

**MANAGEMENT REPORT TO METROLINX**

<b>Report Title:</b>	<b>Alternative Financing and Procurement Status</b>				
<b>Report Number:</b>	<b>SII 08-004</b>	<b>Date to Board:</b>	<b>Mar 28, 2008</b>	<b>Date to Committee:</b>	<b>N/A</b>
<b>Report To:</b>	<input checked="" type="checkbox"/> <b>BOARD</b>	<input type="checkbox"/> <b>ADVISORY COMMITTEE</b> <input type="checkbox"/> <b>AUDIT COMMITTEE</b> <input type="checkbox"/> <b>GOVERNANCE COMMITTEE</b> <input type="checkbox"/> <b>HUMAN RESOURCES COMMITTEE</b> <input type="checkbox"/> <b>TECHNICAL ADVISORY GROUP</b> <input type="checkbox"/> <b>OTHER:</b>			
<b>Report Referred From:</b>	<b>N/A</b>				
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<b>Item Class:</b>	IN CAMERA	<input type="checkbox"/>	DECISION	<input type="checkbox"/>	INFORMATION <input checked="" type="checkbox"/>

**1.0 RECOMMENDATION:**

*RESOLVED:*

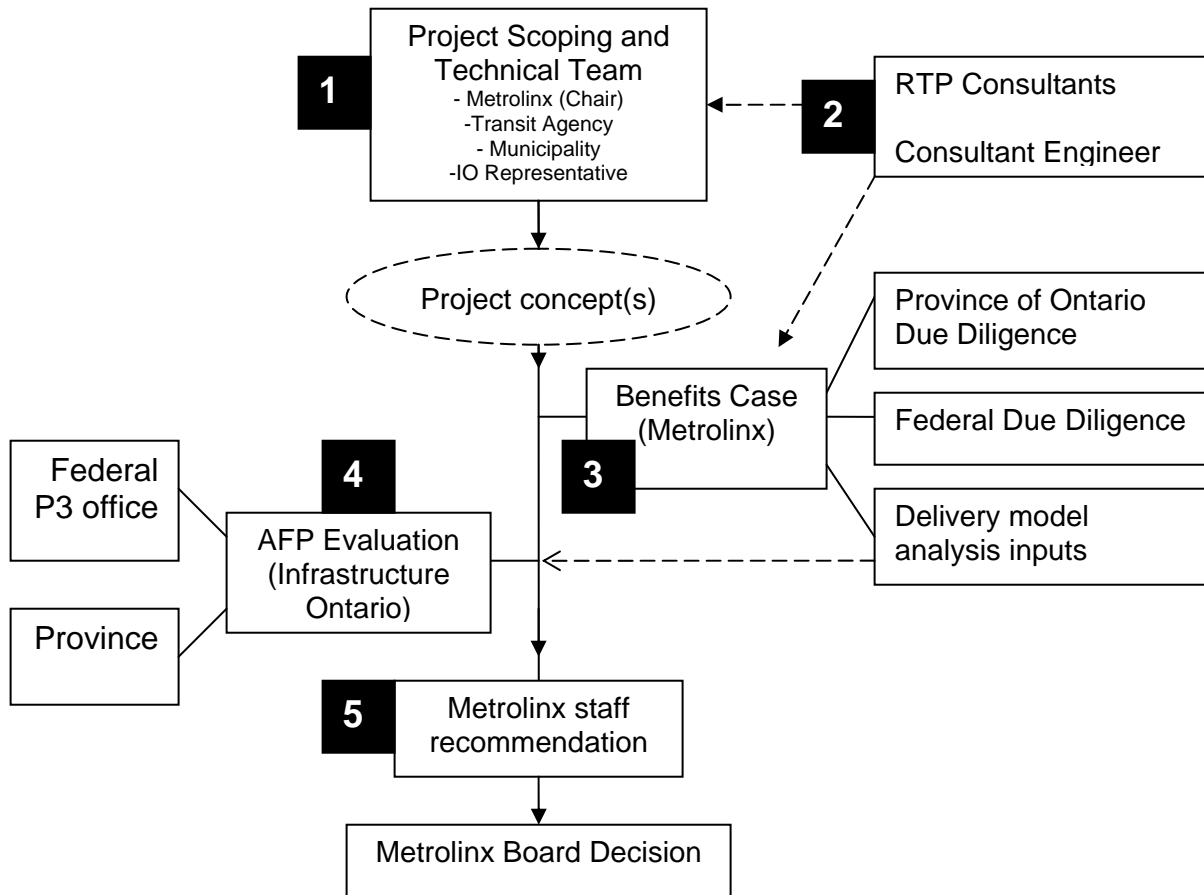
**THAT** Report SII 08-004 Alternative Financing and Procurement Status be received for information.

**2.0 PURPOSE & EXECUTIVE SUMMARY:**

The purpose of this report is to provide an update to the Board on the ongoing work related to each of the five project bundles approved for Alternative Financing and Procurement (AFP) evaluation under the Metrolinx Project Assessment Framework (see Figure 1 page 2).

