

## **COMMITTEE OF THE WHOLE MEETING – FEBRUARY 19, 2007**

### **REGIONAL INTERMODAL TRANSIT HUB**

#### **Recommendation**

Mayor Linda Jackson recommends the following:

THAT this report be received;

THAT Council endorse the direction to approach federal and provincial government officials with the City's interest in developing a regional intermodal transit hub within the municipality;

THAT Staff of the Economic/Technology Development and Communications and the Engineering and Public Works Commissions develop and implement a plan to promote funding a regional intermodal transit hub in Vaughan with key provincial and federal decision makers;

THAT this report be forwarded to the Region of York and York Region Transit/VIVA Transit with a request that they support the City in this initiative.

#### **Economic Impact**

At this time, there is no significant economic impact. However, should the proposal receive funding through the Canada-Ontario Infrastructure Program, budget will need to be allocated for the completion of planning, technical, feasibility studies and business plans.

#### **Purpose**

To advise Council that a funding proposal for new regional intermodal transit facilities have been submitted to both the provincial and federal governments by the Toronto Economic Development Corporation (TEDCO). To seek Council endorsement to proceed with formal discussions with various government representatives for the purpose of indicating the City's interest in regional intermodal transit facilities.

#### **Background**

For the past several years, TEDCO (on behalf of the City of Toronto) and Greyhound Canada (on behalf of the Ontario Motor Coach Association) have been examining the building of new infrastructure to support a rapidly growing bus commuter population in the Greater Golden Horseshoe. A three-part proposal was developed:

1. A new downtown Toronto bus terminal linking Union Station to the Toronto Transit Commission's (TTC) subway system
2. Five (5) Park and Ride bus facilities in provincially designated high growth centres: Barrie, Cambridge (Kitchener-Waterloo); Guelph, Peterborough and St. Catharines
3. A bus terminal at Highway 407 and Jane Street in Vaughan

In the conception of regional transit infrastructure, it was recognized that a downtown Toronto hub could not fully service the intermodal traffic. Consultants for TEDCO identified the opportunity for infrastructure facilities north of the City of Toronto, to more efficiently and effectively manage transit traffic not requiring connections through downtown Toronto. The Jane/407 location (see attachment) was identified as a potential location for a fully intermodal transit hub, providing opportunities for integration with the proposed 407 Transitway and connections to the TTC's subway system via the Spadina Subway extension. It was recognized that some uses, such as the subway, would occur within a longer time horizon, however, the development of a hub could occur within a short (2 to 3 year) horizon with possibly an interim facility.

In October 2006, it was brought to the attention of the City that this three-part proposal had been developed and submitted. Although the City of Vaughan had not been involved in the proposal development, the proponents included an initial costing request for \$15 million in funding for the Vaughan transit hub. The Vaughan hub would be funded through the Canada-Ontario Infrastructure Program whereas others parts of the proposal may have differing funding arrangements.

This proposal has been submitted to the provincial and federal governments for policy and funding consideration under the Canada-Ontario Infrastructure Program. The project has received policy support from both federal and provincial Ministers of Transportation. The proposal is currently on a list of projects to be considered for funding once the Canada-Ontario Infrastructure Program has been negotiated between Finance Ministers Flaherty and Sorbara. Program negotiations are concluding and it is expected that final project funding decisions will be made shortly.

As the Vaughan transit hub is a late addition to the proposal, key decision makers at the provincial and federal levels have not been made aware of the benefits of such a facility. There is an urgent need to initiate discussions with decision makers in order that the Vaughan hub receives full consideration when all of the projects are allocated funding.

#### **Relationship to Vaughan Vision 2007**

This report is consistent with Vaughan Vision 2007 Goal 3.2.4 Support Regional and Provincial Initiatives on Transportation Infrastructure. However, the necessary resources have not been previously allocated nor approved.

#### **Conclusion**

The City of Vaughan is located at a strategic crossroad within the Greater Toronto Area, and indeed the Greater Golden Horseshoe. Over many years, Vaughan Council and City officials have worked diligently to promote transit projects, such as VIVA and the Spadina Subway extension, in order to mitigate traffic congestion to the benefit of residents, employees and the business community.

This proposal would take support to the next level, providing infrastructure for multi-modal and intermodal transit uses. At its full conception, this would entail infrastructure that services bus, subway and motor coach users along a corridor that the Ontario Ministry of Transportation has allocated for the 407 Transitway. In addition to the transportation and traffic benefits, the terminal or hub provides great economic development opportunities for Vaughan.

