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SPADINA SUBWAY EXTENSION UPDATE

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

- 1. The presentation by Paul May, Director, Infrastructure Planning and David Clark, Chief Architect, York Region Rapid Transit, be received; and**
- 2. The recommendation contained in the following report, February 8, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that Council receive this report for information.

2. PURPOSE

The purpose of this report is to inform and update Council on:

- Technical and Environmental Assessment (EA) activities on the Spadina Subway extension from Steeles Avenue to the Vaughan Corporate Centre (VCC).
- Task force and working group activities.
- The status of senior government funding agreements, submissions, and funding status.

3. BACKGROUND

The Ontario government committed \$670 million towards the construction of the Spadina Subway Extension in its spring 2005 budget. More recently, the Province added \$200 million to its commitment. Additional contributions were made from the Region of York, City of Toronto and the Federal Government to fund the \$2.6 billion project.

The Regional Municipality of York is responsible for the delivery of surface facilities in the York Region in coordination with the Toronto Transit Commission (TTC), which is responsible for the delivery of the subway tunnel.

York Region initiated an environmental assessments (EA) for Highway 7 and the Vaughan North-South Link. The EA has been submitted to the Ministry of the Environment (MOE) and has been approved by MOE. The TTC is responsible for the

Spadina Subway Extension EA from Downsview Station to Steeles Avenue, which has been submitted and approved as well.

4. ANALYSIS AND OPTIONS

4.1 Environmental Assessments

The EA conditions of approval report has been filed with the Ministry of the Environment

The selection of the final alignment of the subway extension crossing Steeles Avenue has now been completed. This work included supplementary analysis of the effects of the subway construction and operation for the portion of the subway extension connecting the preferred alignment in the VCC, north of Highway 407, to the TTC's preferred alignment at Steeles Avenue.

The work undertaken to address the conditions of approval included:

- Analysis of alternatives to finalize the subway alignment, primarily between the Steeles Avenue station and the Highway 407 station.
- Additional station facilities and access design and analysis.
- Additional geotechnical and hydro-geological work.

This work has been completed and filed with the Ministry of the Environment and is awaiting final approval.

The consolidated York Region / TTC Federal EA has been filed

As part of the Federal funding requirements for the subway, York Region and TTC consolidated the two provincial EA's and filed a joint federal EA in November 2007. The team is working with the federal CEA offices and is in the final stages of completing the federal EA process.

4.2 Transit-Oriented Development in the Spadina Subway Corridor

The Spadina Subway TOD Advisory Task Force has been established

On October 18, 2007, Council endorsed the final terms of reference for the Spadina Subway TOD Advisory Task Force. The Task Force is being set up to assist in guiding and promoting TOD along the subway corridor in York Region.

The terms of reference for the Task Force were also endorsed by the City of Vaughan. At the Committee of the Whole meeting of January 21, 2008, the City appointed the members of Vaughan Council who will sit on the Task Force. Regional and City of

Vaughan staff are working on the inaugural agenda first meeting of the Task Force in late February or early March.

4.3 Station Development

The Rapid Transit Corporation is responsible for securing land arrangements and developing subway surface facilities in the Region of York. This work includes the delivery of terminals and supporting facilities at each of the three stations: Steeles West Station; Jane 407 Station; and, Vaughan Corporate Centre. The land acquisition process is being coordinated with property and legal services at York Region. The following is a summary of ongoing work at each of these stations.

