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Phil Verster
President & CEO
Metrolinx
97 Front Street West
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Dear Mr. Verster,

Re: Draft 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area

I am pleased to submit the City of Toronto's comments to the Draft 2041 Regional Transportation Plan for the GTHA ("The Draft Plan"), prepared in consultation with the Toronto Transit Commission (TTC). The following submission will be considered by Executive Committee on November 28-29, 2017 and City Council on December 5-7, 2017. The City appreciates the work of Metrolinx in putting the Draft Plan together. The City of Toronto and the TTC support regional transit and transportation expansion in the GTHA, which is necessary for the growth, environmental sustainability, and economic and social health of both the City and the region.

The City of Toronto, through its agency the TTC, delivers transit service to 85% of the region's transit riders. As a key partner in improving mobility in the region, the City and TTC are pleased to see that the Draft Plan is largely compatible with the City's 2031 Transit Network Plan considered by City Council in July 2016. The Draft Plan identifies many of the transit expansion projects which are identified City priorities such as the Eglinton West LRT, Scarborough Subway Extension, Eglinton East LRT, Sheppard East LRT and the Relief Line. The City's SmartTrack plan also builds upon the GO/RER program.

The Draft Plan also aims to optimize the transportation system and integrate transportation and land use. The City's Official Plan contains a number of policies related to the integration of transportation and land use planning intended to advance the vision of creating sustainable and complete communities. These policies direct growth to areas which are easily served by transit and encourage improved conditions for walking, cycling and transit use to reduce auto dependency. Ongoing partnership will be crucial to ensure the Regional Transportation Plan aligns with local and regional policies and plans.

The City and TTC look forward to further opportunities for consultation on the Draft Plan. The City's detailed comments are organized according to the major headings in the Draft Plan and presented below. Briefly, they can be summarized as follows:

Strategy 1: The City concurs with the need to advance the transit projects shown in Maps 3 and 4 and the need to improve Union Station's capacity. These projects are

urgently needed to accommodate recent and anticipated growth in population and employment in Toronto. The City should have a central role in determining transit and transportation priorities in Toronto to best address this need.

- Strategy 2:** The Draft Plan should do more to recognize the critical role that local transit systems play in achieving regional transit objectives. In particular, the TTC network of streetcars moves large volumes of transit riders.
- Strategy 3:** The City recognizes the need to optimize the transportation system and looks forward to continuing to work with Metrolinx to advance specific actions. Fare integration is essential for the GTHA to reach its transit ridership objectives. City Council has called for major improvements to allow transit riders to transfer between the TTC and GO for a single fare.
- Strategy 4:** The City participated in the recent comprehensive review of the Growth Plan for the Greater Golden Horseshoe and is committed to achieving the policy objectives it articulates related to the integration of land use and transportation planning. The City questions the need for a Transportation Planning Policy Statement.
- Strategy 5:** The City is actively engaged in planning for an uncertain future, is seeking to reduce greenhouse gas emissions associated with transportation and public transit, and is open to collaborating with Metrolinx and area municipalities to prepare to address emerging challenges.

The Draft Plan is ambitious in scope, and the City and TTC would appreciate future opportunities to be engaged in discussion on how the Draft Plan will be implemented. In particular, discussions around regional governance and decision-making, prioritization of projects, improvements to business-case methodology and other tools that support decision-making processes will enable us to further build upon our existing partnership in building an integrated transportation network. Further, a robust discussion on the approach to funding not only new expansion projects, but also making the required investments in the current transit system infrastructure will be critical to keep the region moving.

The City of Toronto welcomes the efforts made by Metrolinx to consult with City staff and Councillors. We welcome further opportunities to work together in the development of the Final 2041 GTHA Regional Transportation Plan and the associated Implementation Plan. Thank you for the opportunity to comment and provide input.

