



vivanext

Rapid Transit Steering Committee

April 16, 2009

SIGNIFICANT NEWS



\$1.4 billion announced for vivaNext

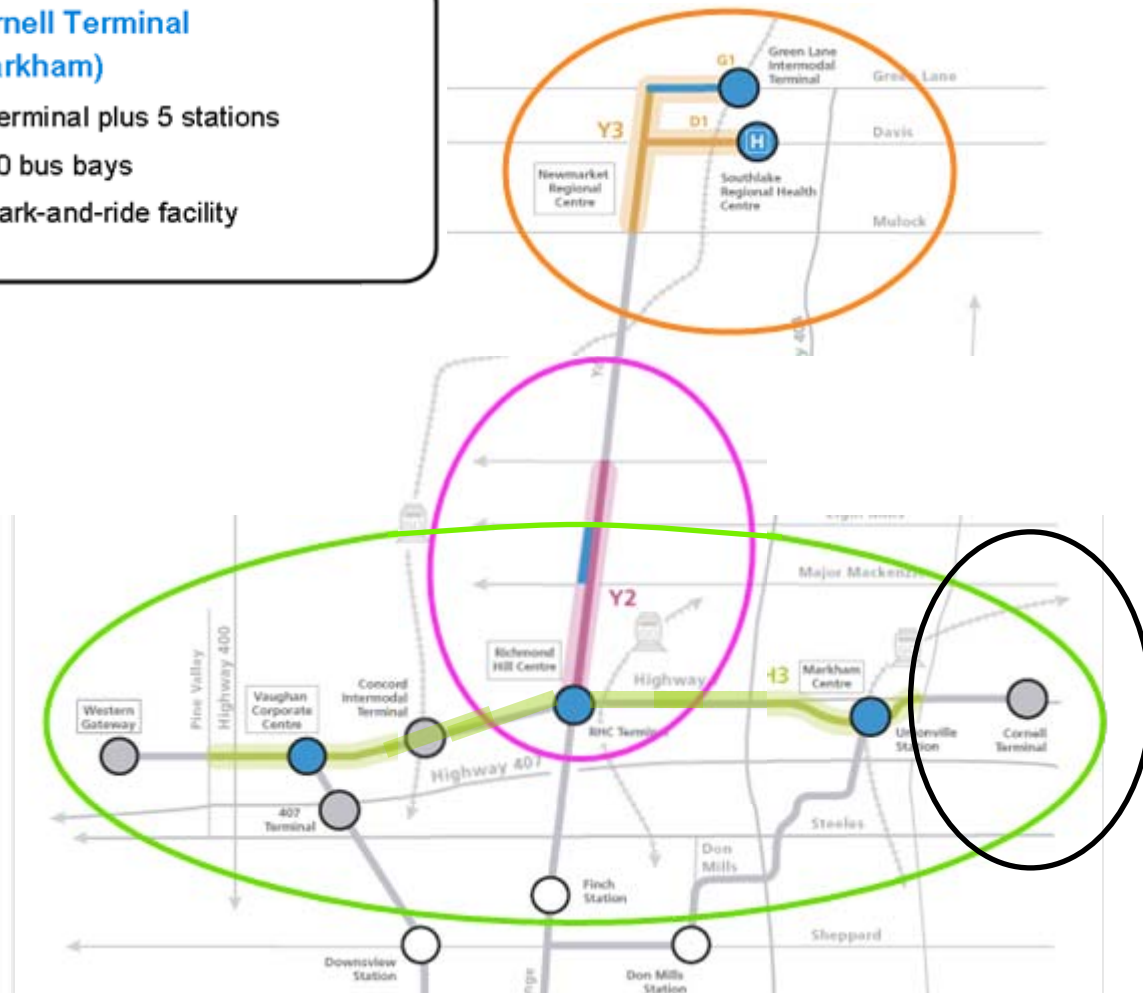


- 21.25 km of centre median rapidways
- 20 stations
- Total project length 26.5 km

- Terminal plus 5 stations
- 10 bus bays
- Park-and-ride facility

- 6.85 km of centre median rapidways
- 7 stations
- Total project length 8.35 km

- 4.7 km of centre median rapidways
- 11 stations
- Total project length 10.4 km



SIGNIFICANT NEWS



Yonge Subway EPR UNCONDITIONALLY APPROVED

 Ontario

MINISTER'S NOTICE TO
PROCEED WITH TRANSIT PROJECT

Ontario Regulation 231/08
SUBSECTION 12(1)(a)

RE: Proponent: Regional Municipality of York, York Region Rapid Transit Corporation,
City of Toronto and Toronto Transit Commission

Project Description: Yonge Subway Extension from Finch Station in the City of Toronto
to Richmond Hill Centre at Northwest corner of Highway 7 and
Yonge Street in Town of Richmond Hill

In accordance with subsection 12(1)(a) of Ontario Regulation 231/08, I hereby give notice
allowing the Regional Municipality of York, the York Region Rapid Transit Corporation, the City
of Toronto and the Toronto Transit Commission to proceed with the Yonge Subway Extension:
Finch Avenue to Richmond Hill Centre transit project in accordance with the applicable
environmental project report.