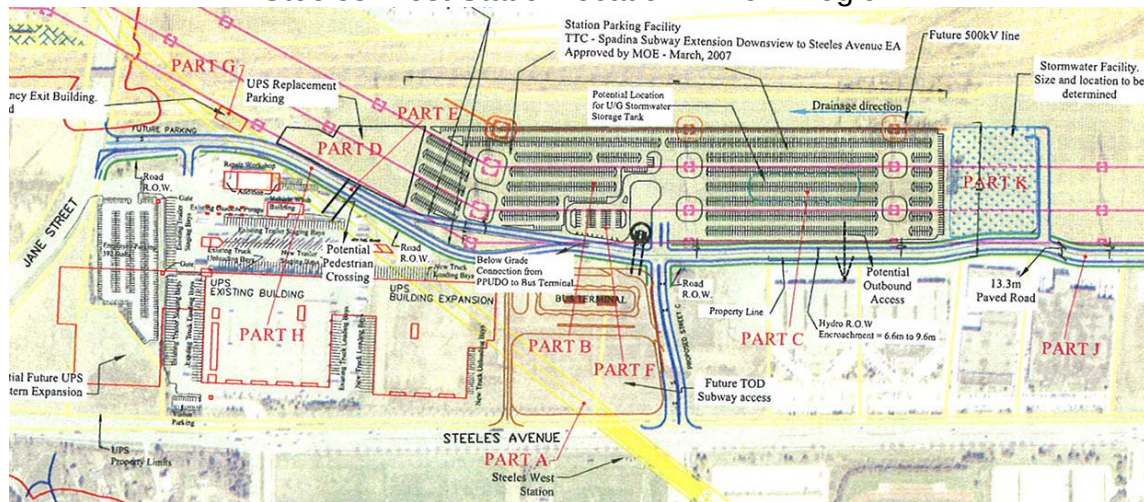
The Steeles West Station is located on lands owned by York University and York Region

The Steeles West station is located on both the north side and south side of Steeles Avenue. On the south side of Steeles Avenue, the lands are owned by York University. On the north side of Steeles Avenue, York Region owns approximately 4.8 acres to accommodate the proposed subway station and bus terminal operations. United Parcel Service also owns land adjacent to the Steeles West station that is to be acquired through a land exchange with the Region for the recently purchased Damiani property. The UPS lands are to be consolidated with the Regional parcel. This exchange will allow UPS to expand its facilities to the west, rather than the east, and will provide for a larger piece of land to develop the Steeles West Station.

The consolidated station lands will be able to accommodate the subway station and surface transit needs at the station, as well as support transit-oriented development. Staff is currently working with City of Vaughan staff and a number of agencies to coordinate infrastructure requirements in OPA 620. Meetings are continuing with major stakeholders, including all provincial stakeholders, the City of Vaughan and the TTC. These parties, along with development interests between Keele Street and Finch Avenue, will be required to liaise and coordinate the delivery of the east-west road, storm water management ponds, and surface parking in this development precinct.

A diagram of the Steeles West Station location north of Steeles is provided in Figure 1.

Figure 1
Steeles West Station location in York Region



The business arrangements with UPS are in place

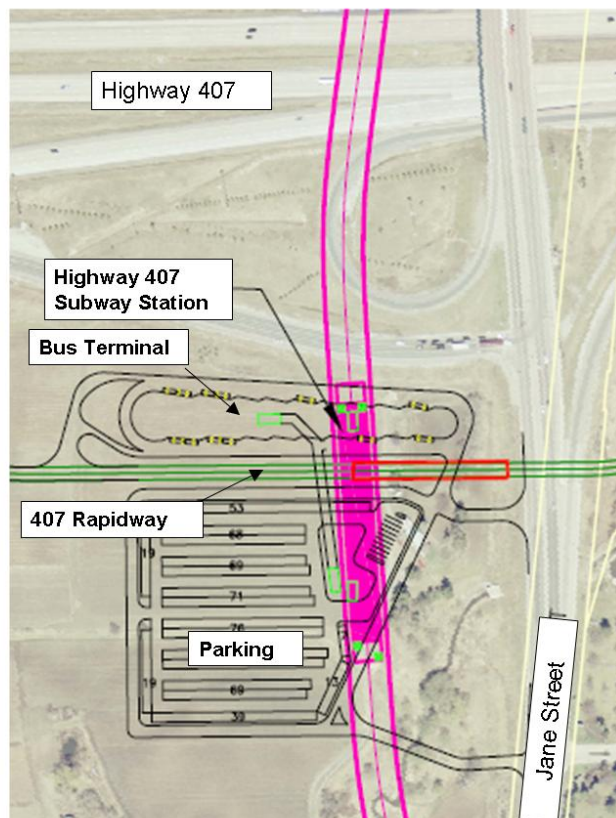
The coordination of construction and business arrangements between the Region, TTC and UPS to accommodate their Phase One construction are in hand. The following activities have occurred:

