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SUBWAY EXTENSIONS MONTHLY REPORT October 2008

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report, October 8, 2008, from the Vice-President, York Region Rapid Transit Corporation:

1. RECOMMENDATION

It is recommended that:

1. Council receive this report for information.

2. PURPOSE

This report provides a comprehensive description of the activities of the York Region Rapid Transit office relating to the Yonge Street and Spadina subway extensions.

3. BACKGROUND

Spadina Subway extension work programme is underway

The Ontario government committed \$670 million towards the construction of the Spadina Subway Extension in its spring 2006 budget.

On March 6, 2007 the federal government announced an amount of up to \$697 million through the Building Canada Fund (the “BCF”) would be made available as its contribution for the funding of the Spadina subway extension to the Vaughan Corporate Centre. This represented one-third of the original \$2.1 billion cost estimate (2006 dollars) for the project. Subsequent to its funding pledge of up to \$697 million, the federal government provided an up-front payment of \$75 million which was deposited into the MoveOntario Trust (the “Trust”).

On February 21, 2008, Council approved the direct award of work, on a time and materials basis, to York Consortium 2002, for immediate engineering support to the Project to a maximum upset amount of \$300,000, subject to confirmation from the York Region Rapid Transit Corporation’s Owner’s Engineer, McCormick Rankin, of an acceptable 2008 rate fee schedule and confirmation from the Executive Task Force that these costs will be fully recoverable from Spadina Subway funding. An acceptable fee rate structure has now been agreed to, and on April 22, 2008 the Executive Task Force confirmed recovery of these costs from the Spadina Subway funding.

Yonge Street Subway extension work programme is underway

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. Additional contributions have been made by York Region, the City of Toronto and the Federal Government to fund the \$2.6 billion project.

On June 21 2007, Council authorized interim funds of \$3 million from the Regional Capital reserve and directed staff to commence the necessary planning, technical and public consultation work to undertake a formal Environmental Assessment in preparation for the timely extension of the Yonge Street Subway to the Richmond Hill Centre.

A work programme for the Yonge Street study was developed jointly by McCormick Rankin/URS and York Consortium 2002 and approved by Council in September 2007. The Region's Owner's Engineer, McCormick Rankin, and their sub consultant URS, along with York Consortium 2002, were asked to jointly develop a work programme to undertake early work on the Yonge Street subway Environmental Assessment. All three companies were deemed well qualified to undertake this work having recently worked together to complete the Spadina Subway assessment, both for the TTC and York Region. In addition, the three companies had been qualified to work for York Region through competitive processes, either as the Region's Owner's Engineer (McCormick Rankin with URS as a sub) or as the Region's rapid transit partner, York Consortium 2002.

In November 2007, Metrolinx identified both the Yonge Street subway extension and the entire Viva rapid transit surface network as Category One projects for the Alternative Financing and Procurement analysis. Concurrently, Metrolinx commenced a GTA-wide transportation plan and detailed business case analysis for each of these projects, along with bringing forward a detailed investment strategy. Staff, along with TTC representatives, have been contributing to the Alternative Financing and Procurement analysis and business case work being undertaken by Metrolinx and Infrastructure Ontario.

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.

York Region initiated an Environmental Assessment for Highway 7 and the Vaughan North-South Link. The Environmental Assessment has been submitted to and approved by the Ministry of the Environment. The TTC is responsible for the Spadina Subway Extension Environmental Assessment from Downsview Station to Steeles Avenue, which has been submitted and approved as well. York Region is responsible for delivery of

Spadina Subway extension surface facilities in York Region in coordination with the TTC, which is responsible for delivery of the subway tunnel.

4. ANALYSIS AND OPTIONS

Yonge Subway

Following several workshops held with local and municipal stakeholders, and an interactive public meeting on September 25th, a notice of commencement for the Transit Project Assessment Process was mailed to residents along the alignment and released to the press on October 3rd

The environmental assessment process will follow the Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). An environmental report is being prepared and draft technical papers will be made available to the public for review and comment over a 30 day review period commencing October 17th and ending November 17th. Further public consultation is also planned to commence in November. The notice of commencement is included in *Attachment 1*.

The project includes six stations and two terminals

The proposed project is a 6.5 km extension to the Yonge subway from Finch Terminal to the Richmond Hill Centre. The extension will include six new stations selected on the following basis:

1. Cummer/Drewry (in Toronto) – providing good transit connections to local routes.
2. Steeles – with numerous connections between bus and subway.
3. Clark – good transit connections to local routes; opportunity for intensification along with existing medium and high density development.
4. Royal Orchard – good opportunity for intensification of existing medium density development.
5. Longbridge/Langstaff – provides a high potential for intensification and a key location for future park-and-ride.
6. Richmond Hill Centre – key intermodal passenger terminus of subway.

