



vivanext

Rapid Transit Steering Committee

May 14, 2009

1. VivaNext 2009 Communications Plan
2. VivaNext BRT Park-and-Ride Strategy Update
3. Don Mills Rd / Leslie St LRT EA
4. Jane St LRT Status Update
5. Metrolinx Project Prioritization Framework Principles
6. BRT Monthly Update
7. Subway Extensions Update

Communication Components:

- Social/Multi Media
- Ongoing Research
- Mass Media
- Overarching Communications
- Media / Government / Public Relations



VivaNext 2009 Communications Plan

Key messages:

- VivaNext is a plan that will put the rapid in rapid transit
- VivaNext will help more individuals and families get around more quickly and more efficiently, without the need for a car
- VivaNext will help create a seamless transit system, connecting people in York Region and throughout the GTA

VivaNext 2009 Communications Plan



Program-Wide						
Paid Media	Op/Ed Placements	Reporter Meetings	Wikipedia updates	Other Activities Include		
x	x	x	x	transit shelters	mall posters	cinema
x	x			online poll		
		x		community events		
		x	x	golf tournament	student info kit	fall newsletter
	x	x		online poll	advertorials	
	x			post research	halloween contest	research
	x	x	x	online poll	winter newsletter	
	x			holiday card		

RECOMMENDATION

1. Council authorize the Regional Chair and Clerk to execute a contract with York Consortium 2002 for the amount approved in the 2009 budget of \$900,000 (net of GST), on a cost-plus-fee basis, for vivaNext communication activities throughout 2009, in a form acceptable to staff and Legal Services.

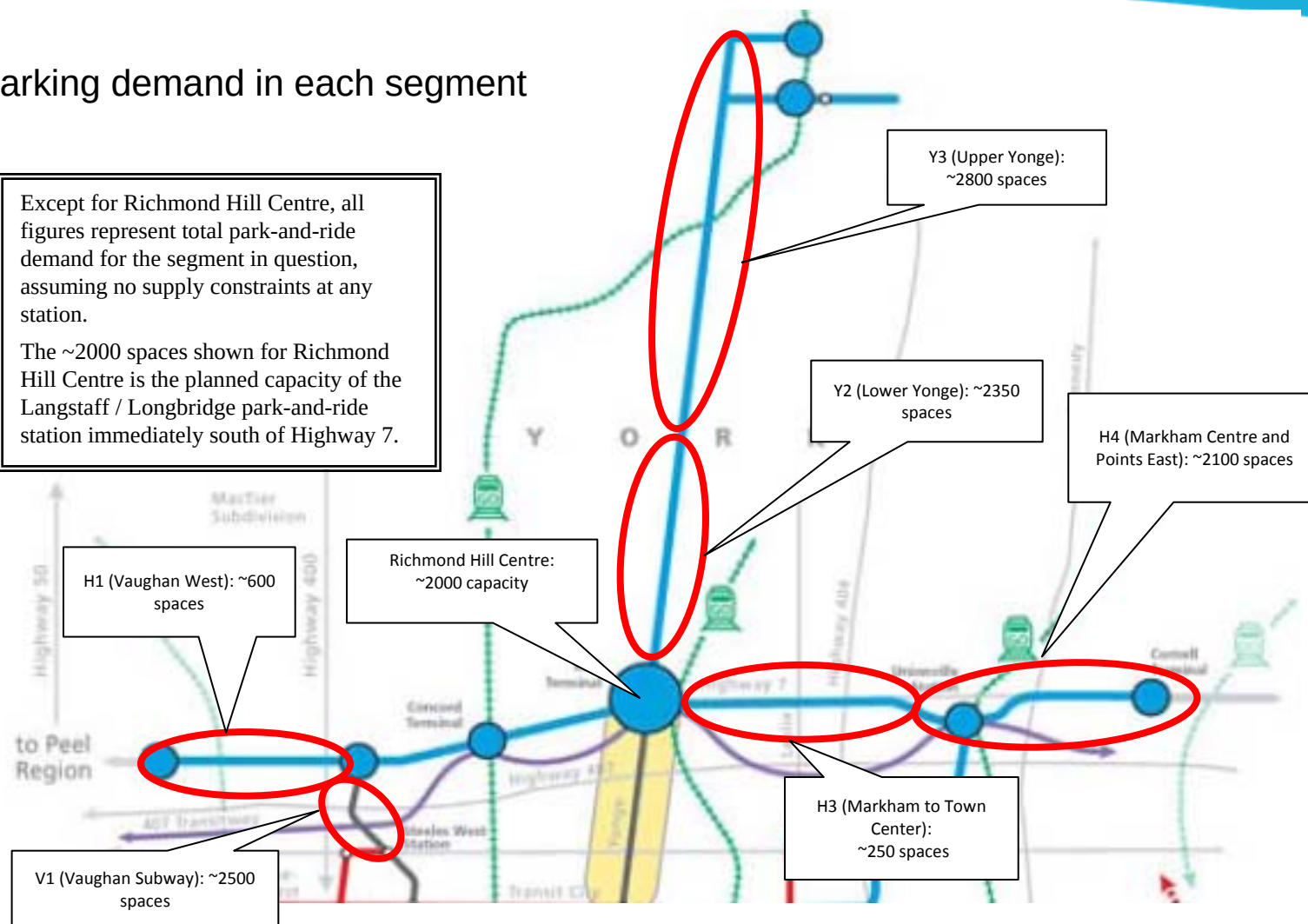
Council endorsed five principles to guide the final park-and-ride strategy in November 2008:

1. Commuter park-and-ride facilities are essential
2. Parking fees wherever possible
3. Surface parking should not frustrate intensification
4. Preference given to the use of public land or shared arrangements
5. Viva should control brand, design, service and maintenance standards, rate and revenue structures

Parking demand in each segment

Except for Richmond Hill Centre, all figures represent total park-and-ride demand for the segment in question, assuming no supply constraints at any station.

The ~2000 spaces shown for Richmond Hill Centre is the planned capacity of the Langstaff / Longbridge park-and-ride station immediately south of Highway 7.



RECOMMENDATIONS

1. Staff be directed to finalize the identification of appropriate sites for commuter parking facilities at high-priority locations along the Viva corridors.
2. Staff be directed to bring back a financial strategy for the implementation of the park-and-ride programme prior to making final recommendations for the park-and-ride strategy and entering into negotiations with private land owners.
3. Staff be directed to finalize and bring back a governance structure for the management and operation of commuter parking facilities prior to making final recommendations for the park-and-ride strategy.

The Transit Project Assessment is scheduled to be completed by late spring 2010. Key milestone dates include:

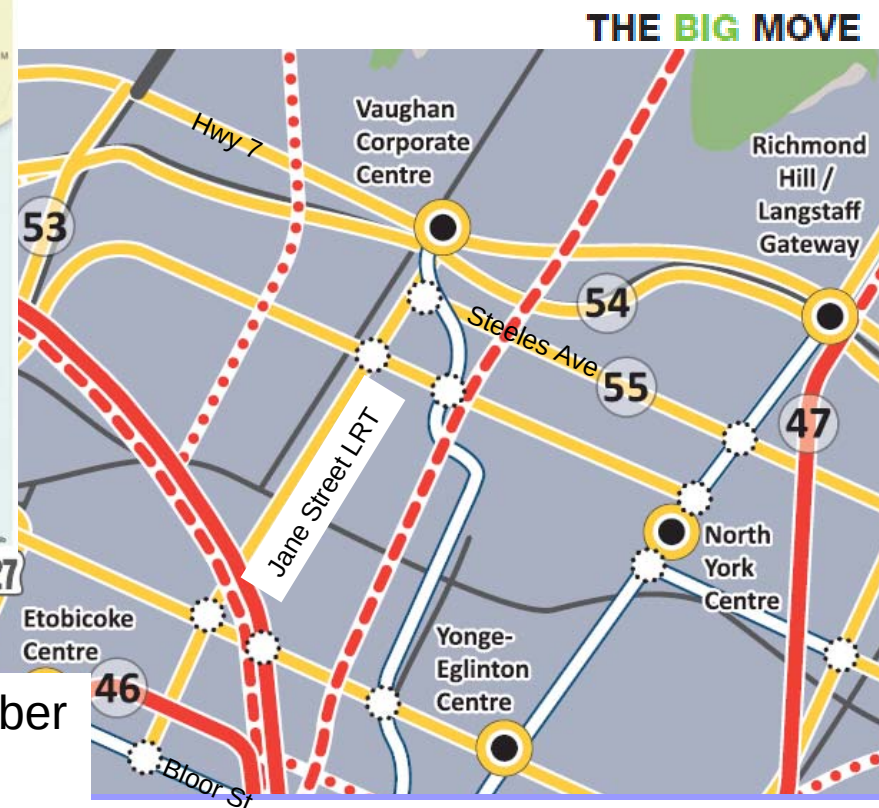
- PCC #1 – June 2009
- PCC #2 – October 2009
- Commencement of the Transit Project Assessment process – October 2009
- PCC #3 – December 2009
- Filing of the Environmental Project Report for public review – February 2010
- Deadline for MOE decision – April/May 2010

