Canada's Top 100 Employers 2008

York Region





2009 Capital Budget

Rapid Transit Public/Private Partnership Steering Committee Presentation

Mary-Frances Turner

November 13, 2008

2008 Achievements

YORK REGION RAPID TRANSIT CORPORATION

Preliminary Engineering

- Awarded preliminary engineering work programs for Davis Drive, Cornell Terminal, Enterprise – Markham Civic Mall, and Highway 7 from Pine Valley Drive to Richmond Hill Centre;

Construction

- Have completed construction of the pedestrian bridge at Richmond Hill Centre;
- Five new bus stations to provide service to the Cornell Community;

Strategies, Studies and Processes

- vivaNext, including subway extensions into York Region, top 15 in Metrolinx Regional Transportation Plan;
- vivaNext benefits case and value-for-money analysis both positive;
- Triggered the Yonge Street Subway Transit Project Assessment Process
- Established Advisory Task Forces for Yonge Street and Spadina Subway extension projects
- Commenced two studies and implementation strategies: a Park and Ride strategy and an analysis of funding sources and strategies to enable the burial of Hydro lines along core transit corridors; and
- Provided input to policies, protocols and criteria for the implementation of the Spadina subway extension.

2009 Initiatives

Property

- Property acquisition along Davis Drive, Warden Avenue, Yonge Street, and Highway 7;
- Locate a new Operations and Maintenance facility in Southern York Region and commence land acquisition and preliminary engineering efforts;

Preliminary Engineering/Concept Level of Design

- Complete all existing preliminary engineering work programs and commence concept level design work programs for balance of network;

Construction

- Commence construction of the Cornell Terminal facility;
- Complete the construction of Enterprise Simcoe Promenade;
- Commence the construction of bus rapid ways along Davis Drive in Newmarket to coincide with the opening of the Southlake Cancer Centre in 2010

