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YONGE SUBWAY EXTENSION STATUS REPORT

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

- 1. The presentation by Paul May, Director, Infrastructure Planning, Dave Clark, Chief Architect and Tom Middlebrook, Owner's Engineer, be received;**
- 2. The recommendation contained in the following report, April 4, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted; and**
- 3. The Regional Clerk forward a copy of this report to the Clerk of the City of Toronto.**

1. RECOMMENDATION

It is recommended that Council receive this report for information.

2. PURPOSE

The purpose of this report is to provide a status and information update on the planning, preliminary engineering and EA activities associated with the Yonge Subway Extension.

3. BACKGROUND

On June 15, 2007, the Province of Ontario announced \$17.5 billion in funding for transit projects for the Greater Toronto Area and Hamilton. Regional rapid transit programmes for surface rapid transit and as well as the extensions of the Yonge and Spadina subway lines were listed in the 52 projects Metrolinx recommended to the Provincial government as priority projects.

On June 21 2007, Council authorized interim funds of \$3 million and directed staff to commence an EA and preliminary engineering in coordination with the City of Toronto (Toronto) in order to prepare for the timely extension of the Yonge subway to the Richmond Hill Centre (RHC).

In November 2007, Metrolinx identified both the Yonge Street subway extension and the entire Viva rapid transit surface network as Category One projects for alternative

financing and procurement (AFP) analysis, which is a consideration for eligibility for MoveOntario 2020 funding. At the time, it was anticipated that capital construction of Category One projects would be funded as Metrolinx completes their GTA-wide transportation plan and detailed business case analysis, including the AFP analysis. The AFP analysis and business case is being undertaken by Metrolinx and Infrastructure Ontario, in consultation with the rapid transit office.

On January 24, 2008 Council received a Yonge Street Subway Extension Technical Progress report and authorized the creation of the Yonge Subway Advisory Task Force (Task Force).

On March 25, 2008, the Provincial government tabled its 2008 budget, which included funding for the implementation of the automatic train control (ATC) signalling system for the Yonge Subway line. ATC, along with the new Toronto Rocket subway trains, will provide a significant increase in subway capacity on the Yonge line which is critical to accommodating the new riders anticipated with the opening of the Yonge Subway line to the RHC.

4. ANALYSIS AND OPTIONS

Metrolinx benefits case and alternative financing and procurement analysis is progressing

The benefits case, includes an AFP analysis, and will confirm that respective projects will deliver optimal economic, environmental and social benefits, in accordance with the principles of the Regional Transportation Plan (RTP). The Technical Teams, made up of municipal and transit-agency partners, Infrastructure Ontario, and chaired by Metrolinx staff, have met at least four times since their inception in January 2008.

York Consortium (YC2002) is in the process of providing initial costing details, such as capital and operating and maintenance costs, and ridership forecasts under all scenarios being evaluated in the benefits case. The benefits case scenarios for the subway are described in the Rapid Transit Network Plan report on this agenda.

On a parallel track, Infrastructure Ontario is developing a public-sector comparator that will enable the AFP analysis. The comparator will help determine any cost, time and other public benefits in delivering the project using an AFP approach. A similar comparator model was used in Metro Vancouver to choose and justify the scoping of, and secure funding for, the Canada Line rapid transit line linking Downtown Vancouver to Richmond and the Vancouver International Airport.

The Benefits Case and AFP evaluations are running in an integrated fashion with the RTP.

A comprehensive stakeholder consultation process has been drafted

Following Council endorsement of draft terms of reference for the Task Force on January 24, 2008, the rapid transit Yonge Street subway team prepared a draft comprehensive stakeholder consultation schedule for the balance of 2008.

Staff has already had meetings with the TTC, Toronto and Richmond Hill. Meetings are also being arranged with the local municipalities, individual property owners as well as additional meetings with the Toronto Transit Commission (TTC) / Toronto. Both the City of Toronto and TTC has appointed staff members to help coordinate their interests.