Sincerely,

Peter Wallace
City Manager

c. Andy Byford

Strategy 1: Complete Delivery of Current Regional Transit Projects

Complete the Building of Projects in Delivery and Advance Projects in Development

In July 2016, Toronto City Council advanced key projects currently in the planning and early design phase that comprise Toronto's 2031 Transit Network Plan (See EX 16.1 - Developing Toronto's Transit Network Plan to 2031). These projects include the SmartTrack/Regional Express Rail (RER) integration, Eglinton West LRT extension, Scarborough Subway Extension (SSE), Eglinton East LRT, Sheppard East LRT and the Relief Line. The status of each of the City's current transit planning projects is summarized in Appendix 1.

The Draft Plan prioritizes the completion of current projects in delivery by 2025 including the RER program, Toronto York Spadina Subway Extension, and SSE. In addition, the Draft Plan promotes the advancement of 13 projects in the design and development stage including the Relief Line, Eglinton West LRT, Eglinton East LRT, and the Yonge Subway Extension. While the Draft Plan identifies many projects that are aligned with the City of Toronto's Transit Network Plan, the Relief Line West and Bloor-Danforth West Extension are omitted. In addition, there is no explicit reference to SmartTrack as part of the broader RER program. The plan should remain flexible in order to accommodate incremental changes, such as increased RER service levels or infill stations, to respond to the intensification of the region (See MM34.3 - Park Lawn GO).

Each of Toronto's priority projects were identified in the context of their contribution to the transit network as a whole using the City's Rapid Transit Evaluation Framework, which assesses how each transit project achieves the City's goals to serve people, strengthen places, and support prosperity (See 13.3 - Developing Toronto's Transit Network Plan: Phase 1). The Draft Plan does not establish a timeline or method of prioritization for advancing implementation of the 13 projects in the design and development stage. The Draft Plan also does not describe the evaluation criteria that will be used to assess individual transit projects in terms of their contribution to the overall network. The City should have a central role in determining transit and transportation priorities in Toronto.

Strengthen Union Station's Capacity as the Centre of GO Regional Express Rail

The Draft Plan calls for an expansion of Union Station's capacity to accommodate the growth of GO RER. The City's Official Plan recognizes the importance of Union Station as the major hub in the regional transit system (OP Policy 2.1(1)(i)). Union Station is currently undergoing a Revitalization Project to improve pedestrian circulation through the station and adjacent areas. The authority for this project was granted by Council in August 2009. The need to expand the station's passenger handling capacity is also recognized in the Official Plan which calls for the station to be refurbished and its passenger handling capacity expanded (OP Policy 2.2.1(9)). A strong partnership with the City and TTC will be critical to the success of this strategy.

Strategy 2: Connect More of the Region with Frequent Rapid Transit

Implement a Comprehensive Frequent Rapid Transit Network

The Draft Plan proposes an ambitious program to develop a Frequent Rapid Transit Network across the GTHA. The Frequent Rapid Transit Network is intended to fill gaps in the regional

network and connect high demand transit corridors of regional significance. A key strategy of the Network will be to use managed lanes to provide protection for transit from mixed traffic as well as signal priority, queue jump lanes, and other improvements. The Draft Plan should clearly describe the criteria for identifying the priority routes as well as the number of people being moved by each route, in order to better understand possible inclusion of existing TTC routes into the Network.

The Official Plan clearly indicates the City's support for transit priority measures (OP Policy 2.2(3)(l)). This has been reinforced in the Draft Downtown Secondary Plan put forth as part of TOcore (See PG 22.1 - TOcore: Proposed Downtown Plan). The City is currently undertaking a pilot study of transit priority measures in the King Street corridor. Outcomes from this study will inform future initiatives to improve transit reliability, capacity, and efficiency, while improving pedestrian infrastructure and place-making and supporting businesses.

The success of the King Street pilot could expand the TTC's network of frequent streetcar services that currently operate on dedicated rights-of-way such as Spadina, St. Clair West and Queens Quay. All streetcar services are key components of the City of Toronto's Frequent Rapid Transit Network and serve a significant number of riders. These services, along with the possible extension of the St. Clair West service to the Jane South project, should be recognized in the Draft Plan.

