THE REGIONAL MUNICIPALITY OF YORK

REPORT NO. 8
OF THE REGIONAL
RAPID TRANSIT PUBLIC/PRIVATE PARTNERSHIP STEERING COMMITTEE
MEETING HELD ON DECEMBER 5, 2002

For Consideration by
The Council of The Regional Municipality of York
on December 19, 2002

Chair: Regional Chair B. Fisch
Members: Mayor D. Cousens
         Mayor M. Di Biase
         Regional Councillor D. Humeniuk
         Regional Councillor B. O'Donnell (Alternate)


Also Present: S. Perrin, T. Porter, F. Wilson and S. Zimmerman, York Consortium;
              D. Ferguson and B. McLellan, Weir Foulds

The Rapid Transit Public/Private Partnership Steering Committee began its meeting at 11:45 a.m. on December 5, 2002.

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The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report December 5, 2002, from the Executive Co-ordinator York Rapid Transit Plan, and the revised Monthly Progress Report for the period November 1, 2002 to November 30, 2002 (Attachment 1):

1. RECOMMENDATION
   It is recommended that:
   1. The Monthly Progress Report for the month of November and schedule of work activities, which are shown as Attachment 1, be received.

2. PURPOSE
   This report provides a detailed description of the progress made in delivering the York Rapid Transit Plan during November 2002.

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. The Consortium’s revised second invoice for September, and October invoice have been received and are under review. Table 1 summarizes the financial status of the project.

   **Table 1**
   YRTP Project

<table>
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<th>Cost (excluding GST)</th>
<th>% of Budget</th>
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<tr>
<td>Paid to Date</td>
<td>$454,000</td>
</tr>
<tr>
<td>Under Review (Sept.)</td>
<td>$379,000</td>
</tr>
<tr>
<td>Current Month (Oct.)</td>
<td>$506,000</td>
</tr>
<tr>
<td>Total Cost to Date</td>
<td>$1,339,000</td>
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<tr>
<td>Total Project Budget</td>
<td>$8,500,000</td>
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   Approximately 16% of the budget has been expended, representing approximately 18% of the work plan being completed.
4. **ANALYSIS AND OPTIONS**

4.1 **Progress Report**

The June 27th contract required York Consortium to file monthly progress reports with York Region. The October report was distributed at the Steering Committee meeting of November 13, 2002. The attached progress report (see Attachment 1) for the month of November has the following highlights.

4.1.1 **Funding**

Continued to dialogue with federal and provincial officials in an effort to obtaining funding commitments to match the $50 million commitment made by York Region for the $150 million Quick Start program. York Rapid Transit Project (YRTP) staff met with Ministry of Transportation staff on November 21, 2002 to present and discuss the business plan in detail. Detailed discussion with Strategic Investment Fund officials occurred on December 1, 2002.

4.1.2 **Communications**

A CEO debriefing was held on November 12, 2002. Several meetings were held with senior government officials and senior staff at the federal and provincial levels. A Working Session was conducted for Council on November 28, 2002. The partnering session is scheduled for December 6, 2002. The York Rapid Transit Steering Committee Open House will be held the evening of January 16, 2003 at the YRTP offices at 1 West Pearce Street.

4.1.3 **Business Structure**

Over the past month the Consortia and York Region have commenced analysis of business structure or the 3P. Provincial and federal interest in the specifics of the 3P business structure is a frequent topic of discussion. This matter will be the subject of upcoming reports and presentations to Steering Committee.

4.1.4 **Quick Start Program**

Addressed in a separate report to the December 5, 2002 RT PPP Steering Committee meeting.

4.1.5 **Transportation Planning**

Total person movement trends were analyzed. Initial ridership estimates were developed for the Quick Start and Final System. Vehicle technology assessment commenced.

