



Toronto Transit Projects

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Outline

- Overall Direction
- Evaluation Principles
- City Council Motions
- Toronto Plan Evaluation against Principles
- Project Staging Considerations
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- Proposed Board Resolutions
- Next Steps

Overall Direction

- Move forward with all four lines - Eglinton, Scarborough, Sheppard and Finch
- Use Infrastructure Ontario on all projects as directed by Treasury Board, to maximize value and increase certainty of on-time, on-budget delivery and a cooperative design process
- Continue construction where it is underway (e.g. Eglinton)
- Fulfill promise of delivering all projects by 2020

Evaluation Principles

1. Sound Regional Transit Planning:

- Any projects to be paid for by the Province must achieve sound transportation objectives for the City and the region, and reflect the goals and principles of our regional transportation plan, The Big Move

2. Budget and Cost:

- The maximum budget for the provincial contribution to the plan remains fixed at the original \$8.4B (2010\$). Any plan must be cost-effective and involve no cost increases to the Province over the original budget, in terms of the total provincial investment, the cash flow required in each year and the Province's ability to amortize its investment over the life of the assets. Any additional costs must be paid by the City or other partners

3. Penalties:

- The Province is not prepared to pay any penalties related to contractual commitments or the loss of investments that result from changes sought by the City. These costs must be borne by the City

Evaluation Principles

4. Cost of Delay:

- Delays in the delivery of results to residents are not acceptable. In the event that further delays occur in the delivery of projects, any delay costs must be assumed by the City

5. Traffic:

- Any plan should minimize adverse impacts on traffic to the extent reasonably possible

February City Council Motion

- Council adopted motion on February 8, 2012 with a 25-18 vote in favour of a plan similar to original plan
- In summary, the City Council motion supports:
 - Eglinton Crosstown LRT from Jane to Kennedy Station in a tunnel and surface alignment
 - Finch West LRT from the future Finch West Station on the Toronto-York-Spadina-Subway-Extension (TYSSE) to Humber College
 - The Scarborough RT conversion to LRT from Kennedy station to Sheppard Avenue
 - Establish Expert Advisory Panel for transit on Sheppard and report back to Council on or before March 21, 2012

March City Council Motion on Sheppard Avenue

- City Council considered the Expert Advisory Panel's report and recommendations on March 21 and 22, 2012
- The Advisory Panel ranked three alternatives, LRT, Subway and a hybrid Subway/LRT option against the following criteria:
 - Funding and Economic Development
 - Transit Service
 - Sustainability and Social Impact
- LRT ranked highest at 87.3%, Hybrid at 59.5% and Subway at 59.3%
- City Council adopted a number of motions including the following for transit on Sheppard:

"1. City Council confirm that Light Rail Transit (LRT) is the preferred rapid transit mode for Sheppard Avenue East from Don Mills to Morningside, and confirm the Sheppard Avenue East LRT as a priority line within the approved Metrolinx "5 in 10" plan"

Plan Evaluation Against Principles

- ✓ Consistent with regional transportation needs identified in The Big Move; each of the four Toronto LRT projects are identified as a Top 15 Priority
- ✓ Meets \$8.4 provincial funding and “asset ownership and control” criteria that allows amortization of capital costs
- ✓ Minimizes penalties and avoids sunk costs
- ✓ Minimizes cost of delay to Light Rail Vehicle contract, but actual cost impact still needs to be negotiated
- ✓ Impacts on traffic are limited:
 - ❑ Scarborough fully separated from traffic
 - ❑ Sheppard and Finch to be widened; some intersection adjustments required
 - ❑ Along Eglinton, east of Leslie, all general use lanes to be maintained; HOV lanes will be removed to accommodate the LRT; some intersection adjustments required

