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VIVA PHASE 2 MONTHLY REPORT
January 2007



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 recommendation contained in the following report, January 11, 2007, from the Vice President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report provides a description of the activities of the York Region Rapid Transit Corporation (YRRTC) during October, November and December 2006.

3. BACKGROUND

This report addresses the activities of the YRRTC, including the status of Environmental Assessment (EA) work in support of Viva Phase 2, other activities relating to Viva Phase 2, as well as Viva marketing and communications activities. Ridership statistics for Viva Phase 1 are supplied verbally and through handouts and reports at Committee.

Rapid transit runs today in mixed traffic in the four key corridors as depicted in the illustration in Figure 1. Viva Phase 2 - Stage 1 provides for capital construction of 22 kilometres of segregated rapid transit lanes ("rapidways") in three segments: Y1, Y2 and H3.

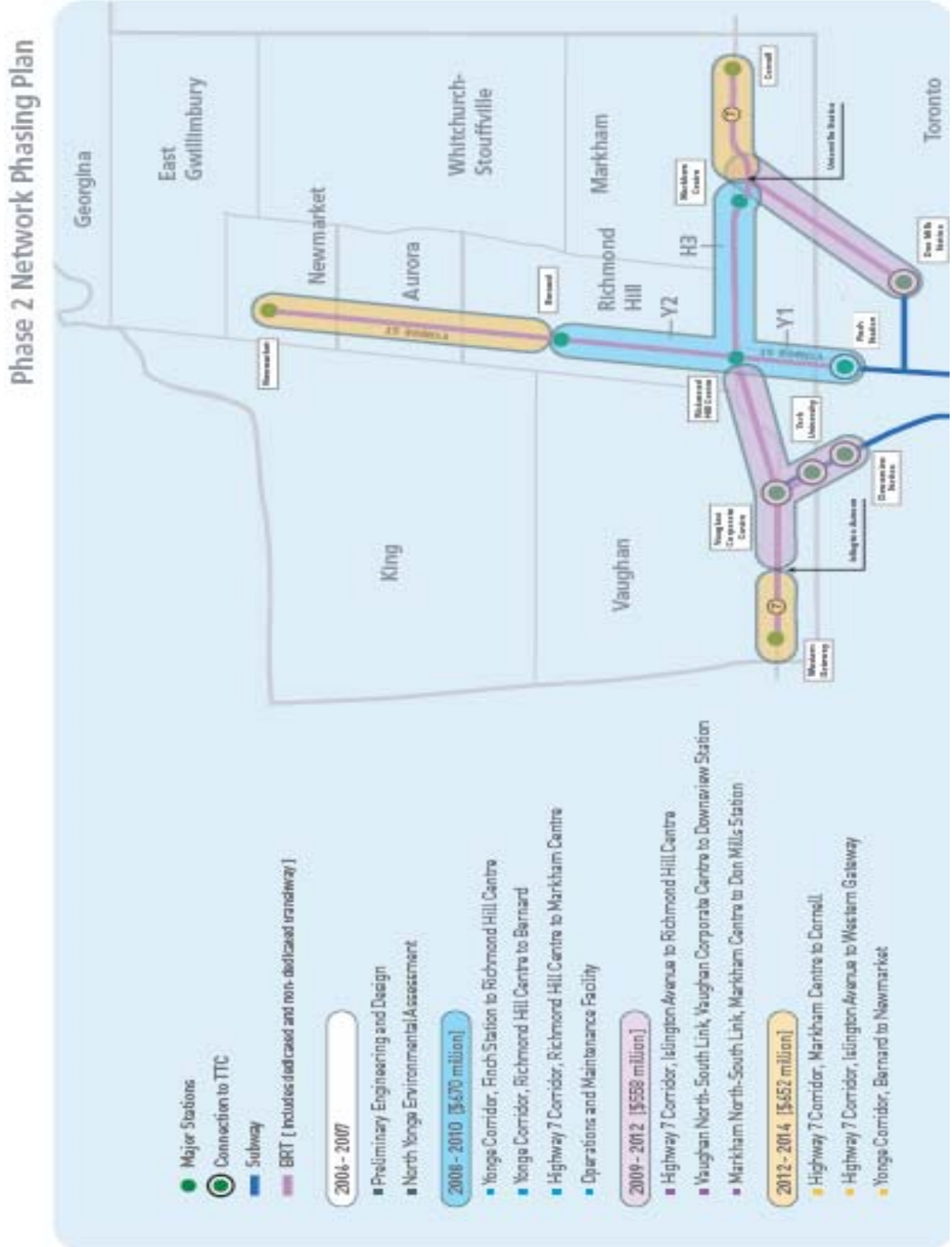


Figure 1: Phase 2 Network Phasing Plan

4. ANALYSIS AND OPTIONS

The following identifies the major work highlights that have been underway in the rapid transit office from October to December 2006. A detailed outline of activities is provided in *Council Attachment 1*.

