



REPORT FOR ACTION

Status Update – Toronto-Ontario Transit Responsibilities Realignment Review

Date: June 3, 2019

To: Executive Committee

From: Deputy City Manager, Infrastructure and Development Services

Wards: All

SUMMARY

This report responds to City Council's request for the City Manager and the Chief Executive Officer, TTC to provide regular updates on the status of engagement with the Province regarding the realignment of transit responsibilities.

Recent engagement with the Province has focused on the assessment of the Province's proposed changes to Toronto's transit expansion program, including opportunities to advance funding from the Investing in Canada Infrastructure Plan – Public Transit Infrastructure Fund Phase 2 (ICIP PTIF2), and the significance and criticality of the \$33.5 billion state of good repair needs as reflected in the TTC Capital Improvement Plan.

City and TTC staff have met with staff from Metrolinx and Infrastructure Ontario several times throughout the end of April and month of May to gain an understanding of the Provincial transit proposal. The conceptual plans that the Province has presented to City and TTC staff have some positive aspects that could improve TTC's rapid transit service and merit more analysis. The Ontario Line concept proposed by the Province is at an early stage of design. The Province has also committed to the Line 2 East Extension as a multiple-stop option, similar to that considered by Council in July 2016 (EX16.1).

The Province has confirmed its support for two of the City's priorities for ICIP PTIF2 funding: the SmartTrack Stations Program and the Bloor-Yonge Capacity Improvement project. Toronto's endorsement of the additional Provincial transit priorities for ICIP PTIF2 is subject to the completion of the assessment and further direction from City Council.

This report also provides an overview of *Bill 107 - Getting Ontario Moving Act*, which affects the City of Toronto's transit responsibilities. When enacted, *Bill 107* will give authority to the Lieutenant Governor in Council to designate rapid transit projects by regulation as either "Sole Responsibility Projects" of Metrolinx or as being subject to Ministerial authority. On May 15, 2019 the Province posted a draft regulation that would designate three projects as being Sole Responsibility Projects: the Relief Line (North and South); the Line 2 East Extension; and the Line 1 Yonge Extension.

Continued engagement with the Province remains critical to providing City and TTC staff the opportunity to discuss a wide-range of ongoing topics including:

- conducting the assessment of the Province's transit proposal;
- intergovernmental funding decisions under the ICIP PTIF2;
- funding requirements for the state of good repair of the existing network; and
- ensuring meaningful public consultation is conducted including the necessity of consultation with local communities regarding the Province's transit proposal.

This report was prepared in consultation with the Chief Executive Officer of the TTC.

RECOMMENDATIONS

The Deputy City Manager, Infrastructure and Development Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

There are no financial implications arising from the recommendations in this report.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of December 13, 2018, City Council considered *CC1.6 Engagement with the Province on Toronto's Transit System*, which reaffirmed its support for keeping the TTC in the City of Toronto, while authorizing the City Manager to negotiate a joint Terms of Reference for a discussion with the Province having regard to the City's Guiding Principles, an evaluation of potential models and other policy options, and the inclusion of a meaningful public consultation process. Council further authorized the City Manager to engage in the discussion with the Province based upon the joint Terms of Reference, and requested the City Manager to report to Council in Q1 2019 with an update on the process.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC1.6>

On March 27, 2019, City Council considered *EX3.1 Engagement with the Province on Toronto's Transit System - First Quarter 2019 Status Report* and requested the City Manager to report on the four transit priorities identified by the Province in its letters dated March 22, 2019 and March 26, 2019 and on the potential impact of these priorities. City Council also requested, should the Province of Ontario introduce legislation affecting the City of Toronto's transit responsibilities, the City Manager to report with a comprehensive assessment of the potential risks, liabilities, implications, and seek authority to engage with the Province of Ontario, as may be required.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX3.1>

On April 9, 2019, Executive Committee considered *EX4.1 Toronto's Expansion Program - Update and Next Steps* and requested the City Manager to report directly to City Council at its meeting on April 16 and 17, 2019 regarding new information from the Province on transit upload or transit expansion.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX4.1>

On April 16, 2019, City Council considered EX4.1d, a supplementary report to *EX4.1 Toronto Transit Expansion Program – Update and Next Steps* and directed the City Manager to advise the Province of Ontario and the Government of Canada that the City of Toronto will consider endorsing Provincial priorities for the City's PTIF2 allocation, subject to an assessment of the Province's proposed changes to Toronto's transit expansion program and further direction from City Council.

