



Agenda
York Region Rapid Transit Corporation
Board of Directors

October 24, 2024
11 a.m.

Electronic and In-Person Meeting
Council Chambers
17250 Yonge Street, Newmarket

Quorum: 6

Page No.

A. Call to Order

B. Land Acknowledgement

We acknowledge that York Region is located on the traditional territory of many Indigenous peoples including the Anishinaabeg, Haudenosaunee, Huron-Wendat and Métis peoples and the treaty territories of the Haudenosaunee, Mississaugas of the Credit First Nation and Williams Treaties First Nations.

Today this area is home to many diverse Indigenous Peoples, and we recognize their history, spirituality, culture and stewardship of this land.

We also acknowledge the Chippewas of Georgina Island First Nation as our closest First Nation community.

C. Disclosures of Interest

D. Approval of Minutes

D.1 Approval of Minutes - September 12, 2024 YRRTC Board Meeting 1

Recommendation: Approve

E. Presentations

E.1 York Region Rapid Transit Corporation - Quarterly Financial 5

Update - Q3 2024

Paul Jankowski, President, York Region Rapid Transit Corporation

(See item F.1)

F. Communications

F.1 York Region Rapid Transit Corporation Q3 2024 Financial Statement 12

Memorandum dated October 15, 2024 from Paul Jankowski, President, York Region Rapid Transit Corporation

Recommendation: Receive

F.2 Letter from Minister Sarkaria 20

Communication dated September 24, 2024 from Prabmeet Singh Sarkaria, Minister of Transportation

Recommendation: Receive

G. Reports

G.1 Bus Rapid Transit (BRT) Work Program – Progress Update 22

Report dated October 15, 2024 from the York Region Rapid Transit Corporation President recommending that:

1. The Board of Directors receive this report for information.

G.2 Jane Street Bus Rapid Transit – Contract Award for Environmental Assessment (TRPAP) and 30% Preliminary Design 35

Report dated October 15, 2024 from the YRRTC President recommending that:

1. The Board of Directors approve the award of contract for consulting services to HDR Corporation, pursuant to Request for Proposal RFPC-1478-23 at a total cost of \$5,492,386.07, excluding HST.
2. The President of YRRTC be authorized to execute the contract.

G.3 Canada Public Transit Fund - Metro-Region Agreement Update 41

Report dated October 15, 2024 from the YRRTC President

recommending that the YRRTC Board:

1. Authorize staff to work in collaboration with the Cities of Markham and Vaughan and Regional staff to refine the compelling case for the Highway 7 East and Jane Street Bus Rapid Transit projects, by integrating corridor land use planning and affordable housing policy actions, for submission to the Ministry of Transportation to support the Greater Golden Horseshoe Metro-Region Agreement Integrated Regional Plan submission under the Canada Public Transit Fund;
2. Direct staff to work with the Region to prepare a response to the Minister's September 24, 2024 letter to communicate the Board's position, as reflected in Attachment 1; and
3. Forward a copy of this report to York Regional Council, City of Markham Council, and City of Vaughan Council.

H. Other Business

I. Private Session

I.1 Private Minutes - York Region Rapid Transit Corporation Board Meeting - September 12, 2024

J. Adjournment

Minutes

York Region Rapid Transit Corporation Board of Directors

September 12, 2024

Electronic Meeting

Directors: W. Emmerson, G. Chan, J. DiPaola, M. Ferri, J. Jones, I. Lovatt,
T. Mrakas, F. Scarpitti, T. Vegh, D. West

YRRTC Staff: S. Hollinger, D. Hutson, P. Jankowski, L. Sheppard

Regional Staff: A. Alyea, H. Babcock-Cormier, P. Casey, C. Clark, K. Doyle,
C. Goodeve, S. Kim, D. Kuzmyk, E. Mahoney, L. McDowell,
B. Titherington

A. Call to Order

The York Region Rapid Transit Corporation Board Meeting was called to order at 1:02 p.m. with Mayor Scarpitti presiding.

B. Land Acknowledgement

Mayor Scarpitti provided the following acknowledgement:

“We acknowledge that York Region is located on the traditional territory of many Indigenous peoples including the Anishinaabeg, Haudenosaunee, Huron-Wendat and Métis peoples and the treaty territories of the Haudenosaunee, Mississaugas of the Credit First Nation and Williams Treaties First Nations.

Today this area is home to many diverse Indigenous Peoples, and we recognize their history, spirituality, culture and stewardship of this land.

We also acknowledge the Chippewas of Georgina Island First Nation as our closest First Nation community.”

C. Disclosures of Interest

None

D. Approval of Minutes - May 16, 2024 YRRTC Board Meeting

Moved By Regional Councillor Vegh

Seconded By Regional Chair Emmerson

The Board approve the Minutes of the YRRTC Board of Directors meeting held on May 16, 2024.

Carried

E. Presentations

E.1 2025 YRRTC Proposed Operating & Capital Budgets

Moved By Regional Chair Emmerson
Seconded By Regional Councillor Jones

The Board receive the presentation by Paul Jankowski, President, YRRTC.

Carried

F. Communications

F.1 Yonge North Subway Extension (YNSE) – Finalized Agreements Update

Moved By Mayor West
Seconded By Mayor Lovatt

The Board receive the memorandum dated September 3, 2024 from Stephen Hollinger, Vice-President, Project Implementation.

Carried

G. Reports

G.1 Proposed 2025 YRRTC Operating and Capital Expenditures Budgets

Moved By Regional Chair Emmerson
Seconded By Regional Councillor Jones

The Board approve the following recommendation from the YRRTC President:

1. The YRRTC Board endorse the proposed 2025 YRRTC Operating and Capital Expenditures Budgets and Outlook for the Corporation to be advanced to the Regional Treasurer, in accordance with the Region's annual budget process and approvals.

Carried

G.2 YRRTC Corporate Governance and Mandate Implementation

Moved By Regional Councillor DiPaola
Seconded By Regional Councillor Ferri

The Board approve the following recommendation from the YRRTC President and the Regional Solicitor and General Counsel:

1. The Board endorse the draft Mandate Letter and Shareholder Direction for YRRTC in a form substantially similar to Appendix A and Attachment 1, respectively.

Carried

G.3 Canada Public Transit Fund Update

Moved By Mayor Mrakas

Seconded By Regional Councillor G. Chan

The Board approve the following recommendation from the YRRTC President:

1. The YRRTC Board receive this report for information.

Carried

H. Other Business

I. Private Session

Moved By Regional Councillor Jones

Seconded By Regional Councillor DiPaola

That the Board resolve into Private Session at 1:50 PM to consider the following:

I.1 Private Minutes - May 16, 2024 YRRTC Board Meeting

I.2 Private Presentation

I.2.1 Yonge North Subway Extension - Agreements Progress

I.3 Private Communication

I.3.1 YNSE Steeles Station Bus Infrastructure Requirements

I.4 Private Report

I.4.1 Yonge North Subway Extension - Agreements Progress

I.5 Private Report

I.5.1 Human Resources Private Matter

Carried

J. Adjournment

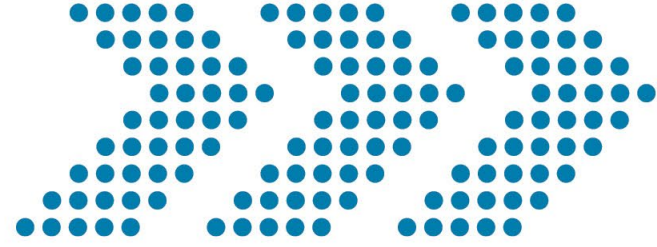
Moved By Regional Councillor Ferri
Seconded By Mayor West

That the Board meeting adjourn at 2:22 p.m.

Carried

Kristine Doyle
for Christopher Raynor, Corporate Secretary

Mayor Frank Scarpitti
Chair



YRRTC Quarterly Financial Update – Q3 2024

October 24, 2024





agenda

- Operating Results – Q3 2024
 - Operating Expenditures
 - Operating Revenues
- Capital Results – Q3 2024
 - Capital Expenditures