RECOMMENDATIONS

1. Council endorse the outline presented in this report for a robust public and stakeholder engagement programme for this study.
2. Council approve the reallocation of \$665,000 from the preliminary engineering budget for the Operations, Maintenance and Storage Facility to the Leslie LRT Environmental Project Report budget from within the 2009 Rapid Transit Capital Budget, with \$585,000 and \$80,000 being specifically identified for the Environmental Project Report and Communications, respectively.
3. Council approve the funding of the \$665,000 budget requirement through the Capital General reserve to undertake this work.
4. The Regional Chair and Regional Clerk be authorized to execute the agreement, subject to the approval of Legal Services as to form and content.
5. The Regional Clerk forward a copy of this report to the Clerks of the Town of Markham, Town of Richmond Hill, City of Toronto and to Metrolinx.

Jane Street LRT Status Update

Jane Street LRT is part
of Toronto's Transit City Plan



Metrolinx approved York's RTP in November 2008, including the Jane Street LRT

- Toronto has commenced planning for the LRT from the Bloor Subway to Steeles Ave.
- York TMP update identifies rapid transit in the Jane St. corridor from Steeles Ave. to Major Mackenzie Dr.
- Additional consultation is required to determine the full extent of rapid transit needs on Jane St.
- Jane Street LRT study needs to be closely coordinated with the ongoing Spadina subway extension
- Current York Region 10 year capital plan includes Jane St. widening from 4 to 6 lanes, including HOV and bike lanes

RECOMMENDATION

1. The Regional Clerk forward a copy of this report to the Clerks of the City of Vaughan and City of Toronto, and to Metrolinx and the TTC.

- Metrolinx Board recently received and endorsed a report containing principles and criteria for a proposed Project Prioritization Framework
- VivaNext is one of two projects that have already received Metrolinx approval for funding
- Project Prioritization Framework is part of the overall process for Metrolinx to determine which projects should receive Provincial funding
- Process presented so far by Metrolinx is fair and equitable across the Greater Toronto Area and Hamilton

Additional considerations need to be included in the final Project Prioritization Framework

1. Must include consideration for the state of project readiness
2. Must consider potential impact on urban structure
3. Must include full consultation with project proponents
4. Evaluation criteria summary tables are missing many measures
5. Should consider overall relationship to the Provincial Growth Plan
6. After initial evaluation of Top 15 priorities, Metrolinx must determine a process for bringing in next round of rapid transit projects
7. Evaluation criteria must consider overall network implications and network connectivity associated with each rapid transit line
8. Should consider level of support from the Regional or local municipality

RECOMMENDATIONS

1. Council endorse the comments on the Metrolinx Project Prioritization Framework Principles as set out in Section 4.1 of this report.
2. The Regional Clerk forward a copy of this report to Metrolinx as York Region's position on the Project Prioritization Framework Principles.
3. The Regional Clerk circulate copies of this report to the York Region area municipalities for their information.

