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VIVANEXT BUS RAPID TRANSIT MONTHLY REPORT DECEMBER 2008

The Rapid Transit Public/Private Partnership Steering Committee recommends that Council adopt the recommendation contained in the following report, December 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 Corporation (“Rapid Transit Office”) during November and early December 2008, 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

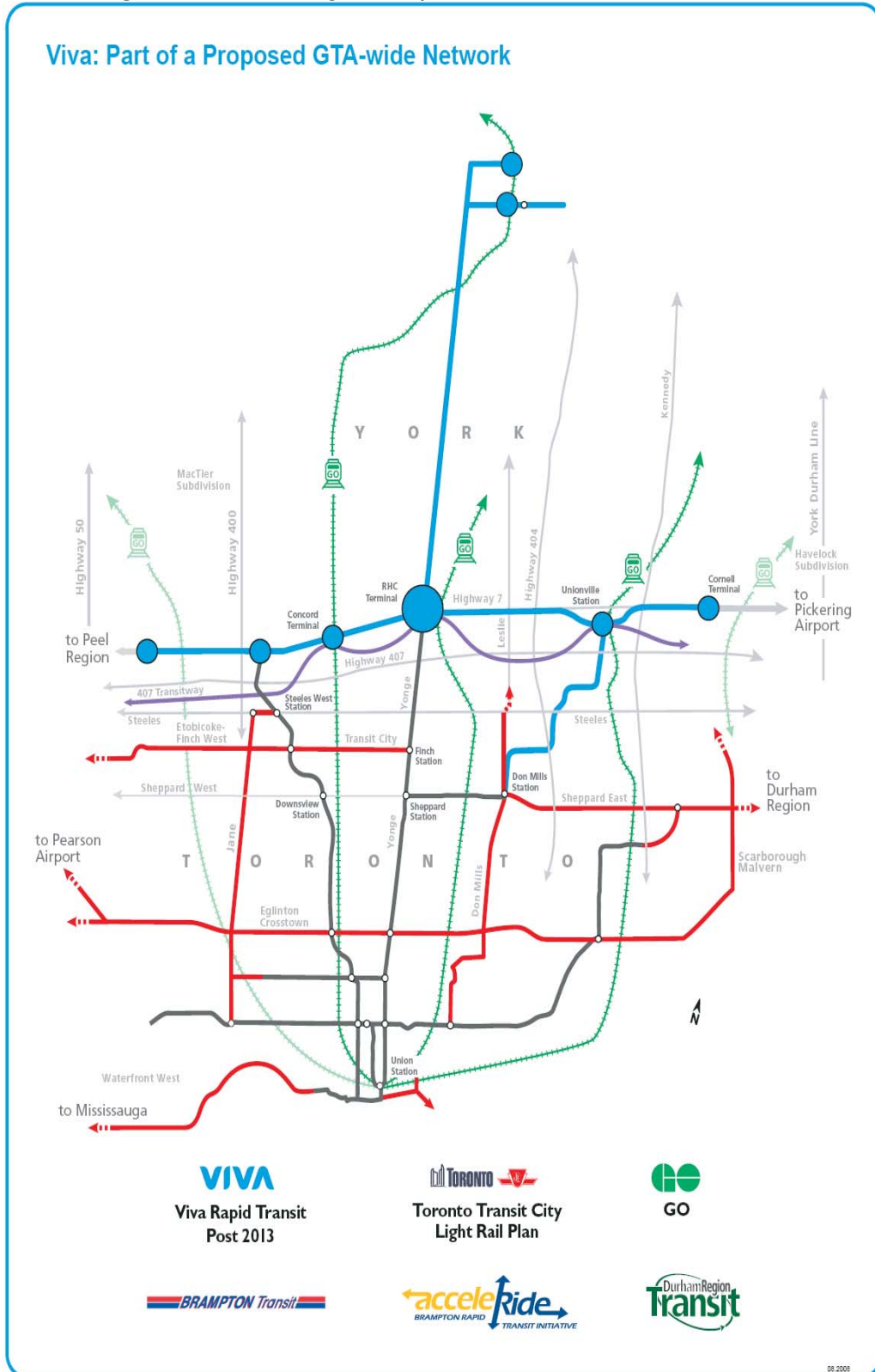
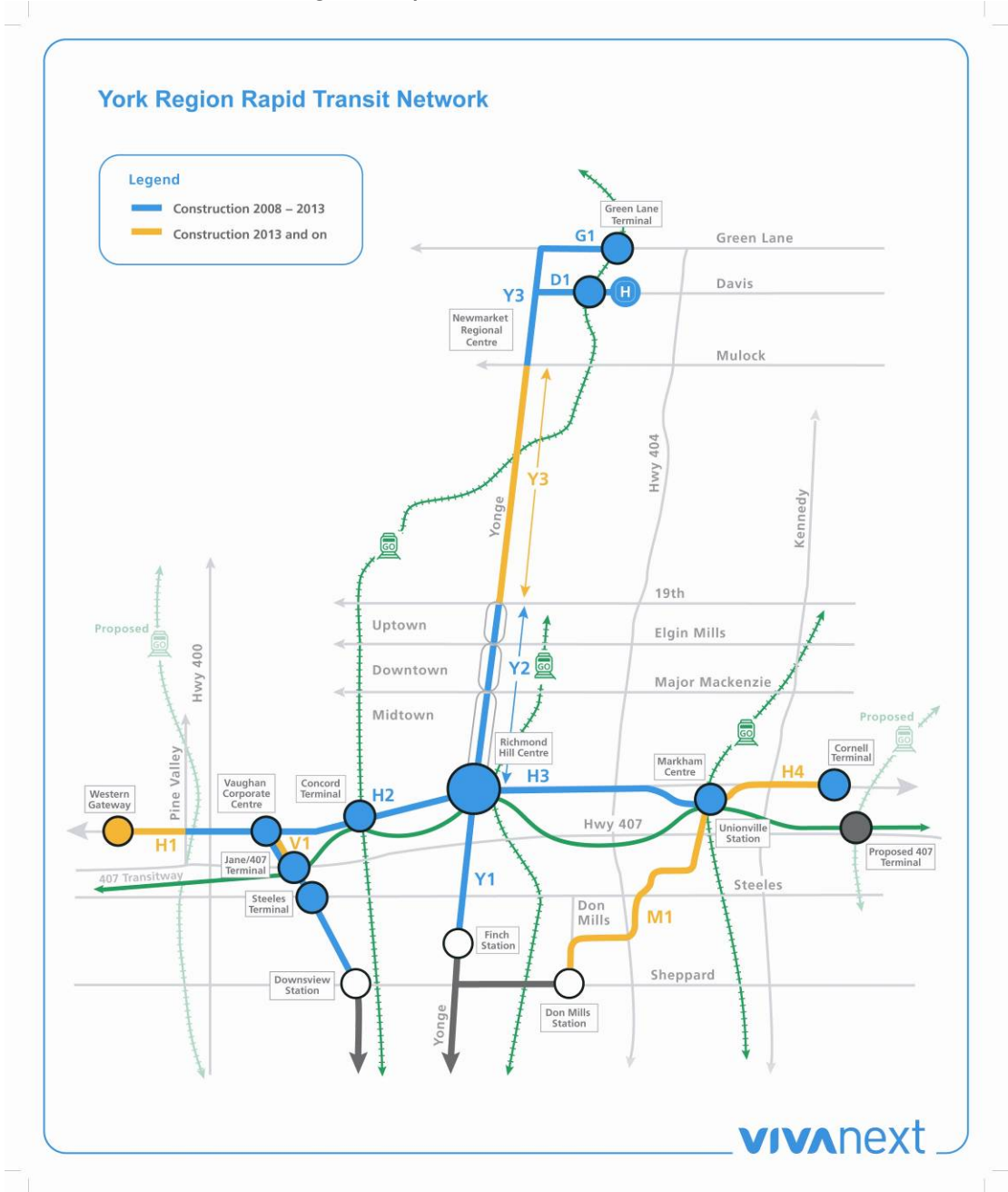


