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# TRANSIT REVIEW

## Transit Review Public Information Centre – June 22, 2019 Highlights Report

*This Report has been prepared by AECOM to provide the City of Toronto and the Toronto Transit Commission (TTC) with a snapshot of the feedback captured at the Public Information Centre (PIC) held on Saturday, June 22, 2019 in Scarborough. The meeting was the third in a series of four meetings that were held across the City of Toronto in June 2019..*

### Overview

On Saturday, June 22, 2019, the City of Toronto and the TTC hosted a PIC to inform the public about the Transit Responsibilities Review being undertaken by the City and the Province. The meeting was held from 10:30 a.m. to 12:30 p.m. at The Scarborough Civic Centre, located at 150 Borough Drive in Scarborough.

At the sign-in table, attendees were invited to sign up for the project mailing list and were notified of opportunities to provide their feedback via a comment form and through the online survey which will be open until August 31, 2019. The open house component of the meeting featured a series of 15 informational display boards and several handouts for attendees to view and take home. Attendees could move freely between display boards and speak with Project Team members from the City and TTC.

At 11:00 a.m., Avril Fiskien (AECOM) welcomed attendees to the meeting and provided an introduction to the Transit Responsibilities Review. Scott Haskill (Manager of Project Development and Coordination, TTC) and James Perttula (Director of Transit and Transportation Planning, City of Toronto) provided a 30-minute informational presentation about Toronto's multi-billion dollar transit needs, including maintenance, operations, and transit expansion needs. The presentation also provided an overview of the current governance and funding model for transit in the City, the Province's proposed transit expansion proposal and the Province's two-part plan to upload the TTC subway system as described in the 2019 provincial budget. The presentation concluded with next steps and information on how to get involved and provide feedback.

Immediately following the presentation, attendees had the opportunity to ask questions and provided input related to the presentation topics in a 30-minute facilitated Question and Answer session (see **Appendix A** for the questions and responses).

The facilitated Question and Answer session was adjourned by Avril Fiskien (AECOM) at 12:00 p.m. The meeting adjourned at 12:30 p.m., after attendees had additional time to speak with members of the Project Team.

Nineteen individuals signed into the PIC but not all who attended signed in.

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## Highlights of Participant Feedback

Several key themes emerged during the PIC, including:

- Concerns regarding the timing required to build the Line 2 East Extension (i.e., Scarborough Subway Extension (SSE));
- Concerns regarding the funding available to address accessibility issues at subway stations;
- Concerns regarding increasing transit access, connections and mobility in Scarborough;
- Concerns regarding the upload of the transit system to the Province and the potential impact on currently planned projects, funding and jobs/ roles;
- Concerns regarding the amount of local control over Toronto's transit system and projects;
- Concerns regarding Bill 107 (that states the Province can decide which legislation to apply to their transit projects) and how this impacts the current funding gap and the City's control over existing assets;
- Concerns regarding Bill 108's impacts on future transit planning in Toronto, the current funding gap and the City's control over existing assets;
- Concerns regarding the City's stance on Public Private Partnerships (P3) and level of control and influence the City has over P3 transit projects within the city;
- Concerns regarding the negotiation process between the City and the Province, particularly the City's rights to their infrastructure and the potential seizure of City assets by the Province without compensation; and
- Concerns regarding the future of the SSE as there have already been major delays in development, delays in the construction of the Eglinton Crosstown, and connections to Line 4 Sheppard.

## Next Steps

A summary report on the Phase 1 Consultation will be reported out in Fall 2019.

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## Appendix A – Question and Answer

Details of the Question and Answer session that followed the presentation are provided below. To provide transparency for those not present at the meeting, the questions and answers received have been transcribed as much as possible.

Questions are noted with a “Q”, comments with a “C” and answers with an “A”. Answers were provided by James Perttula (City of Toronto) and Scott Haskill (TTC) unless noted otherwise.

**C1: We want and need a Lawrence subway station. Make sure the Ontario government knows about this.**

**Q1: Accessibility at subway stations has been mentioned as requiring capital investment. How does Warden station fit into this? Are accessibility changes being proposed here? If so, what is the timeline? Currently, Warden seems to be one of the least accessible stations.**

**A1:** The City has a legislative requirement to make all stations accessible by 2025. Both Warden and Islington stations are particularly difficult because of their configurations, but we are working on determining suitable designs. The intention is to make every station accessible and funding is available to do so. We do not currently have design details available but can confirm that our engineers are currently working on determining how to make these stations accessible. We recognize that issues exist at these stations and we are trying to determine the best solution.

**Q2: Is there anything from the redevelopment of the Victoria Park station design that could be applied to Warden and Islington stations?**

**A2:** Absolutely. Aside from redevelopment, an option would be to build a normal oblong bus terminal in the parking lot to move away from a slotted bus terminal. This option was studied a few years ago and is likely still an option being considered.

