

Agenda

Transportation Master Plan Advisory Task Force

February 10, 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 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



Your community, your say.



Building an inter-connected network of mobility

Daniel Kostopoulos

Wednesday, February 10, 2016

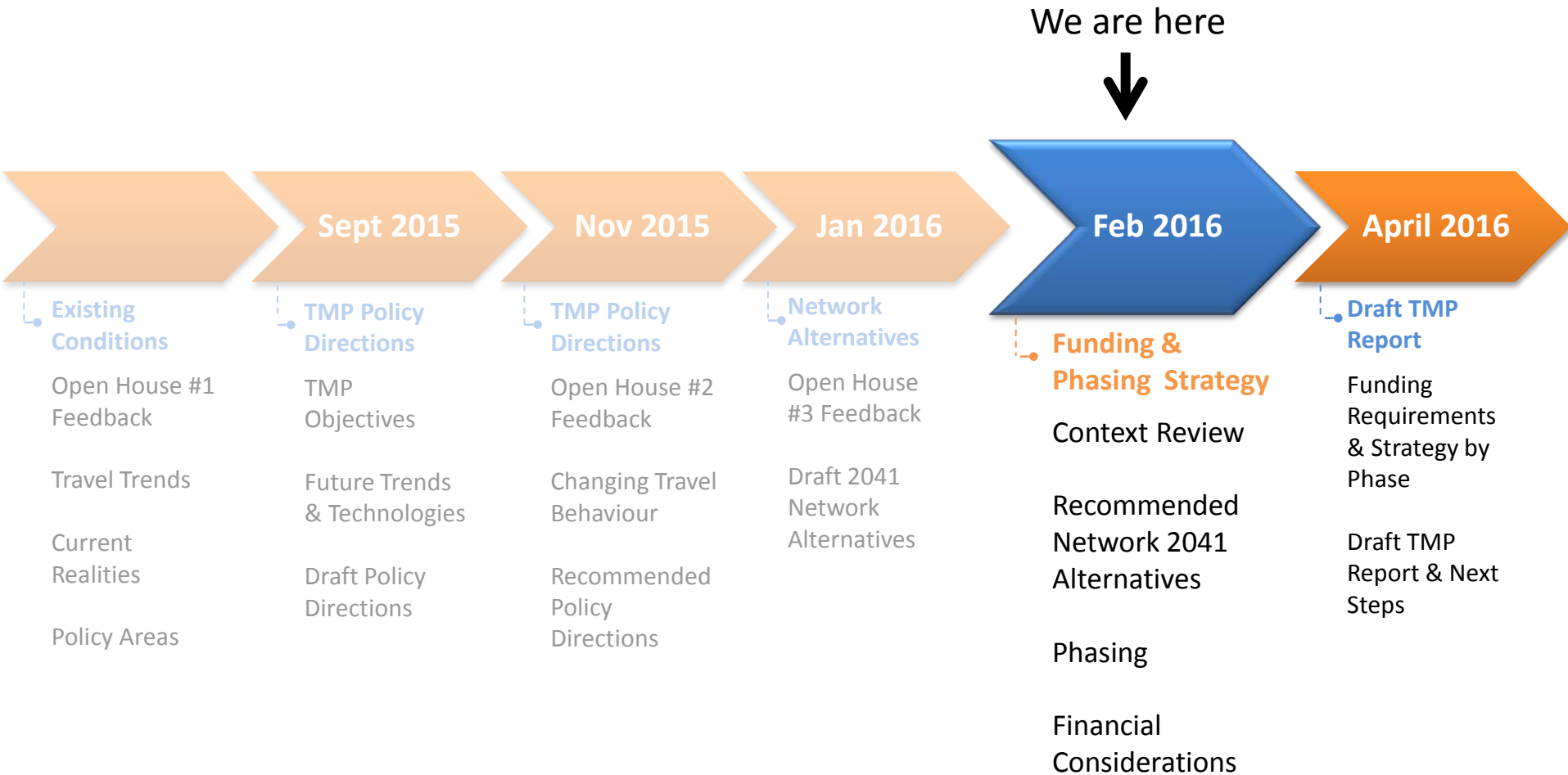


Meeting Overview

- Context
- Review of Proposed Networks
- Phasing of the Networks
- Financial Considerations for the TMP
- Next Steps



Meeting Purpose



Context

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 Population and Employment Growth

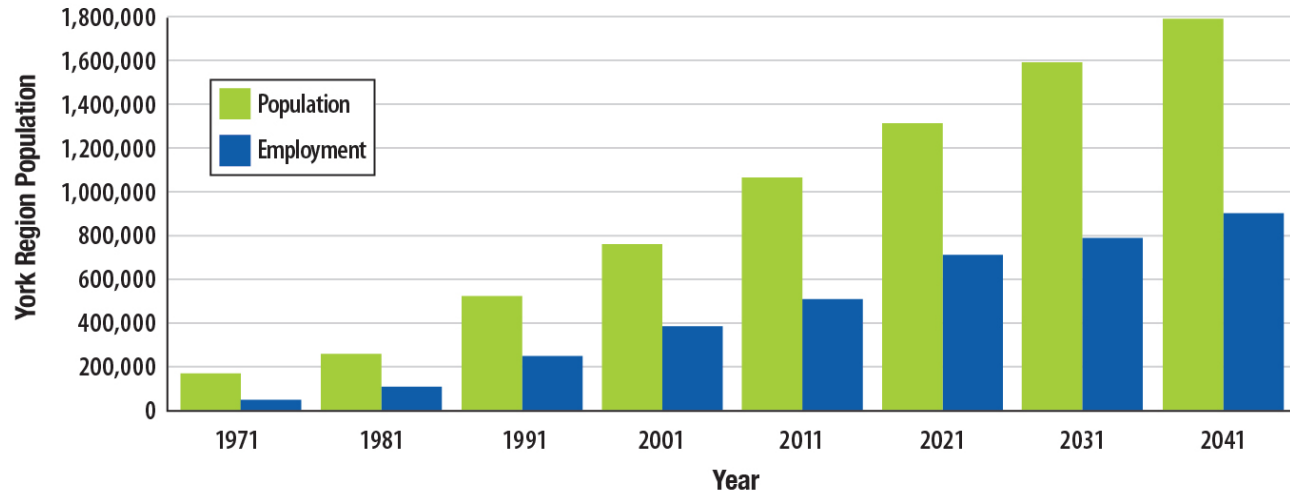
Population

1.1 million
2014 → **1.8** million
2041

Employment

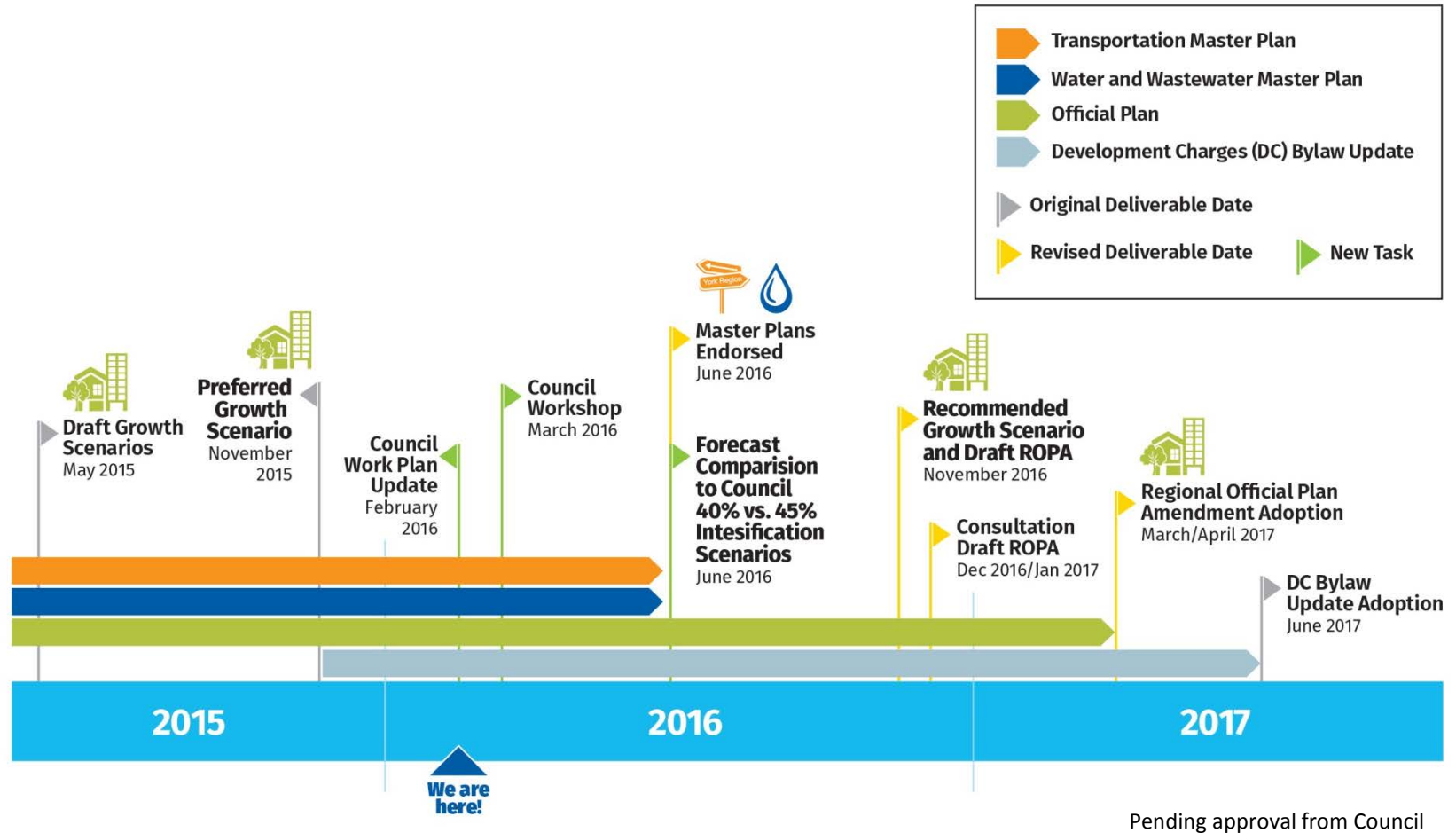
565 thousand
2014 → **900** thousand
2041

