

9

VIVA DIRECT UNDERGROUND CONNECTION TO THE TORONTO-YORK SPADINA SUBWAY EXTENSION AT THE VAUGHAN METROPOLITAN CENTRE

The Finance and Administration Committee recommends the adoption of the recommendations contained in the following report dated January 26, 2011, from the Chief Administrative Officer.

1. RECOMMENDATIONS

It is recommended that:

1. Council approve the January 2011 request of the York Region Rapid Transit Board to provide funding support of up to \$18.0 million for the construction of the direct Viva BRT connection to the subway at the Vaughan Metropolitan Centre station.
2. Staff report back on the final cost estimate following completion of the design and exhaustion of dialogue with potential funding partners.
3. Council pre-approve the capital project expenditures up to \$18.0 million with the funding to be provided by the following options:
 - a) As a cost of the Spadina Subway extension project should project funds be available;
 - b) From any available overall York Region savings from the Spadina Subway projects; and
 - c) To the extent there is any shortfall of funding after options (a) and (b) have been exhausted, as a commitment to the General Capital Reserve Fund

2. PURPOSE

This report seeks Council approval for funding the construction costs for the underground portion of the direct Viva BRT connection to the subway at the Vaughan Metropolitan Centre at a cost not to exceed \$18.0 million.

This report also provides information on possible opportunities for these costs to be reimbursed to the Region from the Toronto-York Spadina Subway Extension project, should the total project cost of the subway construction come in under budget.

3. BACKGROUND

Following the January 13, 2011 York Region Rapid Transit Corporation (YRRTC) Board of Directors meeting, correspondence was received from the President of YRRTC indicating that the Board had adopted the following recommendations, and that they be brought forward to Finance and Administration Committee and Regional Council in February of 2011 for consideration.

1. The Board requests the Region to agree to fund all or part of the cost to construct the underground portion of the direct Viva BRT connection to the subway at the Vaughan Metropolitan Centre station, at a cost not to exceed \$18.0 million.
2. Staff report back on the final cost estimate following completion of the design and exhaustion of dialogue with potential funding partners.

York Regional Council previously approved \$1.3 million in funding for detailed design

In June of 2010, the York Region Rapid Transit Board considered the need for a direct underground connection between Viva BRT and the Spadina Subway at the Vaughan Metropolitan Centre station and requested that York Region fund the detailed design. On September 23, 2010, Council authorized \$1.3 million in funding to support the completion of a detailed design of the underground connection, through the adoption of Clause No. 30 of Report No. 7 of the Finance and Administration Committee.

YRRTC staff then worked closely with York Consortium 2002 and the Vaughan Metropolitan Centre station designers to advance the detailed design of the underground connection. The detailed design of the underground portion is approaching 90% completion and is included as part of the main Vaughan Metropolitan Centre station construction contract which is scheduled for tender release in March of 2011. The design of the surface platform is at approximately 30% and is proceeding as part of the Viva BRT H2 design package.

YRRTC Board recommended that YRRTC staff endeavour to recover the cost of final design and construction of the Viva connection at Vaughan Metropolitan Centre station from senior levels of government

In June of 2010, the Board also recommended that YRRTC staff endeavour to recover the cost of final design and construction of the Viva connection at Vaughan Metropolitan Centre station from senior levels of government. A letter was sent to the Ontario Ministry of Transportation (MTO) on July 23, 2010, outlining the need for the connection and requesting funding for its design and construction. A letter response from MTO was received on October 8, 2010, which noted that the direct connection is beyond the scope of either the Toronto-York Spadina Subway Extension or the Viva BRT projects, and

therefore the Province would not be providing any additional funding. A copy of the letter from the Province is included as *Attachment 1*.

The Province did however, through the \$1.4 billion “5 in 10” funding, commit to fund construction of the surface components of the direct connection as part of the Viva BRT H2 design. The surface component of the direct connection includes wider BRT platforms, larger canopy structures and additional property requirements. The unfunded underground portion of the direct connection includes construction and fit-out of an underground concourse located adjacent to the subway concourse, as well as the installation of vertical transfer elements, such as elevators, escalators and stairs.

As these costs were not contemplated in the original estimates for the subway project, there is currently no funding source identified for construction of the underground portion of the direct connection.

4. ANALYSIS AND OPTIONS

The direct connections to the Viva platforms at Vaughan Metropolitan Centre station need to be constructed as part of the main station construction contract to ensure they are operational for the opening day of the subway

The Toronto-York Spadina Subway Extension Executive Task Force (ETF) directed the subway project team to include the design and construction of the direct Viva platform connections as part of the main station construction contract. This was done to ensure that this critical piece of infrastructure was operational for the opening day of the subway. The ETF is comprised of six (6) senior municipal staff, three (3) from York Region, and three (3) from the City of Toronto and is responsible for overseeing the development and construction of the Toronto-York Spadina Subway Extension. The subway design and construction is managed by the Toronto Transit Commission (TTC).

