

1
VIVA PHASE 2 MONTHLY REPORT
September 2006



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, September 7, 2006, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

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 June, July and August 2006.

3. BACKGROUND

This report addresses the activities of the YRRTC, including the status of Environmental Assessment (EA) work in support of Viva Phase 2, other activities relating to Viva Phase 2, as well as Viva marketing and communications activities. Ridership statistics for Viva Phase 1 are supplied verbally and through handouts and reports at Committee.

Rapid transit runs today in mixed traffic in the four key corridors as depicted in the illustration in Figure 1. Viva Phase 2 provides for capital construction of 67 kilometres of segregated rapid transit lanes in three stages; blue, purple and gold. The blue stage consists of 3 segments: Y1, Y2 and H3, totalling 22 km of which 18.3 km are segregated lanes.

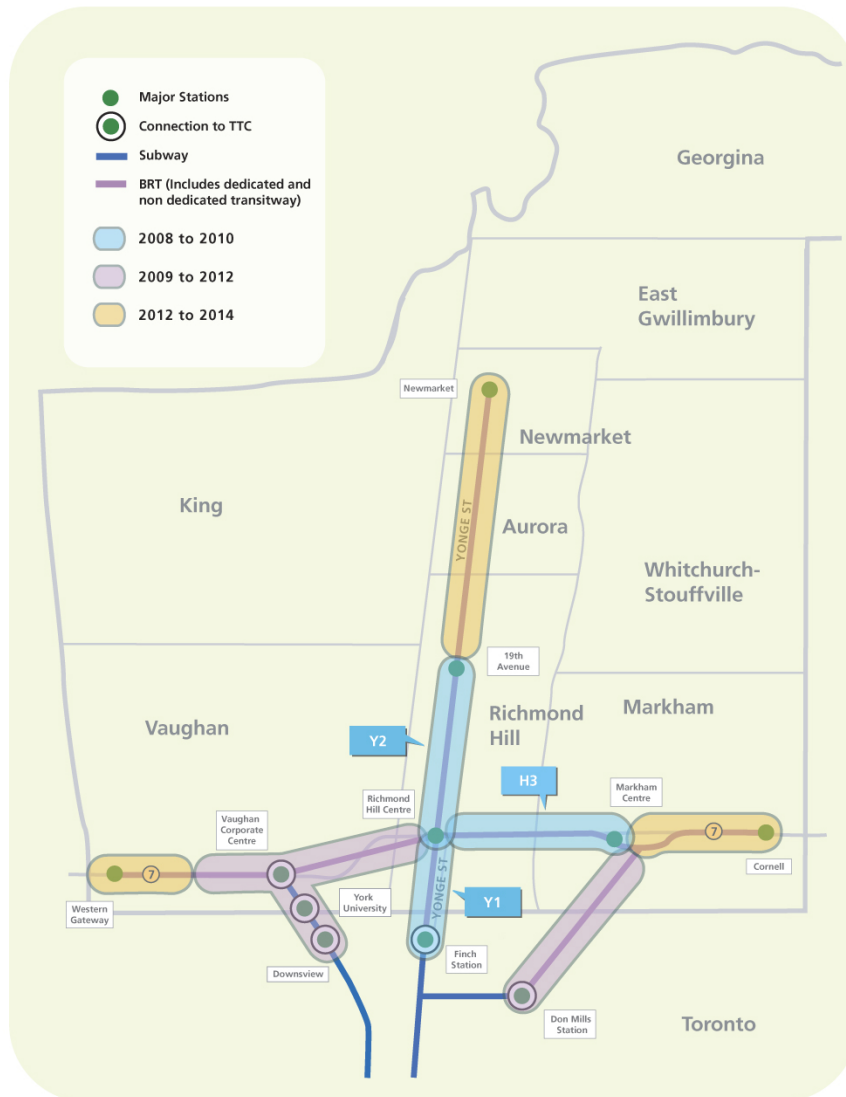


Figure 1: Phase 2 Network Phasing Plan

4. ANALYSIS AND OPTIONS

Environmental Assessment (EA) activities to support Phase 2 are nearing completion

Yonge Street South Corridor Public Transit Improvements EA - APPROVED

- Following the Minister of the Environment's approval of the Yonge Street EA, procedures are being developed to ensure compliance during preliminary engineering with the commitments made in the EA.

Markham North-South Link Public Transit Improvements EA

- The commenting period for the MOE Review of this EA ended on August 11, 2006. A thirteen week decision period follows, making late November the likely decision on EA approval by the Minister.

Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA

- MOE has published their EA Review which was available for final public comment for a 5-week period, which ended August 25, 2006. Following the 13 week decision period required by MOE an approval is expected by early December.
- Work is underway to satisfy the conditions of approval for the tie-in to the TTC's Spadina subway extension EA from the Region's preferred Vaughan North-South link subway alignment perspective.
- The configuration of the subway stations at Steeles Avenue, Highway 407 and Highway 7 are being discussed with Vaughan, TTC, MTO, TRCA, 407ETR and landowners to develop the optimum location for the station facilities meeting the constraints of all of the above agencies.
- A report meeting the MOE's conditions of approval of the overall Highway 7 EA of which the subway technology undertaking is a part, will be submitted to MOE in November.
- A public meeting for the subway extension EA conditions of approval is planned for October 18, 2006.

North Yonge Street Corridor Public Transit Improvements EA

- A detailed traffic analysis for the Yonge Street Corridor between Mulock Drive and Green Lane in Newmarket and evaluation of alternatives to the undertaking has been completed to confirm rapid transit with associated road improvements.
- The evaluation of the alternatives to the undertaking has taken place with a preferred solution chosen.
- The preliminary screening of route options has short listed the routes for further detailed evaluation. The route alternatives are being analysed in three segments (i.e. Richmond Hill, Aurora, and Newmarket / East Gwillimbury).
- Draft Chapters 1 to 4 of the EA report have been provided to the Region for review and comment. The Region's comments are being incorporated into an updated version of the Chapters.
- A Technical Agency Committee (TAC) meeting took place on August 22, 2006 to obtain input on the findings to be presented at the Public Consultation Centre (PCC) #2 on September 13 and 14, 2006.
- Preparation for the PCC for September 13th and 14th is ongoing, including organizing locations, creating and organizing presentation material to present at the TAC Meeting.

Phase 2 work program is underway

The YRRTC successfully negotiated a lump-sum Y1 + O&M Facility contract with YC2002 on June 30th, 2006. Details regarding the Master Agreement and Business

Arrangements are provided in a separate report on this agenda. The five major program areas of the Phase 2 work program and their elements are listed below:

Program Management

- Provide management support to York Region.
- Maintain project scope, budget and schedule.
- Handle all project controls and administration for YC2002.
- Undertake office management for the York Region Rapid Transit Corporation office.

Transportation Planning Activities

- Perform Transit Technology and Capacity Assessment for the rapid transit network.

Communication Activities

- Assist York Region with developing and implementing the Communications Plan.
- Support the Business Plan update.
- Provide support to media releases, website updates, and newspaper articles.
- Develop presentations.
- Maintain the comment response database.
- Prepare meeting minutes.

Environmental Activities

- Satisfy the conditions established in the Yonge Street Environmental Assessment.
- Support the Langstaff O&M Environmental Assessment approval process.

Engineering and Facilities Activities

- Develop conceptual design alternatives for platforms, guideways, terminals, stations, and Langstaff O&M facility.
- Prepare technical reports (design criteria, outline specifications, pavement reports, geotechnical reports, drainage reports, traffic/ITS).
- Prepare PE drawings for Y1 and O&M Facility in sufficient detail to support the preparation of a Guaranteed Maximum Price (GMP).
- Prepare Capital Cost Estimate and Risk Assessment.
- Identify Utility Relocations and Property Impacts.

Contingency Tasks

- Respond as requested by York Region.

YC2002 has undertaken and/or completed the following activities during the summer

Program Management

- Provided York Region with proposed invoicing process and templates.
- Prepared Project Work Plan / Management Plan.
- Prepared Draft Project Work Plan Schedule.

- Established project Work Breakdown Structure (WBS).
- Initiated project document control upgrade.
- Started project office network system software and hardware upgrade.
- Established templates for Monthly Reports.
- Maintained cost control and accounting functions.

Preliminary Engineering

- Continued to refine conceptual design of Y1 section of work to better delineate areas of impact to abutting parcels.
- Preliminary cross sections were prepared at locations where impacts were considered significant.
- Final legal fabric drawings for Y1 were obtained from Region and incorporated into the base mapping.
- Meetings with Region staff were held to review necessary land takings, impacts and to develop a process and required information for Region staff to begin obtaining the additional parcels.
- Almost all information has been obtained from private utilities in the corridor and added to the base mapping field edits to better refine the information.
- Some information has been obtained from municipal utilities and we are awaiting receipt of additional drawings.
- Sub-consultants have been given notice to proceed to obtain existing pavement thickness and condition and to obtain storm and sanitary sewer inverts.
- Work continued on the CAD Standards Protocol and Drawing Numbering convention.
- Work was started on the Design Basis Report.
- Engineering staff also assisted with technical issues related to facilities design at the Langstaff, Cornell and UPS sites.

