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VIVA MONTHLY REPORT
MAY 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 recommendations contained in the following report, May 1, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that Council receive this report for information.

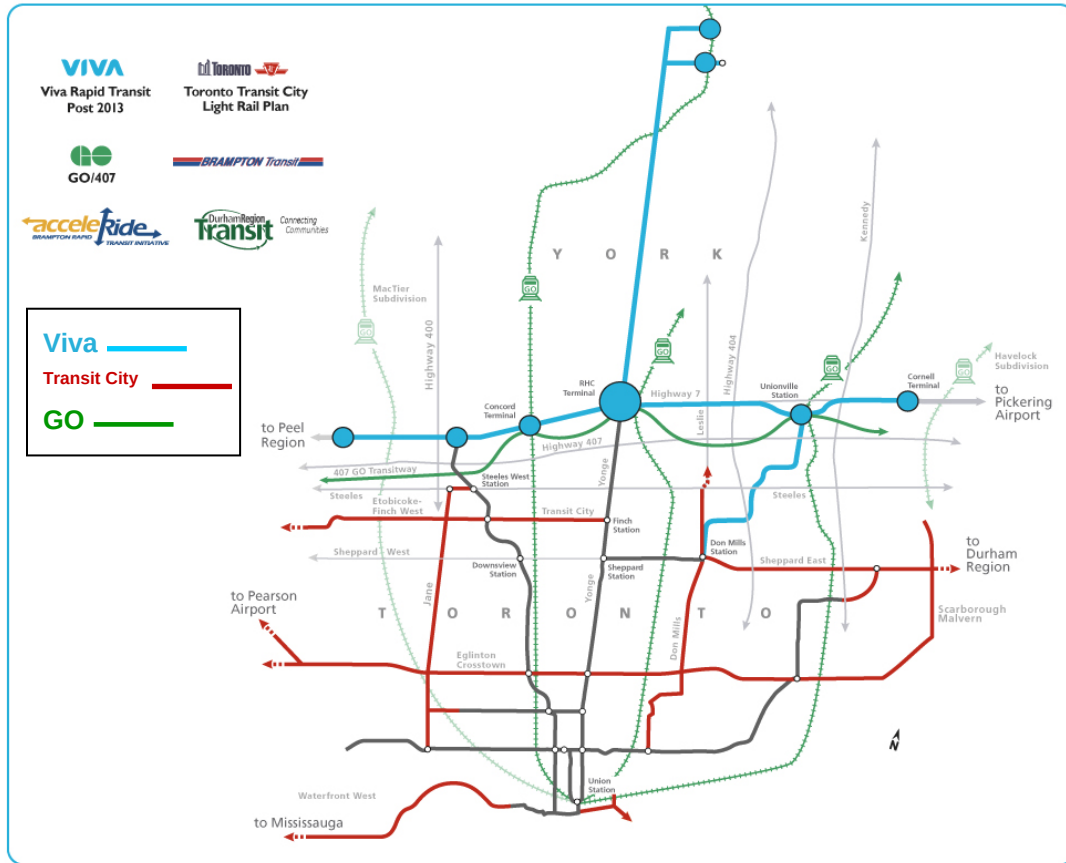
2. PURPOSE

This report provides a comprehensive description of the activities of the York Region Rapid Transit office during April 2008, including progress on the Viva Phase 2 Bus Rapid Transit engineering activities, major activities associated with the Yonge Street and Spadina subways, Phase 1 capital enhancements, park and ride, and network planning.

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 the Vaughan Corporate Centre and Richmond Hill Centre. Connections to the larger GTA rapid transit existing and proposed network are 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 Phase 2 activities that occurred during April.

4.1 BUS RAPID TRANSIT ACTIVITIES

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

The H2 preliminary engineering work programme has been completed and a proposal has been received from York Consortium 2002, with a shadow bid from the Owner's Engineer. The York Consortium 2002 proposal is now under review.

The Yonge Street - Richmond Hill Centre to 19th Avenue (Y2) and Highway 7 – Richmond Hill Centre to Markham Centre (H3) corridor preliminary engineering work programmes are continuing to make good progress and are the subject of a separate report on this agenda.

4.2 SUBWAY DEVELOPMENT

Engineering for the Yonge Subway Extension has continued leading to the first formal steps of the study process and initiation of an Environmental Assessment process in 2008.

