THE REGIONAL MUNICIPALITY OF YORK

REPORT NO. 6
OF THE REGIONAL
RAPID TRANSIT PUBLIC/PRIVATE PARTNERSHIP STEERING COMMITTEE
MEETING HELD ON OCTOBER 15, 2002

For Consideration by
The Council of The Regional Municipality of York
on October 17, 2002

Chair: Regional Chair B. Fisch
Members: Mayor Wm. Bell
Regional Councillor D. Humeniuk
Regional Councillor B. O’Donnell (Alternate)

Staff Present: P. Carlyle, S. Cartwright, M. Garrett, D. Gordon, E. Hankins, P. May, K.
Price, K. Schipper, B. Tuckey, M. F. Turner

Others Present: L. Erskine, D. Gracey, T. Porter, F. Wilson, S. Zimmerman

The Rapid Transit Public/Private Partnership Steering Committee began its meeting at 1:08
p.m. on October 15, 2002
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Report No. 6 of the Rapid Transit Public/Private Partnership Steering Committee
1 QUICK START AND LONG TERM BUSINESS PLAN
IMPLEMENTATION OF YORK RAPID TRANSIT PLAN

The Rapid Transit Public/Private Partnership Steering Committee recommends
the adoption of the recommendations contained in the following report,
October 11, 2002, from the Executive Coordinator York Rapid Transit Plan,
subject to recommendation 2 being amended by adding the following words:

"subject to the federal and provincial governments each contributing
a one-third proportionate share".

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize filing an addendum to our current Golden Horseshoe
   Transit Investment Partnerships application to SuperBuild filed in 2002 and sending a
   letter and copy of the addendum to the federal government, seeking two-thirds financial
   support for the $150 million Quick Start rapid transit program.

2. Regional Council approve the funding of a one-third proportionate share, being $50
   million, for the Quick Start capital program over a three-year period in the amounts of
   $17.3 million in 2003, $22.3 million in 2004, and $10.4 million in 2005 to be funded
   partially from development charges and partially from debentures.

3. The Region incorporate, into its 2003 business plan, an estimated outlook for 2004 and
   2005 for operating subsidies of $3.2 million and $6.0 million respectively, and includes
   debt service charges.

4. Regional Council authorize the filing of a business plan for the proposed overall rapid
   transit program with the Province of Ontario’s SuperBuild Office, Ministry of Finance,

2. PURPOSE

The purpose of this report is to advance funding support to the York Rapid Transit Plan
with the Provincial (SuperBuild) and Federal (Strategic Infrastructure Fund) levels of
government.

The report also recommends that the Region approve a $50 million funding commitment for
its anticipated capital share of the Quick Start program and that York Transit, in conjunction
with York Consortium, report back on the implications of the rapid transit program on the
existing and proposed York transit program.
3. BACKGROUND

The Golden Horseshoe Transit Investment Partnerships (GTIP) was announced in the fall of 2001. The Region submitted two Expressions of Interest (EOI’s) in January 2002 for improvements to the Region’s transit system. The first application was for capital funding of new vehicles and scheduling software for York Transit. The second was for the funding of the York Rapid Transit Plan.

The Region received $6.6 million in August 2002, responding to the first GTIP application. The province has not yet announced the short-list for the remaining longer-term capital-intensive programs application, such as the York Rapid Transit Plan.

York Region and its private sector partner York Consortium have initiated the work outlined in the scope of work approved on June 27, 2002. This work has been fast-tracked by the York Consortium in order to seek funding support from the aforementioned program and newly announced federal program, and represents the best definition of the rapid transit plan available at this time. Refinements to the plan will be subject to the outcome of the environmental assessment work underway; however, the magnitude of the capital investment is expected to come within the range provided for in this report.