York Region Population Growth - 1971 to 2041



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

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

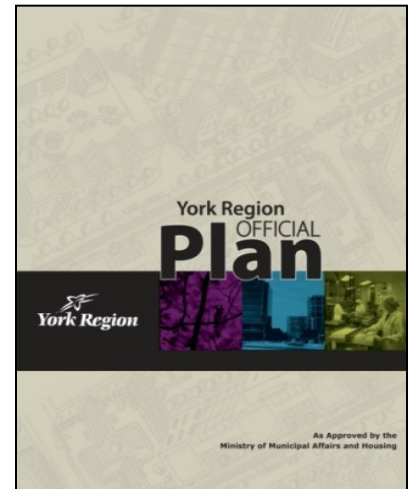
Living Sustainably

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

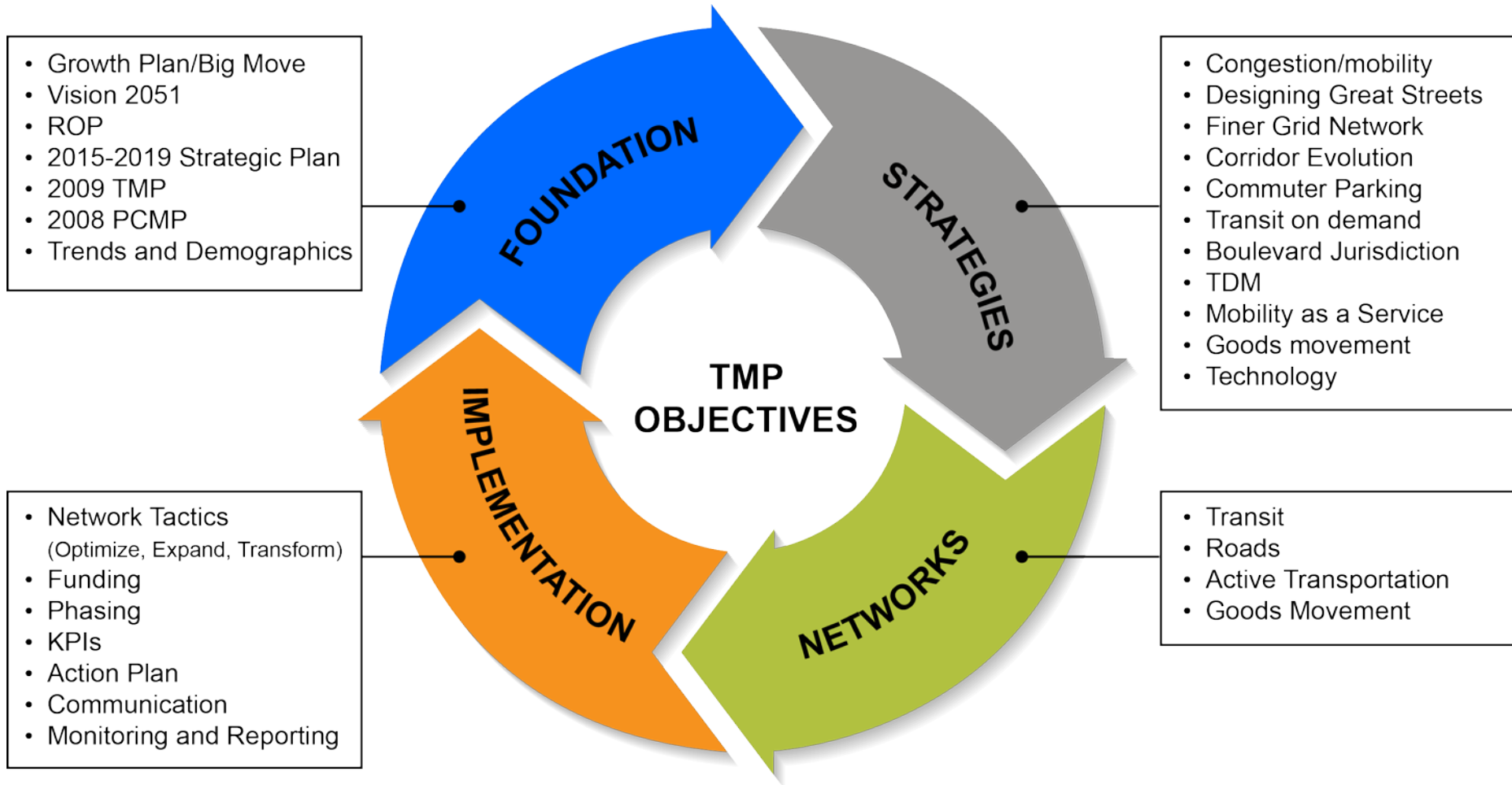
Moving Forward: 2016 TMP Update

- 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

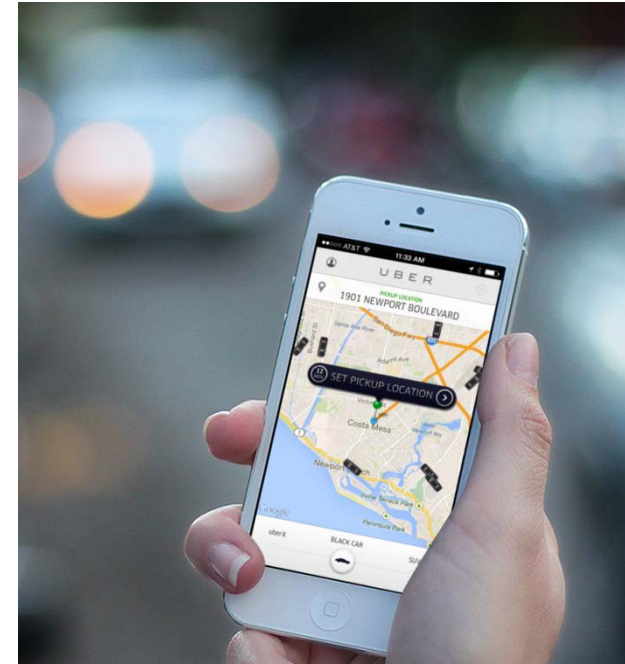


TMP Update builds on previous policies responding to growth and emerging issues

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Your community, your say.



Draft 2041 Network and Proposed Phasing

Stephen Collins
and Brian Hollingworth (IBI)

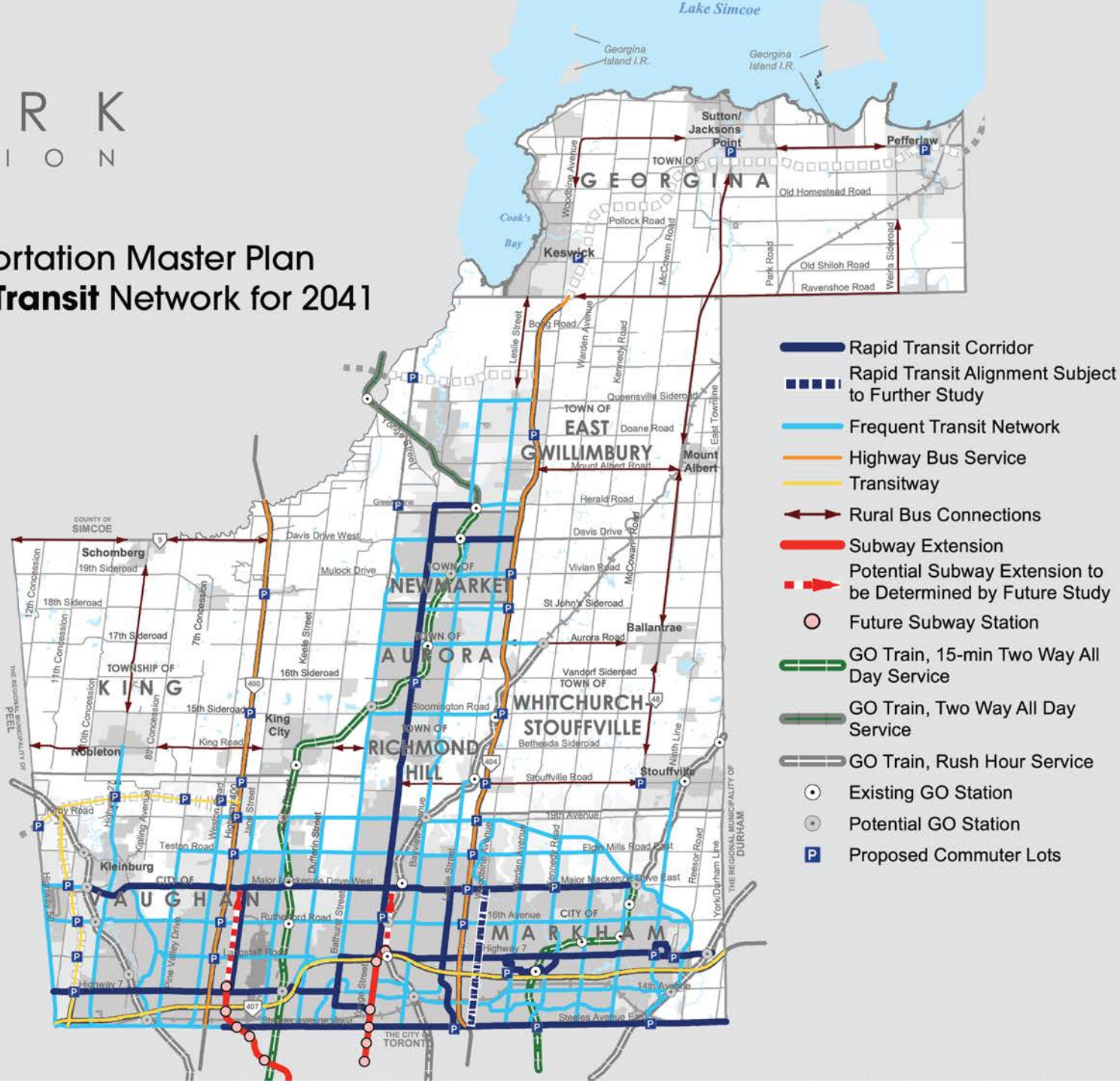
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Proposed Networks

