

2

VIVANEXT BUS RAPID TRANSIT MONTHLY REPORT JANUARY 2009

The Rapid Transit Public/Private Partnership Steering Committee recommends:

- 1. Receipt of the presentation by Mary-Frances Turner, Vice President, York Region Rapid Transit Corporation; and**
- 2. Adoption of the recommendation contained in the following report dated January 8, 2009, 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 Corporation (“Rapid Transit Office”) during December 2008 and early January 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme, including Phase 1 capital enhancements, the site selection study for an operations and maintenance facility, vehicle procurement, and communications and public engagement activities.

3. BACKGROUND

Viva Phase 1 rapid transit runs today in mixed traffic in four key corridors. VivaNext includes the construction of 67 kilometres of surface rapid transit in these same corridors, integrated with the extension of the Yonge Street and Spadina subway lines north to the Richmond Hill Centre and Vaughan Corporate Centre, respectively. Connections of vivaNext to the larger existing and proposed GTA rapid transit network are illustrated in Figures 1 and 2.

Figure 1 - York Region Rapid Transit Network – vivaNext

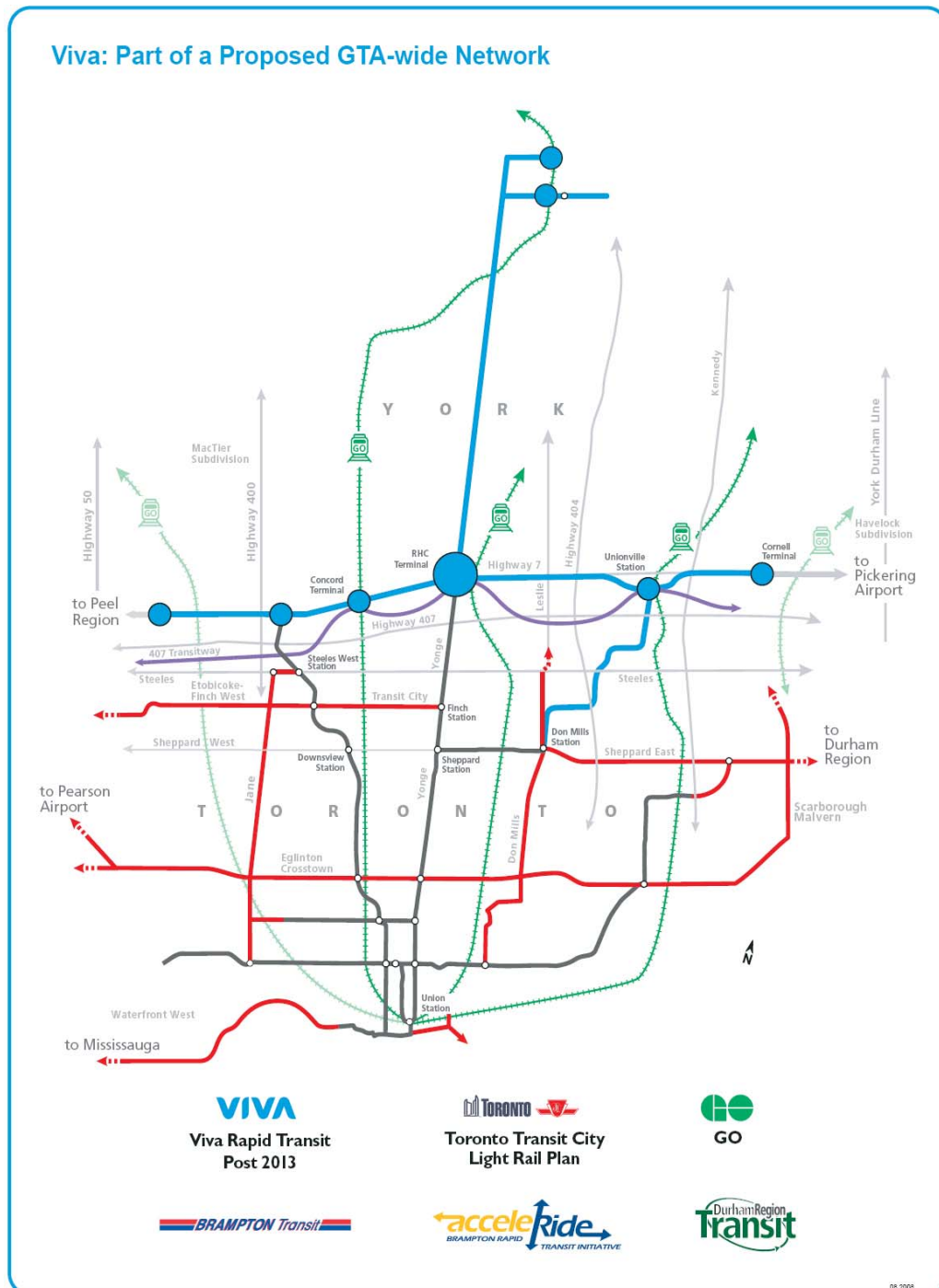


Figure 2
York Region Rapid Transit Network – vivaNext



4. ANALYSIS AND OPTIONS

4.1 VIVA BRT RAPIDWAYS

A detailed summary of activities during the month of December is provided in *Attachment 1*.

H3 - HIGHWAY 7, RICHMOND HILL CENTRE TO UNIONVILLE GO/KENNEDY ROAD

Engineering layouts are nearing completion

All key preliminary engineering activities for the H3 corridor continue to make good progress to finalize the Guaranteed Maximum Price and construction programme by the end of April 2009. The engineering layouts for the rapidway on the Highway 7 - H3 corridor are nearing completion. The draft preliminary engineering drawings for the section from Yonge Street to South Town Centre Boulevard was submitted by York Consortium 2002 to the York Region Rapid Transit Corporation in early November and has been distributed to Richmond Hill and Markham staff for comments. Preliminary design drawings will incorporate all relevant accessibility standards and best practices. The preliminary drawings are expected to be completed in early January.

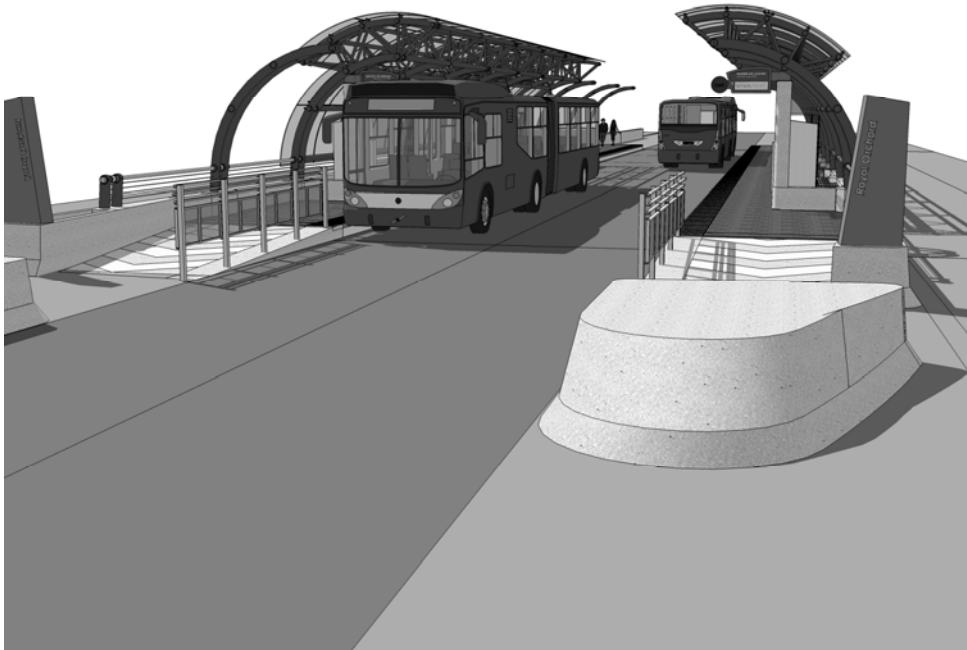
Preliminary engineering tasks status to date:

- As a part of the Design Criteria, continued design coordination with relevant Richmond Hill and Town of Markham studies and reports including streetscape issues. The design criteria is now 95% complete.
- Digital Mapping – existing conditions, 100% complete
- Pavement and Geotechnical Design Report – 95% complete
- Drainage Design Report – 90% complete
- Utility Identification and Coordination – 95% complete
- Property Requirements and legal Descriptions – 95% complete
- Preliminary Engineering Drawings – 95% complete
- Transit Priority and ITS Deployment – 90% complete
- Viva Station Design – 90% complete

A specialist study has been commenced to assess wind, rain, snow and ice behaviour in and around the stations, with the objective of considering whether enhancements to the station and canopy design could be implemented to improve the passenger waiting environment. The draft study findings are expected to be available in mid February.

The property acquisition programme for H3 is underway

The survey work for H3 is 95 % complete. Appraisals are being finalized and property owners along the corridor contacted. Offers are planned to be tendered to affected owners in the new year. Staff will be bringing forward reports on the property acquisition programme this month.



Construction of the Enterprise/Civic Mall rapidway between Warden Avenue and Birchmount Road has commenced

Rough grading, drainage and other underground works from Warden Avenue to Birchmount Drive for the future Markham Civic Mall (Phase 1), is expected to be complete in this reporting period. Phase II (vivastation canopy) and Phase III, which consists of final grading, base and surface works over the entire length of the Civic Mall and jug-handle west of Warden Avenue, will begin in the spring of 2009, with completion scheduled for next fall.

Y2 –YONGE STREET, HIGHWAY 7 TO 19TH AVENUE

Engineering layouts are nearing completion

The engineering layouts for the rapidway on the Yonge Street - Y2 corridor are nearing completion. All key preliminary engineering activities for the Y2 corridor continue to make good progress to finalize a capital cost estimate and an Implementation Plan by the end of April 2009.

The property acquisition programme and public consultation are being dovetailed with Richmond Hill's Official Plan review process. The coordination and timing of the public consultation and priority acquisition programmes will be subject to a future report to Committee. Activities to date have included:

- As a part of the Design Criteria, continued design coordination with relevant Richmond Hill studies and reports including streetscape issues. The design criteria is now over 85% complete.
- Digital Mapping – existing conditions, 100% complete.
- Pavement and Geotechnical Design Report – 85% complete.
- Drainage Design Report – 85% complete.
- Utility Identification and Coordination – 85% complete.
- Property Legal Descriptions – 90% complete.
- Preliminary Engineering Drawings – 90% complete.
- Transit Priority and ITS Deployment Plan – 90% complete.
- Viva Station Design – 80% complete.

4.2 SITE SELECTION STUDY – O&M FACILITY

The search for a rapid transit operations and maintenance site is underway

Staff are identifying and evaluating potential sites for an Operations and Maintenance (O&M) facility for the Viva fleet. An evaluation methodology is being used to review sites that meet a series of technical and operational criteria, and to recommend a preferred location or locations, that maximize cost-effectiveness and support reliable operation and integrated development.

Local sites that meet the basic criteria, and are on the property market, are being further assessed for suitability.

After an initial workshop had been held, additional potential sites were identified, and some removed from further analysis, a follow-up review will be held with Region staff early in January, during which the candidate sites will be further evaluated and a preferred site will be identified. The draft report with the recommended O&M site(s) is anticipated in February.

4.3 PHASE 1 CAPITAL ENHANCEMENTS

Design of the Savage Road vivastation is complete

York Consortium 2002 has completed the engineering package for the new vivastation at Savage Road in Newmarket and is currently being circulated to the Town of Newmarket and internal Regional departments for comments. Construction is expected to commence in the spring of 2009.

