



**METROLINX**

An agency of the Government of Ontario

## Metrolinx / Toronto Transit Plan April 28, 2011

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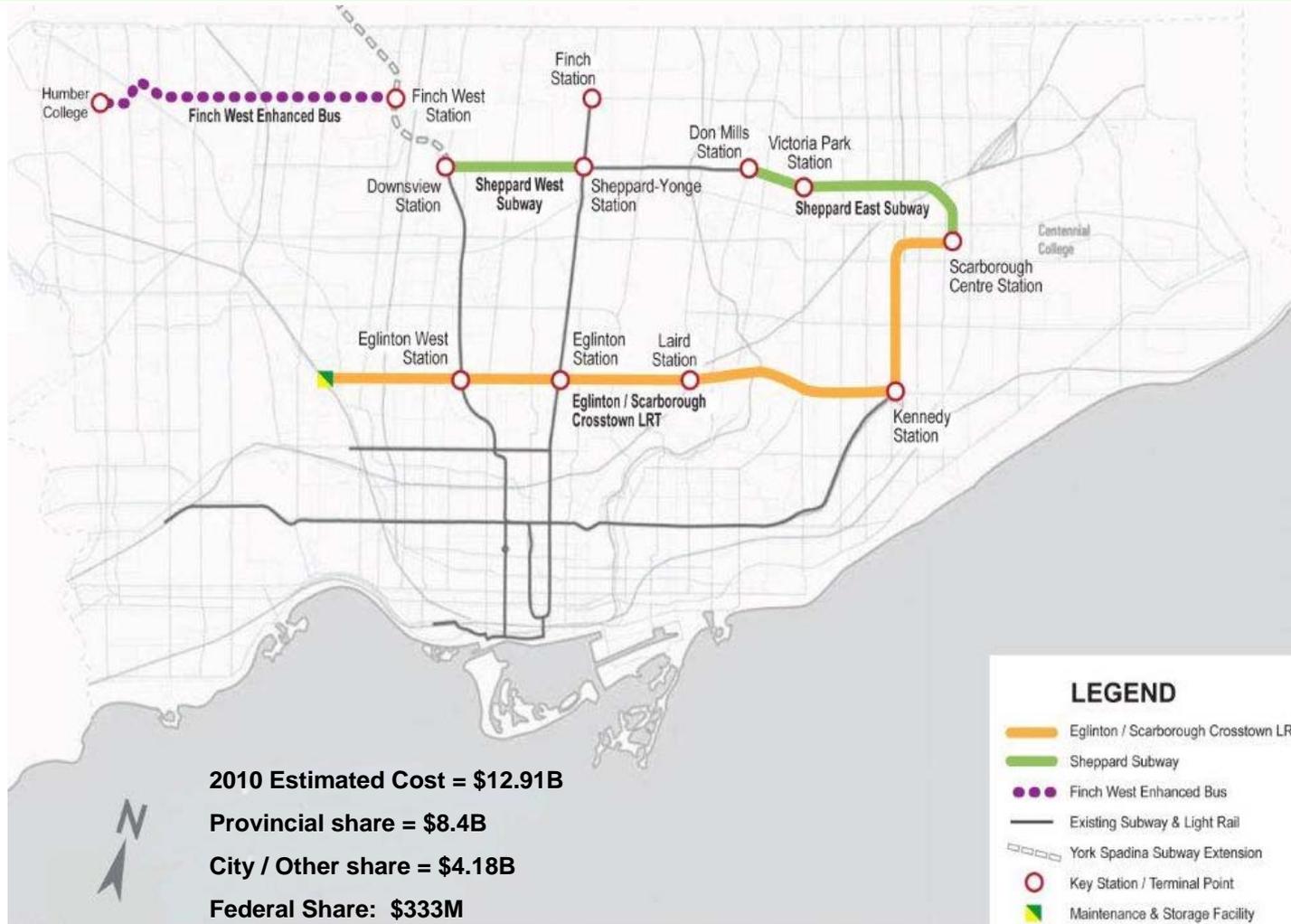
# Overview

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# Principles in Developing the Plan

- To formulate the revised plans, Metrolinx set out five guiding principles:
  - We need to achieve both regional and local transportation objectives. The regional objectives are set out in Metrolinx's *The Big Move*
  - There can be no cost increases to the Province
  - We need to avoid loss of existing investments and any penalties
  - We have to deliver results to citizens as quickly as possible
  - We need to minimize impacts on traffic