Viva Phase 2 facilities and transit-oriented development master planning is underway

Langstaff

- Conceptual plan studies have been undertaken to illustrate a variety of transitway alignments through the site, placement of O&M facilities including all BRT and LRT maintenance facilities and storage, LRT track layouts and yard configuration, employee parking requirements, Traction Control Sub-Station locations, and inclusion of Pomona Mills Creek restoration and storm water management pond requirements (see below). These studies have included a wide range of O&M facility layouts, giving priority to LRT maintenance and storage requirements, recognizing the land consumption and inflexibility of LRT track layouts and yard requirements. While BRT storage and maintenance facilities may be built initially, the layout for the rubber-tired vehicles allows storage and maintenance facilities to be placed within remaining site areas once the LRT, creek restoration, and SWM ponds have been located.

- Conceptual plan studies have included options for LRT alignment along Langstaff Road on the north, through the site diagonally, and along the southern and eastern site perimeter to explore best opportunities for access, interface with track layout and yard requirements, and minimal crossing of the creek. A variety of plan and massing configurations for LRT and BRT storage and maintenance facilities were developed around each of these alignment options. Similarly, BRT access alternatives were considered to reduce on-site conflicts with LRT.
- The preparation of conceptual plans for BRT and LRT systems has incorporated client and municipal comments and input for refinement of planning options.
- An initial draft BRT/LRT Operations and Maintenance Facility Program has been developed, outlining vehicle and capacity requirements for all maintenance and storage components. Also, this facility program has been used as the basis for a YRRTC Langstaff Fact Sheet that outlines O&M program Area Requirements, including track layout, vehicle circulation, and employee parking requirements; Pomona Mills Creek Restoration / Flood Plain requirements; Storm Water Management Pond area requirements; Langstaff Road R.O.W. areas; and BRT/LRT Transitway Alignment area requirements.
- Research, review of available data, preliminary assessment and review of Town of Markham & TRCA Pomona Mills Creek study were undertaken. Concept plan studies have continued to be configured to reflect restoration of Pomona Mills Creek, to an extent roughly aligning with the regional flood plane mapping. An update of the map is awaited from TRCA. Initial comments from the Town of Markham and TRCA, in their review of concept plans, have been positive with regard to realignment and rehabilitation of the creek.
- Review of Town of Markham storm water management study has been undertaken, and incorporation of storm water management ponds into Langstaff Concept Plan studies has been an ongoing exercise. The study recommends inclusion of a pond within the facility to accommodate storm water runoff from both sides of the CNR, Bayview Ave. to Yonge Street. Initial analysis of the report by YC2002 engineers indicates a possibility of separating storm water management into two areas – East of CNR and West of CNR, each having a separate pond and outflow connections to the creek. Water volume calculations and pond geometry / water quality requirements are in process.
- Review of existing conditions, including heritage features and structures, request of an update on status of heritage structures, have been undertaken.
- Coordination with authorities having jurisdiction, meeting attendance, minutes, and reports have been produced. These have included meetings with TRCA, Town of Markham, landowners and stakeholders.
- Bi-weekly meetings with the Region's Langstaff Property Acquisition Team are convened to review progress of ongoing land acquisition efforts.

UPS Site

- Research and review of available planning and programming data, preliminary assessment of York Region, UPS and adjacent property's plans have been undertaken.
- Review of TTC EA, including subway alignment alternatives and impact on conceptual plan options, have been developed.
- Review and analysis of UPS phased development plans and impacts on transit and joint development plans have been considered.
- Comments on UPS site plan application drawings were provided for incorporation into comments and subsequent conditions to the City of Vaughan.
- Review of existing conditions and features on public and private properties.
- Preparation of terminal conceptual plans, complete with joint development options, has been undertaken. These options have considered alternative alignments of Street C as well as the East-West Road, various passenger pick-up /drop-off options, alternative impacts on UPS property lines, UPS employee parking, and commuter parking alternatives. In addition, most plan options include various joint development opportunities along Steeles Ave. and Street 'C' with attendant structured parking requirements within the available site area - Options have incorporated Region, TTC, Hydro, City of Vaughan, and UPS comments as necessary.
- Meetings have been convened with City of Vaughan, TTC, URS Consultants, UPS, and others.
- Ongoing coordination with authorities having jurisdiction as well as TTC and UPS, meeting attendance, minutes, and reports have been provided.

