

# SmartTrack Work Plan (2015-2016)

Presentation to City of Toronto Executive Committee

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# Outline

1. Regional Express Rail (RER)
2. Integrating SmartTrack
  - Stouffville/Lakeshore East GO rail corridor
  - Kitchener GO rail corridor
  - Eglinton West Corridor
3. SmartTrack Work Plan
4. Financial Impact & Recommendations



# PROVINCE'S REGIONAL EXPRESS RAIL (RER) PLAN

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# Ontario Budget

- Recent Provincial Budget made a 10-year, \$29 billion commitment to transportation infrastructure, including \$15 billion dedicated to transit infrastructure in the GTHA
- Budget document:
  - Builds on the first wave of Big Move projects, such as the Eglinton Crosstown LRT
  - Continues expansion towards two-way, all-day GO Transit rail service, which is identified as a priority
  - Includes the proposal to electrify the GO rail system to deliver service at intervals as frequent as 15 minutes
  - States the Province will work with Metrolinx and municipalities on the prioritization of next wave projects, through the use of business case analysis
  - Sets out opportunity to work with the federal government to secure federal funding through the Building Canada Plan

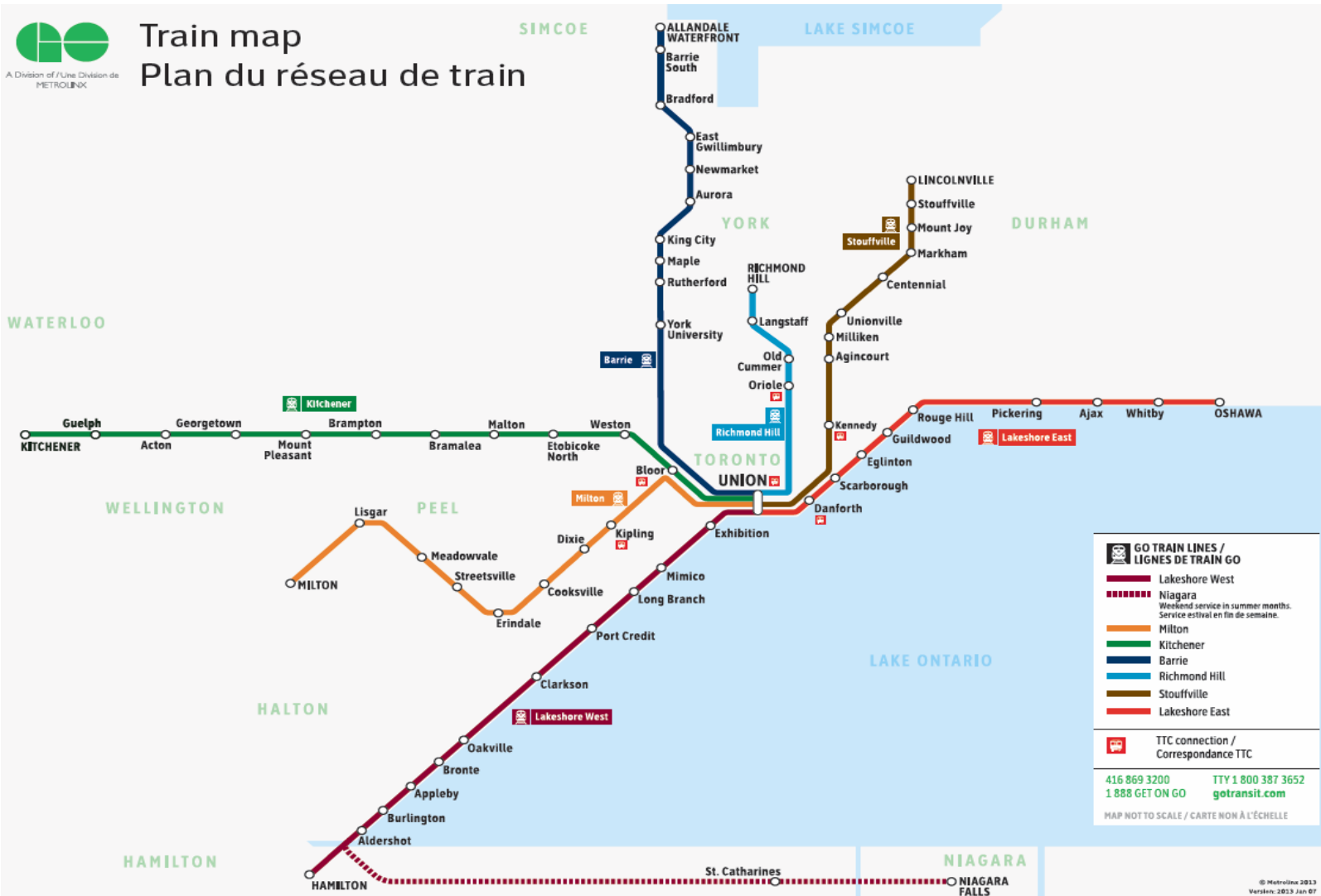


# The Vision for RER

- RER will transform the regional transportation system by providing significant new travel choices across the GTHA. It will provide:
  - An electrified service with 15-minute frequencies in core areas
  - Service in both directions, throughout weekdays, in evenings and on weekends
  - All-stop and limited stop service, to meet demand and reduce travel times
- Vision will be refined based on analysis, municipal, stakeholder and community input and discussions with key partners like CN and CP
- Phasing of delivery will consider business case analysis, ridership growth, appropriate sequencing of infrastructure projects and other evidence-based factors
- RER will deliver positive outcomes across the GTHA, not only when complete, but in each and every year so that the public and customers will see measurable progress and benefits