In August of this year, the Minister of Industry and Minister Responsible for Infrastructure, the Honourable Allan Rock, announced that a $2.2 billion Strategic Infrastructure Fund (SIF) for large infrastructure projects had been established. We have been advised that successful candidate projects must be advanced to the Strategic Infrastructure Office by the province no later than December 15, 2002. In the attached letter labelled as Attachment 1 dated October 1, 2002, Minister Rock advised Chair Fisch, “I would advise you to initiate discussions with the Government of Ontario to seek support for your rapid transit plan as it is a candidate for funding under the CSIF and it is included in the proposal to be submitted to the federal government”.

In addition, in the Throne Speech delivered on Monday, September 30, 2002, the Federal government announced a multi-year funding program for infrastructure programs in the urban regions of the country. It is anticipated that our business plan is ideal candidate for funding support under both the SIF and the new multi-year federal program. It has been recommended to us throughout various meetings at the provincial and federal levels that our business plan be filed no later than November 1, 2002 in order to provide at least 45 days for review at the provincial level and to allow the normal business plan review timing of three months (December 15th to March 15th) to catch the federal budget process expected to unfold commencing in February.
4. ANALYSIS AND OPTIONS

4.1 YRTP GTIP Application

The initial YRTP GTIP application was filed in January 2002, prior to retaining a private sector partner. Therefore, it was not possible to provide as much detail on the rapid transit plan as is currently available. It would be appropriate to provide further justification through a more fully developed business plan prepared in conjunction with our partner, York Consortium. In addition, our Quick Start rapid transit initiative is an ideal candidate to advance for “early win” visible rapid transit initiatives.

At the same time that Quick Start is being implemented, the environmental assessments will be carried out on all rapid transit corridors and implementation will occur thereafter through the approval process. The capital cost of the larger rapid transit implementation is estimated to range between $1.5 to $2.2 billion over the next 10 years. Further refinements to the ten-year plan are expected to emerge as the environmental assessment work advances.

The purpose of the addendum to the GTIP application is to notify SuperBuild that the Region’s private sector partner is on board, and that the partnership has strategically agreed to accelerate the rapid transit plan with the introduction of the Quick Start program. The addendum seeks senior government financial support for the $150 million Quick Start program.

4.2 Quick Start Program

Quick Start is a $150 million capital program that covers rapid transit elements in all four of the designated rapid transit corridors. The program includes elements that can be implemented quickly (such as new vehicles), innovative high-end rapid transit equipment, running way improvements (such as queue jump lanes, dedicated vehicle lanes, stations and terminals, vehicle priority at traffic signals, parking lots, and the vehicle maintenance facility). The success of shifting the modal split in York Region is to get some early wins on the ground. Quick Start will provide visible, attractive rapid transit options to York Region residents in late 2003 and early 2004.

The Quick Start program and proposed three year phasing is outlined in Table One below.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Cost</th>
<th>York Region Share</th>
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<tbody>
<tr>
<td>2003</td>
<td>$51.8 million</td>
<td>$17.3 million</td>
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<tr>
<td>2004</td>
<td>$67.0 million</td>
<td>$22.3 million</td>
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<tr>
<td>2005</td>
<td>$31.2 million</td>
<td>$10.4 million</td>
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<tr>
<td>Total</td>
<td>$150 million</td>
<td>$50 million</td>
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Benefits of the Quick Start Program are described in the attached addendum letter (see Attachment 2) and draft Business Plan (see Attachment 3).

### 4.3 Long Term Business Plan

Work has been advanced by York Consortium to a sufficient level of detail to describe a ten-year capital funding program to the provincial and federal levels of government. Table x, in attachment 3 presents the anticipated ten-year capital program. This program will be subject to the findings and outcomes of the environmental assessments underway in each corridor.

Expenditures beyond the ten-year program are dependent on the rate of growth of the ridership on the rapid transit system, funding of the capital and operating costs of the system and final decisions on technology choices running in each corridor.

Benefits associated with the Long Term Business Plan include sustainable development, macro economic investment benefits and air emission reductions that will be incorporated during plan implementation.

