

5

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

The Joint Transit Committee and Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report November 9, 2005, from the 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 October 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 \$9.4 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 \$129.0 million. Included in these costs are \$42.5 million for buses, \$15.3 million for running ways, \$14.1 million for the Intelligent Transportation System (ITS), \$10.2 million for operating and maintenance mobilization and \$6.4 million in project management costs. Regional oversight costs of \$8.1 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 \$2.5 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, \$1.0 million has been incurred for the full build portion.

4.5 Highlights of Changes from Previous Report

The expenditures to date in Attachment 2 increased by \$10.5 million. Of this amount, \$6.9 million is attributable to bus acquisition, \$1.9 million to construction of facilities, \$0.2 million to ITS, \$0.4 million to Running Ways, and \$0.3 million in other project costs.

5. FINANCIAL IMPLICATIONS

To date, the York Region Rapid Transit Plan costs of \$143.3 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.

5.1 Funding Status

As highlighted in Attachment 2, the Region has incurred costs totalling \$129 million for the Quick Start project as at October 31, 2005. As noted in the background section of the

report, in March 2004 the Region executed funding agreements with the provincial and federal governments who are to contribute \$50 million each towards the Quick Start project.

Despite significant effort by staff, the Region has yet to receive any funding from either senior levels of government. The Region has carried the entire financial burden of this project through its Working Capital Reserve and as a result has foregone approximately \$1.9 million (an average of \$175,000 per month) in interest earnings potential on the federal/provincial share in 2005 alone.

York Region agreed to enter into an addendum to the provincial agreement to deal with performance criteria. The addendum has been with the province for several months awaiting execution and more recently we have been advised that until final revised schedules to the agreement are approved and in place, payment will not be processed.

York Region staff has supplied detailed explanations covering changes from project conception to final works yet we continue to receive requests for more information from both the provincial and federal partners.

Staff will continue to cooperate with our counterparts at the provincial and federal levels in an attempt to secure the funding to which they have committed.

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 October 31, 2005. To date, the Region has not received any funding from the two senior levels of government resulting in foregone interest earnings potential of approximately \$1.9 million.

(The attachments referred to in this clause were included in the agenda for the November 10, 2005 Committee meeting.)