Proposed 2041 Transit Network





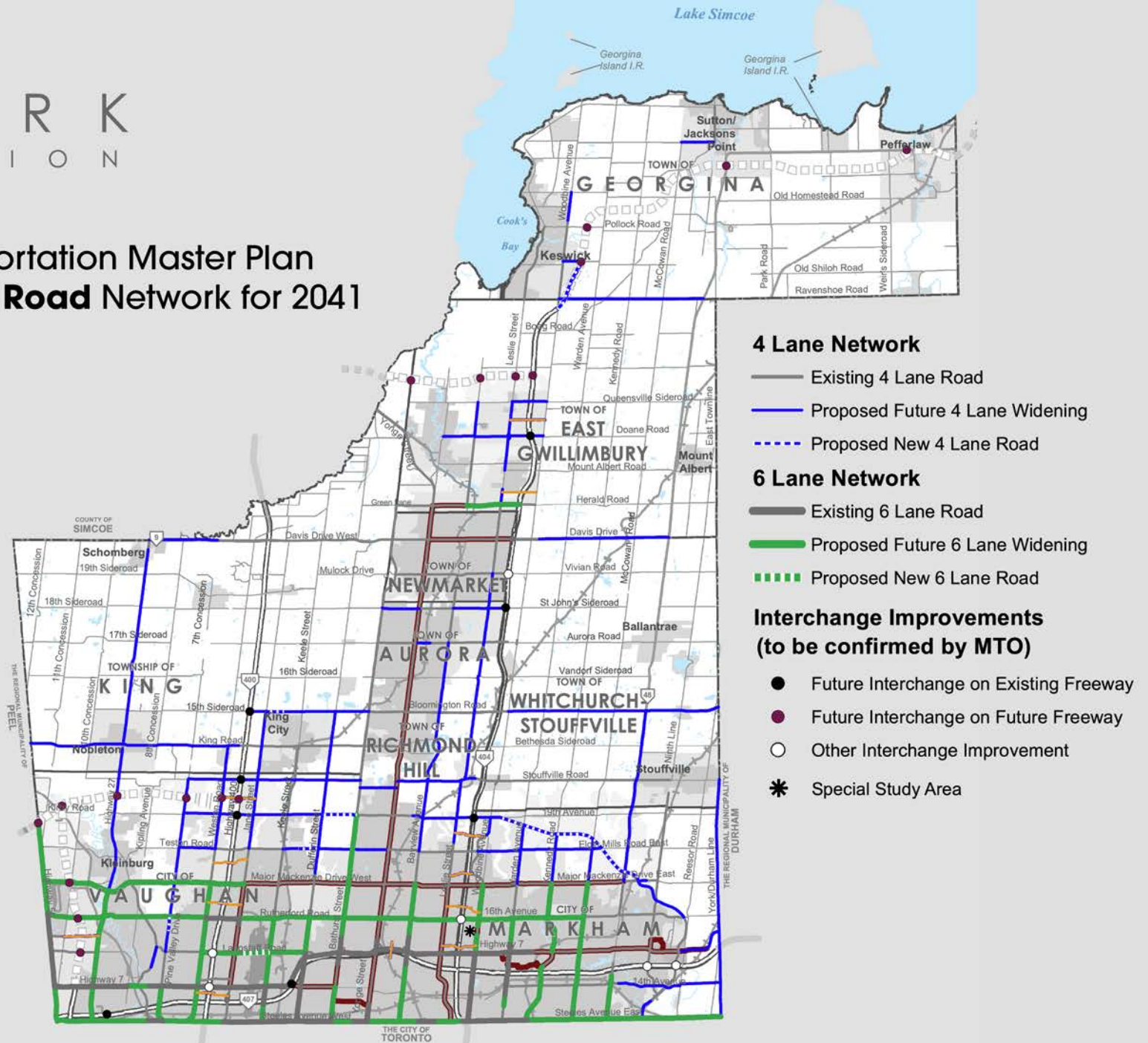
Proposed Networks

Proposed 2041 Road Network



YORK REGION

Transportation Master Plan Proposed **Road** Network for 2041



Phasing of Networks: Key Assumptions

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

Phasing of Networks: Results

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

Evaluation of consistent criteria for Evidence-Based Prioritization

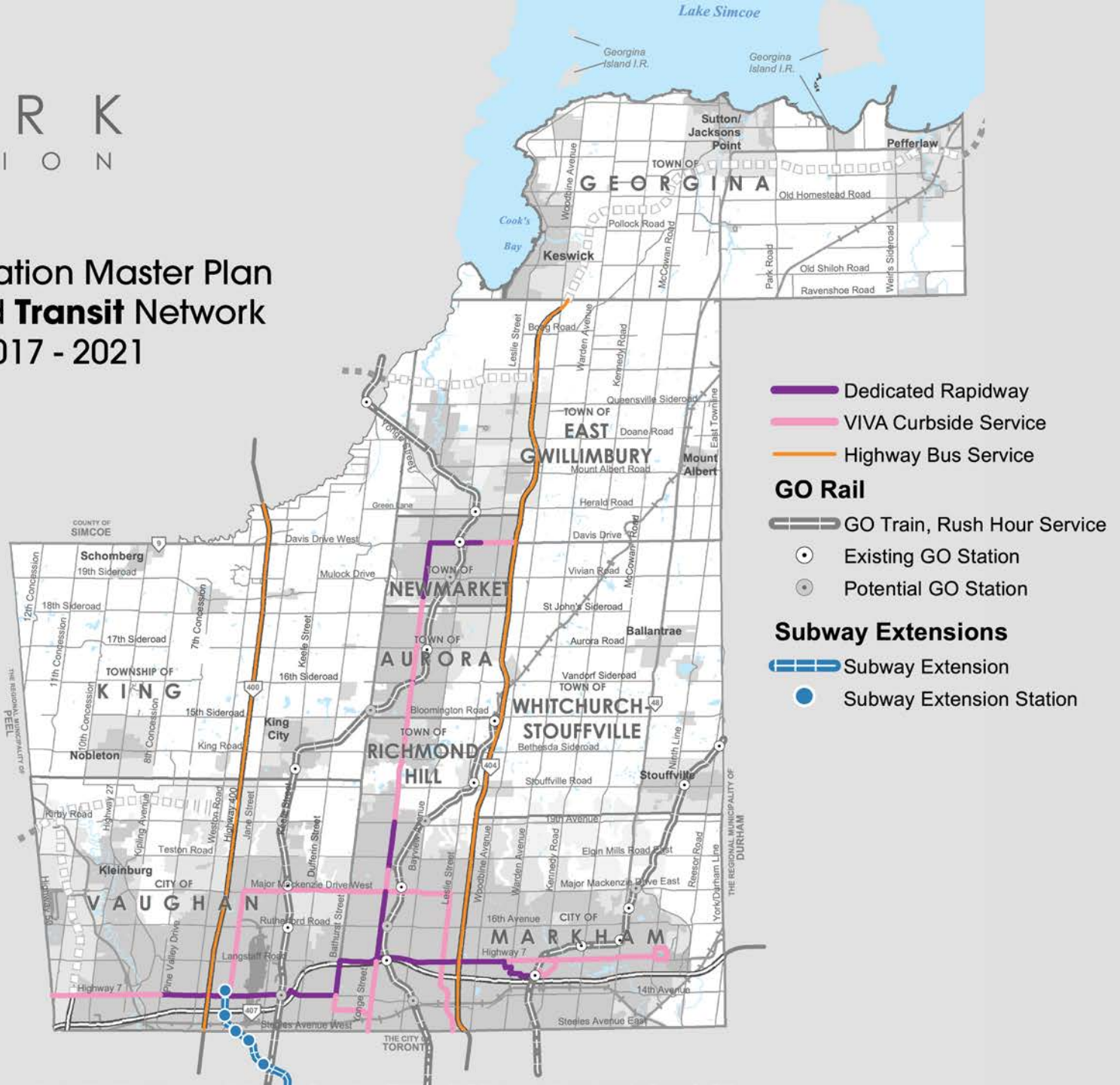


Phasing Networks Needs by 2021



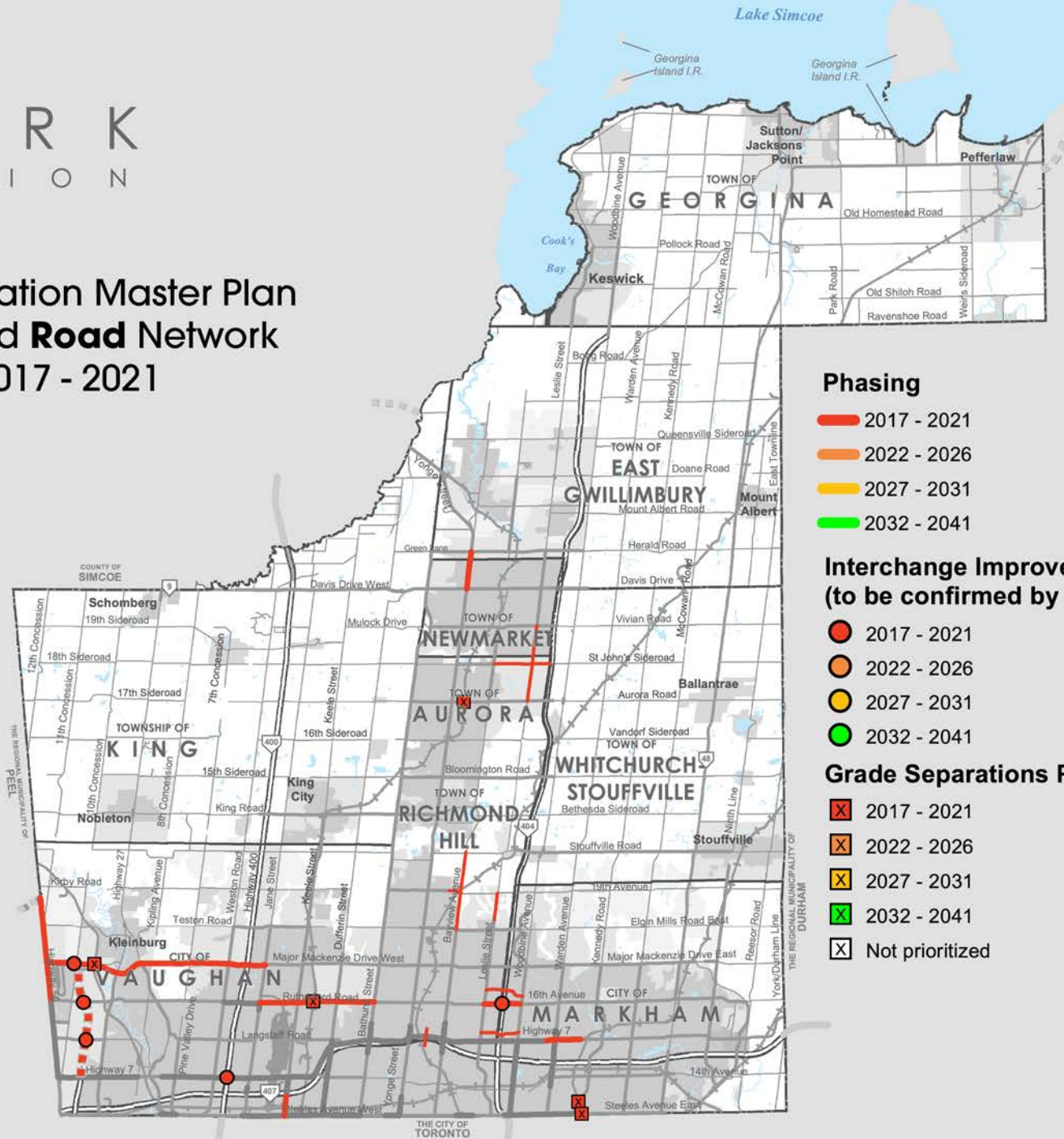
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Transportation Master Plan Proposed **Transit** Network 2017 - 2021