### 5. FINANCIAL IMPLICATIONS

#### 5.1 Business Plan

York Region envisions all three levels of government financially participating, with equal funding commitment, in the $150 million Quick Start program, and approximate $1.5 to 2.2 billion 10 year rapid transit program..

York Region’s Quick Start contribution of $50 million is to be funded as follows:

<table>
<thead>
<tr>
<th>(millions of $)</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>Total</th>
</tr>
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<tr>
<td>Development Charges*</td>
<td>2.6</td>
<td>3.3</td>
<td>1.6</td>
<td>7.5</td>
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<tr>
<td>Debenture Financing**</td>
<td>14.7</td>
<td>19.0</td>
<td>8.8</td>
<td>42.5</td>
</tr>
<tr>
<td>Total</td>
<td>17.3</td>
<td>22.3</td>
<td>10.4</td>
<td>50.0</td>
</tr>
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* estimated to be 15% subject to revised Development Charge bylaw.

** the type of debenture financing will be determined at a later date; however, it is expected that the use of the new provincial Opportunity Bonds will be considered if they are available.

The business plan estimates that the cost of the ten year program will range between $1.5 to $2.2 billion, including Quick Start costs of $150 million. Any additional costs beyond the Quick Start program will be subject to future approvals of Council.

The following funding tools have been identified by York Consortium as the kind of arrangements that could potentially assist in financing elements of the YRTP:

- A system procurement contract that guarantees price and schedule.
- Access to private equity.
- Tax advantage leases.
• Joint development projects.
• Access to limited recourse borrowing through the use of Special Purpose Corporations to facilitate project financing.
• Coalition building, economic justification, and special assessment districts/tax incentive zones.

These potential funding tools are described in detail in the attached confidential section of the draft Business Plan.

5.2 Operating Costs
It is anticipated that annual operating costs will increase as the level of service in the rapid transit corridors is improved. The estimated additional operational net cost will be $2 million in 2004 and $4.2 million in 2005. In addition, the debt service associated with the Region’s share of Quick Start capital costs is estimated to be approximately $1.2 million in 2004, and $2.8 million in 2005.

6. LOCAL MUNICIPAL IMPACT
The Quick Start Program will benefit Vaughan, Markham and Richmond Hill by improving transit services in the four rapid transit corridors. Transit riders from the rest of York Region who use the Yonge corridor will benefit from transit improvements in the south Yonge corridor. Staff of the local municipalities will be involved in defining the details of the Quick Start Program.

7. CONCLUSION
Quick Start is an important part of the overall rapid transit program and we want to begin implementation in 2003. In order to do so, it is important to submit the attached addendum to our GTIP application by way of a letter business plan to the province by October 18, 2002. A full business plan is required in order to meet the timing of the federal 2002 budget process and to refine and advance our GTIP application at the provincial level for large infrastructure projects.

The Senior Management Group has reviewed this report.

(A copy of the attachments referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)
2
PROGRESS REPORT
YORK RAPID TRANSIT PLAN

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report, October 11, 2002, from the Executive Coordinator York Rapid Transit Plan, subject to amending recommendation 2 by deleting the word "or" in the first line:

1. RECOMMENDATIONS
   It is recommended that:
   1. The Monthly Progress Report for the month of September and schedule of work activities, which are shown as Attachment 1, be received.
   2. The Chief Administrative Officer and/or Executive Coordinator of the Rapid Transit Plan be authorized to:
      a) Approve to a maximum of $2.3 million, expenditures consistent with the work plan and estimated cost provided for in the agreement between the Region of York and York Consortium dated June 27, 2002, to the end of 2002.
      b) Report directly to the Rapid Transit Steering Committee regarding such expenditures.

2. PURPOSE
   This report provides a detailed description of the progress made in delivering the York Rapid Transit Plan during September 2002, as well as an accounting of associated expenditures during the summer recess to Council.

   The report also recommends that the Chief Administrative Officer (CAO) and/or Executive Coordinator of the Rapid Transit Project be authorized to approve payments to York Consortium up to $2.5 million to the end of 2002.

