

COMMITTEE OF THE WHOLE OCTOBER 1 2001

**SPADINA - YORK SUBWAY EXTENSION COMMITTEE
PRESENTATION OF BUSINESS CASE - PRICEWATERHOUSECOOPERS
RESOLUTION REQUESTING FEDERAL AND PROVINCIAL FUNDING FOR PUBLIC TRANSIT
UPDATE ON THE STATUS OF THE SPADINA SUBWAY EXTENSION**

Recommendation

The Spadina -York Subway Extension Committee recommends that:

1. This report BE RECEIVED:
2. The presentation by PricewaterhouseCoopers, in respect of the document entitled "Spadina - York Subway Extension - Business Case: A Solution for Gridlock in the Northwestern GTA", dated June 22, 2001" BE RECEIVED;
3. The "Spadina - York Subway Extension - Business Case: A Solution for Gridlock in the Northwestern GTA" BE ENDORSED as the City's position on the attributes and benefits of extending the Spadina Subway from the Downsview Station to the Vaughan Corporate Centre;
4. The draft resolution forming Attachment No. 2 to this report, requesting Provincial and Federal funding for transit in the Greater Toronto Area, BE APPROVED and that the resolution be forwarded to:
 - a) All municipalities in the Greater Toronto Area, for their endorsement;
 - b) The appropriate Ministries and Agencies of the Provincial and Federal Governments; and
 - c) The local members of the Provincial Legislature and Parliament of Canada.

Purpose

This report has three main purposes:

1. To obtain Council endorsement of the document entitled "Spadina - York Subway Extension - Business Case: A solution for Gridlock in the Northwestern GTA" (Executive Summary Forming Attachment No. 1);
2. To obtain Council approval of a resolution requesting Provincial and Federal funding for public transit in the Greater Toronto Area and direction to send the resolution to the municipalities of the Greater Toronto Area for endorsement;
3. To provide an update on related matters.

Background - Analysis and Options

1. The "Spadina - York Subway Extension - Business Case: A solution for Gridlock in the Northwestern GTA": Background to the Request for Council Endorsement and the Presentation by PricewaterhouseCoopers

Vaughan Council has taken a lead role in supporting improvements to public transit as a means of achieving the land use objectives of both the City's Official Plan and the Region of York's Official Plan. A critical element in the City's land use plan is the Vaughan Corporate Centre, which is planned to be the City's new downtown. It is also one of four "Regional Centres" in the Region of York Official Plan. Given the role of the Corporate Centre, the provision of public transit, particularly a transit connection to the Spadina Subway, has been identified as being critical to its success.

In December of 1998, Council initiated a study, which led to the preparation of the reports entitled "Higher Order Transit Corridor Protection Study - Vaughan Corporate Centre to York University" and "Property Protection for Steeles Rapid Transit Terminal Facilities - Rapid Transit Extension to York University". These studies formed the basis of Official Plan Amendment No. 529, which identified and protected a transit right of way leading from York University to Highway 7 within the Corporate Centre and an inter-regional bus terminal site and a commuter parking lot on the north side of Steeles Avenue. OPA No. 529 was adopted by Council on July 10, 2000 and approved by the Ontario Municipal Board on March 1, 2001. In this vein, Council by resolution dated December 18, 2000, requested that the Region of York, purchase the bus terminal site.

If the traffic problems in the Greater Toronto Area are to be solved, public transit will have to link municipalities and provide continuous, convenient service. This will entail a high degree of cross-boundary co-operation between municipalities. In this spirit, Council, on May 8, 2000 approved the formation of the Spadina-York Subway Extension Committee. The purpose of the Committee was to commence formal discussions at the political level on the Spadina Subway Extension with the affected municipalities.

The current members of the Spadina -York Subway Extension Committee are Mayor Lorna Jackson and Councillor Mario G. Racco (Chair) from the City of Vaughan; Region of York Councillors Michael DiBiase and Joyce Frustaglio and Regional Chair Bill Fisch; Councillors Peter LiPreti, Maria Augimeri and David Miller (Alternate) from the City of Toronto; and Professor Edward S. Spence, Senior Policy Advisor from York University.