Y O R K R E G I O N

Transportation Master Plan Proposed **Road** Network 2017 - 2021



Phasing

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

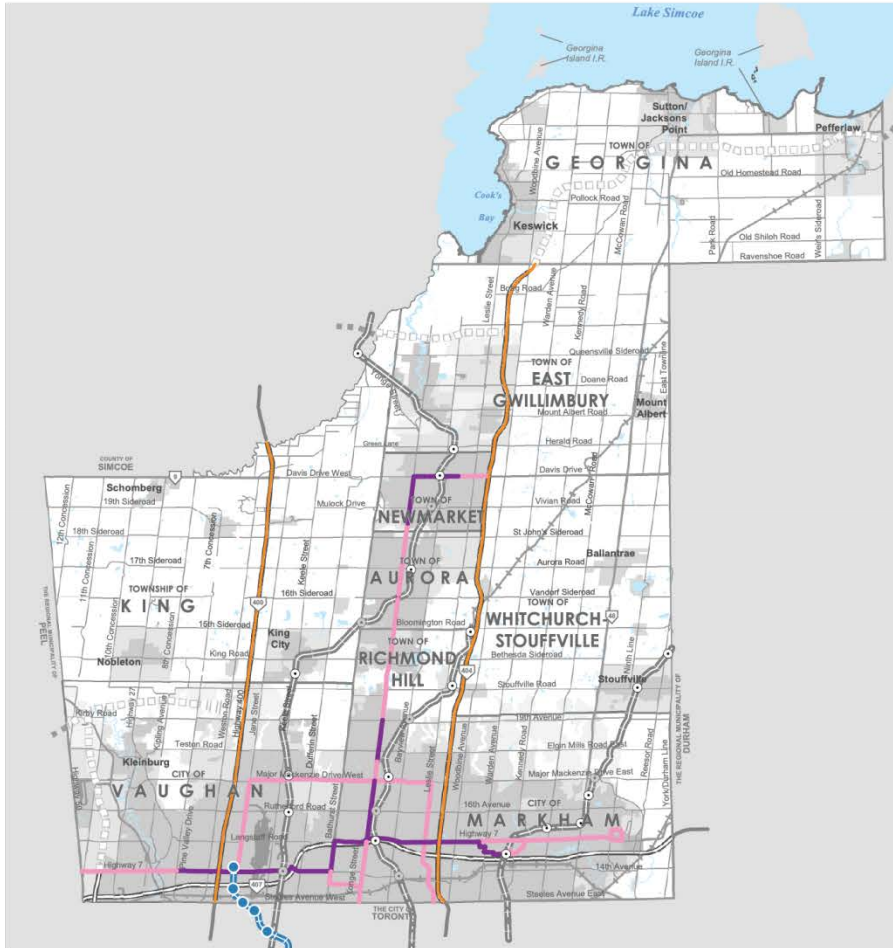
Interchange Improvements Phasing (to be confirmed by MTO)