# Regional Express Rail (RER) Plan



# The Work Plan

- In conjunction with the Province, Metrolinx staff have been working to prepare the RER work plan, which will be comprised of four key elements:
  1. **Service Concept**, in order to provide the foundation to determine infrastructure needs and develop a phasing plan
  2. **Infrastructure Needs**, in order to be clear on the infrastructure and equipment that will be needed to deliver on the Service Concept
  3. **Phasing Plan**, to identify the optimal sequencing of infrastructure and service, considering factors like ridership growth, congestion benefits and effective infrastructure delivery
  4. **Engagement Plan**, to identify the work necessary to engage stakeholders that include the public, municipalities, and elected officials.



# Service Concept

- Service Concept will define the outcome for each of the seven rail corridors over the course of the 10-year program
- It will apply the Vision on each of the corridors and include detailed information on:
  - Frequency of service on each corridor and part of the corridor
  - The mix of all-stop and limited-stop service
  - Length of trains
  - Expansion of existing stations
  - Introduction of new stations
  - Priority areas for electrification
  - Consideration of future service extensions
- Related Initiatives:
  - Fare and Service Integration between GO, TTC and other transit service providers
  - New Stations
  - Local services to connect to existing and new GO stations





# Developing the Service Concept

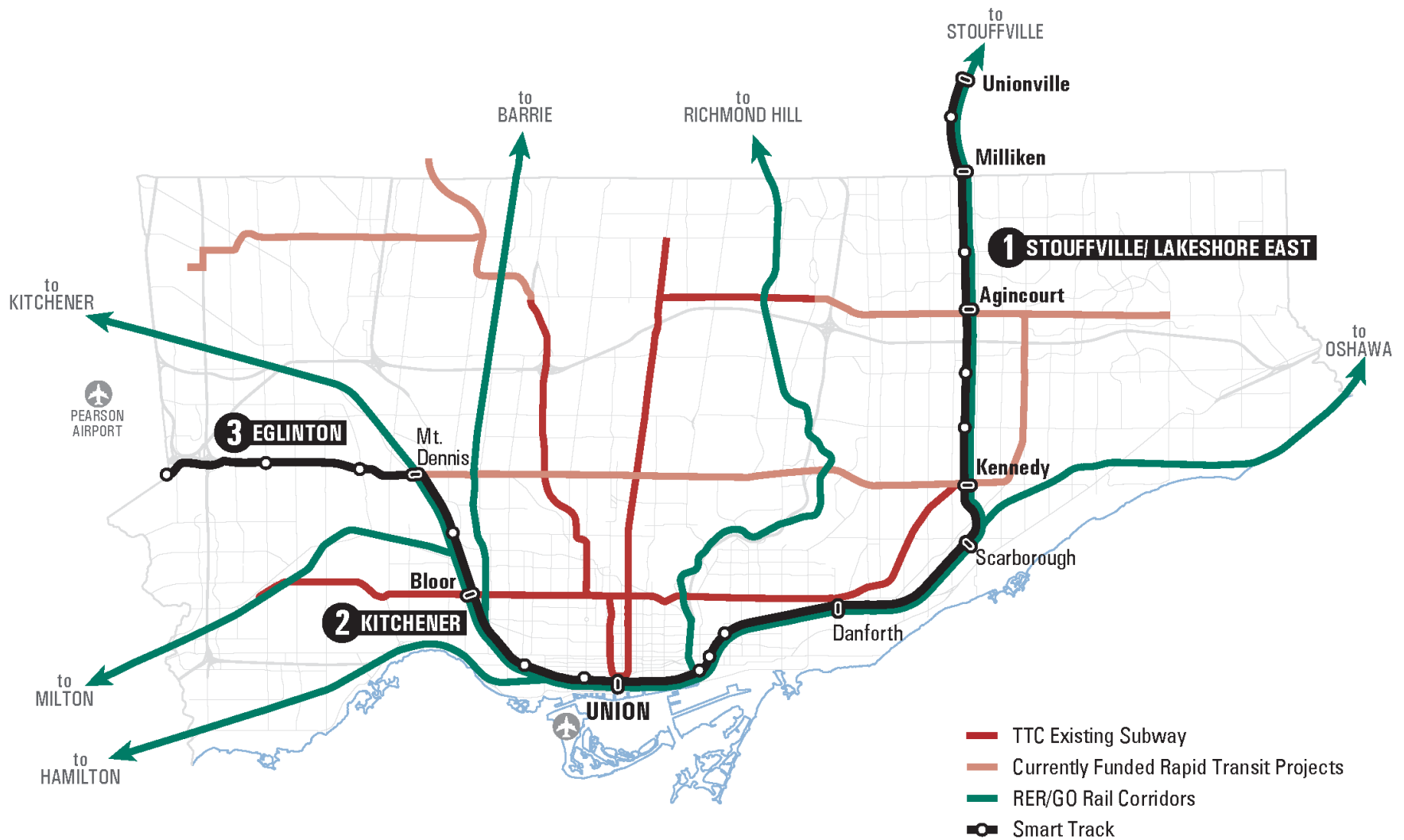
- In developing the Service Concept, the following key considerations are important:
  - Infrastructure needed to deliver RER service levels
  - Corridor ownership, and working with CN, CP and VIA
  - Environmental assessments and other approvals
  - Union Station capacity
  - Sequencing level of service increases with electrification and other infrastructure
  - Linkage to other initiatives, such as work on the Yonge Relief Network Study and fare and service integration
  - Community impacts along corridors