4.1.6 **Environmental Assessments**

4.1.6.1 **Yonge Corridor**

Technical Advisory Committee meeting was held on November 18, 2002, including City of Toronto. YRTP has responded to MOE and review agency comments regarding the Terms of Reference. Public meetings were held on November 27 and 28, 2002.
4.1.6.2 Markham N-S Corridor
Technical Advisory Committee meeting was held on November 29, 2002. The second public information centre originally scheduled for December 6, 2002 has been postponed to January 7, 2002 to present more progress. Transit Need and Justification is under development.

4.1.6.3 Highway 7 Corridor / Vaughan N-S Link
Draft Terms of Reference have been submitted to MOE and Review Agencies. Formal TOR submission is anticipated for the first or second week in December. The earliest possible date for approval is February 2003. Public information centres are scheduled for February 6, 7 and 15 at a location in each municipality.

5. FINANCIAL IMPLICATIONS
There are no new financial implications associated with this report.

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

7. CONCLUSION
The York Consortium and York Region staff achieved several significant YRTP plan milestones during the month of November, particularly with respect to advancing our requests for senior government funding support, communications with Area Councils and the public, and the environmental assessment process.

The Senior Management Group has reviewed this report.

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

2 QUICK START PROGRAM UPDATE

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report, December 5, 2002, from the Executive Co-ordinator, York Rapid Transit Plan:

1. RECOMMENDATION
It is recommended that:
1. Quick Start Definition and Implementation Report, which is shown as Attachment 2 be received for information.
2. PURPOSE
   This report provides a detailed description of the definition of the Quick Start program and a proposed implementation plan.

3. BACKGROUND
   This document describes the current status of the proposed York Rapid Transit Project’s (YRTP) Quick Start program. The description is based on and consistent with the YRTP Business Plan (November 1, 2002), although further program and implementation details have been incorporated. The process to refine the definition of Quick Start is on-going; it is expected that the program definition will be completed by January 1, 2003. The cost-confidence process established in our contract with York Consortium will follow in order to procure Quick Start infrastructure. This iterative tendering process is anticipated to result in competitive pricing by the consortium. If the Region believes that a competitive price has not been achieved it may tender contracts through our standard tendering process. Also, no aspect of the Quick Start program, including vehicle acquisition, will proceed in the absence of funding commitments by the federal and provincial governments.

4. COMMENTARY
   Subsequent to the recent publication of the Business Plan, certain additional work has been completed toward the definition of the Quick Start program. This work has focussed on developing a subset of Quick Start infrastructure projects that could be implemented prior to the completion of the Environmental Assessment (EA) process. These projects would be lower-cost, limited impact projects that would have utility both for Quick Start transit services and potentially existing transit services. Our goal is to provide a visible rapid transit program by early 2004. This requires the aggressive work program timelines identified in Attachment 1 to be met. The Quick Start Definition and Implementation Report is attached (Attachment 2).

   These projects include:

   - Initial elements of a system-wide Intelligent Transportation System.
   - Transit priority at signalized intersections system-wide.
   - (Potential) installation of on-board transit vehicle-tracking equipment.
   - Creation of intersection queue jumpers (by sharing use of existing general purpose right-turn lanes). Transit vehicles would use the existing right-turn lane at an intersection to bypass congestion and then continue straight through the intersection. A special traffic signal head would indicate a short green signal for transit vehicles exclusively. After transit vehicles bypass the congestion, the traffic signal would turn green for general traffic.
   - Creation of bus pullouts and intersection queue jumpers that require limited roadway modification.
   - Limited Park-and-Ride facilities.
Following the completion of the list of proposed short-term projects, discussions will be held with the Ministry of the Environment (MOE) to review the proposed list of projects. Given the more immediate concern of existing congestion along Yonge Street and Highway 7, initial short-term efforts focus on these two regional corridors.

### 4.1 Yonge Street Corridor

Terms of reference for an EA have been reviewed by MOE for the Yonge Street corridor, between 19th Avenue in Richmond Hill and the TTC Finch station. York Region recognizes the importance of keeping proposed short-term projects distinct from the ongoing EA process while ensuring that any Quick Start project is coordinated with the longer-term infrastructure requirements. Proposed intersections with queue jumpers to be implemented in the short-term are identified in the attached report.