Supplementary Report Link:

<http://www.toronto.ca/legdocs/mmis/2019/cc/bgrd/backgroundfile-132117.pdf>

ISSUE BACKGROUND

Terms of Reference

On February 12, 2019 the City/TTC and Province finalized a Terms of Reference that establishes the framework and process for engagement in this matter, including:

- "a jointly agreed upon set of objectives which give consideration to the City's [Guiding Principles]";
- "an evaluation of potential models and other policy options, including a comprehensive assessment of the potential risks, liabilities and implications, to achieve both the Province and City objectives"; and
- "the inclusion of a public consultation process which results in a meaningful exchange of concerns and/or opportunities raised in transparent manner".

Toronto's Transit Expansion Program

On April 16-17, 2019, City Council adopted *EX4.1 Toronto's Expansion Program - Update and Next Steps*, which provided a comprehensive overview of the current status of Toronto's transit expansion program, providing authority to advance several projects so that they are ready for procurement and construction in 2019/2020, including:

- the SmartTrack Stations Program;
- the Line 2 East Extension Project ("L2EE");
- the Exhibition Loop-Dufferin Loop Streetcar Connection (a priority segment of the Waterfront Transit Network Plan); and
- the Relief Line South.

Other key projects still in earlier planning phases were approved to move forward in their project lifecycles, such as Bloor-Yonge Capacity Improvement project, the Eglinton East and West LRT extensions, and other components of the Waterfront Transit Network Plan.

City Council confirmed its priority transit expansion projects for its allocation of \$4.897 billion in federal funding under ICIP PTIF2 as:

- the Relief Line South as described in the October 2018 Environmental Project Report as approved by the Minister of Environment, Conservation and Parks;
- the Line 2 East Extension project as described in Attachment 2 to the report (April 3, 2019) from the City Manager;
- the SmartTrack Stations Program as previously approved by City Council in April 2018 (Item 2018.EX33.1); and
- Bloor-Yonge Capacity Improvement project as described in Attachment 1 to the report (April 3, 2019) from the City Manager.

Provincial Transit Proposal

Also in April of 2019, the Province introduced its proposed "Transportation Vision" for Toronto, which was included as part of the 2019 Ontario Budget. The Provincial proposal identified four priority projects and proposed changes to the scope of three of the projects discussed in the City's Transit Expansion Program, specifically the Line 2 East Extension; Relief Line South; and the Eglinton West LRT extension.

As part of EX4.1, City Council directed the City Manager and CEO TTC to undertake an assessment of the Province's proposed changes including its alignment with the City of Toronto's and Toronto Transit Commission's strategic objectives and priorities, including an assessment of cost, schedule, operational and network impacts, and commercial and technical merits of the proposed changes.

An update on the status of this assessment is provided in Section 1.

Council has identified that Toronto's endorsement of the additional Provincial transit priorities for ICIP PTIF2 is subject to the completion of the assessment and further direction from City Council.

State of Good Repair

The City and TTC acknowledge the Province's intent to invest in expansion and also note that investing in existing transit assets is as important as expansion. The TTC's Capital Investment Plan identifies the capital needs for the TTC's continued safe and effective service to customers for the next 15 years. A total of \$33.5 billion is required to maintain and modernize existing TTC assets, of which \$23.7 billion remains unfunded. The City and TTC must continue to work with partners to fund the state of good repair and modernization needs of TTC's existing assets.

COMMENTS

1. Assessment of the Provincial Proposal

As directed by City Council, City and TTC staff have started assessing the Province's proposed changes to Toronto's transit expansion program, in parallel to the ongoing discussions regarding the realignment of transit responsibilities.

Attachment 1 provides an interim report on the assessment, and what is currently known regarding the Provincial proposals. The City and TTC agree that the Ontario Line and the L2EE as proposed by the Province both merit more analysis for staff to adequately advise City Council and the TTC Board on the full scale of implications of the province's proposed modifications to the projects. The Ontario Line concept proposed by the Province is at an early stage of design. The Province has also committed to the Line 2 East Extension as a multiple-stop option, similar to that considered by Council in July 2016 (EX16.1).