# INTEGRATING SMARTTRACK



# SmartTrack Builds Upon RER



# Comparison of SmartTrack and RER

## Regional Express Rail (RER)

## SmartTrack

### General

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Service as frequent as every 15 minutes</li> <li>• Mix of all-stop and limited stop service in both directions</li> <li>• Fare policy to be determined</li> <li>• Union Station key destination</li> </ul> | <ul style="list-style-type: none"> <li>• Service frequency of 15 minutes or better</li> <li>• All stop service in both directions</li> <li>• TTC fare option</li> <li>• Union Station key destination</li> </ul> |
|---|--|

### Corridor #1- Stouffville/Lakeshore East GO (*Unionville to Union Station*)

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• 6 existing GO stations</li> <li>• New stations may be considered</li> </ul> | <ul style="list-style-type: none"> <li>• 6 existing GO stations</li> <li>• 7 new stations (1 in Markham)</li> </ul> |
|--|---|

### Corridor #2- Kitchener GO (*Mt. Dennis to Union Station*)

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• 1 existing GO station (Bloor) and 1 future GO station (Mt. Dennis)</li> <li>• New station options may be considered</li> </ul> | <ul style="list-style-type: none"> <li>• 1 existing GO station (Bloor) and 1 future GO station (Mt. Dennis)</li> <li>• 3 new stations</li> </ul> |
|---|--|

