On Track: Moving Transit Forward in the GTHA

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Metrolinx

Toronto Board of Trade
May 17, 2010
A year ago

- New Metrolinx – May 2009
- $9.5b Kickstart – announced April 2009
- Ambitious agenda
  - Create a new organization
  - GO Transit
  - Big 5
  - Investment Strategy
- Major progress
  - Full team in place
  - Improved GO Customer Service
  - Broken ground on two projects, ready to go on third
  - Growing public appreciation of importance of transit
- Major challenge: March 2010 Budget – Asked Metrolinx to revise plan for Big 5
- Today – Present our new Plan
The Plan: Achieving 5 in 10

- Bold, Aggressive and Doable Plan.
- Build all 5 projects in 10 years.
- Proceed with three projects immediately.
  - Sheppard LRT
  - Eglinton LRT
  - York Viva
- Proceed with two projects in 2015 – 2020.
  - Scarborough RT
  - Finch LRT
- Proceed with phase two of projects as Investment Strategy funds come available. Ideally seamlessly.
Chronology

- The Big Move: 2008
- The Big 5 Announcement: April 2009
- The work with our partners: April 2009 – February 2010
- The Challenge: March 2010
- Making a Plan: March to May 2010
- The Plan: Achieving 5 in 10
- The Way Ahead
Building the Big 5

Initial priority Big Move projects announced by Premier in April 2009

1. York Viva Bus Rapid Transit (BRT) $ 1.4b
2. Sheppard East Light Rail Transit (LRT) $ .95b
3. Finch Light Rail Transit (LRT) $ 1.2b
4. Scarborough Rapid Transit (SRT) $ 1.4b
5. Eglinton Crosstown LRT $ 4.6b

Toronto $ 8.15b
York $ 1.35b
Total $ 9.5 b

— Largest public transit investment in Canadian history
— $330 million from Federal government – rest Provincial
First Projects – The Big Five plus Four = 9 Top Priority Projects

Projects:
1. Sheppard
2. Scarborough RT
3. Finch
4. Eglinton
5. York VIVA
6. Spadina Subway
7. Airport Rail Link
8. 403 Transitway
9. Union Station
February 2010 – Phasing plan for Toronto Projects

In January 2010 TTC advises projects, if fully built, would cost $10.5 billion, not $8.15 billion in 2008 dollars – a $2.4 billion gap

Provincial contribution fixed at $8.15 billion

TTC and City not able to contribute funds

Metrolinx and TTC worked together to develop options:

- What could be paid for with $8.15 billion provincial commitment
- What program elements could be held to a second phase when additional funds would be available

Consensus among Province, Metrolinx, City and TTC reached in February 2010
February 2010 – Proceed with all projects in a phased way

Phase 1 components from $8.15 billion
Phase 2 components from Metrolinx Investment Strategy
Phasing was considered. Not arbitrary

- **Eglinton**
  - Airport connection deferred by GTAA to 2022
  - Will require express bus transfer to Airport from LRT
  - LRT can be extended seamlessly
  - ARL will open 2015

- **Scarborough RT to Malvern**
  - Was Sheppard or Malvern
  - Significant cost of tunnel to Malvern
  - Can be extended seamlessly to Malvern

- **Sheppard to Meadowvale**
  - Must get to Conlins Yard
  - Can be extended seamlessly to Meadowvale
  - Or even the Toronto Zoo

- **Finch East**
  - Low Priority for City

- **Finch Middle**
  - Important but less urgent than Finch West
  - Finch West ties to Spadina Subway Extension and capacity
  - Easily extended to Yonge Street
March 2010 Ontario Budget

- Reaffirm commitment to all Big 5 projects
- Reaffirm budget of $9.5 billion
- Committed to escalation costs of approximately $2 billion as funds spent 2010 – 2020
- Restricted available cash flow for first 5 years by $4 billion from $7.7 billion to $3.7 billion
- Required a revised Plan with more extended timeframe
Achieving 5 in 10 Plan

**Goal:**

Complete the Big 5 Metrolinx *Big Move* Projects on Budget in 10 Years while Reducing Cash Flow Requirements in First Five Years by $4 Billion

- Bold, Aggressive and Doable
- Worked with York and TTC to confirm it can be done – demanding but doable
Key principles of 5 in 10 plan

