



**Expert Advisory Panel
Transit on Sheppard Avenue
February 17, 2012**

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Outline

- Provincial/Metrolinx Principles
- Sheppard Avenue Corridor
 - The Big Move
 - Metrolinx Benefits Case Analysis
 - The 5 in 10 Plan
 - Project Status
- Potential Options for Sheppard Corridor

Provincial/Metrolinx 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

Provincial/Metrolinx Principles

4. Cost of Delay:

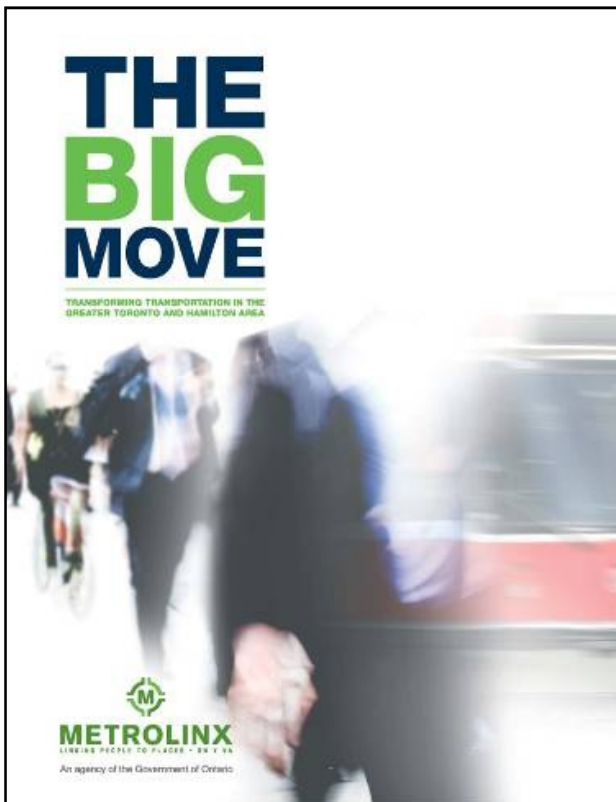
- Delays in the delivery of results to residents are not acceptable. In the event that further delays occur in the delivery of projects, any delay costs must be assumed by the City

5. Traffic:

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

The Big Move (2008)

A Multi-Modal Integrated Regional Transportation Plan



The Big Move (2008)

A 25-year integrated transportation plan across the GTHA developed through public outreach and consultation:

- › 44 public and stakeholder meetings
- › 11 meetings of the Board
- › On-line public outreach over the whole year
- › A technical advisory group of GTHA municipal officials
- › A full Environmental Bill of Rights posting
- › Review of public submissions and comments received

Plan outcomes include:

- › Double transit mode share
- › Triple length of rapid transit
- › Put transit within 2km of 75% of population
- › Reduce commuting times and greenhouse gas emissions