The Regional Municipality of York, the York Region Rapid Transit Corporation, the City of
Toronto and the Toronto Transit Commission are now permitted to issue a statement of completion of the
transit project assessment process. A statement of completion is the final part of the transit
project assessment process. The process must be completed prior to the start of the
construction phase of the project.

Dated the ____ day of **APR 06 2009**, 200_ at TORONTO.


Minister of the Environment
135 St. Clair Avenue West, 12th Floor
Toronto, Ontario
M4V 1P5



April 16, 2009

Rapid Transit Steering Committee

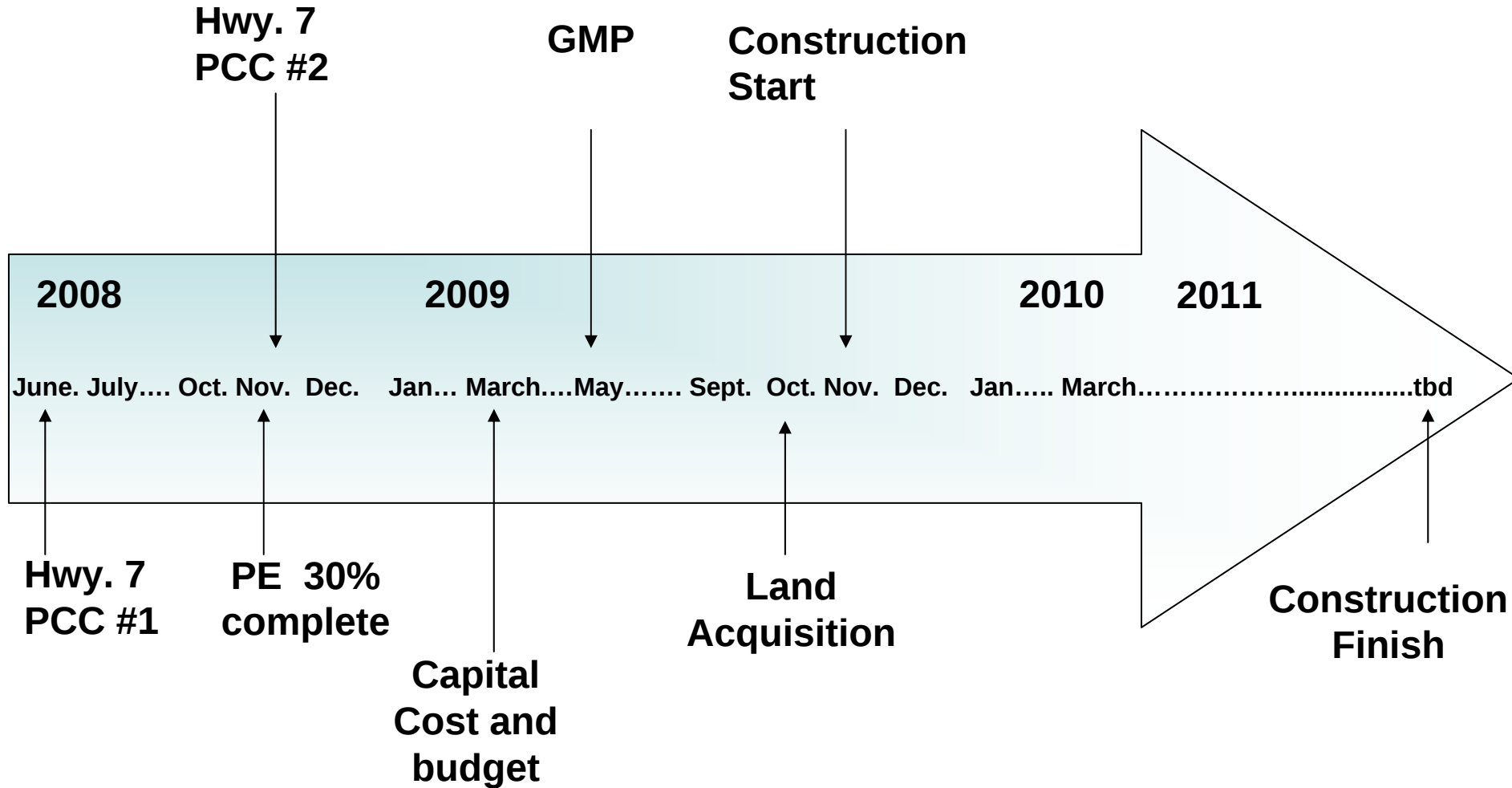
1. BRT Monthly Update
2. Yonge Subway Update
3. Subway Monthly Update
4. H3 Corridor – Design-Build Procurement
5. Markham Town Centre – Warden Ave. Award of Work
6. H1, H4, Y3 and G1 Corridors – Concept Design
7. Bayview Ave. Vivastation Pedestrian Access
8. Metrolinx Project Prioritization Framework Principles

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

- Preliminary Engineering 30% design is complete
- D-B procurement process has commenced
- Rapidway Phase 1 underground works and drainage between Warden and Birchmount is complete
- Bid price is being prepared for Phase 2 surface works
- Phase 2 start is scheduled for June



Highway 7 BRT – Warden to Richmond Hill Centre - timelines/schedule



Y2 –Yonge Street, Highway 7 To 19th Avenue

- Preliminary Engineering phase is complete
- Construction start scheduled for 2011