The Committee has been working to identify and promote the merits of the Spadina Subway Extension. It was noted that there were numerous studies and information sources that supported the concept of the subway extension. However, there was no comprehensive document that consolidated the argument under one cover. The Committee was of the opinion that the preparation of a "Business Case" was the best way to heighten awareness of the merits of the project. The Business Case would form the basis for the Committee to promote the Spadina Subway extension with the public, the technical agencies and the political decision makers.

On March 12, 2001, Council approved a recommendation from the Chair of the Spadina-York Subway Extension Committee that the firm PricewaterhouseCoopers be retained, on behalf of the Committee, to prepare the Business Case. Council also approved the budget required to complete the study.

On June 15, 2001 PricewaterhouseCoopers presented the Business Case to a meeting of the Spadina-York Subway Extension Committee. Following input and suggestions from Committee members, the report was finalized and copies were presented to Vaughan Council at its June 25, 2001 meeting. Council was also advised that the Committee would be submitting the Business Case to the Councils of the Region of York and the City of Toronto and to the administration of

York University. It is expected that City of Toronto Staff will be reporting on the Business Case to the Planning and Transportation Committee in November.

While Council has been provided with copies of the document, it has not had the opportunity to formally endorse it, notwithstanding the high level support it has already demonstrated. It is the Committee's intention to continue with a promotional strategy based on the Business Case. Having Council endorse the Business Case will be of assistance as it will add further credibility to the Committee's work, especially when meeting with other government organizations, be they municipal, provincial or federal. To assist Committee of the Whole, PricewaterhouseCoopers has been requested to present the Business Case at this meeting.

2. Draft Resolution in Support of Funding for Transit By Senior Levels of Government

On September 7, 2001 the Spadina - York Subway Extension Committee approved a motion to send a resolution to Vaughan Council for its approval, requesting that senior levels of government provide funding for public transit in the Greater Toronto Area. Upon Council's approval, the resolution would be sent to the other municipalities in the Greater Toronto Area to be endorsed. The resolution would then be forwarded to the Provincial and Federal Governments for their consideration and action.

The fundamental need for senior government partners in the funding of transit is set out in the resolution's recital. The main points include:

- Public transit is required to ensure the economic, social and environmental health of our urban areas;
- Public transit supports a number of Provincial and Federal Policy Initiatives;
- The revenue provided by the property tax base is insufficient to meet the present and future transportation needs of the GTA;
- It is practice, both nationally and internationally, that public transit systems receive funding from senior levels of government, often as the share of a defined source, such as a gas tax;
- It is estimated that an additional \$800 million per year of transportation funding, will need to be provided each year over the next ten years to reduce the GTA's current level of road network congestion;
- The Provincial and Federal Gasoline Taxes take in approximately \$1.7 billion annually from the GTA;
- The dedication of 50% of these taxes would address the long term transportation needs of the GTA; and
- Funding priority should be given to sustaining, upgrading and expanding the public transit networks that serve the GTA.

On this basis, the resolution states:

NOW THEREFORE IT IS HEREBY RESOLVED:

THAT the Province of Ontario and the Federal Government are hereby requested to:

1. Provide financial support to the public transit systems in the Greater Toronto Area, including the provision of capital funding for the renewal of the existing systems and for further and substantial system expansions;
2. Provide such funding on the basis of a long term commitment that will allow for comprehensive and rational system planning, together with the timely implementation of the planned improvements; and
3. Secure such funding through a dedicated portion of the gasoline taxes, or other source, in order to provide: Reassurance as to the long term commitment of the senior levels of government to public transit in the Greater Toronto Area; and to

reflect the importance the respective governments place on the role of public transit in ensuring the long term economic, social and environmental health of the Greater Toronto Area.

THAT this resolution be forwarded to all municipalities of the GTA for endorsement.

The full resolution forms Attachment No. 2 to this report.