   Finally, the report sets out the competitive bidding process to be followed by York Consortium.

3. BACKGROUND
   York Consortium is incurring anticipated expenses in accordance with the agreement between the Region of York and York Consortium dated June 27, 2002. Specific authority was given to the CAO and Executive Coordinator to authorize payments in accordance with the scope of work during the summer of 2002. York Consortium has incurred approximately $800,000 in expenses from July through September and
anticipate an additional $1.45 million in expenses to the end of 2002 for a total of $2.25 million.

In addition, the CAO and Executive Coordinator executed a one-year lease agreement for the joint project office at One West Pearce Street. It is expected that the cost for 2002 will be approximately $75,000.

4. ANALYSIS AND OPTIONS

4.1 Progress Report

The June 27th contract required York Consortium to file monthly progress reports with York Region. The July/August report was distributed at the Steering Committee meeting of September 11, 2002. The attached progress report (see Attachment 1) for the month of September has the following highlights.

- Both Consortium and York Region staff moved into new Project Office.
- Weekly coordination meetings for key YR and Consortium staff to discuss progress and to resolve issues.
- Arranged meetings and briefings with federal and provincial members
- Business Plan initiated.
- Received and analyzed interim results from 2001 Transportation Tomorrow Survey Analyzed relationships between Quick Start and long-term network.
- Developed concept for Quick Start.
- Developed initial Capital Expenditure estimates for five-year and ten-year intervals.
- Description of Environmental Assessment Approach and composition of TAC.
- Draft General Financing Assumptions and Special Purpose Company Evaluation.

The attached process flow chart (see Attachment 2) outlines the major activities associated with the communications program.

4.2 Financial Payments

In order to reduce administrative complexity and render payments to York Consortium in a timely manner, it is desirable to authorize the CAO and/or Executive Coordinator of the Rapid Transit Project to approve payments to York Consortium during the balance of the calendar year. Regular financial information will be reported to Steering Committee and Council as part of the monthly Rapid Transit Project Progress Report.

A process to streamline/fast-track third-party consultants to undertake work needed as part of the overall $8.5 million program was negotiated in the June 27, 2002 contract with York Consortium. York Consortium was required to and has supplied the attached framework (see Attachment 3) for the retainer of third party consultants in excess of $100,000. These
consultants will be retained directly by York Consortium and York Region will not be party to agreements between York Consortium and subconsultants.

5. **FINANCIAL IMPLICATIONS**
York Consortium has expended $800,000 as of the end of September 2002, and anticipates additional costs of approximately $1.7 million to the end of 2002. This report seeks authorization to spend $2.5 million of the total $8.5 million, which will be sufficient to cover the expenditures anticipated to the end of 2002.

6. **LOCAL MUNICIPAL IMPACT**
There are no local municipal impacts associated with this report.

7. **CONCLUSION**
Approval of the recommendations in this report will ensure timely payment of the budgeted expenses of York Consortium and reduce Regional administrative duplication and complexity in the processing of associated third party payments.

The Senior Management Group has reviewed this report.

*(A copy of the attachments referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)*

3

**ENVIRONMENTAL ASSESSMENT STRATEGY**

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report, October 11, 2002, from the Executive Coordinator York Rapid Transit Plan:

1. **RECOMMENDATIONS**
It is recommended that:
   1. A planning and property protection study for the northern segment of the Yonge Street Rapid Transit Corridor be undertaken in parallel with completion of the current southern segment Environmental Assessment.

   2. The Environmental Assessment process for the northern segment of the Yonge Street Rapid Transit Corridor be initiated within one year of Ministry of Environment approval of the southern segment.

   3. A streamlined approvals approach to support an accelerated Environmental Assessment process, as identified in this report, be adopted.
This report be forwarded by the Regional Clerk to the Clerks of the municipalities of Markham, Vaughan, Richmond Hill, Aurora and Newmarket.