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

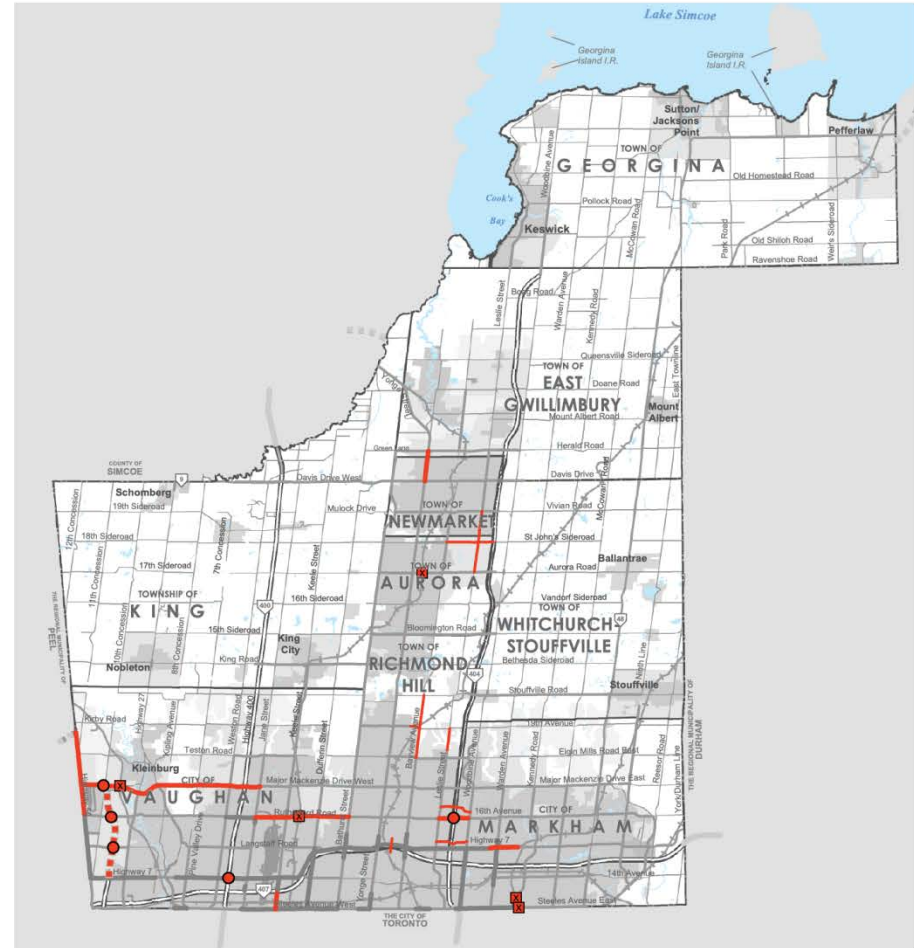
Grade Separations Phasing

- ✕ 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

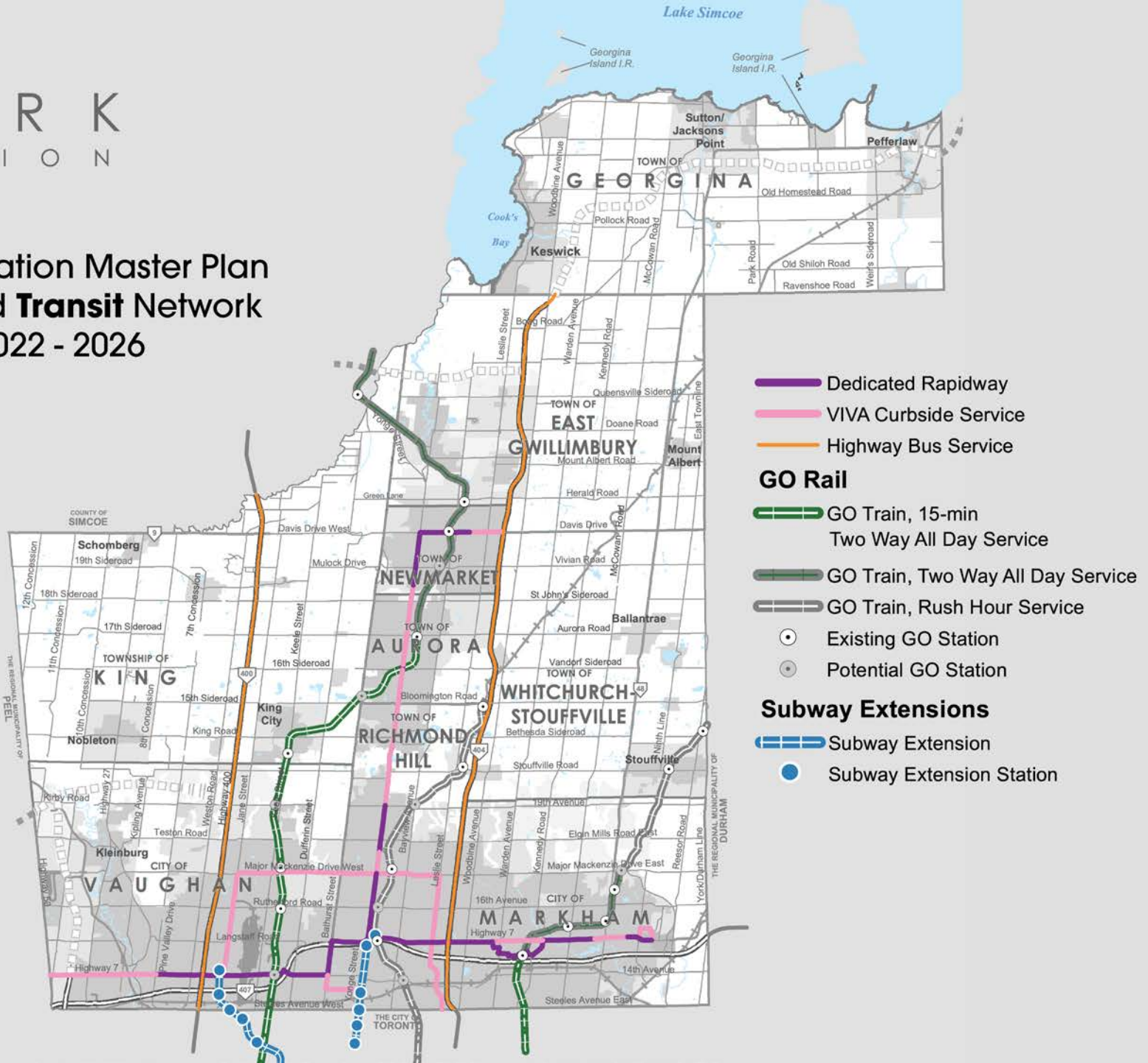


Phasing Networks Needs by 2026



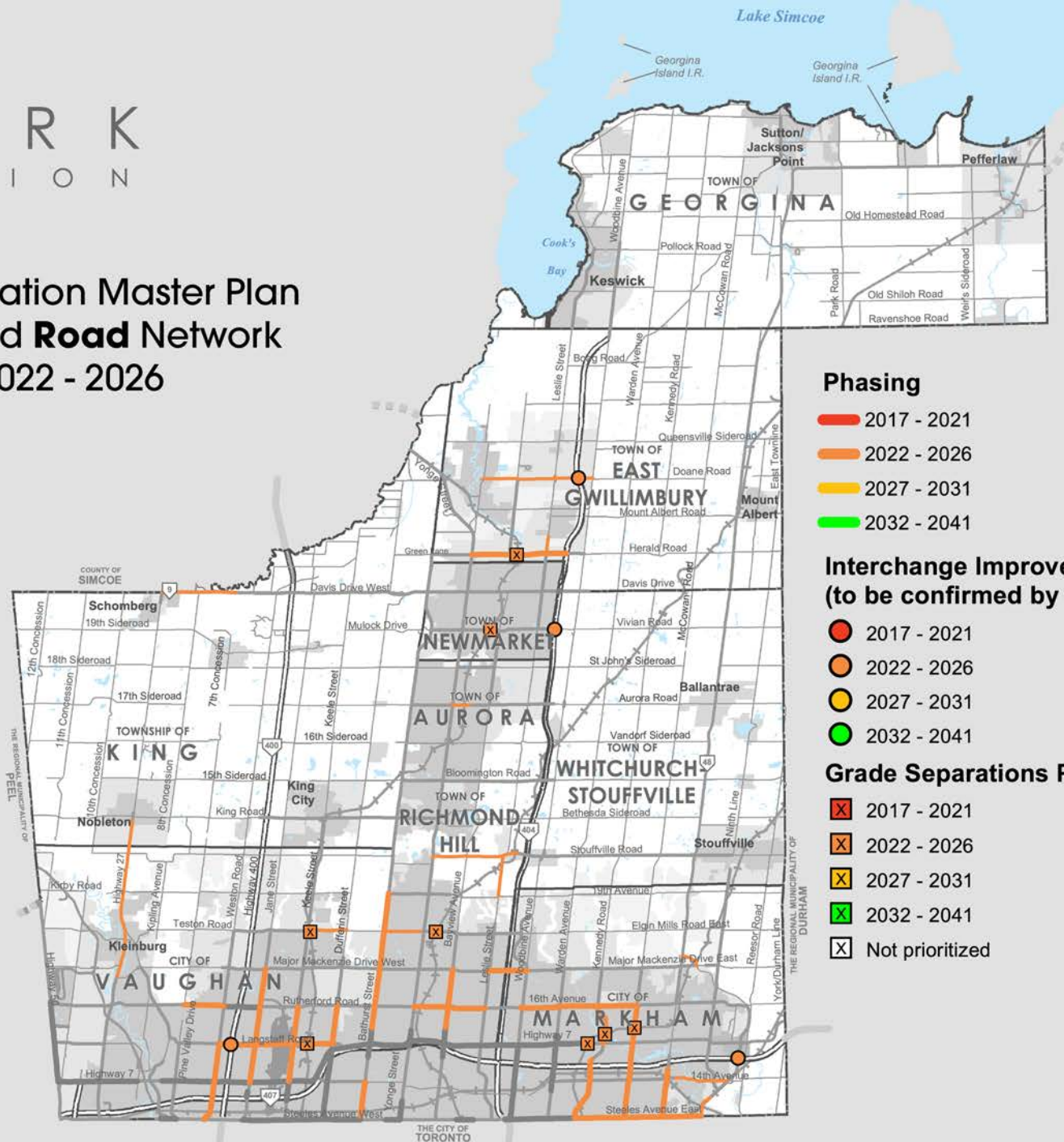
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Transportation Master Plan Proposed **Transit** Network 2022 - 2026



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Transportation Master Plan Proposed Road Network 2022 - 2026



Phasing

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

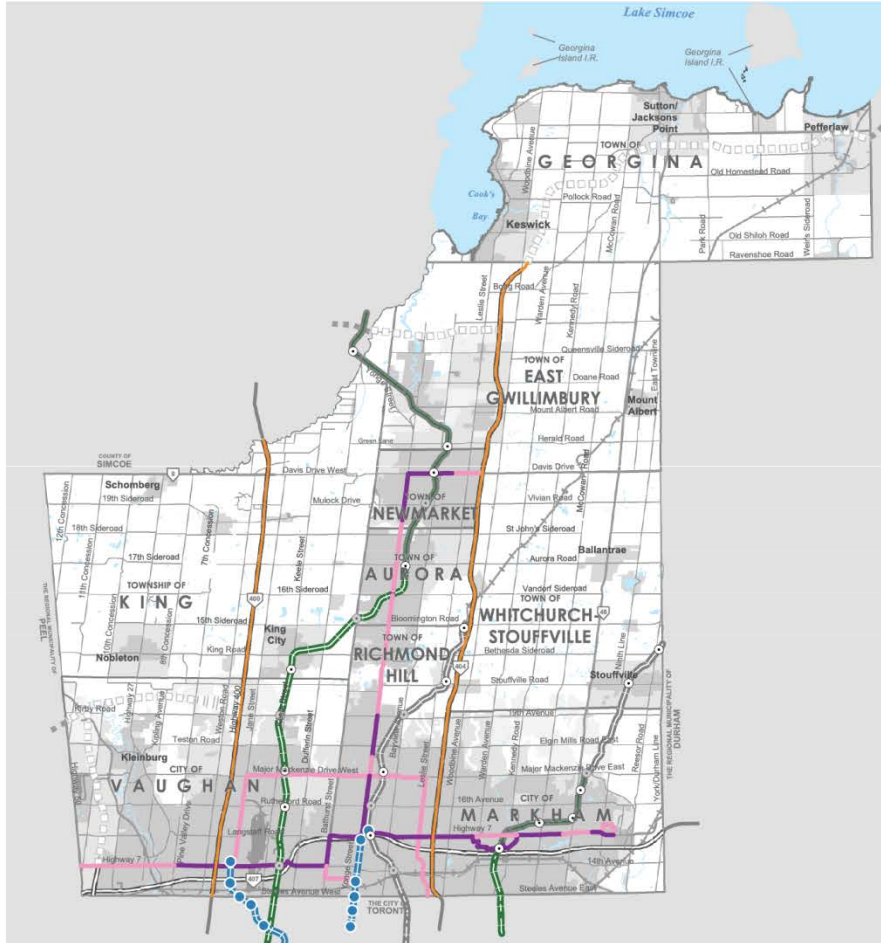
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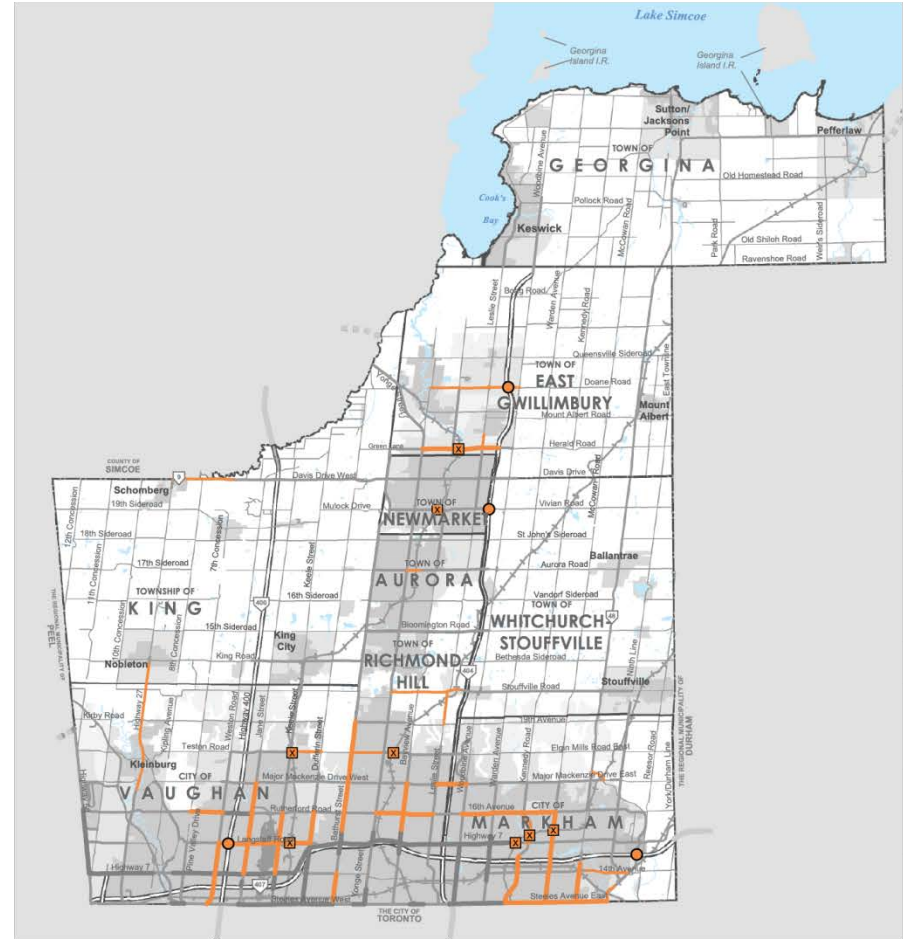
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Transportation Master Plan Proposed **Transit** Network 2022 - 2026