On June 15, 2017, the TTC Board approved the Express Bus Network Study. The Study recommends a two-tiered classification system of express services. Tier 1 routes are all-day express corridors with high daily ridership and are designed to be a precursor to rapid transit. Tier 2 routes are generally peak-only services on corridors that experience high peak period demand. The Study also recommends a number of strategies and enhancements including transit priority measures referenced in the Draft Regional Transportation Plan such as transit signal priority and queue jump lanes. In total, the enhanced and expanded express bus network is anticipated to benefit nearly 70 million customer-trips annually, saving more than 3.1 million person-hours of customer journey time per year, and attracting 1.7 million additional customer-trips annually to the system when fully matured. Given the scale and ridership of these services, the Tier 1 express services should be recognized in the Plan's Frequent Rapid Transit Network.

The Draft Plan identifies enhancements to existing infrastructure, namely the Line 2 Modernization and Bloor/Yonge Capacity Enhancements (collectively Project 73), as critical components of the Frequent Rapid Transit Network. Line 2 Modernization consists of three key initiatives: replacing the existing subway fleet on Line 2, implementing automatic train control to increase capacity, and constructing a new western maintenance and storage facility for the additional trains required to meet the increased passenger demand on Line 2. The Bloor/Yonge Capacity Enhancement entails expanding the station to comfortably and safely accommodate future passenger demand. These projects are required to ensure that Line 1 and Line 2 continue to function as part of the Frequent Rapid Transit Network.

Improve Airport Access by Transit

The Draft Plan supports the planning and implementation of Toronto Pearson International Airport's Regional Transportation Centre, and acknowledges the need to improve airport access by transit. The City of Toronto supports improving transit access to the airport. In July 2016, City Council directed City Planning and the TTC, in partnership with Metrolinx, the City of

Mississauga and the Greater Toronto Airport Authority (GTAA), to explore options to extend the Eglinton West LRT to Toronto Pearson International Airport (See EX 16.1).

In November 2016, City Council requested the City of Mississauga and GTAA to confirm their interest in the extension of the Eglinton West LRT between Renforth Gateway and Toronto International Pearson Airport. While the City of Mississauga and the GTAA have not committed funding, the City of Toronto continues to engage with Metrolinx, the GTAA, and the City of Mississauga to advance the planning and design of the portion of the Eglinton West LRT between Renforth Gateway and Pearson Airport.

Strategy 3: Optimize Our Transportation System

Advance the Integration of Services and Fares

In July 2016, City Council considered a current state assessment of GO transit fare policy and implications to ridership in Toronto, which outlined two proposals to address Toronto's interests:

- Reduce the base component and increasing the distance component of GO fares; and
- Extend the co-fare option currently offered by 905 transit agencies to TTC services to address double fares for customers using both the TTC and a bordering municipal transit service.(See EX 16.1)

In October 2017, the City and TTC agreed to enter into an agreement with Metrolinx to advance discounts on double fares between GO/UP and the TTC (See EX 28.6 - Advancing Fare Integration). Discounted double fares is an important first step towards improving the utilization of GO services within City of Toronto boundaries and enabling greater integration between the TTC and GO systems. However, City Council has requested that Metrolinx and the TTC accelerate their plans for full and affordable fare integration for the City of Toronto, including a single fare for rides within the City of Toronto (See EX 28.6). Fare integration is essential for the GTHA to reach its transit ridership objectives.

Set Consistent High-Quality Standards for the Traveller Experience

Maintaining high-quality standards for the traveller experience depends on maintaining transportation system in a state of good repair. The City has assigned first priority to transit investments that focus on maintaining the existing system in a state of good repair (Official Plan Policy 2.2(3)(d)). The cost of maintaining the state of good repair depends on the build quality of the initial system and will impact long-term funding needs.