Assessment Process

City and TTC staff have met with staff from Metrolinx and Infrastructure Ontario several times throughout the end of April and month of May to better understand the provincial proposal for the Ontario Line and to discuss the Line 2 East Extension. These meetings have been focused on understanding the proposed changes to the scope of the Line 2 East Extension and Relief Line South, consistent with the indicative questions contained in Attachment 1 to the supplementary report to EX4.1.

Assessment work has proceeded in three parts:

1. **Network modelling** – the City of Toronto, TTC and Metrolinx are currently engaged in a network modelling exercise to (i) understand the impact of the Province's proposal on the broader transit system, and (ii) provide information on capacity and technology to be used on the proposed Provincial options.
2. **Ontario Line assessment** – in parallel to the network modelling exercise, a series of working groups consisting of staff from the City, TTC, Metrolinx and Infrastructure Ontario are working to assess various options in order to determine the best set of alignments and locations of the stations and maintenance and storage facilities, that would continue to meet City and TTC objectives.
3. **Line 2 East Extension assessment** – similar to the Ontario Line assessment, City, TTC, Metrolinx and Infrastructure Ontario staff are currently undertaking an assessment of the potential alignment and the scope of the project, including the location of the stations and the size and location of bus terminals. A high-level cost and schedule analysis will also be undertaken.

There have been no discussions regarding Eglinton West LRT to-date. Work on the Line 1 Yonge Extension is proceeding based on the existing Memorandum of Understanding for that project.

Staff will report results to City Council when the assessment is complete, anticipated in late Q3 or early Q4 2019. The report will be structured around categories and criteria which are based on the City's Rapid Transit Evaluation Framework (RTEF), which is also currently informing the aforementioned assessments. Findings will also incorporate information that responds to the indicative questions that were attached to supplementary report EX4.1d.

2. Investing in Canada Plan – Public Transit Infrastructure Fund

As part of *EX4.1 Toronto's Transit Expansion Program - Update and Next Steps*, City Council confirmed Toronto's priorities for intergovernmental funding under ICIP PTIF2.

Since April, the City and Province have continued discussions regarding the allocation of projects under ICIP PTIF2. Through ongoing engagement and correspondence, in May 2019 the Province confirmed its intent to nominate:

- two of the priority projects identified by the City (Bloor-Yonge Capacity Improvement project and the SmartTrack Stations Program); and
- the Ontario Line and "Scarborough Subway Extension" (three-stop extension) in place of the Relief Line and Line 2 East Extension as described in Attachment 2 to the report (April 3, 2019) from the City Manager.

Given alignment on the Bloor-Yonge Capacity Improvements project and SmartTrack Stations Program, the City and Province will be working jointly with the Federal Government to advance these project under ICIP PTIF2. The advancement of the SmartTrack Stations Program will require the finalization of the amended Agreement in Principle (AIP) that reflects the terms upon which City Council approved the SmartTrack project in April 2018 (EX33.1).

Toronto's endorsement of the additional Provincial transit priorities for ICIP PTIF2 would be subject to the completion of the assessment directed by City Council, including their alignment with the City/TTC strategic objectives and priorities.

3. Bill 107 - Getting Ontario Moving Act

On May 2, 2019, the Ontario Government introduced *Bill 107, the "Getting Ontario Moving Act"* which is a series of amendments to legislation, notably the Metrolinx Act and the Highway Traffic Act. The amendments to the Metrolinx Act are the portion relevant to this report. Associated regulation is designating three projects as being Sole Responsibility Projects: the Relief Line (North and South); the Line 2 East Extension; and the Line 1 Yonge Extension¹

Provided Authorities

The Bill, when enacted, will give authority to the Lieutenant Governor in Council to designate rapid transit projects by regulation as either:

- "Sole Responsibility Projects" which would prescribe Metrolinx as the party with the sole responsibility for the project, and would prohibit the City or TTC from

¹ <https://www.ontariocanada.com/registry/view.do?postingId=29667&language=en>

working or continuing to work on the project or a project that is substantially similar and in close proximity to the project, unless otherwise directed by the Minister; and

- Other rapid transit projects which would be prescribed as being subject to Ministerial authority. For these projects, the Minister of Transportation may issue written directives to the City or the TTC with respect to projects being undertaken by the City or the TTC, and the City and/or the TTC must comply with such directives. Furthermore, the City of Toronto and its agencies may not make decisions related to such projects or take any action that would arise from making such a decision unless approved by the Minister.