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

- Conceptual design is 70% complete
- Design work is being integrated with Spadina Subway planning

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

- MOE has approved the EA
- YC2002 has completed the conceptual design for the Davis Drive rapidways from Yonge Street to Southlake Regional Health Centre



Communications and Public Engagement

- 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







Yonge Subway



- Work continues with Metrolinx to develop the Project Definition Report and Benefits Case Analysis for the May Metrolinx Board meeting
- TTC Rail Yards Needs Study is nearing completion
- Interim Work Programme proposed to keep project moving forward, and continue to work on areas of importance for the public on the project has been identified
- Staff are working with the TTC on full preliminary design and engineering work programme for Yonge Subway

Yonge Subway

- Communications and Public Engagement



- A joint newsletter is under discussion with the Uplands community
- Staff responded to information requests from the Ministry of the Environment relating to its review of the project's Environmental Project Report and comments received from the public and agencies
 - ➔ Unconditional approval received from Minister
- Statement of Completion to be published within 30 days

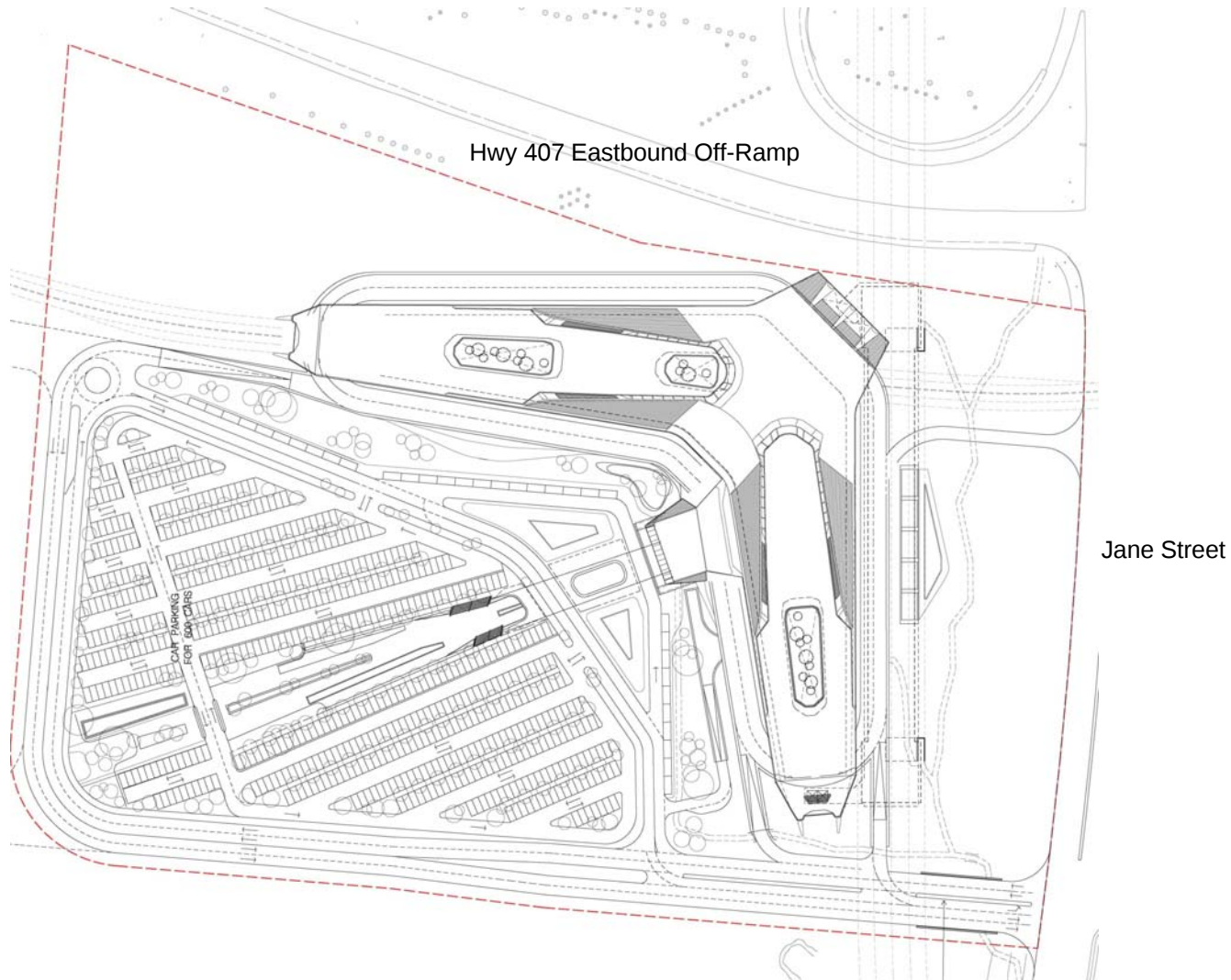
- \$3,000,000 interim budget has been fully committed since mid March
- Final costs for the initial work will be approximate \$3.24 million
- Additional costs that were not anticipated
 - ✦ extent of writing required for the Environmental Project Report
 - ✦ costs of reproduction
 - ✦ further Longbridge community consultation
- Staff will endeavour to recover all costs associated with the with Yonge Subway extension through MoveOntario 2020