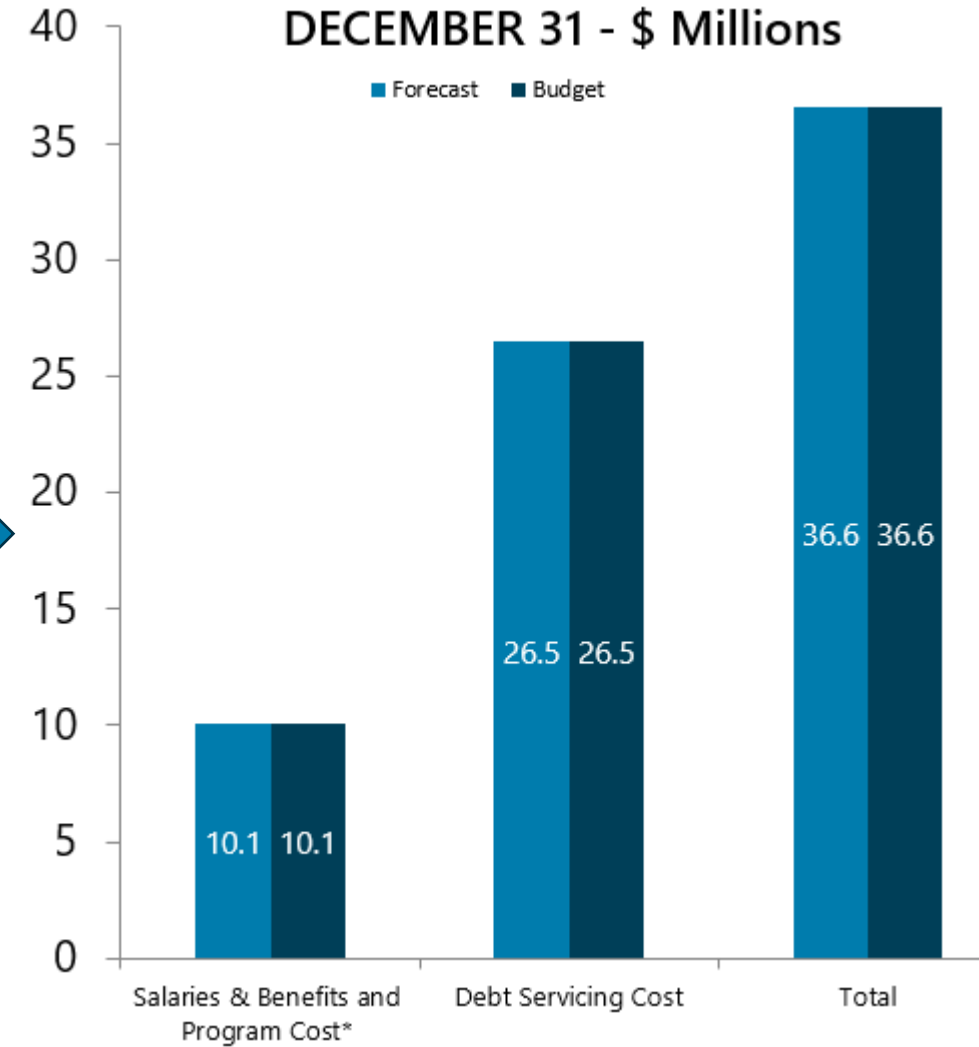
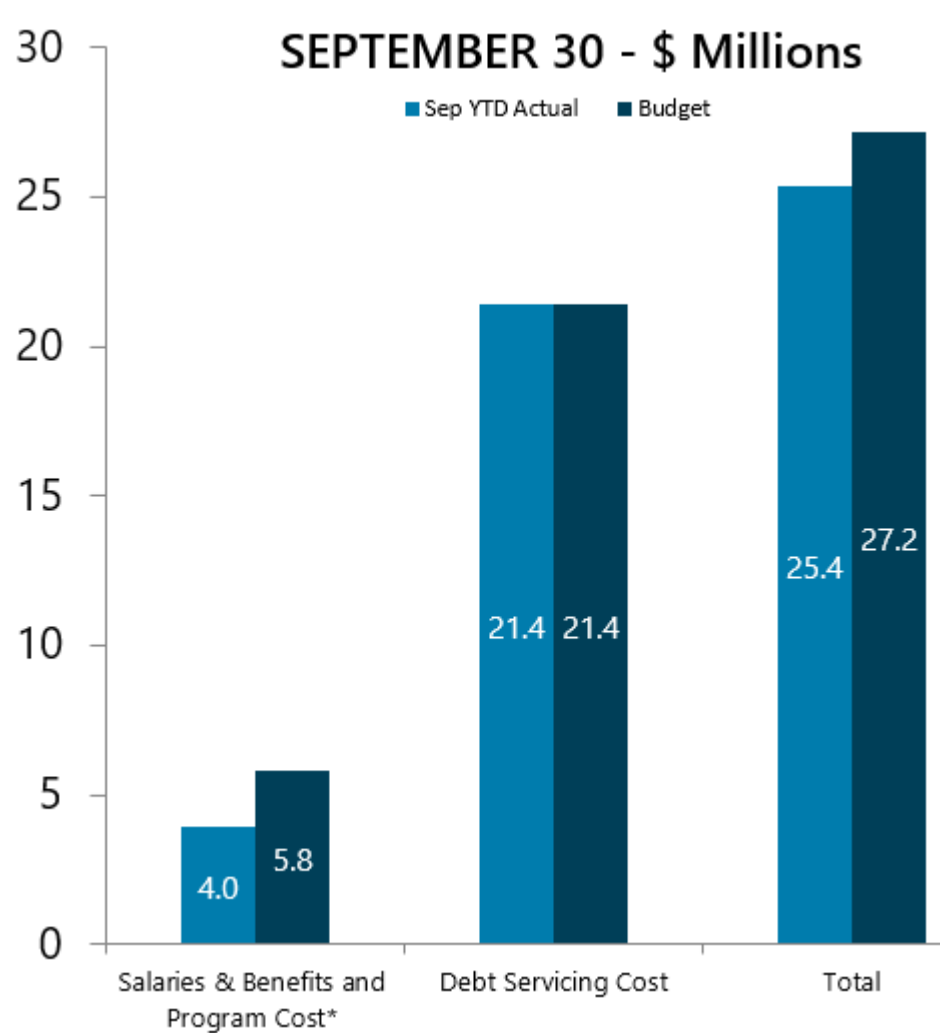


key highlights

- YRRTC's 2024 approved Gross Operating Budget is \$36.6M and Net Operating Budget is \$4.2M
 - As of September month-end, operating expenditure is \$25.4M in comparison to the year-to-date budget of \$27.2M
 - YRRTC is within the approved 2024 operating budget
- YRRTC's 2024 approved Capital Budget is \$8.9M
 - As of September month-end, capital expenditure is \$3.3M in comparison to year-to-date budget of \$6.1M
 - 2024 year-end capital expenditure is forecasted to be \$1.7M lower than annual budget due to 2024 in-year underspending for Simcoe Promenade BRT that is being moved to 2025 Capital Plan, pending Regional Council/Shareholder approval

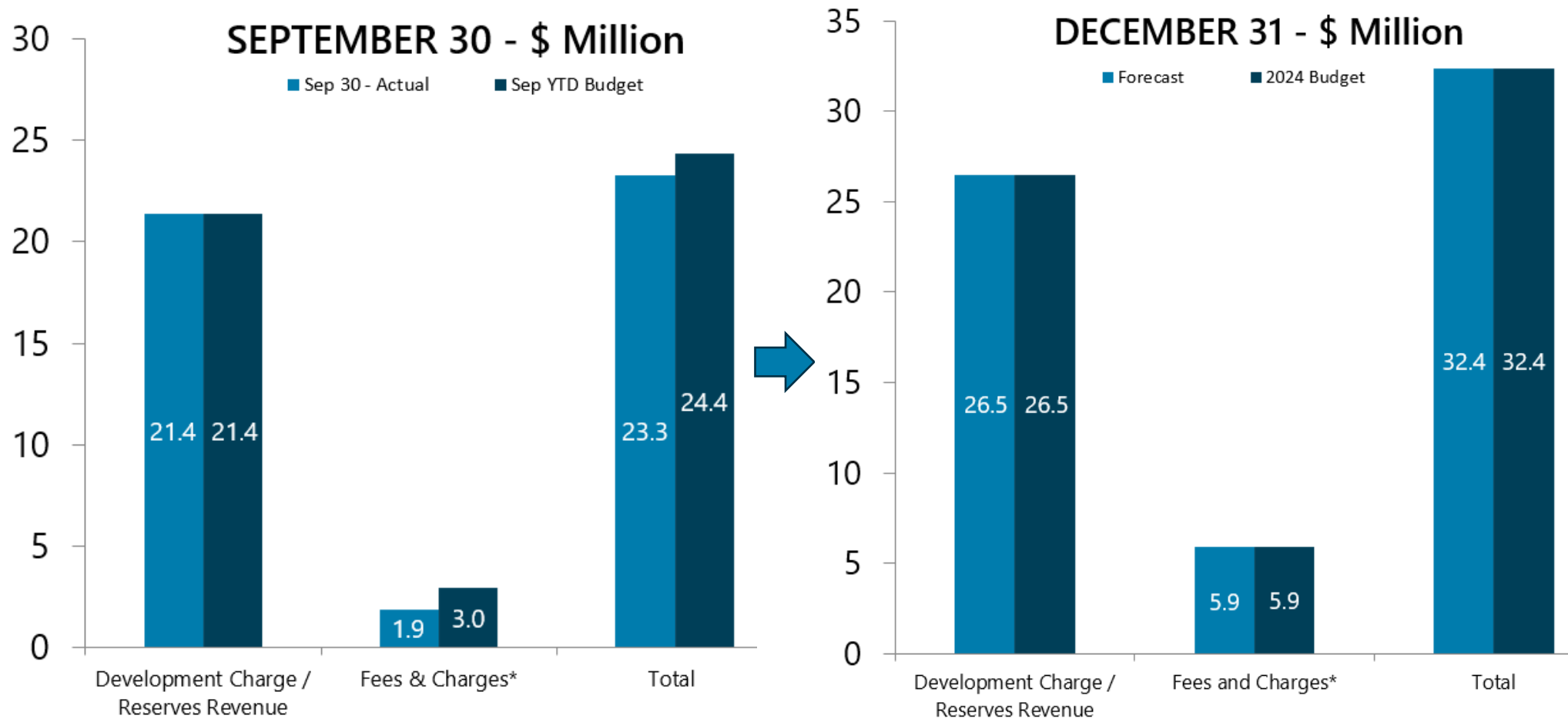


Operating Results – Gross Expenditures Year to Date (Q3 2024)



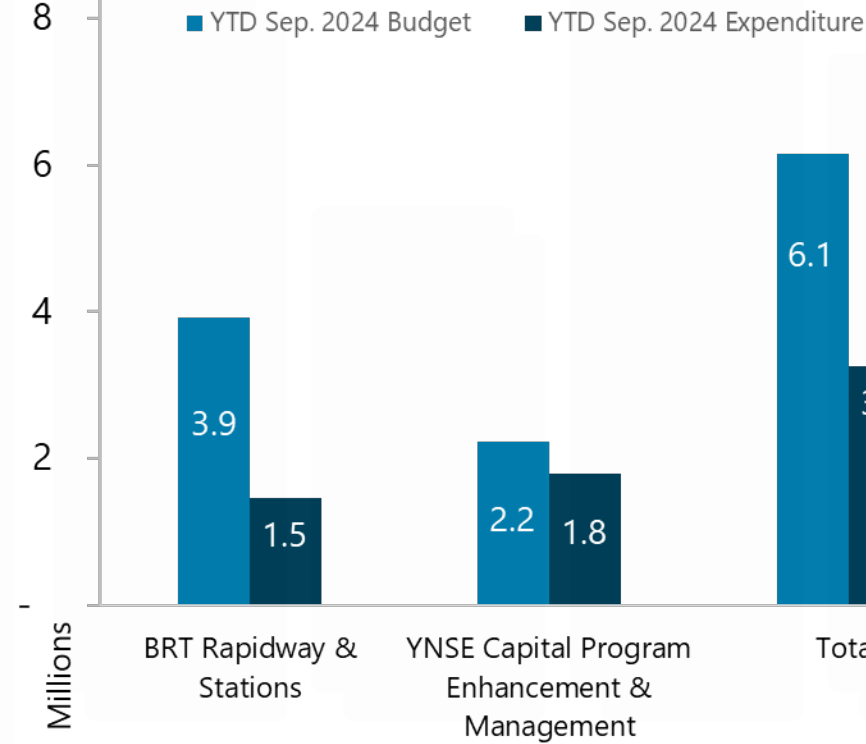
* Includes Rapid transit project management and delivery cost