The Bill provides authority in respect of rapid transit projects, and more specifically in respect of the design, development, and construction of, or extension of, rapid transit projects. The Bill does not appear to provide authority in respect of the operation or maintenance of such projects.

While not defined in the Bill, a review of other legislation would suggest that "rapid transit projects" are traditionally understood to refer to subway and heavy rail projects and possibly light rail projects operating fully segregated from traffic. Rapid transit projects may include facilities related to such projects.

Transfer of Assets and Causes of Action

The Bill provides further authority in respect of Sole Responsibility Projects for the Lieutenant Governor in Council to make orders requiring that the City and TTC transfer to Metrolinx, assets, liabilities, rights and obligations with respect to Sole Responsibility Projects, including intellectual property, contractual rights, data, and any real or personal property. The Bill is explicit that such a transfer does not constitute an expropriation or injurious affection for the purposes of the Expropriations Act and that the transfer may be with or without compensation.

For the purpose of preparing such an order, the Minister may also order the City and the TTC to provide the Minister with copies of contracts, reports, data and other documents.

Where a transfer is ordered, the Legislation contains a series of provisions that have the effect of protecting the City, the TTC, Metrolinx and the Province from potential liability arising from ordered transfers:

- transfers are deemed not to constitute a breach, termination or event of default of any contract with third parties;
- a transfer is deemed not to constitute a breach of any legislation or by-laws, or a breach, termination, repudiation or frustration of a licence, permit or other right;
- No right to terminate a contract, licence, permit or other right is created; and
- a third party's contractual obligations to the City or TTC continues as obligations to Metrolinx pursuant to such a transfer.

The Bill also bars the creation of a cause of action and legal proceedings against the Crown, Metrolinx, the City and their agencies arising out of its enactment or out of any

action taken under this authority. This immunity extends to employees, former employees, agents, advisors and board members of Metrolinx, the Crown, the City and the TTC.

Municipal Role in Transit Planning

It is unknown the extent to which, if any, the changes proposed in Bill 107 would impact how the City and TTC engages with the Province on higher-order transit projects. Currently, the City is:

- a key partner in identifying priority transit projects and scoping/defining transit projects to meet the City's broad strategic objectives; and
- accountable for integrating land use policy with transit investment and ensuring the design and delivery of transit projects results in achieving the City's priorities, including leveraging the transit investment to support growth and city building.

For these reasons, the engagement with the City and TTC are integral, as the Province continues to engage on transit projects. If treated as a partner on higher-order transit projects, the City's broad objectives could still have a significant influence on the identification of priority projects and scoping of those projects.

The Province benefits from City and TTC support of the design process and project outcomes on the ground, as evidenced in the current projects related to the Eglinton Crosstown LRT, Finch West LRT, and GO Expansion. The City role is critical given the range of City permits and approvals required to effectively deliver projects, from site plans and building permits to traffic signal timing and traffic management plans during construction. The TTC must maintain a role in the planning and design of expansion projects given that it will continue to be the operator of the network, and would assume a role as the operator of the expansion projects.

The role of the City and TTC, including the nature and governance of this relationship and engagement with the Province, is a significant aspect of the work that is continuing.

4. Information Sharing

Under the Terms of Reference, the City/TTC and Province agreed to the reciprocal sharing of information to facilitate engagement. Initial information requests were submitted by both parties in February 2019. Initial responses provided to-date have primarily comprised publicly available information.

As discussed above, if enacted, Bill 107 will allow the Minister to order the City to provide data, reports and other documents for the purpose of preparing an order requiring the City to transfer assets, liabilities, rights and obligations to Metrolinx in respect of prescribed Sole Responsibility Projects. Furthermore, as enacted on May 29, 2019, Bill 100 (the Provincial Budget Bill) has amended the Public Transportation and Highway Improvement Act to authorize the Minister to appoint inspectors for the purpose of inspecting, auditing, examining, evaluating and assessing transit infrastructure held by the City or the TTC, and provides for inspection of such transit infrastructure.

On May 13, 2019, the Province submitted a request to undertake an asset condition assessment of TTC subway infrastructure, as part of a third-party open book financial and technical valuation. The Province has requested on-site access to assets such as stations, vehicles, bridges, track, tunnels, and wayside equipment. The Province has previously requested supplementary documentation regarding the above-noted assets as part of its information requests.