A presentation regarding major Yonge Street subway technical findings and the draft timeline for all activities and stakeholders was made April 18th to the Regional and municipal CAO's and Commissioners. The overall study schedule was reviewed and their input is being reflected to incorporate municipal Council consultation dates along with other refinements. The first Advisory Task Force meeting will be held on May 15th, prior to Council meetings, which will then be followed by the first public consultation meeting in June 2008.

The current timeline is to formally start the Environmental Assessment process in 2008, subject to a number of conditions including funding and the implementation of the new Environmental Assessment six month process. This timeline will be reviewed regularly with Council and the Advisory Task Force. One goal of the timeline is to ensure that the subway is seen as a project ready to go to construction prior to the spring 2009 Provincial budget.

Other activities included:

- Continued dialogue with the City of Toronto regarding co-proponency of the Environmental Assessment.
- The draft work program and process map was finalised and submitted to the regional CAO's and commissioners. This incorporated proposed Ministry of the Environment regulations for the new Environmental Assessment process.
- Constraints mapping has continued, with municipal services incorporated, and all utility and municipal services identified along the alignment.
- Continued follow up with TTC on train storage requirements, and operational requirements.
- Continued to refine horizontal and vertical alignments, with particular attention paid to the Richmond Hill Centre and the East Don River crossing.
- Meetings held with the Town of Richmond Hill on planning for the Richmond Hill Centre terminal.
- Ridership numbers were revised for various scenarios to be incorporated into the Metrolinx business case for base, moderate and bold models, taking into consideration various options for Bus Rapid Transit, Light Rail Transit and subway station locations.
- Commenced preparation of an initial geotechnical work programme.

Major activities for the month of June include the first series of public consultation in York Region, which will provide an overview of the project and its activities to date. As well, the analysis and proposed evaluation criteria for the number of stations, the methodology for crossing the East Don River, as well as station configurations for Steeles and Richmond Hill Centre terminals, will be presented.

The Spadina subway work programme is progressing with an all-party work shop on the Steeles West station and follow-up meetings held with Hydro and the Ministry of Transportation.

The team held a second meeting with the Province for permission to have the tunnel construction operations mobilized on the Highway 407 site. Various staging concepts were reviewed that satisfied the province that the plans were sufficiently flexible to accommodate combined construction of the 407 Transitway and Steeles West station.

A meeting was held with Ontario Hydro, The City of Vaughan, Toronto and Region Conservation Authority and the TTC to review the use of lands within the hydro corridor, that would 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 Official Plan Amendment 620 Steeles corridor. An outcome from the meeting was agreement that a workshop will be required, and will be held in the near future to review options and risks so that detailed engineering activities can be initiated to further refine the alternatives.

An interim work program was approved by the Executive Task Force for approval of funds to begin some critical engineering activities in York Region. Since the full project team is not yet in place, this work would be done by York Consortium 2002 as per Council's approval in January 2008. These activities will be essential to allow section designers to commence work, and will provide needed data to allow the various stakeholders along the right-of-way (municipal, corporate, utilities and the York University Development Corporation) to incorporate the project requirements into their own development plans. In addition, these activities will allow the definition of the work program for the surface facilities to be constructed by the Rapid Transit office to be further defined.

4.3 PARK AND RIDE STRATEGY

Parking demand across the rapid transit network is being modeled

The park and ride study programme was initiated late last year and two technical memoranda in the work programme have been delivered in draft: Park and Ride Best Practices, a review of best practices primarily focused on North American examples; and Park and Ride Siting Criteria and Methodology, a discussion on the use of quantitative

and qualitative criteria to identify appropriate locations for park and ride facilities along the Viva segments. Work is proceeding to finalize parking demand for the segments of the system. Parking demand is being developed based on the ridership model work that has been prepared for delivery to Metrolinx. Final numbers for parking demand should be available shortly.

While the major study effort proceeds, the team has been working on a number of immediate challenges and opportunities, including working with York Region Transit staff and Metrus to develop a plan to address some of the continuing commuter parking pressures in the Richmond Hill terminal area, investigations into opportunities at Upper Canada Mall in Newmarket, evaluating Ontario Realty Corporation surplus property opportunities along the corridors, and defining a commuter parking programme for Cornell in association with the planning and design of the terminal facility.