A wayfinding system makes the city more legible, helping people to find their way. The City has taken a leadership role with the establishment of the Toronto 360° Wayfinding Strategy. These complement the TTC's own Designs Standards which are also used to ensure the customer experience is legible and easy to navigate. These standards should be applied to new transit projects that are wholly within the City of Toronto and part of the TTC system (e.g., Line 5 Eglinton) to maintain a consistent experience across the system.

Eliminate Transportation Fatalities and Serious Injuries as Part of a Regional "Vision Zero" Program

In July 2016, City Council adopted a comprehensive "Vision Zero"-informed Road Safety Plan (See PW 14.1 - Make safety a priority- Vision Zero). On October 2, 2017 City Council directed the General Manager, Transportation Services to include options to accelerate Vision Zero planning, including the acceleration of the School Safety Program, as part of the upcoming progress report to the November 28, 2017 meeting of the Public Works and Infrastructure Committee (See MM32.24 - Giving School Safety Zones an A+).

A regional plan for Vision Zero should consider Toronto's progress on the Road Safety Plan, which is a comprehensive, collaborative, and data-driven action plan for reducing the number of traffic-related deaths and serious injuries on Toronto's roads over the next five years (2017-2021).

Make Transportation Demand Management a Priority

The City has collaborated with Metrolinx and other GTHA municipalities for a number of years in the delivery of Transportation Demand Management initiatives through the Smart Commute Program. The Official Plan indicates that the City will show leadership within the region in the implementation of TDM measures (OP Policy 2.4(3)). In support of Official Plan policy, Council has endorsed the Congestion Management Plan 2016-2020 (PW 8.1), which includes Transportation Demand Management as one component.

The Official Plan indicates the City is committed to working with Metrolinx to pursue a region-wide study of road pricing. This should be made a priority. In December 2016, City Council endorsed legislative changes that would have enabled the tolling of roads under the jurisdictional ownership of the City (See EX 20.2 - The City of Toronto's Immediate and Longer-term Revenue Strategy Direction). The City consulted on a range of strategies related to road pricing as part of the Long Term Financial Plan, such as express way tolling, parking sales tax, parking levy and congestion pricing.

Plan and Design for Universal Access

City Council has endorsed the goal of achieving an inclusive and accessible vehicle-for-hire industry that will ensure that all Toronto residents and visitors have equal access to vehicles-for-hire in Toronto. To achieve this goal, a strategy is being developed which includes consideration of levies for non-accessible vehicles and incentives to provide accessible vehicles (See LS 10.3 - A New Vehicle-for-Hire Bylaw to Regulate Toronto's Ground Transportation Industry).

City Council is supportive of programs to provide affordable transportation to low-income groups. Council established a Fair Pass Program to provide discounted transit fares and passes to low-income Toronto residents (See EX 20.10a - Fair Pass: Transit Fare Equity Program for Low Income Torontonians).

The TTC is supportive of the Draft Plan's goal of placing universal access at the centre of all transportation planning and design activities. At its April 30, 2014 meeting, the TTC Board approved the 2014-2018 TTC Multi-Year Accessibility Plan which provides an update on the

TTC's accessibility improvement activities, and outlines specific improvements which the TTC will complete to make the transit system accessible. The Accessibility Plan includes 41 objectives, of which 24 have been completed as of the latest update approved at the Board's April 20, 2017 meeting (See 2017 Accessibility Plan Status Update).

Define and Support a Regional Goods Movement Network

The Official Plan indicates that the City is committed to working with other orders of government, other municipalities, representatives from across the goods movement industry, and the public to develop a comprehensive multi-modal strategy for the safe, efficient and environmentally sustainable movement of goods within the GTHA (OP Policy 2.4(12)). In support of this policy, the City is developing a Freight and Goods Movement Strategy Framework (See PW 24.8 - Freight and Goods Movement Strategy Framework) to ensure the efficient and effective movement of goods in the City of Toronto now and in the future. Developing partnerships across the region will be critical to the success of such a strategic framework and ensure consistency with existing local freight plans.

