

COMMITTEE OF THE WHOLE - JANUARY 5, 2004

SPADINA-YORK SUBWAY EXTENSION COMMITTEE APPOINTMENT OF VAUGHAN REPRESENTATIVES

Recommendation

Mayor Michael Di Biase recommends that:

1. Regional and Local Councillor Mario Ferri and Councillor Sandra Yeung Racco be appointed to the Spadina-York Subway Extension Committee as City of Vaughan representatives;
2. The City's current representatives on the Spadina-York Subway Extension Committee (Mayor Di Biase and Regional and Local Councillor Frustaglio) continue in this capacity;
3. This report be forwarded to the Regional Municipality of York; the City of Toronto, the City of Barrie, the Region of York and York University with the request for their continued representation and participation on the Spadina-York Subway Extension Committee.

Purpose

The purpose of this report is to appoint City of Vaughan representatives to the Spadina-York Subway Extension Committee and to request the continued representation and participation of the other partners on the Committee.

Background – Analysis and Options

Origin and Objectives

The Committee has its origins in direction given by Vaughan Council on May 8, 2000. The Spadina-York Subway Extension Committee held its first meeting in the fall of 2000. The Committee was originally composed of representatives of the Councils of the City of Vaughan, York Region and the City of Toronto and York University. Representation was later expanded to include the Regional Chair and the Mayor of the City of Barrie.

The purpose of the Committee is to promote and generate support for the expansion of the Toronto subway system in order to provide efficient public transit to growth areas within Toronto and in the Greater Toronto Area. Specifically, the Committee supports measures that will facilitate the extension of the Spadina Subway from Downsview Station to York University, and north to Highway 7 and the Vaughan Corporate Centre.

Committee Membership

Prior to the November 2003 election, the Spadina-York Subway Extension Committee was composed of the following members:

- Councillor Mario G. Racco (Chair), City of Vaughan;
- Mayor Michael Di Biase, City of Vaughan;
- Regional and Local Councillor Joyce Frustaglio, City of Vaughan;
- Chair Bill Fisch, Region of York;
- Mayor Jim Perri, City of Barrie;

- Councillor Peter Li Preti, City of Toronto;
- Councillor Maria Augimeri, City of Toronto;
- Professor Edward S. Spence, Ph.D., M.C.I.P., York University; and
- Councillor David Miller, City of Toronto (Alternate).

Each participating municipality will have to adjust its representation on the basis of its respective election results. It is recommended that Council appoint Regional and Local Councillor Mario Ferri and Councillor Sandra Yeung Racco to the Committee and that the City's current representatives continue to serve on the Committee. It is noted that Councillor Yeung Racco represents Ward 4, where both the proposed subway route and the Corporate Centre are located.

Basis for Continuing the Work of the Committee

Progress continues to be made on the introduction of rapid transit services in the Spadina Subway – York University – Vaughan Corporate Centre corridor. As part of the York Rapid Transit Plan, York Region and its private sector partner are now in the latter stages of the Highway 7 Corridor Transitway Individual Environmental Assessment. This EA will be seeking Ministry of the Environment approval for a Bus Rapid Transit (BRT) or Light Rail Transit (LRT) facility in the Highway 7 Corridor and for a connecting north-south rapid transit link from the Vaughan Corporate Centre through to York University.

The EA also deals with the protection of a subway right of way from York Region's inter-regional transit terminal/commuter parking facility on Steeles Avenue to the Vaughan Corporate Centre. The subway right of way was previously identified in Vaughan OPA No. 529 ("The Higher Order Transit Corridor Protection Study"). The Region acquired the transit terminal site on Steeles Avenue site, across from York University, in 2002 to serve the proposed subway extension. The location of the transit terminal was also specified in OPA No. 529 as a result of Vaughan's "Property Protection for Steeles Rapid Transit Terminal Facilities Study".

The York Region BRT system will ultimately connect with the Toronto system to provide a continuous BRT service to the Downsview Subway Station. The City of Toronto and the TTC are in the process of conducting a similar Environmental Assessment, which would provide for a Bus Rapid Transit service that would form the connecting link between the TTC's Downsview Subway Station and Steeles Avenue. The Bus Rapid Transit system is envisioned as an interim service that would build ridership in advance of the subway extension. It is expected that both EA's will be completed in 2004.