York Region staff continue to pursue funding of the underground connection through the Spadina Subway project

The Spadina Subway project team has estimated that the construction cost for the underground portion of the direct connection from the Viva platforms to the subway station will be approximately \$18.0 million, which includes the underground concourse and vertical transfer elements. The TTC is currently working on a more detailed estimate and it is expected that the cost may be reduced when this is produced.

The construction cost of the direct connection will also be mitigated to some extent by cost savings realized by the subway project. The construction of the Viva BRT H2 project reduces the amount of road reinstatement work that the Spadina Subway project needs to undertake, and therefore may lead to some cost savings.

A funding source for the underground connection needs to be secured before the Vaughan Metropolitan Centre Station contract can be tendered in March of 2011. To meet this date a Board recommendation was required in January of 2011, followed by reports to Finance and Administration Committee and endorsement by Regional Council in February of 2011.

Preliminary discussions within the Spadina Subway project team and amongst Executive Task Force members have resulted in consideration being given to funding a portion or all of these costs should cost savings on the overall construction project be realized. It is the intent that this process will be coordinated through Executive Task Force meetings and any progress will be reported to Regional Council.

5. FINANCIAL IMPLICATIONS

The estimated cost for the construction of the direct underground connection is \$18.0 million. This cost will be mitigated to some extent by cost savings that are realized by the Toronto-York Spadina Subway Extension for works being done by the Viva BRT H2 project. These savings will be directly applied to the cost of the direct underground connection.

The cost of the construction has been included in the York Region Rapid Transit 2011 capital budget request. It is proposed that Council pre-approve the capital project expenditures up to a maximum of \$18.0 million with the funding to be provided by the following options:

- a) As a cost of the Spadina Subway extension project should project funds be available;
- b) From any available overall York Region savings from the Spadina Subway projects; and
- c) To the extent there is any shortfall of funding after options (a) and (b) have been exhausted, as a commitment to the General Capital Reserve Fund

6. LOCAL MUNICIPAL IMPACT

There is a significant positive impact to the users of both the BRT and Spadina Subway in ensuring an efficient transition between the two systems that will be achieved through the construction of the Viva direct underground connection to the Spadina Subway project at the Vaughan Metropolitan Centre.

7. CONCLUSION

The design for the Vaughan Metropolitan Centre station on the Spadina Subway project includes an underground connection from the Viva platform on Highway #7. It is

prudent to make the connection along with the construction of the subway project to, among other things, minimize the construction inconvenience on Highway #7 and maximize the benefit to transit patrons living or working in the City of Vaughan and elsewhere in the Region.

The connection is not currently funded within project budgets for either the Spadina Subway or vivaNext projects. It is recommended that Regional Council pre-approve up to \$18.0 million identified in the proposed 2011 Rapid Transit capital budget.

For more information on this report, please contact Dino Basso at Ext. 1202.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the February 3, 2011 Committee meeting.)

Ministry of
Transportation

Ministère des
Transports



Policy and Planning Division
Transit Policy Branch
777 Bay Street, 30th Floor, Suite 3000
Toronto, Ontario M7A 2J8

Tel. (416) 585-7347
Fax. (416) 585-7343

October 8, 2010

Ms Mary Frances Turner
President
York Region Rapid Transit Corporation
3601 Highway 7 East, Twelfth Floor
Markham ON
L3R 0M3

Dear Ms Turner:

Re: Spadina Subway VIVA BRT Passenger Connection Funding

Thank you for your letter of July 23, 2010 and update on work underway to design the connection between the VIVA Bus Rapid Transit (BRT) project and the future Vaughan Metropolitan Centre (VMC) station on the Toronto York Spadina Subway Extension (TYSSE).

The province has provided \$870 million in funding through the Move Ontario Trust (MOT) to support the extension of the Toronto-York Spadina Subway from Downsview Station to the Vaughan Metropolitan Centre at Highway 7 in York Region. This provincial contribution to the MOT represents the total amount of funding that the Province can make available for this project. Any additional costs beyond the project budget are the responsibility of the TTC/City of Toronto and York Region.

In addition, the province is funding (through Metrolinx) the VIVA BRT. We appreciate the desire to avoid having passengers cross Highway 7 at grade to transfer between the VIVA BRT and YYSSE, however the underground connection for the transfer is not included in the current VIVA BRT or YYSSE budgets and was also not part of the original scope in the EA approval. As this request is beyond the approved scope, regrettably we can not confirm provincial funding support.

Please contact me if you have any questions. I look forward to continuing our work together on implementing these important projects for the residents of Toronto and York Region.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Posluns', with a stylized flourish at the end.

Andrew Posluns
Director, Transit Policy Branch

c: Scott Thompson, Assistant Deputy Minister, Policy and Planning Division
Jack Collins, Metrolinx, Vice President, Project Implementation