Strategy 4: Integrate Land Use and Transportation

Transportation Planning Policy Statement

Council supports the general direction taken in the recently revised Growth Plan for the Greater Golden Horseshoe. In providing comment on the Coordinated Provincial Plan Review, City Council indicated a desire for a stronger voice in managing urban growth centre density targets. Council further requested the Minister of Municipal Affairs to work towards aligning the "Big Move" and the "Provincial Mobility Hub Guidelines" with the proposed Growth Plan's "Major Transit Station Areas" and other transit related policies, in order to achieve clarity with regard to the application of transit policies for the Greater Toronto Area region (See PG 15.2 - Coordinated Provincial Plan Review - Key Messages, Comments and Recommendations).

The Growth Plan provides a clear vision with goals for growth in the region. The Plan is complemented by a prescribed process by which all municipalities are to achieve those goals, including identifying Major Transit Station Areas in official plans, implementing transit-supportive zoning by-laws in order to achieve the minimum density targets (by mode), and setting out a process by which councils may request alternate targets. This level of specificity is not included in the Draft Plan, meaning that the policies in the Draft Plan lag behind the Growth Plan policies and direction. The role of, and need for, the proposed Transportation Planning Policy Statement should be reviewed to address a number of potential points of conflict with the Growth Plan, including Growth Plan Policies 2.2.4.1, 2.2.4.2, 2.2.4.3 and 5.2.5.3.

Focus Development on Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors

The Official Plan indicates that the City will work with neighbouring municipalities, the Province of Ontario, and Metrolinx to address growth across the region including focusing growth into a pattern of compact centres, mobility hubs, and corridors connected by a regional transportation system (OP Policy 2.1(1)(a)). Chapter 3 of the Official Plan provides additional direction as to how decisions around the built environment should be made to create a strong economy and

complete communities. It emphasizes that good urban design is not just an aesthetic overlay, but an essential ingredient in city building.

In December 2013, City Council adopted Official Plan Amendment 231 resulting from the City's Municipal Comprehensive Review of economic health policies and employment area designations, which was subsequently approved by the Minister of Municipal Affairs and Housing (See PG 28.2 - Official Plan and Municipal Comprehensive Reviews). Policies to encourage office uses near transit are included in Official Plan Amendment 231, including a policy to require the replacement of existing office space when existing office space is proposed to be demolished that is within 500 metres of high-order transit.

Complete the Regional Commuter Cycling Network

City Council adopted a Ten Year Cycling Network Plan (See PW 13.11 – Ten Year Cycling Network Plan) which will serve as a comprehensive roadmap and work plan and outlines the City's planned investments in cycling infrastructure over 2016-2025. This is supported by the Official Plan (OP Policy 2.4(13)) which calls for policies, programs and infrastructure to be introduced to create a safe, comfortable and bicycle friendly environment. This policy will be reviewed and strengthened as part of the ongoing Official Plan Review, including further recognition of the importance of connecting to transit stations (See PG 34.12 - "Feeling Congested?" - Update on Progress to Date - 2014). The Ten Year Cycling Network Plan recognizes that local impacts must be considered in the development of a comprehensive network. The City will therefore be an important partner in the completion of a regional cycling network.

Plan and Design Communities to Promote Shift in Travel Behaviour

The intent of many of the policies of the Official Plan is to shift travel behaviour by encouraging walking, cycling, and transit use. Good urban design will be critical to achieve this objective. The Official Plan recognizes the importance of the urban environment for encouraging walking (OP Policy 2.4(14)) and cycling (OP Policy 2.4(13)).

The Official Plan also indicates that the City will show leadership within the region in the implementation of Transportation Demand Management measures to reduce auto dependence and rush-hour congestion in the road and transit networks by, among other things, actively pursuing measures which will increase the proportion of trips made by walking, cycling, and transit (OP Policy 2.4(3)).

The City has shown leadership in this area through the development of Complete Streets Guidelines (See PW 19.3 - Complete Streets Guidelines). These guidelines present an approach to balancing the needs and priorities of the various users and uses within rights-of-way. Effective balancing of these needs and priorities requires knowledge of the local neighbourhood context and character. The City's partnership and ability to bring local knowledge to the implementation of Complete Streets will be critical to their success.