Task Force members have been appointed

Following endorsement of the final Terms of Reference for the Task Force and nomination of representatives by the local municipalities, the first meeting of the Task Force will be scheduled for May.

MOE has released a proposed 6 month EA Process

As we reported to Committee in January 2008, the new Municipal Engineers Association (MEA) Class EA document was approved by the Ministry of the Environment (MOE) in September 2007 and now includes municipal transit projects within the EA class process. While the MEA Class EA provides an approved process for planning bus rapid transit and light rail transit projects, it does not provide for subway projects. Currently, the only approved option for subway projects is to undertake an Individual EA.

However, the Provincial Government announced, as part of MoveOntario 2020, that there would be a new 6 month EA process for transit projects. On March 28, the MOE released the details of a proposed Regulation entitled, "Transit Projects and Greater Toronto Transportation Authority Undertakings" for public comment, with the comment period closing on May 12, 2008. As promised, the Regulation outlines a simplified 6 month EA process for transit projects, including subway projects. Once the proposed EA Regulation is approved, the Yonge Subway Extension project will follow this Regulation for Provincial EA approval. The MOE is contemplating that the new Regulation could be in force by June 2008.

Under the proposed Regulation, the new process will commence after the proponent has selected the preferred transit project and the assessment of potential environmental effects and decision making must be completed within 6 months. The proposed Regulation will not require a proponent to provide a rationale for the preferred project or assess different alternatives. Once the notice of completion is issued, the public will have one month to review the final Environmental Project Report and provide comments to the MOE. Following that, the Minister will have thirty-five days to consider any objections received and make a decision if the transit project may have an impact on a matter of

provincial importance related to the natural environment, cultural heritage interest or an aboriginal or treaty right.

Depending on confirmation of a Federal EA Act trigger, a Federal EA may also be required. The project team will consult Federal agencies, the MOE and Metrolinx in an effort to integrate the Federal EA process into the new 6 month Provincial EA process, if possible, to avoid project delay that may result if the two EA processes are undertaken separately.

A draft schedule for the Yonge Street Subway Environmental Assessment and Approval Process has been prepared

Attachment 1 provides a draft study process and schedule for the Yonge Subway Extension which reflects the process outlined in the proposed new Regulation. The EA schedule is dependent on several factors that are beyond the control of Regional staff:

- The Regulation for the new Provincial 6 month EA process must be approved by Provincial Cabinet by June 2008. This will allow staff to finalize the work plan required for the EA and begin the formal process in the fall of 2008.
- Toronto and the TTC endorsement of the timelines and public meeting process contemplated in the draft EA process is desirable. Toronto/TTC will provide for a well defined community and Council process for the Yonge Subway extension. To date, the extension has not been listed as a rapid transit priority by either Toronto or the TTC.
- The Metrolinx business case and AFP process must be completed by early fall of 2008, and conclude that the Yonge Subway Extension is a priority for capital funding.

Once the EA is formally commenced, there will be four months to finalize and submit the EA (followed by two months of approval). These four months provide time for a streamlined public and stakeholder consultation process. This compressed time frame will require Regional Municipalities and Toronto to endorse new consultation processes to meet the new deadlines. By way of example, the current practice of first reporting to Regional Committee and Council, followed by reports to affected area municipalities, before reaching consensus on the project, requires several months to allow for report preparation and approvals. The new timelines requires the Task Force to be empowered by their represented municipalities to make decisions with respect to the final preferred alignment and configuration of the project. In addition, other affected stakeholders will have to also provide input and comments in a condensed timeframe.

Work is currently in progress reviewing alignment options, and evaluation criteria

Considerable work is currently in progress reviewing alignment options. This work includes station locations, the RHC configuration and integration with other transit modes, and the vertical and horizontal alignment. At the same time, evaluation criteria

are being developed so that all options can be fully considered from all applicable perspectives.