The resolution offers Vaughan and the other GTA municipalities a further opportunity to advise the Provincial and Federal Governments of: The importance of public transit to the future health of our communities; the critical role the senior levels of government can play in the financing of the systems; and the importance of consistent long term funding to doing comprehensive planning, in conjunction with the timely implementation of the required infrastructure.

3. Update on Related Matters

Toronto Transit Commission - Rapid Transit Expansion Study (RTES)

On August 29, 2001, the Toronto Transit Commission had before it the "Rapid Transit Expansion Study" (RTES). The purpose of the study was to determine what rapid transit (subway, SRT) system expansions would make sense from the perspective of the TTC over the next ten to fifteen years, if funding came available. The study re-iterated the long held TTC position that system expansions should not be considered until the capital funding required to maintain the current system has been addressed. Presently there is a projected capital shortfall of \$1.6 billion over the next ten years.

A number of expansion alternatives were considered. In the TTC's evaluation criteria, two projects ranked the highest. These were: An extension of the Spadina subway from Downsview Station through York University to Steeles Avenue; and three variations of the extension of Sheppard Line. The cost comparison of these projects is shown below.

- **Spadina Subway, One Alternative:**
Downsview to Steeles (6.1 km, 4 stations, \$975 million)
- **Sheppard Subway, Three Alternatives:**
Don Mills to Victoria Park (2.1 km, 2 stations, \$420 million);
Don Mills to CN/CP (5.5 km, 5 stations, \$1.05 billion);
Don Mills to Scarborough City Centre (8.0 km, 7 stations, \$1.535 billion)

It is noted that a full extension of the Spadina Line to the Corporate Centre would cost approximately \$1.4 billion. The report recognized that an extension of the Spadina Subway to Steeles Avenue could be a first stage in a full extension to the Vaughan Corporate Centre, using the right of way identified in the "Higher Order Transit Corridor Protection Study - Vaughan Corporate Centre to York University" and protected in OPA No. 529.

The RTES formed the basis for a Staff Report to the Toronto Transit Commission. TTC Staff recommended the following actions:

1. Report be received for information and that staff proceed with the next steps identified in the RTES Executive Summary;
2. Confirm that the TTC's basic capital needs have been met before consideration is given to funding any rapid transit expansion projects;
3. Confirm that, if all TTC's base capital needs were fully funded then, "the TTC's highest priority for rapid transit expansion would be either a northerly extension of the Spadina Subway to York University/Steeles Avenue, or an easterly

extension of the Spadina Subway (to Victoria Park, CN/CP, or the Scarborough Town Centre).”

4. Circulate the RTES for comment by November 30, 2001 to among others, the Region of York, Vaughan, Markham, Richmond Hill and York University;
5. Forward the Report to the City of Toronto Planning and Transportation Committee.

The “next steps” referenced above, were considered necessary by TTC Staff to further evaluate the recommended options; these included:

- Undertake detailed ridership projections for the options based on population and employment projections for a 3.1 million population scenario;
- Undertake analysis of routing options for a Keele Street alignment (on the Spadina Line) and Consumer’s Road (on the Sheppard Line);
- Undertake a detailed study of downtown development scenarios and the required GO and rapid transit capacity needs in the core;
- Prepare a detailed business case analysis for each of the preferred options based on an assessment of vehicle, yard, property requirements, operating cost and forecast revenues.

Following these analyses a recommendation would be made concerning which of the alternatives should be given the highest priority. It is expected that this work will take approximately six months, resulting in a further report to the Toronto Transit Commission. During this time TTC Staff will also work to identify opportunities to implement Bus Rapid Transit in the Yonge Street corridor north of Finch Avenue and in the “Downsview Station to York University and Vaughan corridor as a precursor to rapid transit.”

The Toronto Transit Commission approved the Staff recommendation.

