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Rapid Transit Steering Committee

January 15, 2009

BRT MONTHLY UPDATE

SUBWAY MONTHLY UPDATE

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

- Preliminary Engineering complete to 30%
- Draft PE drawings distributed to Richmond Hill and Markham
- Commenced specialist study to assess wind, rain, snow and ice behaviour at stations
- Property acquisition programme ongoing
- Phase I construction of Enterprise/Civic Mall rapidway is complete



Y2 –Yonge Street, Highway 7 To 19th Avenue

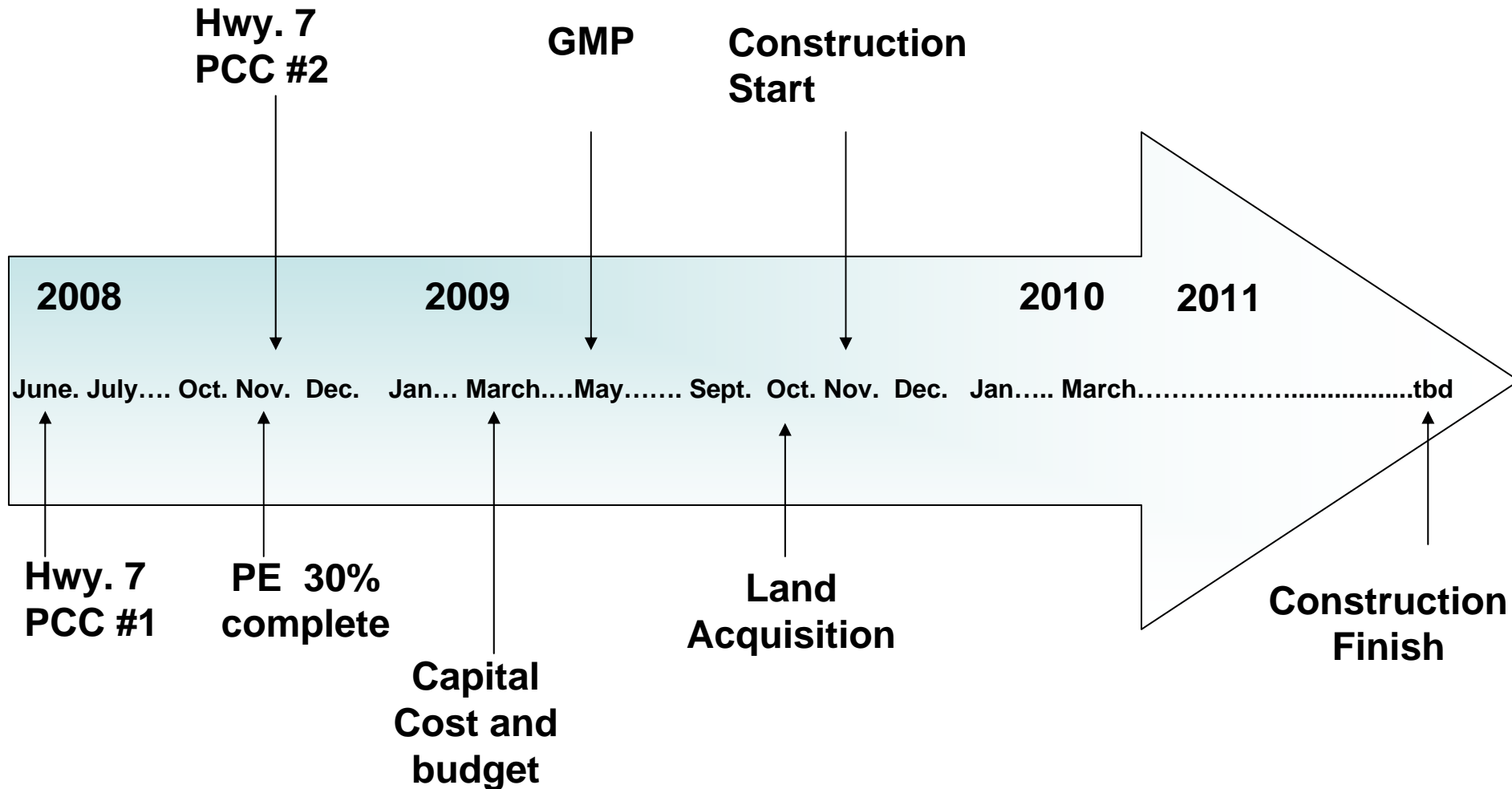
- Preliminary Engineering to 30% nearing completion