### 4.2 Highway 7 Corridor

Terms of reference for an EA have been submitted to MOE for review for the Highway 7 corridor. York Region recognizes the importance of keeping proposed short-term projects distinct from the on-going EA process while ensuring that any Quick Start project is coordinated with the longer-term infrastructure requirements. Proposed intersections with queue jumpers implemented in the short-term include major signalized intersections in the corridor as identified in the attached report.

### 4.3 Next Steps

Prior to January 1, 2003, several additional steps will be taken in order to finalize the definition and implementation plan for Quick Start.

#### 4.3.1 Transportation Planning

- Station Areas
  - Compile additional land use data.
  - Conduct further analysis toward specifying station locations.

- Corridors
  - Collect data related to travel time/delay on transit services (existing studies and new, if needed).

- Travel Demand Forecasting
  - Develop future travel patterns and initial ridership forecasts (Quick Start and long-term).

#### 4.3.2 Civil Design

- Conduct additional field studies.
- Collect available right-of-way mapping.
- Collect available aerial photography.
- Prepare conceptual typical sections.
- Conduct utility survey.
- Analyze potential permits/approvals.

4.3.3 Intelligent Transportation Systems
- Contact existing transit operators (York Transit, TTC, and GO Transit), and Roads Transportation staff to discuss current traffic operations issues, and bottlenecks for transit vehicles.
- Identify a representative list of intersections (30 of the 120 intersections) to perform traffic analysis.
- Obtain existing intersection traffic volume count data, geometrics, and signal timings information.
- Collect necessary intersection data where current information is dated or unavailable.
- Model the key intersections using a traffic simulation model (either Synchro/SimTraffic, or CORSIM).
- Assess the impacts of “transit priority” on intersection operations.
- York Consortium and Regional ITS staff to work on functional specifications for system.

4.4 Vehicle Acquisition
Additional information on YRTP vehicles will be presented at the Steering Committee meeting on December 5, 2002 which examines desirable characteristics of Quick Start vehicles and illustrates typical life-cycle costs for both conventional and advanced technology vehicles. Final selection of vehicles will be subject to the cost-confidence process.

5. FINANCIAL IMPLICATIONS
There are no new financial implications associated with this report.

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

7. CONCLUSION
York Consortium has made several strides toward further defining the Quick Start program. It is expected that the program definition will be completed by January 1, 2003. In order to achieve that deadline, substantial additional work needs to be completed, which will require significant allocation of staff resources by York Consortium, with substantial cooperation of York Region and municipal staff over the next weeks. In order to achieve visible rapid transit on the ground by early 2004 this work program is warranted.
The Senior Management Group has reviewed this report.

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

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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. The following presentations were made to the Committee: Office Update by Mary-Frances Turner and Sam Zimmerman; Communications by Mary-Frances Turner, Environmental Assessment Update by Paul May, Quick Start Work Plan by Sam Zimmerman and Next Steps by Mary-Frances Turner. (A copy of the slide presentation is on file in the Office of the Regional Clerk.) Received.

COMMUNICATION

2. Sheila Birrell, Town Clerk, Town of Markham, November 13, 2002, regarding York Rapid Transit Plan Environmental Assessment Strategy, advising that the Town of Markham fully supports and endorses the streamlined parallel Region/local municipalities review and approval process to facilitate an accelerated Environmental Assessment process. Received.

PRIVATE SESSION

3. Committee resolved into Private Session at 12:16 p.m. to consider a legal and a personnel matter and resumed in Open Session at 1:35 p.m. with no report out.

The Rapid Transit Public/Private Partnership Steering Committee adjourned at 1:35 p.m.

Respectfully submitted,

December 5, 2002
Newmarket, Ontario

B. Fisch
Chair
(Report No. 8 of the Rapid Transit Public/Private Partnership Steering Committee was adopted, without amendment, by Regional Council at its meeting on December 19, 2002.)