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VIVA MONTHLY REPORT
January 2008

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, January 8, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that 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 October, November and December 2007, including progress on the design of Viva Phase 2 surface rapidways, related communications activities, and major activities associated with the Yonge Street and Spadina subway.

3. BACKGROUND

Viva Phase 1 rapid transit runs today in mixed traffic in four key corridors. Viva Phase 2 includes the construction of 67 kilometres of surface rapid transit in these same corridors and the extension of the Yonge-Spadina subway north to Vaughan Corporate Center and Richmond Hill, as illustrated in Figure 1.

Figure 1
York Region Rapid Transit Network – Phase 2



4. ANALYSIS AND OPTIONS

A detailed funding submission was made to the GTTA on October 31st, 2007 During October, the rapid transit office prepared a detailed submission of all rapid transit Quick-Wins Projects that could be delivered in the next five years as requested by the then Greater Toronto Transportation Authority (GTTA).

The Quick-Wins submission was based on the draft network plan principles developed by the rapid transit office, which will form part of the presentations to Committee in January. The GTTA endorsed the recommendations of the GTTA staff report at a meeting on Friday, November 23rd.

On December 4th the GTTA announced it is conducting business under the name, Metrolinx. The Government of Ontario's December 13th Fall Economic Statement announced significant details toward implementing Metrolinx Quick-Wins recommendations and the province's MoveOntario 2020. The Economic Statement provided funding for nearly \$100 million of the Metrolinx Quick-Wins projects, and a \$500 million program for state of good repair and transit projects. Within York Region this announcement included Cornell terminal monies. Metrolinx anticipates that the balance of the Quick-Wins recommendations will be considered during the 2008-2009 budget process.

The Quick-Wins project list to be considered in the Spring includes the preliminary engineering, vehicles and intelligent transportation system (ITS) for the following projects, as illustrated in Table 1:

- Highway 7 Centres to Centres.
- Yonge Street – Richmond Hill Centre to 19th Avenue.
- Yonge Street – Mulock Drive to Green Lane and easterly along Green Lane and Davis Drive.

Metrolinx will be forwarding these projects to the Province of Ontario for their consideration as part of the 2008 budget process. Construction of these projects will not be funded until such time as Metrolinx completes their GTA-wide transportation plan and they have been considered under the Alternative Funding and Procurement plan (AFP) analysis to be undertaken with Infrastructure Ontario and Metrolinx working in consultation with the rapid transit office.

Funding for stage one of the Yonge Street Subway extension was approved as part of the Quick-Wins. Part one provides the capacity relief needed downstream of Finch to accommodate more passengers through the provision of automatic train control and the supply of more vehicles. The Metrolinx AFP report also identified the subway extension to Richmond Hill in the first tranche of projects to be considered for alternative financing, a suggested prerequisite to qualifying for MoveOntario 2020 funding for projects valued at over \$250 million. *Attachment 1* shows the cumulative funding associated with the project.

A number of funding announcements have been made supporting rapid transit in York Region

Funding announcements made in 2006 provided a funding source for the preliminary engineering and capital construction of the Spadina Subway and \$255 million for the first stage of Phase 2.

Subsequently, the Province of Ontario announced MoveOntario 2020, a \$17.5 billion fund to build rapid transit in the Greater Toronto and Hamilton area. All of the York Region rapid transit programmes for surface rapid transit and extension of Yonge and

Spadina subway lines were listed in the 52 projects Metrolinx recommended to the Provincial government as priority projects. The total funding programmes within York Region are shown in *Attachment 1*.

In June 2007, Metrolinx announced funding for the Cornell Terminal (Quick-Wins Tranche 1) and subsequently, in November 2007, announced \$110 million in funding for specific components of the Viva Phase 2 surface rapid transit projects as shown in Table 1.

Table 1
 Quick-Wins Second Tranche

Quick-Wins Second Tranche	(\$ millions)			
	PE*	ITS*	Vehicles	Total
York-Viva Highway 7, Pine Valley Drive to Kennedy	24.0	17.0	21.0	62.0
York-Viva Yonge Street, Richmond Hill Centre to 19th Avenue	8.0	6.0	5.0	19.0
York-Viva Yonge Street, 19th Avenue to Newmarket	15.0	9.0	5.0	29.0
Total Quick-Wins Second Tranche	47.0	32.0	31.0	110.0

* PE = Preliminary Engineering; ITS = Intelligent Transportation Systems

In addition, Metrolinx identified both the Yonge Street subway extension and the entire Viva rapid transit surface network as category one projects for alternative finance procurement (AFP) analysis, which is a prequalification to be eligible for MoveOntario 2020 funding.

