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VIVA PHASE 2 MONTHLY REPORT
APRIL 2007



The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report April 4, 2007, from the Vice President, York Region Rapid Transit Corporation:

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 February 2007, particularly, progress relating to the design of Phase 2 rapidways and related communications activities.

3. BACKGROUND

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. The January 2007 Monthly Progress report provides a detailed update of the various aspects of the Viva Phase 2 – Stage 1 project.

4. ANALYSIS AND OPTIONS

The following identifies the major work highlights that have been underway in the rapid transit office during February and March 2007. A detailed outline of activities is provided in *Council Attachment 1*.

The following highlights achievements during February and March 2007

The rapid transit network plan update is nearing completion

- Issued a second draft of the report 'Capacity of BRT and LRT for Viva Phase 2.'
- Completed draft Technology Roll-out Transition Plan.
- Findings are part of a separate report on this agenda.

Communications:

Significant announcements in support of rapid transit have been secured

Major highlights of the reporting period were budget announcements by both the federal and provincial governments in support of transit in the GTA. On March 6, 2007 the federal government announced a \$962 million federal commitment to transportation infrastructure in the GTA, including \$692 million for the extension of the Spadina Subway line to the Vaughan City Centre and \$85 million towards implementation of Viva Phase 2. The federal announcement was followed closely by the provincial budget on March 22, 2007, which included among other infrastructure investments, \$85 million towards the implementation of Viva Phase 2.



Staff continue to work with staff at the federal and provincial level to ensure Viva Phase 2 is well understood in Ottawa and at Queen's Park.

Media coverage of transit was extensive

- Events prompting coverage of in the Toronto Star, National Post, Toronto Sun, and YRNG newspapers as well Metro, Post City Magazines and broadcast media, including Global Television and 680 News.
 - The launch of the public engagement process for Viva Phase 2
 - Visit of Opposition Leader Stephane Dion.
 - Federal Government announcement of funding for transit in the GTA.



- Viva was also referenced in stories about the role of the Greater Toronto Transportation Authority (GTTA) and the Toronto City Summit in the Toronto Star.

- Staff continued to engage the media, focussing on Viva Phase 2 and plans for the introduction of rapidways along the Y1 corridor.

Engineering activities are well underway

- Submitted Draft Technical Design Criteria.
- Held one-on-one Utility Coordination meetings with Bell Canada, PowerStream, and Enbridge Gas Distribution.
- Met with York Region to complete the property strategy review and matrix for the corridor.
- Prepared typical cross-sections for pavement recommendations.
- Completed and submitted draft Drainage Assessment report to York Region.
- Finalized drainage Design Criteria for incorporation into Design Basis Report.
- Continued conceptual design of platforms and stations and commenced cross-sectional design for road layout.

The bridge between Richmond Hill Centre Terminal and Langstaff GO station is under construction

The bridge has been awarded and is under construction with completion scheduled by the end of the year.

Langstaff O&M transit oriented development dialogue continued

- The rapid transit office completed their analysis of a fully integrated BRT/LRT facility in a high density development – this work will be brought forward to Committee and Council in May.
- The analysis results were shared with developer in technical working meetings.
- Attended Town of Markham Committee of the Whole where resolution was passed as follows:

“Whereas the Region of York have formed a Subway/Transit Committee to examine the feasibility of a subway extension from Finch Ave. to the Langstaff/Richmond Hill Gateway;

Therefore be it resolved that the Region of York Subway/Transit Committee be requested to review, consider and report back on an alternative location that is more appropriate for the Operations-Maintenance and Storage facility currently proposed for the Langstaff site;

And that the Region of York be requested to not proceed with any expropriation of lands relative to this issue during review process.”

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

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

7. CONCLUSION

Work continued on Viva Phase 2 during February and March. Key developments during this period included budget announcements by both the federal and provincial governments which included funding support for Viva Phase 2, and the updated network plan and the design of the rapidways which are nearing completion.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)