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VIVA MONTHLY REPORT SEPTEMBER 2008

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report, September 4, 2008, from the Vice-President, York Region Rapid Transit Corporation:

1. RECOMMENDATION

It is recommended that:

1. 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 June, July and August 2008, including progress on major activities associated with bus rapid transit, Cornell Terminal, Warden Avenue property purchase, Phase 1 capital enhancements, York University Bus Rapid Transit, the Infrastructure Ontario Alternative Financing and Procurement process, the Yonge Street and Spadina subway extensions, communications and public engagement, and capital project expenditures to date.

3. BACKGROUND

Viva Phase 1 rapid transit runs today in mixed traffic in four key corridors. Viva Phase 2, branded as vivaNext, 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 Figures 1 and 2.

Figure 1
York Region Rapid Transit Network – vivaNext

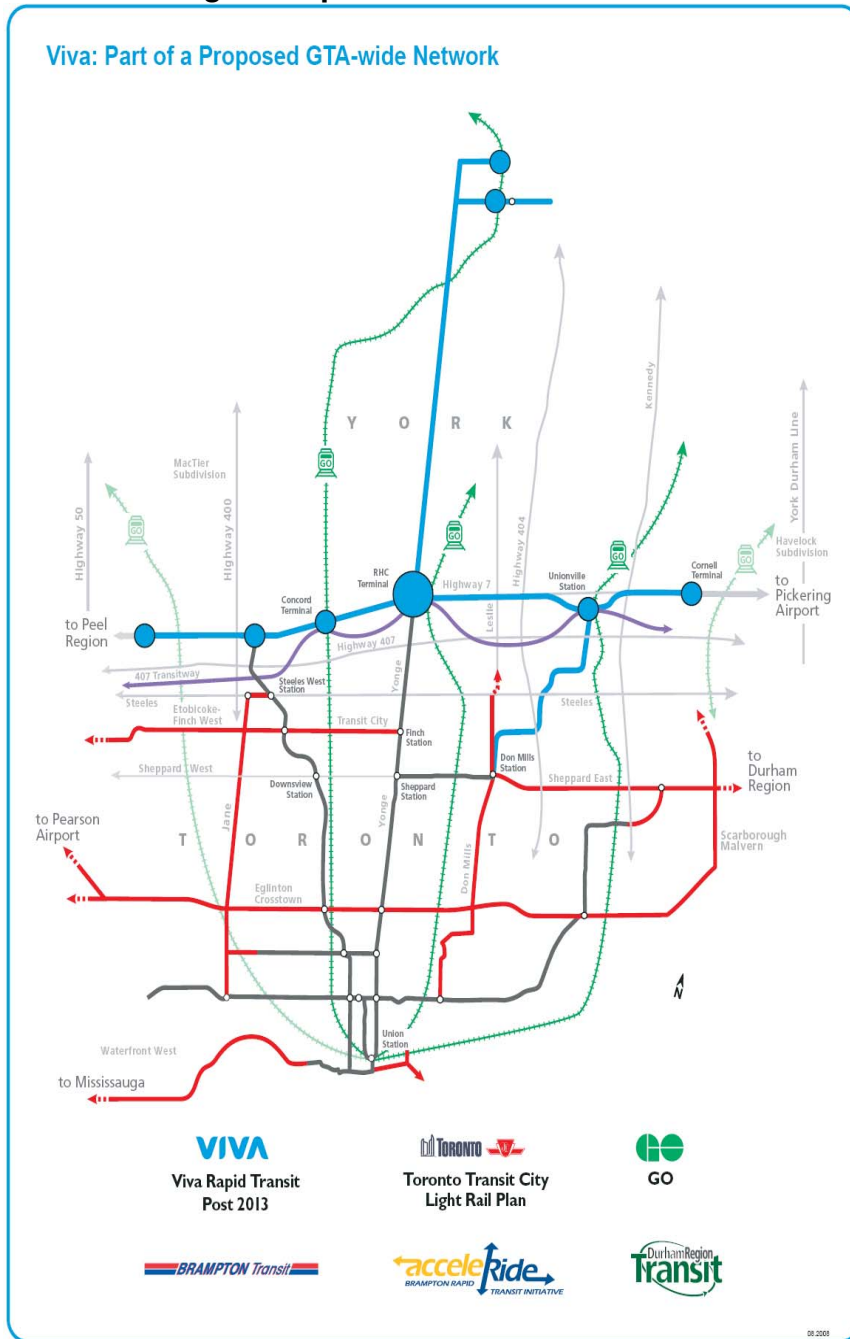
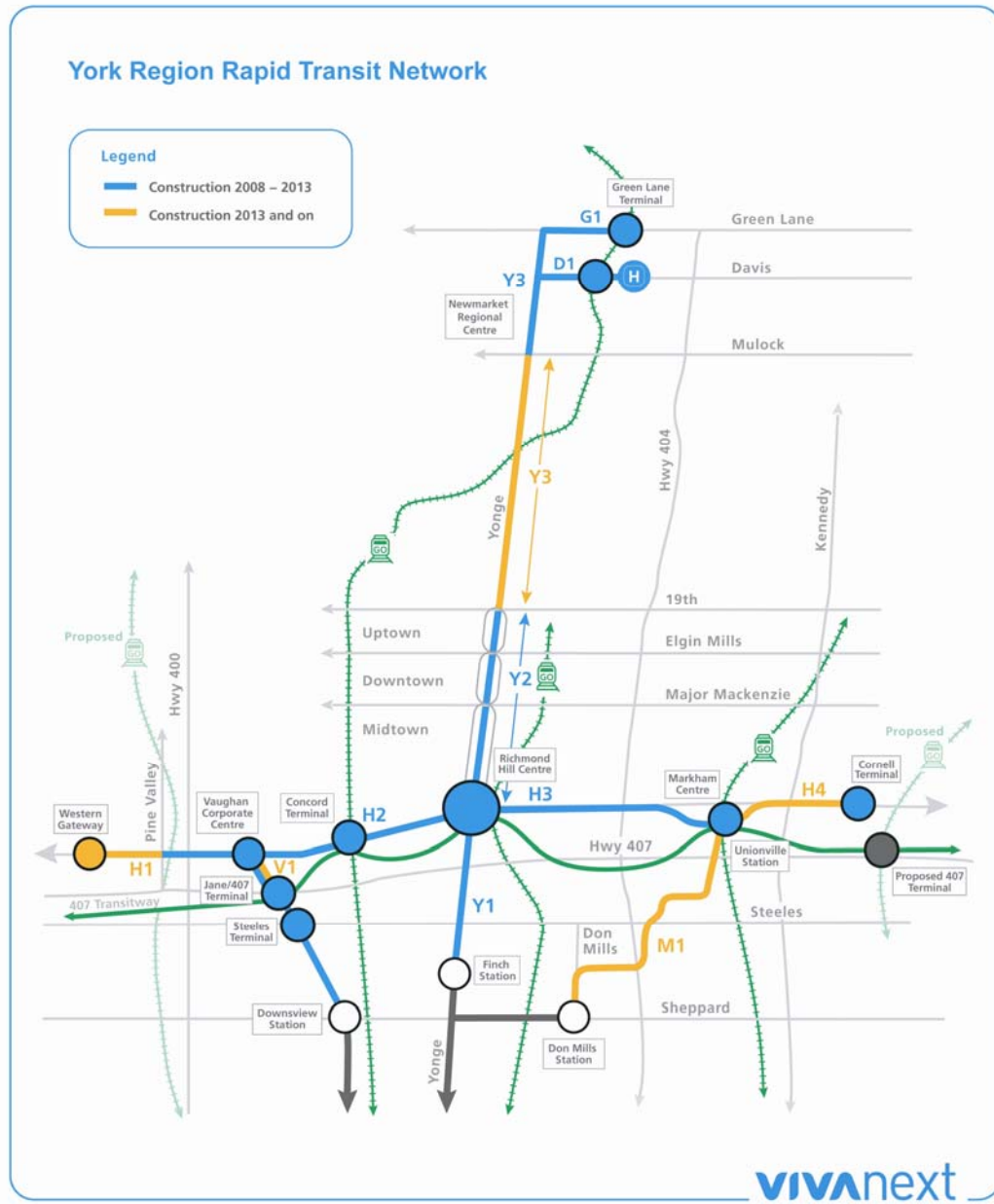


Figure 2
York Region Rapid Transit Network – vivaNext



4. ANALYSIS AND OPTIONS

4.1 BUS RAPID TRANSIT ACTIVITIES

H3 - Highway 7, Richmond Hill Centre to Unionville GO/Kennedy Road

The public open houses on the preliminary engineering for H3 on June 17th and 18th were well attended

Two vivaNext public open houses were held in Richmond Hill on June 17th and 18 for both the Highway 7 Bus Rapid Transit, and the Yonge Street Subway Extension. In total, 132 people attended these sessions. Presentations were given for both projects and display boards were available for viewing in adjoining rooms. Members of the public attended both sessions.

