

2010 Metrolinx Project Prioritization Update

Leslie Woo,
VP Policy and Planning
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Timeline

- June 29th:
 - Metrolinx Board approves Project Prioritization Framework and work plan
- Aug-Sept:
 - Peer Review of Methodology
 - Refine Project Prioritization Framework
- October 5th:
 - Update to Board on progress and consultation process
- November - February 2011
 - Board update and discussions
- Ongoing:
 - 10-year capital planning
 - Draft Electrification Study input

Metrolinx's Unique Role and Challenge

- **Metrolinx's unique role to:**
 - plan, develop, and implement transportation for all of the GTHA
 - operate regional services through GO Transit, its operating division; GO plays key role throughout the Greater Golden Horseshoe
- **We have more worthy projects than funds**
 - The Big Move makes the case for many more needed transit projects across the GTHA than there are funds to support, pending completion of the Investment Strategy.
- **All the priority projects of The Big Move are good projects**
- The Big Move identified a \$50B transit capital need over the 25-year horizon of the plan and set out four bundles of new transit projects:
 - Top 15 list
 - First fifteen years
 - 16 to 25 years
 - Projects for future consideration beyond 25 years
- Capital investments need to be made strategically to meet the vision, goals and objectives of The Big Move

The Project Prioritization Framework

- A tool to inform decision-making on unfunded priorities of The Big Move; based on Metrolinx “triple bottom line”.
- Provides technical evidence, robustness and credibility to decisions.
- Outcomes will inform Board’s advice to the Province including input to 10-year capital planning and 11/12 budget process.
- Priorities and Prioritization Framework will be adapted and updated with new information (e.g. Electrification Study), and as projects advance.
- On-going prioritization will be supported by two important streams of work:
 - The establishment of The Big Move baseline through the Progress Report
 - Further BCA evaluation

Unfunded Projects Currently Being Prioritized



Unfunded Projects Currently Being Prioritized

GO	Barrie: Union to E Gwillimbury (two-way all day service / 20 mins in the peak)
	Georgetown: <ul style="list-style-type: none"> • Malton to Mt Pleasant (two-way all-day service / 15 mins in the peak) • Georgetown to Kitchener/Waterloo (every 30 mins in the peak)
	Lakeshore: <ul style="list-style-type: none"> • Lakeshore E extension Oshawa to Bowmanville (30 mins in the peak) • Lakeshore W extension Aldershot to James N (30 mins in the peak) • Lakeshore W/ Stoney Creek/St. Catharine's (30 mins in the peak)
	Milton (two-way all day service 15 mins in the peak) <ul style="list-style-type: none"> • Union / Meadowvale • Meadowvale to Milton
	Richmond Hill <ul style="list-style-type: none"> • Oriole to Richmond Hill (two-way all day service every 20 mins in the peak) • Union to Oriole (two-way all day service every 20 mins in the peak)
	Stouffville Phases 1 to 3 Union / Scarborough/ Unionville / Mt. Joy (two-way all day service 15 mins in the peak)
Regional (Non-GO)	Dundas BRT – Kipling to Hwy 407
	Durham-Scarborough BRT – on Hwy. 2 between Scarborough and Oshawa
	Hamilton LRT – between McMaster University and Eastgate Mall
	Hurontario LRT – Port Credit to Downtown Brampton
	Yonge Subway Extension to Richmond Hill**

