

2

CORNELL TERMINAL INITIAL CAPITAL WORKS, STOP NAMING AND 2008 PRE-BUDGET OPERATING HOURS REQUIREMENTS

(Regional Council at its meeting on October 18, 2007 adopted this report with the exception of Recommendation No. 3, which was amended to read “Council approve the name for the new Viva stop at Church Street, west of Bur Oak Avenue, to be “Markham Stouffville Hospital”, subject to consent from Markham Stouffville Hospital, and that the name revert back to Church Street if consent is not received.)

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

- 1. The presentation by David Clark, Chief Architect, Infrastructure and Development, York Region Rapid Transit Corporation, be received; and**
- 2. The recommendations contained in the following report, October 3, 2007, from the Vice-President, York Region Rapid Transit Corporation and the General Manager, Transit, be adopted:**

1. RECOMMENDATIONS

It is recommended that:

1. Council endorse construction of a curb side Viva rapid transit stop and platform on the south side of Church Street, west of Bur Oak Avenue, and the opening and final upgrading of the Wootten Way and Highway 48 stops, as the initial capital works program for the Cornell Terminal, at an estimated cost of \$500,000.
2. Staff seek to recover the cost for these works, estimated at \$500,000, from one or a combination of the federal and provincial funding announcements - “Flow”, “MoveOntario 2020” and the Greater Toronto Transportation Authority – “Early Wins”.
3. Council approve the name for the new Viva stop at Church Street, west of Bur Oak Avenue, to be “Church Street”.
4. Council provide 2008 pre-budget operating hours approval for the Purple Route extension to Cornell, commencing in January 2008. This service extension will require 9,830 revenue service hours, which are estimated to increase annual Viva boardings by 193,600 riders. Applying full costing, including all overhead

components, the resulting cost is \$980,000 with estimated annual revenues of \$330,000 for a net impact of \$650,000.

5. Staff be authorized to enter into the necessary encroachment agreements with Markham Stouffville Hospital to accommodate the new Church Street stop.

2. PURPOSE

The purpose of this report is to update Council on the initial Cornell Terminal work program. The initial program consists of the initial stage of construction to provide Viva service to the Cornell area with future connections to the Cornell Terminal. This report seeks Council endorsement for the construction of the new Church Street curb side stop, as well as the completion of works on Highway 7 at Highway 48 and Wootten Way. In accordance with the Regional adopted protocol for naming of rapid transit stops, this report seeks approval of “Church Street” as the name for the new Church Street stop. Finally, this report seeks 2008 pre-budget approval for the operating hours to commence Viva service to East Markham in January 2008.

3. BACKGROUND

Staff provided Committee and Council with a detailed Cornell Terminal update in September 2007. The following summarizes the information contained in that report.

- Original Viva network plan contemplated the Cornell Terminal at Highway 7 and Markham Bypass.
- In preparation for the Terminal, Viva Phase 1 included a stop, in the short term, in the area of the Markham Stouffville Hospital (MSH).
- Options that provided sufficient pick-up/drop-off and layover capacity at or adjacent to MSH were deemed unsuitable for several reasons, including conflicts with hospital construction, development timing, residential complaints, and cost.
- Introduction of Viva service east of McCowan Road was temporarily suspended while a short term solution for a stop in the area of the MSH was pursued.
- York Region Transit (YRT) currently provides transit services into east Markham along Highway 7.
- A suitable property for the Terminal has been identified south of Highway 7 and its acquisition is being pursued by staff.
- Cornell Terminal has been recommended for early funding under MoveOntario 2020.
- The Greater Toronto Transportation Authority (GTTA) recommended the Cornell Terminal as an “early wins” project and assigned a budget of \$5.6 million.
- Provincial funding would include bringing Viva service eastward from McCowan Road, including development of Viva stops along Highway 7, in the MSH area, and construction of terminal facilities on the lands identified south of Highway 7.

- Staff is working on a consolidated Cornell terminal budget for all of the elements of the Cornell terminal project.

4. ANALYSIS AND OPTIONS

Council 2008 pre-budget approval of operating hours for the extension of the Viva Purple Route to Cornell is warranted

On June 12, YRRTC and YRT staff reported to Committee that extension of the Viva Purple Route to Cornell is warranted and the extension is the top priority in YRT's 2008 Service Plan. On June 19, 2007 Council authorized the purchase of 11 new rapid transit vehicles, three of which are required to extend Purple Route service to the Cornell area in 2008. This service extension will require 9,830 revenue service hours, which are estimated to increase annual Viva boardings by 193,600 riders. Applying full costing, including all overhead components, the resulting cost is \$980,000 with estimated annual revenues of \$330,000, for a net impact of \$650,000. Fare revenue recovery for this additional service is anticipated to be in keeping with current revenue cost ratio for the route."

The YRT 2008 Annual Service Plan and proposed operating budget has been received for preliminary review and final stakeholder consultation. The East Markham YRT and Viva service plan is illustrated in *Attachment 1*. YRT will be advising Veolia, the Viva operator, on October 19th of the 2008 Service Plan, in order to allow sufficient time for the operator to plan for service changes which must be introduced in January 2008.

Cornell rapid transit service to commence in 2008

On January 25, 2007, Council authorized staff to investigate alternative arrangements to bring rapid transit service to the Cornell community and MSH district in 2007, as part of the initial implementation of the Cornell Terminal works. The first phase of construction brings rapid transit service to Cornell along Highway 7 to Ninth Line and north to the Markham Stouffville Hospital precinct, connecting with the Highway 7 terminal services on Highway 7 at Bur Oak Avenue in advance of the construction and opening of the Cornell Terminal. When the Cornell Terminal is opened rapid transit service would be extended to the terminal (*see Attachment 2*).

