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VIVA MONTHLY REPORT April 2008

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, April 4, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

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 February and March 2008, including progress on the Viva Phase 2 BRT engineering activities, major activities associated with the Yonge Street and Spadina subways, environmental assessments, and Phase 1 capital enhancements.

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, integrated with 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 York Consortium 2002 (YC2002) Phase 2 activities that occurred during February and March.

4.1 PROVINCIAL FUNDING UPDATE

Province's March budget committed funding for all of Metrolinx's recommended "Quick Win" projects

The March 25, 2008 provincial budget announcement committed funding for all of Metrolinx's Stage 1 and Stage 2 "Quick Win" projects, including \$100 million for Viva projects in York Region as illustrated in Table 1.

Table 1
Quick-Win - Second Stage

Quick-Win Second Stage	(\$ millions)			
	PE*	ITS*	Vehicles	Total
York-Viva Highway 7, Pine Valley Drive to Kennedy	14.0	17.0	21.0	52.0
York-Viva Yonge Street, Richmond Hill Centre to 19th Avenue	8.0	6.0	5.0	19.0
York-Viva Yonge Street, 19th Avenue to Newmarket	15.0	9.0	5.0	29.0
Total Quick-Win Second Stage	37.0	32.0	31.0	100.0

* PE = Preliminary Engineering; ITS = Intelligent Transportation Systems

4.2 BUS RAPID TRANSIT ACTIVITIES

The H2 (Highway 7 – Vaughan to Richmond Hill Centre) preliminary engineering work programme has been finalized

The H2 PE work programme has been completed and is the subject of subject of a separate report on this agenda. Preliminary engineering (PE) is the engineering design drawings for the corridor. Based on 30% PE completion, the design-builder is able to establish a price to construct the works.

The Y2 (Yonge Street - Richmond Hill Centre to 19th Avenue) preliminary engineering work programme is continuing to make good progress with expected completion for the end of April 2009

The engineering layouts for the rapidway on the Yonge Street (Y2 corridor) continue to be developed. All key PE activities for the Y2 corridor continue to make good progress with expected completion for the end of April 2009.

The preliminary design layout for the Yonge Street segment from Richmond Hill has also been prepared. Given the nature of Yonge Street, the layout reflects a fine-tuning of the alignment to mitigate property impacts and to deliver a consistent urban design edge to the street where possible. The layout has identified some unique areas that will require further study and input from Richmond Hill, such as at the proposed Civic Centre location at Major Mackenzie and the transitions of the rapid transit system in and out of the rapidways and into mixed traffic in the downtown area.

A meeting with Richmond Hill staff has been set for early April to review the preliminary layout and seek input and comments. As the programme moves forward the team has been in contact with the utility companies to begin to map conflicts. The property acquisition programme and public consultation are being dovetailed with Richmond Hill's Official Plan review process. The coordination and timing of the public consultation and priority acquisition programmes will be subject to a future report to Committee.

For the Y2 (Yonge Street – Richmond Hill Centre to 19th Avenue) corridor, PE activities status is as follows:

- Design coordination continues with the Richmond Hill Studies and reports including streetscape issues.
- New survey data has been incorporated and base plans revised.
- Continued preparation of drainage report.
- Continued transfer of utility information to base plans.
- Continued to develop rapidway designs.
- Reviewed property impacts.
- Prepared layouts for continuation of access to Richmond Hill Terminal from both Yonge Street North of Garden Avenue, and from Highway 7 east and west.
- Continued to develop traffic/transit network simulation and analysis.

The H3 (Highway 7 – Richmond Hill Centre to Markham Centre) Corridor preliminary engineering work programme is continuing to make good progress with expected completion for the end of April 2009

The engineering layouts for the rapidway on the Highway 7 (H3 corridor) continue to be developed. All key PE activities for the H3 corridor continue to make good progress with expected completion for the end of April 2009.

The preliminary design layout for the H3 (Highway 7 – Richmond Hill Centre to Markham Centre) segment is currently being finalized. The layout has been fine-tuned to reflect the Region's policies with respect to providing bicycle lanes along the Highway 7 corridor. As well, the layout has examined opportunities to maximize "green" median landscaping amenities to mitigate the visual impacts of the pavement widths of Highway 7's existing and planned six lane cross section. Exclusive right turn lanes have been

eliminated in order to make the street more pedestrian friendly, by optimizing boulevard landscaping and shortening pedestrian crossing distances.

The rapidway design layout has been optimized to mitigate property impacts along the length of the corridor. The team has reviewed the design layout with Markham and Richmond Hill planning and engineering staff. As the programme moves forward, the team will determine utility impacts and identify property requirements and mitigation strategies in preparation for the commencement of the property acquisition programme. Staff will report back to Committee prior to the commencement of the property and public consultation programmes.

