

7

VIVANEXT BUS RAPID TRANSIT MONTHLY REPORT May 2009

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report dated April 30, 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 April 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme, including related communications and public engagement activities, Phase 1 enhancements, and the selection of an operations maintenance and storage facility site.

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

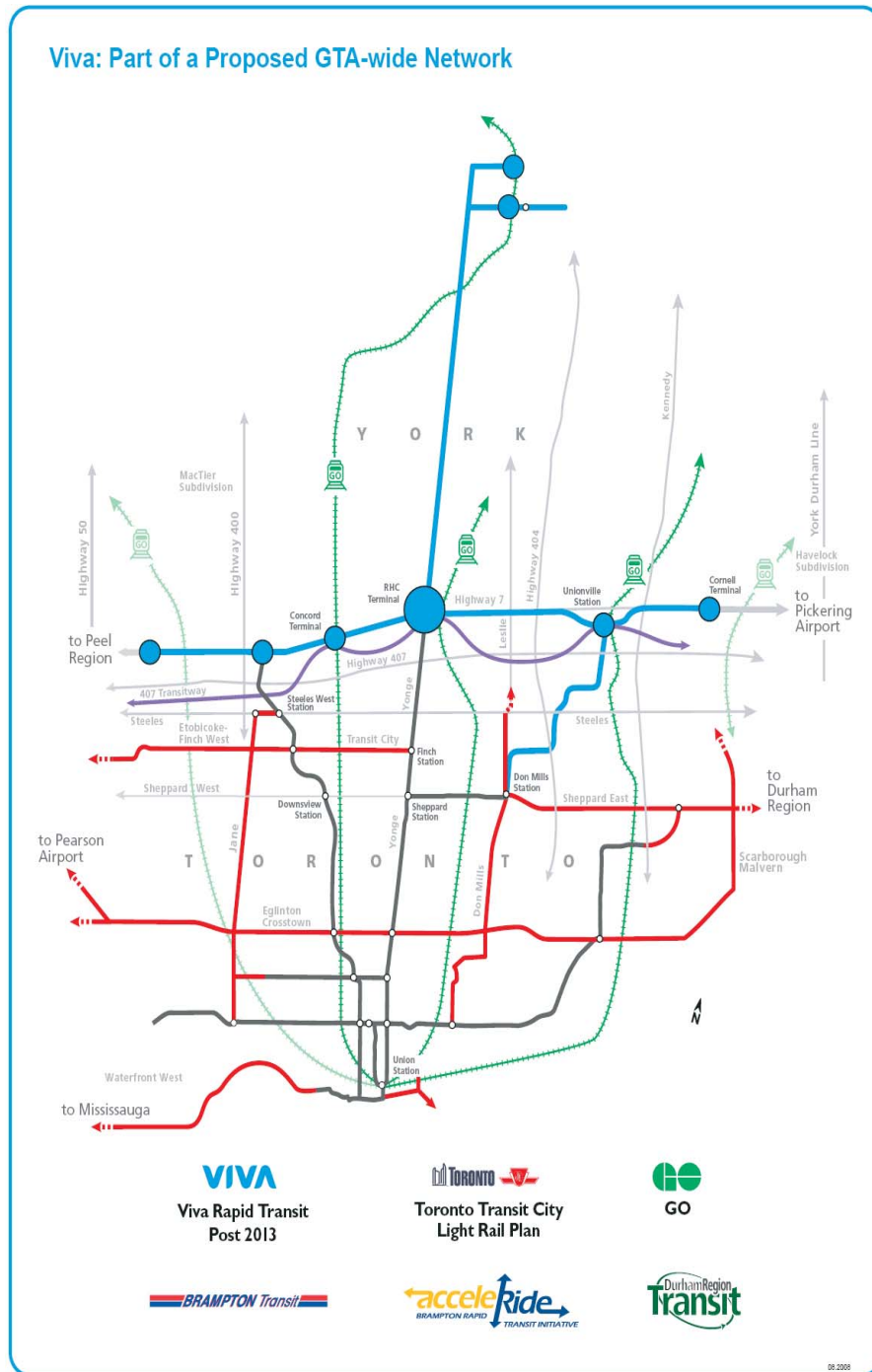


Figure 2
York Region Rapid Transit Network – vivaNext



4. ANALYSIS AND OPTIONS

4.1 VIVA BRT RAPIDWAYS

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

Kiewit EllisDon have begun preparation for the development of a Guaranteed Maximum Price

In March, Council authorized staff to commence the cost competitive process for the award of the design build phase of the H3 rapidway segment.