Intermodal bus terminals will be required as part of the Steeles and Richmond Hill Centre Station developments.



The preferred project will also include a heritage-style bridge over East Don River

The public consultations and workshops that were held indicated the preferred subway crossing over the East Don River is via a heritage-style bridge, allowing for a shallow, relatively flat subway tunnel that will also be operationally less costly. Any noise considerations will be addressed through the assessment and design process.

The project will consider the aesthetic design options for the bridge, as well as the commuter parking areas that will promote naturalization and improve the quality of life for residents, including provision of sound barriers.

The Longbridge/Langstaff Station has been analyzed, and results favour the station being located adjacent to the Hydro Corridor, and the Richmond Hill Centre station

Considerations for the Longbridge/Langstaff location include:

- Significant development site on Langstaff lands east of Yonge Street.
- Protection of Holy Cross Cemetery.
- Provision of commuter parking facility in an ecologically and adjacent land use sensitive manner.
- Avoidance of Hydro One's transmission facilities.
- Passenger pick-up and drop-off facility.

Staff is working with the municipalities in order to refine the alignment options at the Richmond Hill Centre (see *Attachment 2*)

Communications & Public Engagement

The Yonge subway extension public meeting was attended by close to 400 people and was webcast live to over 100 more. The interactive meeting included keypads to immediately project the audience's response to survey questions

Consultations about the Yonge subway extension continued to take place with key property owners, heritage groups and the public. Notification of the second Public Consultation Centre (PCC) involved 28,000 postcards, 8,000 letters, 4,000 e-mails, posters, advertisements, a media advisory and listing on www.vivayork.ca. To increase our public outreach, communicate details of the project more interestingly to online visitors, and to mitigate audience loss due to potential transit strikes, this PCC was webcast live.

As a result, over 100 people joined the live webcast while close to 400 people attended the public meeting. During the discussion, the audience used keypads to answer 16 questions which instantly projected the audience's response for all to see. Online, participants submitted their answers for future tabulation. During the questions and answers session, staff welcomed questions by alternating between online participants and

audience members. The interactive night received many compliments from live and virtual participants.

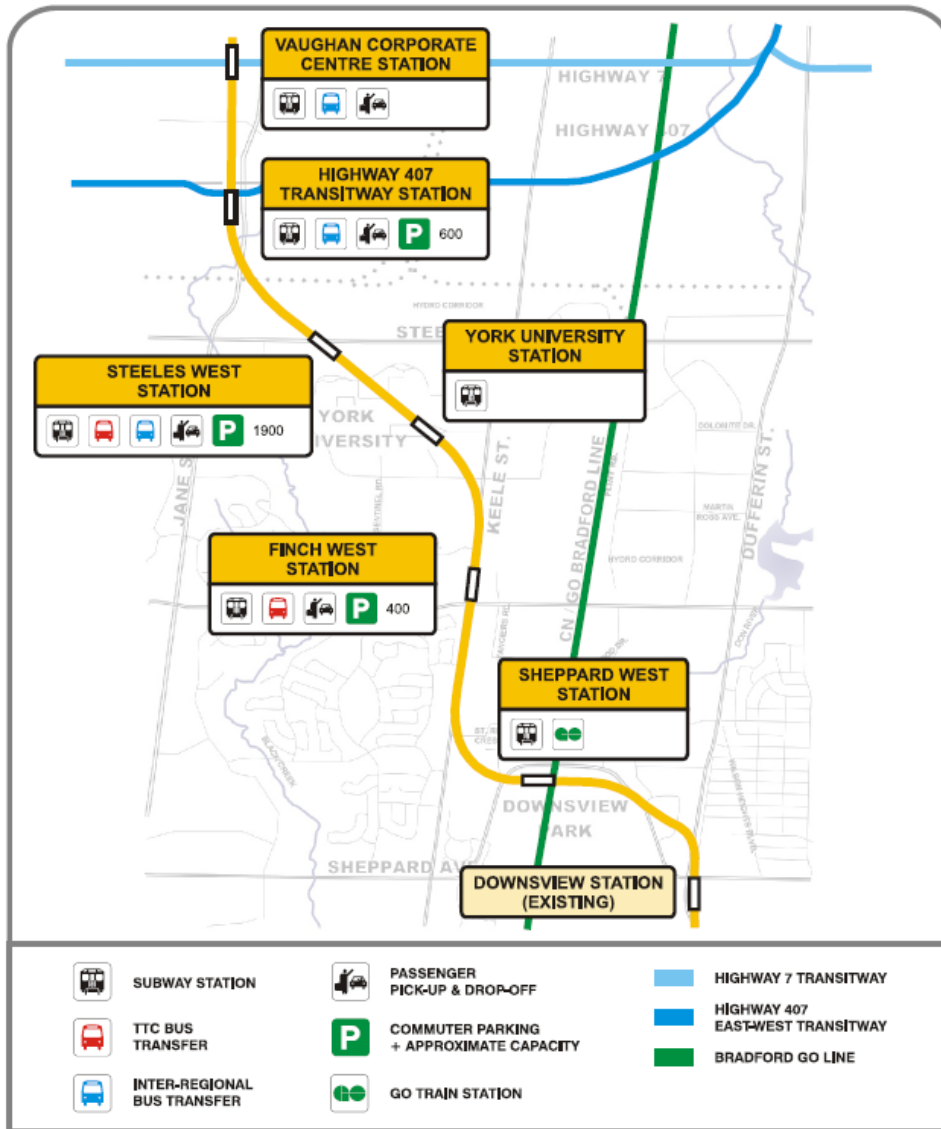
New communications material was produced for public distribution and webcast was archived online for future public viewing