O&M Facility – Site Selection Study

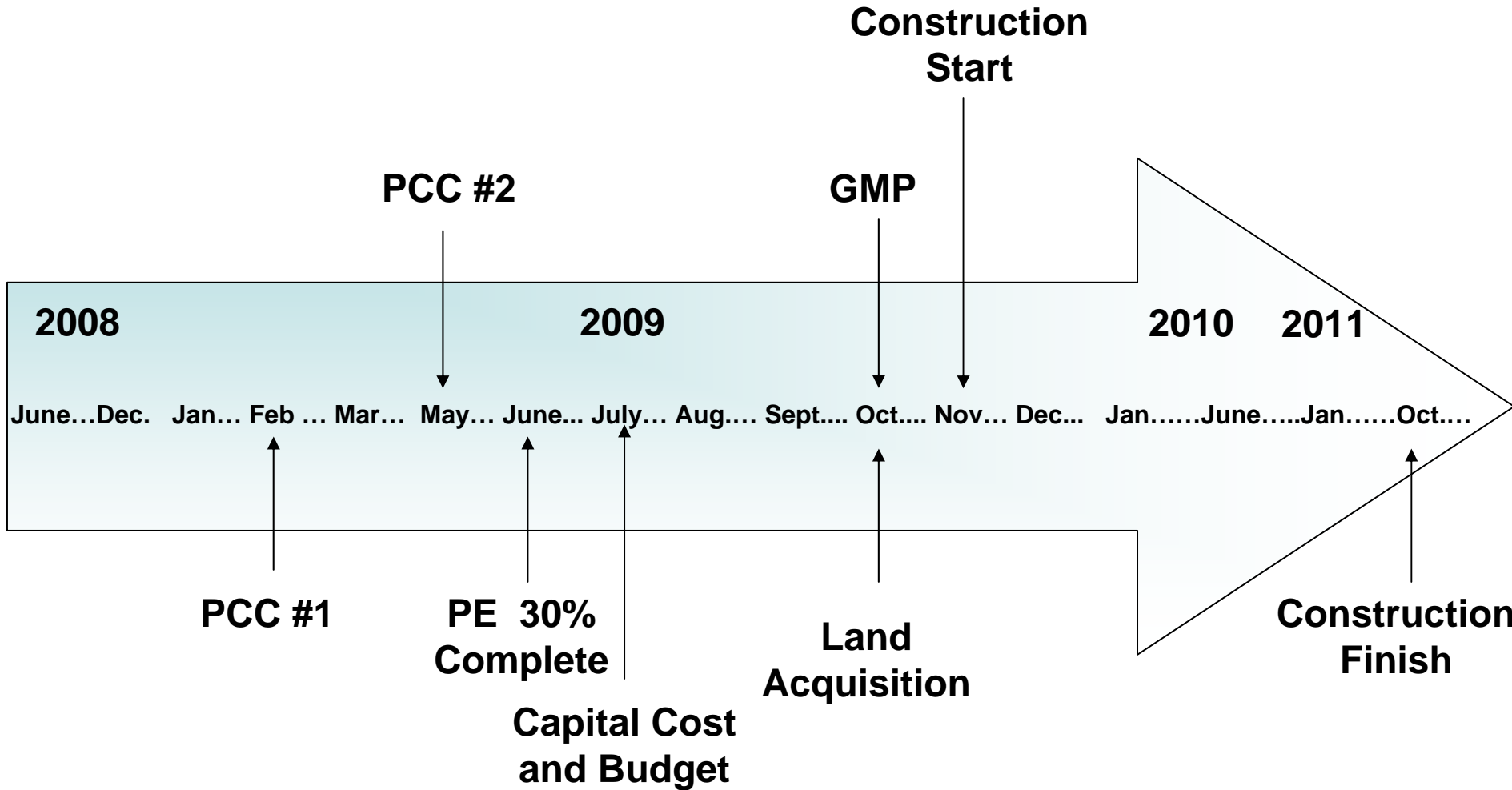
- Search for a rapid transit O&M site is underway
- Workshop added potential sites, and some were removed
- Draft report with the recommended O&M site(s) is anticipated in February.