Transportation Master Plan Proposed **Road** Network 2022 - 2026

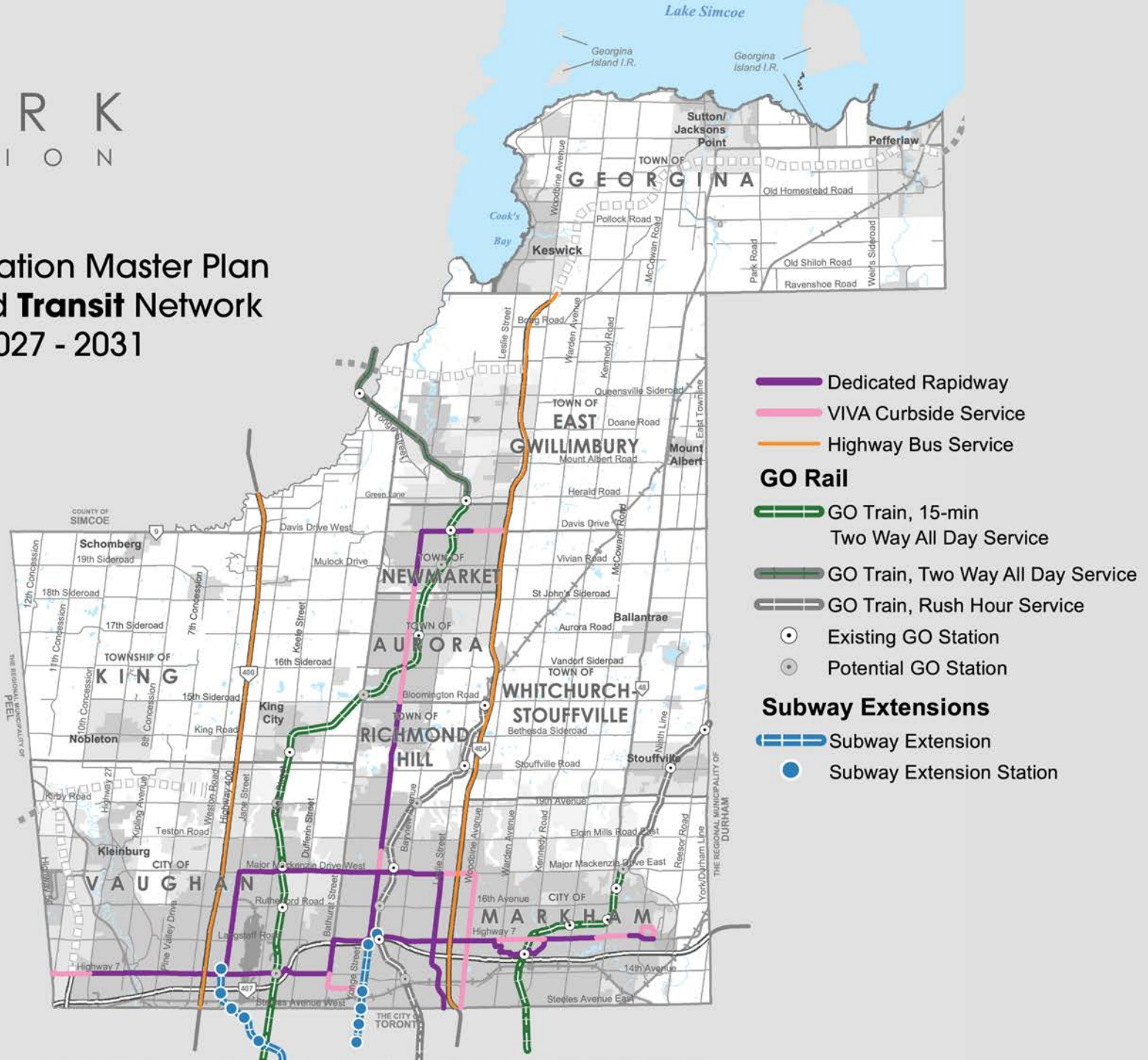


Phasing Networks Needs by 2031



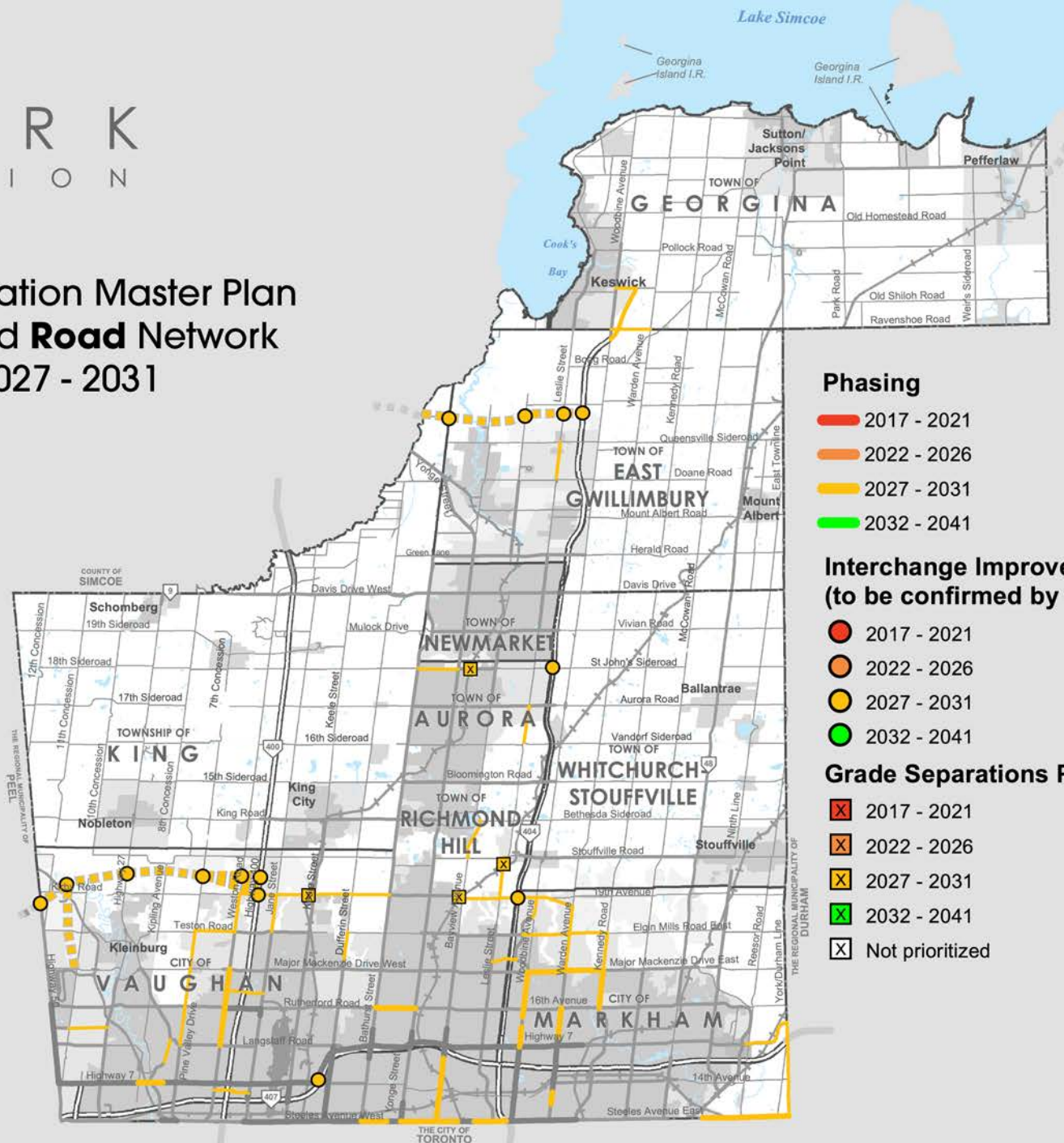
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Transportation Master Plan Proposed **Transit** Network 2027 - 2031



YORK REGION

Transportation Master Plan Proposed **Road** Network 2027 - 2031



Phasing

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

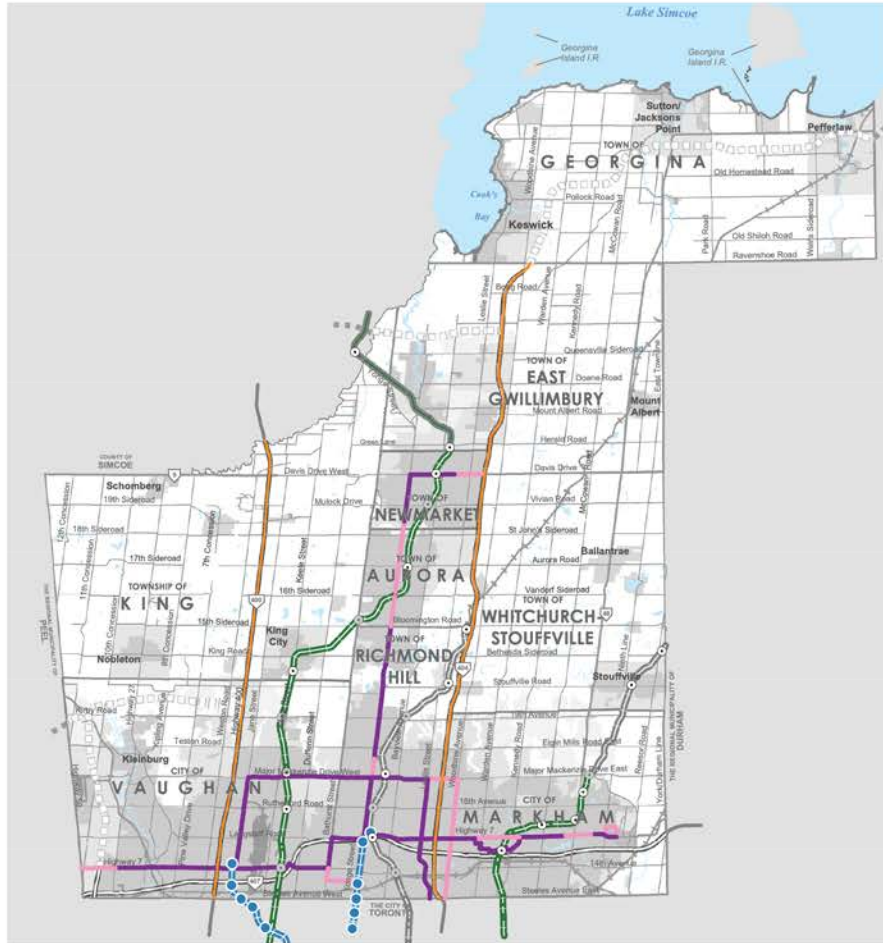
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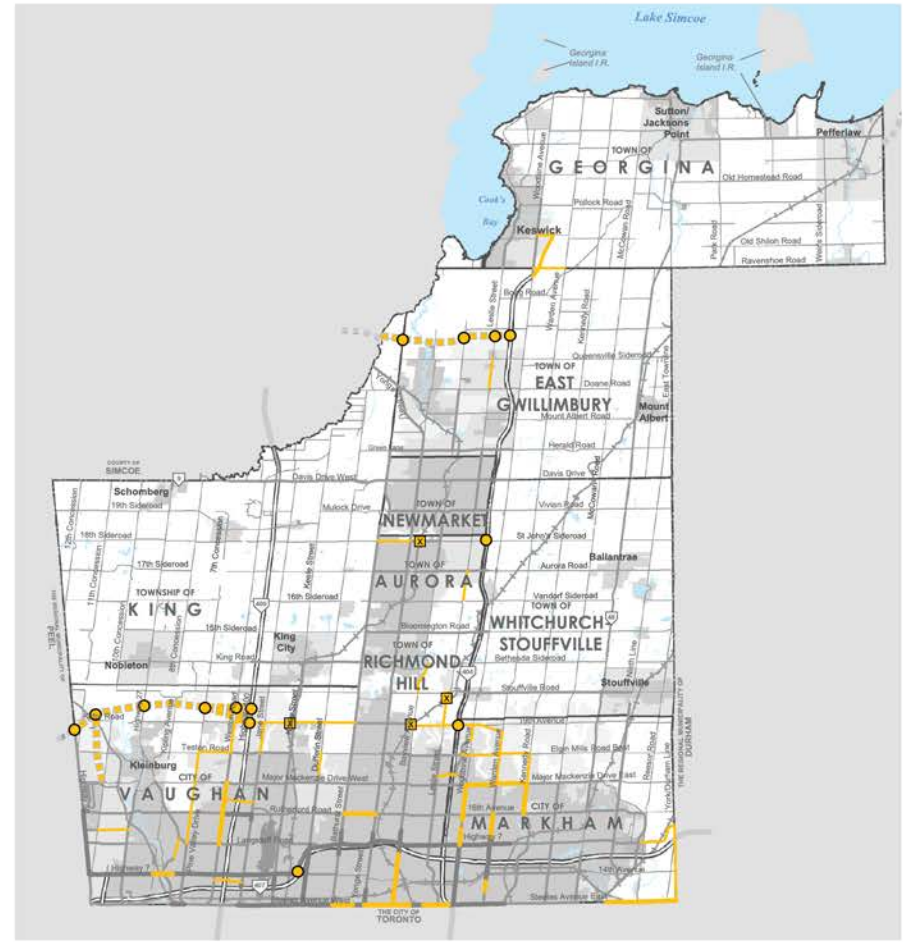
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Transportation Master Plan Proposed **Transit** Network 2027 - 2031