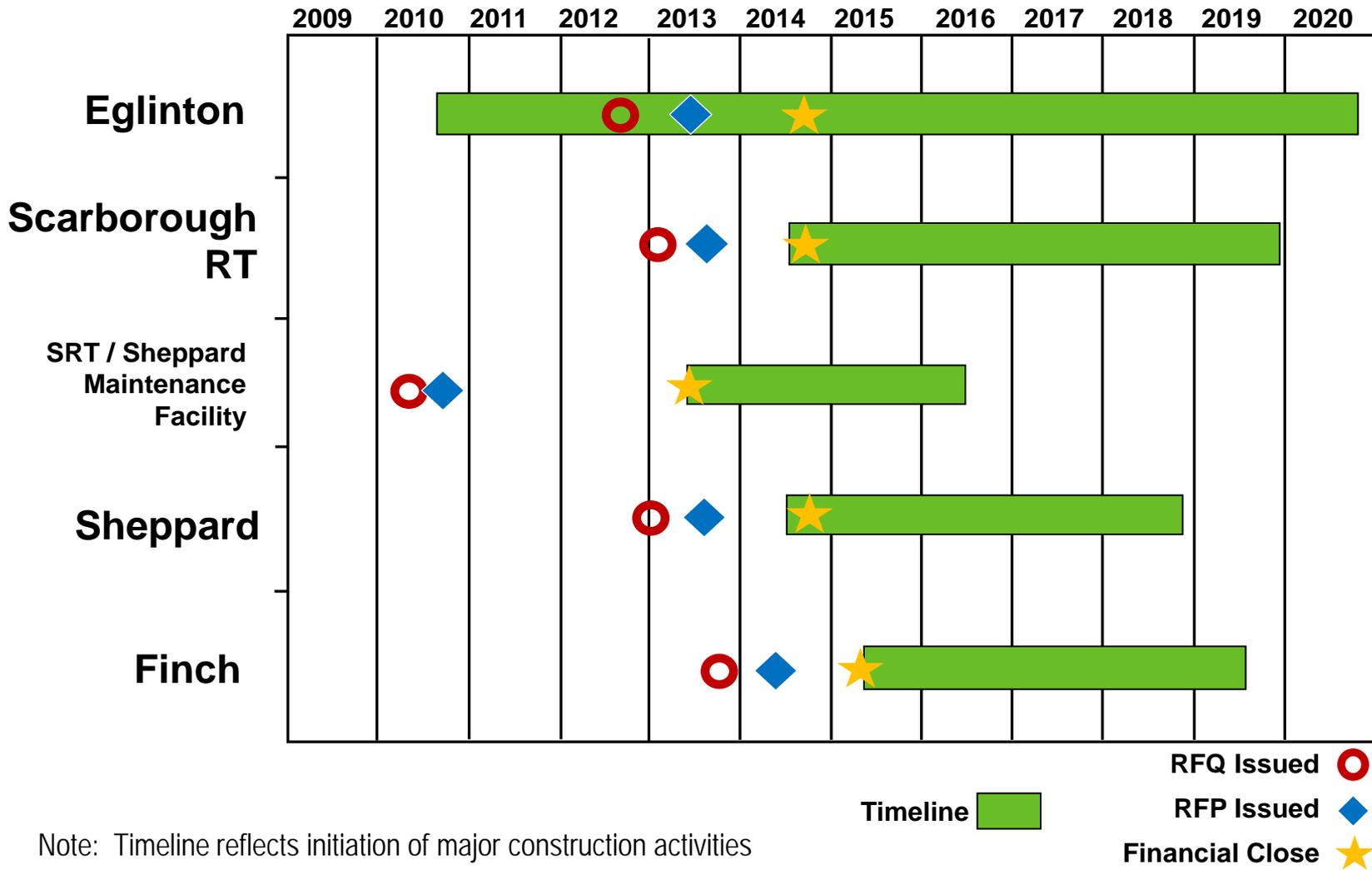
Consistency with Regional Transportation Needs

- Projects are priority elements of the GTHA system:
 - Linking regional urban growth centres
 - New east-west transit connections
 - Connecting communities of social need
 - Locating transit to support future growth
 - High level of readiness relative to other regional projects
 - Population and employment served

