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VIVANEXT BUS RAPID TRANSIT MONTHLY REPORT APRIL 2009

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

- 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 April 2, 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 March 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme, including related communications and public engagement activities. It also contains a summary of project expenditures for the year 2008 and the status of purchase orders as at December 31, 2008.

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

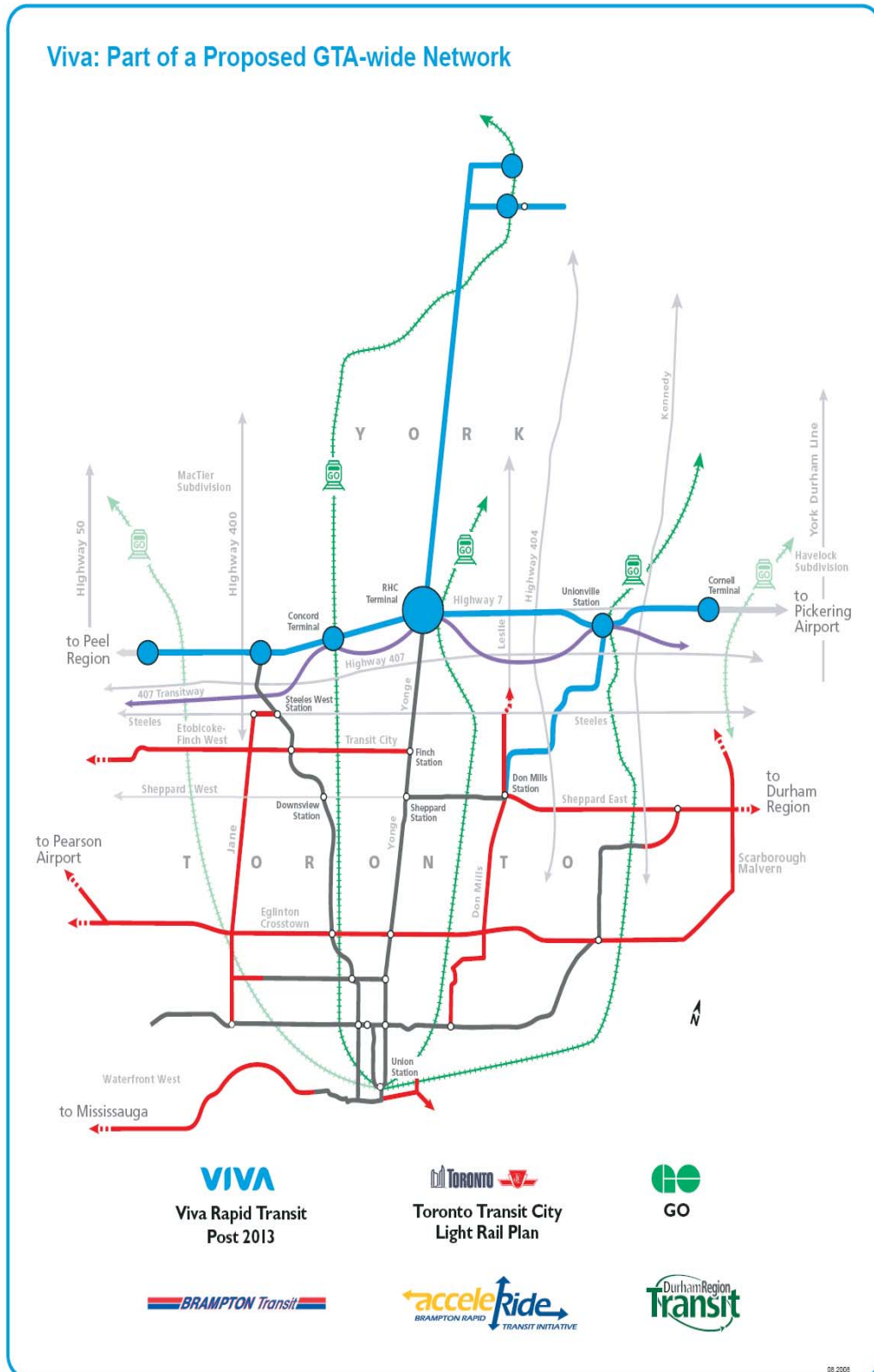


Figure 2
York Region Rapid Transit Network – vivaNext



4. ANALYSIS AND OPTIONS

VIVA BRT RAPIDWAYS

H3 - Highway 7, Richmond Hill Centre to Unionville GO/Kennedy Road

Preliminary Engineering 30% design is now complete

Preliminary engineering activities for the H3 corridor are now complete for the section from Yonge Street to Warden Avenue and preparations are now underway to commence the procurement process for the design-build phase.

A separate report on this agenda highlights the detailed work on the H3 rapid transit corridor and the proposed procurement process.



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

This section of the H3 rapidway is being implemented in two phases through an allocation of Quick Wins money:

- Phase 1, which is now complete, included drainage and other underground works from Warden Avenue to Birchmount Road.

- Phase 2 includes the vivaNext station at Warden Avenue, grading, base and surface works for the rapidway over the entire length of the Civic Mall and for the jug-handle west of Warden Avenue.

A bid price is presently being prepared by Kiewit EllisDon for design-build of Phase 2. Concurrently, the Owner's Engineer is preparing a shadow bid for the works in accordance with the Going Forward Agreement. Construction of Phase 2 is scheduled to start in June 2009.

Y2 –Yonge Street, Highway 7 to 19th Avenue

Preliminary Engineering 30% design is now complete

Preliminary engineering activities for the Y2 corridor are now complete for the section from Highway 7 to 19th Avenue.

The preliminary engineering drawings and capital cost estimate will be complete in summer 2009. Construction is currently anticipated to commence in 2011.

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