2. **PURPOSE**

This report advises Regional Council as to the progress and strategic direction of the Environmental Assessment (EA) process pertaining to Rapid Transit undertakings in the Yonge corridor, the Highway 7/Vaughan North-South Link, and the Markham North-South Link. This report should be forwarded to the local municipalities and other stakeholders.

This report also recommends specific actions pertaining to the conduct of the Yonge Street Rapid Transit Corridor EA and associated north corridor EA, as well as a parallel Region / local municipalities review and approval process to facilitate an accelerated EA process.

3. **BACKGROUND**

Individual Environmental Assessments of rapid transit in the Yonge and Highway 7 Corridors are in progress, the latter including the Vaughan North-South Link to the Toronto boundary. These studies, to establish the need and justification for rapid transit and prepare the Terms of Reference for the Environmental Assessments are nearing completion.

In order to advance the implementation of the rapid transit network, York Region, in association with Vaughan, Richmond Hill and Markham, has embarked on a public-private partnership with York Consortium. The initial contract in this partnership focuses on program development and includes completion of the three environmental assessment studies, and identification of funding sources and strategies for implementation.

Work to date on all of the Terms of Reference indicates that one or more of the factors triggering the need for compliance with the Canadian Environmental Assessment Act are likely to occur in pursuing the system EAs described above. Consequently, the Program Office will adopt a fully harmonized approach combining Federal and Provincial requirements into a single process. This will entail establishing a system-wide model or framework, documented in a program brief for the entire system. York’s objective is to have this brief reviewed in draft and obtain, wherever possible, the Reviewing Agencies’ concurrence that execution of the EAs on the basis of this framework will meet their requirements for the scope of subsequent submissions.

All of the environmental assessments are being done in accordance with the recommendations of the Transportation Master Plan (TMP). The attached flow chart labelled Attachment 1 identifies the timing proposed for undertaking the environmental assessments. The TMP identified the need for four rapid transit corridors as described below.
3.1 Yonge Corridor

The purpose of the undertaking in this corridor includes linking York’s rapid transit system to the Toronto subway network at its present terminus at Finch Avenue. York Region’s Yonge Corridor EA will consider the impacts of this linkage north of the regional boundary at Steeles Avenue while the City of Toronto’s recently initiated Municipal Class EA will assess impacts of rapid transit along the 2-km section in Toronto between Steeles and Finch Avenues. Toronto has chosen to assess initial bus-based rapid transit under the Class EA process on the basis that longer term northward extension of the Yonge Subway Line to, and beyond, the regional boundary will be the subject of a separate subsequent EA. York’s Program Office staff will collaborate with Toronto staff and their consultant to achieve compatibility of solutions and designs in carrying out the Yonge EAs in parallel.

In response to an RFP, York Consortium has bid to undertake and streamline the EA work for the City of Toronto. The benefits of streamlining this work include increased efficiency relating to procurement, EA process, and communications, as well as obtaining support from senior levels of government.

3.2 Highway 7/Vaughan North-South Link

The remaining phases of the Highway 7 Corridor EA will be completed, building on the recently completed Need and Justification Study and in accordance with the Terms of Reference to be submitted to the Ministry of the Environment for approval shortly. This Terms of Reference identifies the study area as extending between York’s eastern and western regional boundaries and Steeles Avenue and Rutherford Road/Sixteenth Avenue in the north-south direction.

The purpose of the undertaking is to provide east-west rapid transit serving the designated Regional Centres within York Region as well as a north-south link from Vaughan Corporate Centre to the Regional boundary near York University to access Toronto’s Spadina Subway in the west. Related to this link, the TTC has received funding to initiate a Municipal Class Environmental Assessment of bus-based rapid transit between the present terminus of the Spadina Subway Line and York University. Also, the Commission plans to update the EA, completed in the early nineties, of the extension of the Subway to the University.

York’s rapid transit office staff will collaborate with Toronto staff and their consultant to achieve compatibility of solutions and designs in carrying out the EAs in parallel.