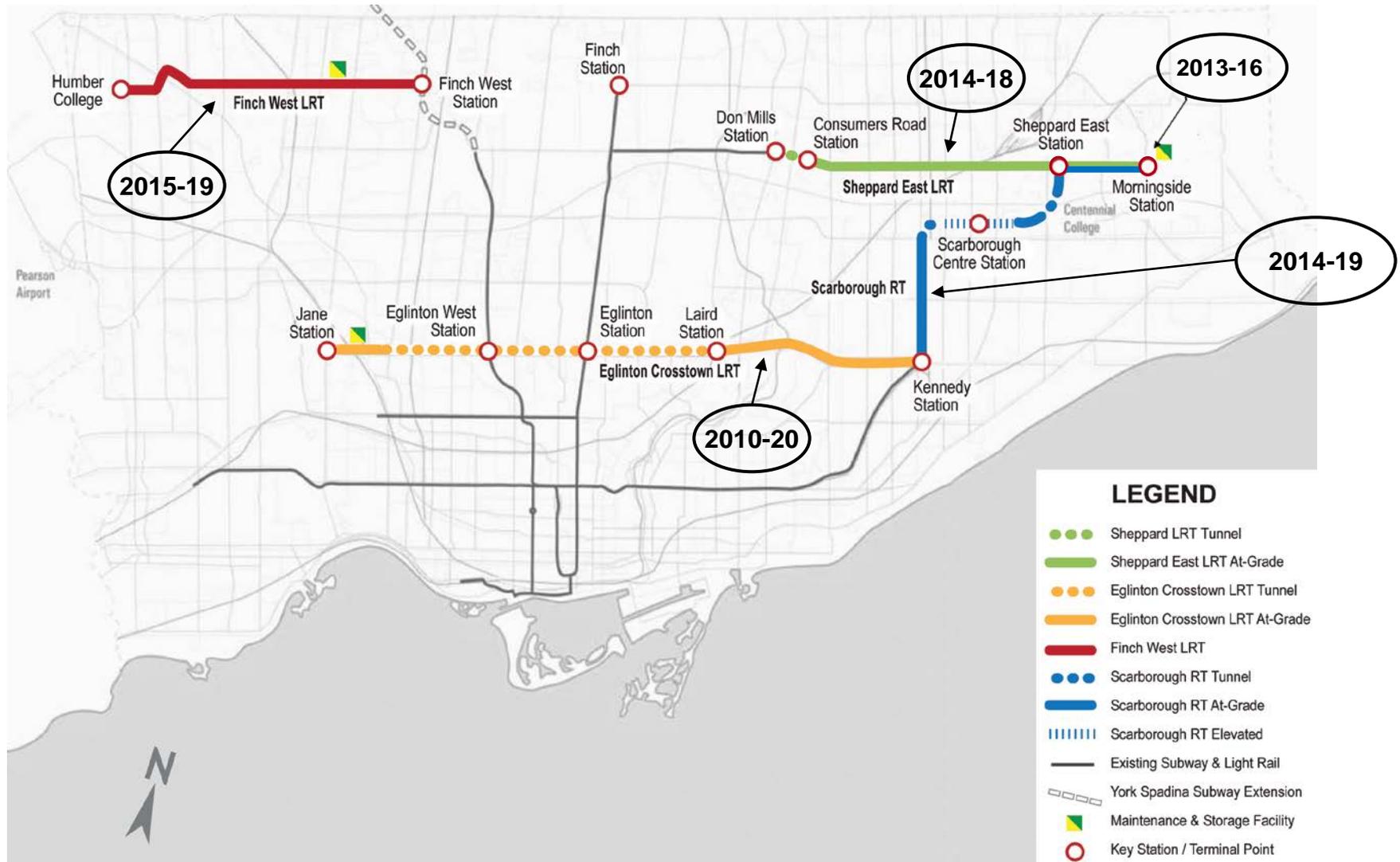
Project Staging Considerations

- Current construction progress
 - The tunnel segment of the Eglinton project is currently under construction, using a design-bid-build process, to complete project on schedule; discussions with TTC / IO underway on Alternative Financing and Procurement (AFP) delivery
- Vehicle deliveries
 - The ability to receive and test vehicles will reduce delay and other costs associated with the vehicle contract
- Industry capacity in responding to multiple procurements
 - We must be mindful of industry capacity to respond to multiple concurrent opportunities
 - Engineering may be the challenging area, although the size and scale of these offerings is expected to draw resources from around the world
- SRT replacement is a priority
 - The SRT has high, established ridership, it is near the end of its economic life and in need of replacement. Project acceleration has benefits and staging can be done to avoid any disruptions during the Pan Am/Parapan Games period
- Deliver all projects through AFP
 - Provincial policy now requires that all projects over \$50 million be considered for AFP delivery, subject to value-for-money analysis

