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VIVA OPERATIONS: AGREEMENTS WITH THE CITY OF TORONTO

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report April 6, 2005, from the Vice President, York Region Rapid Transit Corporation and the Commissioner of Transportation of Works:

1. RECOMMENDATIONS

It is recommended that:

1. York Region enter into an agreement(s) with the City of Toronto for the transit stops and ticket vending equipment to be located at existing Toronto Transit Commission stops in the City of Toronto.
2. The Regional Chair and the Regional Clerk be authorized to execute the agreement(s), on behalf of the Regional Municipality of York in respect of any of the operational or financial obligations required by the City of Toronto, subject to review by Legal Services.

2. PURPOSE

The purpose of this report is to inform Committee and Council of the conditions required by the City of Toronto resulting from the Viva stops and ticket vending machines to be provided at existing Toronto Transit Commission (TTC) stop locations and to seek authority to execute the necessary operating agreements between the City of Toronto and York Region. This report refers to approvals and permits required to proceed with the construction and installation of on-street equipment and not to operating agreements relating to subway stations and terminals, which are addressed through separate agreements between York Region and the TTC, GO Transit and York University.

3. BACKGROUND

Viva Phase 1 will provide frequent rapid transit service along three key corridors in Toronto to subway stations. The services are designed to serve York Region residents who work in Toronto, and Toronto residents who work in York Region by connecting major activity areas in both York Region and the City of Toronto. Some of the major activity areas include the Highway 404/Highway 7 employment area, Gordon Baker Road employment area, Seneca College (Finch Campus), York University and the four Regional Centres. Viva Phase 1 provides needed service to these areas and is a precursor to fully dedicated transitways that are currently being planned in York Region and in the

City of Toronto to further enhance these connections and shift more of the growing travel demand across the Toronto-York boundary to transit.

4. ANALYSIS AND OPTIONS

In the last year, the Viva Phase 1 program was discussed several times with the City of Toronto's Strategic Transportation Planning Group and was endorsed in principle as a step forward in enhancing transit services across the Toronto-York boundary. The York Region Rapid Transit Corporation Design Team has met with City of Toronto staff, the TTC, and GO Transit to review the designs in order to proceed with the required permitting for the construction of transit stops within the City of Toronto.

Within Toronto, eight intermodal stops are proposed, to facilitate convenient connections between Viva rapid transit and local buses, express buses and subway lines. These intermodal stops will be located on Keele Street, Finch Avenue East, Sheppard Avenue West and Gordon Baker Road.

York Region rapid transit vehicles will connect to the TTC at the three northern subway stations of Don Mills, Finch and Downsview. Passengers destined to York Region will be picked up at several intermediate stops within the City of Toronto along these Viva routes.

Where property or other constraints within the City of Toronto make the sites unsuitable for full-size shelters, a smaller fare vending/information module will be installed. All stops located within the City of Toronto will be at existing transit stops and no changes to the current intersection geometrics will be undertaken.

Construction will begin in the spring of 2005 with a completion date by the end of 2005. City of Toronto staff made the following recommendations to City Council in January of 2005. The following recommendations were adopted:

- (1) *City Council approve the request from York Region, for the installation of stops and vending equipment subject to York Region entering into an encroachment agreement with the City of Toronto;*
- (2) *The design, location, construction, maintenance and operation of these transit stops within the City of Toronto be provided by, and at the expense of, York Region and to the satisfaction of the Commissioner of Works and Emergency Services;*
- (3) *York Region be financially responsible for all costs associated with removing or relocating any existing public and private utilities, or other works or structures, necessitated by the installation of this infrastructure;*

- (4) *York Region be financially responsible for restoring any affected lands, works or structures following construction of this infrastructure;*
- (5) *York Region be required to provide a construction schedule and management plan to the satisfaction of the Commissioner of Works and Emergency Services;*
- (6) *York Region be required to enter into an agreement or agreements, with the City of Toronto in respect of this infrastructure within the City of Toronto road allowance; on terms satisfactory to the Commissioner of Works and Emergency Services and in a form satisfactory to the City Solicitor; and*
- (7) *The appropriate City officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any bills that may be required.*

To effectively complete the Viva service proposals to provide frequent service connections to the key TTC subway station and intermodal sites, work within the City of Toronto must proceed this year, 2005. The necessary permit and operational agreements must be sought and secured with the City of Toronto in order for construction to proceed.

The conditions requested by the City of Toronto represent normal conditions for work on road right-of-way or other municipal facilities. Therefore, it is recommended that York Region enter into the agreement(s) requested by the City of Toronto.

5. FINANCIAL IMPACTS

The cost of installing Viva Phase 1 stops and ticket vending machines in the City of Toronto is funded under the Design-Build Contract. The cost of maintaining the equipment is covered under the YRT operating agreement. Minor costs associated with developing the encroachment documents will be funded from the 2005 rapid transit budget. A reference plan will be required for each stop location under the encroachment agreement. The cost of developing reference plans is anticipated to be between \$1,700 and \$2,000 per stop, which will also be funded from the 2005 rapid transit budget.

6. LOCAL MUNICIPAL IMPACT

There is no impact of this work on local municipalities within the Region of York.

7. CONCLUSION

To complete the Viva service routing in the City of Toronto it will be necessary for York Region to enter into agreements and permits with the City of Toronto for the long term operation of these services and construction of various stops within Toronto.

The Senior Management Group has reviewed this report.