Operating Results – Revenues Year to Date (Q3 2024)

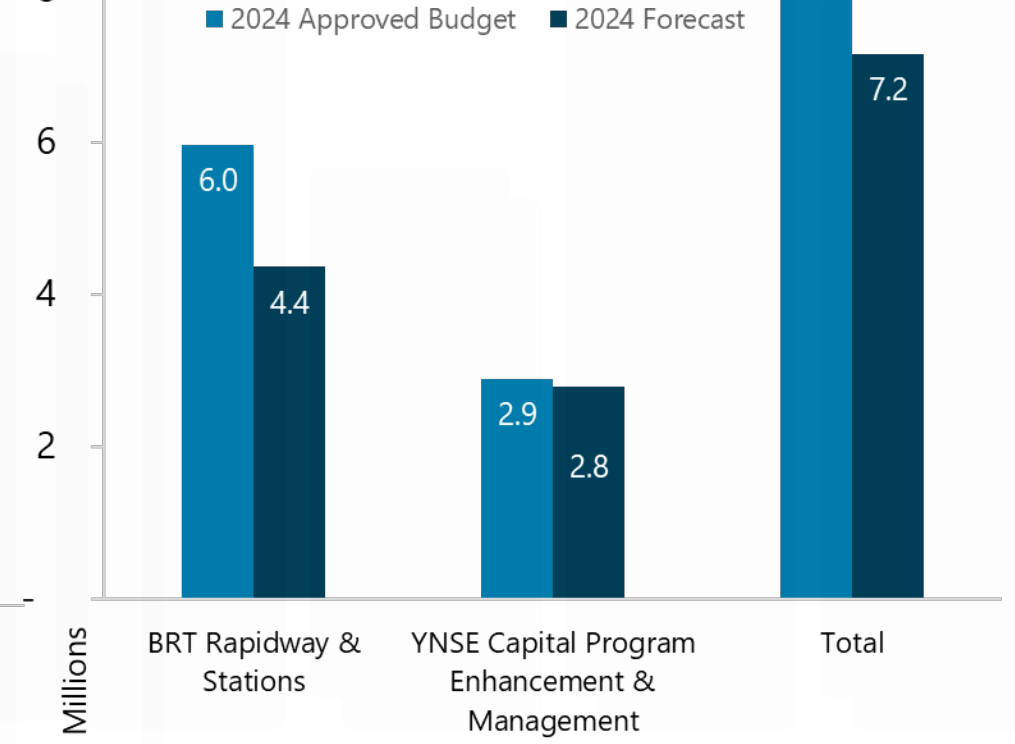


Capital Results – Expenditures Year to Date (Q3 2024)

YTD Sep 2024 Budget vs YTD Sep 2024 Expenditure



2024 Approved Budget vs 2024 Forecast



Thank you



@vivaNext

DATE: October 24, 2024
TO: Members of York Region Rapid Transit Board of Directors
FROM: Paul Jankowski, President, York Region Rapid Transit Corporation
SUBJECT: **York Region Rapid Transit Corporation Q3 2024 Financial Statement**
eDOCS # 16370470

This memo presents the Q3 2024 Financial Statement (unaudited) for York Region Rapid Transit Corporation (YRRTC).

YRRTC is increasing and strengthening financial accountability and transparency

YRRTC's approved mandate and governance review and the Board's recently approved draft Shareholders' Direction included recommendations to increase and strengthen YRRTC's financial accountability and transparency. This Q3 2024 Financial Statement, and ongoing quarterly financial statements (unaudited), is presented to the Board for review and will be subsequently advanced to the Shareholder for information.

The Q3 2024 Financial Statement (unaudited) provides information on YRRTC's financial position, operations, and changes in financial position

As outlined in **Attachment 1**, the Q3 2024 Finance Statement (unaudited) for YRRTC includes:

- > Statement of Financial Position – Balance Sheet
- > Statement of Operations – Income Statement
- > Statement of Cash Flows
- > Notes to Financial Statements

The Statement has been prepared in accordance with Generally Accepted Accounting Principles (GAAP), established by the Public Sector Accounting Board (PSAB) of the Chartered Professional Accountants of Canada (CPA Canada).

As of Q3 2024, YRRTC is expected to stay within the approved 2024 budget for Operating Expenditures and forecasting year-end underspending of \$1.7M in Capital Expenditures

YRRTC's 2024 approved Gross Operating Budget is \$36.6M and Net Operating Budget is \$4.2M.

- > As of September month-end, operating expenditure is \$25.4M, in comparison to the year-to-date budget of \$27.2M.
- > YRRTC is within the approved 2024 Operating Budget.



YRRTC's 2024 approved Capital Budget is \$8.9M.

- > As of September month-end, Capital expenditure is \$3.3M in comparison to year-to-date budget of \$6.1M.
- > 2024 year-end capital expenditure is forecasted to be \$1.7M lower than annual budget due to in-year underspending for Simcoe Promenade BRT in 2024, which is being moved to 2025 Capital Plan, pending Regional Council/Shareholder approval.

Q4 2024 results will be added to the year-end financial update presented to the Board in Q1 2025.

For more information on this memo, please contact Kirti Sharma, Director, Finance, at 905-505-1856. Accessible formats or communication supports are available upon request.

Paul Jankowski
President, YRRTC

October 15, 2024
eDOCS # 16370470

Attachment 1 – Q3 2024 YRRTC Financial Statement (eDOCS # 16370162)

Q3 2024 FINANCIAL REPORT

YORK REGION RAPID TRANSIT CORPORATION

For the period ended September 30, 2024

** Unaudited - For Discussion Purposes Only **

Draft

YORK REGION RAPID TRANSIT CORPORATION

Statement of Financial Position

September 30, 2024 with comparative information for 2023

	SEP 2024	DEC 2023
Financial Assets		
Due from Regional Municipality (note 4) *	\$ 157,547	\$ 394,079
Financial Liabilities and Shareholder's Equity		
Current Liabilities:		
Due to the Regional Municipality of York	\$ 157,546	\$ 394,078
	157,546	394,078
Shareholder's Equity:		
Share capital	1	1
Accumulated surplus (note 6)	1	1
	\$ 157,547	\$ 394,079

See accompanying notes to financial statements.

* Includes Program Management Fee revenue for Q3 2024 to be recovered from the Region at year end

YORK REGION RAPID TRANSIT CORPORATION

Statement of Operations and Accumulated Surplus

Period ended September 30, 2024, with comparative information for 2023

	Annual Budget 2024	Actual Year-to-date SEP 2024	Forecast Q4 2024	FULL YEAR 2024	FULL YEAR 2023
Revenue:					
70400 Program management fee (note 7)	\$ 5,108,459	\$ 1,869,119	\$ 3,239,340	\$ 5,108,459	\$ 5,343,652
Expenses:					
York Region Rapid Transit Program Management:					
Salaries and benefits	6,424,675	4,408,025	2,016,651	6,424,675	6,082,684
External professional contracted services (note 8)	2,728,519	684,138	2,044,381	2,728,519	107,226
Regional Municipality of York professional contracted services (note 9)	601,800	307,125	294,675	601,800	327,305
Occupancy and rent	395,009	70,988	324,021	395,009	39,772
Office administration	720,027	212,199	507,827	720,027	286,581
	10,870,030	5,682,474	5,187,556	10,870,030	6,843,567
Regional Municipality of York Corporate Allocation:					
Legal	353,462	265,096	88,365	353,462	257,011
Computers hardware	199,923	149,942	49,981	199,923	666,237
Computer software	97,646	73,235	24,412	97,646	331,766
Telephone and data management	106,867	80,150	26,717	106,867	158,499
Finance charges	26,568	19,926	6,642	26,568	21,079
Human resources	65,259	48,945	16,315	65,259	56,901
Supplies Services	43,879	32,909	10,970	43,879	40,975
	893,605	670,204	223,402	893,605	1,532,467
Operating Recoveries:					
Recoveries from the Metrolinx BRT Capital Projects		(144,526)		(144,526)	(293,098)
Recoveries from the Metrolinx YNSE Projects	(6,655,176)			-	(689,910)
Recoveries from the Regional Capital Projects		(3,452,879)	(3,057,771)	(6,510,650)	(2,049,373)
	(6,655,176)	(3,597,405)	(3,057,771)	(6,655,176)	(3,032,382)
Total Expenses	5,108,459	2,755,273	2,353,186	5,108,459	5,343,652
Annual surplus	-	(886,154)	886,154	-	-
Accumulated surplus, beginning of year	-	1		1	1
Accumulated surplus, end of year	\$ -	\$ (886,153)	\$ 886,154	\$ 1	\$ 1

See accompanying notes to financial statements.

YORK REGION RAPID TRANSIT CORPORATION

Statement of Cash Flows

Period ended September 30, 2024, with comparative information for 2023

	SEP 2024	DEC 2023
Operating activities		
Annual surplus		\$ -
Change in non-cash assets and liabilities:		
Due from Regional Municipality of York	236,532	2,489
Due to others	(236,532)	(2,489)
Cash, end of year	(1)	-

See accompanying notes to financial statements.

THE YORK REGION RAPID TRANSIT CORPORATION

Notes to Financial Statements

Period ended September 30, 2024

The York Region Rapid Transit Corporation ("Organization") was incorporated on July 2, 2003 under the Ontario Business Corporations Act.

The Organization is responsible for the planning, design and construction of the Region's rapid transit network and related infrastructure.

