

To: Metrolinx Board of Directors

From: Leslie Woo  
*Chief Planning and Development Officer*

Date: March 8, 2018

Re: **Planning and Development Q4 Board Report - December 7, 2017 to March 8, 2018**

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## Recommendation

That this report be received for information.

## Recent Highlights

- **GO Transit Service Increases**
  - In late December, GO rail weekday service increases included:
    - Ten midday and six evening trips between Union and Aurora stations.
    - One early morning and one late morning trip from Bradford to Union Station, one early homebound and one late evening trip from Union Station to Bradford.
  - GO rail weekend service increases included:
    - Six trips between Aurora and Union stations, enabling hourly service in both directions. GO bus services on the Barrie corridor were adjusted to complement expanded rail services.
  - In late December, GO Bus routes along the Hwy 407 corridor were realigned to serve the new Hwy 407 terminal, providing new connections to the TTC subway.
  - Peak period GO Bus service along Hwy 2 in Durham Region was extended to serve a new Park & Ride lot at Hwy 412 and Dundas Street in Whitby.
- **Implementing Benefits Management & Business Cases and Sponsor Office**
  - To provide guidance on the development of business cases, two documents have been posted online and can be accessed [here](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/benefits_case_analyses.aspx)<sup>1</sup>. The documents are:

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<sup>1</sup>[http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/benefits\\_case\\_analyses.aspx](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/benefits_case_analyses.aspx)

- **Business Case Overview:** a concise summary of Metrolinx’s overall business case approach, targeted to staff, stakeholders, decision makers, and the public.
    - **Draft Business Case Guidance:** detailed information on how to lead the development of a business case and technical guidance for completing each component.
  - The Sponsor Office was established in December 2017. The Sponsors retain accountability for benefits realization to ensure the benefits promised at the start of a project are the benefits delivered at the end. Beginning with the RER program, the sponsors define the benefits to be achieved, what the program should deliver, and make sure the delivery team has the resources and capacity to deliver through planning, design, construction, delivery and operation. The Sponsor Office is comprised of six sponsors, overseeing the RER network, Union Station, RER stations, Toronto strategies and GO extensions.
- **GO Stations**
  - Preliminary Design Business Cases were developed for the 12 station sites that underwent Initial Business Cases in 2016, Initial Business Cases have been updated for the five stations that were deferred in 2016, and two new Initial Business Cases have been introduced. A separate Board report is being tabled for these.
  - Concept plans for the four stations along the Bowmanville extension have been finalized. These concept plans form the basis for the ongoing update to the approved Environmental Assessment and the preliminary design work.
- **Design Excellence**
  - The Integrated Art program for the Eglinton Crosstown LRT was formally introduced in January through a pop up art gallery at the Ontario Science Centre. The public and media response to the eight art projects on display was overwhelmingly positive.
- **Advancing Regional Fare Integration**
  - The GO/UP-TTC discounted double fare was implemented on January 7, 2018. January e-purse transfers between GO/UP and TTC were 18% higher than the same period last year. A marketing campaign to drive awareness for the discounted double fare is underway.
  - Work continues to further the technical analysis to address fare barriers including the GO base fare, TTC-905 double fare, and fare policy harmonization.

- In early 2018 the GTHA Fare Integration Team established two working groups of municipal transit agencies and Metrolinx staff to focus on fare policy harmonization as well as a group of affected municipal transit agencies and Metrolinx staff to focus on the TTC-905 double fare barrier.
- **Corporate Sustainability Strategy Progress**
  - Metrolinx's newest Solar Photovoltaic System, located on the Clarkson GO Station parking structure, went into operation in November. As of January, the 288 kW system had already displaced 2.4 tonnes of CO<sub>2</sub>e and saved over \$5,000 in electricity costs.
  - Metrolinx is in the process of finalizing a Climate Adaptation Strategy. Once completed, the Strategy will place the organization as a leader in North America on climate resiliency.
- **First and Last Mile**
  - In line with the GO/TTC Discount Double Fare implementation in January, a fare calculator was added to Triplinx.ca, allowing customers to plan multi-modal trips with both time and cost provided for the transit portion.
  - Smart Commute partners completed 60 travel planning initiatives at Smart Commute workplaces and rapid transit stations to encourage commuters to consider alternative modes of travel to get to and from their GO stations. For example: four projects in York Region assisted 1000 participants with their commutes to Langstaff, Mount Joy, Unionville, Aurora, Newmarket, Maple and Rutherford GO Stations. Commuters began taking transit, carpooling, cycling and walking because of the travel planning support received.
  - A report was completed on global best practices to help the public identify transportation options in areas with Light Rail Transit construction disruptions and mitigate community impacts from construction.
  - Three Active and Sustainable School Travel lesson plans based on the Ontario curriculum were published. They now help teachers engage students about the environment, health and social benefits of active travel.
- **Rapid Transit Projects**
  - Metrolinx has entered into a Memorandum of Understanding with the City of Toronto and TTC to set out roles and responsibilities for collaborative work to advance the planning, design and engineering of the Relief Line.
  - Metrolinx has entered into a Memorandum of Understanding with the City of Toronto, TTC, Regional Municipality of York and York Region Rapid Transit Corporation (YRRTC) to set out roles and responsibilities for collaborative work to advance the planning, design and engineering of the Yonge Subway Extension.

- **Engaging with Municipal Partners and Key Stakeholders**
  - In December Metrolinx worked with the City of Toronto and the TTC to engage the public at Renforth Station on the proposed extension of the Eglinton West LRT to Pearson International Airport.
  - Workshops were hosted in January with municipalities and stakeholders, including social service agencies, on the Draft RTP and the “*Making It Happen*” Paper.
  - In February, a flood plain mapping workshop was held in partnership with conservation authorities, focused on existing and future assets along the electrified Regional Express Rail and Rapid Transit lines.
  - In January 2018, Metrolinx participated in stakeholder discussions with municipalities and NGOs to highlight accessibility achievements and update plans.

Respectfully submitted,

Leslie Woo  
*Chief Planning and Development Officer*