- Completion of the UPS site plan application drawings and supporting documentation and assessment of their impact on subway construction.
- Completion of comments on UPS site plan application drawings for site plan agreement.
- Preparation of terminal conceptual plans, complete with joint development options. These options have considered alternative alignments of Street C as well as the East-West Road, various passenger pick-up /drop-off options, alternative impacts on UPS property lines, UPS employee parking, and commuter parking alternatives. In addition, most plan options include various joint development opportunities along Steeles Ave. and Street 'C' with attendant structured parking requirements within the available site area. Options have incorporated Region, TTC, Hydro, City of Vaughan, and UPS comments as necessary.
- Execution of the memorandum of understanding (MOU) between the Region, Vaughan and UPS with regard to the exchange of lands.
- Agreement on and the coordination of UPS building design to accommodate the TTC preferred subway tunnel and station construction strategy.
- Development of an impact analysis on Hydro lands as a result of the subway construction and surface operations and implementation of the UPS MOU provisions.
- Review and development of an impact analysis and preliminary strategy with the City of Vaughan for implementing the MOU with respect to service relocations, storm water facilities, UPS parking arrangements and new road infrastructure.
- Various meetings to facilitate the above with stakeholders, including City of Vaughan, TTC, UPS, Ontario Realty Corporation (ORC), Hydro and others.

The Jane 407 station is an important intermodal station

Several modes of transportation converge at the Jane 407 station. The lands are owned by the Province of Ontario and are managed by the ORC. The development of the lands is controlled by the Ministry of Transportation (MTO). The lands have been identified for the 407 transitway corridor, as well as a site for the transitway operations and maintenance facilities. A preliminary 407 station area layout is illustrated in Figure 2.

Figure 2
Jane 407 Station Layout



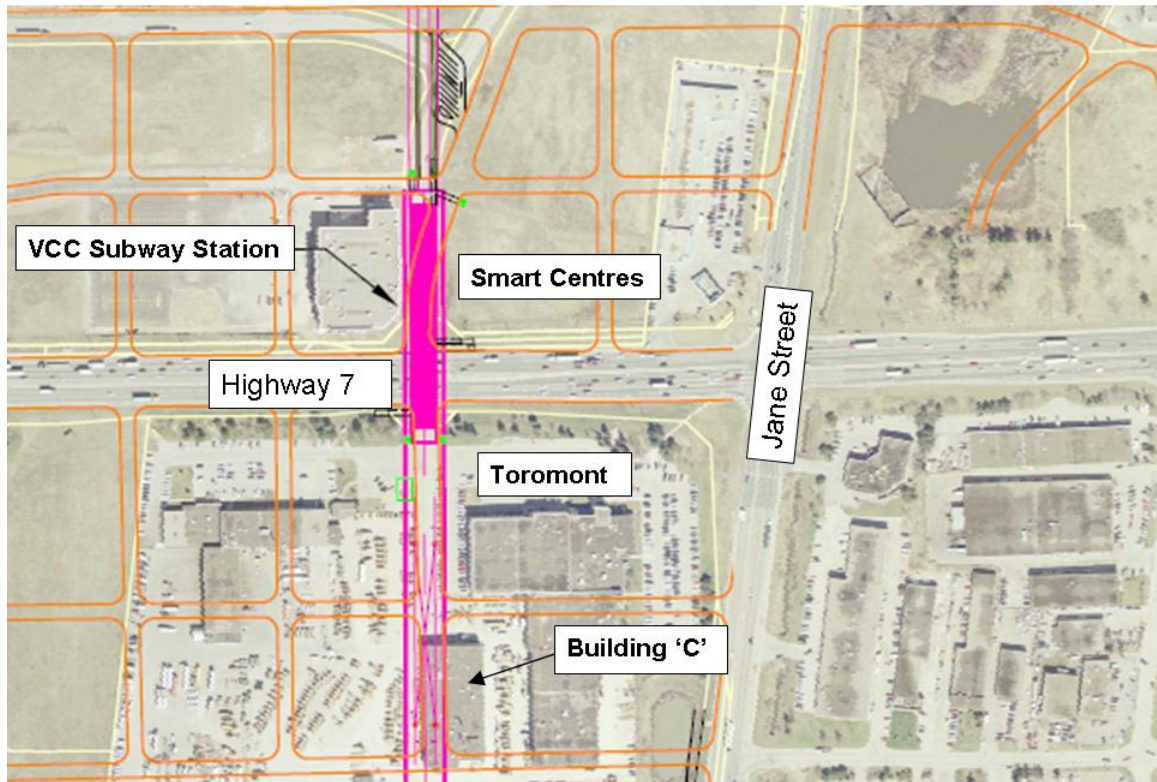
The EA for the 407 Transitway is currently underway and preliminary alignments are being developed by the 407 consulting team for evaluation. The opportunities for intermodal exchange amongst the various transit modes that will use the 407 station will need to be assessed and a preferred model identified as the work proceeds. Over the past several weeks meetings have been held with all of the major transit agencies who are intending to use the major bus terminal at this location including GO Transit, Brampton Transit, YRT, and Viva. Staff continues to account for the potential of private carriers also using this facility. Staff will continue to work with the stakeholders to develop an

