 2012
Re: The Big Move Update

Executive Summary

This report provides notice of proposed updates to The Big Move – the Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA) - and the timing for public comment on the proposed changes.

The update is intended to incorporate the findings of recent analyses that have been conducted in the four years since The Big Move was adopted in 2008, and to integrate the *GO2020 Plan*. It is not intended to change any of the foundational elements of the plan.

Recommendations:

That the Board of Directors approve the following:

RESOLVED:

THAT staff proceed with consultation on proposed changes to The Big Move, as described in this report, between December 2012 and early February 2013, in conformance with the requirements of the *Metrolinx Act* 2006 s. 6.(3); and

THAT staff return to the Board for formal approval of the proposed changes to The Big Move following this consultation.

Background

The Big Move, the Regional Transportation Plan for the GTHA was adopted by the Metrolinx Board of Directors in November 2008. Since that time, GO Transit, Union Pearson Express and Presto have become operating divisions of Metrolinx; new analyses have been undertaken to further implementation of the plan; new planning studies have been completed; and funding has been announced and construction has commenced for several transit projects.

On that basis, it is timely to refine certain elements of the plan and fully integrate the GO2020 ten-year plan within the longer term transportation goals and objectives of The Big Move.

The Big Move Update is intended to update Metrolinx's long-range regional transportation plan by incorporating the findings of recent studies, including the recommendations of the GO Electrification Study, project benefits case analyses and other technical studies.

The Big Move Update is not intended to fundamentally change The Big Move's foundational vision, goals, objectives, projects, policies or priority actions; rather its purpose is to keep The Big Move up-to-date and relevant. Studies and decisions since 2008 have provided further definition to projects and generated more detailed data and findings that can now be incorporated into the plan.

The Big Move Update is not a full legislated review of the regional transportation plan. That review, required by 2016, will be a complete review of The Big Move with a broader stakeholder and public consultation process, and would look to review the vision, goals and objectives of the plan as well as its priorities. Initial stakeholder consultation for that process is planned to begin in 2014.

Consultation

Metrolinx staff have been meeting regularly with municipal, provincial and a multi-disciplinary stakeholder group over the past 18 months to discuss progress in implementation of The Big Move.

Public and stakeholder consultation on Appendix A will begin upon approval by the Board, and proceed through to early February 2013. Consultation will include:

- Online public consultation through the Metrolinx website
- Stakeholder consultations with:
 - Municipal governments
 - Provincial ministries and agencies
 - Federal government
 - First Nations

Proposed Changes to *The Big Move*

Appendix A provides a summary of the proposed changes to *The Big Move*.

The Big Move Update does not add any new transit projects, but detailed findings of recent studies have revealed closer interdependencies within the system and a fine tuning of scope and timing of the stated priority projects of The Big Move.

In addition to the changes listed for consultation, Metrolinx intends to make changes to the report's layout and introductory material.

Respectfully submitted,
Leslie Woo, Vice-President, *Policy, Planning and Innovation*

APPENDIX A: LIST OF PROPOSED CHANGES

Proposed Changes

to *The Big Move*, 2008

Map
Reference

CHAPTER 4.0 STRATEGIES

Strategy #1: Build a Comprehensive Regional Rapid Transit Network

1. Update The Big Move’s portrayal of regional rail (two-way all-day GO service) in the 15-year and 25-year plan map to align The Big Move and GO2020 and based on the most recent planning work on phasing of all day service. Shift the following sections of regional rail service to the 25-year plan:

- Milton line, between Meadowvale and Milton; (map edit A)

- Kitchener line, between Mt. Pleasant and Georgetown; and (map edit B)

- Barrie line, between E. Gwillimbury and Bradford. (map edit D)

This change will make the 15-year plan for Regional Rail (full day, 2-way) service consistent with the core network identified in GO2020, and identifies the sections of corridors noted above as Regional Rail peak period only. This change is also consistent with current phasing plans for all day service.

2. In the description of the Air Rail Link in the list of Top 15 Transit Priorities, add the word “electrified.”

- This reflects the recommendation of the GO Electrification Study, and the phasing plan of that study: electrify the Airport Rail Link first, before electrifying the GO Lakeshore line (also a top priority within The Big Move) and the balance of the Kitchener corridor.