A detailed outline of Phase 2, York Consortium 2002 (YC2002) preliminary engineering (PE) activities on two segments: H3 (Highway 7 from Kennedy Road to Yonge Street) and Y2 (Yonge Street from Richmond Hill Centre to 19th Avenue) of the system is provided in *Attachment 2*. The following highlights some of the more important accomplishments and milestones achieved during October, November and December.

Construction on the Viva stop within the Cornell hospital precinct is complete and service will commence January 27th

The work on the Viva stop at the hospital is now complete and ready for Viva rapid transit service to Cornell commencing in late January. The hospital extended its appreciation to the Region for the offer to name the station Markham Stouffville Hospital and the stop fin bearing that name has been installed.

The work plan scope and schedule for the Cornell Terminal site plan has been costed and is ready to award

A staged work plan and schedule for the delivery of the Cornell Terminal south of Highway 7 has been developed by the owner's engineer (OE). Independent cost estimates to undertake the stage one site plan work by the OE and YC2002 were received and evaluated in December and are the subject of a separate presentation on this agenda. Construction on the terminal is scheduled to begin in 2008 with its opening planned for late 2009.

The dedication of the terminal lands from the landowners is being secured through the H&R plan of subdivision. Landowner meetings are underway to coordinate the design of the Cornell Terminal into the commercial development block and develop the site plan. The master plan sketch is included as *Attachment 3*).

Preliminary plans for the terminal will be available for review with Rapid Transit Committee, and subsequently Town of Markham staff, early in the new year.

A technical due diligence programme is being undertaken for the ORC Warden property required for the Viva rapidway alignment

York Region property services staff have retained a consultant to undertake a due diligence programme for the Warden Avenue lands. The due diligence programme will determine a net developable area for the property, taking into consideration the impact of the Viva rapidway alignment, the future extension of Enterprise Drive westward through the property and the limit of development established through Toronto Region Conservation Authority's (TRCA's) requirements (see *Attachment 4*).

TRCA requirements have been transferred to the consultants to assist in establishing the limit of development. The digital mapping is under review by the consultants and a further site visit may be needed to confirm flood plain limits. This due diligence report will form the basis for completing an appraisal and tendering an offer to the Ontario Realty Corporation (ORC) for the purchase and sale of the property at Warden Avenue, north of Highway 407. Staff expect to have a final purchase price recommendation for Committee and Council's endorsement no later than March 2008.

An alternative to the approved rapidway alignment through the IBM property is being examined

The Highway 7 Environmental Assessment (EA) was approved with a preferred alignment for the rapidways to continue southward from Highway 7 on Town Centre Boulevard, crossing through the IBM property, to align with the Markham Centre civic mall on Warden Avenue. At the time of the EA, IBM expressed its concern regarding the potential impact of the alignment on the safety and security of its campus and agreed to revisit its concerns once the rapidway was proceeding to construction.

As part of the Federal / Provincial Transportation Action Plan for the Greater Toronto Area (FLOW) and subsequent Metrolinx recommendations, the rapid transit office has been proceeding with the PE on the H3 rapid transit segment and has identified this project for construction start in 2008.

Rapid transit staff and senior Town of Markham staff met with IBM to seek their concurrence with the approved alignment. Following careful consideration, IBM indicated that they could not support the EA final alignment through their property but would assist in any way to secure a viable alternative.

Staff identified an alternative alignment that substantially preserves the benefits identified in the EA, as well as provides a viable alternative station location to serve IBM employees and the densities planned for the immediate area (see *Attachment 4*).

The outcome of meetings with area stakeholders, including the Town of Markham, to seek a consensus on the alternative alignment will be reported on further at the rapid transit meeting. With the support of affected stakeholders, staff is seeking, through a separate item on this agenda, approval of the alternative alignment and associated EA adjustment to permit the PE to move forward to completion.

The North Yonge rapid transit and associated road improvements environmental assessment advanced on several fronts

The MOE has approved the Region's decision to submit the North Yonge Environmental Assessment (EA) as a Class EA under the recently amended Municipal Engineers Association's Class EA provisions, which now include a transit undertakings chapter.

Alternative designs for implementation of the recommended rapid transit route configuration in Newmarket and East Gwillimbury were presented to Newmarket's Joint Community Services and Legal and Development Services Committee during October.

