

On Track: Moving Transit Forward in the GTHA

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**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



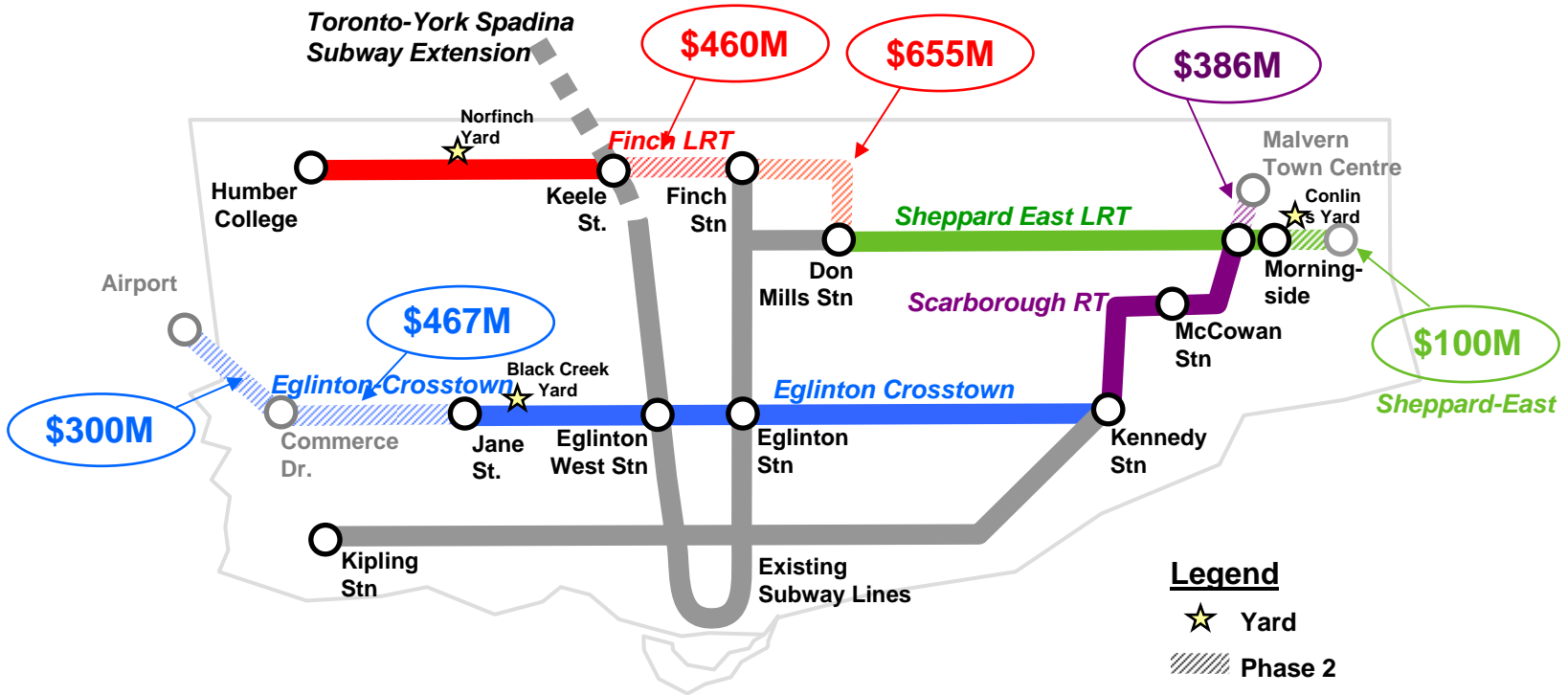
PROJECTS

- 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 seamless 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**