Embed Transportation Demand Management into Land Use Planning

Transportation Demand Management is already embedded in the City's planning process. As indicated in the Official Plan, the City may require new developments to conduct a

Transportation Impact Study in accordance with the City's Transportation Impact Study Guidelines. Among other things, the Transportation Impact Study will identify a Travel Demand Management Strategy and/or other mitigating measures to accommodate travel generated by the development (OP Policy 2.4(2)).

Strategy 5: Prepare for an Uncertain Future

Develop Region-Wide Plan for Autonomous Mobility

The City of Toronto has taken a leadership role in this area. In response to multiple directions of Council (See PW 13.14 Preparing the City of Toronto for Autonomous Vehicles, EX 16.47 - Requesting the Toronto Transit Commission to Report on Plans with Respect to Automated Public Transit Vehicles, and EX 17.29 - Inter-Jurisdictional Task Force on Automated Vehicles), a working group of City and TTC staff are developing recommendations on how the City might prepare for the introduction of automated and autonomous vehicles. A report to Council, including proposed position statements, is expected in early 2018. Once approved, these position statements will be used to inform the periodic review of City policy documents so that they will reflect the potential impacts of AVs. Council has also directed staff to review the potential benefits of connected vehicles (See PW 17.5 - Smart Roads Technology). Partnerships with other governments and organizations from across the region will dramatically improve our ability to respond to these emerging technologies.

Address Climate Resiliency of the Transportation System

It is a priority of City Council to enhance the resilience of Toronto's infrastructure and services to changes in weather patterns resulting from climate change. The objective is to reduce the risk of damage and associated costs, injury and emergency situations. Council adopted the Climate Change Risk Management Policy in 2014. Implementation of the policy has been guided by use of a Thematic Area High Level Risk Assessment (HLRA) approach in which representatives of Metrolinx have been active participants. The High Level Risk Assessment for transportation identified a number of actions which should be undertaken to ensure the resilience of the City's transportation system. It noted that the transportation system relies upon other forms of infrastructure for its operations which are vulnerable to the effects of extreme weather, such as drainage, telecommunications and electricity. This applies not only to the City's infrastructure and operations, but that of Metrolinx as well (See PE 15.2 - Resilient City – Preparing for a Changing Climate Status Update and Next Steps).

Prepare for a Future with Low-Carbon Mobility Options

In July 2007, Toronto City Council recognized the far reaching impacts of climate change and unanimously made a commitment to see community-wide greenhouse gas (GHG) emissions reduced by 80% against 1990 levels by the year 2050. TransformTO was initiated in 2015 to identify a path to reach this target. Transportation was identified as a key sector in which to reduce GHG emissions, by emphasizing both modal shift and electrification of mobility. Council adopted the long-term goals that 75% of trips under 5 km be active trips, and that all vehicles be low or zero-emissions by 2050 aligning with the objectives of the Draft Plan and directed that these goals be incorporated into all relevant City strategies, policies and programs (See PE 19.4 - TransformTO: Climate Action for a Healthy, Equitable and Prosperous Toronto - Report #2 - The Pathway to a Low Carbon Future). The City has taken steps to encourage electric vehicles

through the implementation of a pilot program for residential on-street electric vehicle changing stations (See PW 24.7 - Preparing Toronto for Electric Vehicles). On November 13, 2017 the TTC Board approved comparison testing of electric buses from three manufacturers to support its target of procuring only zero-emissions buses starting in 2025 (See Green Bus Technology Plan).

Develop a Regional Transportation Big Data Strategy

The potential for Big Data to help the City to evaluate plan options, improve operations and make faster, more informed decisions has been recognized by Council. As part of the Congestion Management Plan 2016-2020 (See PW 8.1), Council has endorsed the use of 'Big Data' Transportation Management. The mission of the City's Big Data team within the Transportation Services Division is to facilitate robust, evidence-based decision-making by leveraging emerging transportation datasets and analytical techniques. The Team strives to produce real and actionable information while continuously exploring new and innovative data analysis techniques and visualization methods. The group actively collaborates with educational institutions, industry, the civic technology community and data practitioners from other government bodies.

