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VIVA PHASE 2 MONTHLY REPORT
February 2007



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;**
- 2. The communication and deputation by Sam Balsamo, Condor Properties Ltd., February 14, 2007, be received; and**
- 3. The recommendation contained in the following report, February 8, 2007, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report provides a description of the activities of the York Region Rapid Transit Corporation (YRRTC) during January 2007, particularly, progress relating to the design of Phase 2 rapidways and related communications activities, consultations relating to the Langstaff master planning, the results of re-tendering the construction of the Richmond Hill Centre pedestrian bridge, and activities relating to the development of a transit terminal in the Cornell area.

3. BACKGROUND

Rapid transit runs today in mixed traffic in the four key corridors as depicted in the illustration in Figure 1. Viva Phase 2 - Stage 1 provides for capital construction of 22 kilometres of segregated rapid transit lanes ("rapidways") in three segments: Y1, Y2 and

H3. The January 2007 Monthly Progress report provided a detailed update of the various aspects of the Viva Phase 2 – Stage 1 project.

4. ANALYSIS AND OPTIONS

The following identifies the major work highlights that have been underway in the rapid transit office during January 2007. A detailed outline of activities is provided in *Council Attachment 1*.

Progress has been made in further refining the rapidway design

- York Consortium 2002 (YC2002) submitted an updated property plan, which updates Reference Plans.
- One-on-one meetings with each of the utilities commenced as did development of the utility relocation strategy.
- YC2002 continued to develop the Yonge Street design and preliminary engineering for the rapidway, stations and terminals during January.
- Rapid transit staff and YC2002 continued to meet bi-weekly to review progress on and evaluate the options in the corridor.

Community meetings are underway to achieve public awareness and involvement on York Region's first rapidway

Three community meetings have been scheduled beginning in February. The meetings will introduce residents to Viva Phase 2 and begin the process of soliciting input from the general public.

Staff continued to engage the media, focussing on Viva Phase 2 and plans for the introduction of rapidways along the Y1 corridor.

Langstaff master plan developer consultation underway

We have had an initial meeting with Condor Properties Inc. and have agreed to share technical information. The Region has established a work program with Condor to investigate the opportunity for a combined O&M and transit oriented development (TOD) facility on the site that will conclude by the end of March. A technical meeting is scheduled for mid February to investigate the transportation issues and road capacities to support TOD and to share technical information regarding the Pomona Creek restoration.

Concurrently, YC2002/YRRTC staff will further investigate the financial and technical implications of restructuring the O&M facilities on the site to accommodate the TOD.

The rapid transit network plan update is nearing completion

This work is now nearing completion and draft findings will be reviewed with Committee in March.

Bridge between Richmond Hill Centre Terminal and Langstaff GO station has been re-tendered and we are ready to award construction

In 2004, GO Transit and York Region entered into a Memorandum of Understanding (MOU) regarding issues arising from the establishment of York Region's new rapid transit services, including a pedestrian bridge crossing the CN Bala Subdivision to connect passengers between the Richmond Hill Centre Viva Terminal and the Langstaff GO Rail Station. The bridge is to be constructed by the Region and cost-shared with GO Transit.

On February 17, 2005, Council authorized funding for construction of the bridge within the scope of the GO MOU, estimated at \$1.83 million per partner. On April 20, 2006 Council authorized York Region's \$3.15 million share of what was now a \$6.3 million project which, had substantially increased in scope, including a fully covered structure and wheel-chair accessibility. On May 12, 2006, the GO Board authorized GO Transit's 50% share of the cost to design and construct the newly specified bridge to a maximum of \$3.3 million.

Anticipating a construction start in the summer of 2006, Kiewit EllisDon (KED), the design-builder of the pedestrian bridge, requested bids from subcontractors. However, few bids were submitted, reflecting the substantial amount of construction activity that was underway in 2006, and the prices were significantly higher than had been estimated for the purpose of funding authorization in April 2006. Staff decided to wait until the end of the construction season to re-tender the project when the industry would be less busy, in the hope that price competition would be greater and prices lower.

In December 2006, the sub-contracted work was re-tendered and multiple bids were received, indicating that competitive bidding was being achieved. However, the low price bids for the work still exceeded the April 2006 estimate of \$6.3 million. This increase can be partly explained by the overall increase in 2006 construction prices, which averaged almost 7% in the Toronto area. Details regarding the majority of the additional project costs are provided in *Council Attachment 2*.

In January 2007, KED submitted a final cost estimate to YRRTC staff in the amount of \$7.03 million, which in part, reflected the increases in construction values being experienced in the GTA. Regional costs for property, insurance, and contract administration remain unchanged since April 2006 at \$0.6 million, resulting in a total project value of \$7.63 million. Although greater than the project cost approved by Council on April 20, 2006, this cost is within the Region's 20% cost increase allowance permitted by by-law.

The Region's owner's engineer to the project, Marshall Macklin Monaghan (MMM), undertook a thorough value engineering review of the project and has completed a due diligence on the award. In a letter dated February 1, 2007 (see *Council Attachment 3*), MMM has indicated that they are satisfied that the award is fair and reasonable.

Approval of the final project cost of \$7.63 million and 50% funding support is being sought from GO Transit.

Cornell Terminal

Presently, Regional Property Staff are undertaking an appraisal of the lands in Cornell. Also, external counsel for the Region is preparing an opinion and advice on the legal and practical ability of the Region to secure a dedication of the property for transit terminal purposes under the new provisions of the Planning Act. We will report back on the appraisal and the legal opinion in March with a recommendation of a preferred course of action to proceed with the acquisition of the Cornell terminal property.

5. FINANCIAL IMPLICATIONS

York Region has direct financial responsibility with regard to the 50% share of the capital improvements identified in the MOU with GO Transit. The bridge is part of the capital improvements identified in the MOU. Of that 50% share, the provincial and federal funding partners will provide 1/3 each under *Quick Start*, which results in York Region funding the remaining 1/3 share of half the capital item cost of the bridge, or approximately \$1.27 million.

6. LOCAL MUNICIPAL IMPACT

Viva Phase 2 is being closely coordinated with local planning activities along corridors, and with economic development strategies.

7. CONCLUSION

Work continued on Viva Phase 2 during January. The updated network plan is nearing completion. Progress has been made refining the design of the rapidways and community meetings are underway to raise public awareness of the first rapidway project. Consultation commenced with a developer regarding the Langstaff Master Plan and the Richmond Hill Centre pedestrian bridge is ready for contract award.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are included with this report.)