

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: June 24, 2014

SUBJECT: SCARBOROUGH SUBWAY EXTENSION - UPDATE

ACTION ITEM

RECOMMENDATION

It is recommended that the Board:

- i. Receive this status report on the Scarborough Subway Extension for information;
- ii. Approve forwarding this report to the City Planning and Growth Management Committee for its information.

FUNDING

Sufficient funds for this project are included in the TTC's 2014-2023 Capital Budget under Scarborough Subway Extension, as noted on pages 1029-1030, as approved by the Board on November 20, 2013 and City of Toronto Council on January 29/30, 2014. Funds of \$14.5M are budgeted for 2014, which include expenditures relating to TTC/City staff costs, office space and consultants (project management, environmental assessment, geotechnical, utilities).

BACKGROUND

At its meeting of September 25, 2013, the Board approved support of the Scarborough Subway alignment along the McCowan corridor, through Scarborough Centre Station and north to Sheppard Avenue East, as previously approved by City Council at its meeting of July 17, 2013.

At its meeting of October 8, 2013, City Council confirmed support for a Scarborough Subway extending the Bloor-Danforth line along the McCowan Corridor to Sheppard Avenue East, subject to approval through an Environmental Assessment and:

- amending the Master Agreement to remove the Scarborough LRT
- entering into an agreement for provincial funding, for a minimum of \$1.48B (\$2010)
- entering into an agreement with the federal government for up to \$660M (escalated)
- City Council committing to fund \$910M, \$165M through development charges and \$745M through property tax (all in escalated dollars)
- evaluation of the federal public-private-partnership (P3) process
- negotiating an agreement with the Province/Metrolinx for sunk costs on the Scarborough LRT, including potential costs associated with the LRT vehicle supply contract.

DISCUSSION

Description

As supported by the Board and City Council, following is a brief description:

| | |
|-----------------------------------|--|
| Length (McCowan Alignment) | 7.6 km |
| Number of Stations | 3 - Lawrence - Scarborough Centre - Sheppard |
| Additional Trains | 7 |
| Travel Time – Kennedy to Sheppard | 10 minutes |
| Start Construction | 2018 |
| Scheduled Completion | Late 2023 |
| Budget (escalated) | \$3.56B |

It is noted that the McCowan alignment will be evaluated along with other possible alignments, including the option to follow the existing SRT corridor, as part of the environmental assessment review. The study area is highlighted as follows:



City-TTC Roles and Responsibilities

This project is jointly managed by the City and the TTC under the guidance of a City-TTC Transit Executive Committee, which is co-chaired by the City Manager and the TTC CEO. The City Planning Division is the functional lead on the planning, project assessment, city building, and community engagement aspects of the project. The TTC will support City Planning and is also responsible for the management of project scope, budget and schedule, as well as the infrastructure design, engineering, construction and the operating requirements. Financing, project delivery assessment, and intergovernmental relations are the responsibility of the City, in conjunction with the TTC for technical input.

Status

The TTC Chief Project Manager for the Scarborough Subway Extension began work on March 31, 2014. The immediate issues requiring attention are as follows:

- develop a staffing plan based on an integrated team of TTC and consulting staff
- recruit staff and develop request for proposals for consulting staff
- develop project plans that include contracting strategies, implementation plans and preliminary schedules
- retain consultant for the preliminary engineering/project assessment and Transit Project Assessment Process (TPAP)
- determine the availability of the TYSSE tunnel boring machines (TBMs)

Preliminary Engineering/Project Assessment and TPAP

An environmental assessment is required for all large-scale projects that may impact the environment. These projects require approval from the Government of Ontario before proceeding to the next phase. Certain projects that have more predictable environmental impacts or effects, and are more readily managed, can now follow a streamlined approach, as approved by the Ontario Ministry of the Environment. This approach still protects the environment, but shortens the timeline to six months for commencement, review and approval. This Environmental Assessment process for transit projects is known as the Transit Project Assessment Process and will be followed for the Scarborough Subway Extension.

The six month TPAP defines the final approval process for the project. Prior to this stage, the City and TTC will be conducting preliminary engineering and planning work to explore alternate alignments, firstly to ensure technical feasibility, and also to evaluate each alignment based on a set of evaluation criteria addressing key objectives such as achieving City-building and maximizing benefit to local communities. Public consultation is an important element during this stage.

This work will require approximately 16 months, with public consultations to be held during this period. This will be followed by submissions seeking TTC Board and City Council approvals of the preferred alignment. Once into the final 6 month TPAP, there will be a further public consultation on the recommended alignment, before the final submission to the Ministry of the Environment. This results in a schedule of approximately 22 months to complete.

The City Manager and TTC CEO have agreed that the City will manage the EA phase of the project, with support from TTC staff.

A request for proposals has been issued to retain a consultant to conduct the project assessment/preliminary engineering and manage the TPAP. Award is planned for August 2014.

Public Consultation

It is expected that there will be three public consultation phases comprising a robust program of public engagement during the project assessment/preliminary engineering and one during TPAP:

- Phase 1 – Early 2015 – The design process will be presented along with the evaluation criteria, study area and public consultation plan.

- Phase 2 – Spring 2015 – The alignment alternatives will be presented, with a preliminary short list.

- Phase 3 – Fall 2015 – Further evaluation of the short-listed alignment options leading to the draft preferred alignment will be presented.

- Phase 4 – Early 2016 – The recommended alignment will be presented as part of the TPAP.

Budget

| Budget | (\$millions) |
|--|---------------------|
| Subway Extension (\$2010) | \$2,300 |
| SRT Life Extension Decommissioning & Demolition (\$2010) | \$170 |
| Total (\$2010) | \$2,470 |
| Total Budget (\$ inflated) | \$3,560 |

Funding Sources

| Funding Source | Escalated | |
|---|-----------|------|
| Federal Funding | \$660 | 19% |
| Provincial Transfer ¹ | \$1,990 | 56% |
| City | \$910 | 26% |
| Total Funding for Scarborough Subway | \$3,560 | 100% |
| City Funding | | |
| Estimated Development Charges | \$165 | |
| Estimated Tax Supported Cost | \$745 | |
| Total Percentage Residential Tax Increase 2014-2016 | 1.6% | |
| Estimated Future Annual Debt Service Charge | \$38 | |

1. Provincial contribution net of \$85 million sunk costs.

Project Schedule

| | |
|-------------|--|
| 2014 – 2016 | <ul style="list-style-type: none"> ➤ Undertake P3 screening and recommend delivery methodology ➤ Develop Project Plans – staffing, contracting, implementation ➤ Recruiting/Consultant Procurement ➤ Preliminary Engineering and Transit Project Assessment Process (TPAP) |
| 2016 – 2018 | <ul style="list-style-type: none"> ➤ Property Acquisition ➤ Design ➤ Acquire/retrofit TBMs |
| 2018 – 2023 | <ul style="list-style-type: none"> ➤ Construction |

Councillor Briefing

A Councillor briefing was held by representatives of the TTC and City of Toronto – City Planning Division on June 9, 2014, where attendees were briefed on the above information.