Partner for Innovation

The City has long embraced partnerships to develop mutually beneficial relationships. For example, the City recently worked with the University of Toronto on the planning and analysis of the SmartTrack proposal which included developing a new, state-of-the-art demand forecasting model (See EX 13.3). The Transportation Services Division has the authority to partner with postsecondary educational institutions, governmental agencies and/or nongovernmental professional organizations to fund or participate in research which directly contributes to achieving the mission of the division (See PW 30.6 - Framework for External Research Collaborations for Transportation Services - 2014).

Council has requested a report on the options available to the City and implications of permitting and regulating the use of technology and apps to facilitate the sharing or renting of private driveways and parking spaces, and the potential use of a pilot project to advance the understanding of such an opportunity (See MM23.5 - Alternatives to On-Street Parking).

Regional Decision Making

Business Case Framework

The City of Toronto has identified a number of areas of the Metrolinx business case framework that could be strengthened. Currently, the economic evaluation of options in the Metrolinx business case framework places emphasis on specific types of benefits— e.g. travel time savings, reduction in auto use—that do not fully capture and monetize the indirect benefits associated with local transit and city building objectives, such as growth in employment, change in land use patterns, or property development (See EX. 16.1). The City and TTC will continue to work in partnership with Metrolinx on methodology and approach to evaluating projects.

Governance

There is currently no formal mechanism for municipalities and local transit authorities to provide input into Metrolinx's decision-making processes.

Toronto City Council has previously requested that the Province of Ontario undertake a comprehensive review of the Metrolinx Board governance structure to include political municipal and citizen representation (See EX 39.2 - Metrolinx Investment Strategy Update 2014, attachment 3). More recently, Council again requested that the City Manager report to Council on a proposed governance model for Metrolinx to ensure a transparent and formal decision making process for regional transit decisions, which include fare integration (See EX 28.6). Given the evolving mandate of Metrolinx as contemplated in the Draft Plan a comprehensive review of the current Board structure should be undertaken, considering the principles of accountability and transparency. Governance that reflects principles of regional equity and flexibility for municipalities to determine local priorities would ensure more effective decision-making on planning for and funding the GTHA's transportation system.

The City and the TTC would like to work in collaboration with Metrolinx to develop a governance model that enables greater transparency and effective decision-making including opportunities for direct municipal input.

Funding the Plan

The City delivers critical transit services that serve Toronto and the region. The TTC carried 535 million riders in 2016. Given the scale and scope of transit services provided by the City of Toronto and the TTC, the City should be engaged as a key partner in achieving the vision laid out by Metrolinx in the Draft Regional Transportation Plan.

The City of Toronto has made funding commitments to major transit projects identified in the Draft Plan (See EX 19.1 - Transit Network Plan Update and Financial Strategy), including:

- Operating and maintenance costs for the Eglinton Crosstown, Finch West, Sheppard East and proposed Eglinton West and Eglinton East LRT projects; and
- Funding 100% of SmartTrack stations capital costs and the incremental operating and maintenance costs resulting from SmartTrack on the Kitchener and Stouffville GO corridors, subject to a Stage Gate process.

The City relies on intergovernmental partnerships to make investments in expanding the network infrastructure and to support necessary investments in state of good repair. The TTC is responsible for the stewardship of transit assets with a total estimated replacement value of \$15.4 billion to ensure that vehicles, subway tunnels, subway track, surface track, bridges and other facility infrastructure are maintained in a state of good repair.

Council has previously indicated a desire for a tri-party partnership between the Federal government, Provincial government, and the City of Toronto for a dedicated, long-term, stable funding plan to address its rolling stock, State of Good Repair, capacity building, service improvement and growth needs (See EX 3.4 - 2015 Capital and Operating Budgets). It is important to secure appropriate revenue sources that accurately reflect the level of service provided.