### Corridor #3- Eglinton West (*Mt. Dennis to Airport Corporate Centre*)

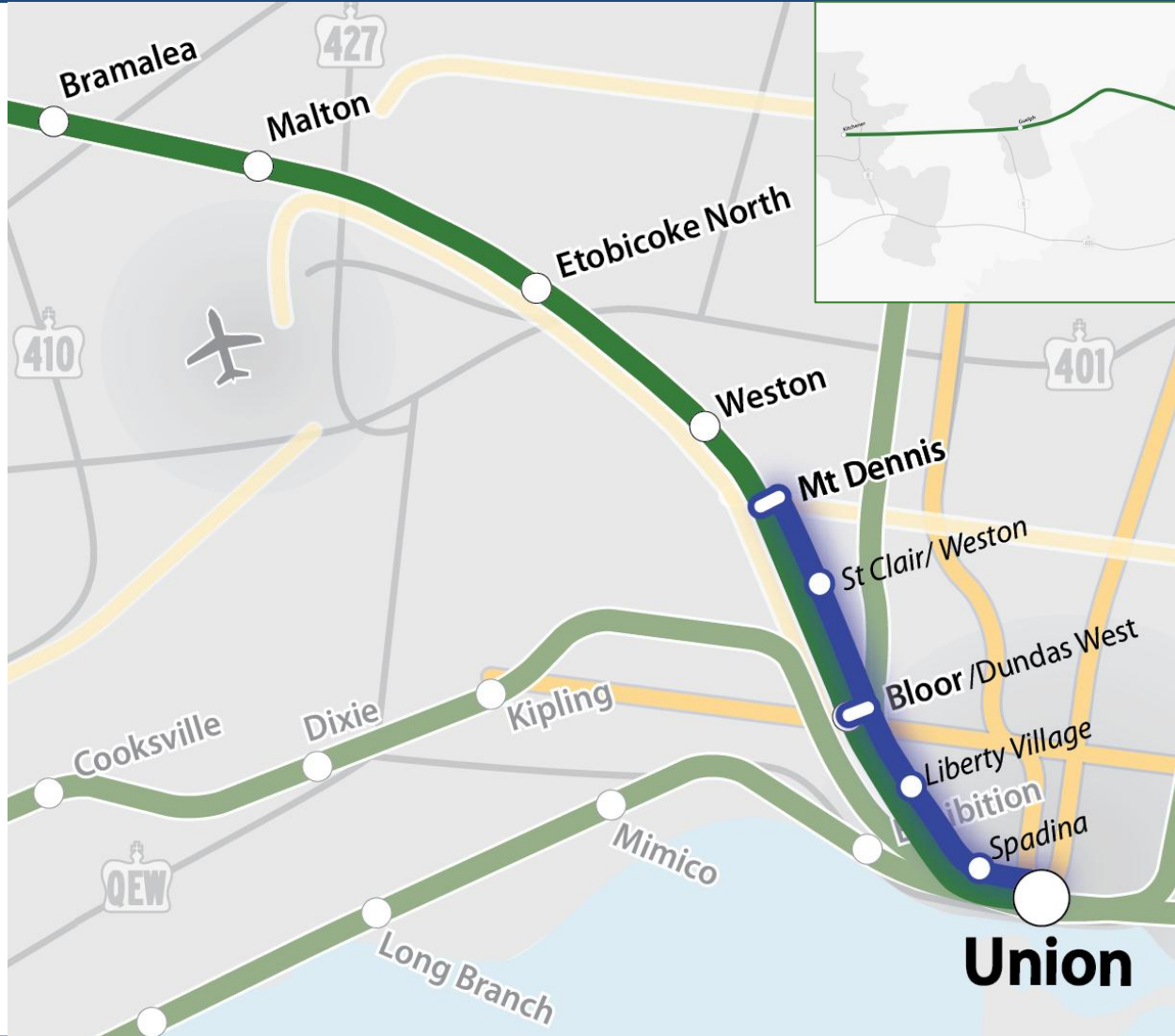
- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Not in RER plan. Extension of Eglinton Crosstown LRT to Pearson Airport is an unfunded project in The Big Move Plan.</li> </ul> | <ul style="list-style-type: none"> <li>• New heavy rail corridor to Mississauga Airport Corporate Centre</li> <li>• 3 new stations (1 in Mississauga)</li> </ul> |
|--|--|