RECOMMENDATIONS

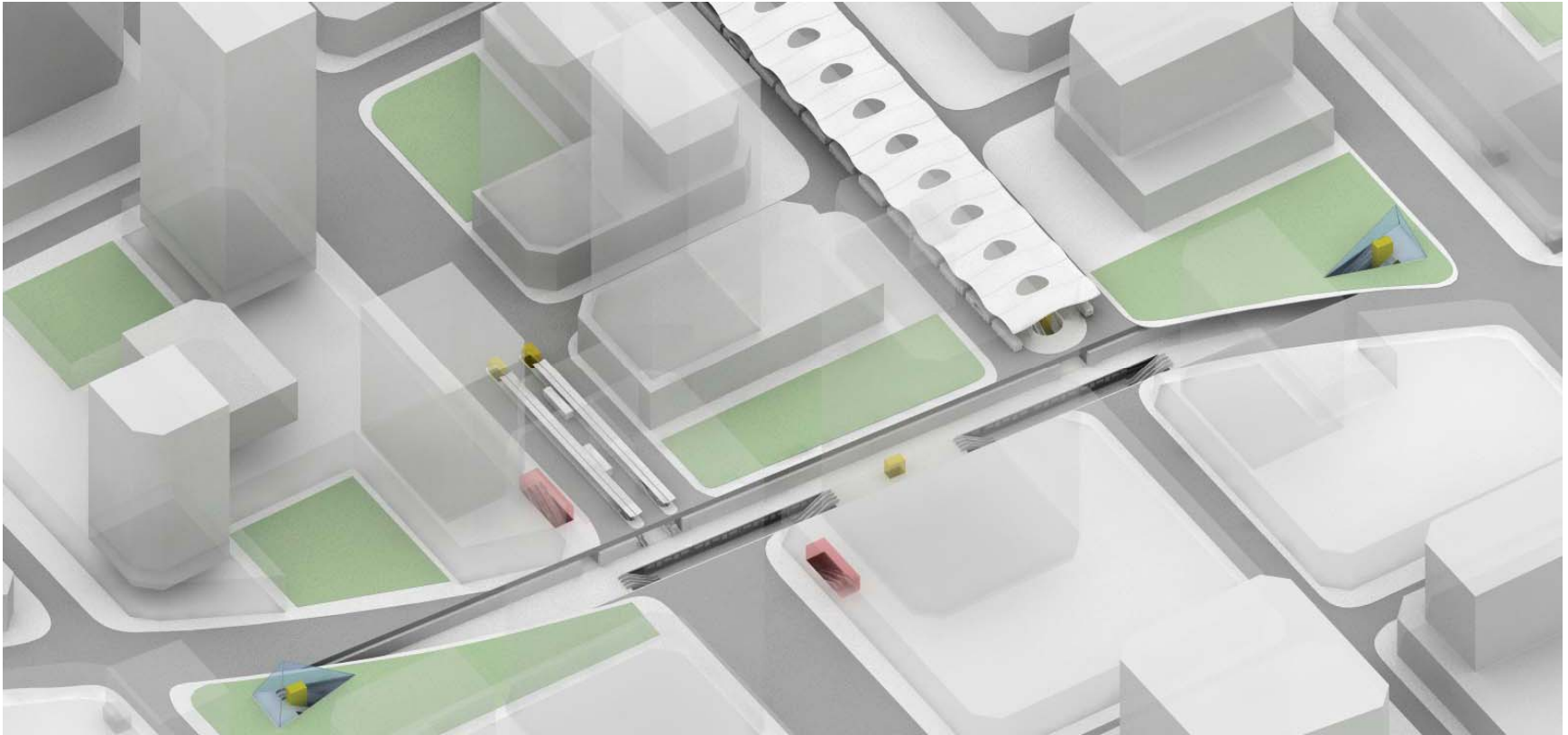
1. Staff develop with the Toronto Transit Commission, a joint interim work programme and a full preliminary design and engineering work programme for submission and funding approval of Metrolinx, and issue a competitive Request for Proposal for the preliminary design and engineering work programme.
2. Council authorize the issuance of an interim work programme to McCormick Rankin Corporation and York Consortium 2002 in an amount not to exceed \$300,000, subject to Toronto Transit Commission staff and the York Region Rapid Transit Corporation staff being satisfied with the interim work programme, and that the fee structure to undertake such work is deemed to be cost competitive.
3. Council authorize an allocation of \$240,000 from the general capital reserve fund to cover all environmental assessment costs associated with the Environmental Project Report.
4. Staff prepare a joint York Region/Toronto Transit Commission submission to Metrolinx, as part of its request for interim preliminary engineering and design fees, for the recovery of York Region/Toronto Transit Commission expenses to date, and for the Yonge Subway concept and environmental project report.