However, the City must first act in order to ensure that the Vaughan portion of the proposal receives full consideration by federal and provincial decision makers. As a first step, Vaughan Council and staff must promote the City's interest in a potential intermodal transit hub. Once funding is allocated, the City will need to engage in further planning, technical and feasibility studies as well as business planning and a comprehensive cost-benefit analysis. Subsequent phases of this project will require City Staff to seek Council approval for additional funding.

#### **Attachments**

Letter from Michael Dearden, Dearden & Associates  
Map of Subject Property

**Report prepared by:**

Mayor Linda D. Jackson

Respectfully submitted,

Linda D. Jackson  
Mayor

DEARDEN & ASSOCIATES INC.  
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February 7, 2007

Ms Linda Jackson  
Mayor  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear Mayor Jackson

Re Intermodal Bus Terminal in Vaughan

Further to our recent conversation here is a short summary of the events that have led to the opportunity of securing a significant intermodal bus transit facility in Vaughan.

From the summer of 2003 until the fall of 2006 I worked with the Toronto Economic Development Corporation (TEDCO) and Greyhound Canada on creating the infrastructure to support a robust bus commuter transit network for southern Ontario. Key to this network is the construction of a new intermodal bus terminal in downtown Toronto, the creation of a network of 5 bus commuter park and ride facilities in high growth communities on the outer edge of the Greater Golden Horseshoe and expansion of HOV lanes and Transitways along the 400 series highways. My role was to co-ordinate the partnership between TEDCO and Greyhound as well as secure both policy and funding support for all infrastructure projects in the network from the Provincial and Federal governments.

TEDCO took the lead on the downtown terminal portion of the network while Greyhound although a full partner in the terminal proposal lead the development of the 5 Park and Rides and expansion of HOV lanes. I worked to secure Provincial and Federal support for all aspects of the network.

By the fall of 2006 the network proposal was well advanced and the Provincial and Federal governments have been fully briefed. Local political leaders, MPs, MPPs, Mayors and municipal staff from some of the proposed park and ride municipalities as well as Toronto have been fully briefed and are all supportive of the proposal. The network proposal provided to the senior governments included a detailed Business Case from TEDCO on the downtown terminal and a summary report only on the benefits and costs of the Park and Rides from Greyhound. I secured policy support from both MTO and Transport Canada for the network infrastructure.

After the proposal was complete it became apparent to Greyhound Canada that the entire network would benefit from a significant intermodal hub in the highways 400 and 407 vicinity. Accordingly information and funding requests to both the Federal and Provincial governments was modified to include a major intermodal bus transit hub in Vaughan. There was not time to develop a business case or even design sketches for the Vaughan hub.

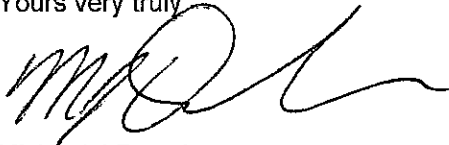
Email: [michael@dearden-and-associates.com](mailto:michael@dearden-and-associates.com)  
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The request for funding for a Vaughan hub because of its late addition to the proposal has not benefited from any local support. There simply was not the time or opportunity to brief Vaughan and York Regional political leaders due to the recent municipal elections and the decision making process at the federal and provincial levels. The funding for the entire bus commuter network is part of the larger Canada/Ontario Agreements and the infrastructure cost sharing agreements that the Federal and Provincial governments are just finishing negotiating.

I have approached Vaughan to make you aware of this opportunity. There is no commitment required from the City of Vaughan. I am proposing that Vaughan should you deem this opportunity worth considering contact the appropriate senior decision makers in the Provincial and Federal governments and let them know of your interest. A decision on the Canada/Ontario Infrastructure Program and which projects will receive funding is expected very soon. Should the Vaughan hub be included in funding of this proposed network then there would obviously be a need to work with York Region and other levels of government on a detailed analysis of the proposed Hub.

I am available to answer any questions you may have on this and provide assistance as you deem desirable.

Yours very truly

A handwritten signature in black ink, appearing to read 'MJD', with a long horizontal flourish extending to the right.

Michael J Dearden  
President  
Dearden & Associates Inc.

cc: Mr. Frank Miele, Commissioner of Economic/Technology Development and Communications  
Ms. Shirley Kam, Manager Economic Development

VAUGHAN MILLS

WESTON RD.

HWY. 7

VAUGHAN  
CORPORATE  
CENTRE

HWY. 407 ETR

JANE ST.

HWY. 400

SUBJECT PROPERTY

FUTURE  
SUBWAY  
EXTENSION  
FROM  
TORONTO