2009 Initiatives

Strategies, Studies and Processes

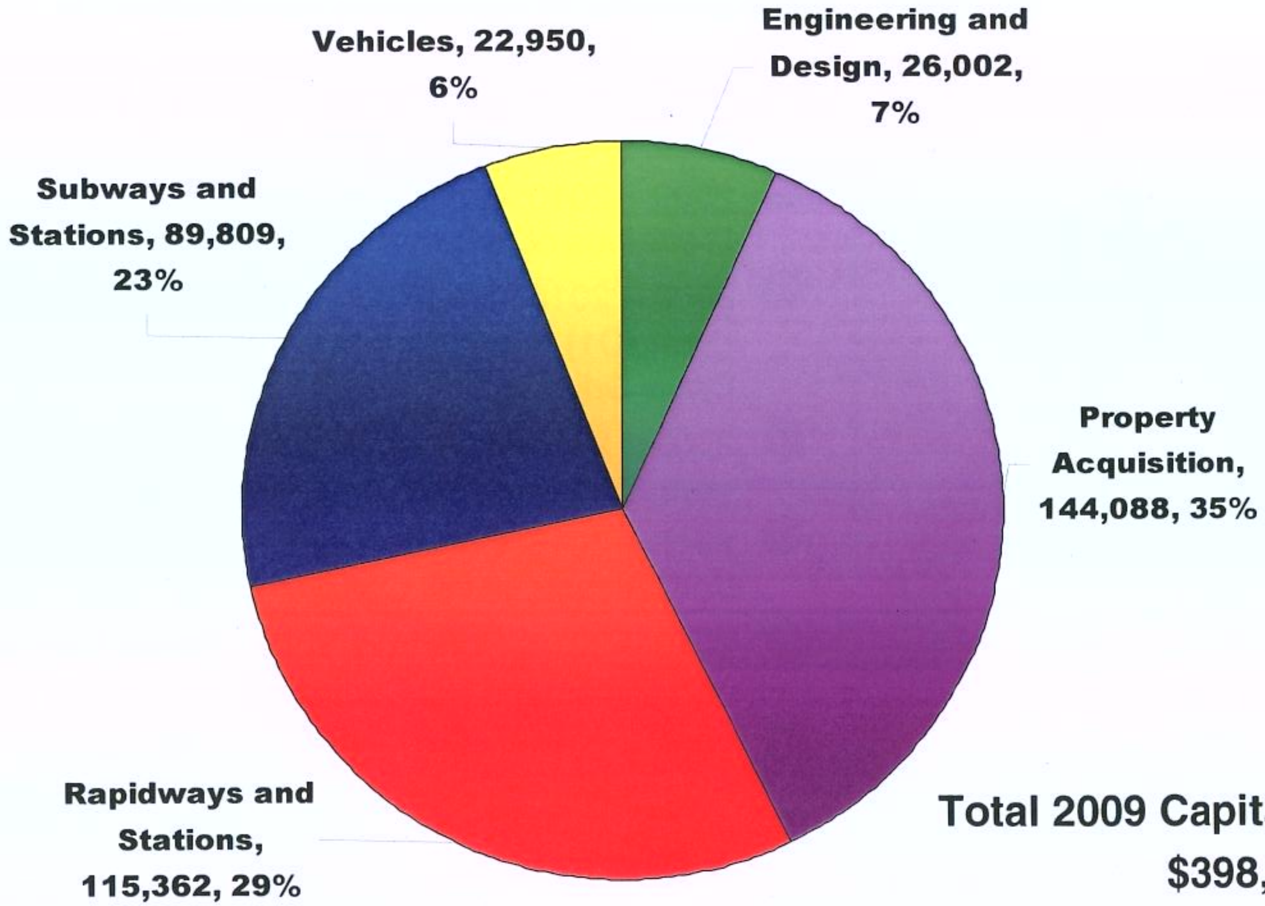
- Secure funding for vivaNext through Metrolinx and commence the procurement process for the delivery of the vivaNext network program
- Undertake Federal Environmental Assessments for federally funded projects (FLOW);
- Complete a comprehensive Park and Ride Strategy and implementation plan to support the growth and health of the rapid transit network;
- Develop an Operations and Maintenance strategy for Viva Operations;
- Develop a Funding and Deployment Strategy for utility relocation and burial, where appropriate
- Establish a procurement and implementation strategy for the Yonge Street Subway Extension
- Continue to work with the City of Toronto and the TTC on the Spadina Subway Extension