The Organization is exempt from income taxes if certain requirements of the Income Tax Act (Canada) are met.

1. Significant accounting policies:

(a) Basis of presentation:

These financial statements have been prepared in accordance with generally accepted accounting principles established by the Public Sector Accounting Board ("PSAB") of the Chartered Professional Accountants of Canada.

(b) Accrual basis of accounting:

The financial statements are prepared using accrual basis of accounting. Revenue is recognized as earned and measurable. Expenses are recognized as they are incurred and measurable based upon the receipt of goods and services or the creation of a legal obligation to pay.

(c) Revenue recognition:

The program management fee is recognized as revenue in the year in which related expenses are recognized.

(d) Budget figures:

Budget figures presented in the financial statements are based on the 2024 budget approved by Council on December 21, 2023.

(e) Related party:

A related party exists when one party has the ability to exercise control or shared control over the other. Related parties include key management personnel, their close family members and the entities they control or have shared control over. Related party transactions are disclosed if they occurred at a value different from that which would have been arrived at if parties were unrelated and the transaction has material effect on the financial statements.

(f) Expense allocations and operating recoveries:

The Organization classifies expenses on the statement of operations and accumulated surplus. Expenses are allocated to the Organization based on corporate allocation from the Regional Municipality of York. Operating recoveries represent salaries and benefits and general administrative costs related to the capital projects managed by the Organization.

(g) Use of estimates:

The preparation of financial statements in conformity with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the year. Estimates are based on the best information available to management at the time of preparation of the financial statements and are reviewed annually to reflect new information as it becomes available. Measurement uncertainty exists in these financial statements. Actual results could differ from these estimates.

(h) Operating recoveries:

Staff and related cost are charged to operating expenses and then allocated to respective capital projects including Bus Rapid Transit, Yonge north subway extension projects. These recoveries from the capital projects are shown under the operating recoveries.

2. Future accounting pronouncements

While the timing of standard adoption can vary, certain standards must be adopted concurrently. The requirements in PS 1201 - Financial Statement Presentation, PS 3450 - Financial Instruments, PS 2601 - Foreign Currency Translation, and PS 3041 - Portfolio Investments, must be implemented at the same time. The Region has not adopted any new accounting standards for the year ended on December 31, 2024.

3. Statement of change in net debt:

A statement of change in net debt has not been presented, as the amount of net debt remains unchanged year over year and any other information which would be contained within the statement is readily available elsewhere in these financial statements.

4. Due from the Regional Municipality of York:

Amounts due from the Regional Municipality of York are non-interest bearing and have no specific terms of repayment.

5. Due to Regional Municipality of York:

Due to Regional Municipality of York is primarily comprised of payroll related liabilities at the end of the year. They are non-interest bearing and are normally settled on 30-day terms; therefore, their carrying amount approximates the fair value.

6. Accumulated surplus:

The accumulated surplus as September 30 comprises:

	SEP 2024	DEC 2023
Share capital	\$1	\$1

7. Program management fees:

In 2017, the Organization and the Regional Municipality of York entered into a Memorandum of Understanding, an agreement between The Regional Municipality of York (the "Region") and the York Region Rapid Transit Corporation ("YRRTC"), by which the Region will transfer funding through project management fees to YRRTC for rapid transit project management and related building activities.

8. External professional contracted services:

Expenses on professional contracted services include external legal counsel, external communications, public relations, consulting services and audit services.

9. Related party transactions - Regional Municipality of York professional contracted services:

For efficiency purposes, York Region Departments provided contracted services to the Organization per Dedicated Charges Agreements between the Regional Municipality of York and the Organization. These charges were fully recovered against capital projects.

	Budget	SEP 2024	DEC 2023
Regional Municipality of York professional contracted services:			
Legal services	601,800	307,125	327,305
	\$ 601,800	\$ 307,125	\$ 327,305

**Ministry of
Transportation**

Office of the Minister
777 Bay Street, 5th Floor
Toronto ON M7A 1Z8

Tel: 416 327-9200

**Ministère des
Transports**

Bureau du ministre
777, rue Bay 5^e étage
Toronto ON M7A 1Z8

Tél : 416 327-9200



September 24, 2024

107-2024-1742

Wayne Emmerson
Office of the Regional Chairman and CEO
Region of York
York Region Administrative Centre
17250 Yonge Street
Newmarket, ON L3Y 6Z1
wayne.emmerson@york.ca

Dear Wayne Emmerson:

I wanted to personally reach out to inform you about the launch of the [Canada Public Transit Fund](#) (CPTF) which was announced by the Government of Canada on July 17, 2024. This program will provide up to \$3 billion in federal funding annually, on a permanent basis starting in 2026-2027 to address public transit needs in communities across the country.

This program offers the opportunity for provincial and municipal governments to solidify a long-term partnership with the federal government through a *Metro Region Agreement*, aimed at strengthening transportation infrastructure and building homes faster.

In 2022, our government released [Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe](#), a forward-looking strategy to get people and goods moving across the region. This plan was developed through extensive consultation with municipalities like yours and outlines a vision that takes us to 2051 ensuring that we meet the region's unique transportation needs.

To build on this, the Ministry of Transportation intends to submit a comprehensive *Metro Region Agreement* proposal that covers the entire Greater Golden Horseshoe region, including York Region. This approach will pave the way for significant investments in transit across the region, ensuring local communities benefit from this federal funding.

.../2

It is important to note that municipalities will also be responsible for the cost share of projects selected under this fund. This shared responsibility ensures that everyone has a stake in making sure these projects are successful and delivered on time.

Further, there are housing conditions tied to this program, as announced by the federal government in its 2024-2025 budget. We are actively working with the federal government that these housing conditions respect the unique needs of each community.

We look forward to working closely with your municipality to make the most of this opportunity and to improve public transit infrastructure for the benefit of our communities.

MTO officials will be in touch with officials in your municipality to provide an opportunity for further dialogue toward presenting a comprehensive regional approach for this federal funding program.

Sincerely,



Prabmeet Singh Sarkaria
Minister of Transportation

- c. Doug Jones, Deputy Minister of Transportation
James Pearce, Assistant Deputy Minister (A), Transit Division, Ministry of Transportation

Tom Mrakas, Mayor, Town of Aurora
Virginia Hackson, Mayor, Town of East Gwillimbury
Margaret Quirk, Mayor, Town of Georgina
Steve Pellegrini, Mayor, Township of King
Frank Scarpitti, Mayor, City of Markham
John Taylor, Mayor, Town of Newmarket
David West, Mayor, City of Richmond Hill
Steven Del Duca, Mayor, City of Vaughan
Iain Lovatt, Mayor, Town of Whitchurch-Stouffville
Kyle Catney, Director, Transit Operations, York Region Transit

October 24, 2024
FOR INFORMATION

Report of the President

BRT Work Program – Progress Update

1. Recommendation

It is recommended that:

1. The Board of Directors receive this report for information.

2. Purpose

This report provides the Board with a progress update on delivery of the Region's 2051 Bus Rapid Transit (BRT) network projects and general next steps in progressing the BRT work program.

Key Points:

- > In October 2023, Regional Council approved the prioritization of the next generation of BRT projects and a recommendation for a phased delivery program of the Region's 2051 BRT network
- > Funding from senior levels of government for construction of these prioritized projects will be critical to progressing completion of the BRT network
- > The federal Canada Public Transit Fund is expected to be a key source of funding for the Jane Street and Highway 7 East priority BRT projects. One core objective for federal funding includes showcasing how projects unlock the supply of affordable housing
- > In order to capitalize on lessons learned from previous BRT projects in York Region, optimize future BRT delivery based on current industry best practices, and inform funding advocacy efforts, staff are undertaking the following initiatives:
 - Capital Cost, Operations and Maintenance Review of the current BRT network;

- Comprehensive Capital Cost Estimate update for the full 130-kilometre 2051 Rapid Transit Network, as identified in the Region’s 2022 Transportation Master Plan; and
 - Construction Contract Delivery Models Review and Assessment.
- > Procurement for the Jane Street BRT Transit and Rail Project Assessment Process (TRPAP) and 30% Preliminary Design contract is complete, subject to Board approval for contract award
 - > Various stages of BRT planning, design, and delivery are underway along the Highway 7 BRT corridors in Markham and Vaughan

3. Background

In October 2023, Regional Council approved prioritization recommendations for delivery of next generation BRT projects

Prioritization of York Region’s 2051 Rapid Transit Network (**Appendix A**) sets the stage for delivery of critical BRT projects, including along Jane Street and the Highway 7 East corridor. On [October 26, 2023](#), Regional Council approved the [prioritization recommendations](#) for a phased delivery of the Region’s 2051 BRT network. This phased implementation is based on a balanced approach to address growth and travel demand in communities across the Region.

The current BRT work program includes projects along several of the rapid transit corridors that are in various stages of planning, design, construction and funding advocacy

Regional Council has made investments to advance planning, design, and some construction of priority BRT along Jane Street and Highway 7 East corridors. These investments will ensure York Region BRT projects meet funding requirements and have greater likelihood of receiving capital funding commitments from senior levels of government. Advancement of rapid transit projects in York Region also includes BRT initiatives by others, such as Metrolinx.

The current BRT work program includes:

1. Funding Advocacy and Stakeholder Engagement
2. Future BRT Delivery Optimization
 - a. Capital Cost, Operations & Maintenance review
 - b. Capital Cost Estimates update
 - c. Construction Contract Delivery Models review and assessment
3. Advancing Priority BRT projects along Jane Street and Highway 7 East corridors
 - a. Jane Street BRT – Highway 7 to Major Mackenzie Drive

- b. Highway 7 East BRT
 - i. Simcoe Promenade – Birchmount Road to Andre De Grasse Street
 - ii. Enterprise Boulevard – Andre De Grasse Street to Kennedy Road
 - iii. Kennedy Road – YMCA Boulevard to Highway 7 (led by York Region Public Works)
 - iv. Highway 7 East – Kennedy Road to York-Durham Line
- 4. Supporting Highway 7 West-Queen Street BRT – Helen Street to Mississauga Road (Metrolinx-led project)

4. Analysis

FUNDING ADVOCACY & STAKEHOLDER ENGAGEMENT

Investments are needed from all levels of government to advance completion of the Region’s BRT network

There is significant competition for transit and infrastructure funding across the GTHA and the entire country. Approximately \$1.7 billion is required to advance design and capital construction of the Region’s priority BRT projects needed in the next 10 years, located within high growth corridors of Jane Street and Highway 7 East.