For the H3 (Highway 7 – Richmond Hill Centre to Markham Centre) corridor, PE activities status is as follows:

- Finalised road cross-section including additional median areas and bicycle lanes.
- Started to draft design criteria.
- Revised base mapping to reflect field measurements.
- Stake out borehole locations in the field.
- Began preliminary design of rapidways.
- Continued preparation of PE drawings.
- Compile and reviewed network data.
- Continue assessment of Bayview Avenue station site, and interface with the Highway 407 Transitway.

Due diligence for the Warden property acquisition is complete

Regional property staff has been assisting the rapid transit office in the acquisition of the Warden property from the Ontario Realty Corporation (ORC) in order to implement the Highway 7 rapidways through the Markham Downtown plan (see *Attachment 2* for location). The Region's consultant team, Marshall Macklin Monaghan, have completed the due diligence evaluation of the site to help guide the assessment of its fair market value. An appraisal of the property will be completed shortly. Once the appraisal is complete, the due diligence report will be forwarded to ORC and negotiations will commence to acquire the property. The results of the negotiations and purchase and sale arrangements with ORC will be brought back to Committee for consideration and endorsement later this spring.

Business arrangements for the Cornell Terminal are under development

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 planned. Detailed site planning for stage 2 of the new terminal will commence as soon as business arrangements can be reached with the developer. Construction start is anticipated no later than spring 2009. Progress

towards the implementation of the Cornell Terminal will be the subject of future reports to Committee.

The RFP for new rapid transit vehicles is being finalized

Viva passenger market research regarding vehicle attributes was completed in January and has provided input to the procurement of additional vehicles in 2008. Vehicle procurement is a joint exercise involving YRRTC and York Region Transit (YRT) staff. A draft request for proposals (RFP) has been prepared and is currently under review. It is anticipated to be released to bidders in May. It is intended that this procurement will be subjected to a comprehensive process review, similar to that which was undertaken for the procurement of the original Viva fleet.

4.3 SUBWAY DEVELOPMENT

Yonge Subway Extension engineering is the subject of a separate report on this agenda.

The Spadina subway work programme is progressing

The Spadina subway team has completed a first round of meetings with the major property owners along the corridor. Discussions with the landowners have resulted in a proposed shifting of the approved alignment westward to avoid impacts on existing buildings and on site operations. The team has approached the Province for permission to have the tunnel construction operations mobilized on the Highway 407 site. The team is awaiting a formal response on the use of the Ministry of Transportation Ontario (MTO) property.

A first meeting with Hydro and provincial representatives was held to identify the property requirements within the Hydro corridor north of Steeles Avenue West. The meeting set out the lands that will be required to build and operate the subway, the associated commuter parking and kiss and ride facilities, storm water facilities and the new east-west road to serve the needs of the subway and proposed development within the City of Vaughan's OPA 620 Steeles corridor. A follow-up meeting will be held to advance discussions leading to securing formal arrangements for the use of the corridor through the ORC.

Staff has been working with the Toronto Transit Commission (TTC) and other surface transit operators to confirm the bus terminal requirements at each of the three stations. The team is also undertaking a preliminary investigation into the layout of the Steeles West station areas on both sides of Steeles Avenue. The purpose of the study is to identify principles for integrating the subway station with surface facilities and transit-oriented development (TOD). As part of the programme, the study will examine the feasibility of consolidating surface bus operations into one facility north or south of

Steeles Avenue, as well as the split operations per the approved environmental assessment (EA). The study is expected to be completed before summer.

The scope of the preliminary work programme to coordinate the surface facilities with the subway has been finalized with the TTC and budget estimates have been developed for each of the identified tasks.

These work items and other property and TOD related matters will be discussed in greater detail at the initial Spadina TOD Advisory Task Force meeting that is currently being planned for April.

4.4 ENVIRONMENTAL ASSESSMENTS

The North Yonge EA (from 19th Avenue in Richmond Hill to Davis Drive/Green Lane in Newmarket) is nearing completion

The North Yonge EA is being completed under the Class EA process and is expected to be submitted for public review by spring 2008. Recently, staff has held a series of stakeholder meetings with the Newmarket business community along Yonge Street and Davis Drive. Similar meetings are planned shortly with business stakeholders along the Yonge Street corridor in the Oak Ridges community. Following this current round of consultation, a final public information centre (PIC) will be held in the communities and a recommended alignment brought forward to Regional and Municipal Councils for review and endorsement before the summer recess.