In addition, at its January 25, 2008 meeting, the Board requested that Infrastructure Ontario (IO) return to the Board and provide a presentation detailing the AFP evaluation process – IO’s presentation is attached as Appendix A.

Figure 1 – PRELIMINARY PROJECT ASSESSMENT FRAMEWORK



**3.0 BACKGROUND:**

On November 23, 2007 the Board approved the following resolution in part:

*RESOLVED:*

**THAT** the Greater Toronto Transportation Authority (GTTA) Board approve the following transit projects from the MoveOntario 2020 transit vision as evaluation candidates for the Alternative Financing and Procurement (AFP) framework:

*First evaluation phase:*

- (i) GO Lakeshore West and East corridor electrification between Hamilton, Union Station and Oshawa;

- (ii) Yonge North Subway extension from Finch Station in Toronto to Highway 7 in York Region, bundled with the York-VIVA Bus Rapid Transit project from Steeles Avenue to Highway 7;
- (iii) Scarborough Rapid Transit (SRT) extension from McCowan Road to Sheppard Avenue East at Markham Road, with potential additional extensions east to Durham Region and north to York Region, bundled with the SRT conversion program for the existing SRT corridor from Kennedy Station to McCowan Road;
- (iv) Toronto Transit City "Inter-Regional" Light Rail Transit (LRT) network bundle (Phase 1), including the Eglinton LRT from Peel Region to Durham and/or York regions, the Sheppard East LRT from Don Mills Road to Morningside Avenue, with potential extensions to Durham and/or York regions, and the Finch West LRT from Peel Region to Finch Station on Yonge Street; and,
- (v) York Region-VIVA rapid transit network bundle including Yonge Street from Highway 7 to Newmarket, Highway 7 from Highway 50 to Cornell, and Markham North-South link from Markham Centre to Don Mills Station.

**THAT** staff be directed to:

- (i) Report back to the Board with first phase AFP evaluation results in spring 2008, and second phase results in late summer 2008; and
- (ii) Pending delivery of these results, report back to the Board in January 2008 with a progress report and in February 2008 with analysis and recommendations on at least two projects; and
- (iii) Coordinate the AFP evaluation results and recommendations with other key GTTA workplan deliverables, including the proposed GTTA MoveOntario 2020 Quick-Win Investment Package, Regional Transportation Plan (RTP) and Long-Term Transportation Strategy.

On January 25, 2008 the Board was updated on:

- Additional details on the initial steps of the AFP evaluation workplan;
- Progress-to-date in engaging municipal and transit agency partners in shaping and implementing the AFP workplan; and
- A forecast of next workplan steps for project scoping, assessment and evaluation.

The project update information was compiled from municipal and transit-agency partners and provides detail on the multiple tracks of work being undertaken simultaneously by municipal and transit-agency partners, as well as issues and considerations for each project.

In each case, the work being conducted as part of the Benefits Case and AFP evaluation will run in parallel and not impede the ongoing municipal and transit-agency efforts.

## 4.0 DISCUSSION:

### CURRENT STATUS:

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. The teams are proceeding with technical information sharing. Initial costing details and planning work are being provided by municipalities and transit agencies; once each project's costs and other assumptions have been provided and/or developed to the degree of detail required, the Benefits Case will be constructed to confirm that the project will deliver optimal economic, environmental and social benefits, in accordance with the principles of the RTP.

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.

Staff note that the broad range of experience and skills brought to the table by the municipal and transit agency participants through the Technical Teams is invaluable. The Benefits Case and AFP evaluations are running in an integrated fashion with the RTP.

### PROJECT-BY-PROJECT UPDATE:

(Note: A graphic representation of project-by-project workplan critical path is depicted in Appendix B).

### GO LAKESHORE RAIL ELECTRIFICATION:

Consultant retained by GO to update two previous studies which examined the costs of rail corridor electrification

- Report anticipated to be complete in early April; and
- Upon receipt of updated cost estimates, Benefits Case and AFP evaluation work to proceed.

Environmental Assessment has not started

Early estimates suggest potential 2012 construction

- Potential 2015-2016 in-service date

Considerations:

- Capacity of Union Station; and
- Impact on signals and communications considering the upcoming Union Station Rail Corridor Re-Signalling Project;
- 12-car GO Train service;
- Planning for ridership growth on 2031 horizon; and
- Approval of project scope by CN and CP Rail.

**YONGE NORTH SUBWAY EXTENSION:**

Consultant retained by York Region Rapid Transit Corporation to:

- Complete functional design; and
- Commence the EA process.

Environmental Assessment

- Estimated start September 2008 (complete April 2009)

Early estimates suggest substantial construction start 2011

- Potential late 2016 in-service date

Considerations:

- TTC Automatic Train Control (ATC) / Yonge-University-Spadina (YUS) capacity project must be in place prior to subway opening;
- Alignment from south of Highway 407 to Richmond Hill Centre (RHC);
- Crossing of CN Rail / Don River;
- Integration of transit services at RHC; and
- Number of stations and spacing.