Highway 7 – BRT - timelines/schedule



Davis Drive – BRT - timelines/schedule



Sample matrix for consultation & communications on each project – D1, H3



DAVIS DRIVE - STRATEGIC MATRIX - 2009 SCHEDULE

Tasks:		JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY/AUG	SEPT	OCTOBER	NOV	DEC
YRRTC	Rapid Transit Steering Committee - Reports	Jan-15	Feb-12	Mar-12	Apr-16	May-14	Jun-18	July/Aug	Sep-17	Oct-15	Nov-12	Dec-10
	Municipal Council											
Communications	Objectives											
	Affected Owners											
	Tenant consultation											
	Media/notices											
	Public Meetings (2 or 3)											
	Stakeholder Meetings											
Property Acquisition	Searches											
	Survey											
	Legal Notices											
	Property Negotiation											
	Expropriation											
Construction	Concept Design											
	PE											
	Cost Estimates											
	GMP (contract 1)											
	GMP (contract 2)											
	Detailed Design 1											
	Construction - Cont. 1											
	Construction - Cont. 2											
Utility Relocate												

Phase 1 Capital Enhancements

- Design of Savage Road vivastation is complete and under review by Region and Newmarket

Bus Procurement

- Joint YRRTC/YRT RFP is complete
- 6 vehicles in 2010/option for 51 additional vehicles through 2014

Communications

- Letters sent to property owners along Davis Drive
- North Yonge Environmental Study Report (19th Avenue to Green Lane/Davis Drive) public review period closed January 13, 2009 - 10 “Bump Up” requests received

The North Yonge Transitway EA has been completed

- The ESR was filed for public review from December 5, 2008 to January 13, 2009.
- A total of 10 Part II Order (bump-up) requests were received.
- Staff will respond to the MOE with regard to issues raised by stakeholders in the Part II requests and MOE staff will make a recommendation to the Minister for a final decision.
- The deadline for the Minister of the Environment to decide on the Part II Order requests is the end of March 2009.

Part II Order requests along Davis Drive

- W. J. Shanahan Ltd. (landowners/business operators of Shanahan Ford)
- convenience store operator at 157 Davis Drive
- landowner of the flower shop at 496 Davis Drive
- landowner of the pharmacy at 291 Davis Drive
- landowner of commercial building at 390 Davis Drive

Similar concerns were raised with regard to the extent of land taking along Davis Drive and the resulting affect on the existing business operation, loss of parking as well as impact on site access.

Part II Order requests along Yonge Street

- McAlpine Ford Lincoln Sales Ltd. (business/tenant)
- Green Lane Capital Corporation (landowner of McAlpine site)
- Highland Chevrolet Cadillac Ltd. (business/tenant) and
- Armadale Properties Ltd. (landowner of Highlands, Acura and Paramount Truck Sale sites)