Proposed Project Staging



Proposed Project Staging



Recommended Project Staging

- Continue with procurement for balance of Eglinton project
 - Must continue with procurement to maintain schedule
 - Projected in-service date of fall / winter 2020
- Re-activate procurement for the combined Scarborough RT / Sheppard East LRT yard
 - Provides early storage and testing site for vehicles
 - Minimizes delays to vehicle supplier
 - Avoids break fees if procurement is cancelled
 - Projected in-service date of 2015 (Phase 1 for vehicle deliveries), 2016 (substantial completion)
- Scarborough RT
 - Initial construction would be on the extension from McCowan to Sheppard Avenue
 - Existing system shut down for replacement after Pan Am / Parapan Games
 - Projected in-service date of 2019

Recommended Project Staging

- Finch West LRT
 - Complete design work to 30% to facilitate AFP procurement
 - Build underground access connections to Toronto-York-Spadina Subway Extension (TYSSE) immediately
 - Projected in-service date of 2019
- Sheppard East LRT
 - Utilizes previous design and engineering work
 - Projected in-service date of 2018
- Metrolinx will work with TTC and IO to identify opportunities for “early works”, provided value-for-money is demonstrated

Metrolinx Resolution

RESOLVED:

1. *THAT*, subject to any approvals required from the Province of Ontario, Metrolinx is authorized to proceed with the implementation of the plan as originally approved by Metrolinx on May 19, 2010, consisting of the following projects, with the following staging:
 - Eglinton Crosstown LRT from the Jane Street / Black Creek area to Kennedy Station, with an in-service date of 2020
 - Scarborough RT / Sheppard maintenance and storage facility, with a construction start of 2013 and substantial completion in 2016
 - Scarborough RT replacement and extension to Sheppard Avenue, with a construction start of 2014 and an in-service date of 2019
 - Sheppard East LRT from Don Mills Station to east of Morningside Avenue, with a construction start of 2014 and an in-service date of 2018; and
 - Finch West LRT from the Toronto-York-Spadina Subway Extension (TYSSE) to Humber College, with a construction start of 2015 and an in-service date of 2019

Metrolinx Resolution (continued)

2. *THAT*, Metrolinx staff is authorized to finalize and execute definitive legal agreements with the City and the TTC relating to the funding and implementation of the Projects and a capped contribution of \$8.4 billion in 2010 dollars
3. *THAT*, the principles outlined in Metrolinx's letter to the Chair of the Toronto Transit Commission dated January 31, 2012 attached as Appendix I to this report shall be reflected in the definitive legal agreements relating to the funding and implementation of the Projects
4. *THAT*, subject to positive value-for-money analysis results and Treasury Board approval, Metrolinx will use Infrastructure Ontario for project delivery to the extent feasible in order to optimize the value to the Ontario taxpayer on these transit investments
5. *THAT*, in conjunction with an IO project delivery approach, Metrolinx staff work with the federal government to secure additional P3 Canada Fund support for these projects

Metrolinx Resolution (continued)

6. *THAT*, after consultation with the TTC and Infrastructure Ontario, staff report back to the Board with opportunities for early works packages that can advance the projects without reducing overall value-for-money from the preferred delivery approach
7. *THAT*, Metrolinx funding and implementation of the Projects is contingent on the PRESTO fare card being implemented by the TTC, and,
8. *THAT*, after consultation with the City of Toronto and the TTC, staff report back to the Board with details on the updated budget and scope for the Projects.

Next Steps

- Convey advice and recommendations from Metrolinx Board to the Province
- Metrolinx will continue:
 - Construction on the Eglinton Crosstown central tunnel
 - Design and engineering on the Eglinton Crosstown section west of Black Creek to Jane, including the west Maintenance and Storage Facility
 - Development of the Master Agreement with the City and TTC and draft more definitive legal agreements
 - Working with Infrastructure Ontario and the TTC on the development of the delivery models for the projects, including value-for-money analysis