VIVAnext

Key projects to commence construction in 2009/2010

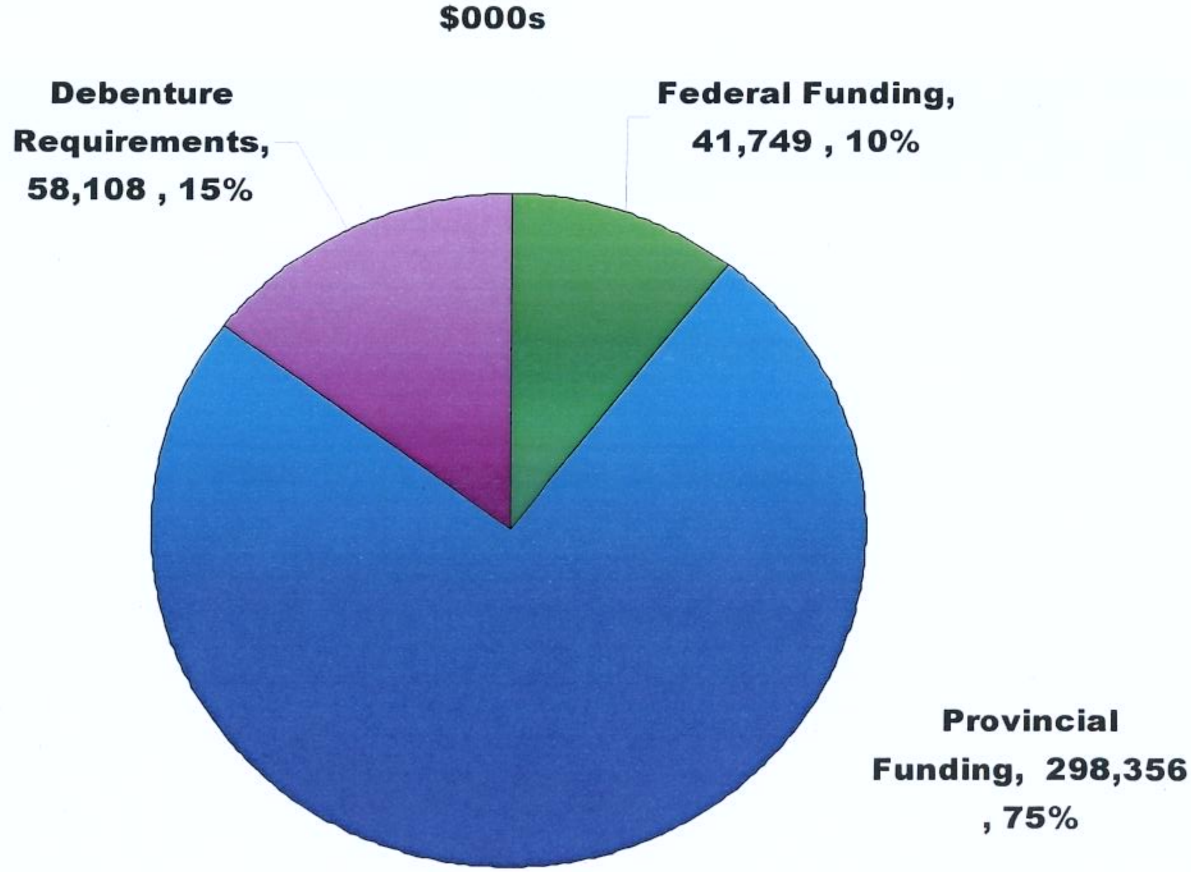
1. 2008 – 2009: Construct Enterprise – Markham Civic Mall Rapidway (H3)
2. 2009 – 2010: Construct Cornell Terminal (Terminus of H4)
3. 2009 – 2010: Construct Rapidways along Davis Drive (D1) and Yonge Street (Y3) from Mulock to Davis Drive
4. 2009 – 2012: Construct Highway 7 Rapidways from Richmond Hill Centre to Kennedy
5. 2010 – 2013: Construct Highway 7 Rapidways from Richmond Hill Centre to Pine Valley Drive
6. 2010 – 2013: Construct Yonge Street Rapidways from Richmond Hill Centre to 19th Avenue
7. 2009 – 2015: Construct Spadina Subway Extension from Downsview to Vaughan Corporate Centre
8. 2010 – 2016: Construct Yonge Street Subway Extension from Finch to Richmond Hill Centre

2009 Capital Plan – By Activity/Asset ($000s)



Total 2009 Capital Budget Request: $398,212,000

2009 Capital Plan – Funding



Total Project Budget Authority

(for work spanning more than 1 year)

Segment	Activity	Start Year	2009	Total Project Budget Authority
		$millions		
Davis Drive	Construction	2009	$73.3	$146.8
Yonge Street – 19th to Green Lane	Concept Design	2009	$0.62	$4.1
Highway 7 – H3	Construction – Richmond Hill Centre to Hwy 404	2009	$13.5	$135.2
Cornell Terminal	Construction of Terminal	2009	$6.7	$8.0
Total Gross Expenditures			**$94.12**	**$294.1**