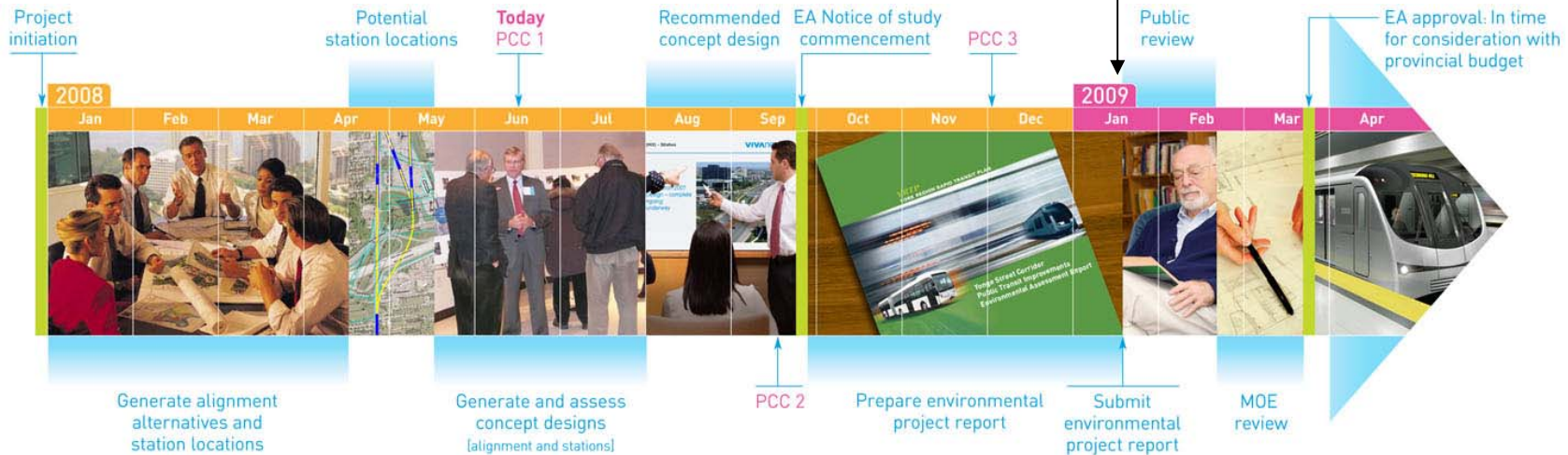
Aurora auto dealerships raised concerns with the loss of direct left turn access for their site, effectiveness of U-turns at signalized intersections and transport truck access.

- Topostar (Aurora) Inc. are the owners of the Aurora Village Shopping Centre at
the S-W corner of Yonge/Henderson

Concerned with park and ride / kiss and ride activities within their parking lot and loss of landscape buffer along Yonge Street

Yonge Subway – Next Steps

TODAY



- Notice of Study Completion by February 2nd
- The Environmental Project Report (EPR) to be filed following Toronto Council meeting of January 28, 2009
- 30 day public review period – to March 4th
- MOE 35 day review and comment period – to April 8th
 - No comment is assumed to be approval, and comments only anticipated on areas of provincial significance
 - Outcome expected is a NTP subject to conditions of EPR

- Formal Transit Project Assessment Process work programme is nearing completion
- Preferred final subway project description defined and approved
- Toronto's Executive Committee approved staff report supporting project concept and submission of Environmental Project Report (EPR)
 - project should incur no additional capital or net operating costs to the City
 - TTC will manage, deliver, operate, maintain and largely own the project
 - provision should be made for funding related infrastructure costs, such as additional train storage yards and capacity improvements at the Bloor-Yonge station
- Further public meeting Jan. 20th in Toronto, followed by a further report to TTC Commission Jan. 21st prior to Toronto Council meeting Jan. 27th
- Working with Metrolinx, Infrastructure Ontario, City of Toronto and TTC to develop project definition and benefits case

Yonge Subway

- Communications and Public Engagement



- Additional material provided to representative of the Uplands community on December 9th
- Draft technical reports were posted online and the Environmental Project Report will be submitted end of January for public review
- Yonge Subway Advisory Task Force was placed on “stand-down” status until further notice