Construction-ready projects are anticipated to have a greater chance of being funded. Preliminary planning, design, and engineering work for the Jane Street and Highway 7 East BRT projects is advancing. In parallel, staff continue to work with the Province to ensure York Region’s priority BRT projects are included in any updates to provincial transit planning policies and documents, such as Metrolinx’s anticipated Regional Transit Plan Update.

Continued and focused advocacy efforts with senior levels of government are imperative to securing long-term funding required for the Region’s BRT priorities.

The Canada Public Transit Fund has four core objectives for long-term funding, including increasing the supply of affordable housing

The Canada Public Transit Fund will allow for targeted transit investment of \$3 billion per year, on average, with funds starting to flow in 2026-27. The fund aims to meet the following core objectives:

1. Increase the use of public transit and active transportation relative to car travel
2. Increase housing supply and affordability as part of complete, transit-oriented communities
3. Contribute to climate change mitigation and resilience

4. Improve public transit and active transportation options for all, especially Indigenous peoples and equity-deserving groups

To access the program's long-term funding, municipalities will need to take [actions that directly increase housing supply and affordability](#), particularly in transit-oriented and complete communities.

The Province, through MTO, will be in a leadership role for determining the Metro-Regions created within the GGH/GTHA and will be the lead applicant for Metro-Region Agreements with municipalities and the federal government

In Ontario, Metro-Region Agreements funding will be led by the Province, through MTO. This stream is intended to be for a partnership of organizations within or adjacent to a Census Metropolitan Area and will offer substantial and predictable funding in regions with the highest funding demand and most complex public transit networks. This funding will support diverse projects, both from planning and feasibility studies to major and capital transit expansion. Metro-Region Agreements will include projects on a 10-year horizon period and substantial check-in would happen every five years.

YRRTC is starting to work with the Region and Cities of Vaughan and Markham to demonstrate how investment in the Region's BRTs meets federal funding criteria

The key to unlocking core funding objectives of housing supply and affordability for the Jane Street and Highway 7 East BRT corridors is defining and leveraging the relationship between future transit investment and development integration. YRRTC, in collaboration with the Region and Cities of Vaughan and Markham planning staff, are actively working together to develop the most compelling case for both the Jane Street and Highway 7 East BRT corridors to meet the federal funding criteria. A further update will be provided to the Board at a future meeting.

OPTIMIZING FUTURE BRT DELIVERY

Investments in centre-median dedicated rapidways to date have enabled significant population and job growth in Regional Centres, increased transit ridership, and connected York Region to economic hubs in the Greater Toronto and Hamilton Area. Continued investment in delivering the next 130 kilometres of the Region's BRT network will support expected growth over the next 30 years.

YRRTC and the Region have over 20-years' experience delivering BRT infrastructure and many lessons have been learned with respect to the planning, procurement, design, construction, delivery, and operations of the initial 34-kilometre BRT system. This experience provides the

opportunity to incorporate lessons learned and best practices to optimize delivery of the next priority BRT projects to ensure they achieve best value for money.

A Capital Cost, Operations and Maintenance Review is underway to ensure investments for future BRT corridors return value for money

It is important that delivery of future BRT projects align with the Region's Fiscal Strategy of delivering infrastructure within the Region's current fiscal capacity, and that future long-term operations and maintenance costs of the BRT system are sustainable. As such, a Capital Cost, Operations and Maintenance Review was initiated, in collaboration with Public Works and YRRTC's Technical Advisory Consultant (Jacobs), to assess the impacts of the current BRT infrastructure design on the capital investment and long-term Operations and Maintenance (O&M) costs.

The review will identify system elements that have high capital and/or O&M costs, and investigate potential lifecycle design changes that could be implemented for the next phase of BRT projects. This review is intended to improve the capital cost per kilometre and the long-term O&M costs, while not impacting customer experience and service levels.

The scope of work for this study includes:

- > Data Collection;
- > Capital and Operations & Maintenance review;
- > Existing conditions review;
- > Market scan of BRT designs;
- > Value engineering workshops; and
- > Options development and recommendations.

Workshops to generate input from Regional departments have been held and a number of alternatives/concepts of infrastructure design elements are being evaluated as potential cost saving measures. Outcomes and recommendations of this review will be considered as input to future Capital programming and brought forward to the YRRTC Board and Regional Council as appropriate.

Class 4 capital cost estimates are complete for the full BRT Network and will be updated based on the Capital Cost, Operations & Maintenance review

A Class 4 cost estimate is prepared when only limited or high-level design information for a corridor is available. These estimates are typically used for project screening, concept evaluation, feasibility determination, and preliminary budget approval.

To inform the ongoing BRT funding advocacy program and Regional capital budget outlook, staff have worked closely with Jacobs to prepare Class 4 capital cost estimates for the 130+ kilometres of new BRT corridors (19 separate corridors) in the 2051 Rapid Transit Network. Applying lessons learned, the estimates captured all elements of delivery of the program, including property costs, utility relocation costs, overall construction costs, and fleet.

The capital cost estimates were prepared based on the current design of the BRT system and were structured to allow for any changes in design of the future system infrastructure. The cost estimates will be updated based on the results and recommendations of the Capital Cost, Operations and Maintenance review, as necessary.

Construction contract models review and assessment has commenced to inform delivery of the priority BRT projects

Part of the successful delivery of future BRT corridors is ensuring that the right construction contract delivery model is used for BRT projects. YRRTC, in collaboration with York Region, has commenced a series of workshops with industry experts in both the public and private sectors on various contract models used in the industry. A detailed assessment of the various contract models will be undertaken, applying lessons learned from implementation of the completed 34-kilometre rapidway.

This process to identify the most appropriate contract model for the priority BRT projects will also support the overall best value for money approach for delivery of these projects. Ongoing progress on this initiative will be reported to the Board.

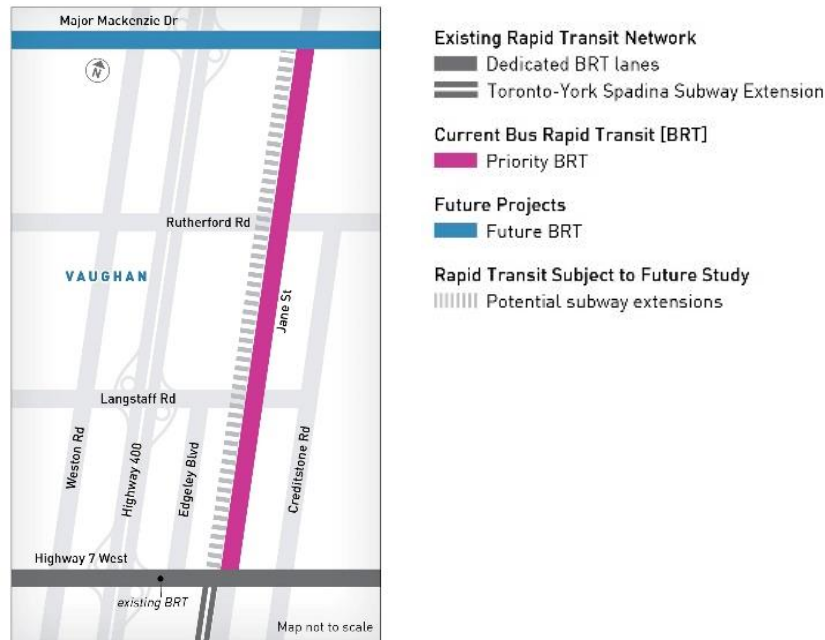
ADVANCING PRIORITY BRT PROJECTS

JANE STREET BRT

Procurement for the Jane Street BRT Environmental Assessment (TRPAP) & 30% Preliminary Design is complete and contract award subject to Board approval

The Jane Street BRT corridor is 6.3 kilometres along Jane Street from Highway 7 to Major Mackenzie Drive (Figure 1). BRT service on this segment will provide connections to the currently in-service Highway 7 BRT, Line 1 Subway at VMC Station, SmartVMC Bus Terminal, and many destinations in between and beyond, such as Canada's Wonderland, Vaughan Mills Mall, and Cortellucci Vaughan Hospital.

Figure 1
Jane Street BRT Corridor



A Transit and Rail Project Assessment Process (TRPAP) study and 30% Preliminary Design (PD) will be completed in support of the ongoing advocacy program to secure construction funding from senior levels of government.

In consultation with various Regional departments, a Request for Pre-Qualifications was issued to market on May 10, 2024, and closed on June 10, 2024. Three firms were shortlisted for the opportunity to respond to a Request for Proposal. This request was issued on July 15, 2024, and closed on August 23, 2024.

A separate report is included on this Board agenda for approval of award of the Jane Street BRT environmental assessment and preliminary design services. The contract will be awarded subject to Board approval.

Jane Street BRT project schedule will be available in Q1 2025

Upon successful award of the Jane Street BRT contract, the consultant will prepare a detailed project schedule, in consultation with YRRTC. This will include timing for public consultation and community outreach. More details on the overall project schedule will be provided to the Board in Q1 2025.