Figure 2
York Region Rapid Transit Network – vivaNext



4. ANALYSIS AND OPTIONS

4.1 VIVA BRT RAPIDWAYS

A detailed summary of activities during the month of November 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. The remaining drawings are expected to be completed by the end of the year. A public consultation session was held on November 26, and no issues were raised by the attendees.

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 – 85% complete.
- Drainage Design Report – 80% complete.
- Utility Identification and Coordination – 95% complete.
- Property Requirements and legal Descriptions – 95% complete.
- Preliminary Engineering Drawings – 90% complete.
- Transit Priority and ITS Deployment – 90% complete.
- Viva Station Design – 65% completed.

The property acquisition programme for H3 is underway

The survey work for H3 is nearing completion. 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 in January.



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

Phase I construction of the rapidway through the future Markham Civic Mall, including a vivastation at Warden Avenue, has begun and is expected to continue as long as weather permits. Any remaining construction will continue in the spring of 2009, with completion scheduled for next fall.

Y2 –YONGE STREET, HIGHWAY 7 TO 19TH AVENUE

Engineering layouts continue to be developed

The engineering layouts for the rapidway on the Yonge Street - Y2 corridor continue to be developed. 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 – 75% complete.
- Transit Priority and ITS Deployment Plan – 90% complete.
- Viva Station Design – 65% complete.

H2 – HIGHWAY 7, RICHMOND HILL CENTRE TO PINE VALLEY DRIVE

York Consortium 2002 continues to progress the conceptual design for the Highway 7 rapidways from Richmond Hill Centre to Pine Valley Drive (H2)

Ongoing work includes operational planning studies along Centre Street (including the interface with YRT at the Promenade Mall) and Highway 7 corridors, preliminary layouts including adding cycle lanes, development of structure widening alternatives at Highway 400, and updating of the master utility plan.

D1- DAVIS DRIVE, YONGE STREET TO SOUTHLAKE REGIONAL HEALTH CENTRE

The Environmental Assessment Report is complete and was filed for public review on December 5th

A notice of study completion was issued on December 4th and the public review period runs from December 5th to January 13th. Following a 40 day public review period (due to the holiday season) the environmental assessment will be approved subject to the technical team addressing Part II requests, if any.

The property acquisition programme for Davis Drive has begun

Staff will be reviewing the concept engineering work for the Davis Drive rapidways to finalize the extent of property acquisition programme along the Davis Drive corridor. The acquisition programme for the properties identified for buy-out is advancing. Following confirmation of property requirements on the balance of the lands, notification will be sent to all property owners along the corridor and the surveyors will be on site to conduct property surveys.

Once the survey plans are complete, staff will prepare offers for individual property owners based on the finalized appraisals. Staff expect to tender offers on the Davis Drive properties in the new year. Further reports on property acquisition will be brought forward early in the new year.

4.2 SITE SELECTION STUDY – O&M FACILITY

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

A study to identify and evaluate potential sites for an Operations and Maintenance (O&M) facility for the Viva fleet is underway. 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.

An initial workshop has been held with a follow-up to be held with Region staff early in December, 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 December.

4.3 PHASE 1 CAPITAL ENHANCEMENTS

The Jefferson Sideroad vivastation is now in service

Kiewit EllisDon has completed construction of a new vivastation on Yonge Street in the vicinity of Jefferson Sideroad. Jefferson station is now in revenue service.

