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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, Vice President, York Region Rapid Transit Corporation, be received; and**
- 2. The recommendations contained in the following report, June 17, 2004, from the Vice President of the York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that the Progress Report for May 2004 be received for information.

2. PURPOSE

This report provides a detailed description of the progress made in delivering the York Rapid Transit Plan during May 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 as amended. The Consortium's March and April Year Two invoices have been received and are under review.

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 as illustrated in Table 1. 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 2.

Table 1
YRTP Project – Stage 1 – Year One (June 27, 2002 to June 27, 2003)

	Cost (excl. GST)	% of Budget
Paid to February 2004	\$8,088,648	97.9%
Mar-Apr 2004 (under review)	\$59,442	0.7%
Current (May 2004) est.	\$5,000	0.1%
Total Cost to Date	\$8,153,090	98.6%
Total Project Budget	\$8,265,121	100.0%

Table 2
Summary Stage One - Major Tasks (as of May 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		
Revised ToR (MOE Revised Process)	95%	Approvals anticipated in July
- Yonge Street	97%	Draft revised Yonge Street EA nearly complete
- Highway 7 / Vaughan NS Link	92%	Final Alignment analysis complete. Revised EA report in progress
- Markham N/S Link	90%	Terms of Reference complete
Program Implementation Plan	100%	<i>Quick Start</i> / Network Plan complete
Construction Feasibility	100%	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	99%	

4.1.1 Environmental Assessments

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

The public, MOE and Government Review Agencies have reviewed the revised Terms of Reference (ToRs). All comments have been addressed in the original EA scope and approval of the revised ToRs is expected by early July 2004. The draft EA Report is to be completed by early September and submitted to MOE after the final Public Consultation Centre to be held early September following the summer vacation period. Approval can be expected in spring 2005 if the regulated maximum 30-week period is required.

4.1.1.2 Markham North-South Link

The revised Terms of Reference is under review by the public, MOE and Government Review Agencies. Approval is expected by late July 2004. The second Public Consultation Centre is scheduled for late September, with final consultation and draft EA Report submission by the end of November. Approval can be expected in early summer 2005.

4.1.1.3 North Yonge Corridor

Data Collection, public consultation and preparation of the Terms of Reference has commenced, with completion targeted for early July 2004. Following ToR approval, the EA Study is expected to be completed by mid-2005 with MOE approval of the report potentially by year-end.

4.2 YEAR TWO WORK PLAN

On April 15, 2004, Regional Council authorized an additional \$1,410,000 to extend work on *Quick Start* and development of the full rapid transit system to the end of May 2004. These extensions bring the amount of work authorized for the full rapid transit system to \$1,548,000, and the amount directly related to the *Quick Start* Design-Build award to \$6,192,000. Year Two financial status is summarized in Table 3.

Table 3
YRTP Project – Year Two Work Plan (June 27, 2003 to June 27, 2004)

	Cost (excl. GST)	% of Budget
<i>Quick Start</i>		
- Paid to Feb 2004	\$5,246,898	84.7%
- Mar - Apr 04 (under review)	\$1,038,146	16.8%
- Current (May 2004) est.	<u>\$372,000</u>	<u>6.0%</u>
- Cost to Date	\$6,657,044	107.5%
- Authorized Amount to May 04	\$6,192,000	100.0%
 Full-Build		
- Paid to Feb 2004	\$1,082,956	73.8%
- Mar – Apr 04 (under review)	\$0	0.0%
- Current (May 2004) est.	<u>\$0</u>	<u>0.0%</u>

	Cost (excl. GST)	% of Budget
- Cost to Date	\$1,082,956	73.8%
- Authorized Amount to May 04	\$1,468,000	100.0%
Total		
- Paid to Feb 2004	\$6,329,854	81.8%
- Mar - Apr04 (under review)	\$1,038,146	13.4%
- Current (May 2004) est.	<u>\$372,000</u>	<u>4.8%</u>
- Cost to Date	\$7,740,000	100.0%
- Authorized Amount to May 04	\$7,740,000	100.0%

The activities and accomplishments under the Year Two Work Plan during May 2004 included:

4.2.1 Operations and Maintenance

Operations & Maintenance activities during May 2004 included:

4.2.1.1 Procurement of Vehicle Operations and Maintenance contractor

- Definition of the O & M Procurement Activities
- Completion of the O & M Procurement Schedule
- Completion of O & M strategy and contract scope
- Ongoing development of the O & M contract documentation
- Development of Prequalification process and requirements

4.2.1.2 Off Board Fare Equipment

- Ongoing development of Operations & Maintenance requirements
- Outline of Operations Enforcement Policy

4.2.1.3 Quick Start O & M Facilities

Newmarket Maintenance Facility

- Definition of facility requirements.
- Development of a conceptual operational layout for heavy maintenance, storage, washing, cleaning and fuelling activities.
- Review of private road access Co-Owners Agreement
- Investigation of facility occupancy status.
- Development of cost estimate for improvements to the existing facility to suit YRTP's planned operation.
- Review of options for enhanced physical access to the property.
- Consideration of other issues related to the Agreement of Purchase and Sale

Satellite Maintenance Facility

- Definition of facility requirements.
- Research of private lands for sale, for lease or potentially available.
- Research of government owned lands for sale, for lease or potentially available:
 - Woodbine & 407 – ORC lands
 - Major Mackenzie & Hwy 404 – York Region Works
 - Elgin Mills – Adjacent Richmond Hill Public Works
 - Bayview & Hwy 7 – MTO lands
 - Langstaff – ORC lands between 407 and Hwy 7
- Preliminary analysis of options and potential site layouts.

4.2.1.4 Transit Agency Technical Meetings

- Bi- weekly YRT / YRTP Technical Meetings
- GO Transit Technical Meetings
 - Finch, Langstaff, Newmarket, Unionville terminals
- TTC Technical meeting
 - Downsview & Don Mills terminal facility/operation
- Bi-weekly YRT / YRTP Shared Stops Meetings
 - Relocation of existing YRT advertising shelters.
 - Construction communications, schedule and temporary relocation of stops.
 - Stop signage and passenger information.

4.2.1.5 Transit Operations Center

- Development of operating responsibilities and requirements of TOC (to be finalized with YRT).
- Review process/requirements for integration of YRT operational requirements
- Outline contractor responsibilities for operation of the TOC (to be finalized with YRT).

4.2.1.6 Other

- Provided Operating analysis of GO Transit / YR Memorandum of Understanding (MOU)
- Participated in cost benefit analysis of GO / YR - MOU

4.2.2 Communications

After two and a half months of planning between the Government of Canada, the Government of Ontario, York Region and York Rapid Transit a date for the funding announcement was selected and the representatives were confirmed.

On May 7, 2004 the \$150 million funding for the initial *Quick Start* phase of the York Rapid Transit Project was officially announced. Attending the event were the Honourable Joe Volpe, Federal Minister of Human Resources and Skills Development, the Honourable John McCallum, Minister of Veterans Affairs, the Honourable Harinder

Takhar, Ontario Minister of Transportation and Bill Fisch, York Regional Chair and CEO.

Also in attendance were area MPs, MPPs, Mayors and Councillors, members of York Region Transit, York Rapid Transit, the York Consortium 2002 and invited guests.

After brief remarks, Chair Fisch and the Ministers signed a ceremonial document and the YRTP cornerstone.

The event was well attended by the media, which included representatives from the Toronto Star, the Globe and Mail, the Era Banner, CBC TV, the New VR, OMNI TV, and reporters from various community publications.

Other communications activities during May 2004 included:

- Ongoing development of the branding with update presentation to Steering Committee.
- Presentations:
 - Transportation Management Association Steering Team May 5th
 - Poster Display at Transportation Research Board/American Public Transit Association Conference in Denver May 5/6
 - Spadina-York Subway Extension Committee May 7
 - GO-Brampton Construction Update presentation May 7
 - YRT Customer Service Representative training session May 3
- Branding:
 - Finalized preliminary design of seat fabrics and interior complementary colour selections
 - Proceeding with preparation of marketing communications plan
- Communication Collaterals:
 - YRTP “Fact Book” prepared as an aid for those answering questions regarding the rapid transit project – distribution to YRT customer service representatives, political assistants, municipal information offices etc.
 - Construction handout completed and distributed to businesses in the vicinity of construction sites, local municipalities, community centres, libraries etc.
- Articles Published:
 - Novae Res Urbis article entitled, “construction begins on YRT.” May 26
 - Toronto Star article entitled, “Work begins on fast-bus plan” May 25
 - Metro Newspaper article entitled, “Work begins on York rapid transit.” May 25
 - Thornhill Post article entitled, “New traffic signals being installed for York’s rapid transit system.” May 25