The subway extension is still very much under consideration. In 1993, the TTC completed the Environmental Assessment for the looping of the Spadina and Yonge Subways along Steeles Avenue. However, in the years after 1993, the Region of York's and the City of Vaughan's Official Plans identified the need for a rapid transit link to the Corporate Centre. The City of Toronto's new Official Plan also provided for a radial rapid transit service to York University and Steeles Avenue. The 1993 "Loop" EA must be revisited by the City of Toronto and the TTC, if a radial service from Downsview Station to York University and Steeles Avenue is to be constructed.

The TTC has also identified the Spadina Subway extension as one of its two priority rapid transit projects, along with the Sheppard Subway extension, should funding become available.

On July 16 and July 24, 2003, the Toronto Transit Commission and City of Toronto respectively passed resolutions requesting the involvement of the Region of York in

conducting an Environmental Assessment for the Spadina Subway extension to the Steeles Avenue terminal. The TTC has estimated the total cost of this EA to be \$3,000,000.00.

The TTC/Toronto resolution proposes that the total cost of the EA be divided equally amongst the federal, provincial and municipal levels of government, each contributing \$1,000,000.00. It asks the Region to share equally, the cost of that portion of the EA between the York University station (centrally located on campus) and the Steeles Avenue terminal. The cost to the Region would be \$100,000.00. The TTC/Toronto resolution also recommends that Toronto, the TTC, York Region and York University jointly prepare and submit applications to the Provincial Golden Horseshoe Transit Investment Partnership and the Federal Canada Strategic Infrastructure Fund, requesting the remaining two-thirds of the required \$3,000,000.00 funding.

On September 18, 2003, Regional Council adopted the following motion:

1. The Region of York participate jointly with the City of Toronto, the Toronto Transit Commission and York University in an environmental assessment study for an extension of the Spadina subway line at a cost not to exceed \$100,000.
2. The study cost be included in the Region's rapid transit capital budget for 2004.
3. The Region join with the City of Toronto, Toronto Transit Commission and York University in applying for funding from the Provincial and Federal governments to cover two-thirds of the cost the environmental assessment study.
4. The Regional Clerk send copies of this report to the City of Toronto, Toronto Transit Commission, City of Vaughan and York University.

The actions of the Region of York and the City of Toronto have provided the framework for the initiation of the Spadina Subway extension Environmental Assessment, which is the next step in the process.

In this context the Committee can play a useful a role in a number areas. These include: Demonstrating to decision makers in the federal and provincial governments that there is a high level of inter-municipal/institutional support and co-operation backing the subway extension; playing an advocacy role for the increased commitment by the federal and provincial governments to the funding of this project, as part of a new deal for cities; providing the City of Vaughan and other participating organizations with another vehicle to articulate their interests with external agencies and authorities; and to identify areas where further action should be taken by the respective municipal Councils and York University to support the Spadina Subway extension.

Relationship to Vaughan Vision 2007

Section 3 "Transportation and Transit Infrastructure" of Vaughan Vision 2007 provides that the City:

- 3.1 Support the TTC subway extension projects (Spadina and Yonge Street) with the Spadina line as the top priority.

- 3.1.1 Support the City of Toronto and the Region of York in the extension of the subway(s) to Vaughan.
- 3.2.1 Support the Region of York and other agencies to ensure higher order transit.

The work of the Spadina-York Subway Extension Committee is in conformity with the objectives of Vaughan Vision 2007. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

It is recommended that Regional and Local Councillor Mario Ferri and Councillor Sandra Yeung Racco be appointed to the Spadina-York Subway Extension Committee and that the remaining members (Mayor Di Biase and Regional and Local Councillor Frustaglio) continue to represent the City.

The Spadina Subway extension is of strategic importance to the City of Vaughan and the other organizations on the Committee. The Committee will serve to further the pursuit of the subway extension by combining the voices of a number of municipal and institutional players that would benefit from the project. There are encouraging signs coming from the senior levels of government that there is a willingness to consider a new relationship with the municipalities, especially in terms of infrastructure funding. In a time of scarce resources, the Committee can play an important advocacy role in supporting this new relationship and ensuring that the Spadina Subway extension is a top priority.

Therefore, it is recommended that this report be forwarded to the City of Toronto, the Region York, the City of Barrie and York University with the request for their continued representation and participation on the Spadina-York Subway Extension Committee.

Should Council concur, then the recommendation set out above should be adopted.

Attachments

N/A

Respectfully submitted,

Mayor Michael Di Biase