Progress and results of the preliminary investigations, details of the technical memoranda and the results of the parking demand model for the segments of the Viva system will be brought forward in a separate staff report to Committee in June.

4.4 NETWORK PLANNING

The Metrolinx business case and Infrastructure Ontario Alternative Financing and Procurement work are proceeding and York Region Projects have been identified as potential “breakout” projects for early implementation

Since the last report in April, the rapid transit team has been focused on providing input to the Metrolinx business cases, with models and resulting ridership forecasts for both the Bus Rapid Transit and Yonge Subway extension business cases. The draft forecasts have now been completed and have been filed with Metrolinx and Infrastructure Ontario. Weekly meetings are now being scheduled to bring forward early analysis on both business cases as part of June 2008 Metrolinx report to their Board.

In the April 25, 2008, the CEO report to the Metrolinx Board, both the Yonge north subway extension to Richmond Hill and the York –Viva Highway 7 and Yonge Street Bus Rapid Transit north of Richmond Hill were identified as “head start breakout projects.” It is anticipated that further information on these “breakout projects” may be part of the June report.

Communications and Public Engagement

As part of the on-going North Yonge Environmental Assessment work, Mary-Frances Turner made a presentation to the Newmarket Chamber of Commerce on April 9th. As well, staff made a presentation to the Newmarket Heritage Committee on March 26th to review impacts on heritage sites along Yonge and Davis Drive. The Committee was interested in the place-making opportunities at Davis and Main as a gateway into the heritage main street.

The Rapid Transit office was requested to give a presentation on April 23, 2008 to a Swedish Delegation – The Framtiden Group in Goteborg, hosted by Metrolinx. The focus of the presentation was integration of transportation and land use in York Region, particularly the highlights of Viva and Markham Centre.

On April 23, 2008 staff made a presentation on the Yonge Subway to the Subway Now group, outlining the progress of the Yonge Subway work, timing and schedules.

On-going regular meetings are being held with Markham and Vaughan staff to review Yonge Street – Richmond Hill Centre to 19th Avenue Rapidway (Y2), Highway 7 – Richmond Hill Centre to Markham Centre (H3), and Yonge Subway work and schedules. Staff endeavours to work together to co-ordinate both the rapid transit public consultation work and the Municipal Master Planning and Strategic Planning initiatives undertaken by the Municipalities.

The communication team is developing information handouts in preparation for the many spring public information sessions taking place both for the Viva projects and related transportation projects.

4.5 PHASE 1 ENHANCEMENTS

The Richmond Hill Centre Pedestrian Bridge formal opening is being planned

The bridge will be fully operational on May 12, 2008 and a formal opening with all funding partners is currently being coordinated.

Jefferson Sideroad Vivastation preliminary engineering is essentially complete, with final design to begin shortly and construction to start in July for completion in September

York Consortium 2002 has essentially finished preliminary engineering for a new Vivastation on Yonge Street at the Jefferson Sideroad. This will be followed by final design, which will enable construction to commence in July, with completion in September. It is expected that a report will be submitted to Council in June 2008.

5. FINANCIAL IMPLICATIONS

Capital expenditures to March 31, 2008, for projects that are in progress are provided in Table 1.

Table 1
Capital Project Expenditures
(Year to Date as of March 31, 2008)

Project	2008 Budget	March 2008 Posted Activity (\$)	Year to Date Expenditures (\$)
Project Management Office/Owner's Engineer	1,499,000	0	109,789
Preliminary Engineering – BRT	8,720,000	559,458	888,807
Yonge Street Subway EA and PE work*	3,113,862	0	209,633
Spadina Subway EA and PE work	2,289,000	24,272	28,349
Cornell Terminal	8,600,000	0	14,615
Land Acquisition – Steeles West Station*	9,000,000	0	7,264,877
Total Budget for Commenced Projects	31,722,862	583,730	8,516,070

* includes 2007 unspent carry-over plus 2008 budget

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 April, including progress on the Viva Phase 2 Bus Rapid Transit engineering activities, major activities associated with the Yonge Street and Spadina subways, Phase 1 capital enhancements, park and ride, and network planning.

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 with the May 8, 2008 Committee report.)