5. Public Consultation

Public Information Campaign

In early June, the City and TTC will launch its information campaign to provide the public with information on:

- The TTC's state of good repair needs;
- City and TTC's transit expansion priorities and needs;
- the Province's "upload" of expansion components of the TTC system (i.e. recently passed Provincial legislation) and plan to introduce legislation to "upload" the existing system in 2020; and
- the Province's proposed transit expansion proposal.

An online survey will be launched in early June to gather input and feedback from the public on its concerns and values as it relates to proposed changes to the City and TTC's plans, and the broader proposed changes that will impact transit governance and funding arrangements in the City. The City and TTC have engaged Ipsos to undertake third party research to understand current public awareness and opinion on these topics.

To ensure the fullest engagement and encourage people to provide input and attend the public information centres that will be hosted across the City in mid-to-late June, City and TTC staff pop-ups are being held throughout June at key destinations across the City and TTC system. As directed by City Council, an ad campaign will also be launched across the TTC system in early June.

Through these public consultation activities, the City and TTC will be gathering input and feedback to support analysis and recommendations to City Council on the Province's proposed transit expansion plans.

Expert Advisory Panel

An Expert Advisory Panel has been established to provide the City Manager and the CEO, TTC with objective advice and input on the Province's proposals. This panel will be inaugurated in early June and will meet regularly over the next few months. The program of meetings is being designed in collaboration with the Institute on Municipal Finance and Governance to gather input and advice on areas related to transit governance, funding, service integration, and city-building. A list of panel members is provided as Attachment 2.

6. Next Steps

Continued engagement with the Province remains critical to ensuring these objectives are met, providing City and TTC staff the opportunity to discuss a wide-range of ongoing topics including:

- conducting the assessment of the Province's plans;
- intergovernmental funding decisions under the Investing in Canada Infrastructure Plan - Public Transit Infrastructure Fund;
- funding requirements for the state of good repair of the existing network; and
- ensuring meaningful public consultation is conducted including the necessity of consultation with local communities regarding the Province's transit plans.

The City and Province will be working jointly with the Federal Government to advance applications under ICIP PTIF2 for the SmartTrack Stations Program and Bloor-Yonge Capacity improvement project. Toronto's endorsement of the additional Provincial transit priorities for ICIP PTIF2 is subject to the completion of the above-noted assessment. Staff will report results to City Council when completed, anticipated in late Q3 or early Q4 2019.

CONTACT

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SIGNATURE

Tracey Cook
Deputy City Manager
Infrastructure and Development Services

ATTACHMENTS

Attachment 1 – Interim Assessment of Provincial Proposals
Attachment 2 - Expert Advisory Panel Members

Attachment 1 – Interim Assessment of Provincial Proposals

The City and the TTC's discussions with Metrolinx and Infrastructure Ontario on the Provincial transit proposal have focused primarily on the Ontario Line, and to a lesser extent on the Line 2 East Extension (L2EE) to date. The Ontario Line concept proposed by the Province is at an early stage of design. The Province has also committed to the Line 2 East Extension as a multiple-stop option, similar to that considered by Council in July 2016 (EX16.1). Discussions have been aimed at understanding and assessing these projects.

Ontario Line

The Province's proposed Ontario Line is being planned to connect from the Ontario Science Centre at Eglinton Avenue and Don Mills Road, to Ontario Place/Exhibition Place. It has three main sections, as shown in Figure 1:

- A central section from Pape Station to Osgoode Station, which is, largely along the same alignment as Council's approved Relief Line South, with stations in about the same locations, and with good connections to TTC subway and surface routes, and GO Transit;
- A northern section which reflects one of the route options identified as part of the early planning work for the Relief Line North project; and
- A western section which has not previously been studied by the City and the TTC.

