



Website: www.yqna.ca

Email: info@yqna.ca

October 20, 2019

Delivered by E-mail; exc@toronto.ca

To Mayor Tory and members of Executive Committee,

Re: Agenda Item EX9.1

York Quay Neighbourhood Association (YQNA) represents residents and businesses along the waterfront from Yonge Street to Spadina Avenue. We are fortunate to have excellent transit service with frequent streetcars connecting to the subway system at Union Station and Spadina Station. Many residents and employees rely on public transit to get around the City for work and play.

We have read much of the report and its attachments and offer the following comments and observations for your kind consideration.

1. We are very pleased to learn that the Province of Ontario is no longer demanding the upload of the TTC subway system.
2. We are also very pleased to learn that the Province will be funding the new lines and extensions on its list of four priority projects, thus freeing up City/TTC monies for other uses.
3. We believe that all area transit must be public, owned by the City/TTC and/or the Province/Metrolinx. We do not wish to see a repeat of the Highway 407 example, where the profits realised from Ontario users go to a foreign entity. For equity within the City, there should be one single fare to ride the subway anywhere.
4. The Ontario Line as we understand the proposal is problematic. The TTC has suffered since 1985 from the orphan technology forced on it by the Provincial government of the day. The SRT was intended to be a streetcar line, but it ended up as the ICTS that is still limping along long after its best before date. The Relief Line was supposed to be a subway, using the same rolling stock and yards as the rest of the system. What is the proposed lighter vehicle and does it have the needed capacity? Are we getting something like the Vancouver Skytrain? What will be the community impacts of an at-grade or elevated line? Where will the trains be stored and maintained? If the line is delivered by P3 DBFM as mentioned in the report, who will do the maintenance? Will it include both the track and the trains?
5. The City/TTC should not be required to sink all of their capital funds into state of good repair before new routes can be considered. Who will judge progress in this regard? The waterfront transit's East Bayfront (Queens Quay East) LRT is needed now. An EA Study was approved years ago, and that design was largely confirmed through the recent "re-set" study. Sidewalk Labs has noted the urgent need for this line to support current and future waterfront development.
6. We are concerned that project delivery will be delayed by going back to re-examine the technology/routes/stations on the Relief Line and Scarborough Subway East Extension that

had been decided by the City/TTC already, following extensive modelling and public consultation.

7. We are uncomfortable with P3 projects that have to include a profit motive. We understand that there have been problems with the Crosslinx/Eglinton LRT job.

8. The Metrolinx public consultation model may be far less accessible and inclusive than those employed by the City/TTC. Many Provincial decisions have not followed any public consultation.

9. We are pleased that the Province supports Transit Oriented Development (TOD) but we are concerned that this will lead to inappropriate density near any and all rapid transit stations. As well, this policy ought to work against development in areas not well-served by public transit (including rural communities).

10. It would appear that the Province wants to make use of the \$4 billion in ICIP funds promised by the Federal Government to the City. The City should leverage this funding to get what it wants from the Province.

11. We know that fare box revenue does not cover the operating costs of the transit system, which must be subsidized by the City. It appears that the City will continue to be expected to support the operations of the Metrolinx assets with no further contribution from other levels of government. We are concerned that operation of the Ontario Line in particular will be expensive and that there will be pressure to raise fares.

We wish to thank the staff from all sides who have worked hard to reach this stage of negotiations, and encourage all concerned to safe-guard the interests of the citizens of Toronto as they work to deliver these projects.

Sincerely,



Carolyn Johnson
Co-chair of YQNA



Angelo Bertolas
Co-chair of YQNA