Transportation Master Plan Proposed **Road** Network 2027 - 2031

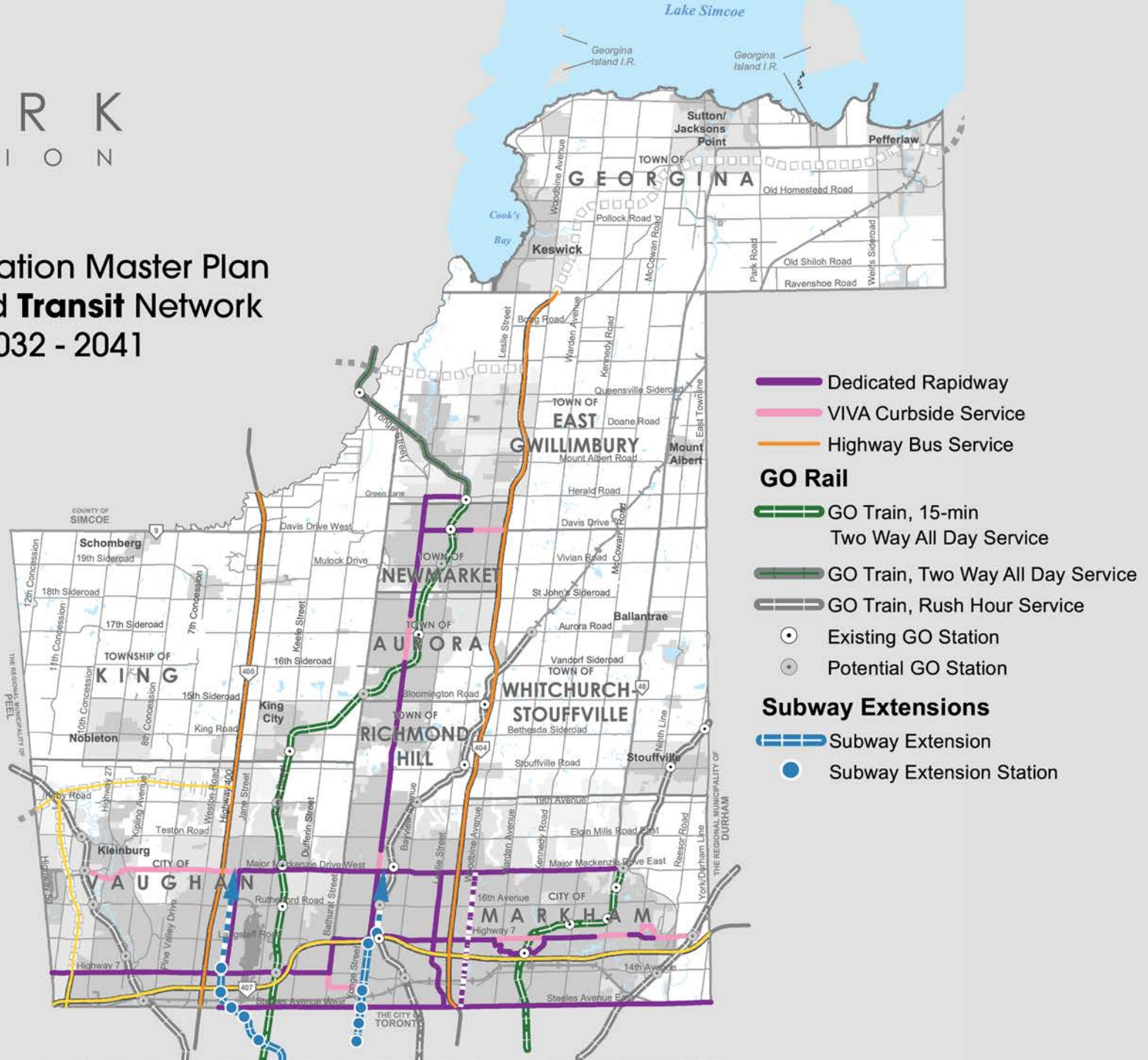


Phasing Networks Needs by 2041



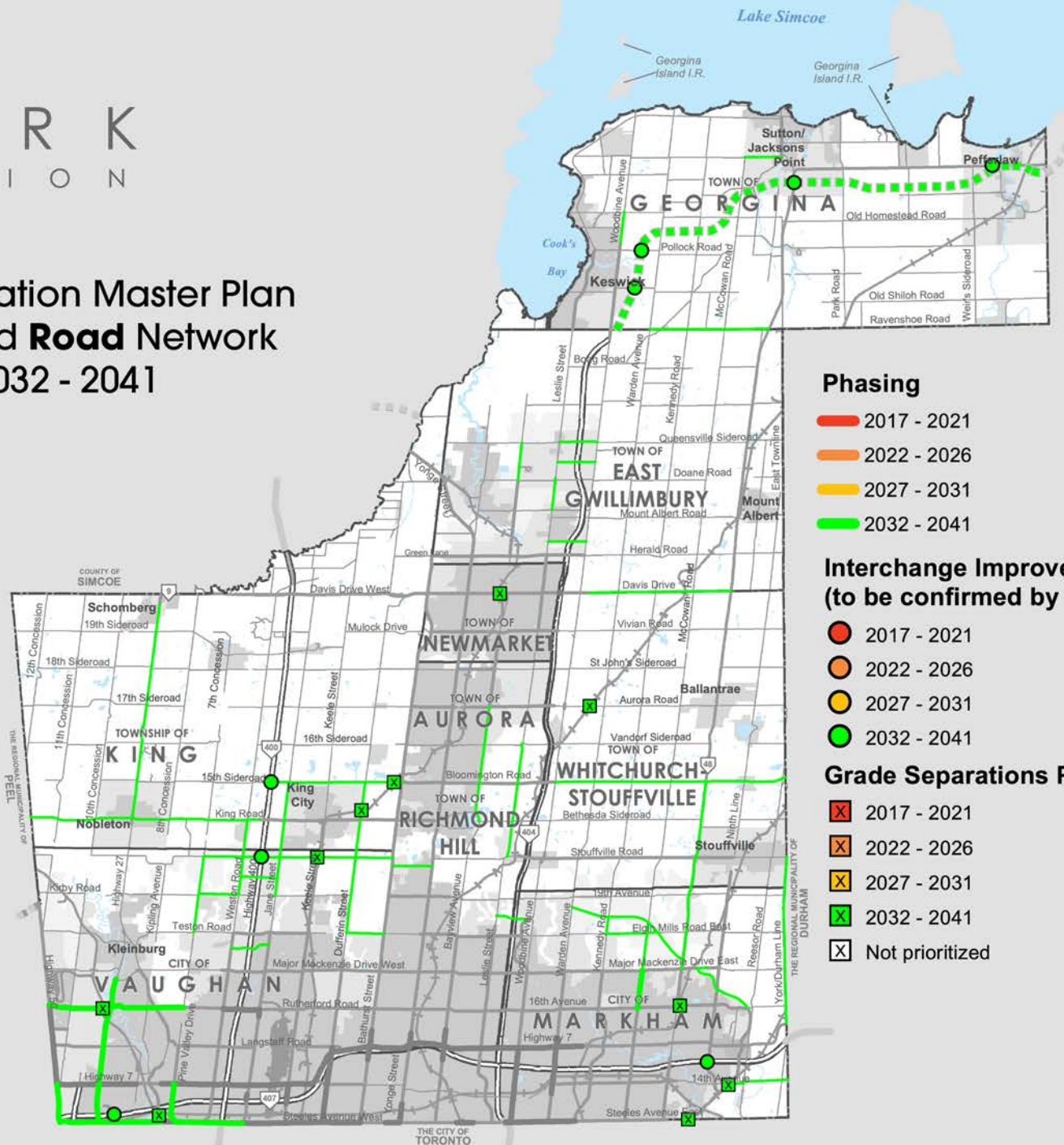
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Transportation Master Plan Proposed **Transit** Network 2032 - 2041



YORK REGION

Transportation Master Plan Proposed **Road** Network 2032 - 2041



Phasing

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- 2032 - 2041

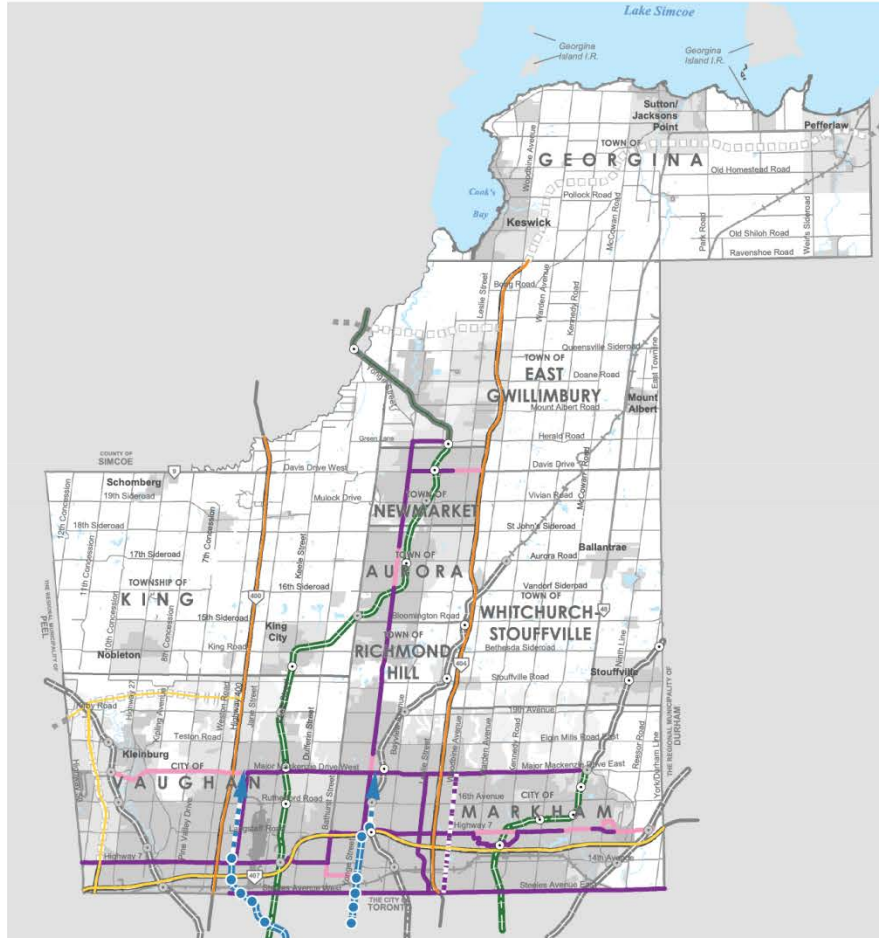
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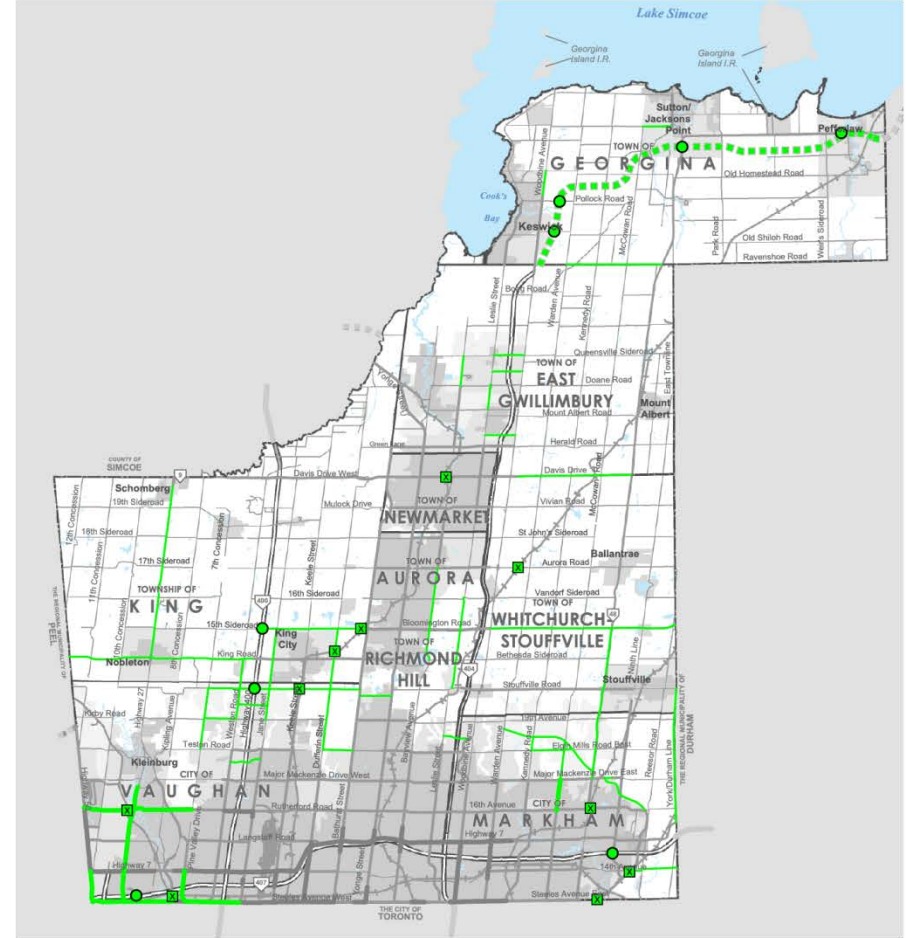
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Transportation Master Plan Proposed **Transit** Network 2032 - 2041