- Overall project progress is on track
- Land acquisition requirements are being finalized
- Spadina TOD Advisory Task Force is meeting on April 20th
- Steeles West Station design concept is under development
- YRRTC is retaining development consultants to assist in reviewing station concepts

Spadina Subway – 407 Station



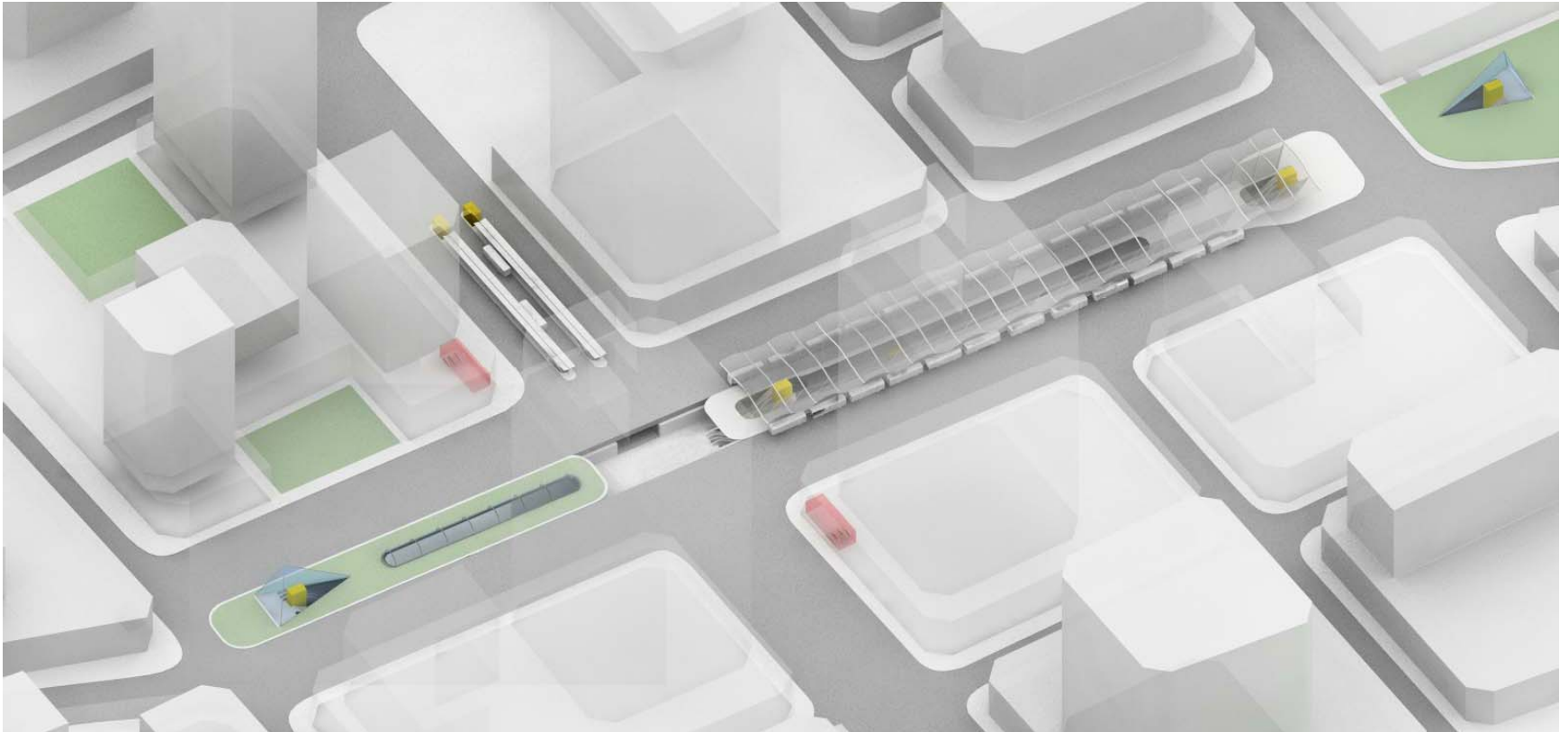
Spadina Subway - VCC Station Option 1



In Street E/W Road North of Highway 7

Spadina Subway

– VCC Station Option 2



In Street – N/S on Millway

Spadina Subway

– VCC Station Option 3



Off Street – One Block North of Highway 7, West of Millway

Spadina Subway - VCC Station Option 4



Three Level Underground

Spadina Subway - VCC Station Option 5



Two Level Underground

TTC reported budget status for period ending January 2009

	(\$millions)	% of Budget
Project Budget	\$2,634	100%
Authorized to Date	\$32.6	1.2%
Expenditures/Costs to Date	\$18.2	0.7%
Estimated Final Cost	\$2,634	100%
Variance to Budget	\$0.0	0%
Remaining Contingency	\$355.4	13.5%