2009 Capital Plan – Partially Funded Projects

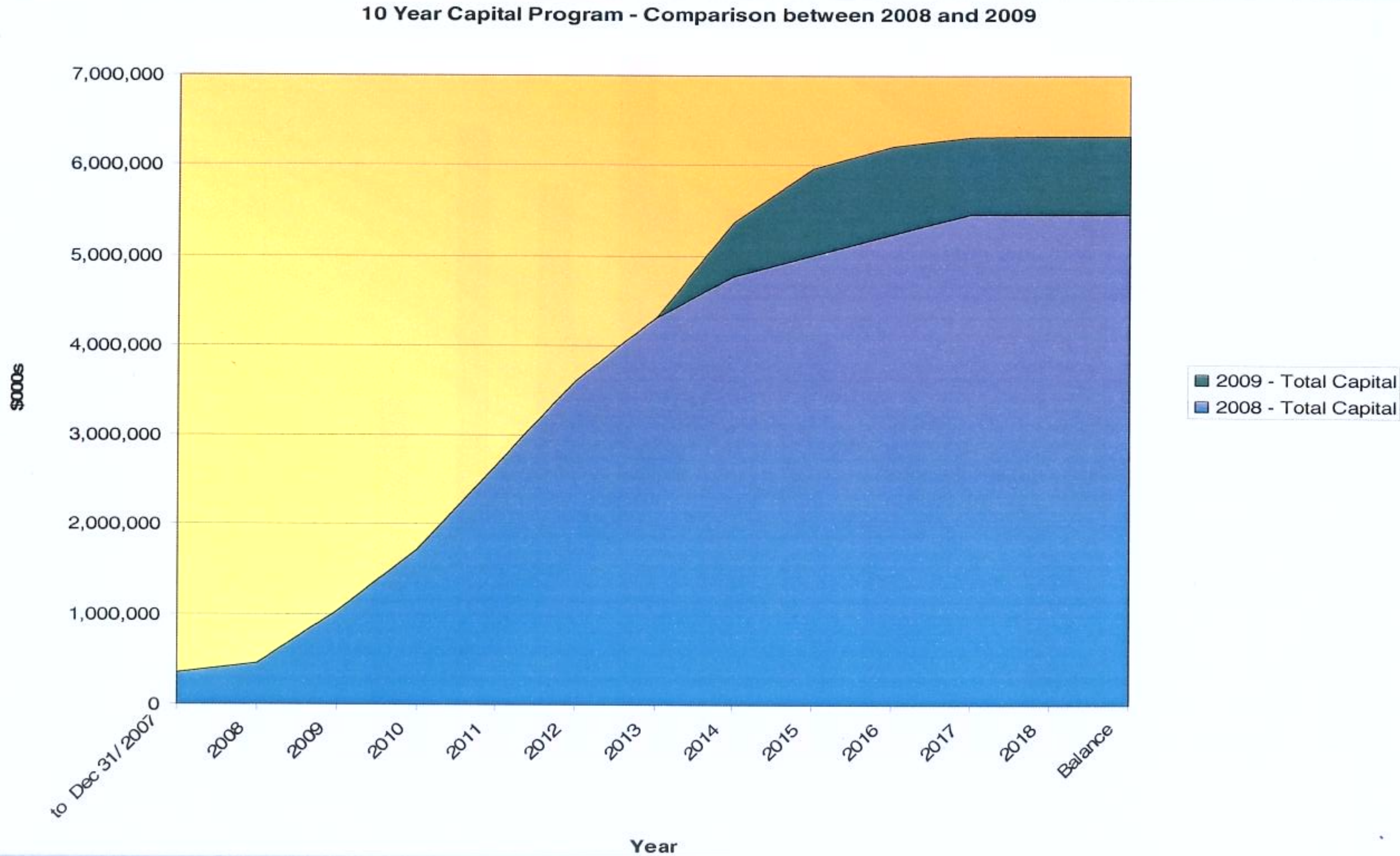
Segment	Prior Years	2009 Request	2010 Outlook	2011 Outlook	2012 – 2018 Outlook
			$000s		
FLOW/Provincial $255 million					
O & M Facility	0	56,452	58	44,336	44,327
Vehicles	3,868	14,700	13,867	10,398	66,974
Total	**3,868**	**71,152**	**13,925**	**54,763**	**111,292**
Region's Share	**1,289**	**23,717**	**4,642**	**18,245**	**37,097**

Note: FLOW/Provincial Funding projects to be finalized. Final project selection will impact the timing of Regional financing requirements.