3.3 Markham North/South Link Corridor

York Region’s Transportation Master Plan identifies the need for a north-south rapid transit service between the proposed Markham Regional Centre, east of Warden Avenue and the Sheppard Subway in northeast Toronto. To date, no separate studies of this potential corridor have been completed or initiated. As part of the York Rapid Transit Plan, the Region has requested the Program Office to carry out a complete Individual Environmental Assessment of rapid transit service in this corridor.
The study area for this corridor, within York Region, extends from Highway 7 to Steeles Avenue, and from Highway 404 to Kennedy Road. In addition, the evaluation of route alternatives in the EA process will also consider the options and impacts of routes between Steeles Avenue and the proposed Sheppard Subway alignment both to its present terminus at Don Mills Road, as well as its easterly extension.

Currently, the City of Toronto has no environmental assessment studies planned for a north/south link to the Sheppard Subway within Toronto. Nevertheless, Program staff will liaise with City of Toronto and Toronto Transit Commission staff during the Markham N/S Link EA process.

4. ANALYSIS AND OPTIONS

4.1 Yonge Corridor Rapid Transit Environmental Assessment Terms of Reference

The completed Yonge Corridor EA Terms of Reference was submitted to MOE for approval on September 3, 2002. The mandatory 30-day review period for the Terms of Reference concluded on October 4, 2002.

The Need and Justification study that was completed in support of the EA Terms of Reference identified the shorter term need for rapid transit improvements on the southern section of the Yonge Corridor between Steeles Ave. and 19th Avenue. It identifies that while near term transit service and operational improvements are required in the northern section north of 19th Avenue these improvements would not require an Environmental Assessment to be completed. A subsequent EA would need to be completed for the longer-term needs, in which a separate rapid transit right-of-way would be required. The Town of Newmarket expressed concern that the study for the individual EA should extend to Newmarket as soon as possible in order to ensure that any necessary property is protected and to be coordinated with Newmarket’s planning process.

York Region recognizes the on-going growth in travel demand in the Newmarket and Aurora municipalities and subsequently developed three options for addressing travel and YRTP needs in the Yonge corridor north of 19th Avenue. These options are as follows:

1. Amend the Terms of Reference to extend the scope of the upcoming EA to cover the entire length of the corridor, including the Newmarket Regional Centre. This option would require a modification to the recently submitted EA Terms of Reference for the Yonge Corridor south of 19th Avenue to include the north segment. This would mean that the EA process would be delayed in the critical south Yonge corridor.

2. Adopt the Terms of Reference as submitted and defer a second EA for the northern segment of the Corridor to a future date when the demand for a segregated transitway is warranted. This option would retain the recently submitted EA Terms of Reference for the south Yonge corridor, but would not initiate a north corridor EA until such time as the YRTP requires infrastructure north of 19th Avenue. Without an approved EA or
inclusion in the Town of Newmarket's Official Plan, there is no basis for property protection, and future transit infrastructure could be precluded.

3. Adopt the Terms of Reference as submitted along with a planning and property protection study for the northern segment to be undertaken in parallel with completion of the EA for the southern segment. This option would retain the recently submitted EA Terms of Reference for the south Yonge corridor, and would immediately initiate a property protection and feasibility study for the north segment which will be integrated into the Town of Newmarket's Official Plan Update that will be undertaken within the next year.

In discussions with the Town of Newmarket, it was agreed that the third option had the most merit and was able to achieve both the short-term planning objectives as well as the longer-term infrastructure implementation objectives. It is also recommended that the EA for the northern segment should commence within one year of the approval of the southern segment EA. In this manner, it can be ensured that the planning process continues in an orderly and logical manner.