Conceptual design plans are being prepared to enable property requirements to be determined and are about 70% complete. Conceptual design work is also being integrated with ongoing planning work for the interface with the Spadina Subway Extension at the Vaughan Corporate Centre.

Once conceptual design is complete, the work programme with York Consortium 2002 will be advanced to preliminary engineering, following confirmation with the Owner's Engineer, that their bid is cost competitive and within budget.

H2 – Highway 7 from Pine Valley Drive to Richmond Hill Centre, is presently nearing the end of concept design; a level of design that is adequate to determine property requirements (to 15% design) but not adequately substantial to move to a guaranteed maximum price exercise for design/build activities.

Council authorization was provided on April 17, 2008 to retain York Consortium 2002 to undertake the Highway 7 (H2) Rapidway preliminary engineering, provided that their proposal was cost competitive and within budget. Following an extensive bid process, supported by the Owner's Engineer, the York Region Rapid Transit Corporation awarded the concept level engineering work to York Consortium 2002 to establish property requirements with the intention of moving to full preliminary engineering once the project delivery mechanism through Metrolinx was understood.

It is now anticipated that this segment of work will be bundled with Y2 – Yonge Street from Richmond Hill Centre to 19th Avenue in an alternative financing and procurement model with Infrastructure Ontario. Hence, it is appropriate to bring the level of design of H2 to the same level of design as Y2.

A new business proposal will be requested from York Consortium 2002 to carry out H2 preliminary engineering

With the concept design work now expected to be complete in May 2009, it is proposed to move forward with preliminary engineering. In order to capture the benefits of the concept design work and the availability of more detailed plans and information, it is proposed to seek a new business proposal from YC2002 to carry out the preliminary engineering work.

The Quick-Wins Tranche 2 project list for York Region was approved in the Provincial Spring Budget on March 25, 2008 and included funding for preliminary engineering for H2.

D1 - Davis Drive, Yonge Street to Southlake Regional Health Centre and Yonge Street, Mulock Drive to Green Lane

Environmental Assessment Part II Order decision has been made

Staff is currently working with the Ministry of the Environment to address issues raised in Part II Order requests received during the public review of the Class EA.