# Stouffville/Lakeshore East GO Corridor

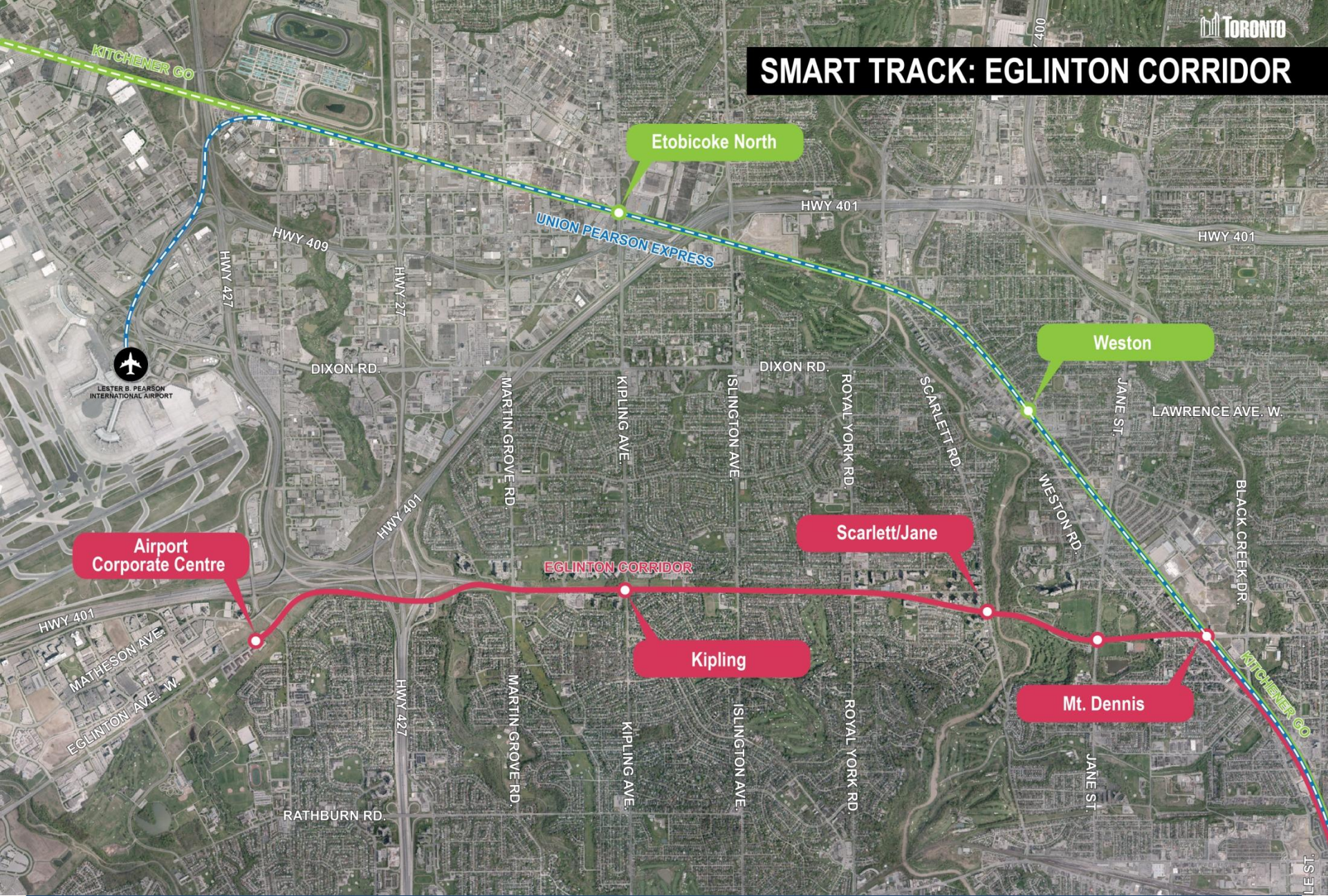


# Kitchener GO Corridor





# SMART TRACK: EGLINTON CORRIDOR



Etobicoke North

Weston

Airport Corporate Centre

Scarlett/Jane

Kipling

Mt. Dennis