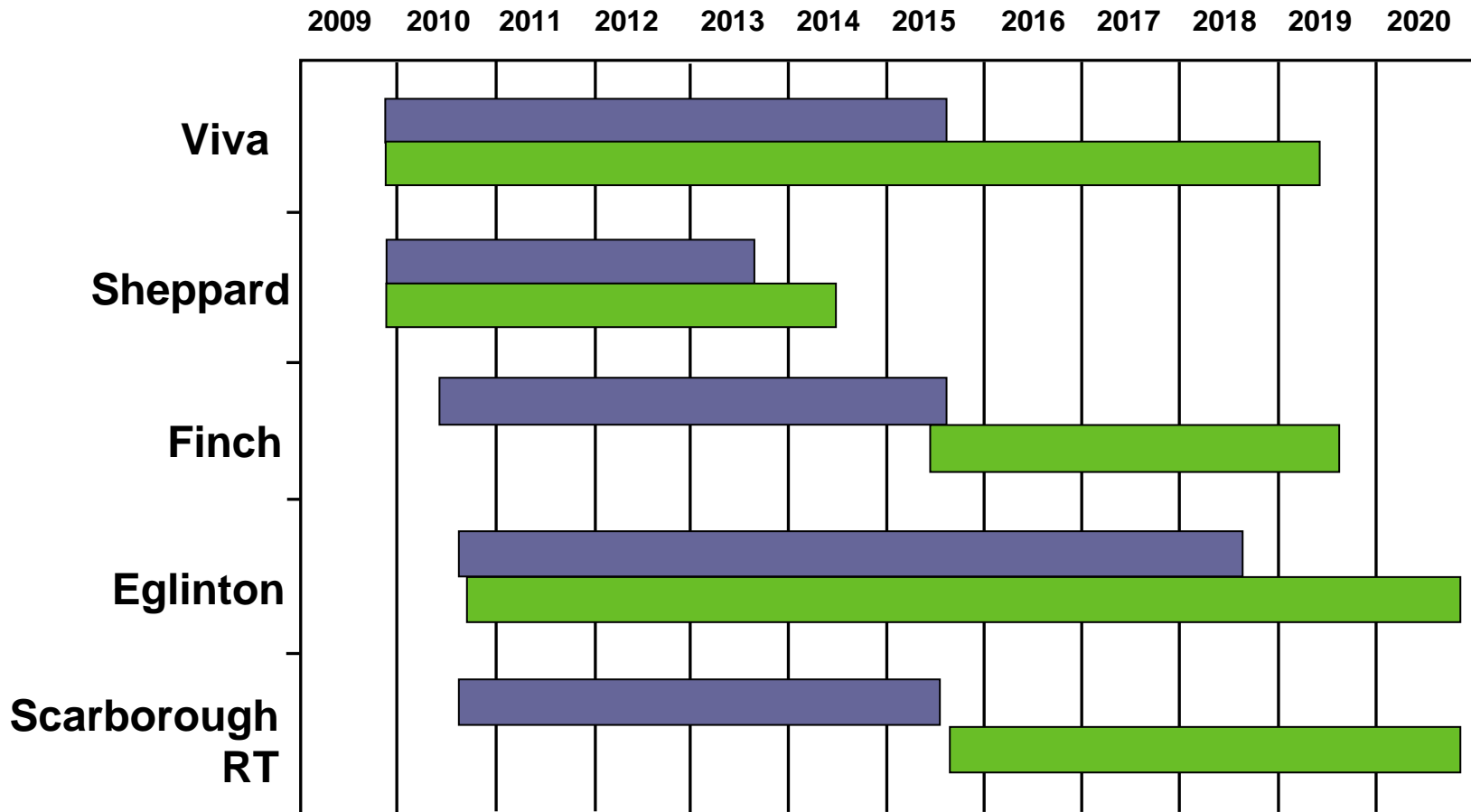
Key principles of 5 in 10 plan



-  **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

1. Continue building York Viva BRT but completed over a longer period. Completed by 2020. Strong support from York.
2. Continue building Sheppard over original timeframe. Completed early 2014.
3. Move ahead immediately with Eglinton, beginning with tunnel. Completed by 2020.
4. Start Scarborough RT after Pan Am Games and Sheppard LRT. Completed 2020.
5. Start Finch in late 2015. Completed 2019.
6. Propose Investment Strategy to finance phase two not later than June 2013.

