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PROGRESS REPORT

YORK RAPID TRANSIT PLAN

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

- 1. The presentation by Mary-Frances Turner, Executive Coordinator, York Rapid Transit Plan and Paul May, Director, Infrastructure Planning, be received;**
- 2. The recommendation contained in the following report, February 9, 2004, from the Executive Co-ordinator, York Rapid Transit Plan, be adopted:**

1. RECOMMENDATION

It is recommended that:

1. The Progress Report for the month of January 2004 be received.

2. PURPOSE

This report provides a detailed description of the progress made in delivering the York Rapid Transit Plan during January 2004.

3. BACKGROUND

The June 27, 2002 contract required York Consortium 2002 to file monthly progress reports with York Region. York Consortium 2002 incurred anticipated expenses in accordance with the agreement between York Region and York Consortium 2002 dated June 27, 2002. The Consortium's October to December 2003 invoices have been received and are under review. Tables 1 to 4 summarize the financial status of the project.

Table 1
YRTP Project – Stage 1 – Year One

	Cost (excl. GST)	% of Budget
Paid to October 2003	\$8,046,400	97.4%
Nov. – Dec. 2003 (under review)	\$125,900	1.5%
Current (January 2004) est.	\$15,000	0.2%

Total Cost to Date	\$8,187,000	99.1%
Total Project Budget	\$8,265,121	100%

Table 2
YRTP Project – Preliminary Design

	Cost (excl. GST)	% of Budget
Total Cost to October, 2003	\$3,050,000	98.3%
Nov. – Dec. 2003 (under review)	\$41,400	1.4%
Current (January 2004) est.	\$8,600	0.3%
Total Cost to Date	\$3,100,000	100.0%
Authorized Amount	\$3,100,000	100.0%

Table 3
YRTP Project – Year Two Work Plan

	Cost (excl. GST)	% of Budget
<i>Quick Start</i>		
- Cost to Oct. 2003	\$2,638,600	57.7%
- Nov.-Dec. 2003 (under review)	\$1,324,400	29.0%
- Current (January 2004) est.	<u>\$550,000</u>	<u>12.0%</u>
- Cost to Date	\$4,513,000	98.7%
- Authorized Amount	\$4,572,000	100.0%
 Full-Build		
- Cost to Oct. 2003	\$866,800	61.6%
- Nov.-Dec. 2003 (under review)	\$74,000	5.3%
- Current (January 2004) est.	<u>\$50,000</u>	<u>3.5%</u>
- Cost to Date	\$990,800	70.4%
- Authorized Amount	\$1,408,000	100.0%
 Total		
- Cost to Oct. 2003	\$3,505,400	58.6%
- Nov.-Dec. 2003 (under review)	\$1,398,400	23.4%
- Current (January 2004) est.	<u>\$600,000</u>	<u>10.0%</u>
- Cost to Date	\$5,503,800	92.0%
- Authorized Amount	\$5,980,000	100.0%

Table 4
YRTP Project – *Quick Start* Detailed Design and Project Management

	Cost (excl. GST)	% of Budget
Total Cost to Oct. 2003	\$580,600	12.4%
Nov. – Dec. 2003 (under review)	\$1,172,000	24.9%
Current (January 2004) est.	\$840,000	17.9%
Total Cost to Date	\$2,592,600	55.2%
Authorized Amount	\$4,700,000	100.0%

4. ANALYSIS AND OPTIONS

4.1 Year One Work Plan

The original Stage One (Year One) agreement entered into between York Region and York Consortium 2002 in June 2002 is on budget and on schedule. The majority of the Stage One work plan components are complete and the only outstanding work, which continues, relates to the Environmental Assessments (EAs). An update of the major deliverables and outstanding work is provided in Table 5.

Table 5
Summary Stage One - Major Tasks (as of January 31, 2004)

Task	Task Completion	Major Deliverable
Program Management	100%	Fully operational office with expansion underway
Communications Plan/Events	100%	Complete
Data Collection	100%	Complete
Network Configuration	100%	Network Configuration Report complete
<i>Quick Start</i>	100%	<i>Quick Start</i> Program definition complete
Transportation Planning	100%	Ridership analysis complete
Ridership Peer Review	100%	Peer Review complete
Environmental Assessments		
- Yonge Street	97%	Draft Yonge Street EA complete
- Highway 7 / Vaughan NS Link	95%	Final Alignment Recommendation complete
- Markham N/S Link	85%	Terms of Reference complete
Program Implementation Plan	100%	<i>Quick Start</i> / Network Plan

Task	Task Completion	Major Deliverable
Construction Feasibility	96%	complete Yonge / Hwy. 7 complete and Markham N-S underway
Financial Planning and Analysis	100%	Financial modeling complete
Transition Plan	100%	Amended and Restated Agreement ready for execution
Overall Completion	98%	

4.1.1 Funding Agreements

On September 18, 2003, Council adopted Clause 3 of Report 7 of the Rapid Transit Public/Private Partnership Steering Committee, authorizing the Regional Chair and the Regional Clerk to execute final form funding agreements with the Government of Canada and the Province of Ontario for *Quick Start*. The Region continues to liaise with both the Federal and Provincial governments in anticipation of the successful execution of *Quick Start* funding agreements.