# Metrolinx / Toronto Transit Plan



# Metrolinx / Toronto Transit Plan

## Summary Statistics

Project	Total km	Tunnel km	Total Stations	Schedule	2010 Cost
SHEPPARD EAST SUBWAY Don Mills to Scarborough Centre	8	8	7	2011-2019	\$2.75 B
SHEPPARD WEST SUBWAY Yonge to Downsview	5.45	5.45	2	2011-2019	\$1.48 B
NEW SUBWAY YARD	n/a	n/a	n/a	2016-2020	\$0.5 B
EGLINTON- SCARBOROUGH CROSSTOWN LRT Jane / Black Creek to Scarborough Centre	25.2	19.5	26	2011-2020	\$ 8.18 B
<b>Totals</b>	<b>38.65</b>	<b>32.95</b>	<b>35</b>	<b>2011-2020</b>	<b>\$12.91 B</b>

# The Plan and Projects

- Eglinton-Scarborough Crosstown Light Rail Transit (LRT)
  - 25.2 km east-west LRT corridor between Scarborough Centre and Jane Street / Black Creek
  - 19 km of tunnelled LRT along Eglinton connected with continuous through-running service along upgraded SRT alignment (5.7 km, elevated and at-grade, 0.5 km tunnelled) to Scarborough Centre
    - Opportunity for Metrolinx / GO express bus service from Jane / Black Creek to Pearson Airport via Renforth Gateway
  - Up to 26 stations
  - Cost estimate for the combined project is \$8.18B (2010\$)
- Sheppard East Subway
  - An extension of the existing Sheppard Subway, easterly from current terminus at Don Mills Station to a new terminus at Scarborough Centre
  - Approximately 8 km in length / up to 7 new stations
  - Cost estimate (excluding a new yard): \$2.75B (2010\$)
- Sheppard West Subway
  - An extension of the existing Sheppard subway westerly from the current terminus at the Yonge-Sheppard Station to a new terminus at Downsview on the University-Spadina line
  - Approximately 5.5 km in length / 2 new stations
  - Cost estimate: \$1.4B
- Finch West Enhanced Bus Service:
  - TTC will operate enhanced bus services between the new Finch West subway station to Humber College
- Note: all rail estimates include vehicles, stations, maintenance and storage facilities, rail and signal systems

# Memorandum of Understanding (MOU)

## General

- Non-binding agreement between the Ontario, Metrolinx and the City of Toronto to establish the guiding principles for continuing to move forward on these projects
  - Provides framework for negotiation of agreements to be approved by each party's governing body
- Key Responsibilities:
  - Metrolinx is responsible for securing funding, environmental approvals, designing, coordinating, planning, constructing and implementing the Eglinton-Scarborough Crosstown LRT project. Metrolinx will own and control this project.
  - Toronto is responsible for securing funding, environmental approvals, designing, coordinating, planning, constructing and implementing subway extensions along Sheppard Avenue (east and west). Toronto will own and control these projects.

# MOU – Financial Responsibilities

- Metrolinx will contribute up to \$8.4B (2010\$) to the program
- The City of Toronto is responsible for the funding and financing initiatives related to the Sheppard subway projects. If the cost of the Metrolinx project is \$8.4B or less, the balance of the funds could fund the Sheppard East subway up to a maximum provincial contribution of \$650M
- The Province, other relevant Ministries and Metrolinx will work with Toronto to identify legislative amendments and regulations which may be necessary or desirable to facilitate Toronto's ability to finance and build the Toronto Projects
  - Toronto may propose amendments that include, but are limited to, its ability to finance the Toronto Project through the use of development charges and municipal tax increment financing. Once such amendments have been identified and mutually agreed to by the parties, the relevant Ministries will propose the legislative and regulatory amendments to the Government
- The City of Toronto will not be able to access the education component of the municipal property tax for project financing
- Losses or penalties incurred due to contract cancellations, suspensions or reductions are the responsibility of Toronto. Amount and terms of repayment to be negotiated

# MOU – Other

- Both Metrolinx and the City of Toronto, at their own costs, are required to complete amended environmental assessments for these projects
  - The parties will work together to facilitate each other's assessments
- Metrolinx and the Province will support the City's efforts to:
  - Transfer the \$333M commitment from the federal government towards the Sheppard East LRT to the Sheppard subway
  - Obtain financial support from the P3 Canada fund
- The City of Toronto will be responsible for the transit operations of the completed Sheppard subway projects
- The operations, revenues and expenditures of the Eglinton-Scarborough Crosstown LRT will be determined in a future negotiated agreement between Metrolinx and the City of Toronto

# Next Steps

- Work continuing on Eglinton project:
  - Continue to advance mid-town tunnel section
  - Complete Light Rail Vehicles design
  - Conduct preliminary engineering review for Eglinton east tunnel segment
  - Prepare for amendments / update to Environmental Assessment
- Additional Eglinton planning work will be required to determine:
  - Station requirements and locations along Eglinton east
  - Kennedy Station configuration
  - McCowan yard configuration
  - Jane / Black Creek terminus alignment
  - Operation concept / scenario



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Thank you