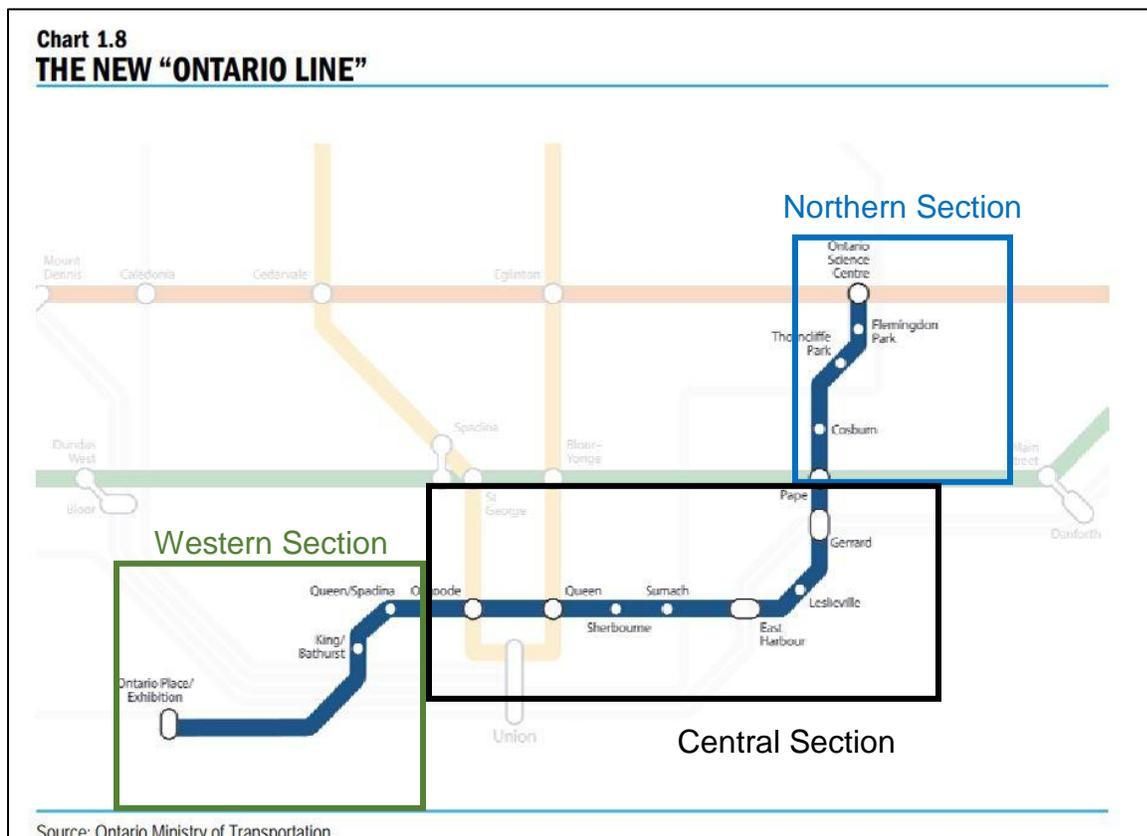


Figure 1. Schematic of the Ontario Line as included in the 2019 Ontario Budget

Central Section

Similar to the Relief Line South, this section of the Ontario Line extends from the Osgoode and Queen stations on Line 1 downtown to the Pape Station on Line 2. Station locations are largely the same as the Relief Line South, with some aspects of the proposed alignments including utilization of the existing GO rail corridor for additional tracks.

The Ontario Line project proposes a combination of tunnelled and elevated sections, subject to further analysis to confirm the specific approach. In particular, the Province has proposed several options for an elevated guideway across the Don River. The elevated guideway is suggested as a way to reduce the distance for passengers transferring to/from the East Harbour Station on the GO rail line, and to reduce overall construction costs. Potential changes to the alignment in this area may be needed to accommodate an elevated guideway; further assessment is required to understand the proposal and its potential impacts.

Northern Section

From Pape Station on Line 2, the Ontario Line is proposed to extend north in a tunnel under Pape Avenue to the Don Valley transitioning to an elevated guideway through Thorncliffe Park and Flemingdon Park to an interchange station with the Eglinton Crosstown LRT at Science Centre Station at Eglinton Avenue and Don Mills Road. A new maintenance and storage facility is tentatively proposed to be located in the Leaside employment area near Thorncliffe Park to service a fleet of vehicles for the Ontario Line. The location of this facility has to be confirmed.

Western Section

The Ontario Line would extend in a tunnel under Queen Street West from Osgoode Station westward an interchange with the Lakeshore West GO rail line at the Exhibition Station and Ontario Place. Although the alignment and station location are still being determined, connections with the Queen and King streetcars will likely be provided.

Capacity

The City and TTC's main focus in assessing the Ontario Line is the need to provide the most effective and long-lasting relief to Line 1 while accommodating future growth in ridership from population and employment increases along the line. Relief capacity is also important to accommodate increased ridership from the Line 1 Yonge Extension project to Richmond Hill, which must not open before an effective relief line is placed into service.

