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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 Co-ordinator and Paul May, Director, Infrastructure Planning, be received;**
- 2. The recommendation contained in the following report, March 11, 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 February 2004 be received.

2. PURPOSE

This report provides a detailed description of the progress made in delivering the York Rapid Transit Plan during February 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 December 2003 and January 2004 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 November 2003	\$8,154,536	098.7%
Dec.03 – Jan 04 (under review)	\$26,572	0.3%
Current (February 2004) est.	\$10,000	0.1%
Total Cost to Date	\$8,191,108	99.1%
Total Project Budget	\$8,265,121	100%

Table 2
YRTP Project – Preliminary Design

	Cost (excl. GST)	% of Budget
Total Cost to November. 2003	\$3,076,302	99.2%
Dec 03 – Jan 04 (under review)	\$26,687	0.8%
Current (February 2004) est.	\$0	0.0%
Total Cost to Date	\$3,099,989	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 Nov. 2003	\$3,416,328	69.4%
- Dec 03 – Jan 04 (under review)	\$1,239,000	25.2%
- Current (February 2004) est.	<u>\$480,000</u>	<u>9.8%</u>
- Cost to Date	\$5,135,328	104.3%
- Authorized Amount to Mar 04	\$4,922,000	100.0%
 Full-Build		
- Cost to Nov. 2003	\$898,308	63.8%
- Dec 03 – Jan 04 (under review)	\$92,492	6.6%
- Current (February 2004) est.	<u>\$20,000</u>	<u>1.4%</u>
- Cost to Date	\$1,010,800	71.8%
- Authorized Amount to Mar 04	\$1,408,000	100.0%
 Total		
- Cost to Nov 2003	\$4,314,636	68.2%
- Dec 03 – Jan 04 (under review)	\$1,331,492	21.0%
- Current (February 2004) est.	<u>\$500,000</u>	<u>7.9%</u>
- Cost to Date	\$6,146,128	97.1%
- Authorized Amount to Mar 04	\$6,330,000	100.0%

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

	Cost (excl. GST)	% of Budget
Total Cost to Nov. 2003	\$1,014,748	21.6%
Dec 03 – Jan 04 (under review)	\$1,332,867	28.4%
Current (February 2004) est.	\$900,000	19.1%
Total Cost to Date	\$3,247,616	69.1%
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 (EA's). An update of the major deliverables and outstanding work is provided in Table 5.

Table 5
Summary Stage One - Major Tasks (as of February 29, 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	98%	Draft Yonge Street EA complete
- Highway 7 / Vaughan NS Link	96%	Final Alignment Recommendation complete
- Markham N/S Link	88%	Terms of Reference complete
Program Implementation Plan	100%	<i>Quick Start</i> / Network Plan complete
Construction Feasibility	100%	Yonge / Hwy. 7 complete and

Task	Task Completion	Major Deliverable
Financial Planning and Analysis	100%	Markham N-S underway
Transition Plan	100%	Financial modeling complete
		Amended and Restated Agreement ready for execution
Overall Completion	98.5%	

4.2 Agreements

The Region made significant progress on Design-Build, Vehicle Procurement and Federal and Provincial Funding agreements during February. The *Quick Start* project remains on schedule.

4.3 Environmental Assessments

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

4.3.2 Yonge Corridor and Highway 7 Corridor / Vaughan North-South Link

MOE comments on the Revised Yonge Street Terms of Reference have been addressed, the document is now available for public review and formal submission to MOE is anticipated by March 22, 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 12 week maximum approval period will make July 2004 the earliest date for submission of the EA Report.

YRTP continues to respond to community and other stakeholder comments. Currently, detailed access and alignment issues are being addressed and measures to mitigate stakeholder concerns are under development. Approval of the Yonge and Highway 7 EA Reports is anticipated for early 2005.

4.3.2 Markham North-South Link

The Markham North-South Link Terms of Reference will be re-submitted by March 22, 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.

4.4 Year Two Work Plan

In September 2003, Regional Council authorized the continuation of Year 2 work for the period October 2003 through January 31, 2004, and on February 19, 2004 Regional Council authorized an additional \$350,000 to extend work on *Quick Start* to the end of March 2004. These extensions bring 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 \$4,922,000. There has been a greater expenditure on *Quick Start* support and less on the Full Build to ensure that *Quick Start* is delivered on schedule.

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

- Finalized service planning for *Quick Start* optimization.
- Continuing preparation of joint development models.
- Reviewed development applications.
- Coordinated with YRT on O&M, service planning and ITS issues and developed joint approaches to resolution.
- Continuing development of the Operation and Maintenance strategies for *Quick Start* and Full Build – Defined overall schedule and evaluated options for approach.
- Continued with Brand identity for *Quick Start* – held focus groups and telephone surveys to test brand approach.
- Completed presentations update to municipal Councils.
- Continued to participate with YRT on Volume Incentive Program and school education program.