Next Steps

The Draft Plan is a high level document outlining Metrolinx's proposed vision and goals to transform the transportation network in the Greater Toronto and Hamilton Area. The Final Regional Transportation Plan should provide key details related to implementation such as governance and decision-making, roles and responsibilities, funding, and the process for prioritizing transit expansion projects. Continued municipal consultation will be critical in the implementation of the final Regional Transportation Plan.

Appendix 1: Status of Current Priority Rapid Transit Projects

Project	Description of Current Status	Next Milestone
New SmartTrack/GO Stations	<ul style="list-style-type: none"> • Nov 2017: Report to Executive Committee recommends Council authorize the City to act as a co-proponent with Metrolinx for the Transit Project Assessment Process (TPAP) for the SmartTrack stations • Public and stakeholder consultations held in Sep/Oct 2017 	<p>Q1/Q2 2018</p> <ul style="list-style-type: none"> • Public and stakeholder consultation • Report to Council on updated funding and financing strategy based on Class 3 cost estimates
Eglinton West LRT	<ul style="list-style-type: none"> • Nov 2017: Report to Executive Committee recommends approval of ten-stop at-grade LRT concept, and no further consideration of grade separations • Further studies underway: Martin Grove Road/ Eglinton Avenue West Intersection, Corridor Planning Study, and Airport Segment Study • Public consultations held in Nov 2017 	<p>Q1/Q2 2018</p> <ul style="list-style-type: none"> • Public and stakeholder consultation • Report to Council with Airport Segment findings, updated business case, and recommended next steps for Toronto Segment
Relief Line – South	<ul style="list-style-type: none"> • May 2017: Council approved Pape/Carlaw/Eastern/Queen alignment for EA/TPAP • Draft Environmental Project Report being prepared and TPAP anticipated to commence in early 2018 	<p>Q4 2019</p> <ul style="list-style-type: none"> • Report to Council on Class 3 cost estimates and schedule
Relief Line – North	<ul style="list-style-type: none"> • May 2017: Council authorized staff to work with Metrolinx and TTC to develop an initial business case • Relief Line North Project Assessment study design being developed, including consultation plan 	<p>Q1/Q2 2018</p> <ul style="list-style-type: none"> • Public consultations • Report to Council on long-list of options being considered
Scarborough Subway Extension	<ul style="list-style-type: none"> • Oct 2017: TPAP approval • TTC currently advancing both tunnel and station design work from 10% to 30%; expected completion end of 2018 	<p>Q1 2019</p> <ul style="list-style-type: none"> • Report to Council with updated funding and financing strategy based on Class 3 cost estimates
Yonge Subway Extension	<ul style="list-style-type: none"> • May 2017: Council authorized further work subject to key conditions • City, York Region, TTC and Metrolinx working together to develop Class 3 cost estimate and schedule 	<p>Q4 2019</p> <ul style="list-style-type: none"> • Report to Council on Class 3 cost estimate and schedule
Eglinton East LRT	<ul style="list-style-type: none"> • Jul 2016: City Council directed staff to advance Eglinton East LRT to 5% design and develop a Class 4 cost estimate • City staff working with Metrolinx to integrate the line with TTC Line 5 (Crosstown), which involves a physical connection to Kennedy Station • City staff also working to integrate with the University of Toronto Scarborough's 	<p>Q1 2018</p> <ul style="list-style-type: none"> • Report to Council with update on emerging findings in the concept refinement work and a summary of consultation findings

Project	Description of Current Status	Next Milestone
	Secondary Plan application, assessing routes for a future extension to Malvern <ul style="list-style-type: none"> • Public consultation now underway 	
Waterfront LRT	<ul style="list-style-type: none"> • Jan 2018: Report to Executive Committee presents findings of Phase 2 of the Waterfront Transit "Reset", including the complete waterfront transit network plan and directions between Long Branch in the west and Woodbine Avenue in the east • Report will identify priority projects for completion and longer term initiatives 	