With completion of the H3 Preliminary Engineering, the GMP drawings are presently being updated prior to release for tender to incorporate KED clarifications to improve constructability. The tenders will be developed over the next reporting period for a target release date for subcontract pricing of June 1st.

In the meantime KED continues with the following:

- Development of quantity estimates,
- Development of a capital budget, required by June 1st,
- Development of a construction staging plan that will see a minimum of two work fronts, and is a necessary part of the tender documentation.

A design build contract is targeted for August 2009

The GMP is expected to be submitted in mid July, and this will then undergo the cost competitive process under the Going Forward Business Arrangement Framework Agreement. Subject to the proposed price being found to be cost competitive, it is then expected that a design build construction contract will be awarded in August 2009, for completion by the end of 2012.

Property acquisition is expected to be complete in September 2009

All property required for construction is expected to be available for construction access by end of September 2009

Utility relocations may begin along the H3 portion of rapidways this summer

Where property takings are not necessary for construction and the available right-of-way is sufficient, then staff is examining whether utility relocations in those locations can begin as early as this summer. Where property takings are required, then subject to successful acquisition, the relocations should begin in the fall of this year.

Utility relocations are a pre-requisite to construction, and the GMP will be based on an overhead relocation of power transmission facilities. The design for an above ground

relocation has now been completed, and should underground relocation be required then this will be dealt with as a change, and will also impact the construction sequence and completion date for that segment of rapidways only since the design for any underground relocations will first have to be completed. Any requirements for underground relocation will be the subject of a future report.

The Rapid Transit Office, the Town of Markham and GO Transit are continuing to work together on the interface of vivaNext with the Markham Centre east precinct

The development includes a major transportation hub at the Unionville GO Station.

The Preliminary Engineering for the H3 corridor from Birchmount Road to the future Sciberras Road extension, and then easterly to Kennedy Road, is anticipated to be completed in summer 2009.



Design Build negotiations are underway for the Civic Mall rapidway works

This section of the H3 rapidway is being implemented in two phases. The Phase 1 underground works between Rouge Valley Drive and Birchmount Road are now complete. A Guaranteed Maximum Price (GMP) submission is presently being prepared by Kiewit EllisDon for design-build of Phase 2, which includes the construction of the rapidways from Warden Avenue to Birchmount Road (including the “jug-handle” connection at Warden Avenue) and the first vivaNext station at Warden Avenue.

Concurrently, the Owner's Engineer is preparing a shadow bid for the works in accordance with the Going Forward Agreement. Review of the GMP proposal is scheduled to be completed by late May, and the Phase 2 construction is scheduled to start in July 2009, for completion by July 2010.

Authorization to Proceed with Final Design for the Canopy and Station has been released to York Consortium 2002

The final engineering work for the canopies and stations has commenced and will be completed by July. This will allow all permits and approvals necessary for the canopy to be obtained prior to letting the subcontract for fabrication.

Y2 –Yonge Street, Highway 7 to 19th Avenue

Draft Preliminary Engineering drawings have been submitted

Preliminary engineering drawings for the Y2 corridor are now complete and have been circulated to the Rapid Transit Office, the Owner's Engineer and the Town of Richmond Hill for review and comment.

The preliminary engineering drawings and capital cost estimate will be complete in summer 2009. Construction is currently anticipated to commence in 2011, and be complete by the beginning of 2014.