The H3 presentation and display materials were well received and valuable public input was obtained. Public feedback was generally very supportive of the rapid transit improvements planned for the corridor.

The H3 property acquisition programme is underway

The property acquisition team was fully briefed on the Highway 7 project by York Region Rapid Transit Corporation and Region property staff in mid-July prior to the commencement of contact with property owners affected by the rapid transit plan. The first round of contact with property owners has been initiated and is expected to be completed by early September. Survey crews were in the field in July to establish property boundaries and confirm property impacts. Property appraisers have also commenced activities to determine property values across the corridor in preparation for tendering offers of purchase to affected owners for the lands required.

Work program activities for the Highway 7 - Richmond Hill Centre to Markham Centre (H3) and Yonge Street – Richmond Hill Centre to 19th Avenue (Y2) rapidway segments are addressed in a separate report on this agenda.

H2 – Highway 7, Richmond Hill Centre To Pine Valley Drive

Concept design work has been awarded to York Consortium 2002 for the Highway 7 rapidway from Richmond Hill Centre to Pine Valley Drive (H2)

On April 17, 2008 Council authorized York Consortium 2002 be retained to undertake the Highway 7 (H2) Rapidway preliminary engineering provided that their proposal was cost competitive and within budget. Following an extensive bid process, supported by the Owner's Engineer, the York Region Rapid Transit Corporation has awarded the concept level engineering work to York Consortium 2002. Concept design, which is the first stage of preliminary engineering, will lead to the clear identification of the lands that

are required for acquisition by the Region to implement the rapidway plan. Timing for the completion of the full preliminary engineering program will be determined, pending the determination of the award of capital funding for the regional rapid transit system.

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

The North Yonge Environmental Assessment, including Davis Drive and Green Lane, is being finalized for submission

A final public meeting was held in Newmarket on August 11, 2008, with 82 persons in attendance. The results of the public consultations held during May, June and August and comments from the local municipalities are being consolidated in the final wording and recommendations in the environmental assessment, which will be filed in October for approval.

The property acquisition programme for Davis Drive is being initiated

Timing for the implementation of the recommended road and transit improvements to Davis Drive are being driven largely by the anticipated opening of a fully operational Cancer Centre at Southlake Regional Health Centre in 2010. Metrolinx has made funding available to advance the preliminary engineering and the rapid transit team is on target with engineering and land use activities to enable construction to commence in 2009.

With Council's endorsement, concept engineering work for the Davis Drive rapidways and the property acquisition programme are underway to keep in lock step with commitments to implement rapidways along this segment of the system. Initial contact has now been made with the majority of landowners along Davis Drive where full or partial takings are anticipated. Once staff has completed the consolidation of comments into the environmental assessment the next steps will be to contact landowners by registered mail to initiate property negotiations, and to commence on-site survey work to confirm boundaries and potential land requirements for the implementation of the recommended improvements. At the same time, property appraisers will begin the process of establishing land values for properties along or adjacent to the corridor.

The PowerStream study examining possibilities for the undergrounding of transmission lines may be expanded to include Newmarket Hydro

On June 21, 2007, Council authorized staff to participate in a study with PowerStream to determine the feasibility and possible funding sources for underground relocation of power transmission lines along the Viva rapidway corridors and other major regional roads. Newmarket Hydro is not affiliated with PowerStream; however, staff met with Newmarket senior staff to determine if they would be prepared to participate in the study to address the corridors in Newmarket.

Initial indications are that Newmarket Hydro would be interested in participating; however, we are in the process of formally confirming this.

The study has been awarded to Giffels Associates Limited. At this time stakeholder interviews are being conducted and research is ongoing into possible funding sources. A draft report is expected by early October. Completion of the study and the final report is expected by November 2008, pending availability of 3rd party energy stakeholders (Ontario Energy Board, Ontario Power Generation, etc.).