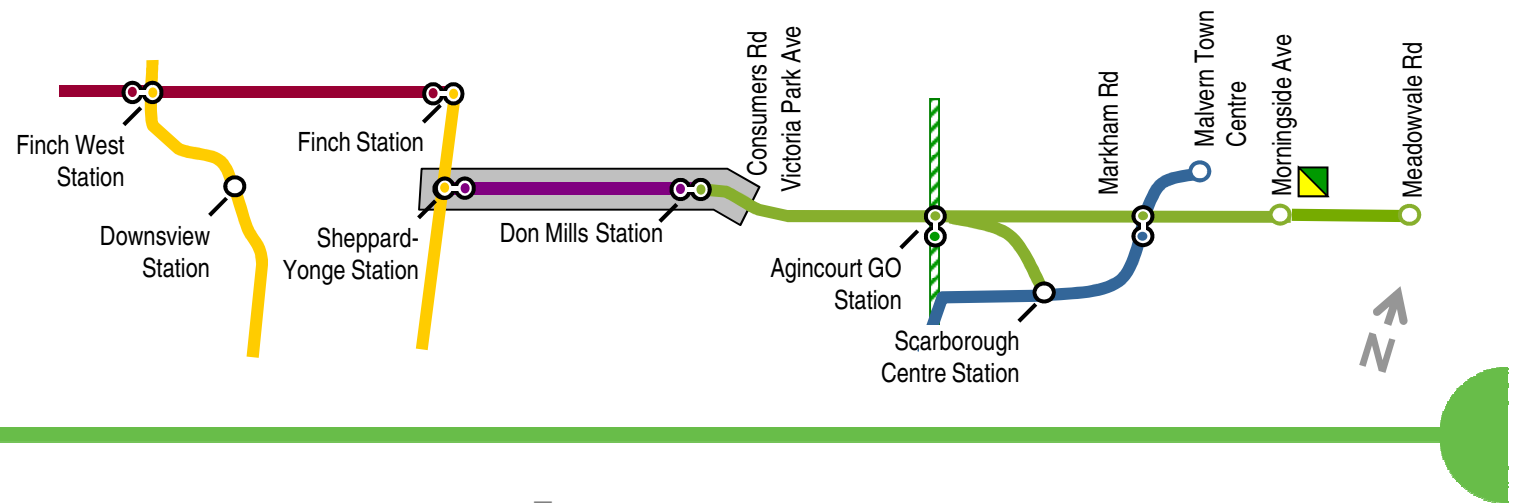
Vision: an integrated transportation system for our region that enhances prosperity, sustainability and quality of life.

- › **A high quality of life** – comfort, reliability, choice, attractive, safe
- › **A thriving, healthy and protected environment** – smaller carbon footprint, ecosystem approach, conserving land
- › **A strong, prosperous and competitive economy** – functional, integrated, efficient, fiscally sustainable, secure

The Big Move (2008)

- In *The Big Move*, the Sheppard East corridor was planned to operate largely on the surface
- The corridor was designated for “Other Transit (BRT / LRT / AGT)”
 - Operating on protected rights-of-way adjacent to or in the median of roadways or rail rights-of-way
 - Generally at-grade, possibly with some sections operating in mixed-traffic and/or tunnels
- The corridor was identified as one of the fifteen Top Transit Priorities
- Details such as routing, technology and level of service subject to further study through Benefits Case Analysis (BCA)

The Big Move (2008)



Benefits Case Analysis (2008-09)

- Metrolinx undertakes and publicly releases a Benefits Case Analysis (BCA) for major project priorities in *The Big Move* plan
- BCA is an internationally-recognized methodology and decision-making tool that quantifies the relative benefits of a proposed transit project over a 30-year horizon
 - Capital and long-term operating costs
 - Transportation user benefits, including: ridership, travel time savings, vehicle operating cost savings and accident cost savings
 - Our more recent BCAs quantify the benefits of transit service reliability

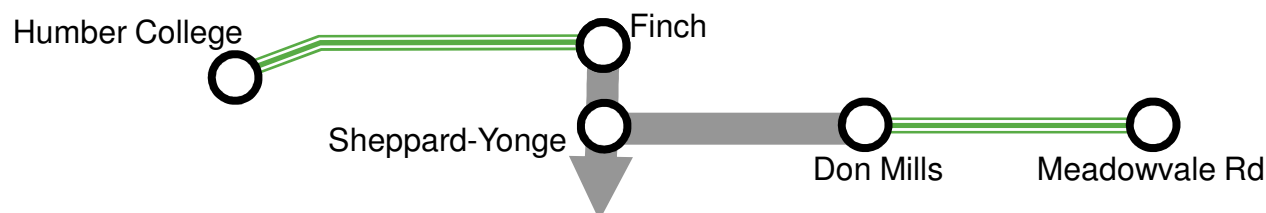
Sheppard-Finch BCA – Summary

- In 2008-09, Metrolinx, City of Toronto, and TTC staff collaboratively developed five options for evaluation against a ‘base case’ in the Sheppard-Finch Benefits Case Analysis (BCA)
- **Base case:** “do nothing” scenario
- **All five options connect Humber College in the west to Meadowvale Road in the east**, focusing on:
 - Alignment through central North York
 - Use of Finch Avenue or Sheppard Avenue corridors with varying degrees of a continuous, transfer-free transit
 - Future role of the existing Sheppard Subway line
- Options show a traditional benefit-cost ratio of between 0.6 and 0.9; plus the associated benefits found in the economic, environmental, and social/community accounts