Compared to original timeline



Original timeline 
5 in 10 timeline 

York Viva



Finch

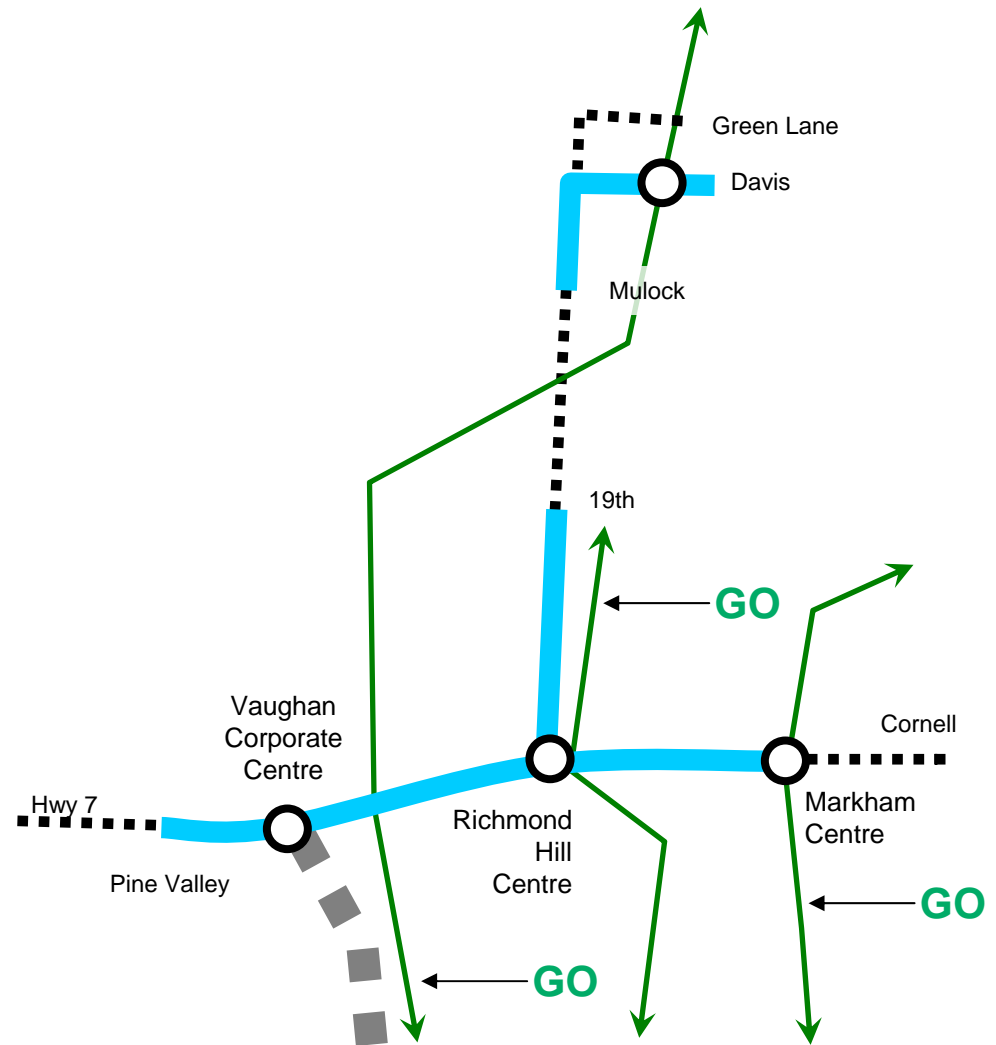


Sheppard