Newmarket Council has adopted a committee resolution supporting a rapid transit system on Yonge Street between Mulock Drive and Green Lane, extending easterly along both Green Lane and Davis Drive to the Southlake Regional Health Centre. Regional and rapid transit staff has met with East Gwillimbury regarding the function of Green Lane and implications of bringing rapid transit services along the corridor to intersect with the GO facility.

Three meetings were held with senior staff at the Town of Richmond Hill to develop a joint presentation to Richmond Hill Council for early January. The feedback from the Council meeting will be presented verbally at January Committee.

Three meetings were held with the Town of Newmarket to develop a stakeholder process for the design of the rapidways on Yonge Street and Davis Drive. Two separate meetings with key stakeholders/landowners are scheduled to commence in January. These detailed discussions and design direction will provide input to the EA and public meetings.

The current schedule anticipates submission of the completed EA to the MOE in Spring 2008, following stakeholder and a final public consultation opportunity earlier in the year.

The rapid transit 2008 network plan update is nearing completion

In June 2007, staff undertook to update the draft network plan to reflect the findings of the MoveOntario 2020 announcement, including the impact of potentially earlier timing for the Yonge Street subway extension to Richmond Hill and the effect of the Toronto Transit City light rail plan. In addition staff undertook to update the plan to reflect the findings of the Transportation Tomorrow Survey results, that became available in the fall.

The latest network modelling is underway and the most current 40% intensification scenarios for the rapid transit corridors are being developed by the Regional Planning group and will be included in the final modelling. Six key draft principles have been identified for the network and will be presented to Committee as part of the staff presentation at the January 17, 2008 meeting.

A staff report formalizing the network modelling findings and the network recommendations, based on the network principles, is being drafted for Committee's consideration in February. Following Committee's input, staff will proceed to forward the draft findings to area municipalities for comment. A formally approved network plan, based on the feedback of all stakeholders, will then be presented to Committee in the Spring.

Yonge Street subway activity is progressing

The joint work program of McCormick Rankin and York Consortium 2002 (YC2002) progressed over this period and is the subject of a separate report on this agenda. In addition, a presentation of the findings will be made at the January 17, 2008 Committee meeting.

The Spadina subway work programme is progressing

Senior staff has been working on progressing the Spadina Subway project. In October, we reported that staff was working on the Federal-Building Canada Fund, Business Case submission, finalizing the terms of the Operating Memorandum of Understanding the Capital Cost Apportionment and Contribution Agreement, and the preparation of the Federal Environmental Assessment, and finalizing the terms of reference for the Toronto-York Spadina Subway Extension Executive Task Force. During November and December, further progress was made on finalizing these submissions. Correspondence from the Province regarding its funding commitment to this project is a separate item on this agenda. Table 2 summarizes the current status of each of these documents.

