

**THE 2041 REGIONAL  
TRANSPORTATION PLAN  
EVALUATION PROCESS  
BACKGROUND**

**Executive Summary**

2041 Regional  
Transportation Plan

Prepared by Metrolinx  
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This report provides an overview of the process followed to evaluate initiatives - projects, programs and policies - for the 2041 Regional Transportation Plan (RTP). Figure 1 provides a schematic overview. Municipal input was incorporated throughout the process at key points, including:

- a review of the “long list” (Step 1);
- feedback toward developing and refining the Portfolios (Step 4), the Priority Actions (Step 6) and the Draft Transit Networks (Steps 8 and 10); and
- feedback on technical background papers

As shown in Figure 1, steps 1 through 4 present the development of preliminary portfolios, starting with the generation of the long list. The long list is an inventory of potential projects, programs and policies generated to develop the Draft 2041 Portfolios, and more broadly, to support the development of Strategies and Priority Actions for the 2041 RTP and subsequent implementation planning. The long list includes projects from *The Big Move* (2008), technical reports, academic research, Metrolinx studies and best practice reviews undertaken to support the legislated review of the RTP, as well as from municipal transportation master plans, official plans, transit plans, and local studies.

The first stage of screening (step 2) required initiatives to meet all of the eligibility criteria, to ensure it was regionally significant and supportive of the early draft RTP vision, goals and objectives. The initiatives were then put through a qualitative assessment (step 3) where the initiatives were scored against 20 criteria that aligned with the early draft vision, goals and objectives assigned (either

individually or as part of a bundle) and were assigned to a preliminary portfolio.

The portfolios represent 5 key strategic areas of emphasis:

- A. Infrastructure
- B. Operations/optimization
- C. Active transportation
- D. Pricing and demand management
- E. Transit-oriented land use

Universal Actions - low-cost, high-impact initiatives that provide region-wide benefits and would be supportive of all portfolios - were included in each portfolio. Universal Actions were drawn from the Long List.

The results of the portfolio analysis (Step 5) shaped the initial strategic approach for the 2041 Plan: a combination of operations/optimization, pricing and demand management, and transit-oriented land use.

The outcome of the portfolio analysis was the Preliminary Transit Network (Step 6A) and a set of Priority Actions (Step 6B). The performance of the Preliminary Transit Network was assessed using demand modelling and a resiliency assessment (Step 7), resulting in the Draft Transit Network (Step 8), which was further reviewed with additional demand modelling and scenario testing (Step 12). In addition to the discussion of the development of scenarios in Section 5.2, the scenarios are explored in further detail in the report *Navigating Uncertainty: Exploration of Alternative Futures for the GTHA*.

The portfolio analysis work was complemented by a systematic analysis of area- and corridor-level regional transit needs. This exercise which built upon the

*Transit Needs and Opportunities*

*Background Paper*, ran in parallel and is represented as Steps 2 and 9 through 11. Transit projects from the long list and municipal feedback were evaluated against a set of criteria, including existing and future land uses, areas of social needs, flows, existing demand and transit competitiveness with auto.

Projects that best fulfilled the area and corridor needs, and worked best together as part of a comprehensive regional frequent rapid transit network, were combined into a proposed network (Step 11).

The transit networks that emerged from the two processes were reviewed and synthesized into the 2041 Frequent Rapid Transit Network (Step 13) in the 2041 RTP.

Figure 1: Evaluation Methods Diagram