The capacity of the Ontario Line may have impacts on other important transit investments, including but not limited to plans for:

- Additional trains or additional train maintenance facilities for Line 1 and the Line 1 Yonge Extension;

- The Bloor-Yonge Capacity Improvement project, which City Council and the Province have endorsed for ICIP PTIF2 funding; and
- Line 2 modernization.

These potential impacts will be assessed as part of the City and TTC’s continuing work.

It is important that transit expansion projects be built with enough capacity to serve customers for many decades after opening. The City and Province must take a long-term approach to this future expansion project.

Through the ongoing travel demand modelling being undertaken jointly by the City, TTC and Metrolinx, the long-term capacity needs of the Ontario Line is being determined. This is especially important in light of the significant investments being made, and the long-lasting effect and legacy of a major rapid transit project.

Line 2 East Extension

The Province's L2EE concept is the McCowan three-stop concept that the City and TTC last considered in the July 2016 report to Council (Figure 2).² This alignment would connect to Line 2 at Kennedy Station and follow Eglinton Avenue East, Danforth Road and McCowan Avenue to Sheppard Avenue East, with proposed stations at Lawrence Avenue East, Scarborough Centre and Sheppard Avenue East. A station at Eglinton Avenue East and Brimley Road is being considered either as an alternative to a Lawrence station, or as a potential fourth station, which is one of the considerations to be addressed in the further assessment of this Provincial project.

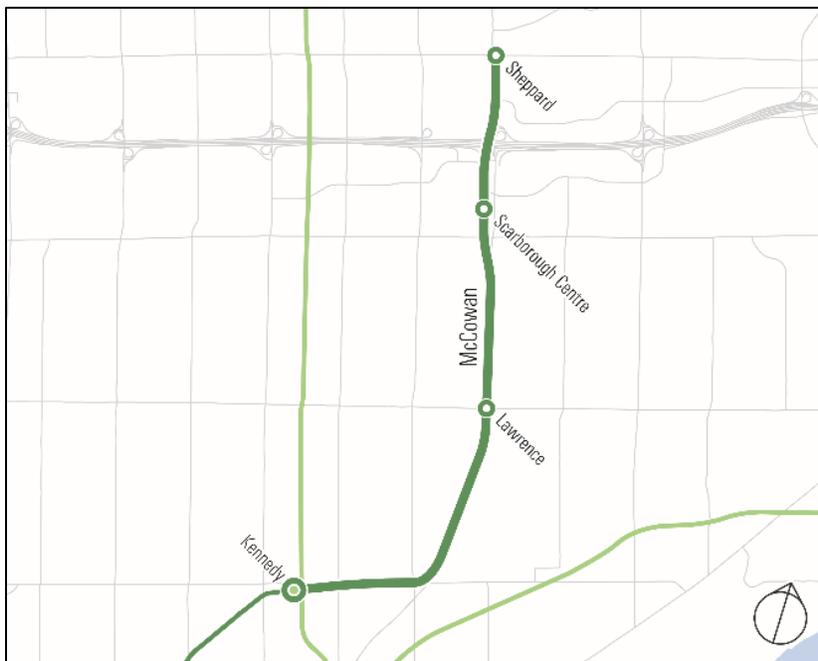


Figure 2. Proposed Line 2 East Extension concept.

² <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.1>

The main objectives of the L2EE are to:

- a) Improve the connection between Scarborough Centre and the regional higher-order transit network; and
- b) Replace the existing Line 3, which is at the end of its service life.

City's and TTC's analysis to date include the following:

- Transit service and systems for the Province's proposal would be fully integrated with Line 2;
- No new maintenance and storage facilities would be required, but adequate storage for trains would need to be accommodated along the extension;
- The Sheppard Avenue East station would be designed so that future connections could be made as an interchange station with any future higher order transit solution for Sheppard Avenue East, and the station would be designed to enable a northerly extension in the future; and
- The service concept has not been determined (e.g., whether all trains would continue to Sheppard East Station or some would turn back west at Kennedy Station).

Eglinton West LRT

The Province has provided no new information on the Eglinton West LRT since the supplementary report EX4.1d. City and TTC staff will provide an update to City Council as appropriate.

Broader Transit Network Plan Implications of the Province's Proposal

This section provides information on the potential impact of the Province's transit proposal to the City's broader transit network plan. This will require a fuller assessment as further details of the Provincial projects are confirmed.

