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VIVANEXT BUS RAPID TRANSIT MONTHLY REPORT June 2009

The Rapid Transit Public/Private Partnership Steering Committee recommends:

- 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 June 4, 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 May 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 operations, maintenance and storage facility.

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 Viva 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

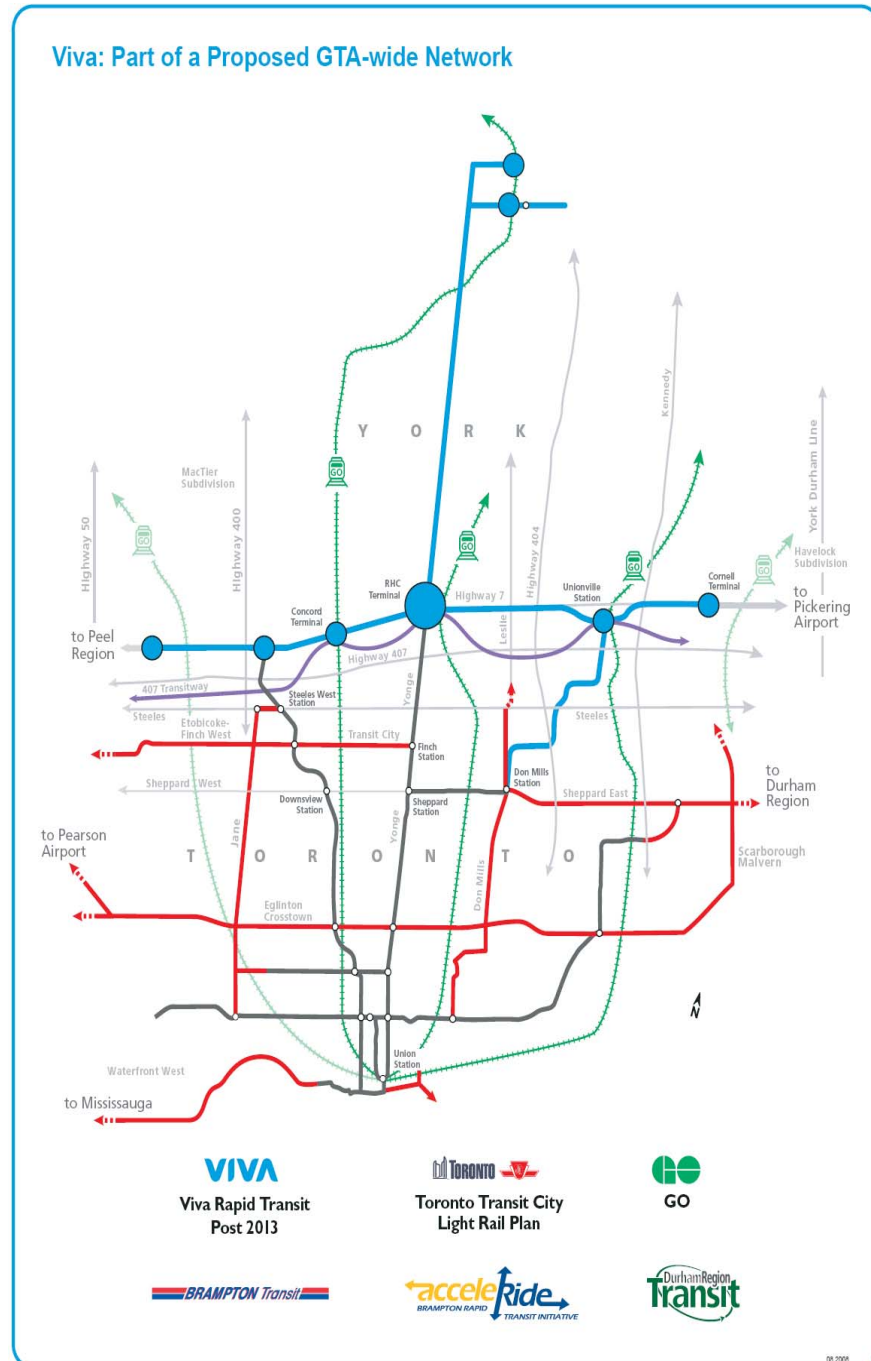


Figure 2
York Region Rapid Transit Network – vivaNext



4. ANALYSIS AND OPTIONS

4.1 VIVA BRT RAPIDWAYS

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

Ready to move to final design and construction over the summer

Kiewit EllisDon continues development of a Guaranteed Maximum Price for the section of H-3 from Warden Avenue to Richmond Hill Centre with a design-build contract targeted for late summer 2009.

