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Chairman & C.E.O.



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November 10, 2010

Mr. Robert S. Prichard
Chair
Metrolinx
20 Bay Street, Suite 600
Toronto, ON M5J 2W3

Dear Mr. Prichard:

Re: Prioritization Framework – Yonge Subway

I am writing to actively seek your support for ensuring the Yonge Subway extension is a top priority project for funding and construction. To that end, I submit to you the “Yonge Subway Business Case – The Missing Link”.

I encourage you to consider, holistically, the total return on investment that the subway will bring – not just to York Region and Toronto, but to the GTHA as a whole and the strategic fit of the Yonge Subway extension to the entire regional transit network.

Consider that:

- The Yonge Subway extension will provide the critical missing link to achieve the seamless, functional and reliable region-wide transit network envisioned in MoveOntario 2020;
- Convenient and reliable transfers between multi-modal transit services in the Yonge Street corridor can be significantly leveraged as a result of the Yonge Subway extension to the Richmond Hill Langstaff anchor hub;
- A huge daily ridership of over 165,000 people (**or 2 people per second**) would connect between four modes of transit services and lead to:
 - A very high return on investment
 - A massive reduction in car travel and concomitant greenhouse gas emissions from the collective 27 million annual ridership

The ridership volume cannot be accommodated by any other transportation mode; and

- Today, a diversity of investors in the corridor are laying the foundation for 60,000 new residents and 24,000 jobs, and are reliant on the Yonge Subway to meet Provincial growth objectives.

York Region appreciates the investments Metrolinx and the Province of Ontario have already committed to improving public transit in the GTHA, including our vivaNext rapidways. On our part, York Region has ensured an advanced state of readiness for the Yonge Subway extension having invested over \$3.5 million of its own money to complete both environment and conceptual design work.

We look forward to our continued partnership as together we build the future. The Yonge Subway extension is a vital part of that future.

Sincerely,

A handwritten signature in cursive script that reads "Bill Fisch".

Bill Fisch
Chairman and CEO

Encl.

YONGE

SUBWAY

BUSINESS

CASE

The Missing Link



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way to go. way to grow.



A Critical Connection for the GTHA

This business case sets out the reasons why Metrolinx should recognize the Yonge Subway extension as a top priority, and how funding this critical missing link will benefit the Province, the Greater Toronto and Hamilton Area (GTHA) and the public who are expecting to be provided with better transit options.

The Next Phase in the Evolution of GTHA Transportation

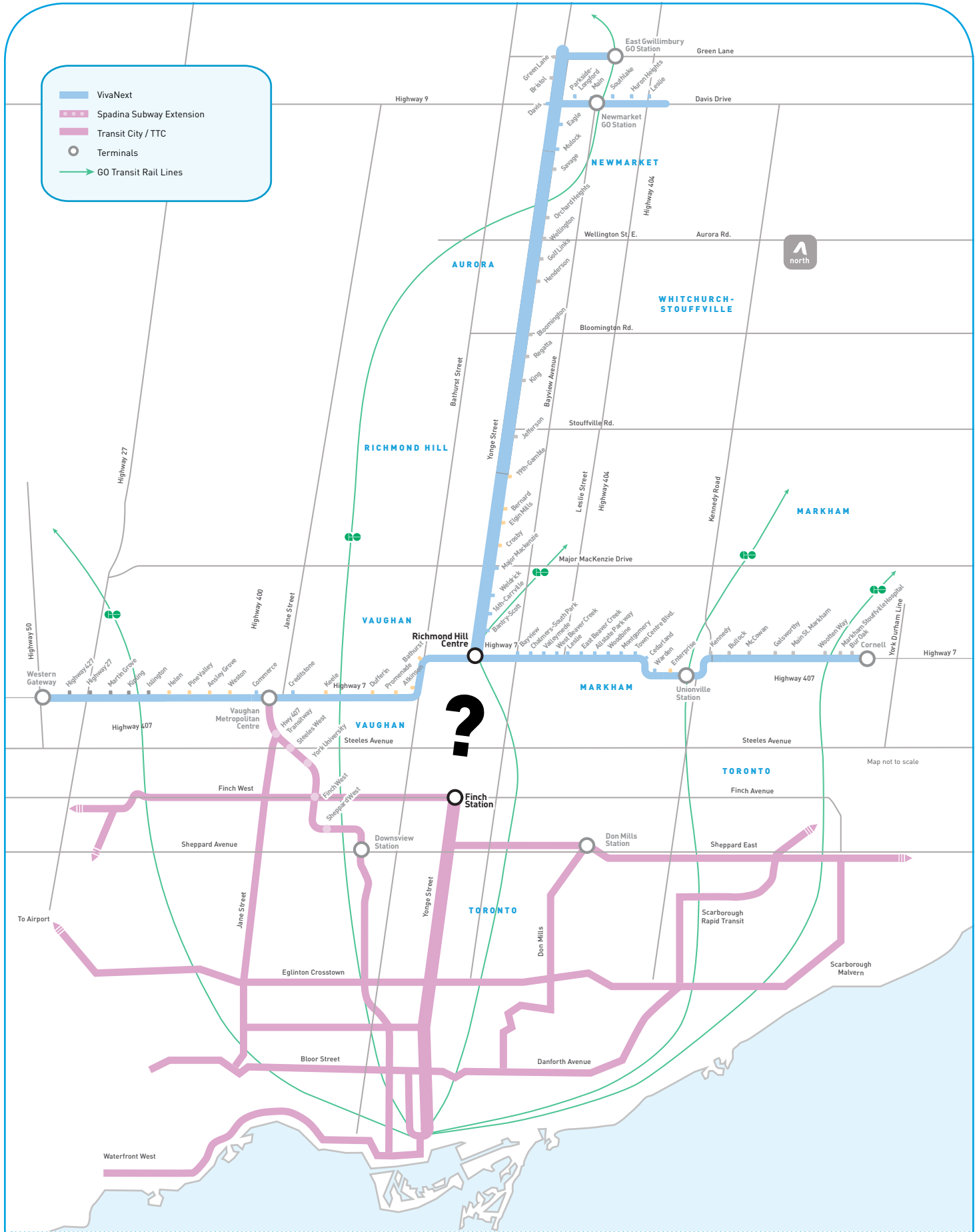
Like other proposed projects, extending the Yonge subway will link commuters and communities geographically. But what really sets the project apart is the role it will play in evolving the GTHA's transportation network to the next stage.