HIGHWAY 7 EAST BRT

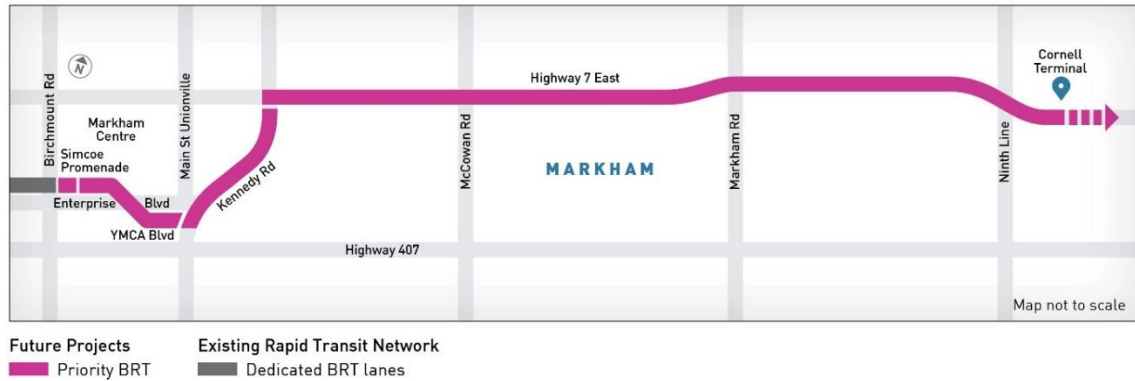
Various stages of BRT planning, design and delivery are underway along the Highway 7 East BRT Corridor in the City of Markham

The Highway 7 East BRT corridor (approximately 13.7 km) encompasses the following (Figure 2):

- > Simcoe Promenade – Birchmount Road to Andre De Grasse Street in Markham Centre;
- > Enterprise Boulevard – Andre De Grasse Street to Kennedy Road in Markham Centre;
- > Kennedy Road – YMCA Boulevard to Highway 7; and
- > Highway 7 – Kennedy Road to York-Durham Line.

BRT along these corridors will complete the Highway 7 BRT from Richmond Hill Centre through Markham Centre and over to the Cornell Community. Connections along this BRT corridor will include: Unionville GO Station, Markham Pan Am Centre, newly opened York University Markham Campus, the Markville Secondary Plan area, Cornell Bus Terminal, and Markham Stouffville Hospital.

Figure 2
Highway 7 East BRT Corridor



Detailed design for Simcoe Promenade is complete, with revised implementation strategies being considered

Simcoe Promenade is a short segment of rapidway (approximately 215 m) within Markham Centre that will extend the existing dedicated BRT from Birchmount Road to Andre De Grasse Street. In May 2021, YRRTC received Board approval to work with the adjacent developer, Remington Group, to carry out the detailed design and construction of this segment of rapidway.

YRRTC and the Region have finalized negotiations with the City of Markham for access to the rapidway lands. The detailed design has been completed and revised implementation strategies are being considered.

The Highway 7 Environmental Assessment review and Gap Analysis is nearing completion with results reported to the Board in Q4 2024

The *Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements*, Class Environmental Assessment (EA) was completed in 2005. With the passage of time, it was prudent to complete an EA Gap Analysis to ensure all current requirements are captured and addressed for the corridor prior to progressing to Preliminary Design. The EA Gap Analysis includes the Enterprise Boulevard (approximately 1.3 km) and Highway 7 East (approximately 11 km) BRT segments.

The EA Gap Analysis is underway with YRRTC's Technical Advisory Consultant, Jacobs, and is nearing completion. The scope of work includes:

- > A Needs/Opportunity identification;
- > An Assessment of existing conditions;
- > A review of preferred corridor alignments;
- > Identification of anticipated impacts and mitigation measures (including any need for an EA addendum); and
- > Identification and recommendation of potential additional studies/ early works and completing any relevant to the planning stage of delivery of the projects.

Upon completion of the EA Gap Analysis, preparations for Preliminary Design for the rapidway through Markham Centre and across Highway 7 will begin. Results of the Gap Analysis and next steps will be reported to the Board in Q4 2024.

Kennedy Road BRT Detailed Design is progressing and property acquisition is underway

The Kennedy Road BRT is a 1.2-kilometre segment of centre-median rapidway from YMCA Boulevard to Highway 7, and is an essential link that will connect the Highway 7 West BRT and Highway 7 East BRT. This project is being delivered by Public Works as part of the Region's 10-year capital delivery program.

The project is currently in detailed design, which is expected to be completed in 2025. A number of supporting design studies, such as geotechnical and environmental have also been completed. Property acquisition is ongoing and will be completed by end of 2026. Utility

relocations are expected to commence in 2025 and the start of construction is planned to begin sometime in 2027, lasting approximately three years.

YRRTC is actively involved in the project, providing lessons learned from delivery of the past BRT program, as well as general design and BRT delivery support.

SUPPORTING HIGHWAY 7 WEST BRT

Metrolinx continues to progress work on the Queen Street – Highway 7 BRT study with a short list of options being evaluated

The Queen Street – Highway 7 BRT project is a planned extension (approximately 24 km) of the Highway 7 rapidway from Helen Street in the City of Vaughan to Mississauga Road in the City of Brampton (Figure 3). The segment within York Region (Helen Street to Highway 50) is approximately 5.8 kilometres. Metrolinx is currently undertaking a Transit and Rail Project Assessment Process (TRPAP), Preliminary Design (PD), and Preliminary Design Business Case (PDBC) for the corridor.

Figure 3
Highway 7 West-Queen Street BRT Corridor



A long list of design options was identified and evaluated, and a preliminary shortlist of options was developed with conceptual designs prepared. These shortlist options are currently being evaluated. York Region representatives are awaiting information from Metrolinx on next steps for the project.

5. Financial Considerations

Funding for the Jane Street and Highway 7 East BRT projects and related scopes of work described in this report are included in the YRRTC BRT proposed 2025 10-year Capital Budget of \$34.2 million.

A capital construction cost estimate of approximately \$1.7 billion in additional investment for the two priority BRT corridors (Jane Street and Highway 7 East) will be required over the next 10 years to construct these projects. These dollars are not currently included in the Region's 10-year Capital Plan, as they require funding commitments from senior levels of government and are subject to the Region's Fiscal capacity considerations.

Funding for the Kennedy Road BRT detailed design and construction is funded and included in Public Works' 10-year Capital Budget. The Highway 7 West BRT planning project is being funded and led by Metrolinx.

As BRT funding is advanced by senior levels of government, the capacity of the Region to finance any required share of capital costs would need to be addressed in the Region's Capital planning process.

6. Relationship Management

Advancement of all work related to the BRT corridors requires ongoing collaboration with many partners to ensure input and feedback on all matters are appropriately addressed and for successful progress on implementation of the BRT network. Defining the relationship between the transit investment and future development on Jane Street and Highway 7 East will be key to unlocking affordable housing objectives, including working together with the Region and local municipalities to develop and demonstrate the most compelling case to meet the federal funding criteria.

YRRTC will continue to work closely with local municipalities, the Region, the Province, Metrolinx, and other partners to ensure that the BRT work program continues to be developed with inputs from emerging plans as well as existing work programs.

7. Conclusion

Continued investment in and delivery of the Region's 2051 BRT network will support Regional population and economic growth over the next 30 years, connecting people, jobs and destinations across the GTHA from the City of Toronto and Peel, York and Durham Regions.

The application of best practices, lessons learned from 20 years of BRT delivery experience, and a focus on financial sustainability to optimize delivery of BRT priority corridors along Jane Street and Highway 7 East, will ensure these projects achieve best value for money.

Advancing funding advocacy, planning, preliminary design, and related works for these projects will put the Region in a solid state of readiness for much-needed construction funding from senior levels of government.

YRRTC will continue to progress the BRT work program to ensure this construction-ready goal is achieved in a timely manner, working collaboratively with our many critical partners. Regular updates on this work program will continue to be provided to the Board.

For more information on this report, please contact Liza Sheppard, Vice President, Project Implementation at 1-877-464-9675 ext. 71035. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
President, York Region Rapid Transit Corporation

October 15, 2024

eDOCS # 16297383
Appendix A – Bus Rapid Transit Network Plan

October 24, 2024

FOR APPROVAL

Report of the President

Jane Street BRT – Contract Award for Environmental Assessment (TRPAP) and 30% Preliminary Design

1. Recommendation

It is recommended that:

1. The Board of Directors approve the award of contract for consulting services to HDR Corporation, pursuant to Request for Proposal RFPC-1478-23 at a total cost of \$5,492,386.07, excluding HST.
2. The President of YRRTC be authorized to execute the contract.

2. Purpose

This report seeks Board approval for award of contract to HDR Corporation for consulting services for the Jane Street Bus Rapid Transit (BRT) Transit and Rail Project Assessment Process (TRPAP) and 30% Preliminary Design, from Highway 7 to Major MacKenzie Drive in the City of Vaughan.

Board approval is required for a contract value over \$500,000 in accordance with YRRTC's Procurement of Goods and Services Policy (Policy No. 2010-1).

Key Points:

- > The Jane Street BRT from Highway 7 to Major Mackenzie Drive is a priority rapid transit project, per Regional Council approval in October 2023
- > Request for Pre-Qualification RFPQ-1723-24 was completed, and three consultants were invited to submit proposals for the TRPAP and 30% Preliminary Design assignment under Request for Proposal RFPC-1478-23

- > The proposal submitted by HDR Corporation achieved the highest total score and, as such, is the successful proponent pursuant to the requirements of the RFP and the terms of YRRTC's Procurement of Goods and Services Policy (Policy No. 2010-1)

3. Background

In October 2023, Regional Council approved prioritization recommendations for delivery of next generation BRT projects

Regional Council endorsed prioritization of the BRT network with a phased delivery approach and approved advancement of preliminary design and engineering for priority projects, which includes Jane Street.

Prioritization of York Region's 2051 BRT network sets the stage for delivery of the next generation of BRT projects (approximately 130 km). Expanded BRT provides reliable access to employment, housing options and social services for all. These next BRT investments will ensure that we are connecting people, jobs, and destinations across the GTHA from the City of Toronto and Peel, York, and Durham Regions.

Jane Street BRT is one of the priority projects for delivery in the next 10 years

The 6.3-kilometre Jane Street corridor between Highway 7 and Major Mackenzie Drive services 12,000 daily passenger trips and is projected to service over 20,500 daily passenger trips by 2035. With housing growth materializing in this corridor, travellers will be able to connect to TTC's Line 1 subway to Vaughan Metropolitan Centre and major destinations including the Cortellucci Vaughan Hospital, Canada's Wonderland and Vaughan Mills Mall. The project area is shown in **Appendix A**.

