

1
VIVA PHASE 2 MONTHLY REPORT
September 2007



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 12, 2007, 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 comprehensive description of the activities of the York Region Rapid Transit Corporation (YRRTC) during June – August 2007, including progress on the design of Phase 2 rapidways, related communications activities, and major activities associated with the Yonge Street and Spadina subway.

3. BACKGROUND

Rapid transit runs today in mixed traffic in the four key corridors as depicted in the illustration in Figure 1. Funding announcements made in 2006 provided \$255 million dollars for the capital construction of the following Viva Phase 2 - Stage 1 items, which are identified in Figure 1. Subsequently, on June 15, 2007 the Province of Ontario announced a \$17.5 billion dollar transit funding program which included all of Viva Phase 2 and 3 and called for a one-third federal funding match to the provincial two-thirds contribution. To date, no federal match has been achieved.

Figure 1
Viva Phase 2 – Stage One
Estimated Total Cost, Eligible Costs and Construction Cash Flow (from CSIF)

Program Element	Estimated Cost (\$ millions)
Preliminary Engineering and construction of:	
Segment Y1 (Steeles Avenue to Richmond Hill Centre)	\$118
Central Operations and Maintenance Facility (no land)	\$ 60
Initial Transitway at Markham Town Centre	\$ 5
Cornell Terminal Facility	\$ 6
BRT Vehicles	\$ 33
 Total	 \$222
 Land Acquisition for Segments Y1, Y2 and H3	 \$ 18
 Preliminary Engineering of Yonge Street Segment from Richmond Hill Centre Terminal to Bernard and Highway 7 Segment from Richmond Hill Centre to Unionville Go Station	 \$ 15
 Grand Total	 \$255

4. ANALYSIS AND OPTIONS

The initial Phase 2 work programme will be complete by the end of September

The preliminary engineering for the first surface segment of rapidway has been underway for several months and will be complete at the end of September 2007. This work provides for the design of the rapidway and stations on Yonge Street from Steeles Avenue to the Richmond Hill Centre (RHC).

Based on direction from Council from June 21, 2007, activities related to the acquisition of land on the Yonge Street corridor have been deferred until this Fall pending the outcome of transit priority setting by the Greater Toronto Transportation Authority (GTTA).

Work concluded over the period June to August 2007 is as follows:

- Refinement of the network plan.
- Various communication activities, including holding community meetings and preparing the Fall newsletter.
- Completing the following Y1 Preliminary Engineering activities:
 - Updated Project Implementation Schedule

- Revised Design Criteria Report and Draft Design Basis Report
- Identification of utility relocation requirements, in consultation with utility companies
- Utility Cost Basis Paper + Utility Cost Estimates
- Draft Pavement Report
- Draft Drainage Design Report
- Preliminary Engineering Drawings
- Draft Specifications
- Capital Cost Approach and Assumptions Report
- Risk Assessment matrix, developed in workshops with the Region
- Preliminary Project Quantities
- Updating Preliminary Cost Estimates

Network Optimization

Following the provincial government MoveOntario 2020 \$17.5 billion transit announcement and Council workshop in June, staff undertook to further update the 2007 network plan, which it had shared with Council in April/May 2007. A series of network options are being run this Fall after incorporation of the latest Transportation Tomorrow Survey results, which have just been released. These options include the extension of the Yonge Street subway to Highway 7 and the Toronto Transit Commission (TTC) Transit City program. Ridership demand work is underway and staff will update Committee verbally and in reports throughout the Fall on the progress being made in testing the various network options.

North Yonge Street Environmental Assessment (EA) process is underway

- Meetings held with all affected municipalities to review the outcome of the terms of reference process.
- Meetings held with Newmarket to combine the EA process for the road improvements to Davis Drive with the rapid transit EA.
- North Yonge EA is a separate item on this agenda.

The North Yonge EA Study is presently scheduled for completion in March 2008 and is the subject of a more detailed separate report on this agenda.

Downsview Station reconfiguration is in the final design stage

The TTC continues to proceed with a Design/Build arrangement for the York University Busway. The design is currently 60% complete, and was issued for design/build tender on July 4, 2007 to three pre-qualified design-build firms. The tender closing date has been extended several times due to property acquisition issues as well as drawing clarifications and is now scheduled to close September 20, 2007. The Viva station platform design at Downsview Station will accommodate one articulated rapid transit vehicle.