integrated master plan for the 407 station area, including integrating short and long term commuter parking facilities, as well as identifying the longer term potential for TOD. The site has also been identified as a preferred launch site for the subway tunnel boring machines. Meetings between the TTC and the rapid transit office and MTO are underway to seek MTO approval to use a portion of the 407 lands for the mobilization and construction of the subway tunnelling operations, as well as the construction of the 407 subway station and related surface facilities including the Region's surface transit terminal. The two construction operations would likely require access to the lands for a period of five to seven years, between now and when the subway is complete.

The Vaughan Corporate Centre station at Highway 7 affects two major landowners

The VCC station straddles Highway 7 and affects two major land owners, Smart Centres to the north, and Toromont (Central Caterpillar facility for the GTA) to the south. Smart Centers lands are largely vacant and staff understands that the developer is working on significant City Centre development master plans that will embrace the subway station north of Steeles. To date staff has not seen any specific plans and will continue to pursue details on the coordination with the subway station. A preliminary subway alignment to the VCC around the Toromont facilities is illustrated in Figure 3.

Figure 3
Subway Alignment through Toromont Property



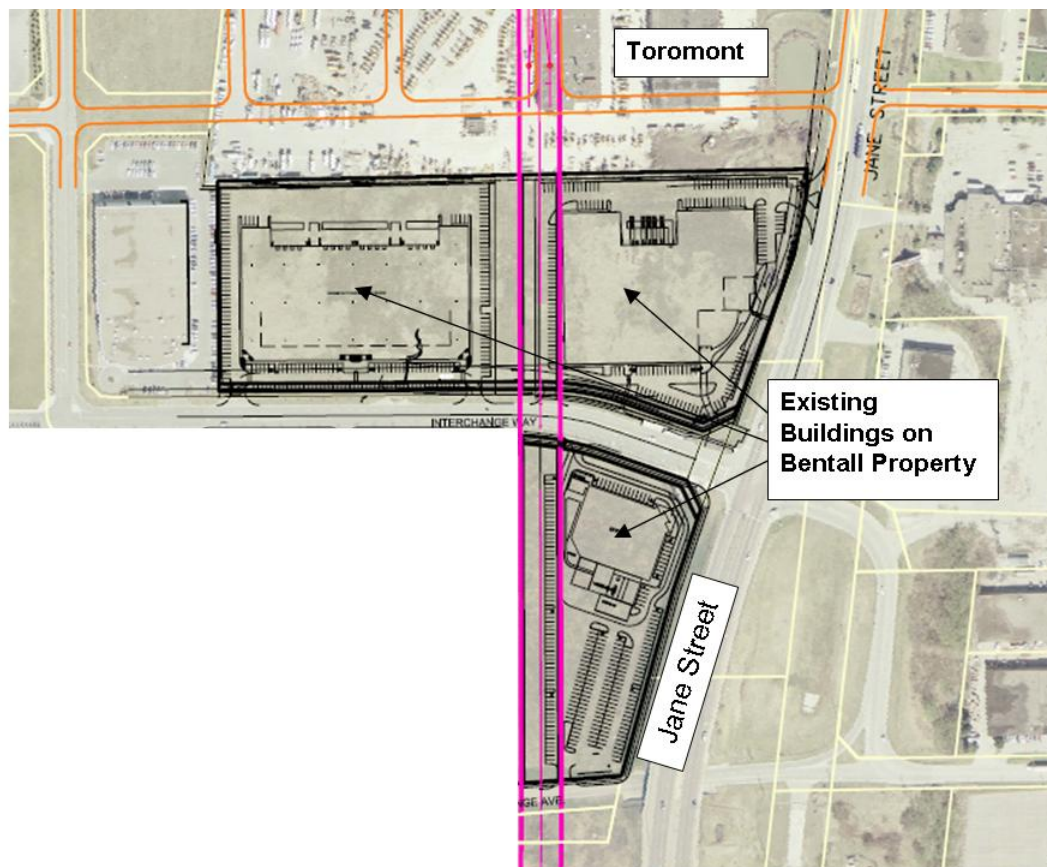
The rapid transit team, along with the TTC and the City of Vaughan, have held several meetings with Toromont with regard to their long term plans for their site. In particular, the team has had confirmation from Toromont that they are not in a position to relocate their operation prior to the subway opening in 2015. As a result, consultation with Toromont to mitigate property/operation constraints during construction at the VCC has been underway for the past several months. The dialogue has been focussed on minimising the disruption to the Toromont business which would require the subway alignment to move slightly to the west to clear an existing building by approximately 4 meters. Two alternatives exist under this scenario, one to use the cut and cover method right through the Toromont property, and the second to tunnel through the property, extract the tunnel boring machines (TBM), on the property and use the cut-and-cover method only for the station and crossover leading to the station.

