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VIVA MONTHLY REPORT
February 2008

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report, February 8, 2008, from the Vice-President, York Region Rapid Transit Corporation:

1. RECOMMENDATION

It is recommended that Council receive this report for information.

2. PURPOSE

This report provides a comprehensive description of the activities of the York Region Rapid Transit office during January 2008, including progress on Phase 1 capital enhancements, vehicle procurement, service expansion to the Cornell area, environmental assessment activities, progress on the design of Viva Phase 2 surface rapidways, communications activities, and major activities associated with the Yonge Street and Spadina subway.

3. BACKGROUND

Viva Phase 1 rapid transit runs today in mixed traffic in four key corridors. Viva Phase 2 includes the construction of 67 kilometres of surface rapid transit in these same corridors and the extension of the Yonge and Spadina subway lines north to Vaughan Corporate Centre (VCC) and Richmond Hill, as illustrated in Figure 1.

Figure 1
York Region Rapid Transit Network – Phase 2



4. ANALYSIS AND OPTIONS

Attachment 1 provides a detailed summary of major Phase 2 activities that occurred during January.

4.1 Bus Rapid Transit Engineering Activities

The first engineering layouts of the rapidways on Highway 7(H3) and Yonge Street (Y2) have been completed

York Consortium 2002 (YC2002) has now laid out the rapidways identified in the environmental assessments onto detailed mapping sheets for both Highway 7, from Richmond Hill Centre (RHC) to Town Centre Blvd. (H3), and for Yonge Street from the RHC to 19th Avenue (Y2). Based on these drawings the York Region Rapid Transit Corporation (YRRTC) and YC2002 are examining each segment in greater detail. This examination involves street trees and other infrastructure in the corridor above and below grade. The examination also includes assessing site plan impacts, if any, and opportunities for mitigation or elimination. Within the Highway 7 corridor, staff has been examining the impact of adding bicycle lanes.

This work will continue to evolve, with priority being given to advancing the Highway 7 corridor where the first phase of construction is anticipated to occur in late 2008. Regular Highway 7 corridor meetings are being scheduled with Town of Markham and Town of Richmond Hill staff to closely involve them in further development of the drawings. Major findings will be highlighted for Committee over the upcoming months. The evolution of the design of the Yonge Street corridor will be closely coordinated with Town of Richmond Hill staff to align its findings with the Official Plan “People Places” process. Rapid transit staff will share their findings with respective municipal staff.

A separate report on this agenda highlights the detailed work on the rapid transit corridor on the Civic Mall in Markham Centre.

4.2 Subway Development

Yonge Subway Extension – a comprehensive list of all stakeholders and a schedule to undertake consultations has been drawn up

Following Council endorsement of draft terms of reference for the Yonge Subway Advisory Task Force on January 24, 2008, the rapid transit Yonge Street subway team prepared a comprehensive stakeholder consultation schedule for the balance of 2008 (see *Attachment 2*). Stakeholder input will be crucial to properly evaluate the many options and alternatives for the subway.

Consultation has begun with key external stakeholders. A meeting has been arranged with MOE on February 7th to discuss the process for the project. Meetings will also be arranged with the local municipalities, individual property owners (including Holy Cross Cemetery) and TTC / City of Toronto. Information has been gathered from all existing bus operators to identify bus terminal requirements at Steeles Avenue and RHC.

Following endorsement of the final Terms of Reference for the Yonge Subway Advisory Task Force and nomination of representatives by the local municipalities, the first meeting of the Task Force will be scheduled.

The Spadina subway work programme is progressing

The Spadina subway work programme is the subject of a separate report on this agenda.

4.3 Cornell

Service to Cornell has commenced and site planning for the terminal is underway

Construction of the Markham Stouffville Hospital, Wooten Way and Main Street (Highway 48) Vivastations has been completed. An event was held on January 28, to commemorate the opening at the MSH Station. Viva service to the Markham Stouffville Hospital is part of a two stage opening of services to the new Cornell terminal.



The first stage of Preliminary Engineering work for the Cornell Terminal was awarded to YC2002. A number of technical coordination meetings have been held with the Developer and further technical meetings are scheduled. Site planning for stage 2 of the new terminal will commence shortly to secure the appropriate approvals in order to be under construction in late 2008. Progress towards the implementation of the Cornell Terminal will be the subject of future reports to Committee.

4.4 Vehicle Procurement

Research on new rapid transit vehicles involving Viva passengers is complete

Viva passenger market research regarding vehicle attributes was completed in January and will provide input to the procurement of additional vehicles in 2008. Vehicle procurement is a joint exercise involving YRRTC and York Region Transit (YRT) staff. Highlights of the research are as follows:

- Riders appear most likely to appreciate Viva's bright interior, large windows, "next stop" announcement, low floors for easy entering and exiting, comfortable seats, no on-board ads (except on TV screen), nice overall appearance.
- Lowest ratings relate to issues likely encountered during peak periods, e.g. sufficient room for standing and bringing on parcels, adequate seating during busy times.
- The seat configuration with broadest rider appeal is the standard one with seats in rows that do not face each other, facing toward the front.