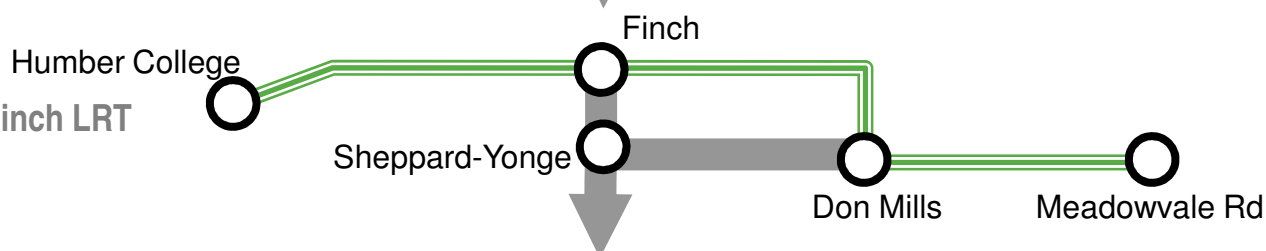
2009 Sheppard-Finch LRT BCA Highlights

- 5 Options assessed – only those relevant to City of Toronto discussions are presented

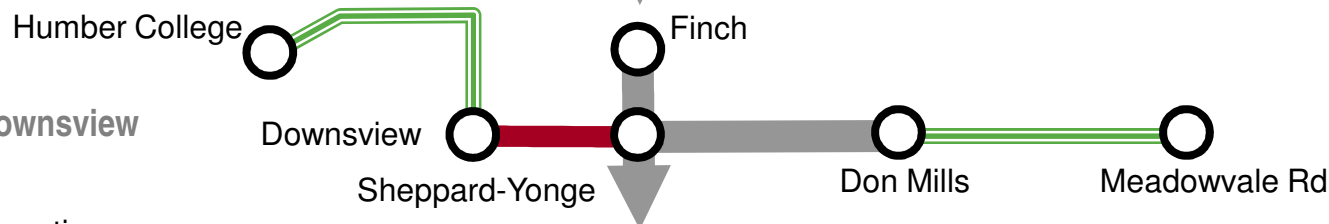
Option 1:
Transit City Concept



Option 3:
Continuous Sheppard Finch LRT
via Don Mills



Option 4:
Sheppard Subway
Extension west to Downsview



■ Subway extension
■ LRT, partial traffic segregation

	Option 1	Option 3	Option 4
Transportation User Benefits (NPV \$ M)	1,300	2,200	1,700
Total Costs (NPV \$M)	1,800	2,300	3,100
Benefit Cost Ratio	0.7	0.9	0.6