4.2 Schedule of Environmental Assessment Completion

The proposed schedule of major events for each of the EA studies is as follows:

Yonge Corridor:
- MOE Approval of Terms of Reference – November 6, 2002
- 1st Public Meetings - November 27 & 28, 2002 (2 venues)
- 2nd Public Meeting - January 17, 2003
- 3rd Public Meeting - March 14/15 2003
- Council Approval – May 2003
- Submit to MOE – June 2003

Highway 7 / Vaughan North-South Corridor:
- MOE Approval of Terms of Reference – January 15
- 1st Public Meeting - February 6, 7 & 15, 2003
- 2nd Public Meeting - April 3, 4, & 11, 2003
- 3rd Public Meeting- May 23, 24 & 30, 2003
- Full EA - Council Approval – June 2003
- Submit full EA to MOE – September 2003

Markham North-South Corridor:
- 1st Public Meeting - October 25, 2002
- 2nd Public Meeting - December 6, 2002
- Council Approval – February 2003
- Submit Terms of Reference to MOE – March 2003
- MOE Approval of Terms of Reference – June 2003
4.3 Streamlining the Environmental Assessment Review Process
As can be seen from the previous section, the schedule for completion of the Environmental Assessment studies is very aggressive. Consultation with all of the stakeholders is a very important component of all EAs, but will have to occur as rapidly as possible in order to achieve this schedule. Therefore it is recommended that a streamlined local government review process be adopted. This streamlined process will involve submitting draft reports and making presentations simultaneously to the Region and local municipalities for review and comment. Project staff will coordinate with municipal staff and will advise Council of changes made to the draft documents accordingly through regular progress reports on the status of all of the EAs.

5. FINANCIAL IMPLICATIONS
The cost of the EAs is included as part of the York Consortium contract that was approved by Council. This report presents no additional financial implications.

6. LOCAL MUNICIPAL IMPACT
Staff from the Town of Newmarket and the Region met on September 27, 2002 to address concerns regarding the undertaking of the Yonge Street Rapid Transit Corridor EA that were expressed by the Town of Newmarket in the resolution adopted by the Town’s Council on March 11, 2002.

At that meeting, Newmarket staff reiterated the Town’s need to have support of rapid transit in planning for its on-going development and also, to have the EA process available to its communities.

Town of Newmarket staff confirmed that Town Council’s concerns regarding the Yonge Street Rapid Transit Corridor EA would be eliminated with the adoption of Option 3 above. York Region staff indicated that they would recommend the adoption of Option 3 to the Rapid Transit PPP Steering Committee on October 15, 2002.

7. CONCLUSION
The suggested Yonge Corridor strategy is to continue with the current Yonge Corridor EA process, while undertaking a parallel planning and property protection study for the north segment. Furthermore, the EA process for the northern segment will be addressed within one year of Ministry approval of the southern segment. This strategy continues to move the south corridor EA process along, while protecting property and long term rapid transit program interests of the north segment.

Also, the parallel EA review process for the Region and local municipalities will ensure that the aggressive timeframe for environmental assessment milestones can be maintained.
The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)

4

GREEN MUNICIPAL FEDERAL FUNDING AWARD AND AGREEMENT
FOR YORK REGION RAPID TRANSIT PROJECTS

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

1. **Staff be directed to determine whether applications by the local municipalities to support the work program activities for the Rapid Transit Plan may be eligible under this program;**

2. **The recommendations contained in the following report, October 11, 2002, from the Executive Coordinator York Rapid Transit Plan be adopted:**

1. **RECOMMENDATIONS**

It is recommended that:

1. The Regional Chair and Regional Clerk be authorized to execute agreements with the Federation of Canadian Municipalities (FCM) with respect to funding each of the following projects:
   
   (a) The Rapid Transit Feasibility Study.
   
   (b) Quick Start Transit Initiatives.

   in the amount of $200,000.

2. The Executive Co-ordinator of the York Region Rapid Transit Plan be designated under the agreement as York Region’s representative for the purpose of administering the agreement.

2. **PURPOSE**

The purpose of this report is to obtain authorization from Regional Council for the execution of two funding agreements with the Federation of Canadian Municipalities with respect to Rapid Transit initiatives.