The RTES also noted that a Yonge Street subway extension rated well amongst the alternatives. However there is the fear that an extension of the line may overload the available capacity (ridership at 27,000 riders/peak AM hr. in 2001, practical capacity 32,000 riders/hr.). To better balance ridership between the Yonge and Spadina Lines, it was concluded that it would be better to build the Spadina Line north of Finch first, potentially attracting up to 2,500 AM peak hour passengers away from Yonge Street, thus providing capacity to allow for a future extension of the Yonge Street Line to the Langstaff Gateway in Richmond Hill.

Recent and Planned Activities of the Spadina-York Subway Extension Committee

The Committee has been active on a number of fronts since its formation and additional activities are being planned.

A successful News Conference was held in the fall of 2000 to launch the Committee and the project. Throughout the fall of 2000 and the winter and spring of 2001, the Committee has been meeting with key political decision makers at the municipal, provincial and federal level to inform them of the proposal and to garner support. The Committee initiated a debate on transit issues at the Vaughan Chamber of Commerce all-candidates meeting during the spring provincial by-election and appeared at the TTC meeting in August in support of the ‘RTES’ which identified the Spadina-York Subway Extension as a priority.

The Committee is continuing its promotional work with the launch of a new interactive web-site this fall, which will allow residents an opportunity for input into solving the GTA’s traffic problems.

Members of the Committee intend to appear at the City of Toronto Planning and Transportation Committee meeting in October when the TTC RTES is considered and again when the Business Case is discussed in November.

Conclusion

Council is being requested to take two actions, which will support the on-going campaign to improve transit services in the Greater Toronto Area. The first measure involves endorsing the "Spadina - York Subway Extension - Business Case: A solution for Gridlock in the Northwestern GTA" document. This will confirm Council's already substantial commitment to the work of the Spadina - York Subway Extension Committee and give the Business Case greater standing when presented to the public, technical agencies and political authorities.

The resolution is another means for GTA municipalities to express the desire for the Provincial and Federal Governments to again become partners in the funding of public transit. Clearly, the present arrangements are inadequate and need to be revisited. The resolution supports the notion of provincial and federal involvement in the funding of transit on a consistent and long term basis, potentially using a dedicated source, such as a portion of the respective gasoline taxes.

The report concludes with an update on the TTC's "Rapid Transit Expansion Study". The results of the study are encouraging in that it sees the Spadina Subway extension to Steeles Avenue as one of two higher priority projects should funding become available for system expansion. This highlights the importance of endorsing the business case, as the TTC will be embarking on the preparation of its own business case studies for the Spadina and Sheppard Ave. subway extensions as part of its further analysis. It is hoped that the Business Case, as endorsed by Council, can assist in persuading the TTC and others as to the merit of the Spadina Subway extension. project.

Finally, the recent and planned actions of the Spadina-York Subway Extensions Committee were summarized for the information of Council.

On this basis, it is recommended that Council take the actions set out in the "Recommendation" section of this report.

Attachments

1. Executive Summary - "Spadina - York Subway Extension - Business Case: A solution for Gridlock in the Northwestern GTA"
2. Draft Resolution

Report prepared by:

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Victoria Leskie, Director of Corporate Communications (ext. 8288)