Viva Phase Two – Stage 1 (Y1) preliminary engineering design is underway on Yonge Street from Steeles Avenue north to the Richmond Hill Centre

Council approval to proceed with the preliminary design of “rapidways” (dedicated rapid transit lanes) commenced with provincial funding support in the spring of 2006. Several major activity areas are underway to define the first rapidway on Yonge Street between Steeles Avenue and Richmond Hill Centre.

The first major activity has been the definition of property requirements for Yonge Street based on the recommendations of the final approved environmental assessment. Although the EA identified slivers of land takings along the length of the corridor over 95 properties are expected to be affected by a comprehensive property acquisition strategy in the corridor. While 95 properties are affected, the lands required total less than 2 acres.

The second major activity has been the commencement of a utility strategy for the corridor. There are a myriad of utilities, both overhead and below grade along this 5 km length of Yonge Street that are expected to be affected as a result of the construction of the rapidways. In addition to confirming locations for the utilities, corridor design studies identified an objective to bury hydro cables while reconstructing the roadway. Studies have also identified a desire for high quality urban design treatments through the corridor. Timing and costs associated with these goals will need to be addressed in future reports to committee.

The third major activity underway has been the translation of the environmental assessment drawings into first stage preliminary engineering drawings. The first stage drawings refine the property taking requirements and the definition of boulevard landscape treatments along the corridor.

The work schedule and phasing for Phase 2 – Stage 1 work is as follows:

Figure 2: Phase 2 – Stage 1 Work Flow Chart

Type of Work	2006				2007				2008				2009				2010				2011			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
PE - Y1, OM & LAND																								
Y1 GMP & Award																								
Y1 Construction																								
Y1 Vehicles																								
Y2, H3 & PE																								
PE Remaining & RFQ/RFP																								

The balance of the Phase 2 work is anticipated to be designed and constructed over an 8 year period between 2006 and 2014.

A decision making matrix has been developed to evaluate the options for the design of the Yonge Street rapidway

There are many physical built form elements to bring together in the design of York Region's first rapidway. These rapidways will travel across nearly 67 km of the Region's 100 km rapid transit network and set the stage for an urban renaissance along the corridors. The success of the urban renaissance will be achieved, in part, by the degree to which the rapidways create the impetus for the transformation of the built form character along the corridor, define urban plans at station locations, and protect and enhance significant heritage communities through which it passes. Done well, the rapidways will link the corridors together and provide a consistent urban landscaped environment along most of its length.



In order to ensure that these goals can be accomplished a detailed decision making matrix has been developed to evaluate the many details of the rapid transit corridor. The matrix identifies the following major design elements for consideration against five major evaluation criteria:

- **Intersection design** at station intersections and non station intersections including pedestrian cross walks and surface material treatments.
- **Pedestrian protection** at platforms.
- **Rapidway design** including vertical geometry, running surface appearance.
- Delineation between the rapidway and the running surface for the car.
- **Median landscape** options including, planters, plant materials, irrigation provisions, hardscape requirements.
- **Boulevard landscape**, including plant materials, irrigation provisions and hardscape requirements.
- **Platform landscape**, including planting materials, planter types.
- **Functional median design**, including access for emergency vehicles, parking requirements, snow storage, public art opportunities.
- **Transit and traffic signal requirements** at station and non station locations.
- **Utility design**, including overhead and below ground considerations, street lighting and communications integration.
- **Platform design**, including platform length, width, height, vehicle berthing position and passenger waiting spaces and access requirements.
- **Maintenance access.**
- **Security requirements.**
- **Weather protection**, including shelter capacity and seating capacity.

These elements are screened against five major evaluation criteria:

- **Operational efficiency/reliability.**
- **User experience/design.**
- **Environmental benefits and sustainability.**
- **Corridor enhancement.**
- **Cost-effective rapid transit.**

The five major criteria are further subdivided into 32 elements.

At this stage the rapid transit staff and York Consortium 2002 (YC2002) meet bi-weekly to review progress on and evaluate the options in the corridor. As was done in Phase One the Rapid Transit, Steering Committee will be actively engaged in commenting on and confirming the rapid transit phase two product. A workshop or committee meeting will be dedicated to this end in February or March.