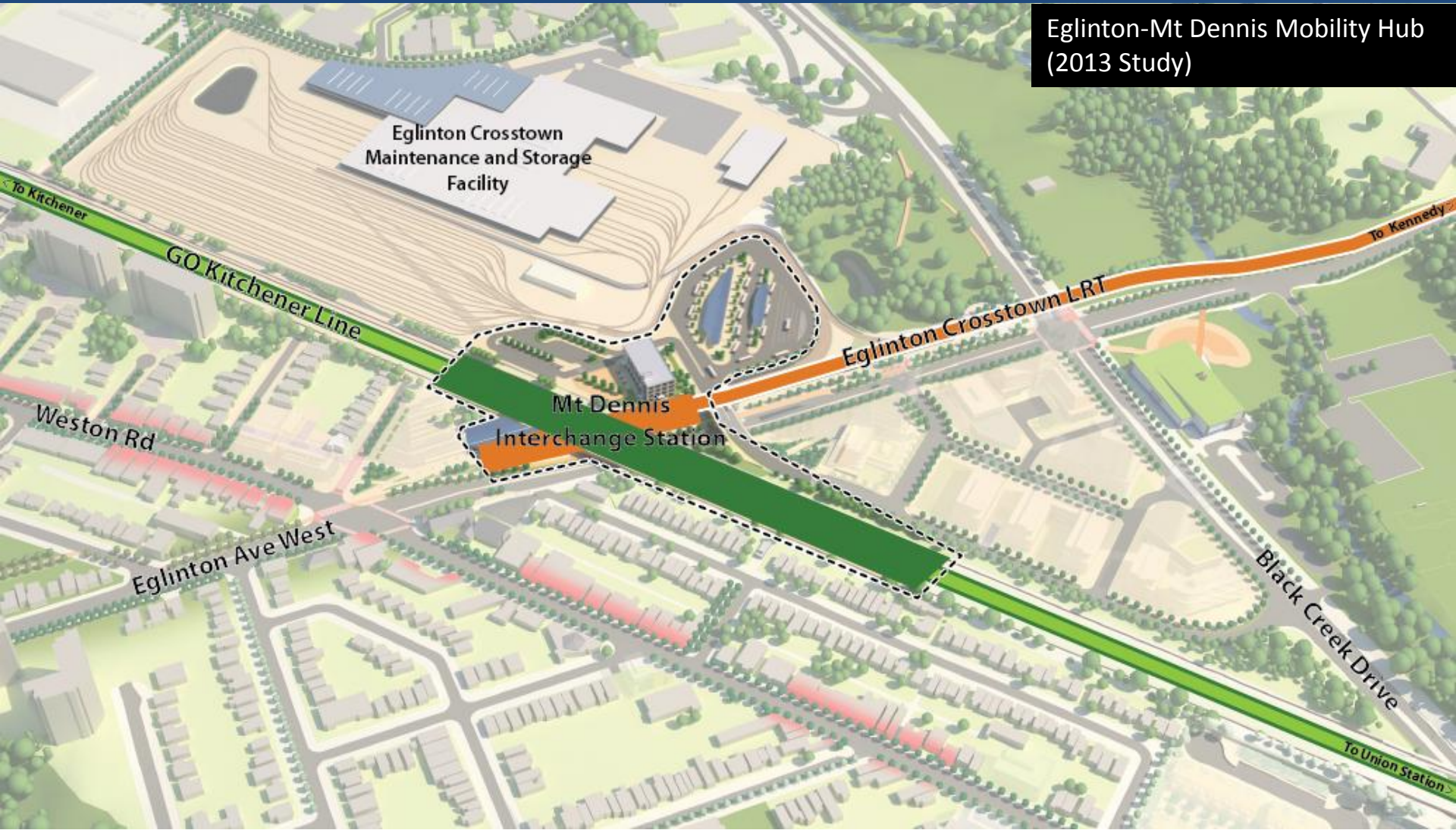
EGLINTON CORRIDOR

UNION PEARSON EXPRESS





# Eglinton West Corridor & Kitchener GO Interchange

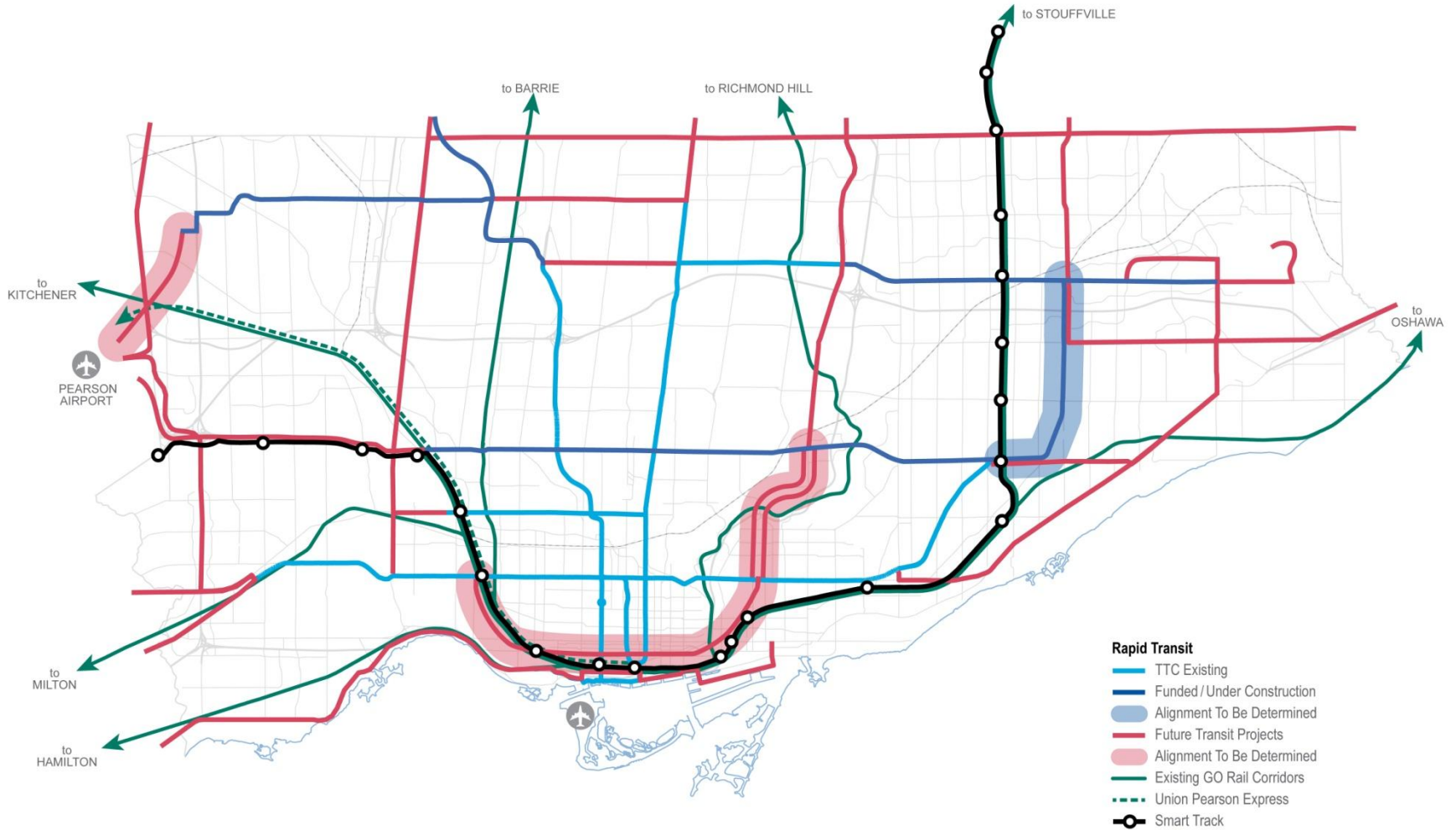


Eglinton-Mt Dennis Mobility Hub (2013 Study)