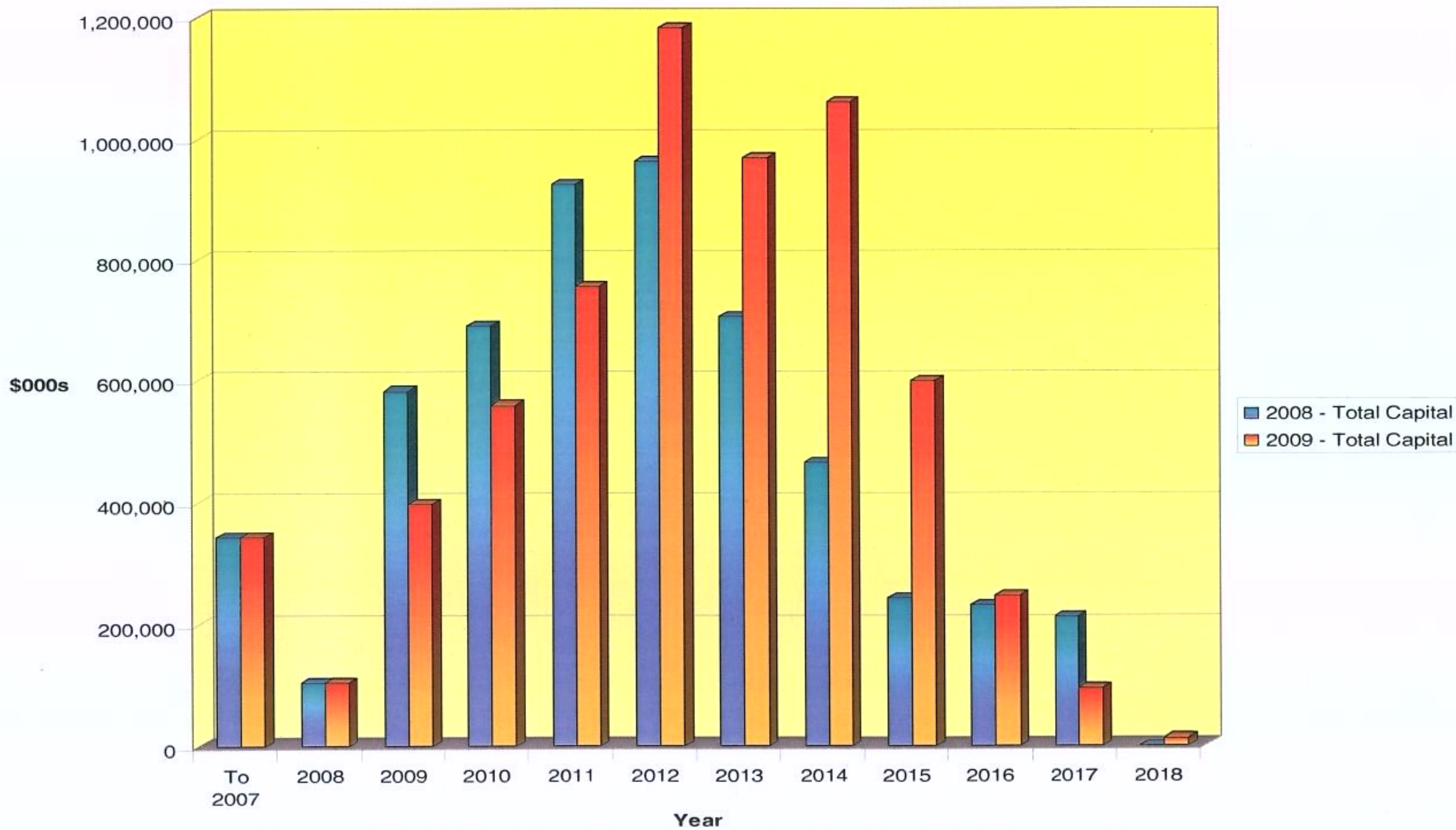
2009 Capital Plan – Partially Funded Projects