5 in 10 Plan

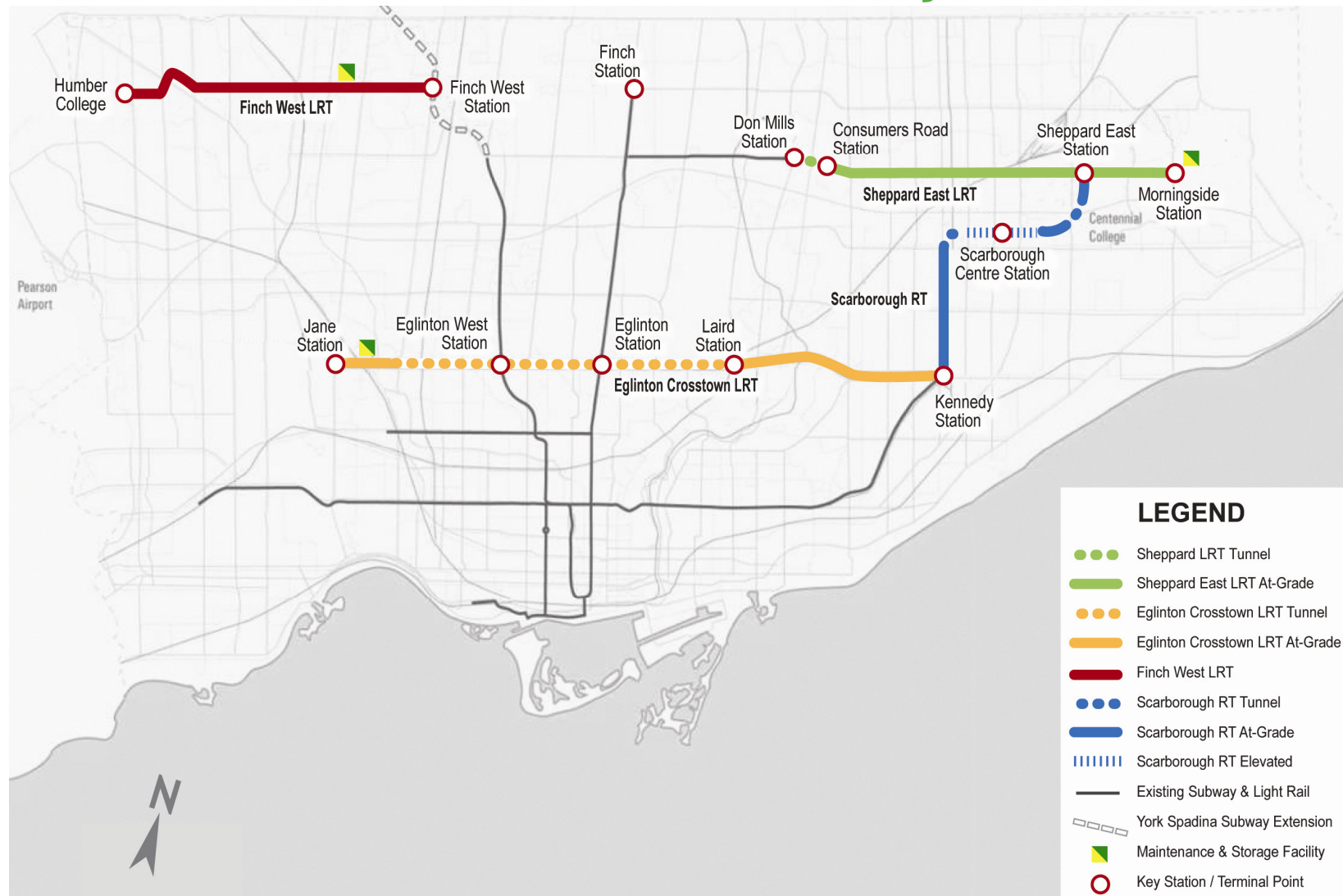
- Initial priority Big Move projects as confirmed in spring 2010

	<u>Cost</u>	<u>Schedule</u>
1. York Viva Bus Rapid Transit (BRT)	\$1.4B	2009-2019
2. Sheppard East Light Rail Transit (LRT)	\$1.0B *	2009-2014
3. Finch Light Rail Transit (LRT)	\$0.94B	2015-2019
4. Scarborough Rapid Transit (SRT)	\$1.8B	2015-2020
5. Eglinton Crosstown LRT	\$5.0B	2010-2020