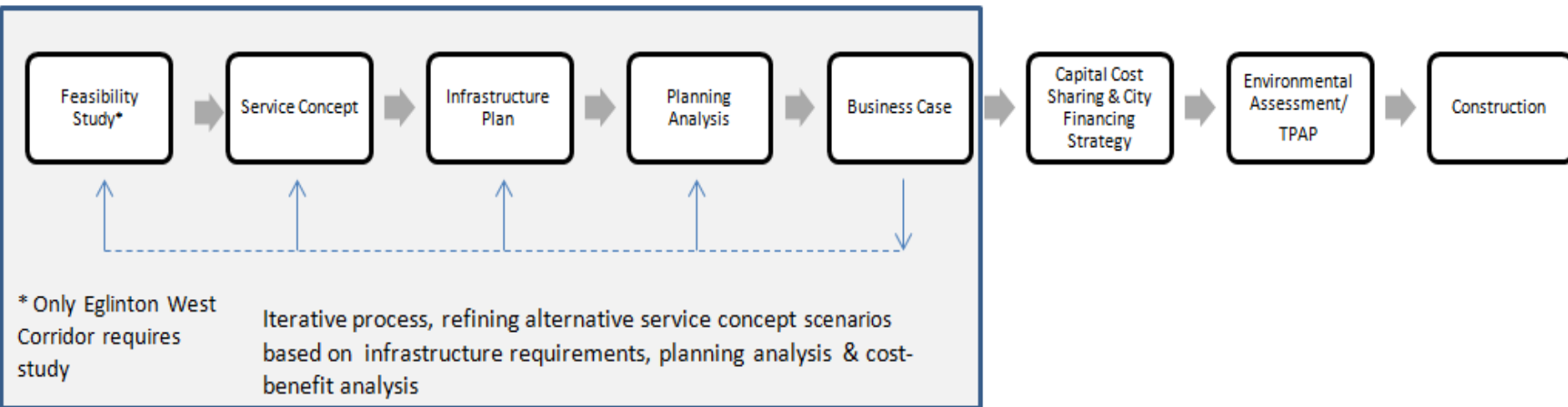
# SmartTrack in the Context of Existing, Funded and Proposed Rapid Transit Lines



# SMARTTRACK WORK PLAN (2015-2016)



# SmartTrack/RER Review Process



# Schedule (2015-2016)

## Kitchener GO & Stouffville/Lakeshore East GO Corridors

WINTER 2015

Metrolinx develops RER business cases and includes SmartTrack

SPRING 2015

Metrolinx submits RER business cases to Province




SUMMER 2015


Anticipated Provincial decision on Business Cases (including SmartTrack on GO corridors)\*

FALL 2015

Approved business cases + SmartTrack funding strategy presented to Council.



 Report to Council

 Public Outreach and Engagement

\* Business case development is an iterative process and will be refined as required.



# Schedule (2015-2016)

## Eglinton West Corridor

**WINTER 2015**

Feasibility Study for  
Eglinton Corridor (lead  
by City)



**FALL 2015**

Recommended option ,  
preliminary business  
case & funding strategy  
reported to City  
Council. Submit to  
Province



**WINTER 2016**

Project Assessment  
(First Phase of TPAP)\*



**SPRING 2016**

Report to Council on  
Project Assessment  
report & Final Business  
Case. Commence  
formal TPAP. \*



Report to Council; submit to Province



Public Outreach and Engagement

\* Subject to Council direction in Fall 2015 Report



# Public Outreach and Engagement

- Metrolinx has distinct phases of engagement for RER with different audiences:
  - Awareness and launch;
  - Environmental Assessments;
  - Local community engagement; and
  - Launch of new services
- City and Metrolinx will jointly engage public and develop communications related to SmartTrack.
- Kitchener GO and Stouffville/Lakeshore East GO Corridors:
  - 2015: May/June and August engagement (including public meetings) on how SmartTrack can be built into RER program
- Eglinton West Corridor
  - 2015: anticipate June and August consultation as part of feasibility study
  - 2016: anticipate January and March consultation as part of TPAP project assessment.