**SCARBOROUGH RAPID TRANSIT (SRT) UPDGRADING / EXTENSION:**

UPGRADING:

Consultants retained by TTC to:

- Develop preferred concept for Kennedy Station (complete Fall 2008);
- Assess structure of SRT guideway (complete Summer 2008); and
- Construction start 2010 – potential 2013-2014 in-service date.

EXTENSION:

McCowan-Sheppard

- EA amendment started January 2008 (complete early 2009); and
- Construction start 2012 – potential 2015-2016 in-service date.

Sheppard-Malvern

- EA started January 2008 (complete early 2009); and
- Construction start 2012 – potential 2015-2016 in-service date.

CONSIDERATIONS:

- Alignment north of Sheppard, potential additional extensions east to Durham Region and/or north to York Region;
- Impact of Regional Transportation Plan on northern terminus;
- Confirmation of vehicle technology, LRT vs RT;
- Service shut down / availability of buses/road network; and
- Potential project delivery to include guideway, vehicles, station maintenance facility.

**TORONTO TRANSIT CITY RAPID TRANSIT:**

Three projects contained in first phase AFP Evaluation:

1. SHEPPARD EAST;
2. ETOBICOKE-FINCH WEST; AND
3. EGLINTON CROSSTOWN

Ongoing TTC / City of Toronto study:

- Maintenance Facilities optimization review (complete Spring 2008);
- Program Operating, Design Standards and Criteria (complete 2008);
  - Electrical
  - Trackwork
  - Tunnels
  - Conceptual Design
- Scope to include from property line to property line; and
- Utility relocations.

1. *SHEPPARD EAST*

- TTC / City Status:
  - Engineering feasibility complete
- Environmental Assessment
  - Started December 2007 – completion 2008
- Early estimates suggest substantial construction start 2009
  - Potential 2012 in-service date
- Considerations:
  - Customer-friendly connection at Don Mills Station;
  - Crossing Highway 404;
  - Alignment with Regional Transportation Plan; and
  - Easterly terminal, potential connections to Durham and/or York Region.

2. *ETOBICOKE-FINCH WEST*

- TTC / City Status:
  - Engineering feasibility complete; and
  - Survey, geotechnical, engineering – Summer 2008.
- Environmental Assessment
  - Spring 2008 start – completion Fall 2008
- Early estimates suggest substantial construction start 2009-early 2010
  - Potential 2013 in-service date
- Considerations:
  - Customer-friendly connection at Finch Station;
  - Crossing Highway 400;
  - Crossing CP MacTier underpass (approximately Weston Road); and
  - Western terminus / alignment – Airport, Mississauga.

3. *EGLINTON CROSSTOWN*

- TTC / City Status:
  - Surface Engineering feasibility complete;
  - Sub-surface engineering feasibility – completion Spring 2008; and
  - Survey, geotechnical.

- Environmental Assessment
  - Spring 2008 start – completion Spring 2009
- Early estimates suggest substantial construction start 2010-early 2011
  - Potential 2014-2015 in-service date for first stage
- Considerations:
  - Phasing plan for revenue service;
  - Extent, design of underground section;
  - Interface at subway stations;
  - Crossing CP MacTier underpass (approximately Black Creek Drive);
  - Western terminus / alignment – Airport, Renforth Gateway, Mississauga;
  - Alignment with Regional Transportation Plan; and
  - High speed express vs. local service in corridor.

**YORK REGION VIVA:**

- York Region Rapid Transit Corporation:
  - Providing inputs to Benefits Case and AFP evaluation; and
  - Working to develop concepts for potential Design Build Finance Operate Maintain.
- Environmental Assessment
  - Complete except for Yonge Street, 19th to Mulock section (Y3) – anticipated by Fall 2008
- Early estimates suggest substantial construction start 2009
  - Potential 2010 in-service date for initial Highway 7, Yonge to Markham Centre section (H3)
- Considerations:
  - Optimizing Yonge Street section between Steeles and RHC with subway;
  - Crossing Highway 404;
  - Property acquisition;
  - Appropriate implementation staging; and
  - Identification and use of funds committed by federal government through FLOW.



**5.0 FINANCIAL MATTERS:**

N/A

**6.0 HUMAN RESOURCES MATTERS:**

N/A

**7.0 ENVIRONMENTAL MATTERS:**

N/A

**8.0 COMMUNICATION MATTERS:**

N/A

**9.0 LEGAL MATTERS:**

N/A

**10.0 CONCLUSION:**

Metrolinx is continuing to pursue an open, collaborative approach with Infrastructure Ontario, municipal and transit agency partners in the Project Assessment and AFP evaluation workplans. This all-inclusive and integrated process is a key prerequisite to ensure that the AFP evaluation is informed by the broader economic, environmental and social benefits case for each project, and by the broader network planning objectives of the Metrolinx RTP.

**Respectfully submitted,**

**Approved for Submission to the Board**



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John Howe, General Manager  
Strategic Initiatives and Investments

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W. Michael Fenn, CEO

*Appendices:*

**Appendix A:** Infrastructure Ontario Presentation  
**Appendix B:** Project-by-Project Workplan Critical Path

*Staff & Others  
Consulted:*

Name Telephone

N/A	

*Notifications:*

N/A	
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*Special Instructions:*

N/A
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