Cornell

- Preliminary assessment of terminal requirements and joint development were undertaken to develop initial terminal plan options at Cornell.
- Attendance at meetings included public meetings and open houses.
- Presentation material illustrating the currently preferred terminal plan was prepared for these meetings.
- Coordination with the developer, H&R, and their consultants, and authorities having jurisdiction has been ongoing.
- Meeting attendance, minutes, and reports have been provided.
- Conceptual layouts, incorporating other service providers' requirements, were prepared.

Stations and Transitways

- Commenced development of the overall design criteria for stations and transitways.
- Coordinated with civil discipline activities.

Service Planning

- Synthesized and refined an origin – destination (station-to-station) matrix for the AM peak period for Viva as of March 2006 from Init MobileStatistics™ data and transfer

- surveys. This matrix and a similar one for the PM peak will be used for an update / recalibration of the system-wide ridership forecast model to improve its accuracy.
- Estimated revenue service hours and ridership impacts of alternative service combinations (including full, weekday only, and weekday peak only for both the green and purple routes) for a temporary Cornell loop in support of an analysis of the most cost-effective early introduction of Viva service to Cornell.
 - Prepared a policy paper recommending a Viva reconfiguration in response to the TTC Spadina subway extension to Vaughan Corporate Centre. The paper considered ridership, passenger travel time savings, and operating costs as bases for determining whether orange and purple service should be continued to/from York University or Steeles West subway stations.
 - Prepared a prototype monthly operations summary to track system use and performance based on updated ridership forecasts. This work included developing a framework to evaluate a range of system performance measures (including average vehicle speed, average passenger speed, and average passenger wait time) from Init MobileStatistics™ data, and performing the evaluations for each of the first four months in 2006.
 - Produced monthly operations summaries for May, June, and July 2006, and expanded the report format to include system productivity and service provided (revenue service hours).
 - Analyzed YRT fare payment survey data from purple, blue, orange and green routes to portray transfer activity and mode of access by route, and to benchmark transfer estimates in the synthetic origin-destination matrix.
 - Prepared an interim ten-year forecast of Viva ridership, revenues, operating costs, and vehicle requirements to support the Executive Update to the June 2004 business plan.
 - Began work on evaluating the convertibility of BRT to LRT to support analysis of optimal mode(s) for Y1. This work included estimating differential ridership impacts with changes in trip times on Y1 and Y2; identifying assumptions for demand modeling for 2011, 2021, and 2031; and providing accurate performance characteristics for the year 2006 Viva 'as built' network for the demand model.

Property Acquisitions

Langstaff Operations and Maintenance Facility

Due diligence by expert consulting teams towards property acquisition continued.

Phase 2-Y1 Right-of-Way – Yonge Street

Final definition of the right-of-way requirements for the Y1 segment is nearing completion.

Pedestrian Bridge Connection Update

This update is provided regarding the pedestrian bridge proposed to connect passengers between the Richmond Hill Centre Viva Terminal and the Langstaff GO Rail Station. Design and tendering of the pedestrian bridge proceeded on schedule through the months of June and July, with the majority of tenders submitted in mid-August. The work was

tendered to a number of sub-contract trades. In many cases bidders who took contract packages did not submit bids and others exceeded the engineers estimated cost by significant margin, ranging from 34% to 66% on significant portions of the work. The explanation for these high bid prices can be linked to a high volume of existing work in the industry and a lack of interest by many of the trades in bidding when the construction season was well underway. KED, the design-builders with YC2002, cited a number of factors accounting for the disappointing response to the tenders, including:

- Tenders issued well into the construction season. Some contractors were already committed for the season and not in a position to bid additional work this year.
- Construction industry is operating near capacity, leaving contractors with little flexibility for end-of-season work that had not been committed to early in the construction season.
- End-of-season construction window increased the risk of weather-related delays for contractors and increased their potential costs.
- Other market forces, including the supply of construction materials and labour, led to higher than anticipated bids from contractors.

The tender period has now been deferred into late fall when it is expected there will be a higher level of interest and increased bidding competition resulting in a better overall project price. This will allow work to begin in the early spring of 2007 with completion of the bridge by the end of that year.

This project is part of the *Quick Start* schedule of work with both the Federal and Provincial governments. The federal authorities have agreed to continue to support this project segment through to the end of the agreement in March 2008. Provincial officials are considering ways to ensure the full provincial share can be realized under the agreement, currently scheduled to expire in March 2007. GO Transit officials have been briefed on this change and have agreed to the revised tender and construction schedule and have confirmed their continued support.

A further progress update and construction schedule will be provided to Committee and Council when the Guaranteed Maximum Price (GMP) is established later in 2006.