# FINANCIAL IMPACT & STAFF RECOMMENDATIONS



# Capital Cost Sharing & City Financing Strategy

- City and Province (MTO, MOF) working group to coordinate development of capital funding and financing strategy for the project.
- Group will address capital funding issues such as:
  - Allocation of overall capital funding responsibilities and financial risk
  - Evaluation of potential capital funding and financing alternatives
  - Evaluation of delivery models; and
  - Development of specific measures required to implement financing alternatives
- Work is dependant on key inputs (cost estimates, development potential) that will be developed as part of the business case development for each corridor.
- Final deliverables include:
  - Proposed capital funding contributions and timing;
  - Proposed sources of capital financing;
  - Proposed means of financing forecast project cash flows;
  - Required legislative amendments;
  - Assessment of financial risk; and
  - A draft Letter of Intent between the funding partners





# Financial Impact of Studies Required for Review

**Table 1. SmartTrack Studies Approved in 2015 Budget**

<b>Study</b>	<b>Amount</b>
University of Toronto (U of T):	\$350,000
Strategic Regional Research Associates (SRRA)	\$100,000
Third Party Peer Review of SmartTrack analysis:	
• U of T modelling	\$70,000
• Development scenarios	\$30,000
Financial Consultant:	\$200,000
<b>Budget Approved (2015)</b>	<b>\$750,000</b>

**Table 2. Additional SmartTrack Studies 2015-2016**

<b>Study</b>	<b>Amount</b>
<b>2015</b>	
Eglinton West Corridor: Background Feasibility Study	\$250,000
Eglinton West Corridor TPAP	\$500,000
<b>Additional Funding in 2015</b>	<b>\$750,000</b>
<b>2016</b>	
Eglinton West Corridor TPAP	\$900,000
<b>Total 2016 Funding</b>	<b>\$900,000</b>



# Recommendations #1-2

1. City Council direct the City Manager, in partnership with the Province, to carry out the accelerated SmartTrack work plan as described in this report.
  
2. City Council request the Province and Metrolinx to include the following additional SmartTrack elements in the design and review of Regional Express Rail (RER) on the Stouffville/Lakeshore East GO corridor from Unionville to Union Station, and on the Kitchener GO corridor from Mount Dennis to Union Station:
  - a. A service frequency of better than 15 minutes;
  - b. All-stop service in both directions;
  - c. Accelerated electrification of the entire SmartTrack line;
  - d. Transit service integration;
  - e. Integrated fares between GO Transit and the TTC;
  - f. Seven additional stations on the Stouffville GO/Lakeshore East GO corridor (totaling 14 with Union Station); and
  - g. Three additional stations plus the already planned new station at Mount Dennis on the Kitchener GO corridor (totaling 5 with Mount Dennis).



# Recommendations #3-4

3. City Council direct the City Manager, in partnership with Metrolinx and the TTC, to undertake a feasibility study of SmartTrack options on the Eglinton Avenue West corridor, from Mount Dennis station to the Mississauga Airport Corporate Centre, including:
  - a. At least 3 stations;
  - b. Integration with the Kitchener GO corridor/RER plan;
  - c. Public consultation to inform the study; and
  - d. Preparing the feasibility study as a background study for the Transit Project Assessment Process (TPAP), subject to further Council direction.
  
4. City Council request the City Manager in collaboration with provincial officials and other funding partners to prepare:
  - a. A strategy for the sharing of the capital costs of implementing the SmartTrack enhancements to RER as referenced in Recommendations 2 and 3 above; and
  - b. A strategy for the financing of the City's share of the capital costs as identified above.



# Recommendations #5-6

5. City Council amend the 2015 Interim Estimates report contained in Item EX1.6 to include additional funding of up to \$750,000 in the 2015 interim capital estimates, of the Transit Expansion Initiatives capital project and to include additional funding of up to \$900,000 in the 2016 capital budget estimates, to conduct the studies, and analyses, as outlined in Recommendation 2 and 3 above.
  
6. City Council request the Province and Metrolinx to work in partnership with the City and other affected municipalities on the RER public outreach and engagement strategy, and include SmartTrack as a component of the strategy.



# Recommendation #7

7. City Council direct the City Manager, in partnership with the Province, Metrolinx and the TTC, to prepare a report for Executive Committee consideration for the fall of 2015 on the following:
  - a. Kitchener GO and Stouffville/Lakeshore East GO RER/SmartTrack service concept, infrastructure plan, and business case analysis;
  - b. Eglinton West Corridor feasibility study findings described in Recommendation 3, including options for rapid transit on the Eglinton West Corridor;
  - c. High level cost estimates and planning analysis for all three corridors;
  - d. Capital cost sharing and City financing strategy;
  - e. Plan for undertaking additional Environmental Assessments (EAs) that may be required on all corridors; and
  - f. Update on public consultation activities.



# Conclusion