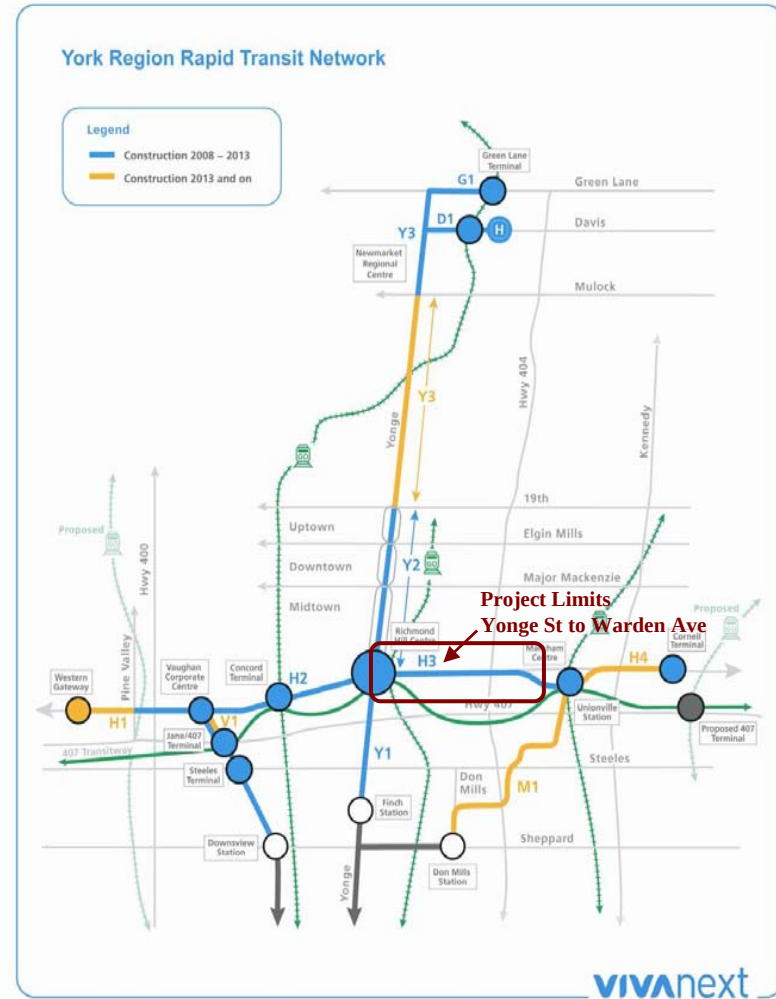
Status of Claims and Project Funding

Partner	Total Approved Project Funding Contribution	Cumulative Amount Invoiced
(\$millions)		
Move Ontario Trust	\$1,134.1	\$11.4
Federal Government	\$622.0	\$0.7
Toronto	\$526.5	\$3.7
York	\$351.6	\$2.4
Total	\$2,634.2	\$18.2

H3 Corridor – Richmond Hill Centre to Markham Centre Design-Build



- Preliminary Engineering from Yonge Street to Warden Avenue is now complete
- The alignment of the rapidways adjacent to the IBM campus in Markham Centre have now been resolved
- Property acquisition has commenced



H3 Corridor – Richmond Hill Centre to Markham

Centre Design-Build



- Birchmount Road to Kennedy Road is in the preliminary engineering phase
- Region is completing final design of roadway widening on Hwy 7, proposed to be included in the construction programme
- Negotiation of a D-B contract will follow the process outlined in existing agreements
- Communications strategy to support the construction programme is under development

Financial Implications

Project Component	2009 Budget	Project Total
Land, Final Design and Construction	\$50,868,000	\$348,492,000
Widening of Highway 7 between South Town Centre Boulevard and Verclaire Gate from four to six lanes	\$250,000	\$8,604,000

- \$41.72 million was expected in 2009/10 Provincial budget
- \$8.6 million provided for in the 2009 10-Year Capital Program for Roads
- \$250,000 specifically identified in 2009 Capital budget