No other project can do more to advance the broad strategy for improving transportation in the GTHA. Only a subway project can compel the support needed to make political actors move. Only a subway project running straight down Yonge, the GTHA's "Main Street", can generate the ridership and value-release that will unlock innovative financing. Only this project can combine with market forces to unleash significant economic development benefits. Only this project can transformatively bring citizens out of their cars and onto the transit system.

York is the perfect partner to deliver this strategic project. The Region has consistently stayed ahead-of-the-curve in transit planning and delivery. Whether it's innovative arrangements to deliver services or being ready-to-go with next stage projects when funding became available, York Region has been a consistent leader. Our team is ready to show excellence in partnership once again on this project.

This package of unique leveraging opportunities puts the proposed Yonge Street Subway Extension in a class by itself: truly "The Missing Link" in the evolution of transit in the GTHA.

- VivaNext
- Spadina Subway Extension
- Transit City / TTC
- Terminals
- GO Transit Rail Lines



YONGE SUBWAY BUSINESS CASE - The Missing Link



The Case for Action

The following eight points identify why the Yonge Subway extension is critical and needs to be identified as the top priority project and receive full funding:

1 The Yonge Subway extension is a critical link in a GTHA regional transportation network.

One of the barriers to increased transit use is the fact that, for commuters, most transit trips across municipal borders mean questionable connections and inconvenient transfers. The MoveOntario 2020 vision was a breakthrough with its promise to replace this fragmentation with a properly integrated network, giving commuters the seamless service across municipal borders and convenient connection points that they want.

With its investment in vivaNext rapidways, the Province is helping to create a first class rapid transit service to serve people throughout the GTHA. Until the rapid transit network is linked to other regional systems, most critically to the TTC through its main Yonge Street artery, the critical link in the regional GTHA transit network will be missing. (See map on page 2)

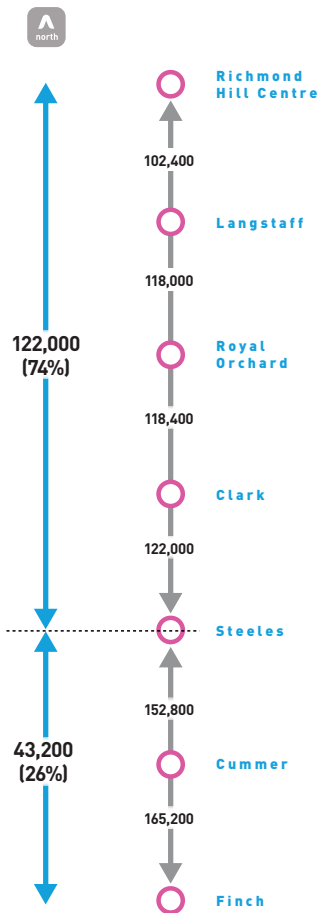
2 The subway is the best strategy to move people through the already crowded roadway between Finch and Highway 7.

There is a huge potential ridership that would connect between other transit services and the Yonge Subway:

- Potential daily ridership of 165,000 (or 2 people / second);
- 74% of the future demand begin their trip north of Steeles station; and
- The remaining 26% would utilize Steeles and Cummer stations.