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

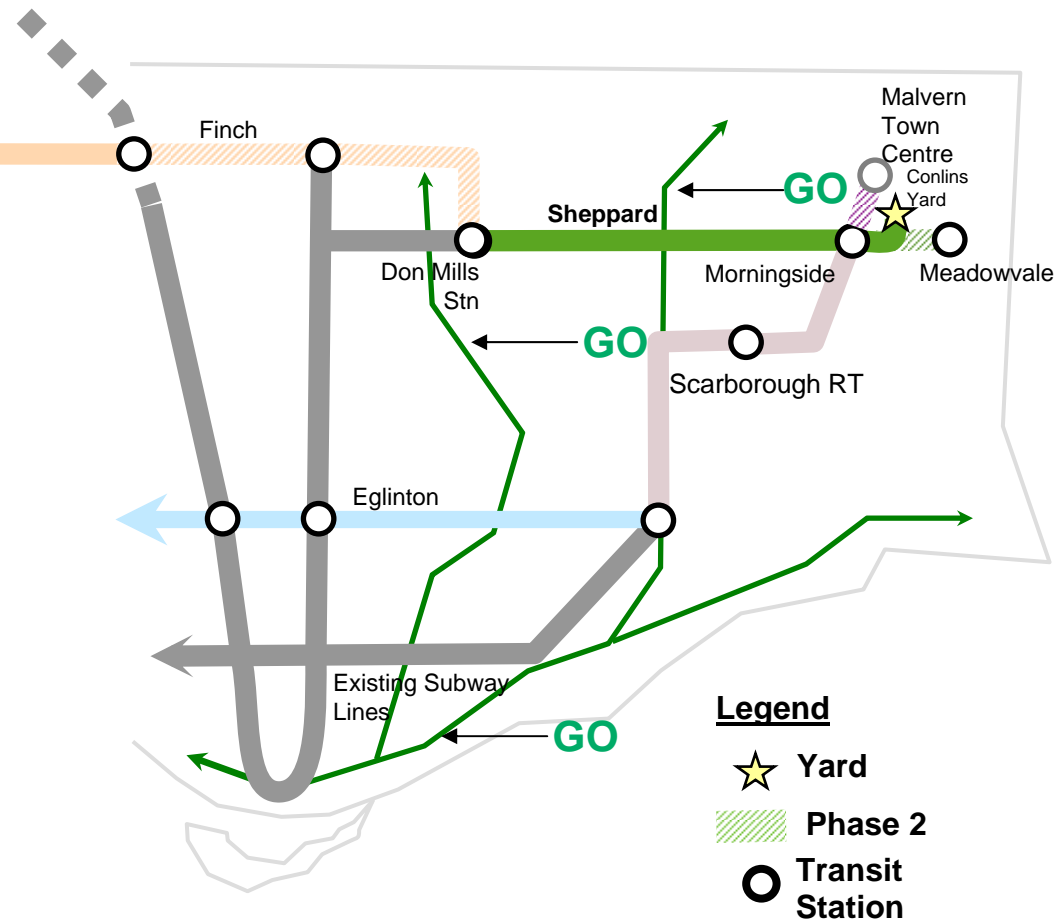


Legend

- Viva BRT
- Mixed traffic (BRT in future phase)
- Transit Station