4.2 CORNELL TERMINAL

Master planning for the terminal block is well advanced

Over the summer the land owner and York Region Rapid Transit Corporation team have been developing a series of master plan alternatives for the development block in the Lindvest plan that accommodates the Cornell Terminal and commuter parking facilities. Through a series of regular workshops the teams have identified two potential development master plans to accommodate the terminal and integrate it with the surrounding development programme. The parties intend to finalize a preferred master plan as a basis for completing business arrangements for integrating the terminal, as well as for the preparation of formal Block and Site Plan applications to the Town of Markham for approval. A full report on proposed business arrangements and site plan for the terminal will be brought back to Committee for review and endorsement prior to proceeding with the land transfer and applications for approval.

Lindvest has appealed the Cornell Official Plan Amendment OPA 168

The attached letter (*Council Attachment 2*) was filed by Lindvest in June, 2008.

4.3 WARDEN PROPERTY PURCHASE

The appraisals for the Warden property from the Ontario Realty Corporation are nearing completion

The Warden property is required, in part, to implement the H3 – Highway 7 Richmond Hill Centre to Unionville GO/Kennedy bus rapid transit segment and align the rapidways with the Markham Civic Mall through the shared space area. In addition to facilitating the rapid transit alignment, the residual lands on the property will represent value to the Region as a potential development opportunity.

Earlier in the summer Region Property Services staff and Ontario Realty Corporation staff agreed to the terms of reference for the preparation of two appraisals to establish a value for the purchase of the Warden property from the Ontario Realty Corporation. The parties agreed to have the appraisals take into consideration the due diligence report prepared for the Region by Marshall Macklin Monaghan that established the limit of

development for the property. The appraisers have been commissioned to undertake the work and are expected to provide their reports by mid-September. Provided the appraisals are acceptable, Property Services staff will be bringing forward a recommendation report for Council endorsement in October. Following Council endorsement the purchase will be put before the Ontario Realty Corporation board for ratification.

The latest order for six additional articulated vehicles for the Viva service is pending successful resolution of issues with the bus manufacturer

In 2007, eleven (11) 18m articulated rapid transit vehicles were ordered from Van Hool for the Viva service. Delivery is scheduled to commence in December 2008. Upon delivery, the vehicles will be used to implement service improvements that were deferred earlier this year as well as new planned services for early 2009.

On June 19, 2008, Council authorized the purchase of six (6) additional articulated rapid transit vehicles under the terms of the original agreement as amended with Van Hool N.V. This order is subject to final negotiations with Van Hool on matters related to the level of technical support and spare parts sourcing.

There is a need to improve the technical support and parts sourcing currently offered by Van Hool. In the past, there have been delays in resolving technical matters, as well as issues related to pricing and sourcing of some parts. Negotiations to resolve these issues are currently underway and the proposed order for six additional buses will not proceed until such time as the issues are satisfactorily resolved. If this cannot be resolved on a timely basis then the six buses will be procured under a request for proposals process.

4.4 PHASE 1 CAPITAL ENHANCEMENTS

A contract for construction of the Jefferson Vivastation has been awarded to York Consortium 2002

York Consortium 2002 submitted a Guaranteed Maximum Price of \$831,287 for the construction of a new Vivastation, with platforms in both directions, on Yonge Street in the vicinity of Jefferson Sideroad. The contract was awarded under the Owner's Engineer Cost Opinion Evaluation Process for projects under \$1,500,000 with funding from the Phase 1 capital improvement budget. It is expected that the station will be fully functional by November 16, 2008.

Preliminary engineering of the Savage Road Vivastation is now underway

York Consortium 2002 has commenced preliminary engineering of a new Vivastation at Savage Road in Newmarket. Preliminary engineering will be completed in fall 2008, with construction expected to commence before the end of the year.

4.5 YORK UNIVERSITY BUS RAPID TRANSIT (BRT)

The City of Toronto has begun the York University to Downsview Station Busway project which will include new Viva stations

The Toronto York University to Downsview Busway project is underway. This project will implement dedicated bus lanes between York University and Downsview station. In May 2008 a purchase order was issued to the TTC to implement the Downsview terminal modifications required to accommodate Viva Bus Operations. The TTC subsequently provided 100% design drawings for the necessary modifications for York Region's review, which has now been completed.

The project schedule notes completion for this portion of the York University to Downsview Busway by November 2009. York Region Transit has also provided their proposed Viva bus stop locations along the Busway to the TTC. Discussions will commence shortly with the TTC project team to proceed with installation of bus stops at these locations.