*** Subject to further BCA analysis*

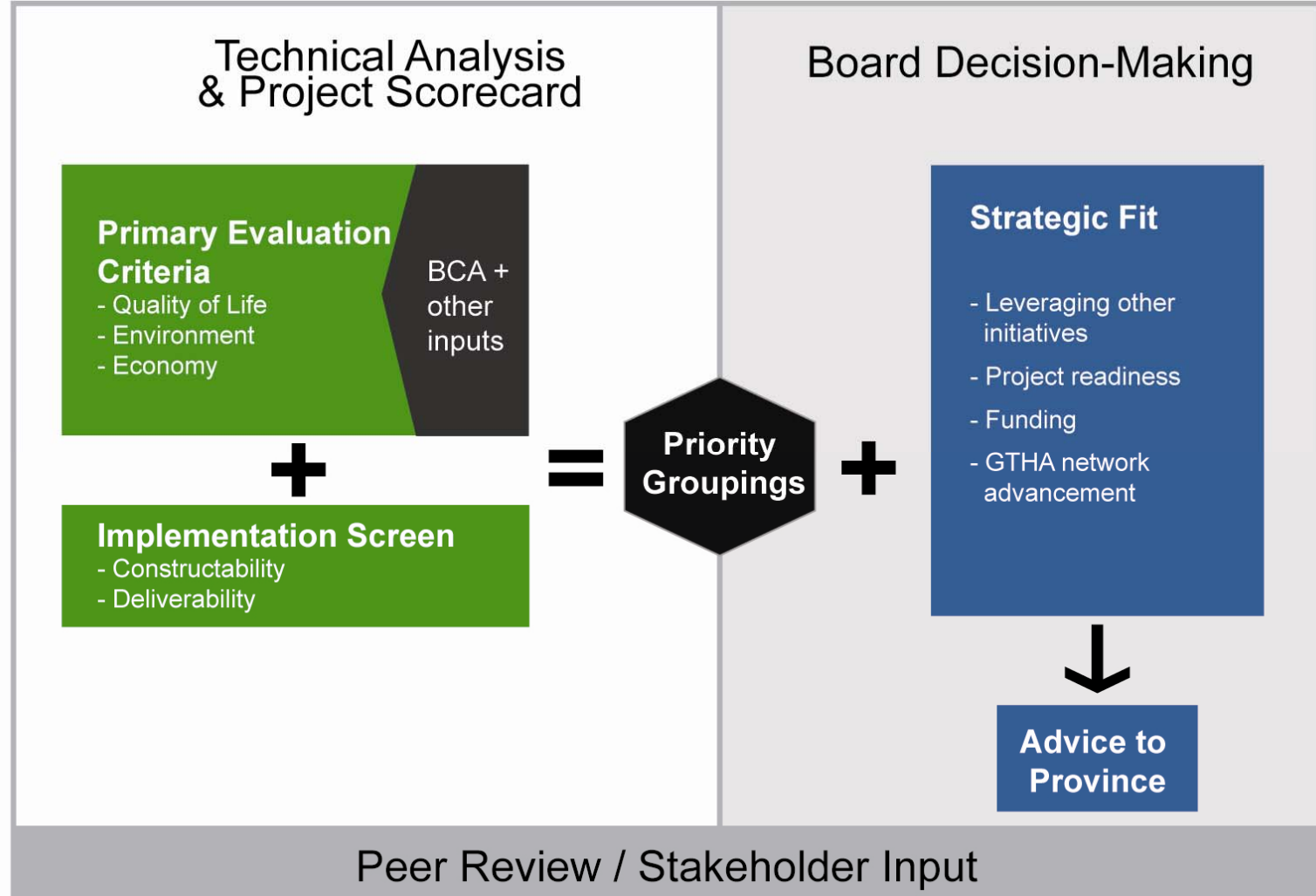
Developments since June 2010

- Many projects now have more precise descriptions and scope.
- Prioritization framework refined in areas of criteria and methodological details as a result of Peer Review, municipal input and completion of multiple sensitivity analyses.
- The Big Move projects still requiring further analysis prior to being fully prioritized:
 - Yonge St. Subway Extension (BCA to be updated)
 - 2nd Phase Brampton Queen St. Zum (BCA only now underway)
 - Phase 2 of The Big 5 projects (no BCA in place)
 - Lakeshore Express Rail - Hamilton to Oshawa (subject to Electrification Study)

Methodology: Key Refinements

- **Criteria:**
 - Refined criteria and indicators
- **Implementation Screen:**
 - More emphasis given to primary evaluation (assumed 70/30 weighting)
 - Simplified constructability and deliverability to focus on those factors most easily compared across projects
 - significant physical barriers and environmental & community impact
- **Established Strategic Fit as a freestanding assessment for the Board.**
- **Project Groupings :**
 - Projects grouped into “Priority Group A”, “Priority Group B”, and “Priority Group C” based on thresholds.