**Q3: The Province seems to have a few things right; the SSE will now have three stops. The Province’s perverse element is the Ontario Line. It seems like the City has more perverse elements in their plan, including the removal of three stops from the SSE. The City has implemented more LRT lines instead of buses. Regarding the Capital Investment Plan, the TTC discussed maintenance and expansion, but did not mention expansion of buses and bus garages. I think the top priority for expansion is to add three to four new bus garages so that we can have the number of buses we need to reduce travel time and increase frequency. We must have more buses and not larger buses. We do not need LRT. Both the City’s Transit Plan and the Province’s Transit Expansion Proposal contain bad elements. Can the City provide a new plan that better serves the community?**

**A3:** With regard to buses, the TTC has identified the need for bus garages. The Capital Investment Plan only covers a 15-year timespan and is intended to be realistic about what we need and what we have funding for. We agree that more buses are needed and have added buses in recent years and want to continue to do this. The TTC is about to embark on a five-

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year service plan which intends to review how the TTC needs to change services to maximize value and enhance customer experience. As part of this plan, we will ask how and where we need more bus service and how many more bus garages and infrastructure are required.

**Q4: We are very concerned about the planning of the subway or bus line along Sheppard Avenue, coming east through from Kennedy. Where does this plan stand?**

**A4:** To date, the City has been assuming the plan would move forward with an LRT along Sheppard, as the Province committed to. There seems to be a change of direction as the Provincial budget now references consideration for the section between Don Mills and McCowan to be a subway. This Project has been identified to follow the extension of the Scarborough Subway but was put on hold by Metrolinx.

**Q5: Bill 107, Section 47, Subsection 9 allows the Provincial government and Cabinet to decide which Acts can be applied to transit projects the Province takes over. In City discussions with the Province, have they identified which Acts they plan to overrule or supersede in this piece of legislation?**

**A5:** The City has had no indication from the Province or Metrolinx about whether there will be a change in the rules. Many have wondered if this means there would be no Environmental Assessments. We do know the Province is preparing to undertake the Environmental Assessments on projects identified in the Province's Transit Expansion Proposal, but we do not know what else may be considered.

**C2: Regarding the previous comment about everyone in Scarborough wanting a subway stop at Lawrence, I do not share this view. I think that if we had carried forward with the LRT, we would already have a station at Lawrence that we could ride today.**

**Q6: I have serious concerns about the three-stop subway the Province has proposed, especially regarding delays. It has taken six years to get to the point where we are ready to build a subway in Scarborough. How much longer are we going to be waiting? The Province can seize our asset and take over without compensating us, leaving us with no control over the infrastructure that we have built in Toronto. Has this happened to another City's transit system in Canada before? I do not think we will have local control over our transit system if we allow this to happen.**

**A6:** The City is in negotiation with the Province regarding the upload of the subway system. These negotiations include conversations about roles, responsibilities and funding. The Province is still looking for the City to make contributions to projects. As part of our recommendations to Council, the City will assess how the Province's plan meets the City's objectives. Our recommendations would also include terms under which the City would contribute toward these projects. The City would expect that the "pay for say" principle apply as we do not want to provide funding without having a means of control or influence over transit projects.

In terms of timing, we need to determine how the Province's changes impact costs and timing for the Ontario Line and the Scarborough Line. Challenges in Scarborough include the lifespan

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of the SRT and how the SSE lines up with the potential lifespan of the SRT. The City does not have answers to this yet, but the TTC is completing technical work to determine what could be done to extend the SRT's lifespan beyond 2026/ 2027.

The City has no indication whether, when or how the Province may use the power to take City assets. We are still engaging in conversations with the Province at the senior official level, including the involvement of operating and maintaining the system, what it would mean to take over and questions around asset ownership. Compensation and costs will be part of the negotiation process.

**C3: We would like to ask the City and TTC to remember that Scarborough needs to connect within Scarborough, as currently there are not enough buses within Scarborough. Many travel downtown, but not everyone does. We have young people that need to travel to school and work within Scarborough and sometimes transit is not available. When the City is speaking to the Province, please remember that we need better transit here. We want LRT here, now and do not want to wait for a subway.**

**C4. It takes at least two hours to go downtown from East Scarborough. In Scarborough we have the University of Toronto Scarborough Campus, Centennial College, the Rouge, the Zoo and many other attractions. It takes forever for our children to get to school and there is no transit, leaving no time for extracurricular activities. Scarborough has not been given any proper transit since 1985, even though we have been growing. We need the LRT coming out to Scarborough, especially in underdeveloped and low-income areas. The presentation indicated that 70% of costs are paid by users, so imagine how much better the transit system could be if Scarborough could use it. Jobs would be created and it would be safer for the elderly and children. Please consider this in conversations with the Province.**

**Q7: With the construction of the three-stop Scarborough Subway, it is expected that the SRT will require a significant amount of maintenance (e.g., increased costs to maintain track structure and stations) to keep it running until the subway is ready. Is there any indication from the Province that the City or TTC would be compensated for the additional time and work needed to continue the upkeep of the SRT? The City also mentioned the seizure of assets by the Province, and I would like to know if there is any assurance that our transit assets will not be sold to private parties, similar to the way Highway 407 was.**

**A7: With regard to Line 3 Scarborough, the City has approximately \$80 million in capital funds to contribute to the line to keep it running until 2026. The City will be hiring consultants to evaluate what is needed to ensure the system continues operating. While we are aiming for 2026, we may need to look consider a longer timeline.**

Regarding the associated costs, in negotiation with the Province, City Council has asked to receive compensation for the money that was invested into the planning of various transit lines that the City has proposed to modify.

