



Yonge Subway Extension and Relief Line - Memorandum of Understanding

Date: April 11, 2018
To: Audit and Risk Management Committee
From: Chief Executive Officer

Reason for Confidential Information

This report contains advice or communications that are subject to solicitor-client privilege, including communications necessary for that purpose.

Summary

As directed at the Board meeting on May 18, 2017, this report provides an update on the details of the Memorandum of Understanding (MOU) for both the Yonge Subway Extension (YSE) and the Relief Line (RL) prior to the TTC entering into these agreements.

These MOUs provide the principles, funding sources and working assumptions for the planning, design and engineering phase of the YSE and RL Projects. In addition, they set out the administrative governance framework for the projects.

Recommendations

It is recommended that the TTC Audit and Risk Management Committee:

1. Receive the confidential information as set out in the Attachments; and
2. Authorize the public release of the information contained in the Attachments when the MOUs have been executed.

Financial Summary

The TTC's 2018-2027 Capital Budget includes an estimated cost of \$6.755 million for the RL Study and \$5.772 million for the YSE, as approved by the Toronto City Council on February 12, 2018. These funds were for preliminary work on both projects and not for the work identified in the MOUs.

The work identified in the MOU's will be separately funded by the other parties to the MOUs. As part of this funding, the City has included \$55.520 million in the TTC's 2018-2027 Capital Budget as partial funding for the RL South.

Equity/Accessibility Matters

The YSE and RL will be designed and constructed to be accessible.

Decision History

In May 2017, the Board approved the CEO entering into MOUs to progress the planning, design and engineering for the YSE and RL, specifically:

- Further to recommendation 7 of the City report, authorize the Chief Executive Officer to enter into a Memorandum of Understanding with Metrolinx, York Region, and City of Toronto to define roles and responsibilities as described in Recommendation 6 of the City report, for the TTC to recover the full costs from Metrolinx and York Region of completing the planning and design work required to develop a Class 3 cost estimate and schedule for the Yonge Subway Extension.
- Further to recommendation 3 of the City report, authorize the Chief Executive Officer, Toronto Transit Commission to negotiate and enter into a Memorandum of Understanding with Metrolinx and City of Toronto to define roles and responsibilities and the cost-sharing agreement between Metrolinx, the City of Toronto, and Toronto Transit Commission, as described in this report, to complete the planning and design work required to develop a Class 3 cost estimate and schedule for the Relief Line South; and Advancing Planning and Design for the Relief Line and Yonge Subway Extension:

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2017/May 18/Reports/13 Advance Planning and Design for the Relief Line and Yonge.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2017/May%2018/Reports/13%20Advance%20Planning%20and%20Design%20for%20the%20Relief%20Line%20and%20Yonge.pdf)

In addition the Board approved:

- That staff provide the TTC Audit & Risk Management Committee with an update on the details of the two recommended MOU's prior to the TTC entering into these agreements to allow the TTC Board to understand the framework defining roles, responsibilities and cost sharing arrangements among the parties:

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2017/June 15/Minutes/index.jsp](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2017/June%2015/Minutes/index.jsp)

In May 2017, City Council approved the report authorizing the planning and design of the YSE to approximately 15-30% in order to develop a Class 3 cost estimate and schedule. A report back to City Council and TTC Board will be required once this phase of work is completed. The TTC will project manage and lead the planning and design of the YSE, with York Region and Metrolinx represented in the project team. The costs will be fully funded by the Province/Metrolinx and York Region. There is currently no

commitment by any order of government to fund the capital costs, operating and maintenance costs, of building the YSE. City Council authorized:

- The City Manager to enter into a Memorandum of Understanding with Toronto Transit Commission, Metrolinx and York Region, to define roles and responsibilities as described in Part 6 above, and ensure the Toronto Transit Commission recovers the full costs from Metrolinx and York Region of undertaking work required to develop a Class 3 cost estimate and schedule for the Yonge Subway Extension.

In the same report City Council also authorized:

- The City Manager to negotiate and enter into a Memorandum of Understanding with Metrolinx and Toronto Transit Commission to define roles and responsibilities and the cost-sharing agreement between Metrolinx, the City of Toronto, and Toronto Transit Commission as described in this report, to complete the planning and design work required to develop a Class 3 cost estimate and schedule for the Relief Line South:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.1>

Issue Background

Yonge Subway Extension

In January 2009, the Board approved an Environmental Assessment for a 7.42 kilometre extension of the Line 1 north to York Region, including several key principles for advancing this project. Approximately two kilometres of this extension is in the City of Toronto with stations at Cummer/Drewry and Steeles Avenue. The majority of the extension is in York Region, including three stations at Clark, Langstaff, and Richmond Hill Centre. A maintenance and storage facility requirement was identified in the TTC's Subway Rail Yard Needs Study, endorsed by the York Region Rapid Transit Corporation Board, and included in the conceptual design study that was completed for this project in 2012.