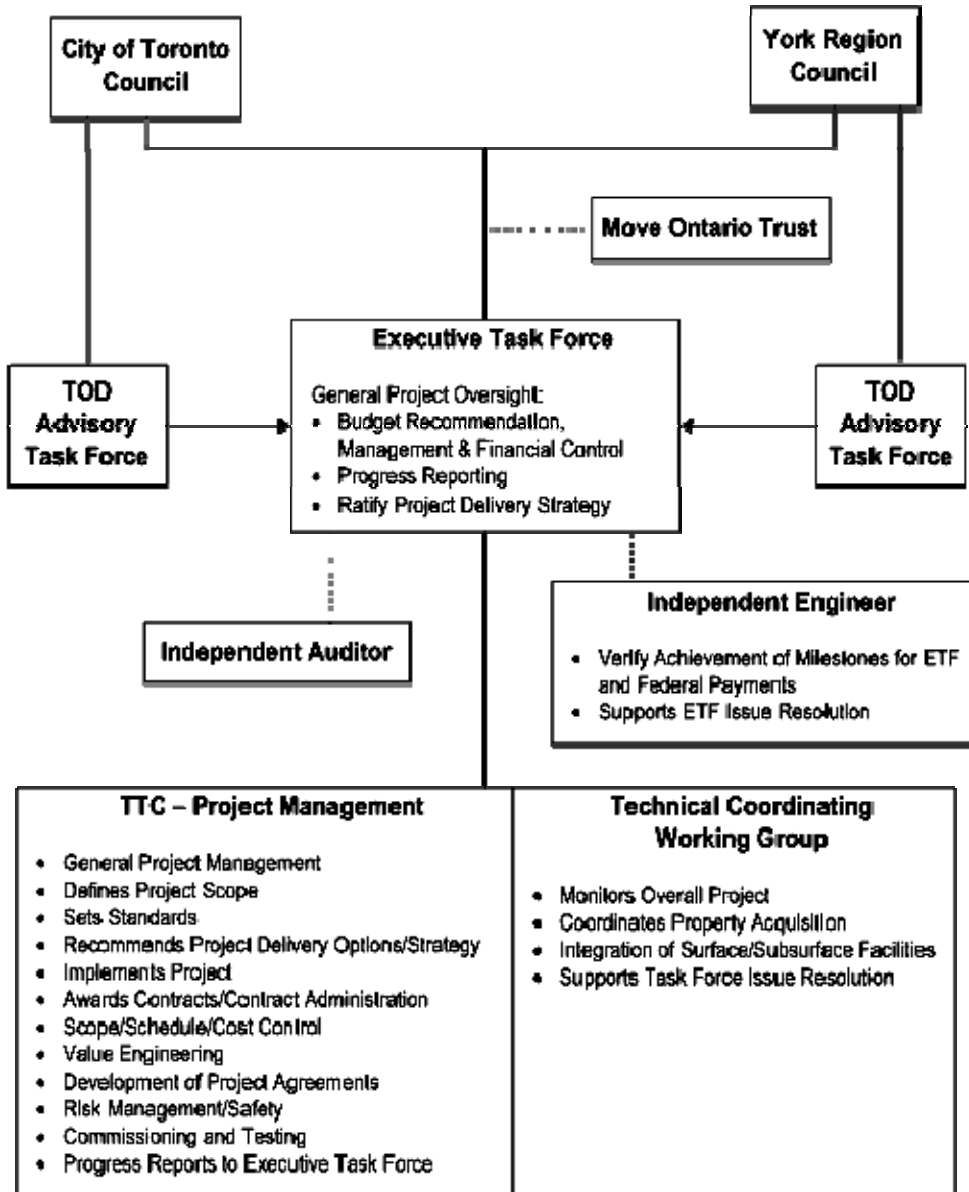
Table 2
Requirements for Federal Funding

Requirement	Status
Framework Agreement	In the hands of the Provincial and Federal Governments. Approval is expected soon.
Business case submission to Federal Treasury Board	Draft version submitted. Final version to be submitted upon ETF approval. Targeted for February approval by Treasury Board.
Negotiate contribution agreement	Work is underway. Contingent on approved Framework Agreement.
CEAA Approval	Document filed with the Federal Government – awaiting their comments.

Terms of Reference were endorsed by the Executive Task Force (ETF) at their November 26th meeting, and three technical team meetings were held with the rapid transit office, TTC and members of the City of Toronto and the Region. A flow chart of the Committee structure is provided in Figure 2.

In late December 2007, the Province announced that it would increase the MoveOntario Trust Fund by \$200 million for the Spadina Subway extension to Vaughan Corporate Centre. It is anticipated that interest earned on the trust fund will be adequate to cover the incremental inflationary costs of constructing the \$2.1 billion (2006 dollars) subway. As such, the project is fully funded with the City of Toronto and the Region of York, collectively being responsible for 33.3% of the costs.

Figure 2
 Flow Chart of Committee Structure



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Cornell Terminal is Quick-Wins Tranche 1 Project

Given the early need for road and transit improvements to the hospital, the Region advanced the Cornell Terminal and its route segments as a Quick-Wins project for the Metrolinx transit project funding. A more detailed report on Cornell work advancement is included as a separate item on this agenda.

Viva received the Bell Technology Award

The Newmarket Chamber of Commerce awarded the Bell Technology Award to Viva. This award is given to a Newmarket business that has demonstrated innovation in the use of technology in the ever-changing communications area. A nominee must have been an active Newmarket business for 12 months or more, have utilized an innovative and creative approach to integrate leading-edge communication technology (including the use of the internet) into their business; and use of the communication technology must have a significant impact on the company's business plan.

Hosted a group from Minneapolis - St. Paul studying GTA transit

On October 15th the rapid transit office hosted a group from Minneapolis - St. Paul who were visiting the Toronto area for a day and a half to study GTA transit. The tour took a Viva bus north on Yonge, visiting the Richmond Hill Terminal, Markham/ Remington Centre and Don Mills subway station.

Viva tour highlights included:

- Articulated RTV customer amenities.
- Richmond Hill Transit Centre amenities and design features.
- Viva Operations Centre.
- Highway 7 development intensification in progress.
- Markham Town Centre Transit-first model development.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

Viva 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, the Spadina subway extension and Yonge Street subway extension during October, November and December 2007.

(The four attachments referred to in this clause were included in the agenda for the January 17, 2008 Committee meeting.)