H3 - Hwy 7, Richmond Hill Centre To Unionville GO/Kennedy Road

- Kiewit EllisDon have begun preparation for the development of a GMP, and canopy final design is underway
- Design build contract is targeted for June for the Civic Mall and August 2009 for the remainder of H3
- Property acquisition is expected to be complete in September 2009
- Utility relocations may begin along the H3 portion of rapidways this summer
- Rapid Transit Office, the Town of Markham and GO Transit continue to work together on vivaNext interface with Markham Centre east precinct



Y2 –Yonge Street, Highway 7 To 19th Avenue

- Draft PE drawings have been submitted
- PE drawings and capital cost estimate will be complete in summer 2009
- Construction to commence in 2011, and be complete by beginning of 2014

H2 – Hwy. 7, Richmond Hill Centre to Pine Valley Dr.

- Conceptual design for Hwy 7 rapidways from RHC to Pine Valley Dr. is nearing completion
- Construction to commence in 2011 and finish by end of 2013

D1 - Davis Drive, Yonge Street to Southlake Regional Health Centre

- EA for North Yonge has been approved
- Conceptual design complete for Davis Dr. rapidways from Yonge St. to Southlake Regional Health Centre and negotiations in progress to begin PE



VivaNext Operations, Maintenance and Storage Facility

- Two preferred locations for a possible OMSF have been identified

Viva Phase 1 Enhancements

- NTP has been issued and contract is under preparation for signing to allow construction of Savage Rd. vivastation to begin this month

Communications and Public Engagement

- Staff attended Newmarket Home Show
- Staff worked with the developer to include vivaNext material in their welcoming packages for new home owners along Enterprise Boulevard
- Community Liaison Specialist continues to engage the public, tenants and property owners in dialogue
- Staff met with the Town of Newmarket regarding the establishment of a project task force and communications sub-committee

Spadina Subway

- Project continues on time and on budget
- Tunnel design and procurement of Tunnel Boring Machines are progressing
- Station design teams are continuing to work on conceptual designs of the subway stations and bus terminals
- Highway 407 Station conceptual design report has been developed and submitted for comment
- Steeles West Station conceptual design is being modified
- Two VCC bus terminal options are being refined