- Build all 5 projects
- Build as fast as possible given budget and cash flow constraints
- Complete all projects in 10 years instead of original 8 years
- Treat York and Toronto fairly and equally
- Work with our partners – York and Toronto
- Serve Pan Am Games well
- Make reasoned choices
  - Eglinton First – biggest, longest and most important
  - Sequence Scarborough projects (with TTC assurance Scarborough RT is safe and sustainable to 2016)
  - Keep Scarborough RT in service for Pan Am Games
  - Tie Finch West to Spadina Subway extension timing
- Start as much as possible as soon as possible
Key elements of 5 in 10 plan


6. Propose Investment Strategy to finance phase two not later than June 2013.
Compared to original timeline

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<th>Year</th>
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York Viva

Finch

Sheppard
York Viva

- Project broke ground Winter 2009
- Focused on regional connections in first 5 years e.g., connection to future Spadina subway, GO
- Entire project targeted for 2020 completion
Sheppard

- Broke ground at Agincourt GO station in December 2009
- Construction complete and in service – by mid-2014
  - A year ahead of Pan Am Games
- Phase 2 – Sheppard-East from maintenance yard at Conlins to Meadowvale
Eglinton

- Order Tunnel Boring Machines – June 2010
- Construct tunnel – 2012 to 2014
- Initiate station construction – 2013
- East surface segment construction begins – mid 2017
- All construction complete and In Service – by December 2020
- Phase 2 – Jane to Airport
Scarborough RT

Construction begins after Pan Am Games – late 2015

Construction complete and in service – by 2020

Phase 2 – Scarborough RT from Sheppard to Malvern Town Centre
Finch

- Construction begins – mid-2015
- Construction complete and in service – by 2019
- Phase 2 – Finch between Spadina subway and Don Mills subway
Toronto Financing Proposal

- City of Toronto proposed to borrow $1.5 to $3.0 billion and have Province pay it back after 2015
- Allow Finch and Scarborough RT to proceed now instead of in 2015
- Borrowing from the City contradicts goal of Ontario Budget which is to slow accumulation of debt, not borrow from a different source
- Debt to City is not different than debt to Bay Street or Wall Street
- But welcome direct City contribution to the plan if possible
Can the City contribute directly if it wishes? Yes.

- **From modest to large**
- **Modest**
  - Buy land now that will be needed in 2015
  - Extend Sheppard LRT to Meadowvale - $100 million
  - Extend Sheppard LRT to Aquatic centre - $150 million
- **Large**
  - Do Finch West now – about $900 million
  - Do another Transit City line now – e.g., Scarborough Malvern

- **Recognize financial constraints but opportunity remains available – up to City**
- **Our Plan does not depend on it**
Some want more subways

- Common refrain – Why Aren’t You Building Subways?
  - Fast and grade-separated
  - **We Are. Eglinton**
    - 12 km tunnel
    - Hybrid – tunnel in middle and at-grade in East and West
    - 3 car consists every 3 minutes
    - Same speed as subway in tunnel
    - Seamless service
    - Meets needs of riders and communities best

- Scarborough RT is not a subway but is grade separated
  - Completely elevated and/or grade-separated
  - 3 car consists
  - Common technology and LRT vehicles
  - Meets all projected capacity well

- Sheppard and Finch lack density and demand to support subway at 3x the cost
“But we want more, faster”

- Some ask that we do all the projects at once – now
- Some ask that we do the full extent of the projects – now
- Simply not affordable – inconsistent with budget of $8.15 billion and cash flow limitation
- But surely better to proceed with three projects immediately – Sheppard, Eglinton and Viva – than to do none at all
- $7 billion of the $9.5 billion under way this year – a very good start
- Don’t let perfection be the enemy of the good
- Let’s move ahead – now – urgently – with the three projects and be fully ready for the next two in 2015
Why not defer?

- Municipal election ahead. Transit is a central issue. Why not wait?
- Province has spoken – unprecedented financial support
- Metrolinx has spoken – *Big Move Top Priorities*
- City Council has spoken – virtual unanimity
- TTC has spoken – total support
- All have been approved – so why wait
- Time to move ahead, not stall again
- Don’t miss another opportunity. Unprecedented opportunity
- Build a foundation on which others can build
- Big 5 are only a start – but a profoundly important start
The Way Ahead

Metrolinx Board – Wednesday May 19 2010
Submit to Province for funding approval
Projects are already all approved – Toronto and York

Move Forward
- Keep going on York Viva and Sheppard LRT – now
- Buy the Eglinton Tunnel Boring Machines – next month
- Order the vehicles for four lines – next month
- Press full speed ahead – now

It is time for action, not talk or complaint

Time to Get it Done – we are determined to do so