A response to these alternatives is expected from Toromont shortly. The final solution to the problem also hinges on agreements with other third parties that would allow the tunnelling to be staged from the 407 station to the south. Once a solution is reached, hopefully in the next reporting period, a revision to the EA can be prepared and submitted.

Bentall property is affected by subway realignment and has the potential to serve as a site launch for the tunnel boring machines

Bentall's lands are affected by the re-alignment of the subway. The subway alignment runs between two buildings on the site as illustrated in Figure 4. The impact on these buildings and the southern property is being examined. The southern Bentall site is also a potential launch site for the tunnel boring machines. Following dialogue with the land owner's staff will report back to Council.

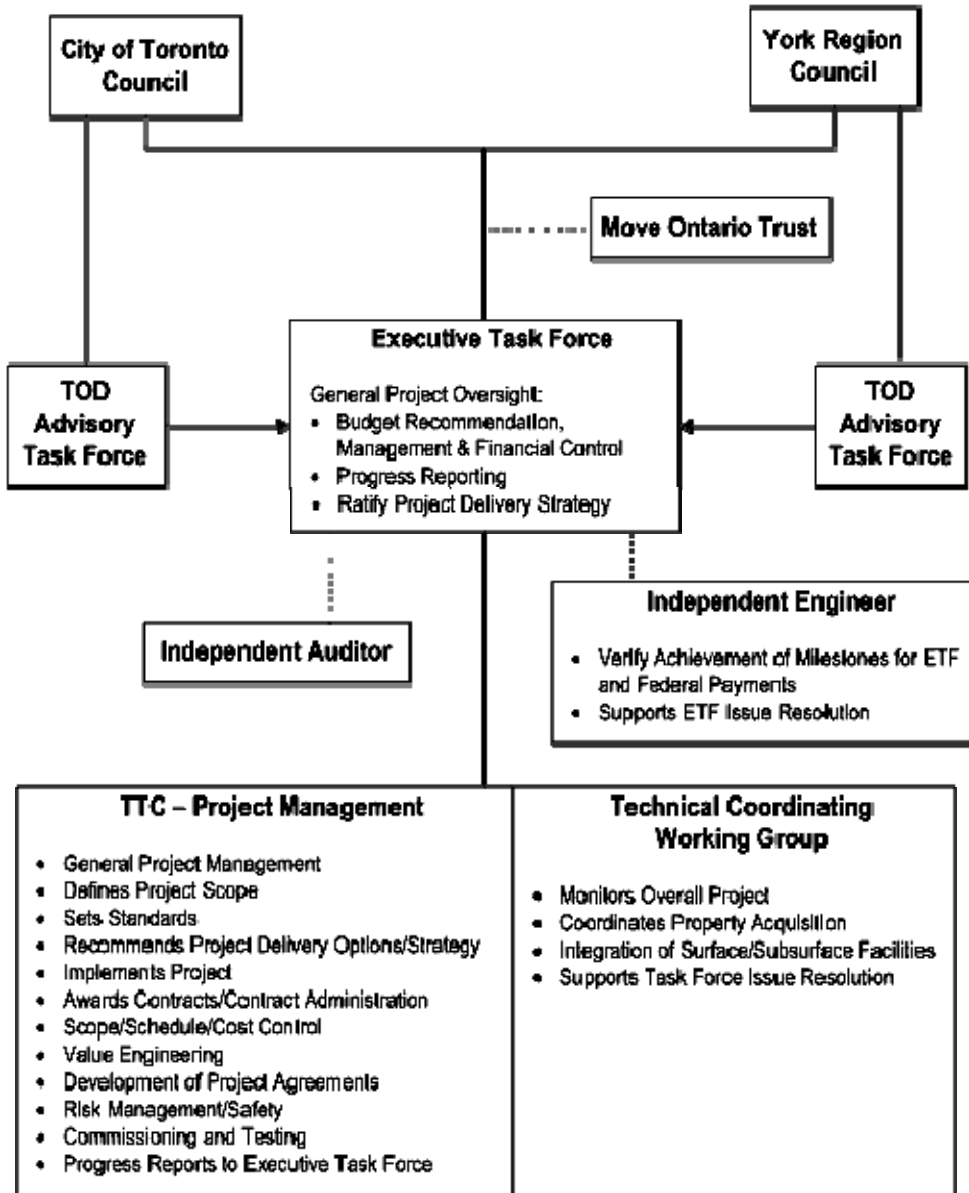
Figure 4
Subway Alignment on Bentall Property in VCC