SmartTrack Stations

The proposed Ontario Line could potentially impact the case for, or design of, the King-Liberty, East Harbour and Gerrard-Carlaw SmartTrack stations by modifying the nature of the connections between the lines and by affecting estimated station usage. Likewise, the L2EE could impact Lawrence East SmartTrack Station. Detailed travel demand modelling is underway to analyze these impacts.

Should the estimated station usage change significantly, the City and TTC will work with Metrolinx to revise the business case for these stations, review station concepts and seek any required approvals.

Eglinton East LRT

The proposed multiple-stop Line 2 East Extension could potentially change the demand for the Eglinton East LRT (particularly if a fourth station is built at Eglinton/Brimley). The

extension may also impact the design of how the Eglinton East LRT connects to the rest of the Eglinton Crosstown LRT at Kennedy Station. Further, the Province's future direction for rapid transit along Sheppard Avenue East could impact aspects of the Eglinton East LRT design. Travel demand modelling is being undertaken to analyze the impacts to demand in the Eglinton East corridor.

Waterfront Transit Network (Exhibition Loop - Dufferin Loop)

The proposed Ontario Line's potential connection to Exhibition GO Station and alignment in the vicinity of Exhibition Place could potentially impact the demand and design for this segment of the Waterfront Transit project. Travel demand modelling is being undertaken to analyze the impacts to demand on the Waterfront corridor, and a review of the design of the alignment and stop design may be required.

Sheppard East

The Province's proposed "Transportation Vision" for Toronto also referenced future work to define an extension of Line 4 Sheppard east from Don Mills Station to McCowan Road but did not commit any funding. The City and TTC are seeking further clarity on the Province's position on the Sheppard East LRT project.

Next Steps

The City, TTC and Metrolinx are currently working together on travel demand modelling for the transit network including the Ontario Line, the L2EE and other components of both the City's and Province's transit plans. Once the modelling results identify the capacity and service life of the first two Provincial projects, it will be possible to provide a more fulsome assessment of the Province's proposals, with recommendations on how the City and TTC might engage on the projects.

The ultimate build for the both the Ontario Line and the L2EE should provide capacity to accommodate future demand based, initially, on 2061 ridership projections. These projections must use the best available population and employment data, and consider the effects of significant transit oriented development around the stations, which may not feature in existing development estimates. The projects must also:

- Consider connection for bus and streetcar ridership that is delivered through excellent passenger connections;
- Build in enough capacity, on the line and at stations, to be fit for purpose and meet projected ridership for many decades after opening date;
- Be a flexible and adaptable system that can be increased in capacity in order to meet increased demand; and
- Provide capacity on the line and at the stations that considers the effects of increased ridership from likely extensions of the Ontario Line north to Line 4 and west and north to Line 2.

Other work required to inform advice to City Council includes the following:

- An agreement on technology for both projects;
- An assessment of potential service concepts based on travel demand modelling and fleet requirements and constraints;
- An assessment of market capability to deliver the projects;
- An assessment of the impacts of the projects on broader City interests and opportunities for city-building;
- An assessment of the costs and schedules associated with the projects;
- Agreement on an approach to public engagement on the projects;
- A work plan to design two additional subway stations and other required project planning for the L2EE project; and
- A risk assessment of extending the service life of Line 3 to 2029-30.

Summary

City and TTC staff agree that it is imperative to remain engaged with the Province to finalize an assessment of the Ontario Line and the three-stop Line 2 East Extension, and to influence the development of the projects to advance the City's strategic objectives. As the future operator of these potential lines, the TTC has a strong interest in influencing the scope and design of the projects. There is also an opportunity to leverage the City and TTC's work to date to maximize the benefit of taxpayers' dollars that have already been invested. Both projects could improve TTC's rapid transit service.

Staff will continue the assessment of the Province's transit plans including the Ontario Line and the L2EE using the City's Rapid Transit Evaluation Framework and will report results by late Q3 or early Q4 2019.

Attachment 2 - Expert Advisory Panel Members

Enid Slack (Co-Chair and Panel Facilitator)

Pedro Barata

Joe Berridge

Drew Fagan

Steven Farber

Debbie Gillespie

Shirley Hoy

Andy Manahan

Joe Pennachetti

Bill Robson

Shoshanna Saxe

Matti Siemiatycki

Hana Syed

Patricia Wood