York Consortium 2002 has completed the conceptual design for the Davis Drive rapidways from Yonge Street to Southlake Regional Health Centre

Conceptual design plans for this section of rapidways are now complete. The scope of the preliminary engineering work programme has been developed by the Owner's Engineer, and refined through discussion with YC2002 and rapid transit staff. YC2002 will submit a business proposal and the Owner's Engineer will submit a shadow bid for the work. This next phase of work will also include the rapidways on Yonge Street from Mulock Drive to Davis Drive and an early works project on Davis Drive as approved by Council on March 19, 2009, and facilities required to extend Viva service northward to the East Gwillimbury GO Station, for construction commencement in 2009.

COMMUNICATIONS AND PUBLIC ENGAGEMENT

As staff continue with the land acquisition process with affected property owners, the Community Liaison Specialist continues to engage the public, tenants and property owners in dialogue

While staff continues with the land acquisition process, the Community Liaison Specialist continues to meet with stakeholders in the community. This effort will continue so that tenants, the general public and Chambers of Commerce can be kept up to date on the project's status and have an avenue to pursue their questions.

Staff met with the Town of Newmarket regarding the establishment of a project task force and communications sub-committee

In preparation for coordinating construction activities along Davis Drive and communication efforts, staff was invited to join officials from the Town of Newmarket to discuss establishment of a project task force and communications sub-committee. Routine meetings will be scheduled to help coordinate this project. Staff are also preparing a communications plan to keep the public and stakeholders informed during the final design stage leading into construction.

5. FINANCIAL IMPLICATIONS

Final costs for the 2008 year have been assembled. The following bullet points summarize the key financial activities for the year:

- The 2008 capital budget was for \$103,928,000, including subway costs and bus rapid transit activities. A total of \$30,503,034 was spent with \$16,947,857 being expensed in the last quarter of the year.
- The total value of open purchase orders was \$33,505,676 as at year end. Of that amount, \$23,749,169 has been expensed.
- Project contingencies have been approved to \$2,675,351, representing 8% of contract awards. Contingencies generally relate to studies and investigative work to advance next stages of work.

The status of purchase orders, by work programme or activity, is provided in Table 1.

Table 1
Status of Open Purchase Orders as at year end 2008

Environmental Assessment, Concept Level Design and Preliminary Engineering Work Programme Agreements						
	Original Contract Value	Changes to Contract Value	Current Contract Total	Expenditures to Date	Project Contingencies - Upset Limit	Project Contingencies - Invoice to Date
Yonge Street from Richmond Hill Centre to 19 th Avenue (Y2) and Highway 7, from Richmond Hill Centre to Kennedy Road – Preliminary Engineering (H3)	\$11,565,725	\$0	\$11,565,725	\$8,542,545	\$1,402,008	\$530,293
Yonge Street from Steeles Avenue to Richmond Hill Centre (Y1) and Operations and Maintenance Facility (original facility)	\$10,500,000	\$0	\$10,500,000	\$9,529,268	\$1,273,343	\$1,129,767
Cornell Terminal – Site Plan Design and Development	\$295,767	\$0	\$295,767	\$119,313		
Highway 7 from Pine Valley Drive to Richmond Hill Centre (H2) – Concept Level Design	\$3,424,792	\$0	\$3,424,792	\$881,786		
Davis Drive (D1) - Concept Level Design	\$195,331	\$0	\$195,331	\$87,463		
Phase 2 Communications	\$915,714	\$0	\$915,714	\$324,277		
Design/Build and Build Only Work Programme Contracts						
	Original Contract Value	Changes to Contract Value	Current Contract Total	Expenditures to Date	Project Contingencies - Upset Limit	Project Contingencies - Invoice to Date
Jefferson Station Contract	\$831,287	\$0	\$831,287	\$739,508		
Owner's Engineer Contract						
	Original Contract Value	Changes to Contract Value	Current Contract Total	Expenditures to Date	Project Contingencies - Upset Limit	Project Contingencies - Invoice to Date
Owner's Engineer Contract	\$3,694,340	\$0	\$3,694,340	\$2,071,611		

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 January and February 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme, and related communications and public engagement activities. It also contains a summary of project expenditures for the year 2008 and the status of purchase orders as at December 31, 2008.

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.