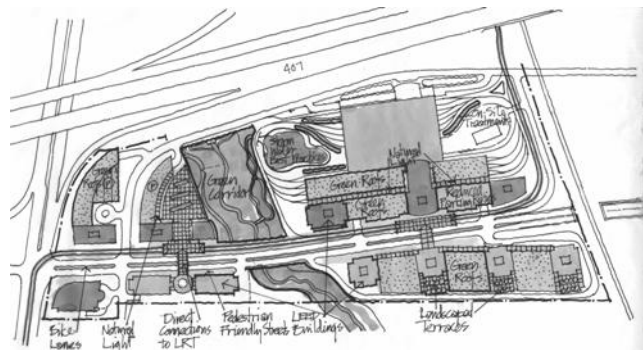
A communication strategy has been developed to keep all stakeholders informed on progress on Yonge Street activities

Key to the success of the delivery of Viva Phase 2 will be a well defined communication strategy that reaches out and keeps all stakeholders involved at all stages of the design and construction of the Phase 2 rapidways in York Region. These stages include, amongst other things the definition of the design of the rapid transit project, the definition

of and the acquisition of lands along the corridor, the construction phasing and opening of the system. A comprehensive communication framework plan has been developed and will be distributed at the meeting. This first phase of the corridor has been divided up into three distinct geographic sets of stakeholders-those north of the Thornhill Heritage district, those in the Heritage district and those south of the Heritage district.

It is expected that surveyors will be in the field over the next four weeks and as result more stakeholder interest in the project will occur. Prior to any site activity, landowners along the corridor will be contacted by registered mail to apprise them of the commencement of the on-site work and to give Region contact information and meeting dates. To get ready for this, in addition to holding three community meetings with these stakeholders in early February, an information pamphlet has also been prepared for distribution to shop owners and interested parties explaining the activities. Furthermore, a question and answer desktop flip book, as was developed in phase one, will be distributed to all members of Regional Council and local councillors along the corridor to be able to address questions as they emerge.

Langstaff master planning discussions with stakeholders east and west of the CN tracks are underway



EA for the lands west of the CN tracks. Opportunities to integrate transit oriented development with the O&M facility are a primary objective of the Rapid Transit Corporation and progress has been made with the landowners west of the tracks in understanding the basic project elements (*see Council Attachment 2*). It is expected that organizing the O&M facilities into a Transit Oriented Development (TOD) format will have a cost premium and that these premiums need to be identified and brought into the discussions with all potential development partners in order that they are identified as a cost to be carried largely by the land and development density values created in the on-site commercial development opportunities. These O&M facility cost impacts will be in addition to the normal road, storm water management, water course restoration, servicing, park and other costs associated with Markham's normal land development requirements. Staff are currently working on identifying the cost premiums associated with the most current integrated master plan concept and will make these available to the Langstaff task force.

East of the tracks, a major development proposal has been tabled with Markham and needs to be taken into consideration in developing a cohesive community plan between Yonge Street and Bayview Avenue (*see Council Attachment 3*).

The joint master planning exercise is expected to be completed by May 2007. If a joint development programme with the area land owners can be brought to a successful conclusion, a formal joint development arrangement will need to be completed in order to access the lands required and move forward with the O&M detailed design and construction programme. The resolution of the complex development and phasing issues associated with an integrated master plan need to take into account the need for the O&M facility to be in place in time for the major renegotiation of the existing operations and maintenance contract with Veolia, and every effort should be made to deliver some real options for accommodating the facility in permanent arrangements.

Land will be required for Phase 2 Right-of-Way

On September 21, 2006 Council authorized staff to retain the Langstaff consulting team, which was retained through a Request for Proposal and, if necessary, additional supplemental consulting services to support all of the Regional acquisition activities on the Phase 2 – Blue Stage (Segments Y1, Y2, and H3).

Staff have determined that the volume of Phase 2 property acquisition work is substantial and will require additional resources to complete the preparatory work in a timely manner. The same type of support activities being conducted by the approved expert professional team will be required to be undertaken by the additional resources. In addition, it will be necessary to retain a community liaison relations officer for the purpose of the Phase 2 property acquisitions. These additional professional services will be retained through invitation and interview for competitive rates given the limited number of experts in these fields.

An update to the 2003 Rapid Transit Network report is nearing completion

Part A of the Consortium's work program was the preparation of a comprehensive update to the 2003 rapid transit network assumptions. This update was anticipated as part of the initial approval network plan and provided the basic three phase strategy for the evolution of the rapid transit network illustrated below. The update provides for updated ridership forecasts now based on a full year of rapid transit service in York Region and confirms a strong and growing need for a rich rapid transit system serving the growing population of the region.