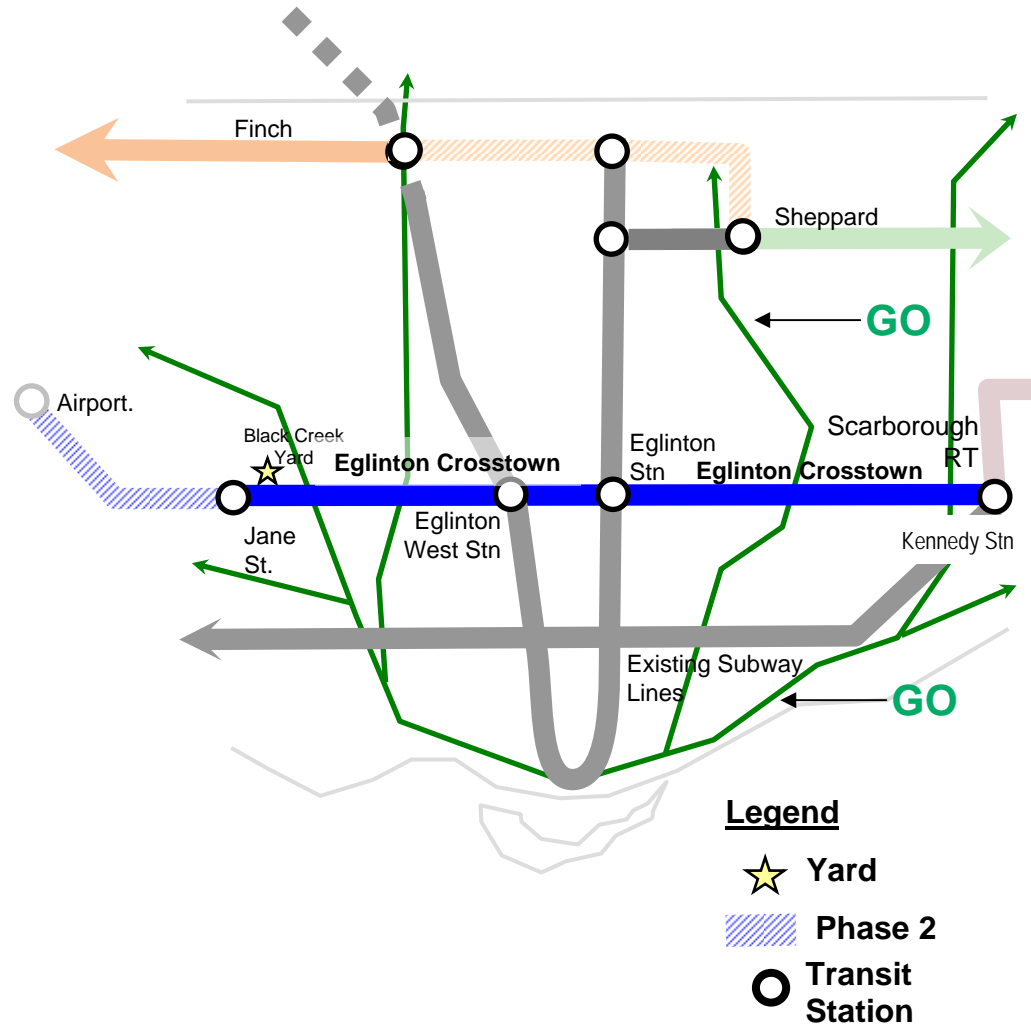
Sheppard

-  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



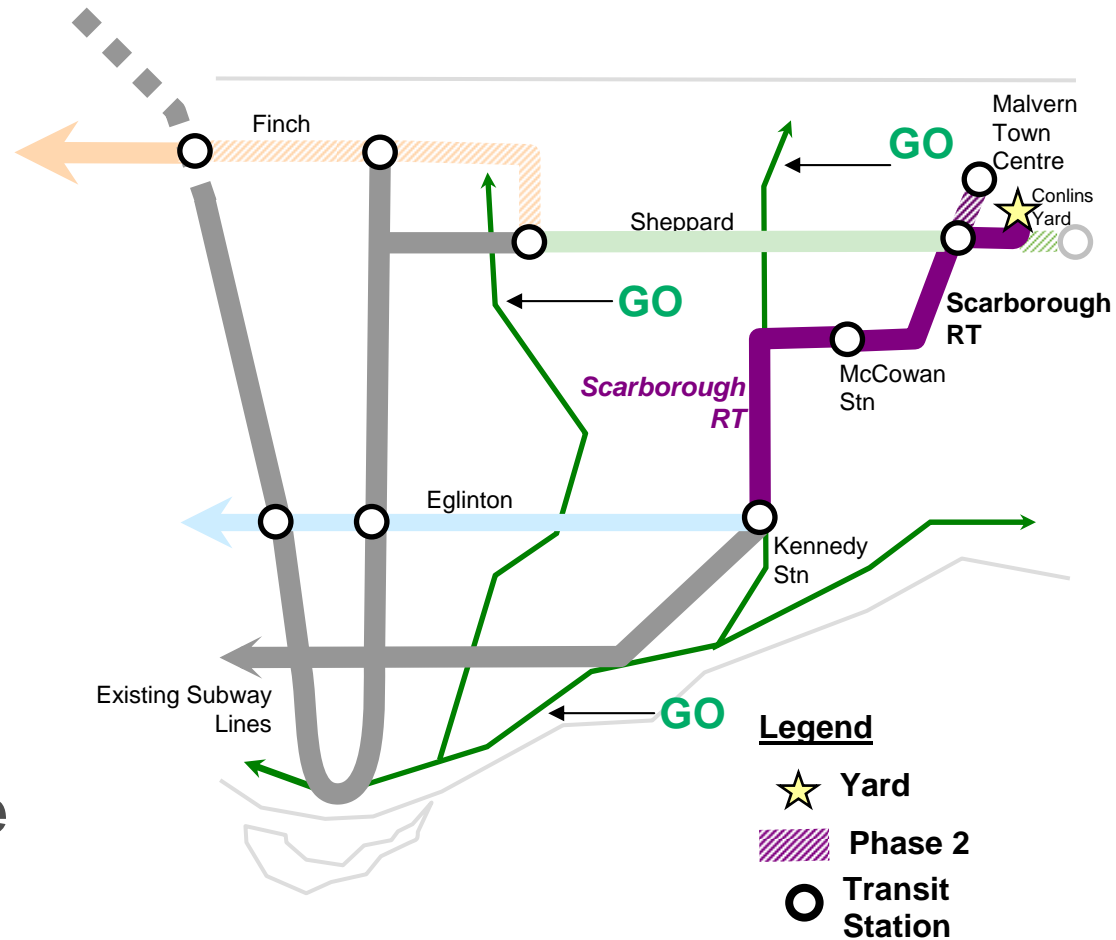
Eglinton