With the implementation of the York University Busway, two existing Viva stops will require de-commissioning and it is planned for the stops to be relocated within the busway. This work is currently not in the TTC plans, and will be implemented either by YRRTC directly or negotiated with the TTC's design-builder in the future.

A detailed report regarding the York University BRT will be brought before Committee and Council this Fall.

Aerial survey for Y2 and H3 rapidway sections is complete.

An aerial survey was completed in early summer to facilitate the preparation of base mapping in advance of commencement of preliminary design for the Y2 and H3 rapidway segments.

Design concepts are being developed for Enterprise Drive

Design concepts and discussions are underway with the Town of Markham and the private developer for the rapidway section between Warden Avenue and Birchmount Road, leading to implementation of this section of rapidway to coincide with occupancy of new residential development presently under construction.

Phase 2 Communication has been active over the summer

The Phase 2 Community Outreach program approved by Council on May 24, 2007 is presently being implemented.

- The second round of public open houses was completed in June. About 200 people participated.
- Nearly 350 people completed an online Viva Phase 2 design survey. The results will be used to help refine the look and feel of vivastations, rapidways and boulevards.
- Viva's interactive kiosk was located in malls and community centres for 6 weeks to solicit input on Viva Phase 2 design and to raise awareness of the service.
- Property owners on Yonge Street south of Highway 7 were contacted to advise them of the suspension of property acquisition activities following the provincial transit announcement in June.

Approved Phase 1 capital enhancements work programme is progressing.

The Phase 1 capital enhancements work programme was approved by Council on April 19, 2007 and includes:

- Traffic Signal Priority improvements.
- A new Vivastation on Yonge Street near Jefferson Sideroad.
- A new Vivastation on Church Street at the Markham-Stouffville Hospital, including upgrading of stops on Highway 48 and Wooten Way to Phase 1 Vivastations.
- Queue jump lanes at key intersections.

Design work has commenced in consultation with York Roads and YRT.

Implementation schedules are presently being developed, with the objective of having the new Vivastations brought into operation early in 2008.

RHC Pedestrian Bridge superstructure is complete

The pedestrian bridge connecting the Richmond Hill Centre Terminal and the Langstaff GO Transit station across the CN Bala Subdivision was awarded to Kiewit EllisDon. The superstructure was successfully erected on August 13, 2007 with no impact to GO Transit and CN Rail operations. Construction is scheduled to be complete by the end of 2007.

Yonge Street Subway

Final scope development is underway with the goal of completing a review of the capital, ridership, and operating impacts of a Yonge Street subway extension from Finch Street to the Richmond Hill Centre area. The study is designed to be completed by early 2008 and includes preparing the following deliverables:

- Constraints Mapping
- Bus and Subway Operating Plans
- Fleet Storage Requirements
- Functional station plan and profile, including vertical pedestrian access/circulation requirements
- Property requirements. For construction (including laydown areas), station facilities, alignment, and auxiliary facilities.
- Capital Cost Estimates
- Transit Oriented Development station area evaluation
- Ridership Forecasts
- Revenue and Cash Flow Forecast Report
- Operating Subsidy Forecast Report
- Alternative Analysis Summary Report
- Utility Base Mapping
- Overall Construction Approach and Schedule
- Project delivery approaches
- Environmental Guidance

Agency consultation will be a key factor in the development of this significant inter-regional transit expansion project. Early and ongoing discussion with relevant transit operators, municipalities and regulatory agencies will provide important input to this process.

The goal of this work is to develop a better understanding of the cost, schedule and environmental impacts prior to starting the formal EA process.

5. FINANCIAL IMPLICATIONS

Downsview Station reconfiguration cost-sharing will be discussed with the TTC in September and will be the subject of a future report. The Phase 2 Y1 work program is on budget and on schedule.

6. LOCAL MUNICIPAL IMPACT

Viva Phase 2 is being closely coordinated with local planning and economic development activities along the rapid transit corridors.

7. CONCLUSION

Significant work was accomplished on Viva Phase 2 during June – August. A detailed outline of the main Y1 activities is provided in *Attachment 1*.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the September 20, 2007 Committee meeting.)