4.4 BUS PROCUREMENT

A joint York Region Rapid Transit Corporation/YRT RFP is under development for additional articulated Viva vehicles to meet the growth in Viva Phase I ridership demand, with options to accommodate the first years of vivaNext

The current Viva fleet consists of 101 rapid transit vehicles. The request for proposals (RFP) consists of a firm order for 6 vehicles for delivery in 2010. The RFP also provides for the optional acquisition of 51 additional vehicles from late 2010 through 2014.

The timing for the current RFP process is as follows:

- Release of Request for Proposal - January 19, 2009
- Proponents' Meeting - January 26, 2009
- Submission Date - March 4, 2009
- Notification of Award - May 2009

4.5 COMMUNICATIONS & PUBLIC ENGAGEMENT

Registered letters to affected property owners along Davis Drive in Newmarket were sent out the first week of January

To help facilitate property surveys and appraisals, a registered letter with a brochure was sent to affected property owners along Davis Drive, outlining details of the project and work being undertaken.

The North Yonge Environmental Study Report (19th Avenue to Green Lane/Davis Drive) was filed on December 5 for public review

Taking the holidays into consideration, the public has until January 13, 2009, to review and comment on the Environmental Study Report.

Public Engagements

- None at this time.

5. FINANCIAL IMPLICATIONS

There are currently 9 active work programmes worth a total of approximately \$31.7 million, as identified in Table 1. As at the end of October, just under \$20.7 million has been expended. Costs associated with contingency items for various necessary activities are included in the costs to date, but have not been itemized.

Table 1
Active Work Programmes

Contract	Description	Proponent	Contract Amount	Spent to Date
Communication Strategy and Deployment				
Phase 2	Communications strategy and deployment	York Consortium 2002	\$915,714	\$284,063
Concept Design/Preliminary Engineering				
Y1.OM (Includes \$873,338 for North Yonge EA, of which \$810,684 has been spent; and \$472,766 for Enterprise PE of which \$400,214 has been spent)	Initially for Yonge Street BRT from Steeles to Richmond Hill Centre and for the O&M facility in the southern part of York Region. This contract remains open until the completion of contingency items that were initiated under its authority. Enterprise was initially opened as a contingency item and then became its own work program. Adequate funds remain in the Y1.OM contract to fund the program.	York Consortium 2002	\$10,500,000	\$9,466,567
Y2.H3	Yonge Street from Richmond Hill Centre to 19 th Avenue and Highway 7 from Richmond Hill Centre to Kennedy. Includes PE for Enterprise – Markham Civic Mall	York Consortium 2002	\$11,565,725	\$7,717,116
Cornell	Cornell terminal site plan	York Consortium 2002	\$295,767	\$105,133
H2	Concept design, which is the first stage of preliminary engineering, to lead to the clear identification of the lands that are required for acquisition by the Region	York Consortium 2002	\$3,424,792	\$459,080
D1	Concept design of Davis Drive	York Consortium 2002	\$195,331	\$0
Design/Build				
Downsview	To accommodate Viva at Downsview Station	TTC	\$247,000	\$0
Jefferson Station	Construction of the Jefferson Station	Kiewit EllisDon	\$831,287	\$739,508

Owner's Engineer				
OE Services	Services over a three year period. Development of work programs; management of bid and costing process; verification of pricing; invoice and deliverables review of YC activities	McCormick Rankin Corp.	\$3,694,340	\$1,917,497
Total			\$31,669,956	\$20,688,964

The Phase I “*Quick Start*” upgrade design/build projects, including Downsview station modifications, and Jefferson station, are not eligible for funding from senior levels of government. Staff will endeavour to recover all other expenditures through MoveOntario 2020 funding.

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 December 2008 and early January 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme, including Phase 1 capital enhancements, the site selection study for an operations and maintenance facility, vehicle procurement, and communications and public engagement activities.

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.

(The attachment referred to in this clause was included in the agenda for the January 15, 2009 meeting.)