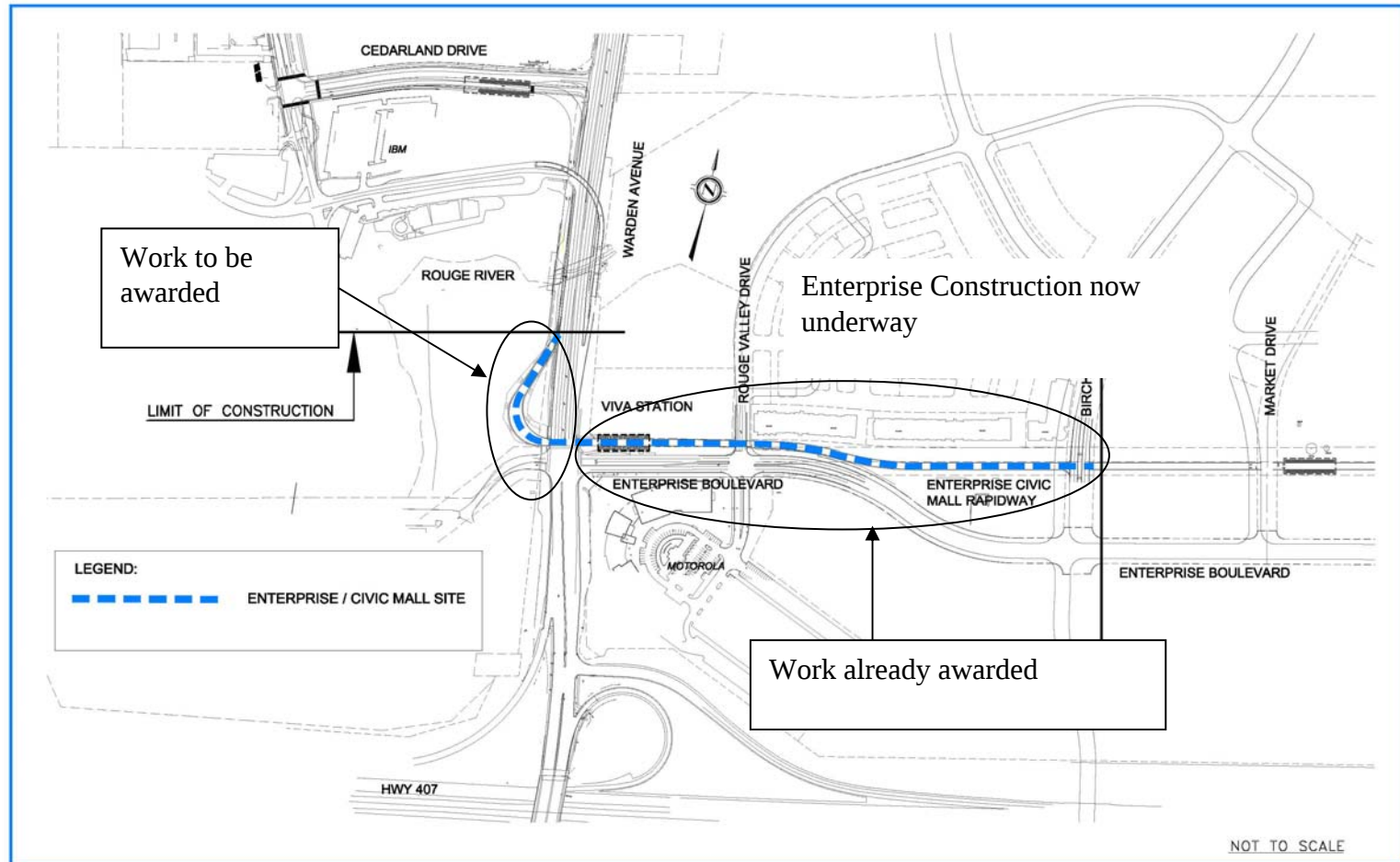
RECOMMENDATIONS

1. Subject to staff determining in conjunction with the Owner's Engineer that York Consortium 2002's bid price is cost competitive and within budget, and subject to funding being obtained from the Provincial and/or Federal government(s), that York Consortium 2002 be retained to design and construct the Highway 7 (H3) Rapidway from the Richmond Hill Centre (Yonge Street) to Markham Centre (Warden Avenue)
2. Council authorize the Regional Chair and Clerk to execute a contract with York Consortium 2002 for such work in a form acceptable to staff and Legal Services.
3. The widening of Highway 7 between South Town Centre Boulevard and Verclaire Gate from four to six lanes be incorporated into this project and included in the bid price, and be subject to the same cost confidence and approval process as for the rapidway works.

RECOMMENDATIONS (cont'd)

4. In the event that York Consortium 2002's bid price to undertake either part of the work is not deemed to be cost competitive, that Council authorize staff to immediately publicly tender such work, subject to funding availability.
5. The Regional Chair and Clerk be authorized to enter into the necessary Agreement with the Province to secure funding for the Highway 7 (H3) work, subject to review by Legal Services as to form and content.
6. Staff report back to Council on the progress of the work on a regular basis.

Markham Centre Award of Work



- Development construction has begun along the Markham Centre Civic Mall
- Construction of rapidways through the Civic Mall is proceeding and the initial subsurface construction has been completed
- Station and canopy final design are being developed as a part of a separate work programme in order to allow YC2002 to present a GMP for the completion of the rapidways
- Draft agreements for the right to enter to construct and a draft agreement for operation of the Viva system on Town of Markham owned components of the rapidway are being prepared