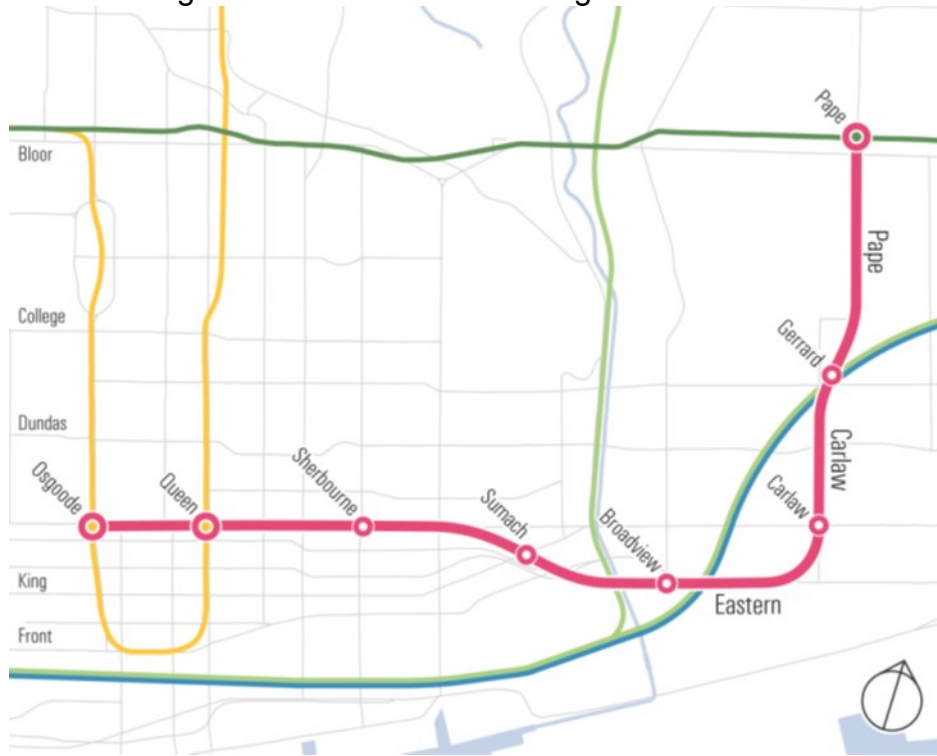
Figure 1: Yonge Subway Extension



Relief Line

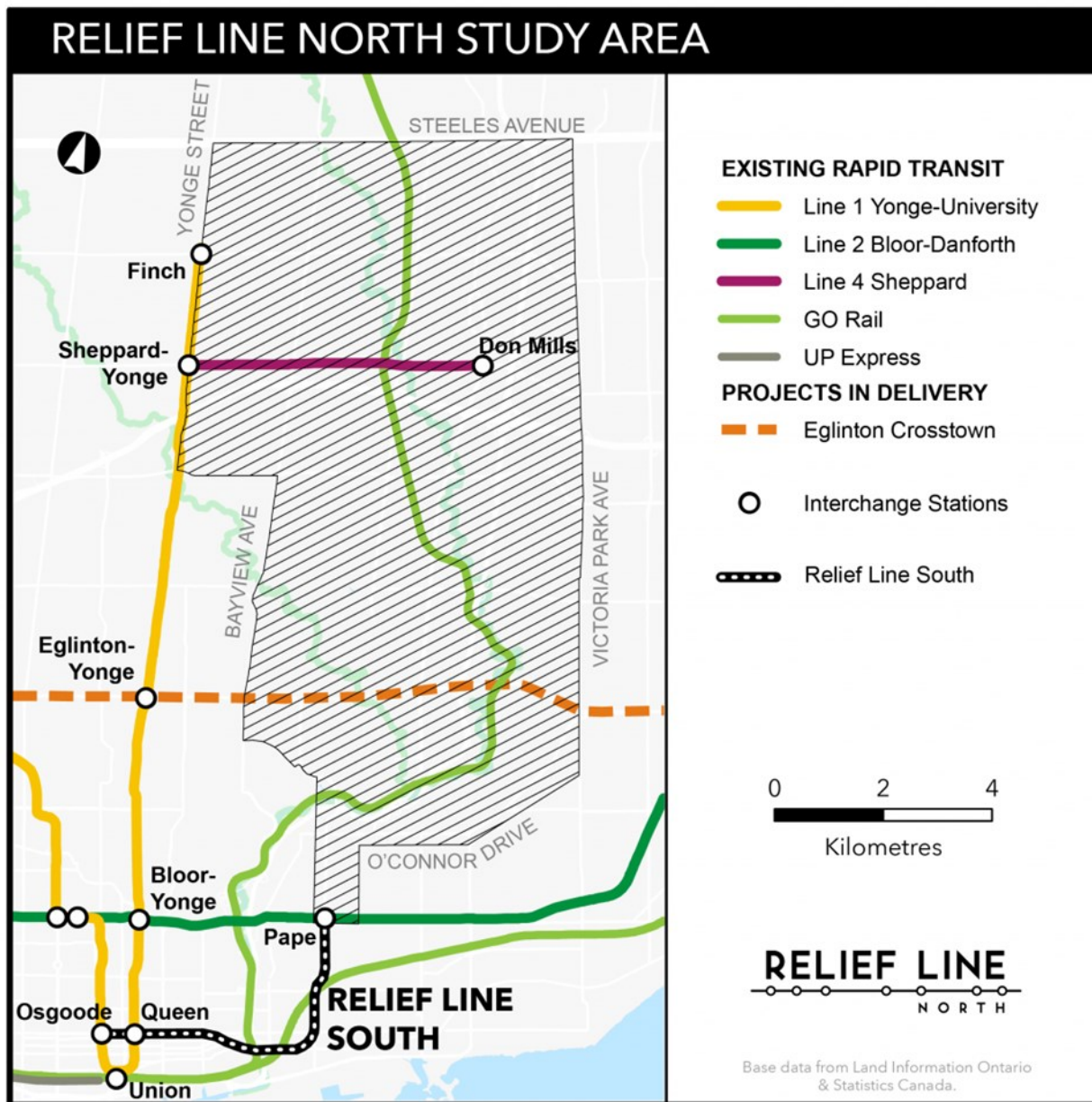
The RL South from Pape-Danforth to Downtown will be required by 2031 to reduce crowding on Line 1. This has been confirmed by several past studies including the TTC's 2012 Downtown Rapid Transit Expansion Study (DRTES). Advancing work on the RL South is a key priority for the City and TTC. The RL Project Assessment was initiated in 2014 to identify an alignment and station locations for the RL South. In May 2017, City Council approved the Pape-Carlaw-Eastern-Queen alignment for the Relief Line South. The TPAP will be initiated in 2018.

Figure 2: Relief South Line Alignment/Stations



The RL North (Pape-Danforth to Sheppard) will provide another travel alternative, divert demand from Line 1, and provide greater transit capacity to downtown. The May 2017 report requested City and TTC staff to work in partnership with Metrolinx to develop an initial business case for the Relief Line North.

Figure 3: Relief Line North



Comments

TTC staff have worked with the staff from York Region, York Region Rapid Transit Corporation, the City of Toronto and Metrolinx to draft the MOU for the Yonge Subway Extension. The Yonge Subway Extension MOU includes the next phase of work, which is preliminary design and engineering (PDE) to refine the project scope and develop a baseline project budget and schedule. The Memorandum of Understanding sets out the administrative project governance structure to ensure all parties are engaged in the PDE. It is anticipated that a baseline budget and schedule will be available in Q4 2019.

TTC staff have worked with staff from City of Toronto and Metrolinx to draft the MOU for the Relief Line project. The next phase of work for the Relief Line South is preliminary design and engineering (PDE) to refine the project and develop a baseline project budget and schedule. It is anticipated that a baseline budget and schedule will be available in Q4 2019.

The MOU identifies Metrolinx as the lead on the Relief Line North Project Assessment, in partnership with City and TTC. A report back on the initial business case is anticipated for Q1 2019. The MOU sets out the administrative project governance structure for both segments of the Relief Line to ensure all parties are engaged in the PDE.

As there were numerous directives provided by the various Boards, and Councils significant effort was taken to structure the MOUs to ensure that all stakeholders aims and interests were met.

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Signature

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Attachments

Confidential Attachment 1 – Yonge Subway Extension Memorandum of Understanding
Confidential Attachment 2 – Relief Line Memorandum of Understanding

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