Design of the Savage Road vivastation is progressing

York Consortium 2002 has been working on a preliminary engineering package for the new vivastation at Savage Road in Newmarket. The civil design has been submitted for review. The architectural design is in progress and expected to be complete before mid-December. 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 timing for the current RFP process is as follows:

- Release of Request for Proposal - December 12, 2008.
- Proponents' Meeting - January 7, 2009.
- Submission Date - February 13, 2009.
- Notification of Award - April 2009.

4.5 COMMUNICATIONS & PUBLIC ENGAGEMENT

Staff engaged the public by attending the Markham Transportation Summit and Markham Centre open house

A booth was staffed at the Markham Transportation Summit and Markham Centre open house to engage the visiting public in discussions about vivaNext and the proposed BRT projects. It is estimated that literature was shared with a total of over 400 people as staff engaged them in a discussion and answered their questions.

A joint news release with MTO and Town of Markham was issued on November 28 to highlight the commencement of construction on the Enterprise rapidway

A news release, which included quotes from Minister Bradley and Mayor Scarpitti, and Chairman Fisch, was issued on November 28 to highlight the commencement of construction on the Enterprise rapidway.

Staff continued to engage the business community in Newmarket by attending Newmarket Chamber of Commerce's annual general meeting

Staff engaged members of the Newmarket Chamber of Commerce in a social atmosphere to briefly discuss vivaNext, the proposed rapidway project along Davis Drive and to exchange contact information.

Staff were guest speakers at the Markham Accessibility Committee meeting

Staff engaged Committee members in a discussion about vivaNext and the proposed rapidways along Highway 7. The Committee was very interested in the design elements and how it can best serve people with disabilities. While supportive of the vivaNext projects, they do want to ensure that accessibility needs are incorporated.

Public engagements:

- November 17 - Richmond Hill, Committee of the Whole.
- November 17 - Vaughan, Committee of the Whole.
- November 19 - Markham Accessibility Committee.
- November 25 - Markham Development Services.
- November 26 - Open House, Premiere Ballroom.
- December - none confirmed at this time.

5. FINANCIAL IMPLICATIONS

Year to date activities have been focused on:

- Completing construction under the *Quick Start* design/build contract with Kiewit EllisDon – primarily the Pedestrian Bridge.
- Managing the two large preliminary engineering work programmes with York Consortium 2002 already underway at the onset of the year – Y1.OM and Y2.H3.
- Initiating new preliminary engineering/concept design work programmes for the remaining segments of the programme.
- Commencing property acquisition and construction on the first segments to incorporate rapidways into their design.

The contract status and respective costs of these activities are provided in Tables 1 and 2. It should be noted that a considerable amount of time and effort was associated with Metrolinx value for money and benefits case content.

Table 1
Recently Completed Work Programmes

Contract	Description	Proponent	Contract Amount	Final Payment
Quick Start, including Pedestrian Bridge				
Design Build	Construction of Quick Start Infrastructure	Kiewit EllisDon	\$74,253,593	\$72,856,665
Finch Terminal	Interior work	GO Transit	\$129,162	\$129,162
Finch Terminal	Exterior Work	GO Transit	\$791,250	\$649,832
Warranty Issues	Warranty Issue verification and management	Marshall Macklin Monaghan	\$33,019	\$30,887
Owner's Engineer – Pedestrian Bridge				
OE – Pedestrian Bridge	Project oversight; invoice verification	Marshall Macklin Monaghan	\$50,000	\$38,253
			\$75,257,024	\$73,704,799

There are currently 9 active work programmes worth a total of approximately \$31.7 million, as identified in Table 2. As at the end of October, just under \$18.8 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 2
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	\$241,188
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	\$9,407,141
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	\$7,029,780
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	\$81,518
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	\$0

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	\$18,782,257

The Phase I upgrade design/build projects 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 November 2008, relating to progress on the implementation of the vivaNext bus rapid transit programme, including Phase 1 capital enhancements, York University Bus Rapid Transit, 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 with the December 11, 2008 Rapid Transit Public/Private Partnership Steering Committee agenda.)