- Toronto Star article entitled, “Mississauga needs lobbyists, McCallion says.” May 18
 - Globe and Mail article entitled, “York takes \$150 million transit plunge.” May 17
 - Vaughan Weekly article entitled, “Region receives transit funding.” May 12
 - Toronto Star article entitled, “York unveils purchase of rapid-transit buses.” May 11
 - Era Banner article entitled, “Funds finally arrive for York rapid transit program.” May 9
 - Toronto Sun article entitled, “In York, all get on the bus.” May 8
 - Toronto Star article entitled, “Go Transit gets \$1B boost.” May 8
 - Metro Newspaper article entitled, “Times changing for YRT.” May 7
 - Thornhill Post article entitled, “Rapid transit set to break new ground.” May 4
 - Metro Magazine article entitled, “New rapid transit system emphasizes major improvements in York Region.” May 2004.
 - Municipal World Magazine article entitled, “An Innovative Approach to Developing Rapid Transit.” May 2004
- TV News Stories
 - The New VR – May 7
 - CBC TV – May 7
 - OMNI One – May 7
 - Rogers Cable – May 7
 - CP 24 scroll
 - Outstanding Media
 - Ontario Good Roads Association Article - June
 - Aurora Home and Food Magazine - June
 - Ontario Restaurant, Hotel and Motel Association – TBD
 - Toronto 1 TV feature – TBD

4.2.3 Technical Support to *Quick Start*

- Detail interface planning underway with GO Transit and TTC for both services and facilities.
- Interface planning with key stakeholders related to intermodal facilities and stops continued.
- Meetings held with property owners of land adjacent to the corridor.

4.2.4 Fare Policy

A draft fare policy for *Quick Start*, including a comprehensive strategy to fully integrate YRTP fares, fare media and fare collection procedures with the rest of the YRT network, has been developed jointly by YRTP and YRT staff. The draft policy development work is now complete and will now move to the development of operational procedures and other implementation activities.

The work done to date is further detailed in a separate report on this agenda.

4.2.5 Service Planning

The detailed service planning has been ongoing in close consultation with YRT staff. Work done to date includes the development of service design principles and standards, detailed design for the BRT services and design specifications for YRT routes that will provide local service along the BRT corridors.

Preliminary discussions have taken place on the proposals for restructuring YRT feeder routes and improving frequencies on those routes that will connect with BRT. Further work will take place in the next few weeks to finalize YRT service changes and determine operating costs for all new or changed services, which will feed into the Regional budget process for 2005.

The work done to date is further detailed in a separate report on this agenda.

4.2.6 Transit Oriented Development / Joint Development

- Reviewed all referred Official Plan, Site Plan applications for transit compatibility.
- Prepared Draft Transit supportive design guidelines and reviewed with York Region Planning Staff.
- Provided support for Centres and Corridors Strategy.

4.2.7 Passenger Facility Plans

- Integration of passenger information into *Quick Start* facilities design; coordination with YRT.
- Concept plans for pedestrian bridge at Langstaff.
- Concept development of YRT/YRTP joint signage program.

4.2.8 Fare Equipment and IT Equipment Contract

- Specifications prepared for equipment and reviewed.
- Fare equipment contract under negotiation.
- Letter of intent was given to Init.

4.3 QUICK START DESIGN-BUILD CONTRACT

On March 24, 2004 York Region entered into a Design-Build contract for \$67,938,747 with Kiewit Ellis-Don following an exhaustive cost confidence process. Table 4 summarizes the costs incurred to date under the Design-Build contract.