In accordance with YRRTC's Procurement of Goods and Services Policy, contract values over \$500,000 require Board approval

Where the total cost of the contract under a Request for Proposal process exceeds \$500,000, the award of the contract must be brought to the Board for approval in accordance with YRRTC's Procurement of Goods and Services Policy (Policy No. 2010-1).

4. Analysis

A Request for Pre-Qualifications for Environmental Assessment and Preliminary Design services was issued on May 10, 2024, and closed on June 10, 2024

The procurement included a Request for Pre-Qualifications (RFPQ) to establish a shortlist of three pre-qualified firms that would be invited to participate in a Request for Proposal (RFP). Five firms submitted proposals in response to the RFPQ issued on May 10, 2024, and closed on June 10, 2024. All were compliant and evaluated per the procurement process.

The following three firms were pre-qualified and invited to submit a proposal:

- > HDR Corporation
- > AECOM Inc.
- > Parsons Inc.

A Request for Proposal was issued to the three shortlisted firms on July 15, 2024, and closed on August 28, 2024

In July 2024, RFPC-1478-23 was issued to the three pre-qualified firms and all three submitted proposals. The Request for Proposal (RFP) procurement approach was used rather than a Request for Tender (RFT) due to the importance of assessing the proponents’ understanding of and approach to the work, as well as YRRTC’s requirements and expectations.

Proposals were evaluated using a two-step process, with a weighting of 80% for the technical component and 20% for the financial component. The proponents had to achieve a minimum score of 48 points out of 80 in the technical component to proceed to the next step of having their financial envelope opened. Two of the three pre-qualified firms, HDR Corporation and Parsons Inc., met this criterion.

The Region’s/YRRTC’s proposal evaluation team reviewed the technical proposals based on the evaluation criteria listed in RFPC-1478-23, including:

- > A thorough understanding of the overall project requirements, identifying the key challenges, project risks, TRPAP and 30% design deliverables;
- > Identifying/planned engagement of the project stakeholders; and
- > Ability to manage the overall project to meet the project timelines and provide quality deliverables in a timely manner.

The proposals were evaluated in accordance with Regional and YRRTC policies, bylaws, and practices. The proponents’ technical and financial scores and proposed upset limit fees are shown in **Table 1**.

Table 1
Evaluation Summary

Firm	Technical Score (80%)	Financial Score (20%)	Total Score (100%)	Upset Limit Fee (excludes HST)
HDR Corporation	62.43	20.0	82.43	\$5,492,386.07
Parsons Inc.	59.33	18.92	78.25	\$5,805,373.92

HDR Corporation’s proposal achieved the highest score in response to the RFP

The proposal from HDR Corporation achieved the highest total score and is the successful proponent, pursuant to the requirements of the RFP and the terms of the Region’s Purchasing By-law (2021-103) and YRRTC’s Purchasing Policy (2010-1).

Awarding the assignment to HDR Corporation represents the best value, as the assignment was competitively procured, and their proposal received the highest total score.

5. Financial Considerations

Funding for the Jane Street BRT Environmental Assessment (TRPAP) and 30% Preliminary Design is included in YRRTC’s approved 2024 10-year Capital Budget.

The upset limit fee submitted by HDR Corporation for consulting services is \$5,492,386.07, excluding HST. While the upset limit fee is higher than estimated for this scope of work, staff have reviewed the fee in detail against the estimate and can support the fee differentials, and will take appropriate steps to work within the approved program budget.

6. Local Impact

Advancing the Jane Street BRT Environmental Assessment (TRPAP) and 30% Preliminary Design is the next step to providing higher-order transit service to local municipalities. A connected rapid transit system helps local municipalities meet housing and development targets by allowing increased densities and less reliance on single-occupant vehicles for travel. As such, rapid transit corridors are integral to long-term development plans benefiting local municipalities.

As part of the work program for this project, YRRTC and the proponent will be working closely with the Region, City of Vaughan, and other corridor stakeholders to gain insights and input as part of the evaluation of options for the corridor and preliminary design. This will include public input and community feedback and a focused effort on minimizing impacts on the community.

7. Conclusion

Following a competitive procurement process issued by York Region on behalf of YRRTC, proposals from three firms were evaluated in accordance with the Region’s Purchasing By-law (2021-103) and YRRTC’s Procurement of Goods and Services Policy (Policy No. 2010-1).

It is recommended that the contract for the Jane Street BRT Environmental Assessment (TRPAP) and 30% Preliminary Design be awarded to HDR Corporation as the successful proponent under RFPC-1478-23, for a total cost of \$5,492,386.07, excluding HST.

Advancing the planning, preliminary design, and related works for corridors within the 2051 Rapid Transit network will lead to shovel-ready projects, ensuring that the Region is in a solid state of readiness for construction funding from senior levels of government.

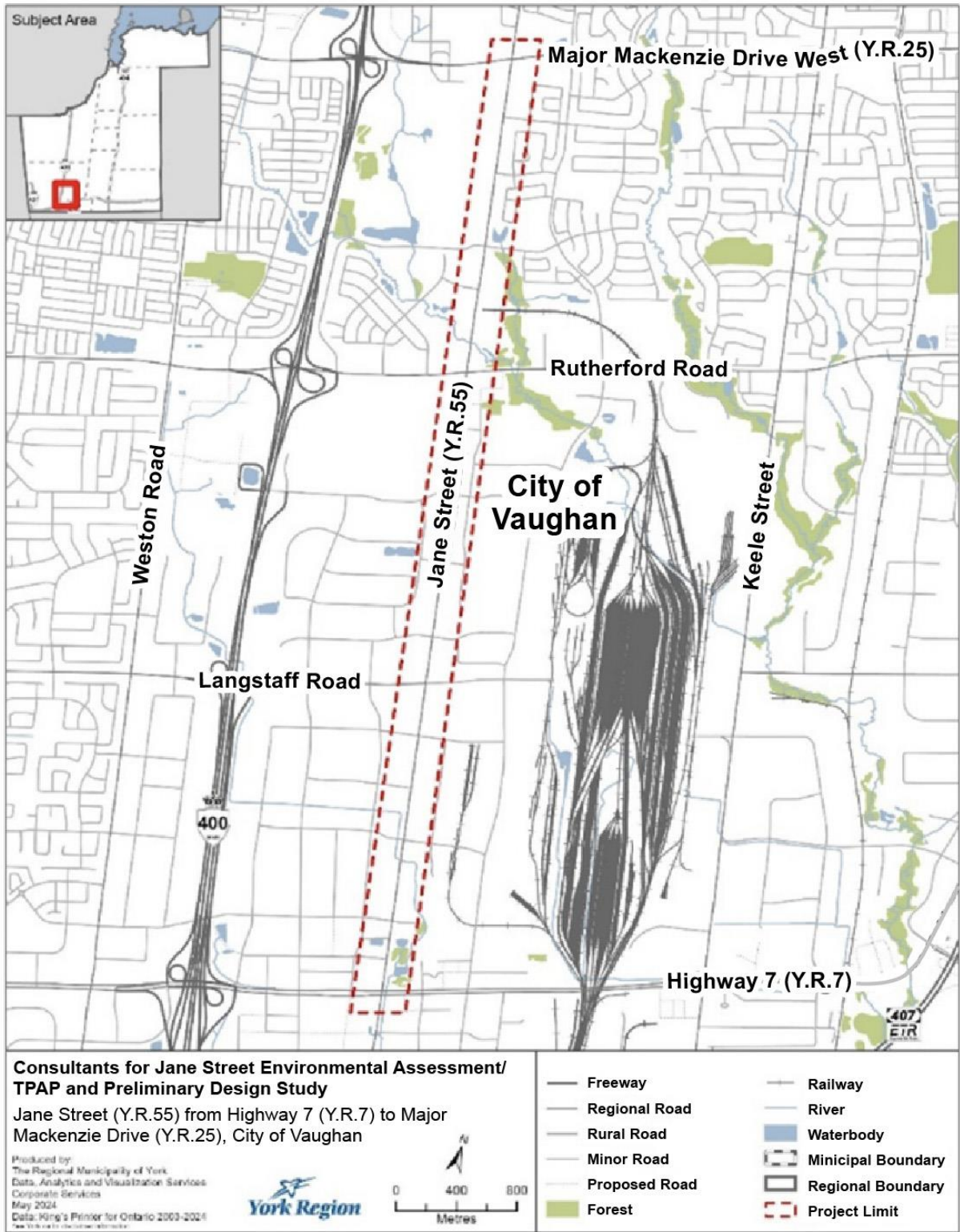
For more information on this report, please contact Liza Sheppard, Vice President, Project Implementation at 1-877-464-9675 ext. 71035. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
President, York Region Rapid Transit Corporation

October 15, 2024

eDOCS # 16290352
Appendix A – Jane Street BRT Project Area

Appendix A
Jane Street BRT Project Area



October 24, 2024

FOR DECISION

Report of the President

Canada Public Transit Fund: Metro-Region Agreement Update

1. Recommendation

It is recommended that the YRRTC Board:

1. Authorize staff to work in collaboration with the Cities of Markham and Vaughan and Regional staff to refine the compelling case for the Highway 7 East and Jane Street Bus Rapid Transit projects, by integrating corridor land use planning and affordable housing policy actions, for submission to the Ministry of Transportation to support the Greater Golden Horseshoe Metro-Region Agreement Integrated Regional Plan submission under the Canada Public Transit Fund;
2. Direct staff to work with the Region to prepare a response to the Minister's September 24, 2024 letter to communicate the Board's position, as reflected in Attachment 1; and
3. Forward a copy of this report to York Regional Council, City of Markham Council, and City of Vaughan Council.

2. Purpose

This report provides an update on the federal Canada Public Transit Fund (CPTF) and next steps for advancing the Region's two priority Bus Rapid Transit (BRT) projects as part of the Ministry of Transportation's (MTO) federal funding request through the Ministry's Greater Golden Horseshoe (GGH) Metro-Region Agreement proposal.