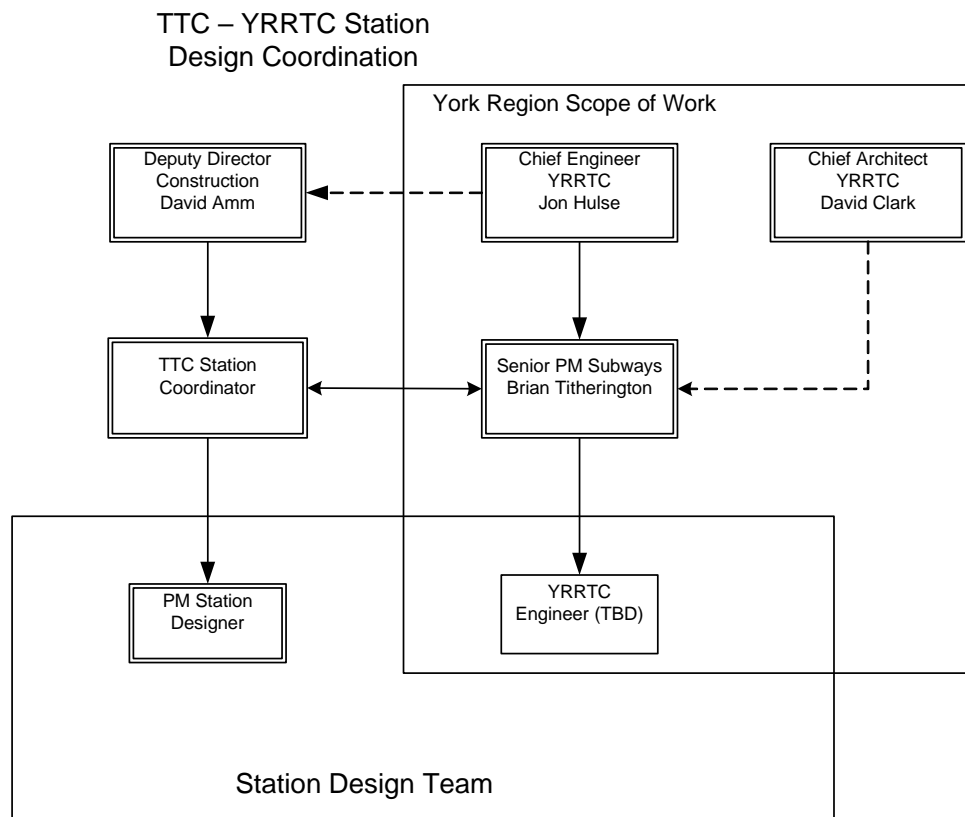
- On June 21, 2007, Council approved an interim budget of \$3,000,000 to commence an EA and preliminary engineering
- Work programmes awarded to McCormick Rankin and YC2002
- Approximately \$1.3 million of the total \$3 million budget had been invoiced to the end of 2008
- Staff will endeavour to recover all costs associated with the Environmental Project Report and related communications activity through Metrolinx and MoveOntario 2020

- Spadina Subway Extension project continues on time and on budget
- Contracts continue to be let in support of project implementation
- Architectural design teams have begun work for subway stations and bus terminals
- Discussions underway between Toronto-York Spadina Subway Extension project team and staff to develop surface development working protocols
- Steeles West Station bus terminal(s) are proposed to be split north and south of Steeles Avenue

A working agreement is being developed between Rapidco and TTC for the project management of the surface facilities based on the following principles:

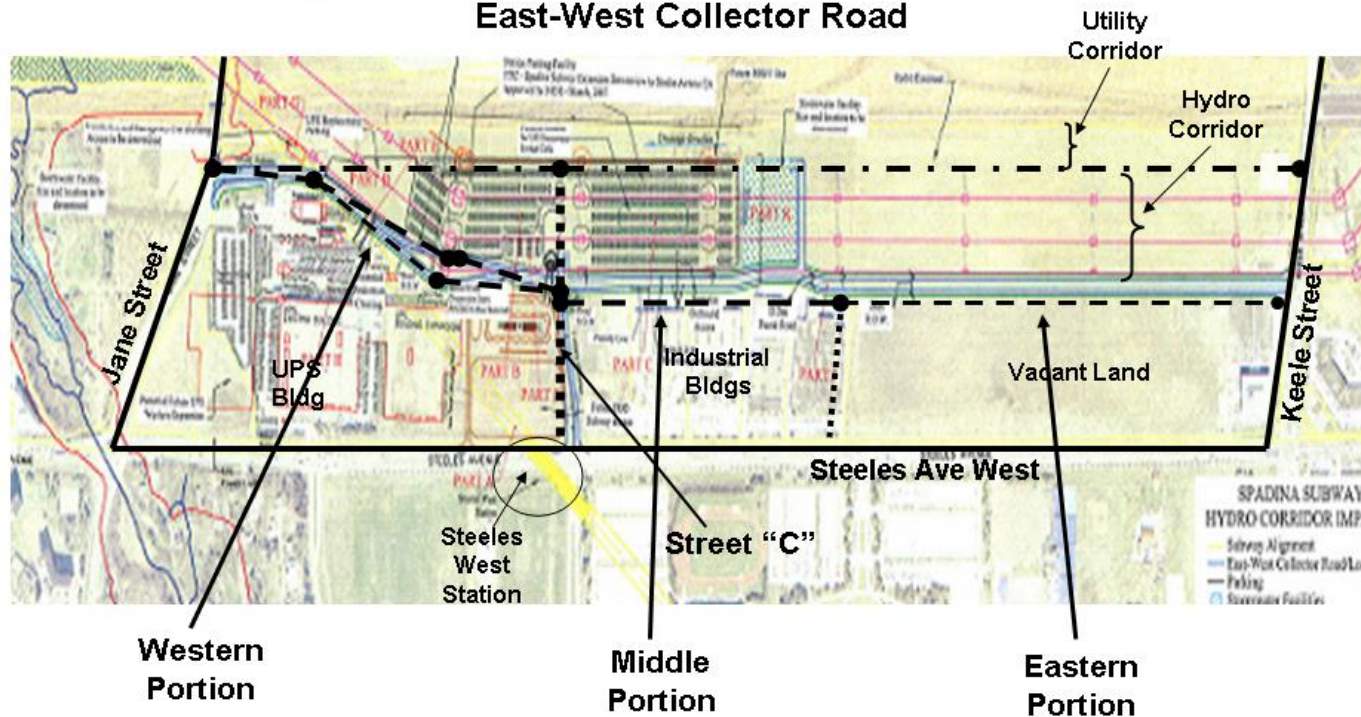
- Single consulting team per station
- TTC and YRRTC to jointly agree to work together on:
 - scope and budget for York surface facilities (terminals, PPUDO)
 - integration of other station elements to be incorporated into York surface facilities
 - integration of TOD
 - appropriate cost sharing
- YRRTC responsible for development and management of design direction for York surface facilities including:
 - chairing meetings, receipt of correspondence and reports
 - approval and sign off of drawings and designs
 - Managing scope and budget changes

YRRTC will coordinate with the designated design and engineering teams with the TTC as follows:



- Constraints around Steeles West Station limit the timing of the full Jane-Keele, East-West Road connection
- Series of workshops are planned with Hydro One and other stakeholders to resolve alignment and other issues
- YC2002 has completed series of activities on behalf of Spadina Subway Extension Project as a part of interim work programme for the TTC
- Planning options for Vaughan Corporate Centre station bus terminal configuration are being developed

Hydro Corridor – Jane Street to Keele Street East-West Collector Road



Spadina Subway

- Communications and Public Engagement



- **Project Communications**
 - 📍 Route changes, road closures, operational notices etc. do not require partner logos
- **Public Communications**
 - 📍 Newsletters, brochures, media material, signage etc. do require partner logos
- **Funding Statement**
 - 📍 Added to every written document: "The Toronto-York Spadina Subway Extension project is jointly funded by the Government of Canada, the Province of Ontario, the City of Toronto and The Regional Municipality of York"



TTC project status report of October 2008:

- Year to date budget for project was \$34.3 million, \$8.2 million was spent
- Anticipate that for \$56.8 million annual budget, \$11.6 million will be spent
- TTC projects expenditures will match forecasts by 2009 and will exceed forecasts in 2010 to catch up for underspent activities in 2008
- Project continues to be on target for total expenditures of \$2.634 billion at the time of revenue service commencement, which is scheduled for end of 2015
- York Region is responsible for 40.04% of 1/3 of project costs, or effectively, 13.35% of the total project cost

Draft MOU for Capital Cost Allocation between City of Toronto and York Region

- Region committed to provide the City of Toronto with three incremental payments of \$10 million, \$10 million and \$9.98 million toward City's previous financial investment in existing transit infrastructure
- First payment is due upon execution of first construction contract or contract for purchase of construction equipment with a minimum contract value of \$10 million (late 2009/early 2010)
- Second payment is due at time that tunneling commences in the Region
- Final payment, plus interest, is due upon commencement of subway operations in York Region
- Payments not recoverable through senior government funding sources
- Portrayed in capital budget as being funded through debt and repayable through the tax levy