

**Ward 22, St. Paul's**

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September 25, 2013

Dear Mr. Byford,

At the upcoming October Council meeting my colleagues and I will be asked to overturn a decision that would have delivered the 7 stop Scarborough LRT in a completely traffic-separated right-of-way without traffic lights or cross streets at no cost to the City as per the current Metrolinx Master Agreement in favour of a 3 stop subway extension (as approved at the July Council meeting) for approximately \$1 billion to be paid for through property taxes. It is vital that my colleagues and I receive accurate and fulsome technical and financial information from the TTC beforehand. Please make the following information available to City Council and the public:

- Data, models, assumptions, and methodology used by TTC staff to determine the respective ridership projections for a light-rail conversion and a subway extension including:
  - Trip origin of riders. With each mode of transit, where are the riders expected to start their journey? How many riders are from Scarborough? How many are from other municipalities in the Greater Toronto Area?
  - Future density assumptions, identifying where and how growth will occur
- From point of origin including time of travel for walking and bus, what is the average trip time for Scarborough residents from different municipal ward boundaries (or other delineated land parcels) to Yonge/Bloor station using both subway and LRT?
- Cost to the City of project escalation (nominal dollars) associated with the subway extension only, as Metrolinx will pay these costs if Council opts for the LRT plan
- Annual ongoing operating and maintenance costs associated with the subway extension only, as Metrolinx will pay these costs if Council opts for the LRT plan
- The cost of the subway was estimated in a January TTC [report](#) (pg 16) at \$2.8 billion. Please account for the \$500 million cost discrepancy as compared to the figure cited in the July report to Council
- Cost to decommission current SRT
- Cost to cancel Bombardier LRT contract
- Cost and length of time for new Environmental Assessment for the subway extension
- Cost of engineering and design work for the subway extension
- Cost of permanently providing parallel bus service due to wide spacing between subway stations.

- Describe additional pressures on Bloor/Yonge subway and other effects on TTC network resulting from potential Scarborough subway extension
  - In particular, how will service quality and travel times be affected for riders travelling on the Yonge line (including those from Scarborough) if the Relief Subway Line does not open at the same time as a Scarborough subway extension?
- Describe need for Automatic Train Control (ATC) that would be triggered by a Scarborough subway extension including the changed timeline for implementation and cost
- Any additional costs associated with the subway?
- How would shifting resources toward a Scarborough subway extension affect the ability of the City to move forward with projects that have been identified as a higher priority including the Relief Line? Would construction costs be driven up? Would locating additional boring machines be an issue? Would current TTC staffing levels be sufficient?

The TTC has requested similar information from Metrolinx to evaluate the provincial subway option in its September 25 report to the TTC Commission.

Please provide the requested information by October 1, 2013 to give Councillors a week to review it prior to the Council meeting. I appreciate your exemplary service for Toronto transit riders and eagerly await your response.

Sincerely,



Josh Matlow  
Toronto City Councillor  
Ward 22 – St. Paul's  
[www.joshmatlow.ca](http://www.joshmatlow.ca)

cc: Joseph Pennachetti, City Manager, City of Toronto  
Jennifer Keesmaat, Chief Planner & Executive Director, City Planning, City of Toronto  
Bruce McCuaig, President & CEO, Metrolinx