H2 – Highway 7, Richmond Hill Centre to Pine Valley Drive

The conceptual design for the Highway 7 rapidways from Richmond Hill Centre to Pine Valley Drive is nearing completion

Conceptual design plans are being prepared to enable property requirements to be determined and are scheduled to be completed in May. Technical Study Reports have been received for the widening of the bridge over Highway 400, intersection locations and operation on Centre Street and the rapidway configuration between Bathurst Street and Yonge Street. Options for the interface with the Promenade Mall Terminal are presently being finalized for operational analysis in consultation with York Region Transit. Conceptual design work is also being integrated with ongoing planning work for the interface with the Spadina Subway Extension at the Vaughan Corporate Centre.

It is anticipated that construction start would begin in 2011 and would be complete by the end of 2013.

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

Environmental Assessment for North Yonge has been approved

On April 2, 2009 the Ministry of the Environment issued approval for the Class EA, responding to the Part II requests, and allowing the project to proceed subject to the necessary permits and approvals.

York Consortium 2002 has completed the conceptual design for the Davis Drive rapidways from Yonge Street to Southlake Regional Health Centre and negotiations are in progress to begin preliminary engineering

Conceptual design plans have now been finalized and submitted for the Davis Drive rapidways, and property acquisition is underway. YC2002 has submitted a business proposal and the Owner's Engineer has submitted a shadow bid for the preliminary engineering work, both of which are under review. The work programme will also take the design of the bridge over the East Holland River to the level of design necessary to begin bridge works in Q4 2009, subject to the necessary construction approvals.

VivaNext Operations, Maintenance and Storage Facility

Two preferred locations for a possible Operations, Maintenance and Storage Facility for the vivaNext service have been identified

Two possible locations have been identified to serve as a site for an Operations, Maintenance and Storage Facility (OMSF) for vivaNext service. The sites are both located between Leslie Street and Highway 404 between 16th Avenue and Elgin Mills Road and meet the locational characteristics for optimal siting of the OMSF.

Property services have begun the appraisal process on both sites, and it is expected that a fulsome report will be submitted in the next reporting period with recommendations for the award of preliminary engineering, design and land acquisition. The new facility is scheduled for completion no later than 2013 and is to be constructed through federal and provincial funding.

The budget for the preliminary engineering costs for the OMSF is the subject of a separate item on this agenda. A larger budget than is necessary for the preliminary engineering efforts exists in the 2009 capital budget and a portion of it is being recommended for reallocation to the Don Mills/Leslie LRT environmental project.

The funding for this project is anticipated as follows:

- Preliminary Engineering, Final Design and Construction – 50% Federal and 50% York Region (FLOW funding)
- Land – 100% Province (Quick Wins)

4.2 VIVA PHASE 1 ENHANCEMENTS

Commencement of Savage Road vivastation construction is planned for this month

Kiewit EllisDon has submitted a bid proposal for construction of a curbside vivastation at Savage Road in Newmarket. This proposal will be reviewed by the Owner's Engineer under the Cost Opinion Evaluation Process for Projects under \$1,500,000. Should Kiewit EllisDon be successful, construction will begin this month and is anticipated to be complete in August.

4.3 COMMUNICATIONS AND PUBLIC ENGAGEMENT

Staff attended the Newmarket Home Show in a continuing effort to engage and inform the public about vivaNext

Staff attended the 13th annual Newmarket Home Show which ran on April 2-3, 2009. The event was well attended and provided the opportunity to speak to hundreds of people about vivaNext and to provide them with information.

Staff worked with the developer to include vivaNext material in their welcoming packages for new home owners along Enterprise Boulevard in Markham

The rapidways are just steps away from a new, mixed-use development along Enterprise Boulevard, making the inclusion of vivaNext information in the welcoming packages an important advantage. Staff will continue to work with the developer to welcome and inform new homeowners and businesses as they take ownership of their property.

The Community Liaison Specialist continues to engage the public, tenants and property owners in dialogue.

While staff continued the land acquisition process, the Community Liaison Specialist continued 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 by which to pursue their questions.

5. FINANCIAL IMPLICATIONS

As indicated in Table 1, a total of \$36.0 million has been expended on procurement contracts. These expenditures are not limited to 2009 activity and relate to work programs that are currently ongoing.