The communications team developed and produced various information handouts and presentations for public dissemination, and continued to keep www.vivayork.com updated with the latest presented material.

Public Engagements:

September 15 – Vaughan Committee of the Whole: Yonge Subway.
September 15 – Richmond Hill Committee of the Whole: Yonge Subway.
September 22 – Technical Agencies Workshop: Yonge Subway.
September 25 – Public Consultation Centre #2: Yonge Subway.
September 29 – Markham Council presentation
October 6 – Subway presentation to Vaughan and Richmond Hill Committees.
October 16 – Toronto Public Consultation: Yonge Subway.
November 26 – Public Consultation Centre #3.

Spadina Subway



The Spadina Subway Extension is fully funded for design and construction and the project continues on time and on budget

The Federal funding announcement was made on September 25th and the project continues to ramp up as the activities are further defined and personnel are assigned. The project office opened in May 2008, and the project team has been supplemented with staff from Stantec, Hatch Mott McDonald and Delcan.

Staff is engaged with the TTC and the City of Toronto in the review and evaluation of the technical proposals for the subway station design.

Proposals have now been received and are under evaluation for geotechnical services.

Responses to Requests for Expressions of Interest are being received from tunnel boring machine (TBM) manufacturers. The TTC is currently reviewing options for the TBM's and are considering the risks and benefits of four versus three machines, as well as the construction staging in order to improve the critical path and mitigate construction risks.

The TTC has issued a final report on the Steeles West station layout including proposed bus terminal layouts which split the terminals with the York Region Transit terminal north of Steeles Avenue and the TTC terminal to the south. This report is currently being reviewed by staff.

The TTC has now selected and retained an Independent Engineer (IE), and staff will engage with the IE to ensure that the Region's interests are secure.

Staff was involved in a Value Engineering workshop held on October 8th and 9th for the Project Delivery Strategy.

York Consortium 2002 continues to work on a series of activities on behalf of the Spadina Subway Extension Project as a part of an interim work program for the TTC

The output from this work program, has been expanded, and is now expected to be completed around the end of October, and will allow the York Region Rapid Transit Corporation to begin development of transit-oriented development plans for the subway extension and surface transit within York Region.

Some of the major activities included considering adjustments to alignments to avoid tunnelling under Hydro towers, and options for the East-West road from Jane Street to Keele Street, to mitigate impacts on the Hydro corridor.

An interim workshop with municipal stakeholders has now been set for October 7th, and a second workshop that will include external stakeholders is planned for later in October.

The Steeles sewer relocation is progressing.

Communications & Public Engagement

The joint communications team for the Spadina subway extension is developing tactics and budgets for future media events, while finalizing the project's logo for future operational communications efforts

The joint communications team met in September to brainstorm tactical elements of the communications plan that could be implemented periodically during the next two years, given that construction on the Spadina subway is scheduled to begin in 2010. Team

members were assigned various preliminary tactics and are expected to draft a plan with budget considerations for each. Clarification is also being sought by the team regarding approval for the current project logo and the team's roles and responsibilities regarding project communication – if any. On September 5, Transport Canada issued a news release announcing the signing of the Contribution Agreement. Plans for a media event to unveil a sign were put on hold, after the federal government triggered a fall election.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

The subway extensions are being closely coordinated with local planning, economic development and public works activities along their respective corridors.

7. CONCLUSION

This report provides a comprehensive description of the activities of the York Region Rapid Transit office relating to the Yonge Street and Spadina subway extensions.

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 two attachments referred to in this clause were included in the agenda for the October 16, 2008 Committee meeting.)