Staff has identified a location for a curb side rapid transit stop and platform on the south side of Church Street west of Bur Oak Avenue (*see Attachment 3*). A preliminary work plan and schedule have been developed in anticipation of the commencement of service in January 2008.

Staff has discussed the stop location with the Cornell Advisory Committee, who have acknowledged their support for the planned stop on Church Street, west of Bur Oak Avenue.

Completion of the Viva stops at Highway 48 and Wooten Way are part of the initial construction program for the Cornell Terminal

Both the Highway 48 and Wooten Way stop locations have platforms, as well as fare equipment, including Variable Message Signs (VMS), Ticket Vending Machines (TVM) and Ticket Validators (TVs) that were purchased as part of Viva Phase 1, and are ready for installation. Power and communications need to be hooked up and the modules installed. Fare collection, passenger information systems and Transit Signal Priority (TSP) also need to be commissioned. Cost to install and commission the equipment is estimated at \$50,000 each per Viva stop.

Design for the new stop at Church Street is nearing completion and the work will be undertaken by York Consortium 2002, subject to receipt of a satisfactory price

Work is progressing on the preliminary design of the stop at Church Street for the purpose of determining a Guaranteed Maximum Price (GMP) with York Consortium 2002 (YC2002). The budget estimate to undertake these works is \$400,000, which includes a retaining wall to save trees, as well as a power duct. The cost to upgrade the Wooten Way and Hwy 48 stops on Highway 7 is approximately \$100,000.

Subject to the confirmation of the final cost of work and value for money analysis by the Owner's Engineer, it is anticipated that the work would be awarded to YC2002 under the terms of their existing legal arrangements.

MSH staff has indicated that they are prepared to recommend to their Board that an easement be granted for the stop on Church Street, which encroaches marginally onto the hospital property. Staff will undertake to prepare and enter into the necessary legal arrangements through the Property Services Group.

Fare collection equipment from the Phase 1 project is in storage and ready for installation.

The new stop serving the Markham Stouffville Hospital should be named "Church Street"

In 2004 Council endorsed the protocol for naming Viva Stations/Stops and Terminals. Applying that protocol to the proposed stop at Church Street, west of Bur Oak Avenue, yields the name "Church Street".

5. FINANCIAL IMPLICATIONS

The Purple Route service extension will require 9,830 revenue service hours, which are estimated to increase annual Viva boardings by 193,600 riders. Applying full costing, including all overhead components, the resulting cost is \$980,000 with estimated annual revenues of \$330,000, for a net impact of \$650,000. Fare revenue recovery for this additional service is anticipated to be in keeping with current revenue cost ratio for the route.

The estimate of new ridership includes the shift from the currently operating Route 1 and Cornell Express routes. It is estimated that the local routes will transfer approximately 18,000 boardings to Viva Purple, resulting in the net gain of 196,300. The financial impact on Route 1 and the Cornell Express is minimal, at approximately \$30,000.

Staff are currently confirming all of the project elements of the Cornell Terminal, and will be developing a preliminary consolidated budget to report back to Council in December 2007.

As part of the budget preparation, staff will seek confirmation of the funding levels from each senior level of government and the GTTA, as part of the following announcements:

- Federal/Provincial “Flow” announcement – March 6, 2007 - \$85 million per partner, including \$6 million for the Cornell Terminal.
- Provincial “MoveOntario 2020” announcement – June 15, 2007 - \$17.5 billion - list includes Cornell Terminal.
- GTTA early wins recommendations– August 24, 2007.
- Provincial Announcement - September 25, 2007 - endorsement of “early wins”.

The request for funding support will seek endorsement of the final Cornell Terminal consolidated budget, including upgrading the stops on Highway 7 at Highway 48 and Wootten Way, and the new stop at Church Street, west of Bur Oak Avenue, as well as the three new vehicles to support the service to the terminal and hospital.

It should be noted that actual construction dollars are normally not covered by the federal government unless an agreement is in place prior to commencement of the construction.

Staff will report back to Committee and Council following their meetings with each of the senior government funding sources.

The budget estimate to undertake the Church Street stop is \$400,000, and approximately \$100,000 to complete the Wootten Way and Hwy 48 stops. It is anticipated that the work would be awarded to YC2002 under the terms of their existing legal arrangements, subject to the confirmation of the final cost of work and value for money analysis by the Owner’s Engineer.

6. LOCAL MUNICIPAL IMPACT

Service to the Cornell area by Viva, supported by York Region Transit (YRT) service, is part of the approved rapid transit plan. As part of the initial phase of the Cornell Terminal, rapid transit service to East Markham will continue build ridership for the new community and set the stage for development of the Cornell Centre.

7. CONCLUSION

A plan has been finalized to bring Viva rapid transit service eastwards to serve the Cornell area. A location for a curb side rapid transit stop and platform on the south side of Church Street, west of Bur Oak Avenue at the Markham Stouffville Hospital, has been selected by rapid transit and YRT staff. Preliminary design is underway and will serve as the basis for determining a Guaranteed Maximum Price for the stop and platform. This report also provides for the completion of the stops on Highway 7 at Highway 48 and Wooten Way. The cost for upgrading the Highway 7 stops and constructing the new stop on Church Street, as well as the three rapid transit vehicles currently on order, which are required to provide service to the Cornell area, will be funded from one or more of the available Federal/Provincial funding programs.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda for the October 11, 2007 Committee meeting.)