Table 1
Status of Open Procurement Contracts

Awarded to	Purpose	Contract Award	Spent to Date	Remaining Amount
MMM Group Ltd	Pedestrian Bridge Quality Assurance	\$50,000	\$43,965	\$6,035
MMM Group Ltd	Quick Start Warranty Issues	\$33,019	\$31,967	\$1,052
York Consortium 2002	Phase 2 Communications	\$915,714	\$379,979	\$535,735
WeirFoulds	Legal Services	\$2,911,877	\$2,747,228	\$164,649
McCormick, Rankin Corporation	Owner's Engineer	\$3,694,340	\$2,302,937	\$1,391,402
Van Hool	Buses - RTVs	\$8,948,181	\$8,944,120	\$4,061
Kiewit Ellis Don	Enterprise - Phase I	\$512,757	\$0	\$512,757
Kiewit EllisDon	Jefferson Station	\$831,287	\$831,286	\$1
TTC	Downsview Station	\$247,000	\$0	\$247,000
York Consortium 2002	Y1.OM Preliminary Engineering	\$10,500,000	\$9,619,204	\$880,796
York Consortium 2002	Y2.H3 Preliminary Engineering	\$11,615,725	\$9,752,457	\$1,863,268
York Consortium 2002	Cornell Terminal - Site Plan/Concept Design	\$295,767	\$119,313	\$176,454
York Consortium 2002	H2 Concept Level Design	\$3,424,792	\$1,168,009	\$2,256,783
York Consortium 2002	Davis Drive Concept Level Design	\$195,331	\$87,463	\$107,867
		\$44,175,790	\$36,027,929	\$8,147,862

Table 2 provides an accounting of expenditures year-to-date, in comparison to the 2009 Capital Budget. Only projects for which work is currently on-going are listed in Table 2.

Table 2
Expenditures Year-to-March 31, 2009 in Relation to 2009 Capital Budget

Description	Expenditures Year to Date	2009 Budget	Funding Source	Net Anticipated Cost to Region
QuickStart	\$5,537	\$223,890	York Region	\$223,890
Phase II RTVs	\$2,047,647	\$27,587,836	QuickWins & 50/50 FLOW	\$14,817,742
Project Management Office - to be redistributed to capital projects	\$130,482	\$0	QuickWins	\$0
O&M Preliminary Engineering	\$5,797	\$6,873,000	50/50 FLOW	\$3,436,500
Phase 2 Communications	\$186	\$573,041	QuickWins & \$1.4 Billion	\$0
H3 Enterprise DB	\$1,520	\$8,580,822	QuickWins	\$0
D1 Land	\$169,184	\$41,651,507	QuickWins & \$1.4 Billion	\$0
H3 Preliminary Engineering	\$48,178	\$2,791,233	QuickWins	\$0
H3 Design Build	\$635	\$29,153,096	\$1.4 Billion	\$0
H3 BRT Land	\$3,229,195	\$19,461,699	QuickWins (Enterprise) & \$1.4 Billion	\$0
H4 Cornell Terminal Stage 1 DB	\$503,240	\$1,957,808	QuickWins	\$0
Y2 Preliminary Engineering	\$547,831	\$2,828,712	QuickWins	\$0
Phase I Upgrades	\$640	\$2,938,192	York Region	\$2,938,192
Y3 BRT North Yonge EA	\$7,759	\$111,452	QuickWins	\$0
	\$6,697,831	\$144,732,288		\$21,416,324

Year to date, the York Region Rapid Transit Corporation has expended \$6.7 million of a total \$144.7 million budget. The costs associated with the Project Management Office related to Owner's Engineer fees will be allocated to capital projects.

Staff is currently working with Metrolinx to secure details regarding the \$1.4 billion funding announcement. YRRTC has provided Metrolinx with the 2009 monthly cash flow requirements and 2009 multi-year contract commitments and are waiting for confirmation of the details regarding cash flow and contractual arrangements. In the interim, staff continue to rely on the previously secured funding for the project to continue project progress, and have advised Metrolinx that these monies will be exhausted or committed by mid-July 2009. To date, \$12.6 million in expenditures have been funded from the \$67.6 Quick Wins reserve.

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 April 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme and related communications and public engagement activities, Phase 1 enhancements, and selection of an operations, maintenance and storage facility site.

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.