Respectfully submitted,

COUNCILLOR MARIO G. RACCO
Chair, Spadina- York Subway Extension Committee

/LG

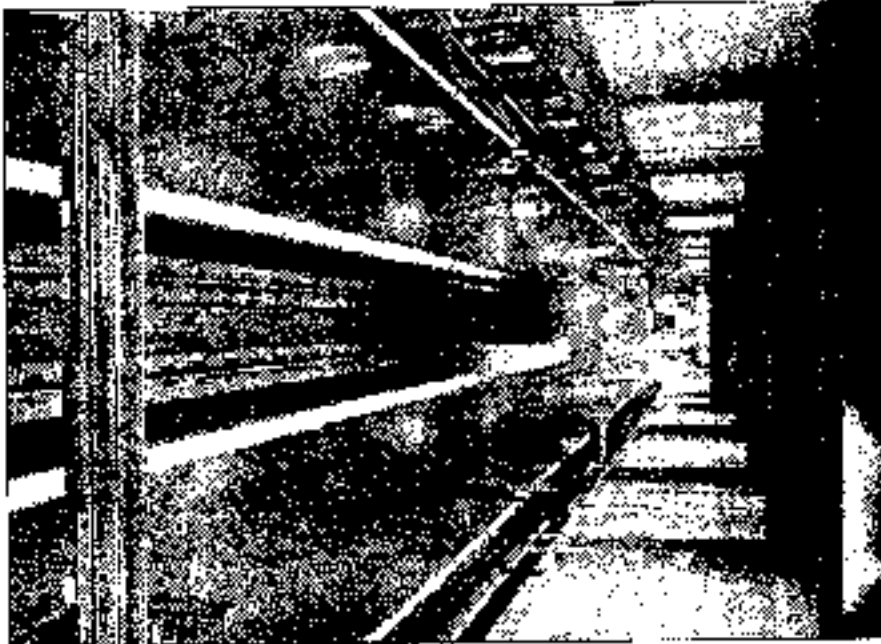
ATTACHMENT No. 1

**Spadina-York
Subway Extension**

**Business Case:
A Solution for Gridlock in the
Northwestern GTA
Executive Summary**

June 22, 2001

Prepared for:
The Spadina-York Subway
Extension Committee



Introduction

Objectives

Interview-based reports (L.P. 170607) was retained by the Spadina-York subway Commission (herein after to prepare a business case, which is readily available information, in support of the Spadina-York subway extension from Downsview Station to Sheppard Avenue and the Allen Road to the planned Vaughan Corporate Centre located in the northeast and southeast quadrant of Highway 7 and Highway 404.

We understand that the Spadina-York Subway Extension Committee will use the business case to summarize the benefits of the project to encourage stakeholders and influencers to recommend and approving rapid transit expansion projects for the Greater Toronto Area (GTA).

The primary objectives of the business case are as follows:

- i) define the project and its estimated costs;
- ii) assess the benefits of the project;
- iii) identify potential cost reductions and financing alternatives; and
- iv) summarize the unique opportunities that the subway extension offers to the GTA and the Province.

Scope of Work

The scope of PwC's work included the following:

1. Collecting and reviewing background information;
2. Meetings with representatives from the Toronto Transit Commission, City of Vaughan, Region of York, the Greater Toronto Services Board, and York University;
3. Identifying the benefits of the subway extension; and
4. Identifying potential cost reductions and financing alternatives.

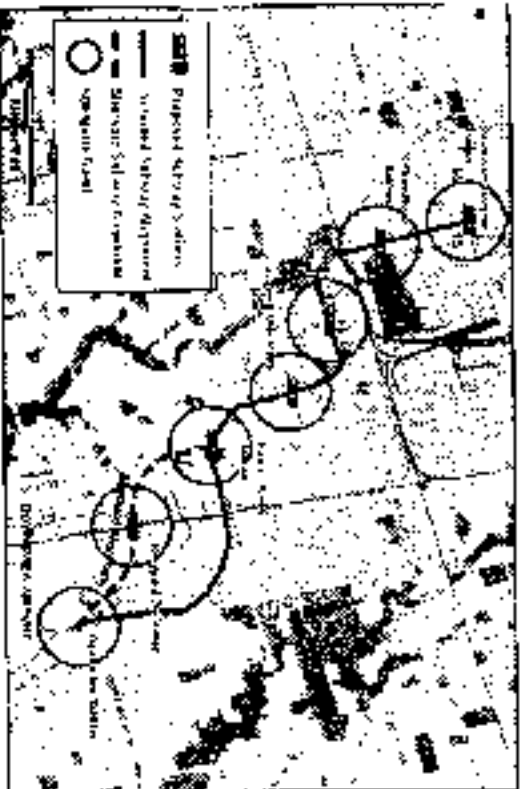
PwC relied on information provided to it by the York Spadina Subway Committee, but did not undertake an independent audit or verification of this information.