4.6 METROLINX

To secure funding for vivaNext, staff continue to work with Metrolinx and Infrastructure Ontario.

While preliminary procurement model outcomes and benefits case content for the vivaNext project are expected to be discussed at the Metrolinx Board meetings in September and October, the scope of the projects to be funded is contingent on the outcome of the Metrolinx Regional Transportation Plan (RTP). The draft RTP is planned to be released for public review following the September Metrolinx Board meeting.

4.7 SUBWAY DEVELOPMENT

Yonge Subway

The Yonge Street Advisory Task Force held its second meeting on June 24

The second meeting of the Yonge Street Advisory Task Force was held on June 24, 2008, in Richmond Hill. Staff provided a briefing on the preliminary results of the public open houses held on June 17th and 18th in Richmond Hill. The open houses were well attended and valuable feedback was provided through the on-site surveys into specific issues; namely:

- Alignment of the subway into the Richmond Hill Centre.
- Crossing of the East Don River.
- Station location options.

Staff also reviewed the status of stakeholder consultation and the status of the various planning studies underway, or to be initiated in the near term, along the entire length of the Yonge Street corridor and in Langstaff and the Richmond Hill Centre.

The Yonge Street Advisory Task Force provided comment on the station location evaluation criteria

Staff reviewed in detail, the station evaluation criteria being developed that is to be used for determining the location of the intermediate stations along the corridor. The Task Force requested clarification as to the methodology and the basis for how the criteria would be weighted in coming to a final recommendation. Staff also tabled a draft letter requesting support for the Yonge Subway Extension and York Region Viva network for the Task Force's approval and forwarding to provincial ministers.

An extensive separate report on the Yonge Street subway extension is found on this agenda.

Spadina Subway

York Consortium 2002 continues to work on a series of activities on behalf of the Spadina Subway Extension Project as a part of an interim work program for the TTC

The activities include:

- A master surface operating plan for Steeles West, Highway 407 and Vaughan Corporate Centre Stations.
- A master utility planning study.
- A master road planning study.
- Support to the TTC for the assessment of surface station facility requirements for Steeles West Station.
- Support to the TTC regarding design and property issues affecting Ontario Hydro including:
 - Alignment and configuration of the east-west road.
 - Adjustments to the alignment to avoid Hydro towers.
 - Locations of Emergency Exit Buildings, Commuter and United Parcel Service replacement parking and passenger pick-up and drop-off.
 - Storm water ponds.
 - Property requirements.
- Study of interim and permanent integration of GO Transit, Highway 407 Transitway with the Toronto-York Spadina Subway Extension Highway 407 Station requirements.
- Study of station and tunnel alignment, mobilization site requirements, surface facility requirements at the Vaughan Corporate Centre Station.

The output from this work program, expected to be completed around the end of September, will allow the York Region Rapid Transit Corporation to begin development of Transit-Oriented Development plans for the subway extension and surface transit within York Region. An interim workshop will be arranged with municipal stakeholders in September and a second workshop that will include external stakeholders is planned for October.

4.8 COMMUNICATIONS AND PUBLIC ENGAGEMENT

Several meetings, workshops and person-to-person surveys about the Yonge subway extension were conducted over the summer to gather input from technical agencies, stakeholders and the public. Person-to-person surveys were performed at Richmond Hill Terminal, Promenade Terminal, Markville Mall and Upper Canada Mall, in addition to collecting surveys online and from public meeting attendees. Dozens of people participated in interactive workshops which also generated positive news reports. A special workshop was organized for Steeles/Yonge property owners to discuss the Steeles East Terminal in detail.

Communications personnel, representing the funding partners for the Spadina subway extension, continue working collaboratively to expand the joint communications plan. The Executive Task Force (ETF) passed a motion to have “Communications” as a standing agenda item, with a representative of the joint communications team attending future ETF meetings. Temporary signage at station locations has been approved by all funding partners.

The York Region Rapid Transit Corporation continued to engage the public, stakeholders and municipalities as part of the on-going North Yonge Environmental Assessment work. Staff arranged one-on-one meetings with several property owners to discuss the proposed project and potential property impacts. A number of print and broadcast media interviews were granted and favourably highlighted the rapidway project and its relation to projected growth and intensification. At the invitation of municipal councillors, a public open house was held in Newmarket’s municipal offices for area business owners and residents.

