

Ministry of Transportation

Office of the Deputy Minister

777 Bay Street, 5<sup>th</sup> Floor  
Toronto ON M7A 1Z8  
Tel.: 416-327-9162

Ministère des Transports

Bureau de la sous-ministre

777 rue Bay, 5<sup>e</sup> étage  
Toronto ON M7A 1Z8  
Tél. : 416-327-9162



March 22, 2019

Chris Murray  
City Manager  
City of Toronto  
11<sup>th</sup> Floor, East Tower, City Hall  
100 Queen Street West  
Toronto, ON  
M5H 2N2

Rick Leary  
Chief Executive Officer  
Toronto Transit Commission (TTC)  
TTC Head Office  
1900 Yonge Street  
Toronto, ON  
M4S 1Z2

Dear Mr. Murray and Mr. Leary:

Our sincere thanks for hosting the workshop on March 8, 2019, which allowed provincial and municipal officials to discuss the current status of priority expansion transit projects in Toronto.

This workshop, and the spirit of collaboration embraced by all participants, was eminently consistent with the joint Terms of Reference (ToR), signed on February 12, related to the "Ontario-Toronto Realignment of Transit Responsibilities Review."

It was, amongst other things, an excellent example of the importance of the timely exchange of relevant data, and a demonstration that both levels of government are committed to a thoughtful exploration of how to achieve our shared objectives.

In addition, it served to further confirm that the province and city are jointly committed, as a top priority, to discussions concerning the distribution of responsibilities for expansion projects, while, at the same time, we pursue the mutually-agreed discovery exercise concerning the value and condition of the existing subway network. This dual focus – that is, on advancing new subway projects and collectively undertaking due diligence on the TTC's current subway system – aligns with both the review process outlined in the ToR and the province's commitment to the upload initiative.

While the workshop was productive, it is evident that we are not aligned on key issues related to the design/delivery of priority expansion projects. It is also clear that this lack of alignment is likely to persist until responsibility for the design/delivery of these projects is transferred to the province.

We would note the following incongruencies between the province and the city/TTC with respect to the design and delivery of priority projects:

1. **Scarborough Subway Extension:** To replace the existing Scarborough Rapid Transit line, City Council has approved, and design is progressing, on a one-stop subway extension of Line 2 (i.e., the Bloor-Danforth Line), terminating at Scarborough Town Centre. However, the province is committed to a three-stop extension of Line 2, with the same terminus point.
2. **Eglinton West Extension:** The city/TTC has identified a preferred concept for a surface extension of the Eglinton Crosstown light rail transit (LRT) line, running westward. However, the province proposes that a significant portion of this extension be subterranean, which has not been considered in a material way as part of the current design.

3. **Relief Line South:** Planning work undertaken by the TTC contemplates utilizing existing technology and traditional delivery methods. It also does not establish the Relief Line as a project that is "free-standing" from Line 2. The province would propose alternate delivery methods and an approach that would create such a free-standing project, which would enable the procurement of a truly unique transit artery spanning the city that is not beholden to the requirements of the technologically-outdated Line 2.
4. **Yonge Subway Extension:** The province believes that planning and design work for this critical extension should progress in-parallel with design work related to the Relief Line, so that the in-service date for the extension is fast-tracked to the greatest extent possible.

We acknowledge that the province and city must work together in order to achieve our joint intention of accelerating the implementation of priority transit projects. The provincial will to do so is strong. To this end, the province is actively considering significant financial commitments towards these critical expansion projects.

With major financial commitments by the Government of Ontario will come the expectation that the province will have a leadership role in the planning, design, and delivery of these projects. The province has proven expertise and capabilities when it comes to building transit infrastructure, as well as unique abilities to expedite planning and construction through various legislative and regulatory mechanisms.

As we continue our discussions under the ToR regarding the distribution of responsibilities for priority expansion projects, we request that the city/TTC provide all updated cost projections related to the Relief Line South and Scarborough Subway Extension, including all relevant supporting materials. Per our meeting on March 8, we were informed that the city's preliminary cost estimates for both the Relief Line South and the Scarborough Subway Extension have significantly increased to nearly double or greater than the figures released publicly. It is obviously critical that we understand the updated cost estimates of these projects as soon as possible.

Finally, appreciating that, over the next several weeks, you will be delivering a series of report-backs to City Council related to our engagement under the ToR, please advise as to how we could support you in doing so. We would certainly welcome the opportunity to jointly communicate to our respective decision-makers the collective progress we have made, including in terms of reviewing responsibilities for the priority expansion projects.

We look forward to continuing our constructive dialogue.

Sincerely,



Michael Lindsay  
Special Advisor to Cabinet – Transit Upload



Shelley Tapp  
Deputy Minister of Transportation