The Need For Expanded Transit Infrastructure in the Northwestern GTA

- Over 70 percent of the existing highway network in the Greater Toronto Area (GTA) is congested in peak periods. Current congestion levels indicate clearly that the present regional transportation infrastructure cannot adequately support the needs of our future citizens. At a cost of approximately 2.6 billion that are forecasted over the next 30 years in the GTA.
- Traffic gridlock in the GTA carries an annual cost to businesses and road users of \$7.1B, provides a significant dampening effect on economic activity, impacts the "flexibility" and quality of life of the region, reduces the GTA's global competitiveness, and contributes to environmental degradation.
- There is limited land availability in York Region to expand its road network. According to York Region, approximately 25% of the major road network is currently operating at or near capacity.
- At the local level, major transit hub stations such as York University, the future Vaughan Corporate Centre, the proposed Humber River Regional Hospital, and the planned Thornhill, Research and Technology Park are underserved by surface transit.
- At the regional level, there are presently no high-speed transit gateways at the York/Ontario boundary, nor are there any viable inter-modal transfer points for commuter traffic from the Highway 404/407 corridors.
- According to the Ontario Trucking Association, the Highway 404/407 Interchange is one of the busiest sections of highway in North America. Truck volumes alone in this area was over 15,000 vehicles per day.
- There is an urgent need for mass transit provision in new developments that improve levels of service in underserved transit areas of the Northwestern GTA, an area that has seen recent driver-served by higher order transit operating in the central area.
- The Spadina-Donkey Subway Extension efficiently addresses these needs.

Project Definition

- An 8.6 km extension of the Spadina subway north and west from Downsview Station, to the Vaughan City Centre via the York University campus.
- Five subway stations, plus a potential (TA) Train link.
- One major regional commuter gateway facility (i.e. the Steeles Avenue Gateway Station) at the York/Toronto boundary comprising 3,000 parking spaces and 18 bus bays.
- The project provides a high-order north-south, multi-tier connector between downtown Toronto and the City of Vaughan / Region of York.
- The project can be logically phased. Phase One would comprise a subway extension through York University to Steeles Avenue by the Steeles Avenue Gateway. Phase 2 would extend northward to the Planned Vaughan Corporate Centre.



Proposed Spadina-York
Gateway Extension Corridor

Direct Project Benefits

- The project will serve as a major transit funnel to and from Toronto and the rapidly growing areas including York Region, Brampton, and Barrie, helping to alleviate traffic congestion on Toronto's roads and highways
- Transit options that reduce traffic levels and improve the overall efficiency for transporting goods in our area across the GTA must be considered a priority. Based on the most recent planning projections for the GTA, the largest share of future population and employment growth will occur north of Steeles Avenue
- From a land use perspective, the proposed subway alignment between Leaside/Scarborough and the City of Vaughan represents excellent opportunities for future location of the transit network
- The subway route has the potential to accommodate an additional 154,000 employees (just secondary students and 28,340 residents) along the subway route. Approximately 55% of this development activity would be situated within walking distance of the proposed station. It is generally felt that this would be limited to the immediate periphery, but still within close walking distance.
- The project has significant environmental benefits because of its potential to reverse the tide of built-up and expansion of residential development and employment – alleviating future development pressure on the Oak Ridge/Moraine.
- The ability to return students legally by providing accessible post-secondary options will have lasting economic benefits on the GTA. Research has shown a high correlation between investment and business start-up and plans of education. York University is a key economic development driver in the U.F.A. and represents a valuable asset for York Region and the City of Toronto to leverage from and support. The project would facilitate York Region's and the City of Toronto's ability to strengthen this relationship.
- The project has the capacity to serve as a development catalyst for a "Bio-ethical R&D Corridor" in the GTA by financially backing key research facilities such as York University, University of Toronto, the Delaney and Cori Institute for Environmental Med. Inc. and the downtown Toronto research hospitals located along University Avenue with the proposed Research and Technology Park at Downsview, the newly proposed Humber River Regional Hospital site at Keele Avenue and St. Agatha, and the Vaughan Corporate Centre.
- The proposed subway route would also provide residents in the northwestern GTA with a safe, reliable and convenient means of accessing specialized health care services in Toronto.