4.5 Phase 1 Enhancements

Preparations are being made to open the Richmond Hill Centre Pedestrian Bridge

The rapid transit team has been working with YRT to prepare for the opening of the RHC Pedestrian Bridge. Activities include making security arrangements, preparing "way-finding" signage and finalizing dates for security camera installation at the bridge. It is anticipated that the opening will take place in February following sufficient "warm weather" to complete interior work. Elevators are on-track for opening in mid March.

Heaters are being installed at the Richmond Hill Centre Terminal

Final engineering drawings and contractor shop drawings for installation of radiant heaters at the RHC Terminal were completed in January and additional glass was added to the top of the main waiting areas in the third week in January to add wind protection. Heaters are scheduled to be installed the first week in February and staff will confirm their status at the Rapid Transit Committee meeting.

Jefferson Sideroad Vivastation preliminary engineering is underway

Preliminary engineering for a new Vivastation at Jefferson Sideroad is underway. PE drawings for the Jefferson Sideroad Vivastation were revised to address comments from YRT and the Town of Richmond Hill. The drawings were issued for owner's engineer review and preliminary pricing. The station is expected to be constructed and open for service this summer.

4.6 Environmental Assessments

The final stage of the North Yonge EA public process will occur over the winter months

Modification of the draft North Yonge EA report to conform to a Class EA under the recently amended Municipal Engineers Association's Class EA provisions is in progress.

Alternative designs for implementation of the recommended rapid transit route configuration in Newmarket and East Gwillimbury were presented to key stakeholders (Yonge and Davis property owners and the Southlake Regional Health Centre) in January. Region staff and the EA study team continue to work with stakeholders and municipal staff in Richmond Hill, Aurora, Newmarket and East Gwillimbury in finalizing the recommended design for both the transit and road components of the North Yonge EA.

The current schedule anticipates submission of the completed EA to the MOE in late spring following stakeholder and a final public consultation opportunity and municipal committee presentations during this spring.

4.7 Financial Agreement Negotiations

Please refer to *Attachment 3* that provides a summary of the various projects and the funding programs under which they fall.

The Y1-OM preliminary engineering project funding agreement is near completion. The Province has agreed to a format that represents invoiced costs. Staff is working with the Province to have environmental assessment costs included in the list of eligible costs and will report on the outcome of this approach once the agreement details have been confirmed.

The Region has received the bulk of the money under the *Quick Start* program. The agreement with the Province considers only expenditures made up to March 31, 2007. At that point in time, the Region had not incurred \$150 million in eligible expenditures. The Financial agreement considers expenditures made up to March 31, 2008. The final claim to the Province must demonstrate that over \$150 million in eligible costs have been incurred by March 31, 2008, in order for the Province to agree to fund their full \$50

million share. Staff is currently assembling a list of incremental expenditures for submission with the final claim. Final costs for the RHC Pedestrian Bridge will be received by March 31, 2008, at which time final claim submissions to both the Federal and Provincial governments will be made.

With respect to FLOW, staff is working with the Provincial and Federal governments to request a re-alignment of FLOW dollars as a result of the MoveOntario 2021 announcement. Projects originally identified under FLOW also logically fit under the Quick-Wins Tranche 2 announcement for Viva Phase 2 preliminary engineering. Capital construction dollars are part of Metrolinx' business case and alternative financing and procurement (AFP) analysis; the outcome of which will not be known until late spring 2008. A protocol for land costs has yet to be defined by Metrolinx. Once MoveOntario funding has been more clearly defined, we will be in a position to identify the project costs to be aligned under the FLOW agreement (see *Attachment 3*).

Meetings have been held with Metrolinx on the Business Case and AFP analysis. We have been asked to provide base, moderate and bold scenarios for analysis. Staff is in the process of accumulating capital cost, ridership, and operations and maintenance costs for each scenario for inclusion in the analysis.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

Viva is being closely coordinated with local planning and economic development activities along the rapid transit corridors.

7. CONCLUSION

Significant work was accomplished in January, including the commencement of Viva service to the Markham Stouffville Hospital in Cornell, progress on the Phase 2 BRT rapidway design and vehicle specifications, completion of the RHC Pedestrian Bridge, as well as progress on the Spadina subway and Yonge Street subway extensions.

For additional information, please contact Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation at (905) 886-6767 ext. 2226.

The Senior Management Group has reviewed this report.

(The three attachments referred to in this clause were included with the February 14, 2008 Committee agenda.)