Communications

- First of 3 newsletters to be published in 2009 was issued in early May

Spadina Subway - Station Design

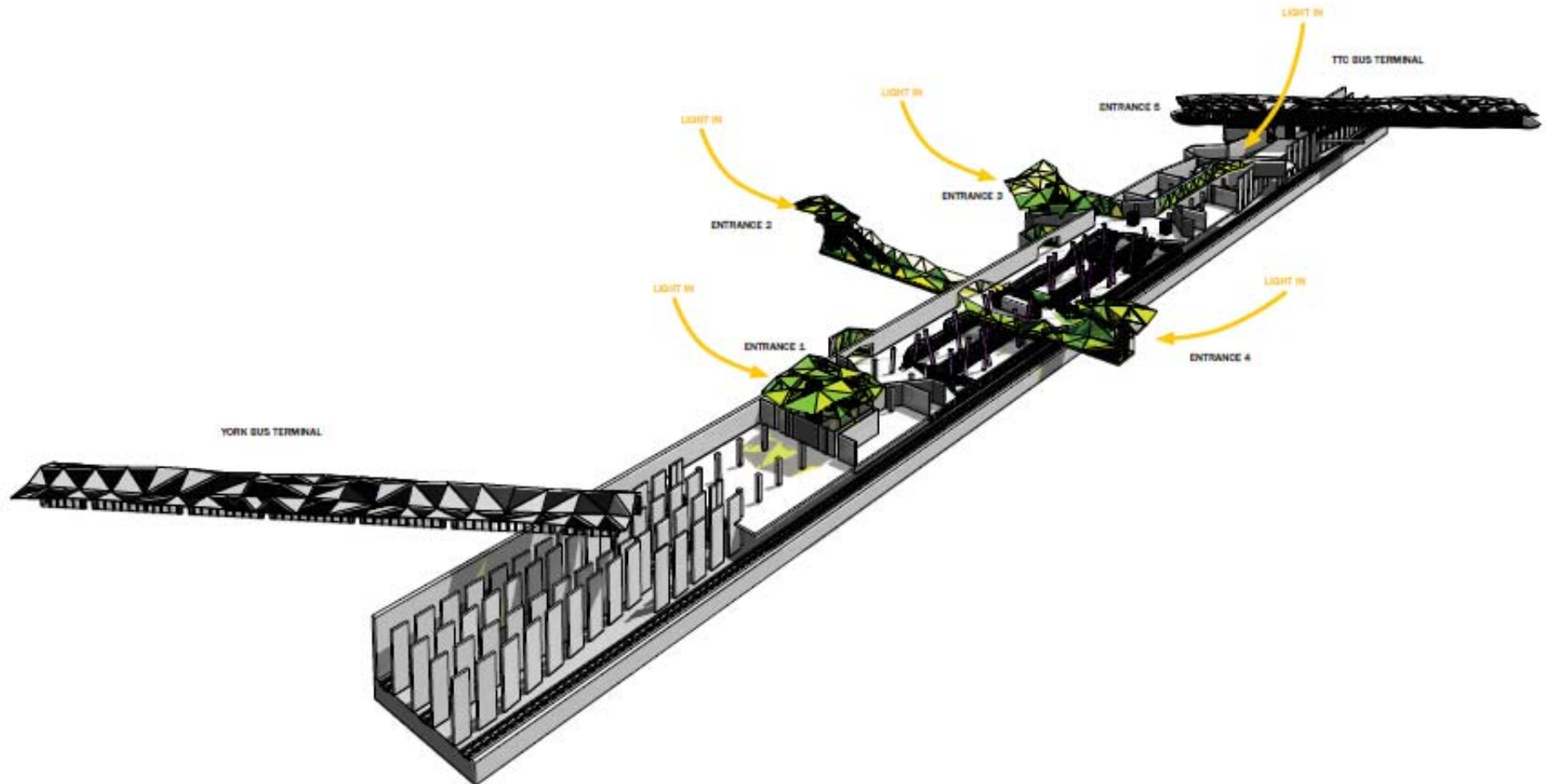


Option 1: Split Terminals – Edge of Block



Option 4: Combined Terminals – Centre of Block

Spadina Subway - Station Design



Spadina Subway - Station Design



Yonge Subway

- Environmental Project Report received unconditional approval of the Ministry of Environment on April 6th
- Work continues with Metrolinx to develop the Project Definition Report and Benefits Case Analysis for the May Metrolinx Board meeting

Communications

- Staff issued the Statement of Completion on May 1, concluding the Transit Project Assessment Process
- An abridged version of the Environmental Project Report has been prepared for easy, quick reference
- Joint newsletter for the Uplands community was substituted with a community meeting to be held after capital funding is achieved
- TTC and YRRTC submitted a comprehensive PE work programme to Metrolinx for funding approval

Expenditures Year-to-Date in Relation to 2009 Capital Budget

Description	ETD - Current Period	2009 Budget
Yonge Subway	\$145,665	\$37,109,000
Spadina Subway - YR Expenses	\$5,790	\$1,000,000
Spadina Subway - Payments to TTC	\$2,706,042	\$69,344,000
Spadina Subway - Payments to Toronto	\$10,000,000	\$10,000,000
	\$12,857,497	\$117,453,000

Status of Claims and Project Funding

Partner	Total Approved Project Funding Contribution	Cumulative Amount Invoiced
	\$millions	
Move Ontario Trust	\$ 1,134.1	\$ 14.9
Federal Government	\$ 622.0	\$ 2.0
Toronto	\$ 526.5	\$ 5.1
York	\$ 351.6	\$ 3.4
Total	\$ 2,634.2	\$ 25.5