4.5 Communications

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

- Presentations
 - Municipal councils and newly elected members completed
 - Aurora Chamber of Commerce Trade Show Feb 10th
 - Thornhill Heritage meeting Feb 23rd
- Business/Community Outreach
 - Richmond Hill Chamber of Commerce Luncheon Feb 25th
 - Presentation to Centre Street Land Use Study (Vaughan) Feb 26th
- YRT/YRTP/Board of Education joint meeting on the development of a transit education program targeting Grade 5 in York Region Schools.
- Articles published
 - Richmond Hill and Thornhill Post (March 2004 edition).
 - National Post February 7, 2004.
 - Maclean's Magazine February 9, 2004
- Articles/proposals submitted or in preparation
 - Mass Transit article submitted – to be published April 2004
 - Municipal World article submitted – to be published May 2004
 - Ontario Economic Development Network article submitted
 - Canadian Urban Transit Association article submitted – to be published April
 - Food and Home Magazine article written and approved for March 5th
 - Moving to Toronto Magazine and Homes Magazine have agreed to accept short articles on rapid transit
 - Television interview scheduled with Rogers Cable on March 9, 2004.

- Pursuing coverage in several local and regional newspapers, television and journals.

4.6 Quick Start Design Build Contract

4.6.1 Detailed Design and Project Management

Finalization of the Design-Build terms and progressing of the detailed design continued in parallel during February. Key tasks during the month included:

- Completed cost confidence process.
- Completed pre-construction cost optimization process.
- Finalized 'Scope' documents.
- Finalized contract terms with client team, subcontractors and suppliers.
- Commenced test-pit program for utility location.
- Continued utility relocation planning.
- Continued to liaise with utility companies.
- Continued to develop master schedule.
- Completed redesign of bus shelters.
- Continued to address design issues related to key property interfaces.
- Continued third-party and municipal approvals process.
- Submittal of 60% design for review/approval underway.

4.7 Operations and Maintenance

York Rapid Transit Plan (YRTP) will begin *Quick Start* transit services on several routes in the fall of 2005 and continue design of a full Bus Rapid Transit system beyond that. These parallel paths will soon require actions to keep them on schedule in regard to Operations and Maintenance and an action plan will be presented to the Steering Committee in April.

4.7.1 Full Build Bus Rapid Transit System

The long-range plan calls for a Bus Rapid Transit (BRT) system with its own dedicated running routes through the major corridors of the Region. These include the major corridors of Yonge Street and Highway 7, as well as routes from Markham to Don Mills and Vaughan to Downsview. A major central operations and maintenance facility in an appropriate location to serve these main corridors has been located through the Yonge Street EA process. The facility proposed at Langstaff and Highway 7 will also need to be large enough to accommodate possible light rail operations in later stages and also to integrate major YRT bus maintenance functions in a consolidated regional facility. An action plan for the preferred site is being developed for Steering Committee's consideration and will be the subject of an upcoming report.

4.7.2 Quick Start

The immediate task of preparing for operations and maintenance of the new bus fleet which will provide *Quick Start* service in the fall of 2005 is underway. Operations and maintenance functions are anticipated to be carried out by an outside contractor in an interim facility prior to the long term facility becoming available. Joint meetings regarding strategic initiatives to both transit operations have commenced.

YRT and YRTP are moving ahead together on developing a joint work program to secure an operation and maintenance arrangement and this will be the subject of a joint report at the next Rapid Transit Steering Committee meeting. This work will include a Scope of Work and Tender Package for Committee approval to select a contract operator for *Quick Start*. YRTP and YRT are currently conducting research in North America and internationally to identify best practices in transit operations. The contract will incorporate terms for the operation of the new service and maintenance of the fleet that may deliver advantages to the Region by going beyond the conventional North American practice of payment by hours of service only. Recommendations will be made to Committee in April regarding contract form, scope of work, contractor pre-qualification process, bidding conditions, and other provisions.

4.8 Service Planning

The detailed service planning for *Quick Start* is now underway, and is being completed by the YRTP Project Team with the full involvement of YRT staff. This work will include:

- A service plan for *Quick Start*.
- A service plan for YRT routes operating along YRTP corridors, feeding YRTP stops, or otherwise affected by *Quick Start*.

The service planning work will include setting service frequencies by time of day and day of the week for both *Quick Start* and YRT, along with potential routing changes for affected YRT services. A major focus will be identifying the degree to which economies can be realized for YRT by replacing YRT services with *Quick Start* along the rapid transit corridors (most notably, Yonge Street).

Another focus of the service plan will be to increase the effectiveness of key YRT routes (existing and new) as feeder services to *Quick Start*.

Service planning is expected to continue during the next 2 - 3 months, with a draft report scheduled for early April 2004 and the work finalized by the end of May 2004.

5. FINANCIAL IMPLICATIONS

The costs in this report are within the budget approved by Council up to and including February 19, 2004. There has been a greater expenditure on *Quick Start* support and less on the Full Build to ensure that *Quick Start* is delivered on schedule. 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 February 2004. Key agreements and the detailed design for *Quick Start* were significantly advanced.