The analysis of station locations and selection criteria is in progress

The analysis of the possible and preferred locations for stations is being performed on a technical basis considering integration with other transit modes, constraints of the right-of-way, and expected ridership.

Figure 1 illustrates some possible station options with rough estimates for the overall resulting project costs, with option 1 being the minimum acceptable configuration. The final proposed configuration(s) will be dependent on the assessment process.

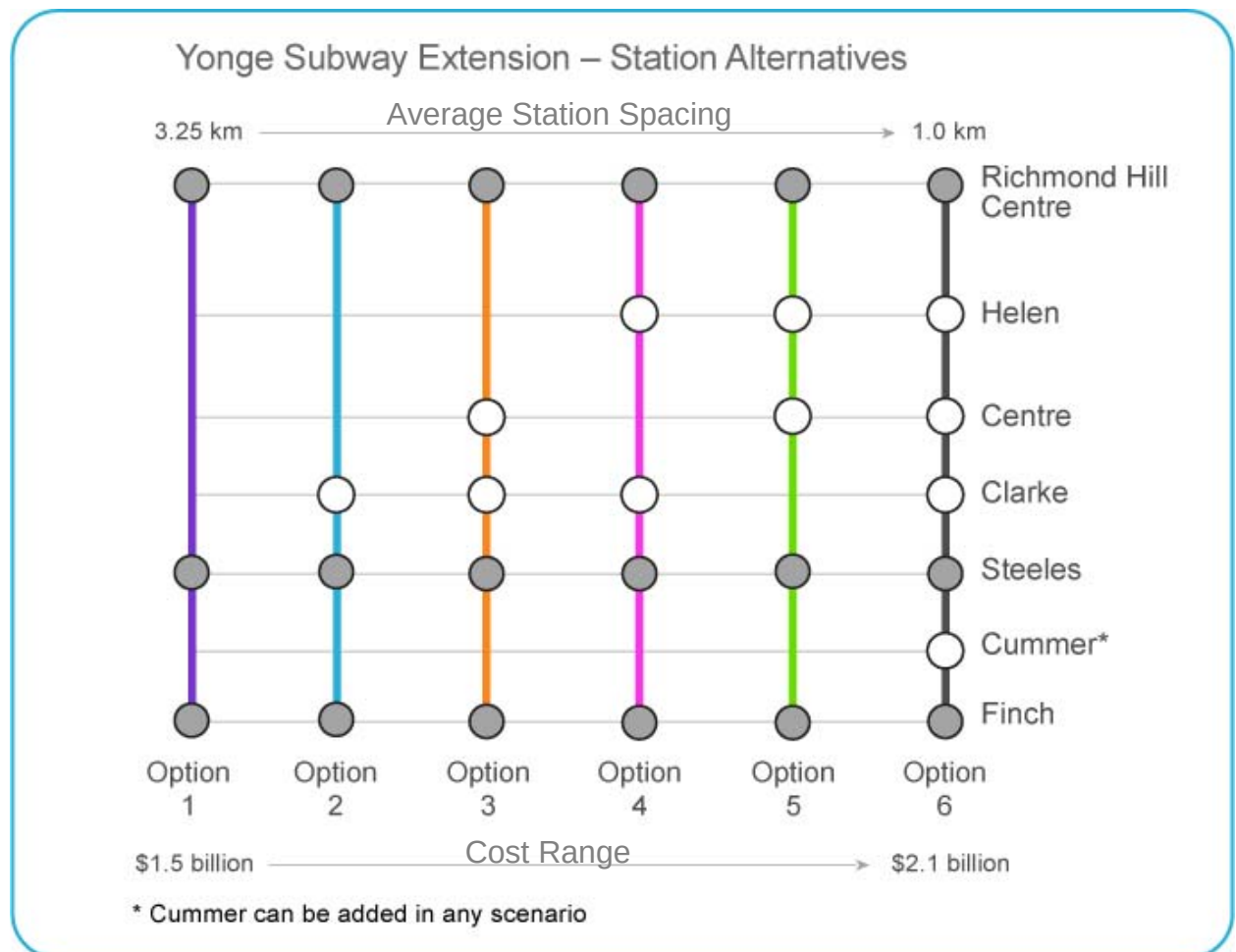


Figure 1

The location for the Richmond Hill Centre Station is subject to a detailed analysis