Yonge Street north of Finch is already facing perpetual gridlock in the peak period. In order to carry existing transit riders, 370 vehicles (or 1 bus every 30 seconds) currently operates on Yonge Street. The volume of buses will continue to grow with increasing development along Yonge street. In other words, buses would clog the street just as yellow taxis do in downtown New York City.

The ridership volume to be carried by the subway extension cannot be accommodated by another mode.



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3 The Yonge Subway extension is a responsible investment based on solid development plans, approved policy documents, and existing and new riders.

Both the Province and Metrolinx will benefit from their investment to extend the Yonge Subway to the Richmond Hill / Langstaff Gateway anchor hub:

- Only with the subway extension can York Region deliver the residential and employment densities that are central to the objectives of Places to Grow, MoveOntario 2020 and The Big Move;
- The Yonge subway extension will deliver the highest transit ridership of any single rapid transit line project within The Big Move, and will be a key element in the success of the Province's investment in new rapid transit;
- The Yonge subway extension will ensure the success of the Province's investment in the vivaNext rapidways system; and
- The Richmond Hill / Langstaff Gateway anchor hub will deliver more riders and ridership movements than any other anchor hub in the GTHA, apart from Union Station.

About 60,000 new residents and 24,000 jobs have been included in new secondary plans or applications in the last two years.



4 With the Yonge subway extension, the intensification and development being planned for the Richmond Hill/Langstaff Urban Growth Centre will meet the Province's own smart growth objectives.

York Region has been a strong supporter of Provincial smart growth policies as set out in Places to Grow. We have drawn on the concepts outlined in this forward-looking framework as our planners have considered how to enable increased intensification and urbanization in our Region's developed areas. We are in agreement with the underlying assumption of Places to Grow, that this intensification can only occur when it is supported by an integrated transportation network that includes transit.

Building on both Provincial and subsequent Regional planning direction, and in anticipation of the Yonge Subway being available to their future tenants, massive residential and employment projects are already underway or in various stages of approval for the Richmond Hill/Langstaff Urban Growth Centre and along Yonge Street north of Steeles.

These developments are great news for the Region, and will also help us meet the density targets set by the Province. But if there is no nearby access to rapid transit, these developments are unlikely to live up to their potential. Unfortunately, less intensification here will probably mean more sprawl elsewhere in the GTHA – perpetuating traffic gridlock.



**... a collective
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5 The increase in transit ridership from the Yonge Subway extension would reduce road congestion and air pollution to a greater extent than any other transportation investment being considered by Metrolinx.

As a suburban area, commuters from Peel, York and Durham Region are traditionally car-dependant. However, research and ridership statistics show that commuters are enthusiastic about switching mode if convenient rapid transit is available. The total potential ridership, taking a collective 27 million trips annually, would result in a massive reduction in car travel and concomitant greenhouse gas emissions.

If passengers are left to their own to negotiate their connections to and from York Region, it is much less likely that this potential ridership will in fact materialize. Without the mode shift from car to transit, the impacts would be broadly felt:

- Viva's ridership will underachieve its potential;
- Gridlock on Yonge Street and GTHA highways will continue to increase; and
- The Province will be much less likely to realize its greenhouse gas reduction objectives and reduce the economic drag on productivity caused by traffic congestion.

6 Extending the Yonge Subway only part way will not improve connections for the majority of riders.

Virtually all passengers (90%) connecting between Viva and the TTC would need to transfer through the Richmond Hill / Langstaff Gateway anchor hub. Any benefit of extending the subway will be lost if the subway ends south of the Richmond Hill anchor hub.

In addition to the inherent construction inefficiencies, an incremental approach of building the subway would result in wasteful throwaway costs.

The Yonge Subway extension would attract over 80,000 new transit riders daily by 2031.

7 Public expectations that the Yonge Subway will be extended to the Highway 7 anchor hub were significantly heightened through provincial announcements in *MoveOntario 2020* and *The Big Move*.

The Yonge Subway extension has been well publicized as a core component of the Province's vision for a regional transportation network. The Province, through its own policies and announcements, has created a heightened expectation that the subway will be built to the Richmond Hill / Langstaff Gateway anchor hub to provide for a multi-modal GTHA transit centre.

With their expectations having been raised, public appetite is resoundingly supportive of the subway's extension to Highway 7. For example:

- A Facebook group pushing for its funding already has over 600 members; and
- An independent Compass survey showed 89% of respondents want the subway extension built.

8 The subway is the best strategy to drive the economy as a key infrastructure investment.

New subway construction is one of the best investments that governments can make because it is permanent transportation infrastructure that the private sector can rely upon. For example, a study by University of Massachusetts showed that investment in fixed guideway public transit creates more jobs per dollar than spending for defence, tax cuts, health care, education, and home weatherization. The study shows that transit investments create 19 per cent more jobs than new road construction.



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