4.4 Task Force and Working Group Activities

The Executive Task Force and Technical Coordinating Working group are meeting regularly

Figure 5
Spadina Subway Extension Committee Structure



Terms of Reference were endorsed by the Executive Task Force (ETF) at their November 26th meeting. The ETF has met three times. Three technical coordinating working group team meetings have been held with the rapid transit office, the TTC and members of the City of Toronto and York Region. A flow chart of the Committee structure is provided in Figure 5.

An ad hoc working group was formed to make proposals to the ETF regarding certain financial matters. The working group continues to work on funding flow logistics, invoicing, interface with the Independent Engineer for payment approvals, and the assessment of eligible costs. The working group will make recommendations to the ETF on these financial matters over a series of meetings in early 2008.

4.5 Status of senior government funding agreements and submissions

Table 1 summarizes the current status of each of the federal funding documents.

Table 1
Requirements for Federal Funding

Requirement	Status
Framework Agreement	In the hands of the Provincial and Federal Governments. Approval is expected soon.
Business case submission to Federal Treasury Board	Draft version submitted. Final version to be submitted upon ETF approval. Targeted for February approval by Treasury Board.
Negotiate contribution agreement	Work is underway. Contingent on approved Framework Agreement.
CEAA Approval	Document filed with the Federal Government – awaiting their comments.

In late December 2007, the Province announced that it would increase the MoveOntario Trust Fund by \$200 million for the Spadina Subway extension to the VCC. It is anticipated that interest earned on the trust fund will be adequate to cover the incremental inflationary costs of constructing the \$2.1 billion (2006 dollars) subway. As such, the project is fully funded with the City of Toronto and York Region, collectively being responsible for 33.3% of the costs.

4.6 Spadina Subway Extension Funding

Table 2 provides a summary of the contributions from each funding partner, including interest earned through the trust fund to account for construction escalation costs.

Table 2
Project Funding

Contributor	% of Funding Contribution	Amount (\$millions)
MoveOntario Trust	40.2%	1,059.4
Federal Government	26.5%	697.0
City of Toronto	20.0%	526.6
Region of York	13.3%	351.1
Total	100.0%	2,633.1

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

This report updates major Spadina Subway Extension activities; specifically, developments relating to provincial and federal EA requirements, progress in resolving property issues at the three station locations in York Region, Executive Task Force activities, as well as financing and funding agreements.

For additional information please contact Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation at (905) 886-6767 ext. 2226.

The Senior Management Group has reviewed this report.