Development of the dedicated rapidway on Yonge Street will reduce travel time from the Finch Terminal to the Langstaff station of 5.3 minutes or 30% over the current travel time (from 18.5 minutes to 13.2 minutes). This work is now nearing completion and draft findings will be reviewed with Committee in February.

Renewed requests for Phase 2 capital funding has been underway since the Fall

A number of meetings were held with provincial and federal Ministers and political and senior bureaucrats during the fall to renew requests for a sustained capital funding program for Viva Phase 2. Currently the project has a co-sponsored \$14.6 million dollar program to undertake Phase 2 Y1 funding but no capital funding has been identified to implement the project. By the fall of 2007, the project will be ready to proceed into detailed negotiations to commence construction no later than late 2007/Spring 2008, and engineering on other segments can not commence without further commitments.

Two specific documents have been developed. The first, the 2006 Viva executive business plan update, highlights the progress made thus far through phase and phase two capital requirements. The business plan is built around eight themes: leadership, innovation, return on investment, healthy environment, strong communities, vibrant economy, public accountability and delivering the promise.

A federal strategic infrastructure fund submission has also been filed with the federal government seeking specific capital funding (\$222 million) for the first segment of the rapid transit system along with funding to construct the Cornell terminal and the first stage of the pedestrian/transit mall in Markham Centre. This funding request has also been forwarded to provincial counterparts.

To date no funding announcements have been secured for the project and continued effort will be an important part of the activities of the Rapid Transit Board and Corporation throughout 2007.

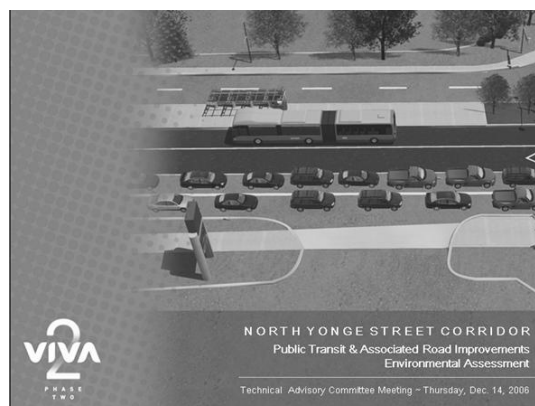
Viva continues to receive recognition as an outstanding project

Viva has been selected by the Ontario Public Works Association (OPWA) to receive its Public Works Project of the Year Award for 2006. The award will be officially presented on February 1, 2007. A summary of the awards received by Viva to date is presented in *Council Attachment 4*.



Route Alternatives continue to be evaluated in the North Yonge Corridor

Evaluation of alternatives to the undertaking has been completed and confirms rapid transit, with associated road improvements, as the preferred undertaking. The route alternatives being evaluated are illustrated in *Council Attachment 5*. A more in-depth report on the status of the North Yonge Corridor EA will be the subject of an upcoming report.



5. FINANCIAL IMPLICATIONS

Table 1: Rapid Transit Capital Cost

Program	Total Cost	Regional \$	Provincial \$	Federal \$
Phase 1	\$150 million	\$50 million	\$50 million	\$50 million
Phase 2	\$1.88 billion	\$627 million	\$627 million	\$627 million
Full Build	\$.9 to \$3.05 B	\$1.2 billion	\$1.2 billion	\$1.2 billion

Currently a provincial and regional contribution of \$7.3 million/partner has been secured and is being used to advance preliminary engineering, primarily on Yonge Street south of Highway 7, and the Langstaff O&M/TOD facility, the Cornell Terminal, and the first section of the rapid transit rapidway in Markham Centre.

Capital funding requests of the provincial and federal government to construct these elements and as well to participate in finalizing the balance of the preliminary

engineering for Phase 2 to investigate a design, build, operate, maintain and finance option for the project has been requested. The cash flow requirements associated with Phase 2 are illustrated in *Council Attachment 6*.

6. LOCAL MUNICIPAL IMPACT

Viva Phase 2 is being closely coordinated with local planning activities along corridors, and with economic development strategies.

7. CONCLUSION

The Fall of 2006 brought important advances in the implementation of Viva Phase 2. The work described in this report ensures that the necessary planning for these facilities will be completed, subject to full funding in 2010. We continue to seek support from both senior levels of government for Phase 2 construction. Communications activities continue to focus on Viva Phase 2 and support for GTA-wide transportation initiatives.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)