

asc timetable registration code keygen 79 Mayor John Tory is promising that there will be a "common-sense" subway plan for Toronto in the next four years, but even as he announced this past week that the city needs to proceed with subways now to meet demand and that the only option is a full subway line in Scarborough, he also emphasized that the public must trust him with the construction. "I will not undertake the expensive and disruptive, and with all due respect, unproven and frankly untested in this city public procurement process, of taking on the burden of municipal government to build a subway to Scarborough," he said at a news conference on July 18. "We are building a transit system, not a subways system." The presentation offered a stark contrast to a draft report, obtained by the Star, from engineering firm HDR and Metrolinx, the provincial transit agency, calling for a subway line in Scarborough for the next 30 years, a so-called "flexible" or "cost-effective" subway option that would require the city to commit billions to the line and the provincial government to find matching funding. Story continues below advertisement In May, the city released a report that called for the subway option and argued that the province's planned LRTs in Scarborough and along the Yonge corridor should be built as subways. The report's critics say that by ignoring other transit options in Scarborough and that the proposal is an attempt to shore up Mr. Tory's transit plans. "If the mayor really believed in the report ... he wouldn't have gone out of his way to say that he's not going to take on the responsibility of the subway, and he wouldn't have made those comments about the procurement process," said Councillor Josh Matlow. "He's trying to have it both ways by saying he's not taking on the responsibility, but he's saying the report is a perfect, obvious solution. And if you read it, it's not the perfect, obvious solution." The report also comes as the city considers buying the Dufferin Street Transit Terminal for \$170-million and building a new one to house its York Region Transit operations, a plan that could cost up to \$600-million and deliver even less capacity. The report acknowledges that a subway will likely be more expensive and will require the city to spend billions of dollars more than the cheaper LRT. "Based on our analysis, we do not recommend

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