Communications activities are underway to support Viva Phase 2

Business Plan

- A draft Executive Update to the June 2004 business plan has been prepared.
- A completely refreshed business plan, is targeted for completion in early 2007

General Public and Stakeholder Outreach

The following presentations were prepared and delivered:

- Langstaff O&M Facility (Markham Council).
- Langstaff O&M Facility (Steering Committee – June 15, 2006).

- Langstaff O&M Facility (Landowners).
- York Region Sustainable Transportation Symposium (remarks delivered June 12).
- World Planners Congress (Vancouver remarks delivered June 18).



APTA/TRB BRT Conference (opening remarks and panel remarks delivered August 3).



Transportation Association of Canada (TAC) Award for Viva

- Viva has been named the 2005 Sustainable Urban Transportation Award Winner for its "York Region Rapid Transit Corporation's Viva Fast Forward to a Sustainable Future" submission.



- We have been invited to present our paper at the TAC conference in Charlottetown, PEI on September 18 and participate on a BRT panel discussion on September 20.

Association of Municipalities of Ontario (AMO) Recognizes York Region's Rapid Transit Service

- The Association of Municipalities of Ontario has awarded York Region a Peter J. Marshall Municipal Innovation Award for its Viva rapid transit system.

August 15, 2006: Ministry of Municipal Affairs and Housing Minister John Gerretsen, Bill Fisch, Chair, York Region, Roger Anderson, President AMO



Website Support

- vivayork.com website continues to be updated with current news releases and recent quotes;
- Route map on vivayork.com was updated with additional information;

- A new online game promoting the hop-on-hop-off policy was launched; and
- Indusblue, the creators of our existing successful website, has been retained to refresh and revamp the site with a focus on Viva Phase 2 and to better integrate it with the refreshed yrt.ca site which is due to launch in the fall of 2006.

Media

On July 5, Federal Finance Minister, Jim Flaherty and Environment Minister, Rona Ambrose joined members of Council at an event at Richmond Hill Centre Terminal to bring attention to changes to tax laws allowing transit users to deduct the costs of their monthly passes from their taxes. Event visuals featured the Viva RTV prominently and resulted in stories on 680News, CBC Radio CBC television and A-Channel as well as articles in YRNG newspapers.



July 5, 2006: Ministers Flaherty and Ambrose accept monthly transit passes at Richmond Hill Centre

The American Public Transportation Association and Transportation Research Board held their third Bus Rapid Transit Conference in Toronto August 2-5. Viva hosted a system tour attended by more than 130 delegates and resulted in positive media coverage.

Selected headlines included:

- York transit riders get free ride – literally (YRNG, July 6).
- Fare share from Ottawa (YRNG, July 6).
- York rapid transit lauded by U.S. group (Toronto Star, August 3)
- York transit a role model (Toronto Star, August 8).
- Viva Rapid Transit: The Heart of Sustainable Development in York Region (Plan Magazine, Summer 2006).

Marketing and communications activity continued

- During the summer we continued to build and maintain and build media relationships.
- Identified and used opportunities to pursue ‘free’ media both in York Region and Toronto media.
- Viva summer newsletter was launched and distributed in both print and electronic format to our e-mail distribution list.
- Provided assistance with the APTA /TRB BRT conference held August 2, 3, 4, including the preparation of remarks in advance of the system tour and assistance with the tour itself, activities which led to considerable positive press coverage regarding Viva.
- Developed Viva Phase 2 media kit folder, letterheads, business cards.
- Prepared a “how to get more information” card for distribution to the public by surveyors and others gathering information to assist with the preliminary engineering effort.
- Prepared an informational tri-fold brochure describing the key elements of Preliminary Engineering underway and directing the public to sources of additional information (namely, the vivayork.com website and the York Region Rapid Transit Corporation offices).



Government Relations Activity

Staff continue to engage senior levels of government to secure funding for Viva Phase 2. An Executive Update to the business plan is nearly complete and will refresh the ‘ask’ for Viva Phase 2. The Executive Update identifies federal and provincial priorities and demonstrates how Viva fits those priorities.

On-going government relations activities included:

- Continuing to keep local representatives informed and up-to-date.
- Working with local political representatives at all levels to advocate for Viva capital funding.
- Continuing 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.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal implications associated with this report.

7. CONCLUSION

The summer of 2006 brought important advances in the implementation of Viva Phase 2, particularly the successful negotiation of a lump-sum contract for Viva Phase 2, Segment Y1 and the Langstaff O&M Facility with YC2002 on June 30th, 2006. The work ensures that the necessary planning for these facilities will be completed, subject to full capitalization in 2010. We continue to seek support from both senior levels of government for Phase 2 construction. Communications activities continue to focus on Viva Phase 2 and support for GTA-wide transportation initiatives.

The Senior Management Group has reviewed this report.