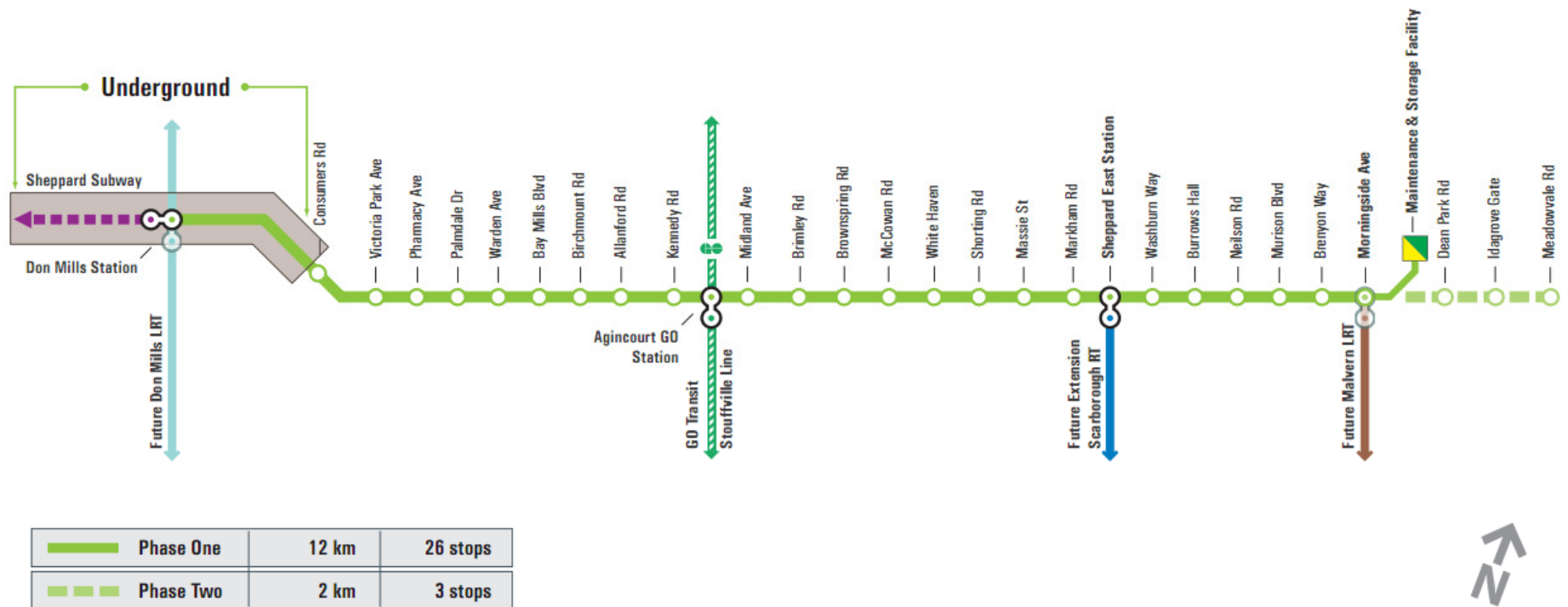
Note: 2010\$

- Largest public transit investment in Canadian history
- *Up to \$333 million from federal government – rest provincial

5 in 10 Plan – Toronto LRT Projects



Sheppard East LRT – Phases 1 & 2



Project Status

- After the March 31, 2011 MoU was signed, work stopped on the Sheppard East LRT project, except for two 'early-works' that were already underway
- Metrolinx and TTC currently completing construction of the Agincourt grade-separation (Sheppard Avenue and GO Uxbridge Sub.)
 - Now proceeding as a GO Transit project to improve system safety
 - Estimated cost \$28 million, target completion date June 2012
- Metrolinx acquired property for Sheppard East LRT maintenance and storage facility, at Conlins Road
 - Site preparation work complete - \$10 million
 - Design-Build-Finance-Maintain AFP procurement through Infrastructure Ontario currently on hold

Agincourt Grade Separation



Potential Options for Sheppard Corridor

➤ All LRT

- Based on approved 5 in 10 plan
- Connect to subway at Don Mills station
- Future opportunities for extensions to Meadowvale and / or U of T Scarborough (via Morningside)

➤ Subway

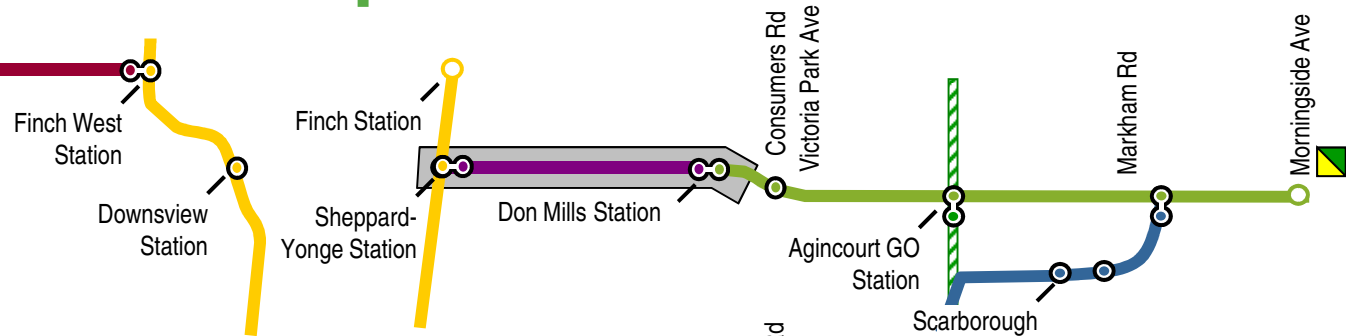
- East and then west extensions of the Sheppard subway
- Connect to Scarborough City Centre in east and Downsview Station in west