	Prior Years	2009 Request	2010 Outlook	2011 Outlook	2012 – 2018 Outlook
$000s					
Spadina Subway					
Capital Program	7,700	82,096	103,974	216,376	674,295
York Region System Capacity Buy-In	15,000	15,000	0	0	0
Total	**22,700**	**97,096**	**103,974**	**216,376**	**674,295**
York Region Share	**17,567**	**42,365**	**34,658**	**72,125**	**224,765**
Funding from Move Ontario Trust and Federal Government	**5,133**	**54,731**	**69,000**	**144,251**	**449,530**

Comparison of 2008 versus 2009 10 Year Plan – Cumulative Costs



2008 versus 2009 10 Year Plan – Annual Projection Comparisons



Changes in 10 Year Forecast

- Yonge and Spadina Subway revised cost estimates
- Elimination of BRT to LRT conversion costs in latter part of the 10 year plan
- Re-assessment of capital program delivery estimates based on application of Y1 costing exercise
- 6% escalation to $2009

	2008 – 10 Year Plan	2009 – 10 Year Plan	Difference
	$millions		
Yonge Subway	1,486.5	2,218.9	732.4
Spadina Subway	917.4	1,084.8	167.4
BRT to LRT Conversion	630.0	0	(630.0)
Other	2,427.4	3,018.9	591.5
Total	**5,461.3**	**6,322.6**	**861.3**

10 Year Capital Plan – What we get

- Two subway extensions into York Region by 2016
- 72 kms of segregated rapidways along 90 kms of roadway
- A fleet to support 5 minute headways in peak traffic, 15 minute headways off-peak, and an expected daily passenger boardings of 124,800 in 2021 and 151,200 in 2031

Operating Impact of Capital

$000's	2009 Budget	2010 Outlook	2011 Outlook	2012 Outlook	2013 Outlook	2014 – 2018 Outlook
OPERATING COSTS						
Blue Route	405	1,621	2,836	4,052	5,672	51,051
Purple Route	0	1,971	3,153	4,336	5,912	45,328
York University Route	1,463	1,463	1,463	1,463	1,463	7,316
Pink Route	0	0	0	0	0	390
Debt Repayment	1,480	9,720	20,905	32,189	45,928	311,361
TOTAL GROSS COST	**3,348**	**14,775**	**28,357**	**42,040**	**58,975**	**415,446**
Less Revenue: Fare box Revenue	499	1,130	1,919	2,898	4,104	49,987
Less DC on Debt	0	323	2,078	5,612	13,058	159,779
TOTAL NET COST (TAX LEVY)	**2,849**	**13,322**	**24,360**	**33,530**	**41,813**	**205,680**

Operating Impact of Capital

Allocation of New Fleet - Scheduled Service - Cumulative

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Blue	1	4	7	10	14	18	23	23	28	34
Purple		5	8	11	15	20	22	22	24	27
York U	4	4	4	4	4	4	4	4	4	4
Pink										2
	5	**13**	**19**	**25**	**33**	**42**	**49**	**49**	**56**	**67**

Assumptions used to determine net operating impact of capital:

Used current average revenue service hours per route for new buses (average of 3287 per year per bus)

Used current revenue service hour costs, escalated by 4% for 2009 rate.

Fare revenue based on average fare of $2.10 and fare revenue of 67% accruing to Viva