

Submitted by Councillor
Matlow.

EX23.1.41



Peter Wallace
City Manager

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March 27, 2017

Councillor Josh Matlow
Ward 22, St. Paul's
City Hall, 100 Queen Street West
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Dear Councillor:

Thank you for your letter of March 21, 2017 requesting some additional information to assist you and your colleagues in considering [EX23.1 Next Steps on the Scarborough Subway Extension](#), which is on the agenda for the City Council meeting beginning on Tuesday, March 28, 2017.

Please see the attached briefing note, containing information from City and TTC staff. As some of your questions relate to Metrolinx materials, I have also consulted with Metrolinx.

Sincerely,

A handwritten signature in blue ink that reads "Peter Wallace".

Peter Wallace
City Manager

Att.

BRIEFING NOTE

March 27, 2017

Next Steps on the Scarborough Subway Extension – Additional Information

Master Agreement and Funding Sources

Is the Master Agreement between Metrolinx, the City of Toronto, and the Toronto Transit Commission (TTC) still valid?

The Master Agreement between Metrolinx, the City of Toronto and the TTC remains in effect.

In October, 2013 City Council authorized the City Manager to remove the Scarborough LRT from the description of the program through the Master Agreement, negotiate an amendment of the Master Agreement and, if necessary, a separate agreement with Metrolinx and the Province, subject to approval of the final alignment through an Environmental Assessment.

Has the City determined whether the \$660 million committed by the previous federal government will be considered a separate contribution under the Build[ing] Canada Fund or will the City have to apply for the project under phase 2 of the Investing in Canada Fund, thereby decreasing the amount of funds available through this program? Will the contribution be escalated under either funding source?

The Scarborough Subway Extension (SSE) has received funding commitments from both the federal and provincial governments. The federal government committed up to \$660 million for the project. The Province, through Metrolinx, has indicated that \$1.48 billion (\$2010) is available for the SSE.

Neither commitment has progressed to a formal funding agreement at this time. City staff are engaged with federal and provincial counterparts to agree on the terms and the timing of the contributions.

Planning and Analysis

Has the City ever provided a business case analysis that directly compared the subway extension (3 or 1-stop version) with the 7-stop LRT in Scarborough?

In July, 2013, City Council considered [CC37.17 Scarborough Rapid Transit Options](#). This report used an exploratory application of the new Feeling Congested criteria, which was under development at the time, to articulate some considerations about the subway extension proposal compared to the Scarborough LRT project. City Council confirmed

support for the subway project in July, 2013, subject to a number of conditions. In October, 2013, City Council reconfirmed support for the project.

This was not a formal business case. A formal business case analysis to compare the Scarborough LRT to the SSE has never been directed by Council.

Business case analyses have been used by staff to assess options for the SSE alignment in order to respond to Council direction.

How many riders during the AM peak and throughout the day are predicted to transfer to and from SmartTrack/GO RER at Kennedy Station?

City staff continue to work with Metrolinx to refine the SmartTrack service concept, station designs and plans for connecting surface transit services, which all contribute to ridership and station usage estimates. Updated SmartTrack ridership figures will be developed when the details of SmartTrack are confirmed.

Technical Information

Was the City/TTC aware of new information that would prohibit starting to build the Scarborough LRT at the north end of the line to expedite the construction process?

The City and TTC were not aware of new information that would prohibit starting to build the Scarborough LRT at the north end of the line.

Metrolinx advises that in its April 25, 2012 "Toronto Transit Projects" report to the Metrolinx Board, Metrolinx staff indicated that the Scarborough RT could be completed one year earlier in 2019 by starting work on the North end between McCowan and Sheppard as the first phase. The previous plan included a construction schedule for the Scarborough LRT of 2015-2020. Metrolinx has not undertaken any additional work on the project since 2013.

Is the City/TTC aware of a reason why Metrolinx would not be able to construct platforms at Kennedy Station for both the Eglinton Crosstown and the Scarborough LRT, as was originally planned, but with the platform levels for the two projects switched?

Metrolinx advises that Kennedy Station is being constructed to be the terminus of Eglinton Crosstown (with provision for a future easterly extension of the LRT) and for the extension of the Bloor Danforth subway to Scarborough City Centre. Metrolinx advises that the design of Kennedy station no longer provides for the replacement of the Scarborough RT with the LRT.

Did Metrolinx provide City Staff with information regarding the design completion status of the Scarborough LRT that contradicted their April 2012 Board Report, which claimed that the Kennedy to McCowan portion of the line was at the 30% design stage?

Metrolinx's April 25, 2012 "Toronto Transit Projects" report to the Metrolinx Board noted as part of the Scarborough RT update: "Major project delivery milestones to date for the Scarborough RT include completion of design for the replacement of the SRT to 30 percent and completed design for Kennedy Station to 10 percent. Design for the extension component of the SRT, between McCowan and Sheppard will need to be restarted." Metrolinx advises that it has not undertaken any additional work on the project since 2013.

Given that there has been significant work done on the one-stop Scarborough Subway Extension between July 2016 and March 2017, why is the project design status not moved beyond the 5% completion status cited in July 2016?

Consistent with Council direction in July 2016, staff continued to assess options for an express alignment for the SSE in order to identify a preferred alignment. [EX23.1 Next Steps on the Scarborough Subway Extension](#) provides a table summarizing the alignments examined.