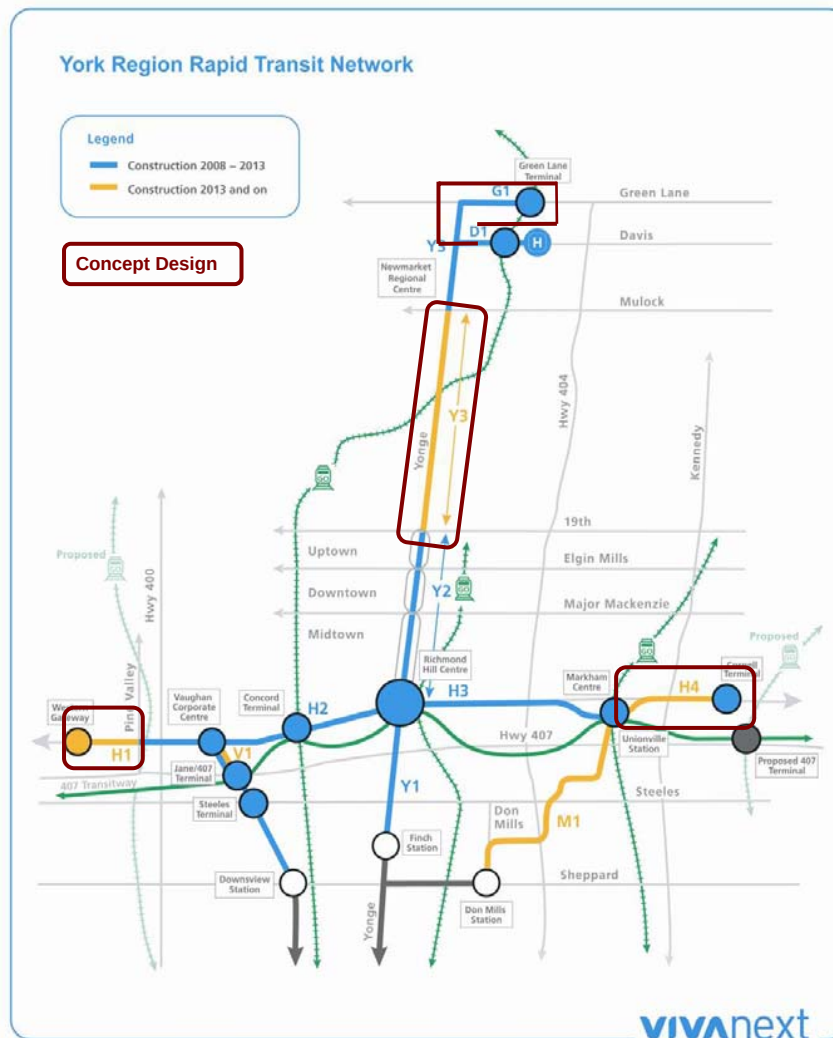
Financial Implications

- Total anticipated capital value of project is \$16.8 million, including the segment from Birchmount Dr to Warden Ave, and includes
 - ✦ preliminary engineering and design
 - ✦ property requirements for the jug handle
 - ✦ capital construction.
- Cost of construction budgeted at \$12.1 million, inclusive of Owner's Engineer and project oversight costs
- Project will be funded from the \$67.6 million MoveOntario 2020 reserve funds

RECOMMENDATIONS

1. Council authorize York Consortium 2002 to undertake the construction of the rapidways on Warden Avenue to allow operation of bus rapid transit in both directions through the Civic Mall conditional on:
 - staff determining, in conjunction with the Owner's Engineer, that York Consortium 2002's Guaranteed Maximum Price proposal is cost competitive and within budget, and
 - agreement in principle with the Town of Markham on terms of a "right to enter and construct agreement" and an "operating agreement" for use of the civic mall rapidway.
2. Council authorize the Regional Chair and Clerk to execute a contract with York Consortium 2002 for such work in a form acceptable to staff and Legal Services.
3. In the event that York Consortium 2002's proposal to undertake the work is not deemed to be cost competitive, that Council authorize staff to immediately publicly tender the work through a Request for Proposal/Tender process.

Concept Design Award – Yonge Street, Hwy. 7, and Green Lane



- EA's are complete
- Y2 and H2 segments being discussed with Infrastructure Ontario
- H1, H4, Y3 and G1 rapidways are only remaining segments to be developed
- Funding for concept level design has been accommodated in the Quick Wins Tranche 2 funding envelope
- Concept level design will establish the design basis and property requirements for implementation of rapidways in these corridors
- Work programme is currently under development
- Owner's Engineer will oversee the work
- Implementation schedule for the H1, H4, Y3 and G1 segments will be developed

RECOMMENDATIONS

1. Subject to staff determining in conjunction with the Owner's Engineer that York Consortium 2002's bid price is cost competitive and within budget, and confirmed by the Province as being within the Quick Wins funding, that York Consortium 2002 be retained to undertake concept design including identifying property requirements for rapidways on the:
 - H1 segment, on Highway 7 from Highway 50 to Pine Valley Drive.
 - H4 segment, on Kennedy Road from Helen Avenue to Highway 7, and on Highway 7 from Kennedy Road to the Cornell Terminal.
 - Y3 segment, on Yonge Street from 19th Avenue/Gamble Road to Mulock Drive, and from Davis Drive to Green Lane.
 - G1 segment, on Green Lane from Davis Drive to the East Gwillimbury GO Station.

RECOMMENDATIONS (cont'd)

2. Council authorize the Regional Chair and Clerk to execute the necessary contracts with the successful proponent for such work in a form acceptable to staff and Legal Services.
3. In the event that York Consortium 2002's bid price to undertake the work is not deemed to be cost competitive, that Council authorize staff to immediately publicly tender and award the work, subject to funding availability and being within budget.
4. The Regional Chair and Clerk be authorized to enter into the Provincial Quick Wins Contribution Agreement subject to review by Legal Services as to form and content.
5. Staff report back to Council on the progress of the work on a regular basis.

Bayview Avenue Pedestrian Access

Preferred EA option for vivaNext along Hwy 7 at Bayview Avenue includes curbside vivastations



Bayview Avenue Pedestrian Access

Indirect access to the Bayview stops is available by staircase or on street via the Bayview Connector



- Ensuring that public transportation stations, stops, equipment, and vehicles are accessible to persons with disabilities is a priority of York Region's Transportation Services
- A ramp and stair system solution for access between Bayview and Highway 7 was examined and is not recommended
- A combined elevator and stair system is recommended

Accessibility Option	Capital Cost	Annual Operating Cost
Ramp and Stairs System	\$3,020,000	\$7,500
Elevator and Stairs System	\$4,160,000	\$13,500

- Richmond Hill / Langstaff Urban Growth Centre may have a potential impact on timing and location

- 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. Subject 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.