Table 4
YRTP Project – *Quick Start* Design-Build Contract

	Cost (excl. GST)	% of Budget
Paid Oct 03 to Jan 04	\$2,460,018	3.6%
Feb 04 – Apr 04 (under review)	\$2,598,497	3.8%
Current (May 2004) est.	\$936,783	1.4%
Total Cost to Date	\$5,995,298	8.8%
Authorized Amount	\$68,318,747	100.0%

Quick Start Design-Build activities during May 2004 included:

- Utility relocation planning and liaised with utility companies. (Utility relocation work started in Newmarket and Richmond Hill).
- Completed *Quick Start* master schedule. (Base line schedule submitted and agreed upon with MMM. 1st update submitted).
- Prepared and submitted safety, construction communications, quality and environmental protection plans. (All required submittals submitted to MMM and are at various stages of final approval).
- Submittal of 60% design for review/approval is almost complete, and 90% design for review/approval is underway. (Detail design continuing, 60% design process completed. 90/100% design process ongoing with 10 intersections at the issued for construction stage, and the other intersections at various stages of final approval).
- Construction planning is underway, including working sessions with regional personnel. (Ongoing).
- Negotiating contracts with suppliers and sub-contractors.
- Started pre-construction surveys. (Continued with pre-construction surveys).
- Pre-construction meeting held with regional personnel.
- Meetings held with Newmarket, Aurora, Richmond Hill, Markham and Vaughan, to present anticipated construction schedule, discuss construction details and to exchange contact lists.
- Construction communication program initiated. Established communication protocols with York Region, York Region Transit, municipalities, police department, fire department, emergency services and other stakeholders. Information fliers distributed at the early start intersection to affected residences and businesses.
- Prepared to commence construction on Tuesday May 25, however aspects are delayed due to ongoing union strike.

4.4 QUICK START VEHICLE CONTRACT

On January 22, 2004 Council authorized the expenditure of up to \$57.6 million for the purchase of vehicles, including, taxes and fees. A contract was entered into with Van Hool on March 24, 2004 for the purchase of 22 sixty-foot vehicles and 55 forty-foot vehicles for the base purchase price of \$43,002,608.

To date, options valued at \$165,173 have been selected by YRTP staff in conjunction with YRT for a total of \$4,465,433. Options selected to date include more extensive use of stainless steel panelling, photoelectric passenger door controls, roof hatches, etc.

Table 5
YRTP Project – *Quick Start* Vehicles

	Cost (excl. GST)	% of Budget
Base vehicle downpayment	\$4,300,260	10.0%
Options exercised to Apr 15, 2004	\$165,173	0.3%
Total Cost to Date	\$4,465,433	10.3%
Total Vehicle Budget	\$57,600,000*	100.0%

* Amount includes project management fees included inside Design-Build Contract

Major vehicle-related activities concluded during May included seat selection and personalized seat logos, and exterior paint. Other treatments were finalized with respect to ceilings, side walls, stanchions and connections, edges of floor platforms, location of leaning pads, leaning pads on wheel housings, colour/location of stop request buttons, material trim and dashboard configuration.

4.5 Federal Provincial Business Plan Update

Regional Staff will be submitting the updated Business Plan to the Canada Strategic Infrastructure Fund Office, Transport Canada, the Ontario Ministry of Transportation, the Ontario Ministry of Public Infrastructure Renewal, the Ontario Ministry of Municipal Affairs and Housing, the Ontario Ministry of Finance and York Region MPs and MPPs.

Distribution of the Business Plan was approved by Regional Council on September 18, 2003, but there have been delays as a result of changes at both the senior levels of government. The Business Plan has subsequently been updated to reflect the progress made to-date and to acknowledge the “New Deal” for municipalities that was outlined in both the Federal and Provincial Government Budgets. Changes to the Business Plan have been relatively minor in nature.

It is felt that, to maintain the tight timelines outlined in the Network Configuration Technical Report, and adhere to Regional Council’s direction to, “bring full BRT to all corridors”, there should be no further delay in presenting the updated Business Plan to the senior levels of government for funding consideration for Phase 2.

Quick Start is an excellent first step, with the introduction of various rapid transit elements. But Phase 2 puts the “rapid” in rapid transit through the development of dedicated bus lanes that are separated from mixed traffic. The rapid transit project has

been moving forward, but if the momentum that has been built up over the last several months is to be preserved, action must be taken now.

5. FINANCIAL IMPLICATIONS

A work program and budget for remaining *Quick Start* work and continuance of full system development and is the subject of a separate report on this agenda

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 May 2004, particularly in advancing elements critical to the success of the *Quick Start* program and related communications.