The Cedarland Drive EA amendment will be submitted shortly

In the original Highway 7 EA, the H3 rapidway deviated from Highway 7 southerly to Enterprise drive by traversing IBM's property at Highway 7 and Warden Avenue. However, IBM requested that the Region identify an alternative alignment that did not cross their property. Staff subsequently developed a revised Cedarland Drive alignment (see *Attachment 3*) that was endorsed by Council on January 24, 2008. The revised alignment is a minor amendment, to the approved Highway 7 EA, affecting less than 1 km of the approximately 50 km corridor. A draft of the document has been prepared and is being refined prior to submission. The final report is expected to be submitted shortly.

4.5 PHASE 1 ENHANCEMENTS

The Richmond Hill Centre Pedestrian Bridge is now open

The pedestrian bridge opened (excluding elevators) on March 25, 2008. A design problem with the elevator lift shafts prevented a permit for operation, although the elevators themselves are fully functional. A design solution is under review and will be implemented by May. Other outstanding work will be completed in the spring when the weather permits.

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. Because of frozen conduits, heaters could not be installed this winter and will be installed in preparation for next winter.

Jefferson Sideroad Vivastation preliminary engineering is underway

PE for a new Vivastation on Yonge Street at Jefferson Sideroad is underway. Concept drawings were revised to address comments from York Region Transit (YRT) and the Town of Richmond Hill and have been submitted for final review by the Region and the Owners' Engineer (OE). The PE drawings will then be finalized and issued for pricing for final design and construction. The station is expected to be constructed and open for service in late summer 2008.

The cost for Viva related improvements to the York University BRT Downsview Station has been determined

TTC is now advancing the design and construction for the busway linking Downsview Station and York University. The EA was completed in 2004, and was approved in 2005. An understanding was reached previously between the YRRTC and the TTC that modifications at the Downsview Station would accommodate Viva service. Those modifications include the addition of a Viva busbay adjacent to the public walkway linking the commuter parking lot to the station entrance, plus additional modifications to allow access to the proposed Viva busbay from a new entrance on the W. R. Allen Road.

A meeting was held with the TTC in December 2007. YRRTC requested clarification of modification costs, and subsequently a revised cost estimate was provided by the TTC in January. The cost estimate of \$247,000 has been reviewed and accepted by the OE for the apportionment between TTC and York Region for the estimated item quantities and for the assumed unit prices. A purchase requisition for \$247,000 will

be prepared for issuance of a purchase order to the TTC for this work within the next reporting period.

The schedule for this work is as follows:

- Design – May 2008
- Review – June 2008
- Issued for Construction Drawings – June 2008
- Notice to Proceed (NTP) – July 2008
- Construction - August to November 2008

Any additional work beyond the scope of TTC is currently under review, once defined, will be reported on to Committee in May.

4.6 MARKETING AND COMMUNICATIONS ACTIVITIES

A separate report on this agenda addresses marketing and communications activities.

5. FINANCIAL IMPLICATIONS

An assembly of expenditures to date is provided in Table 2. Year-to-date expenditures represent 46.8% of budgeted expenditures over the same time period. Accruals for 2007 expenditures not yet invoiced, as well as standard timing differences between work completed and actual billing, are partially responsible for the lower than anticipated level of spending.

During 2008, staff will be providing a more detailed allocation of budgeted costs to specific project segments and activities. Project costs are being accumulated by segment and type of activity – environmental assessments, preliminary engineering, land acquisition, and design/build. As 2008 budgeted project costs are re-distributed to projects at this level of detail, staff will report on both the budget and expenditures by activity.

Table 2
Capital Project Expenditures
(Year to Date as of February 29, 2008)

Project	Expenditures (\$)
Quick Start Design Build – Pedestrian Bridge	3,386
Preliminary Engineering – BRT	566,149
Yonge Street Subway EA and PE work	239,925
Spadina Subway PE work	15,345
Legal/Consulting Studies	14,615
Land Acquisition – Steeles West Station	7,264,877
Total Expenditures to February 29, 2008	8,104,297
Year to Date Budget to February 29, 2008	17,316,667
% of Year to Date Budget Spent	46.8%

This report provides an overview of the Region's capital rapid transit programme. Significant progress was made in advancing the engineering, vehicle and ITS capital this month with the provincial budget confirming \$100 million in funding. Staff continue to work with the provincial and federal governments to secure the capital funding to support the Viva BRT and Yonge Street Subway.

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 February and March, including progress on the Viva Phase 2 BRT engineering activities, major activities associated with the Yonge Street and Spadina subways, environmental assessments, Phase 1 capital enhancements.

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 attachment referred to in this clause was included in the agenda for the April 10, 2008 Committee meeting.)