Public and stakeholder outreach efforts were also maintained throughout the summer regarding Highway 7 – Richmond Hill Centre to Markham Centre (H3). Discussions with municipal staff continued as we worked together to co-ordinate both the public consultation work and the Municipal Master Planning and Strategic Planning initiatives undertaken by the municipalities.

The communications team developed and produced various information handouts for public dissemination during the summer information sessions and meetings with stakeholders. Preparations are underway for upcoming public meetings and a vivaNext public campaign scheduled to launch later this year.

The York Region Rapid Transit Corporation has retained Holmes and Lee as its communications consultant to help develop a lasting program which builds on Viva's reputation and the success of introducing rapid transit in the Region to increase awareness and support for vivaNext and its related benefits. The program is scheduled to start mid-fall and includes the total redesign of the vivayork.com website.

Public Engagements – June through August

- June 11 – Statutory Public Information Centre: North Yonge Environmental Assessment.
- June 17 – Public Consultation Centre: Yonge Subway and Highway 7 Rapidway.
- June 18 – Public Consultation Centre: Yonge Subway and Highway 7 Rapidway.
- June 19 – Statutory Public Information Centre: North Yonge Environmental Assessment.
- July 31 – Technical Agencies Workshop #1: Yonge Subway.
- July 31 – Public Workshop #1: Yonge Subway.
- August 11 – Public Open House: North Yonge Environmental Assessment.
- August 25 – Steeles/Yonge Property Owner Workshop: Yonge Subway.
- August 26 – Technical Agencies Workshop #2: Yonge Subway.
- August 26 – Public Workshop #2: Yonge Subway.

The month of September will continue to be a busy month of communication activities and the key dates are provided below:

- September 9 – Markham's Development Services Committee: Yonge Subway.
- September 9 – Spadina Subway Communications Protocol Review.
- September 9 – Metrolinx Stakeholder Meeting.
- September 10 – Strathclyde Partnership for Transport.
- September 11 – Issue Invites to Public Consultation Centre: Yonge Subway.
- September 15 – Newmarket Chamber of Commerce Advocacy Committee.
- September 15 – Vaughan Council.
- September 15 – Richmond Hill Council.
- September 16 – Yonge Street Area Study Public Consultation.
- September 17 – Yonge Subway Task Force.
- September 23 – Executive Task Force: Spadina Subway.
- September 23 – Markham's Development Services Committee: Highway 7.
- September 25 – Public Consultation Centre: Yonge Subway.

Beyond September, key activities will continue in October and the dates of notable events are provided below:

- October 15 - Yonge Subway Task Force.
- October 15 or 16 - Public Consultation Centre (Toronto): Yonge Subway.

5. FINANCIAL IMPLICATIONS

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

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

Project	2008 Budget	July 2008 Posted Activity (\$)	Year to Date Expenditures (\$)
Project Management Office/Owner's Engineer	1,499,000	193,103	703,753
Quick Start – Pedestrian Bridge	0	0	145,669
Phase I Upgrades	5,079,403	41,232	57,331
Vehicle Procurement	6,834,564	4,351	19,644
Maintenance Facilities	8,440,000	4,818	10,599
Phase 2 Communications	926,402	33,896	94,519
Preliminary Engineering – BRT	33,351,956	1,919,269	3,734,755
Yonge Street Subway EA and PE work	3,113,862	42,568	300,312
Spadina Subway EA and PE work	35,633,142	80,572	130,874
North Yonge EA	272,734	133,454	133,514
Cornell Terminal	8,600,000	44,035	68,014
Property Acquisition	10,830,000	81,132	7,377,936
Total Budget for Commenced Projects	114,581,063	2,578,430	12,776,920

6. LOCAL MUNICIPAL IMPACT

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

7. CONCLUSION

This report provides a comprehensive description of the activities of the York Region Rapid Transit office during June, July and August 2008, including progress major activities associated with bus rapid transit, Cornell Terminal, Warden Avenue property purchase, Phase 1 capital enhancements, York University Bus Rapid Transit, the Infrastructure Ontario Alternative Financing and Procurement process, the Yonge Street and Spadina subway extensions, communications and public engagement, and capital project expenditures to date.

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.

(Attachment 1 referred to in this clause was included in the agenda for the September 11, 2008 Committee meeting and Attachment 2 referred to in this clause is attached to this report.)