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With regard to ownership and privatization, this legislation is about the Province taking on ownership. We are aware that the Ontario Line will likely involved some form of P3 in the development and delivery of the line, but there is also the expectation that the TTC will continue to operate the services. Third parties may be involved in the delivery of the system, similar to what we see happening with the Eglinton Crosstown and Finch LRT projects.

**Q8: It takes me an hour to go from Scarborough Town Centre to downtown. Is there any way this time can be reduced?**

**A8:** People travelling long distances in a city like Toronto should travel on the commuter railway, which is where the idea for SmartTrack came from. There should be more GO stations with more frequent service. When travelling on the TTC, people take Line 3 to Kennedy, transfer to Line 2 then to Line 1 to get downtown. Replacing Line 3 and extending Line 2 would change this, with trains travelling directly to Scarborough Centre Station. This would save seven to 10 minutes per trip. In the longer term, the City may want to look at additional subway lines to travel downtown. Having a subway that stops every 900 m or 1.5 km means longer distance trips take more time but also services a variety of trip types. From an urban transit point of view, there is not much we can do to improve rapid transit service times unless we implement additional lines.

**Q9: How will the Capital Investment Plan be funded? The original plan involved a \$28.5 Billion investment, with the Province providing \$12 Billion. But the Province is allegedly \$15 Billion in debt. How will the Province provide \$12 Billion? Will it involve the combination of Bill 107 and Bill 108 to seize and sell assets to fund the Plan? Or will it involve a massive cut or tax increase? Has the City asked the Province about how their Plan will work financially?**

**A9:** The Provincial budget indicates that it will require approximately \$28.5 Billion for their Transit Expansion Proposal. It is noted that the Province would be making an \$11 Billion contribution and are looking to the Federal Government for support as well. The Federal Government has allocated over \$4.8 Billion for transit projects in the City of Toronto and they are working with us to determine whether to direct the Federal contributions to the Proposal. The Province is asking the City of Toronto and neighbouring municipalities to make investments as well. Another method that the Province has undertaken, starting with GO Transit lines, is implementing Transit Oriented Development (TOD). The integration of TOD involves a third-party offsetting the costs of constructing a station by building the subway and station into a development (e.g., office or residential apartment) during its construction phase. TOD will be applied to the construction of the Ontario Line and the Scarborough Subway Extension. Therefore, there are various options for funding and the City is working with Metrolinx to assess the costs of each project.

**Q10: What is the City's position regarding P3 transit projects, considering the Ottawa LRT currently under construction is one year overdue and has missed five deadlines, costing the City over \$30 million in delays? The Eglinton Crosstown, which is a P3 project, is also overdue. There is speculation that it will not open in 2020. The City is giving up all control when it comes to P3 transit projects.**

**A10:** City Council has not taken a formal position on the TTC projects that have pursued P3. The Eglinton Crosstown is a P3 Metrolinx project that the City is involved in. All the details

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related to operations and the maintenance for this project are still being worked out. It is not clear how the Scarborough Subway Extension will be procured. If the Province is taking ownership of this and pursuing P3, the City must work with them to ensure the TTC's interests are properly represented.

**Q11. The Province's Transit Expansion Proposal connects the Ontario Line to Ontario Place and the Science Centre but it does not make any connections to the University of Toronto Scarborough Campus or the Pan Am Centre. As a Scarborough resident, I feel we need connections to these institutions in Scarborough. One of the City's Guiding Principles is good governance. How will the City uphold Good Governance and encourage the Province to connect rapid transit to Scarborough institutions? Also, is it correct that the Capital Investment Plan of \$33.5 Billion is allocated over 15 years for transit stations? Is there any funding from the Plan that would be allocated for rapid transit projects like the Eglinton East LRT?**

**A11:** The Capital Investment Plan is not about expansion, so it is not about new transit lines. It is about maintaining our existing lines, meaning the Eglinton East LRT is not part of the Plan, but is a separate discussion.

City Council has noted that the Eglinton East LRT and the Waterfront LRT are priority projects and have asked staff to come back with a plan on how to advance to the design phase. The City wants to continue to advance these projects and we are working on how to do this. Regardless of what the Province decides, we will continue to raise these projects as priorities to the Province.