- 🚇 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



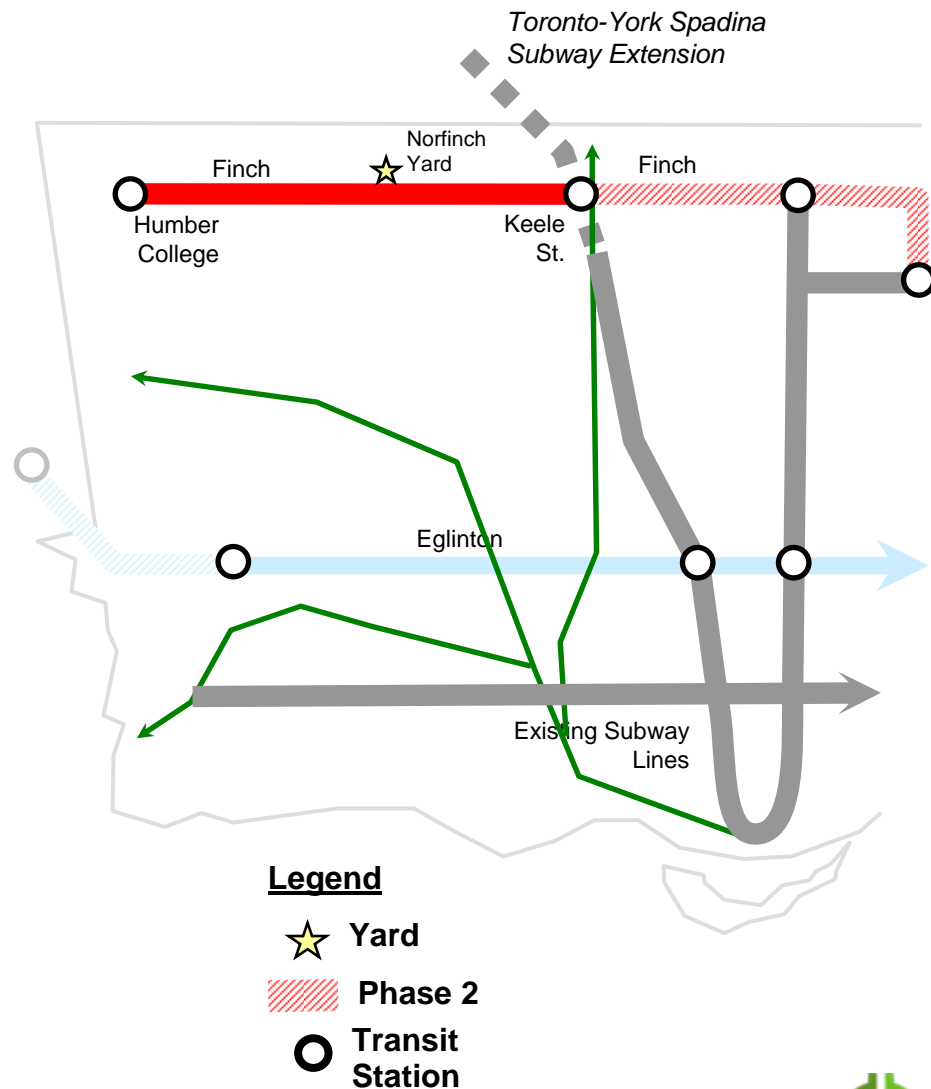
Scarborough RT

- 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**