The Richmond Hill Centre (RHC) is subject to several constraints. These include operational constraints of the subway system (e.g. tunnel alignment and track geometry), the Hydro Corridor including several major transmission towers with deep foundations, and also storm water ponds.

Ideally, the subway location should be as closely integrated with the future bus terminal(s), future 407 transit corridor, GO Transit, and other transit modes to provide for ease of transfer between modes. The team is considering a number of subway alignments and station placements in the Richmond Hill Centre site, between Yonge Street and the Richmond Hill GO line / station (see *Attachment 2*). All alignments also need to be designed to ensure future northerly extensions of the subway in the Yonge Street corridor. As well, the integration of Transit-Oriented Development (TOD) on the site is a key consideration and should include the input of the Richmond Hill master planning study for the RHC.

The horizontal and vertical alignment is under development, subject to specific selection criteria

The horizontal alignment is fairly straight forward, running the length of Yonge Street with the only difficulty being access into the Richmond Hill Centre, as described above.

For the vertical alignment, the presence of the East Don River Valley limits the possibilities to two main options. The first is to come above ground with either an elevated structure (see *Attachment 3*) with Yonge Street running below, or an at-grade embankment structure with Yonge Street running along the top, both of which will cross the river before returning below ground. The second option is to tunnel under the river, leaving Yonge Street and the river valley undisturbed. Both options will be subject to thorough analysis based on a number of criteria, taking into account the heritage area and a number of other complexities. The analysis will also assess the need for a station at that location.

A complete analysis and work program is ongoing leading to the completion of the Yonge Subway Extension Environmental Assessment and approval process

As can be seen from the draft planning study process provided in *Attachment 1*, once defined, the preferred alternatives will be presented to the Task Force for review and input.

Attachment 4 includes examples of two possible project implementation schedules, both of which rely heavily on a number of preconditions. This first schedule (Timeline 1) assumes Project Notice to Proceed (NTP) to design, following the provincial EA approval, and requires capital funding from senior governments to have been secured. The second schedule (Timeline 2) provides accelerated up-front timelines, and assumes a

limited NTP and project ramp-up in parallel with the study planning process. Both schedules require the new EA process to be approved and the public consultation process to be endorsed and supported both York Region and Toronto/TTC.

Coordination meetings are ongoing between York Region, and the TTC to establish the design criteria for the project. The TTC has confirmed that ATC will be implemented on the Yonge-University-Spadina line by 2015. The Yonge Subway extension may also be concurrently implemented while the ATC system is being incorporated into the existing system, including vehicles. This will ensure that the necessary functionality and System performance for the ATC are in place to support the start of revenue service on the Yonge subway in 2016.

Attachment 5 updates the conceptual design work plan activities.

5. FINANCIAL IMPLICATIONS

There are no financial implications from this report; however, since the existing work programme shown in *Attachment 4* does not include all the activities leading to the formal commencement of the Environmental Assessment and Planning process or the process itself, a full work programme will be developed and submitted in the next reporting period.

Work is currently progressing within a \$3 million budget approved by Council on June 21, 2007. The current work plan (to June) anticipates an expenditure of \$1.8 million. The intention is to recover all or part of the costs upon receiving confirmation for the MoveOntario 2020 funding via Metrolinx.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

The work for the Yonge Street Subway Extension is progressing towards commencement of the Yonge Subway Assessment and Approval Process targeting approval in early 2009.

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.

(The five attachments referred to in this clause were included with the April 10, 2008 Committee report.)