Prioritization Framework



Primary Evaluation Criteria

Criteria	Indicator	BCA
A High Quality of Life		
Building Communities	Change in the density of population + employment projected for the area.	
Transit Ridership	Total Weekday Boardings Forecasted	
Social Need	Youth/Seniors/Low Income population within 500m of an RT corridor or 2km of a GO station	
Regional Connectivity / Destinations	Number of connections to other RT services/mobility hubs/post-secondary institutions/hospitals	
A Thriving, Sustainable and Protected Environment		
GHG Emissions reduction	Tonnes saved annually based on VKT	✓
New Transit Riders	Projected total NEW weekday boardings	
A Strong, Prosperous and Competitive Economy		
Economic Impacts	Direct and Indirect Wages and GDP benefits (post-construction) over the first 30 years of operation (PV \$M)	✓
Capital Cost per Rider	Capital Cost per New Rider	
Operating Revenue / Cost Ratio	Net New Operating Revenue / Cost Ratio	
Benefit-Cost Ratio	Transportation User Benefits (travel time, safety, operating savings based on Vehicle Kilometres Travelled (VKT) Capital cost Estimated incremental operating cost	✓

Peer Review Panel Endorsement

External Peer Review Panel Mandate

1. Review framework methodology to ensure it is fit for purpose.
2. Confirm that the framework was appropriately applied and that the outcomes are consistent with the methodology to ensure methodological rigour and balance.
3. The panel was not asked to comment on the specific priority of projects identified.

Panel Members:

- **Michael Roschlau**, President / CEO, Canadian Urban Transit Association
- **Eric Miller**, Director of the University of Toronto Cities Centre.
- **Steve New**, former COO of BC Transit, immediate past chair of CUTA

Internal Review through Technical Working Group and Steering Committee.

Multiple sensitivity tests demonstrated that framework was robust and variability of outcomes was low

Municipal Consultation - Key Comments

- Focus of consultation has been on clarifying quantitative and qualitative inputs:
 - Strong interest in ensuring local initiatives are properly considered
 - “Strategic Fit” seen as key input for stakeholders
 - Need to know how data is included where no BCA exists
- Peer Review process valued in giving stakeholders some assurance of fair treatment
 - Comments on criteria/process were channelled through the Peer Group
- Clarification and coordination with provincial 10-year capital planning process.
- Local transit state of good repair funding is a key issue to address.
- Expectations for continued input into process and outcomes.

Scorecard and Priority Groupings

- Regional (non-GO) and GO projects are not directly compared.
 - Regional (non-GO) projects are generally new, stand alone projects, with broader corridor scale data available from the BCA analysis.
 - GO projects are generally incremental extensions or expansions to existing corridors and therefore more detailed criteria data is available in addition to BCA analysis.
- Projects grouped into three groupings based on thresholds: **Priority Group A**, **Priority Group B**, and **Priority Group C**.
- All projects are Big Move priority projects. Priority groupings guide staging of implementation:
 - Focus on **Priority Group A**
 - Some investment and action may occur on **Priority Group B**
 - Lower activity on **Priority Group C** (e.g. may undertake EA). Does not preclude incremental expansions for existing infrastructure.

Decision-Making: Strategic Fit

The project scorecard and priority groupings are a basis for decision-making. Strategic Fit is an important step for decision-makers. It allows the impact of broader considerations to inform final advice to the Province.

The following questions frame key issues around Strategic Fit for the Board:

- **Leveraging other investments and initiatives:** Does the project have a strong connection to other capital investments, including transportation? Is it supported by advanced transit-oriented development and land-use?
- **Project readiness:** What is the project state of readiness and have actions been undertaken to advance project such as: preliminary design or land acquisition?
- **Funding:** Is funding committed? What partners are engaged to secure government or private sector investment? Is there an opportunity for Alternative Financing and Procurement (AFP)?
- **Completing the network throughout whole region:** Does the project strategically advance implementation of *The Big Move* across the whole GTHA region?

Next Steps

- Further consultation with key stakeholders, including municipal elected leaders and senior officials
- Input to ongoing provincial budget
- Timely integration of new analysis emerging from other on-going studies (e.g. GO System Electrification and the 2031 Union Station Opportunities and Demand Study)