3. **BACKGROUND**

In connection with the York Region Rapid Transit Plan the Region applied for funding from the Federal Green Municipal Enabling Fund (GMEF) for two components of the
York Rapid Transit Plan. The Federation of Canadian Municipalities (FCM) is administering the program on behalf of the federal government. These two applications were the Rapid Transit Feasibility Study and the Quick Start Transit Initiatives. The feasibility study will examine the ridership, network planning and staging of Rapid Transit in York Region. The estimated cost of the study is $400,000 and it is estimated to be completed by June 2003. The Quick Start Study will determine immediate initiatives to begin implementation of Rapid Transit such as new vehicles, running way improvements, stations and other priority measures. The study will cost approximately $250,000 and is estimated to be completed by the end of 2002. FCM has now notified York Region that both applications were successful and that a subsidy of $100,000 per project is to be advanced.

4. ANALYSIS AND OPTIONS

As a condition of providing the subsidy for each project, FCM requires the Region to enter into a funding agreement. This is a standard form of agreement and has been reviewed and approved by the Regional Solicitor as to form and content. Essentially, it provides for administering the fund, including delivery of funds upon attaining specific milestones. The agreement also provides for invoicing and record keeping procedures. The agreement requires designation of a representative from York Region to administer the agreement and sign all appropriate documentation and it is recommended that the Executive Coordinator of the Rapid Transit Plan be designated in this regard.

5. FINANCIAL IMPLICATIONS

The estimated cost of each of these studies was included within the $8.5M contract with York Consortium 2002. The $200,000 in subsidy goes directly to York Region and represents a contribution towards the Region’s cost of this project and will reduce the amounts required from other funding sources.

6. LOCAL MUNICIPAL IMPACT

There is no local municipal impact associated with entering into these agreements.

7. CONCLUSION

York Region has been successful in its application for funding under the Federal Green Municipal Enabling Fund for two components of the York Rapid Transit Plan. As a condition of advancing these funds, the Region will be required to enter into a funding agreement with FCM. This is a standard form of agreement and it is recommended that the Region execute these agreements in order that funding may be advanced.
5
UPDATE - COMMITTEE PROCEEDINGS

The Rapid Transit Public/Private Partnership Steering Committee advises Council of the following matters having been considered by the Rapid Transit Public/Private Partnership Steering Committee with the following action:

PRESENTATIONS

1. **Office Update**
   Committee was advised that the Consortium staff and York Region staff have moved into the new Project office of the York Rapid Transit Plan located at 1 West Pearce Street, Richmond Hill. An open house is being planned for mid November.

2. **Resources Update**
   Committee was provided with an update on the Environmental Assessment (EA) Technical Team and the Communication Team.

3. **Federal Update**
   Committee was provided with an update regarding the Speech from the Throne, highlighting new partnerships and new urban strategies as well as a 10 year program for long term strategic infrastructure. The Strategic Infrastructure Fund was also announced in August 2002.

4. **Provincial Update**
   Committee was advised of the status of the Superbuild GTIP application. A presentation is also being planned for the Smart Growth Panel.

5. **Quick Start Letter**
   Committee was provided with an overview of Quick Start which is an integrated package of transit facilities, equipment and services with a unique identity and image.

6. **Business Plan**
   Committee was provided with an executive summary and background to the YRTP Business Plan.

7. **EA Strategy**
   Committee was advised that a meeting was held with the Ministry of Environment on October 10, 2002. A streamlined approvals approach to support an accelerated Environmental Assessment process was discussed.

Committee received the foregoing presentations. (A copy of the slide presentation is on file in the Office of the Regional Clerk.)
The Rapid Transit Public/Private Partnership Steering Committee adjourned at 2:40 p.m.

Respectfully submitted,

October 15, 2002
Newmarket, Ontario

B. Fisch
Chair

(Report No. 6 of the Rapid Transit Public/Private Partnership Steering Committee was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting on October 17, 2002.)