4.1.2 Environmental Assessments

Revised non-focussed Terms of Reference for the Yonge and Markham N-S link EAs have been submitted to the MOE. This was done to overcome potential delays due to their inability to review and approve EAs based on focussed Terms of Reference pending the outcome of the appeal of the Divisional Court ruling on the Eastern Ontario Landfill project.

4.1.2.1 Yonge Corridor

MOE comments on the Yonge Street Terms of Reference are being addressed and submission is anticipated on February 20, 2004. MOE has indicated that pre-circulation of the Draft EA Report by the MOE will not be possible until the revised Terms of Reference is approved by the Minister. This will make June 2004 the earliest date for submission of the EA Report.

YRTP continues to respond to Thornhill community and other stakeholder comments. Approval of the Yonge St. EA Report is anticipated for end 2004.

4.1.2.2 Markham North-South Link

The Markham North-South Link Terms of Reference will be re-submitted by February 20, 2004 with earliest approval 12 weeks later. Completion of the EA will follow and submission of the Draft EA Report is anticipated for August, 2004 with MOE approval in spring 2005. Evaluation of route alternatives between Markham Centre and the Sheppard Subway and its extensions is proceeding.

4.1.2.3 Highway 7 Corridor including Vaughan North-South Link

The Highway 7 and Vaughan North-South Link Terms of Reference will also be resubmitted on February 20, 2004. MOE approval of the Highway 7 and Vaughan North-South Link Terms of Reference is anticipated for late May, 2004. Pre-circulation of the

Draft EA Report by MOE will follow in June and MOE approval is anticipated for the end of 2004.

Currently, detailed alignment issues are being addressed and measures to mitigate stakeholder concerns are under development.

4.2 Preliminary Engineering

York Consortium 2002 commenced preliminary design activity on April 21, 2003 and the work was completed on schedule and within budget in September 2003. Resolution of the GMP and tendering for construction continues.

4.3 Year Two Work Plan

On September 18, 2003, Regional Council adopted Clause 4 of Report No. 7 of the Rapid Transit Public/Private Partnership Steering Committee, authorizing the continuation of Year 2 work for the period October 2003 through January 31, 2004. This extension brings the amount of work authorized for the full rapid transit system to \$1,408,000, and the amount directly related to the *Quick Start* Design-Build award to \$4,572,000.

Year Two financial status is summarized in Table 3. The activities and accomplishments under the Year Two Work Plan during January 2004 included:

- Continuing preparation of joint development models.
- Support for *Quick Start* activities.
- Continuing development of the Operation and Maintenance strategy for *Quick Start* and Full Build.
- Developing Brand identity for *Quick Start*.

4.3.1 Program-Wide Transportation Planning

The final Network Configuration Plan was approved by Council by the adoption of Clause 6 of Report No. 7 of the Rapid Transit Public/Private Partnership Steering Committee on September 18, 2003. Council also approved in principle up to \$539 million (2003\$) as its 1/3 contribution toward the \$1.6 billion capital cost to implement Phase 2 of the full rapid transit network conditional upon receiving matching financial commitments from both the Federal Government and the Province of Ontario over a period from 2005 to 2010 and based on establishing and achieving smart growth development and ridership objectives. The business case will be forwarded to the federal and provincial governments in the near future.

4.3.2 Communications

The communications group was very active during January 2004 and communications activities included:

- Delivered updated presentations to local municipal Councils.
- Delivered individual presentations to newly elected members of Regional Council upon request.
- Presence at Richmond Hill and Vaughan Chamber of Commerce events.
- Proceeding with development of name for new service.

- Media activities included:
 - Bloomberg News Interview January 20.
 - Globe and Mail interview on January 30.
 - National Post Interview February 3 (*see Attachment 1*).
- Articles were printed in:
 - The National Post.
 - Maclean's Magazine.
 - The Vaughan King Weekly.
 - The King Township Sentinel.
 - The Transportation Association of Canada Newsletter.
- Submitted articles for publication to:
 - Markham "Good News" Newsletter.
 - Ontario Economic Development Network.
 - Canadian Urban Transportation Association.
 - Municipal World Magazine.
 - Mass Transit Magazine.
 - York Region Community Newspapers.

4.4 Quick Start Detailed Design and Project Management

Detailed design is underway. The major areas of work during January 2004 included:

- Working on redesign of bus shelters.
- Continuing to address design issues related to property interfaces.
- Continuing third-party and municipal approvals process.
- Developing signage requirements for stops.
- Finalizing utility requirements and interfaces that impact various stops and bus lanes.
- Reviewing equipment requirements for both on-board and runningway requirements for ITS.
- Developing the schedule to take design from 60% to 100% completion.

5. FINANCIAL IMPLICATIONS

The costs in this report are within the budget approved by Council up to and including September 18, 2003. There are no additional financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

7. CONCLUSION

York Consortium 2002 and York Region staff made significant advancements during January 2004. Both senior government funding agreements have been advanced to the final approval stage. The detailed design for *Quick Start* continued to advance and York Consortium 2002 and York Region staff commenced discussions pertaining to the results of the initial stage of the Cost Confidence Process.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the February 12, 2004 Rapid Transit Public/Private Partnership Steering Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)