

December 18, 2008

Ms. Ulli Watkiss  
City Clerk  
City of Toronto  
Toronto City Hall  
100 Queen Street West  
Toronto, Ontario  
M5H 2N2

Dear Ms. Watkiss:

At its meeting on Wednesday, December 17, 2008, the Commission considered the attached report entitled, "Yonge Subway Extension – Final Report on Transit Project Assessment Process and Future Actions."

The Commission approved, in principle, the Recommendations contained in the report, subject to amending Recommendation No. 2 to read as follows:

- "2) Make its support for the implementation of the Yonge Subway extension project contingent on the following requirements:
- The TTC's base capital funding needs must continue to be fully funded including replacement streetcars and the Transit City lines are the first priority for implementation,
  - The TTC's future base capital funding needs for rail yard expansion the expanded subway car fleet to support reduced headways on the YUS line and increased capacity of Yonge-Bloor Station must also be funded,
  - The Spadina Subway Extension and ATO/ATC on the YUS line must be in place prior to the opening of the Yonge Subway Extension,
  - It will not be possible to implement improved headways on the YUS line (with ATO/ATC) without a significant investment in Yonge-Bloor Station capacity prior to the availability of the new signal system in 2016, and the Yonge-Bloor Station improvements must therefore be fully funded,
  - The capacity of the Yonge Subway line to accommodate future ridership from this extension (and other network improvements that connect to the Yonge Subway) is a significant operational issue that requires further study and resolution before the project can proceed,

- The current budget for the Yonge Subway project includes an allowance for storage/maintenance of Yonge Subway Extension vehicles in an existing yard (Wilson or Davisville). Should a stand alone yard (or a satellite facility at the north end of the Yonge Subway Extension project) be required, the capital cost of the Yonge-Subway project will increase from the current estimate of \$2.4 billion (2008 dollars). The Subway Rail Yard Needs Study to support the Yonge Subway Extension and other planned increases on the YUS Subway line currently being undertaken by the TTC will identify future yard requirements to 2031 including the capital cost implications for yards over and above the existing Yonge Subway extension budget, and these needs must be met prior to implementation,
- The estimated \$125 million cost to acquire property for the Yonge Subway project has not yet been confirmed as eligible for funding from the Province of Ontario based on draft capital cost eligibility guidelines. The TTC/City position is that property costs for the project should not be born by the TTC/City, and
- The design of Yonge Subway Extension stations and surface facilities be designed to a high standard of excellence in collaboration with proven architects, including integrated artwork and be environmentally sustainable consistent with City/TTC standards,
- An origin-destination study of the travel demand in the proposed service area be undertaken, and that this report identify other transit projects that serve this demand,
- The feasibility of accommodating the increased ridership in stations on the YUS line must be determined and funded, with specific regard to all stations south of Eglinton on the Yonge line.”

The Commission also approved the following ancillary motions:

1. Noting the complexity of the project and the multiple and diverse implications of the project for the TTC, staff be requested to report to the next TTC Commission meeting and the Executive Committee of the City on the implications and possibilities that may be provided by using an Individual EA process or a Class EA process to review this project.
2. That staff be requested to report back to the Commission in January on:
  - The projected operating costs of the completed project;
  - Likely inter-regional fare scenarios;
  - Expected ridership figures on opening day; and
  - Impacts to the Yonge Extension from GO Transit expansion projects, specifically in the

Yonge Corridor.

3. That staff be requested to report back on the feasibility of purchasing a 7<sup>th</sup> car or lengthening the six cars that would make up a new train.

The foregoing report is forwarded to the City Executive Committee for consideration at its meeting on January 5, 2009.

Sincerely,

Vincent Rodo  
General Secretary  
1-16  
Attachment