Transportation Master Plan Proposed **Road** Network 2032 - 2041



Cost of Implementation from 2009 to today

<i>Preliminary Cost Estimates</i>	2009 TMP (2008 \$M)	2009 TMP (2016 \$M)	Draft 2016 TMP (2016 \$M)	Difference (2016 \$M)
REGIONAL TRANSIT				
Infrastructure Expansion	12,500	13,500	7,600	(5,900)
REGIONAL ROADS				
Infrastructure Expansion	2,690	2,910	7,310	4,400
Subtotal	15,190	16,410	14,910	(1,500)
STATE OF GOOD REPAIR	3,150	3,820	7,500	3,680
TOTAL	18,340	20,230	22,410	2,180

Improved mobility, quality of life and the environment



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Your community, your say.



Financial Considerations for the TMP

Craig Binning
Hemson Consulting Ltd.

Wednesday, February 10, 2016



Revenue Options

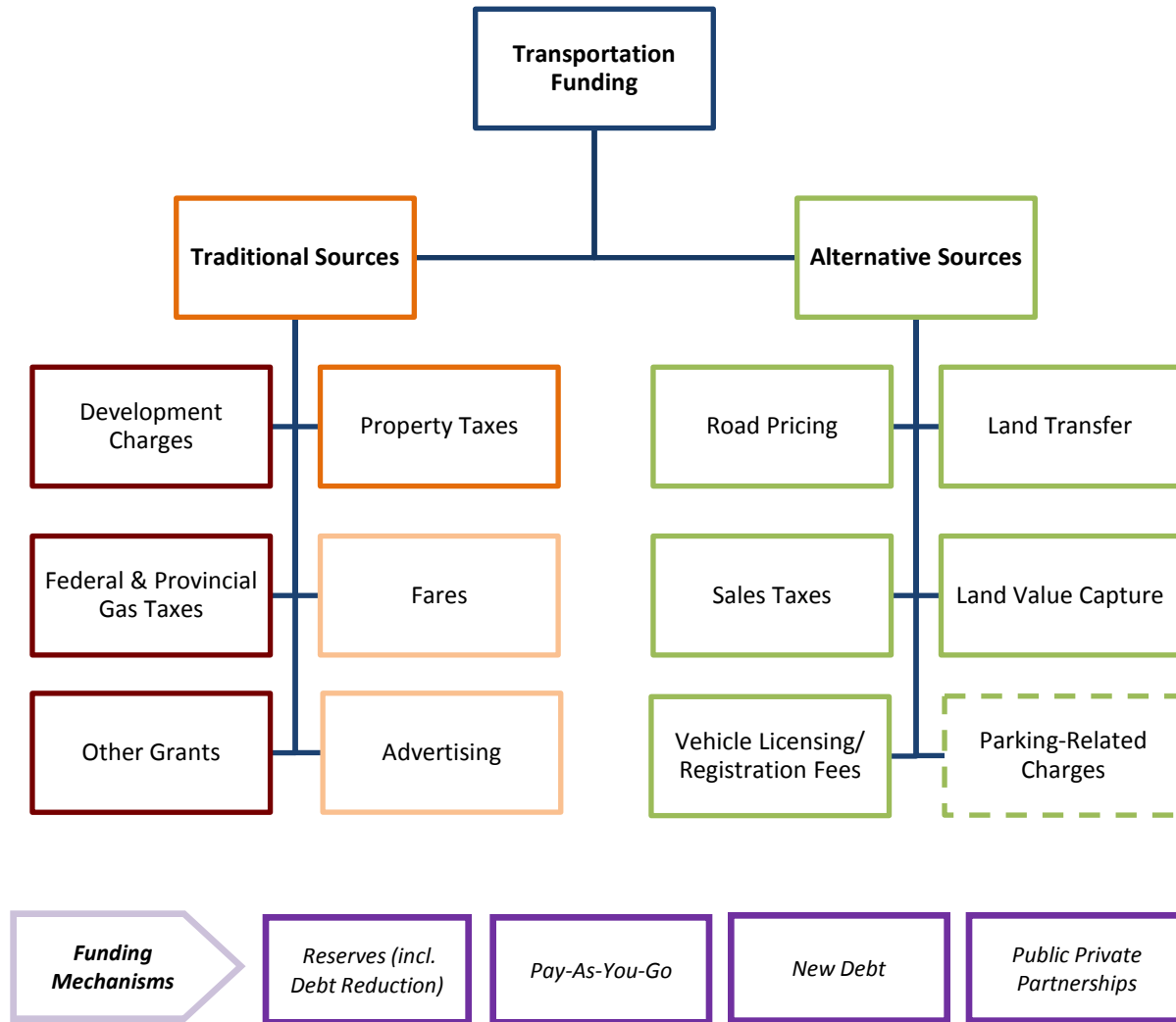
Legend

Capital & Operating

Primarily Capital Related

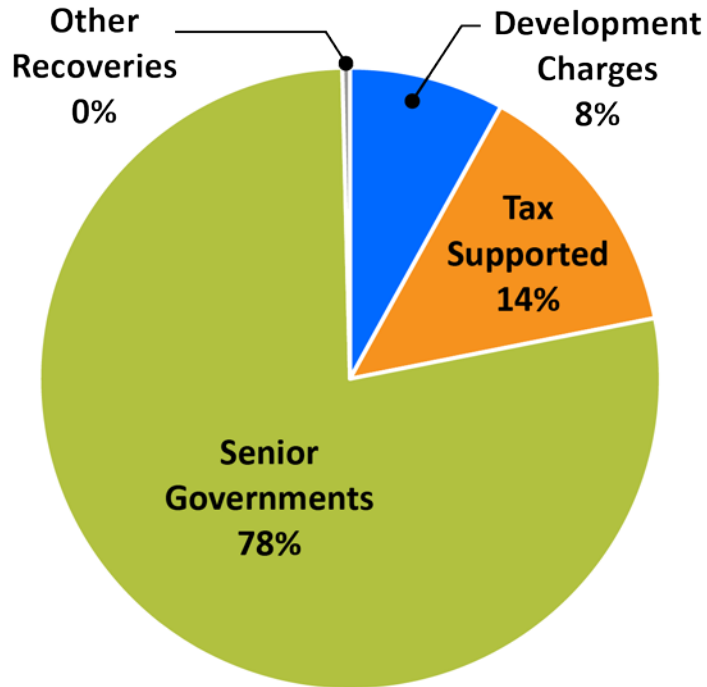
Primarily Operating Related (Transit)

Requires Legislative Permission

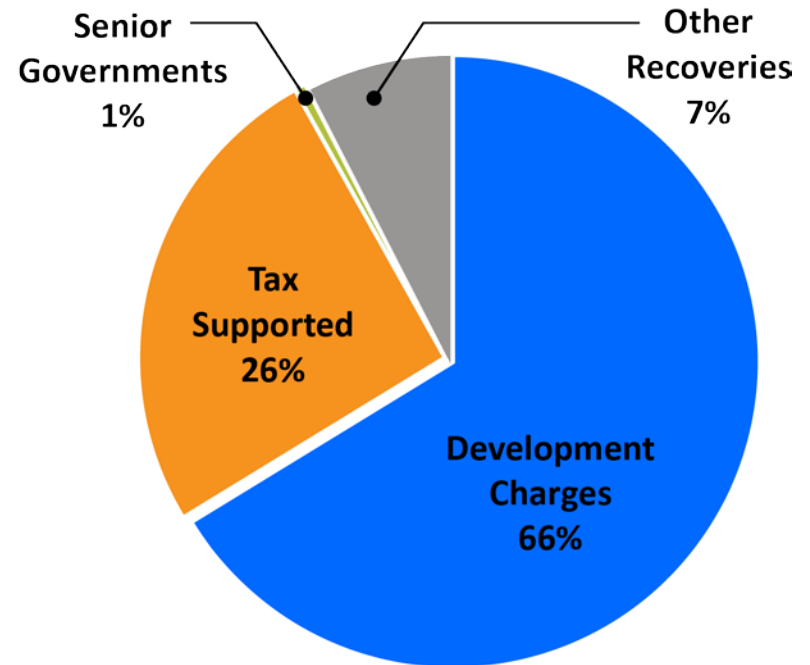


Present Capital Funding (based on 10-year forecast)

Transit: Region & Metrolinx \$278M/year



Roads: 2016 Budget \$168M/year



Senior Government Funding of transit critical

Gross Capital Cost Draft 2016 TMP Summary

	Cost Based on Population at 2041	Cost Based on Population Growth Increment 2016-2041
Gross Cost for New Capital	\$14.91B	
State of Good Repair	\$7.50B	
Total Cost	\$22.41B	
Total Cost Per Year (26 years)	\$0.86B	

- 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

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Discussion

Future TMP Task Force Meetings

Next meeting