Financial Benefits

- Much of the route is provided for transit use, reducing implementation costs
- Relatively low construction costs due to "cross-country" routing
- Relatively low economic costs of construction disruption due to "cross-country" routing
- Optimizes utilization of existing subway infrastructure by basing line on Yonge and Spadina lines
- Potential for reducing public sector costs through public-private partnerships in some aspects of good in our car design and construction, operation, and financing
- Acts as a catalyst for higher density development and increases along the corridor
- Advancement in the planning stages, reducing implementation costs

How Project Meets Local and Regional Objectives

In addition to satisfying the secondary planning visions of strategic plans the City of Toronto (i.e. Downtown and York University) and the City of Vaughan (i.e. the Vaughan Corporate Centre) the proposed subway extension satisfies the broader planning goals and objectives of creating a healthy, efficient and sustainable urban region.

The Greater Toronto Services Board (GTSB), the Province of Ontario and the Toronto Transit Commission (TTC) each have criteria for evaluating the stability and durability of transit and infrastructure projects. The following table summarizes how this project meets their stated objectives.

Newline Project Needs Criteria	
Criterion	
Minimize or Optimize - Potential Benefits	<p>The proposed study area is one of the fastest growing areas in the Province and the GTA. Industry and high employment demand for roads and services that will allow the local business and services sector to grow. The City of Toronto is committed to providing high quality transit services to its citizens and to providing a safe and secure environment for its citizens. The City of Toronto is committed to providing a safe and secure environment for its citizens and to providing a safe and secure environment for its citizens.</p>
Costs and other benefits	<p>The proposed study area is one of the fastest growing areas in the Province and the GTA. Industry and high employment demand for roads and services that will allow the local business and services sector to grow. The City of Toronto is committed to providing high quality transit services to its citizens and to providing a safe and secure environment for its citizens. The City of Toronto is committed to providing a safe and secure environment for its citizens.</p>
Benefits to the system	<p>The proposed study area is one of the fastest growing areas in the Province and the GTA. Industry and high employment demand for roads and services that will allow the local business and services sector to grow. The City of Toronto is committed to providing high quality transit services to its citizens and to providing a safe and secure environment for its citizens. The City of Toronto is committed to providing a safe and secure environment for its citizens.</p>
Problems to be solved by the system	<p>The proposed study area is one of the fastest growing areas in the Province and the GTA. Industry and high employment demand for roads and services that will allow the local business and services sector to grow. The City of Toronto is committed to providing high quality transit services to its citizens and to providing a safe and secure environment for its citizens. The City of Toronto is committed to providing a safe and secure environment for its citizens.</p>
Provision of Ontario's Superfund, Providing Ontario's Future	<p>The proposed study area is one of the fastest growing areas in the Province and the GTA. Industry and high employment demand for roads and services that will allow the local business and services sector to grow. The City of Toronto is committed to providing high quality transit services to its citizens and to providing a safe and secure environment for its citizens. The City of Toronto is committed to providing a safe and secure environment for its citizens.</p>
Number of people who will benefit from the system	<p>The proposed study area is one of the fastest growing areas in the Province and the GTA. Industry and high employment demand for roads and services that will allow the local business and services sector to grow. The City of Toronto is committed to providing high quality transit services to its citizens and to providing a safe and secure environment for its citizens. The City of Toronto is committed to providing a safe and secure environment for its citizens.</p>
Location of existing and proposed transit services	<p>The proposed study area is one of the fastest growing areas in the Province and the GTA. Industry and high employment demand for roads and services that will allow the local business and services sector to grow. The City of Toronto is committed to providing high quality transit services to its citizens and to providing a safe and secure environment for its citizens. The City of Toronto is committed to providing a safe and secure environment for its citizens.</p>
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Context	How it's Projected to be Done
<p>Yonge's Transit Contribution to Regional Growth</p> <p>Large jurisdiction development investment activity</p>	<p>Provincial and federal governments have been successful in securing funding for transit projects. The Ontario government has been successful in securing funding for transit projects. The federal government has been successful in securing funding for transit projects. The provincial government has been successful in securing funding for transit projects.</p>
<p>Local business partners are not aligned with transit expansion and job creation.</p>	<p>Large portion of a development project are currently under construction. The project will serve as a catalyst for additional private and public development. The project will serve as a catalyst for additional private and public development. The project will serve as a catalyst for additional private and public development.</p>
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Conclusions