Key Points:

- > An estimated \$1.7 billion is required to design and construct the Region's priority BRT along the Jane Street and Highway 7 East corridors (including Enterprise Boulevard in Markham Centre)
- > The Province, through MTO, is responsible for determining the Metro-Regions created within the province and has been identified by the federal government as the coordinator of Ontario's Metro-Region Agreement submissions
- > On September 24, 2024, York Region received a letter from the Minister of Transportation expressing MTO's intention to submit a comprehensive Metro-Region Agreement proposal that covers the Greater Golden Horseshoe (GGH) region, including York Region
- > The Minister's letter reiterated that housing conditions (such as increasing affordable housing supply) are tied to the Metro-Region Agreement funding program. The letter also noted that municipalities will be responsible for a cost share of projects
- > For the GGH Metro-Region, MTO will lead coordination of an Expression of Interest and an Integrated Regional Plan – a submission by partner organizations in a metro-region outlining how long-term capital investments in transit complemented by supporting initiatives will advance the core objectives of the CPTF
- > Collaboration with the Cities of Markham and Vaughan is underway to include description of the measures to be employed to increase affordable housing supply within the rapidly growing Jane Street and Highway 7 East corridors

3. Background

Metro-Region Agreements will provide funding to support partnerships between provinces and large urban areas with the largest public transit systems

The federal CPTF program description suggests that funding amounts for the Metro-Region Agreement stream will be based on merit, with the highest amounts of funding going to the most ambitious partnerships, including those that can best demonstrate how investments in transit will help build more homes.

A core objective of the CPTF's Metro-Region Agreement stream includes increasing housing supply and affordability

The CPTF's \$30 billion investment over 10 years is focused on expanding public transit, with funding beginning in 2026. Four core objectives have informed the design of the CPTF:

1. Increasing the use of public transit and active transportation relative to car travel;
2. Increasing [the supply of housing and affordable housing](#) as part of complete, transit-oriented communities;
3. Using mobility investments to contribute to climate change mitigation and resilience; and
4. Improving access to transit, biking, and walking options for all, especially for equity-deserving groups.

On September 24, 2024, Minister of Transportation sent a letter confirming that MTO intends to submit a GGH Metro-Region Agreement proposal, including York Region

On September 24, 2024, York Region received a letter from the Minister of Transportation expressing MTO's intention to submit a comprehensive Metro-Region Agreement proposal that covers the entire GGH region, including York Region. The letter also reiterated that housing conditions (increasing affordable housing supply) are tied to the Metro-Region Agreement funding program.

The letter further noted that municipalities will also be responsible for a cost share of projects selected under this fund, to ensure a shared responsibility that projects are successful and delivered on time.

MTO will lead coordination of an Expression of Interest and an Integrated Regional Plan – a submission by partner organizations in a Metro-Region

For the GGH Metro-Region, MTO will lead coordination both an Expression of Interest and an [Integrated Regional Plan](#) (IRP) – a submission by partner organizations in a metro-region outlining how long-term capital investments in transit complemented by supporting initiatives will advance the core objectives of the CPTF. More details outlining timing and next steps are expected to be shared by MTO in the coming weeks.

4. Analysis

YRRTC's draft mandate letter includes pursuit of funding and preparation of funding submissions for rapid transit priorities, on behalf of the Shareholder

YRRTC's draft Mandate Letter, as approved by the Board on September 12, 2024 and advanced to the Shareholder on October 10, 2024, notes that YRRTC's key responsibilities with respect to pursuit of funding are as follows:

- > Identify, pursue, prepare submissions, negotiate, and arrange funding and funding opportunities, as the case may be, with governments, government agencies and other funding partners; and
- > Coordinate and seek funding such that the Region's planned future Rapid Transit Network project construction is achieved, consistent with the Regional Transportation Master Plan.

On behalf of the Shareholder, and in close collaboration with regional departments and local municipalities, YRRTC will be the lead contact with MTO throughout the development and coordination of the Integrated Regional Plan for the priority BRT projects.

Collaboration with the Cities of Markham and Vaughan and the Region is underway to quantify potential growth scenarios and to document measures to increase the affordable housing supply along the Jane Street and Highway 7 East BRT corridors

Under recent changes implemented through Ontario's Bill 185, land use planning oversight is now largely the purview of local municipalities. Quantifying potential residential and employment growth and identifying measures to increase affordable housing along BRT corridors, requires joint effort and commitment from local municipalities, the Region and senior levels of government. The coordinated and collaborative approach now underway with staff from the cities of Markham and Vaughan will focus on:

- > Defining municipal commitment to delivering and achieving the CPTF affordable housing objectives; and
- > Regional commitment to delivering the transit infrastructure.

Such a collaborative effort is essential to securing the \$1.7 billion in critically needed funding for these two projects to benefit residents of Markham, Vaughan, York Region and the GGH.

Over the coming weeks, YRRTC will continue to work with Markham, Vaughan and Regional staff to integrate documentation of municipal policy frameworks intended to meet the CPTF affordable housing project consideration objectives into a joint submission to MTO for the Integrated Regional Plan. A further update on this work program will be provided to the Board at a future meeting.

5. Financial Considerations

\$1.7 billion is identified in the proposed 2025 Regional Budget as “Unfunded Priority Project costs” for the two critical BRT projects

A capital construction cost estimate of approximately \$1.7 billion is required to construct York Region’s two priority BRT Projects, including future fleet requirements. These dollars are not currently included in the Region’s 10-year Capital Plan, as they require funding commitments from senior levels of government and are subject to the Region’s Fiscal capacity considerations. The \$1.7 billion has been identified in the Region’s proposed 2025 budget as “Unfunded Priority Projects.”

To advance environmental assessment and preliminary engineering work for BRT projects along Jane Street and Highway 7 East corridors (including Enterprise Boulevard in Markham Centre), \$35.9M is included in the Region’s current 10-year capital plan. This critical work is now underway.

Municipal cost-share for projects under the Metro-Region Agreements will be required, however, the exact contributions are yet to be defined

The federal submission guideline signified that the maximum federal cost share for capital project funding provided through the Metro-Region Agreement stream is currently 40%. During earlier consultation processes this year, the Province suggested that both provincial and municipal cost-shares will be required as part of the funding approval process.

More detailed information on cost sharing is expected to evolve and will be communicated to the Board and Regional Council as appropriate.

6. Local Impact

As part of the 2022 Transportation Master Plan (TMP) update, all rapid transit priorities, including the BRT projects along Jane Street and Highway 7 East (including Enterprise Boulevard in Markham Centre) were reviewed with the Cities of Vaughan and Markham respectively.

To access funding through the CPTF, municipalities will need to showcase how projects unlock housing supply and housing affordability, which will include specific local planning requirements. Collaboration with the Cities of Markham and Vaughan is underway to include a description of measures to be employed to increase affordable housing supply along the BRT corridors in the submission of York Region’s priority Highway 7 East and Jane Street BRT projects.

7. Conclusion and Next Steps

On September 24, 2024, York Region received a letter from the Minister of Transportation expressing MTO's intention to submit a comprehensive Metro-Region Agreement proposal that covers the entire Greater Golden Horseshoe (GGH) region, including York Region.

The Minister's letter reiterated that housing conditions (increasing affordable housing supply) are tied to the Metro-Region Agreement funding program. The letter noted that municipalities will be responsible for a cost share of projects.

Collaboration with the Cities of Markham and Vaughan is underway on the Region's priority BRT projects to include description of the measures to be employed to increase affordable housing supply within the rapidly growing Highway 7 East and Jane Street corridors.

Staff will continue to report back to the Board and Regional Council with updates and recommendations as further information becomes available.

For more information on this report, please contact Danielle Hutson, Vice President, Communications, at 905-505-1348. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Jankowski**
President, York Region Rapid Transit Corporation

October 15, 2024
eDOCS # 16388421

Attachment 1 – Draft Response Letter to Minister of Transportation (#16388344)

Delivered via e-mail: prabmeet.sarkaria@pc.ola.org

The Honourable Prabmeet Singh Sarkaria
Ministry of Transportation
5th Floor - 777 Bay Street
Toronto, ON M7A 1Z8

Thursday, October 24, 2024

Dear Minister Sarkaria,

Re: Canada Public Transit Fund (CPTF)

Thank you for your letter dated Tuesday, September 24, 2024. We are pleased York Region's rapid transit priorities are included in the Greater Golden Horseshoe (GGH) Metro Region Agreement proposal. Infrastructure investments by all levels of government are critical to achieving housing supply, economic growth, climate change targets, and social equity objectives across Ontario.

\$1.7 billion is needed immediately from the Canada Public Transit Fund, Metro-Region Agreement stream, for the critical Bus Rapid Transit (BRT) projects along Highway 7 East in the City of Markham, and Jane Street in the City of Vaughan.

Active development is underway, with more than 40,000 units already approved and approximately 85,000 additional units anticipated along these two BRT corridors in the near future. Regional, Markham and Vaughan staff also continue collaborating on measures to increase the affordable housing supply along these corridors.

These BRT projects are top transit priorities in the GGH. In addition to supporting the residential growth, they:

- Support over 90,000 new jobs anticipated in these two corridors by 2051;
- Service the significant transit ridership growth already occurring and anticipated to continue;
- Create thousands of construction jobs;
- Reduce GHG emissions and increase active transportation use; and
- Leverage past and current transit investments like the Yonge North Subway Extension, and provide vital inter-regional connectivity to GO Transit, health care and education services.

York Region is now advancing design and approvals. Highway 7 East and Jane Street BRT construction funding commitments will help build new housing, increase affordability and further stimulate the economy. The continued success and competitiveness of the GGH depends on an integrated public transit system which includes these two critical BRT projects.

York Region is growing and together, we can keep it moving. We look forward to meeting with your ministry to discuss next steps and to support the development of your Metro Region Agreement proposal.

Yours very truly,

Wayne Emmerson
Chairman and CEO
The Regional Municipality of York

Frank Scarpitti
Mayor, City of Markham and
Chair, York Region Rapid Transit Corporation

CC: Doug Jones, Deputy Minister of Transportation
James Pearce, Assistant Deputy Minister (A), Transit Division, Ministry of Transportation
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Steve Pellegrini, Mayor, Township of King
John Taylor, Mayor, Town of Newmarket
David West, Mayor, City of Richmond Hill
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