

3

FINANCIAL UPDATE - YORK RAPID TRANSIT PLAN AS OF MAY 31, 2005

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report June 10, 2005, from Commissioner of Finance:

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report provides the monthly update on the costs incurred for the capital project for the delivery of the York Rapid Transit Plan from the commencement of the concept definition in 2002 to May 31, 2005. The report also provides a forecast of expenditures to December 31, 2005.

3. BACKGROUND

In 2002, Regional Council approved the Quick Start segment of the York Region Rapid Transit Plan and engaged York Consortium 2002 to implement the plan. In March, 2004 the Region executed funding agreements with the federal and provincial governments to contribute \$50 million each towards the Quick Start project. Staff have been providing monthly updates of costs incurred to date.

4. ANALYSIS AND OPTIONS

The costs to date associated with the York Region Rapid Transit Plan are set out in the Attachments 1 through 4.

4.1 Stage I Costs

Stage I costs in Attachment 1 which include concept definition, environmental assessment (EA), financial planning and legal, communications and project management are \$9.7 million. This stage is substantially complete with the exception of some EA costs.

4.2 Quick Start

Implementing the "Quick Start" project was approved by Regional Council at a cost of approximately \$150 million of which the Region's 1/3 share will be \$50 million. Attachment 2 segregates those costs that pertain to the Quick Start project. To date costs

incurred for Quick Start total \$67.4 million. Included in these costs are \$6.1 million for buses, \$11.8 million for running ways, \$ 9.7 million for the Intelligent Transportation System (ITS), \$9.1 million for operating and maintenance mobilization and \$5.7 million in project management costs. Regional oversight costs of \$7 million include internal Regional costs and consultants engaged to assist with project oversight.

Some Stage I and other subsequent costs will be included as eligible for subsidy claim purposes to maximize subsidies. These costs were not originally contemplated as cost shareable.

The column labelled “Approved Total Cost” is divided into two columns to highlight those costs that form part of the original \$150 million approval and costs that are approved beyond the \$150 million.

4.3 Corporate Expenditures

Those costs in Attachment 3 include salaries and administrative costs for the Rapidco Office in addition to Business Relationship costs of \$2.4 million. Business Relationship costs include legal fees for the establishment of the York Region Rapid Transit Corporation, legal support in executing contracts and negotiating funding agreements and long term business arrangements.

4.4 Future Phases of Full Build

Attachment 4 highlights costs associated with the planning and designing of the next phase of the full build of the rapid transit system. To date, \$0.6 million has been incurred for the full build portion.

4.5 Highlights of Changes from Previous Report

The Operating and Maintenance Mobilization section of Attachment 2 has been adjusted under the Approved Total Cost (beyond \$150 million) column to reflect the \$1,275,000 for parking lot improvements to the Newmarket maintenance facility as approved at the Steering Committee meeting of April 14, 2005.

Under the column “Proposed Additional Costs” in Attachment 2, \$700,000 has been transferred from “Contingency – Others” to the design-build section. This amount is in relation to a Memorandum of Understanding with GO Transit and is the subject of a separate report.

In Attachment 2, \$186,000 has been transferred from “Contingency – Others” to the design-build section due to the additional change orders issued to Design-Build contractor.

In Attachment 2, \$770, 000 has been transferred from “Contingency – Others” to the monitoring cost for Design-Build contract.

In Attachment 1, EA costs increased by \$100,000 due to York Region's share of Spadina EA.

5. FINANCIAL IMPLICATIONS

To date, the York Region Rapid Transit Plan costs of \$80.7 million are within the Region's approved budget envelopes. Staff have submitted the first claim to the province and continue to work closely with the two senior levels of government respecting our claims for reimbursement for eligible costs.

6. LOCAL MUNICIPAL IMPACT

Rapid Transit costs are included in the Regional levy. The integrated transit network will provide a timely, efficient transportation alternative to the area.

7. CONCLUSION

This report provides an update of the financial activity of the York Region Rapid Transit Plan. Costs reported are from inception in 2002 to May 31, 2005.

(The attachments referred to in this clause were included in the Agenda for the June 16, 2005 Committee meeting.)