- The project meets local, regional, and provincial objectives for green initiatives
- Land use and demand for transit are supportive of the project, both immediately and into the future
- The project expands and improves the effectiveness of the regional transit network, while optimizing and balancing the backbone of the Toronto transit system infrastructure
- The proposed Steeles Avenue Gateway Station, with 1,000 parking spaces and 15 bus bays, would direct buses and commuters from other transit facilities such as Yorkville, Finch Station, and York Mills - providing direct relief to station and congestion along Highway 401, Black Creek Drive, the Allen Freeway, Yonge Street and Highway 401.
- The project contributes to the livability and vitality of the GTA as an economic centre through direct transportation, environmental, educational, employment, and large-scale benefits.
- The project has shown significant features making it a cost-effective option relative to other potential investments in subway infrastructure elsewhere in the GTA
- Acknowledgment and separate planning processes have concluded that the project is highly desirable, technically supportable, and favoured over other transit options for the corridor.
- The project is well advanced in the planning and approvals process and can be implemented on a timely basis, in two logical phases if required.
- The project represents the first and only water-adjacent high-capacity transit corridor that is presently protected and extends beyond the City of Toronto boundary.

ATTACHMENT NO. 2

WHEREAS the provision of efficient and convenient public transit is critical to the economic, social and environmental health of our urban areas;

AND WHEREAS the provision of public transit supports a wide range of policy initiatives of both the Province of Ontario and the Federal Government;

AND WHEREAS the responsibility for funding the operations and the capital needs of public transit in the Greater Toronto Area has been devolved to the municipal governments, without dedicated or consistent funding from the senior levels of government;

AND WHEREAS the revenue provided by the property tax base is insufficient to meet the current and future needs of the Greater Toronto Area's transportation and public transit systems;

AND WHEREAS it is a widespread practice, both nationally and internationally, that major transit systems receive dedicated funding from senior levels of government, often on the basis of a proportionate share of the revenue from defined sources, such as a gasoline tax;

AND WHEREAS it was estimated in 1999 that an additional \$800 million would have to be spent each year, over the next ten years, to make the improvements required to reduce road network congestion from current levels;

AND WHEREAS the annual revenue from the Provincial and Federal Gasoline Taxes collected in the Greater Toronto Area exceeds \$1.7 billion;

AND WHEREAS the dedication of fifty (50) percent of the revenue from the combined Provincial and Federal Gasoline Taxes received from the Greater Toronto Area to transportation improvements would address the long-term needs of the Greater Toronto Area;

AND WHEREAS funding priority should be given to sustaining, upgrading and expanding the public transit networks that serve the Greater Toronto Area.

NOW THEREFORE IT IS HEREBY RESOLVED:

THAT the Province of Ontario and the Federal Government are hereby requested to:

1. Provide financial support to the public transit systems in the Greater Toronto Area, including the provision of capital funding for the renewal of the existing systems and for further and substantial system expansions;
2. Provide such funding on the basis of a long term commitment that will allow for comprehensive and rational system planning, together with the timely implementation of the planned improvements; and
3. Secure such funding through a dedicated portion of the gasoline taxes, or other source, in order to provide: Reassurance as to the long term commitment of the senior levels of government to public transit in the Greater Toronto Area; and to reflect the importance the respective governments place on the role of public transit in ensuring the long term economic, social and environmental health of the Greater Toronto Area.

THAT this resolution be forwarded to all municipalities in the GTA for endorsement.

/LG

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