3. Move the GO Bolton line from the 15-year plan to the 25-year plan. (map edit C)

- This reflects the findings of the 2010 *Bolton Feasibility Study* which concluded that 2031 ridership was very modest in relation to the very high capital costs required to initiate the

	Map Reference
service given the need to double-track the corridor.	
4. Move the GO Havelock line (Union to Locust Hill in Markham) from the 15-year plan to the 25-year plan.	(map edit E)
<ul style="list-style-type: none"> Due to very modest ridership potential and significant infrastructure and operational challenges related to the Agincourt rail yards. 	
5. Advance the eastern section of the “Downtown Core” rapid transit line (a.k.a. Downtown Relief Line) from the 25-year plan to the 15-year plan and the Top 15 Transit Priorities.	(map edit F)
<ul style="list-style-type: none"> The eastern section of this project is now understood to be a pre-requisite before the Yonge subway can be extended to Richmond Hill Centre. This change reflects analysis on the capacity constraints of the Yonge subway reported in the TTC’s <i>Downtown Rapid Transit Expansion Study (DRTES)</i>. Further study, including transit network considerations, is required before the scope and alignment of this project are decided. 	
6. Make the Richmond Hill extension slightly shorter, terminating at Bloomington Rd. instead of Aurora Rd.	(map edit I)
<ul style="list-style-type: none"> This reflects the conclusions of the 2009 <i>Richmond Hill Rail Service Extension</i> Environmental Assessment. The proposed Aurora Rd. station was listed as “not preferred” due to a number of environmental factors. A station at Bloomington Rd. will offer adequate access to drivers on Highway 404. 	
Strategy #7: Build Communities that are Pedestrian, Cycling and Transit Supportive	
7. Update the mobility hub designations:	
<ul style="list-style-type: none"> Move the Oshawa GO mobility hub to the proposed new location identified in the approved Environmental Assessment on the CP Belleville subdivision, north of the 401. 	(map edit H)

Strategy #9: Goods Movement

8. Update Big Move #8 – A Comprehensive Strategy for Goods Movement – to incorporate the five strategic directions and supporting actions identified in the GTHA Urban Freight Study (received by the Metrolinx Board of Directors in February 2011), as well as note coordination with the Ontario Multimodal Goods Movement Strategy that is currently in draft.

- The overall objective is to revise Big Move #8 to reflect the strategic directions adopted by the Metrolinx Board, rather than only the need to “develop a comprehensive goods movement strategy.”

CHAPTER 6.0 INVESTMENT STRATEGY

9. Focus this chapter on the June 2013 release of a new Investment Strategy, while retaining section 6.1 “Costs of the RTP”.

(Not on map.
see TBM pp.
68-74)

- The “Costs of the RTP” section 6.1 and the box containing Big Move #9 will be retained by merging it into Chapter 5.0 “Looking Ahead.”
- Anticipating the Metrolinx’ Investment Strategy in June 2013, the remaining parts of this chapter would be out of date at that time. Hence sections 6.2 – 6.4 are revised to ensure coordination with the upcoming Investment Strategy.

CHAPTER 7.0 IMPLEMENTATION

10. Add discussion of transit project prioritization to section 7.2.2.

- Metrolinx has adopted a prioritization process that was not contemplated in detail in 2008.

MAP UPDATES *in addition to those required by Strategy #1*

11. Show existing GO services to Kitchener in the maps similar to the portrayal of services to Barrie.

(map edit G)

- In 2008, this was a potential service outside Metrolinx’
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	Map Reference
jurisdiction. Today, the service is in operation.	
12. Remove GO 407 bus services in Durham shown running from Simcoe St. to Highway #35 / 115.	(map edit J)
<ul style="list-style-type: none"> • Highway 407 will extend to Highway #35 / 115 and GO intends to operate bus services along that route, but services in that section are not planned to be at a “BRT” level 	
13. Update the GO Lakeshore East Oshawa/Bowmanville route to reflect the Environmental Assessment recommended alignment.	(map edit H)