➤ Hybrid

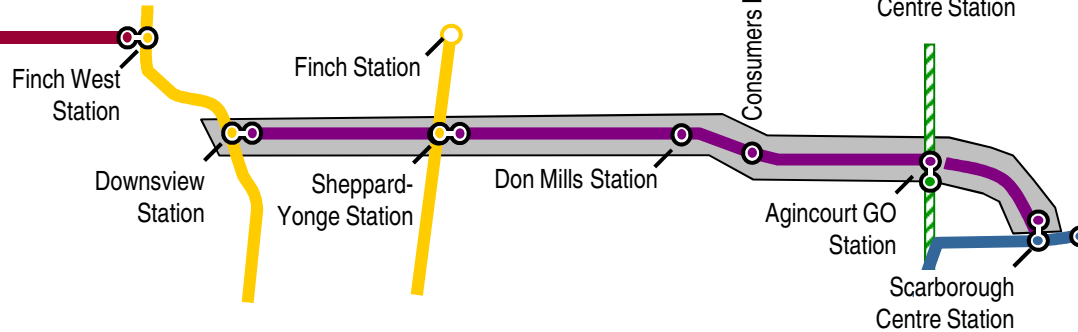
- Short extension of Sheppard subway east across Highway 404 to Consumers Road or Victoria Park, connect to LRT which would carry on eastwards to Morningside
- Moves subway/LRT transfer point east towards large Consumers Road employment centre
- LRT route based on approved 5 in 10 plan

Three Potential Options

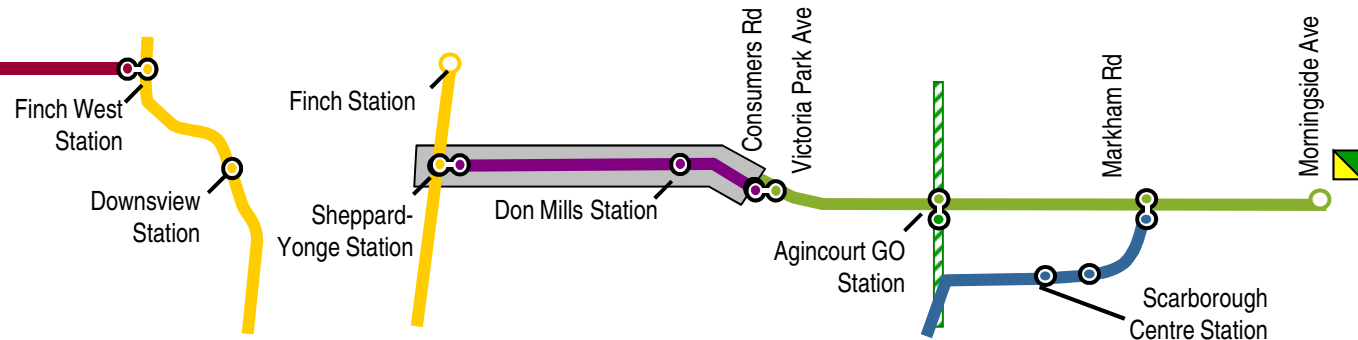
All LRT



Subway extensions



Hybrid



Legend		
Sheppard East LRT: Phase One	LRT Stops	Scarborough RT
Sheppard East LRT: Underground	Interchange / Station	Sheppard Subway
Sheppard East LRT: Phase Two	Maintenance & Storage Facility	GO Transit Stouffville Line