The Expropriation Hearing of Necessity was held on April 29, 2009. The Inquiry Officer has issued the hearing report in favour of the request for land takings for this project.

In order for property acquisition to be complete by October 2009 and be available for construction access by end of October 2009, Council needs to provide direction on whether to proceed with the filing of Plans of Expropriation. A separate report on this agenda highlights the Hearing of Necessity Report for the H3 rapid transit corridor.

Final scheduling is underway with utilities to initiate relocations along the Highway 7 portion of rapidways from the Richmond Hill Centre to Warden Avenue (H3) this summer where additional land is not required to facilitate utility relocation.



Final design for stations and canopies has begun

Design Build negotiations are underway for the Civic Mall rapidway works with the design-build bid scheduled to be received in June. The award of this work would be subject to the successful negotiation of a price for the work, which will be evaluated pursuant to either the Shadow Bid process or the Cost Confidence process. In the meantime, through a limited Notice to Proceed, Kiewit EllisDon is progressing the final design for the Warden Station and canopies.

Y2 –Yonge Street, Highway 7 to 19th Avenue

No major updates to report.

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

No major updates to report.

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

Preliminary engineering work is proceeding on track and on budget

York Consortium 2002 has begun Preliminary Engineering following successful negotiation of a price for the work, which was evaluated through the Shadow Bid process in conjunction with the Owner's Engineer.

Initial work has started on identifying an early works capital project that could be advanced to allow for a 2009 construction programme. The review encompasses the section of Davis Drive from Main Street to Prospect Street and is focused on the Keith Bridge replacement over the East Holland River.

The Expropriation Hearing of Necessity was held from May 12 to 15, 2009. It is anticipated that the Inquiry Officer will issue a hearing report prior to the June 25 Council meeting. If received, a separate report will be prepared to highlight the Hearing of Necessity Report for the D1 rapid transit corridor.

Operations, Maintenance and Storage Facility

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

A technical report has been prepared by the Owner's Engineer to validate the preferred locations for an Operations, Maintenance and Storage Facility.

Subject to direction on procurement, a work programme is under development that would allow Preliminary Engineering to progress or otherwise to develop a performance specification for a design-build contract.

In the meantime, appraisals are being conducted for the two preferred sites, both located between Leslie Street and Highway 404 between 16th Avenue and Elgin Mills Road, with a view to bringing forward a recommendation to purchase the property in September. This will then allow design requirements to be finalized and a design-build contract awarded in Q1 2010 for completion before the end of 2012.

4.2 VIVA PHASE 1 ENHANCEMENTS

Following successful negotiations, the Savage Road vivastation construction has been awarded to Kiewit EllisDon

Kiewit EllisDon submitted a bid proposal for construction of a curbside vivastation at Savage Road in Newmarket. This proposal has been reviewed by the Owner's Engineer under the Cost Opinion Evaluation Process for Projects under \$1,500,000. The Kiewit EllisDon proposal was successful, and construction has begun and is anticipated to be complete at the end of August for revenue service in September.

4.3 COMMUNICATIONS AND PUBLIC ENGAGEMENT

Staff attended the Aurora Chamber Street Festival in a continuing effort to engage and inform the public about vivaNext

Staff attended the 14th annual Aurora Chamber Street Festival on Sunday, June 7, 2009. The event was well attended and provided us an opportunity to speak to hundreds of people about vivaNext and to provide them with information.

Staff will continue to engage and inform the public at various community gatherings throughout the summer

Summer presents another opportunity for staff to be where large groups of people gather so that we may share information and be conveniently accessible to answer questions. Staff will leverage existing opportunities in concert with YRT while also seeking new opportunities to share vivaNext information in specific communities.

A public meeting in Newmarket regarding Davis Drive is planned for June/July, following release of the report from the Expropriation Hearing of Necessity

The Expropriation Hearing of Necessity regarding Davis Drive was held from May 12-15, 2009. It is anticipated that the Hearing Officer will issue a report sometime in June. Following release of that report, staff will proceed to organize a public meeting to continue dialogue with property owners, tenants and area residents. In addition to mailed invitations and street contacting by the Community Liaison Specialist, posters and an advertisement will also be used to convey details of vivaNext and the public meeting.

5. FINANCIAL IMPLICATIONS

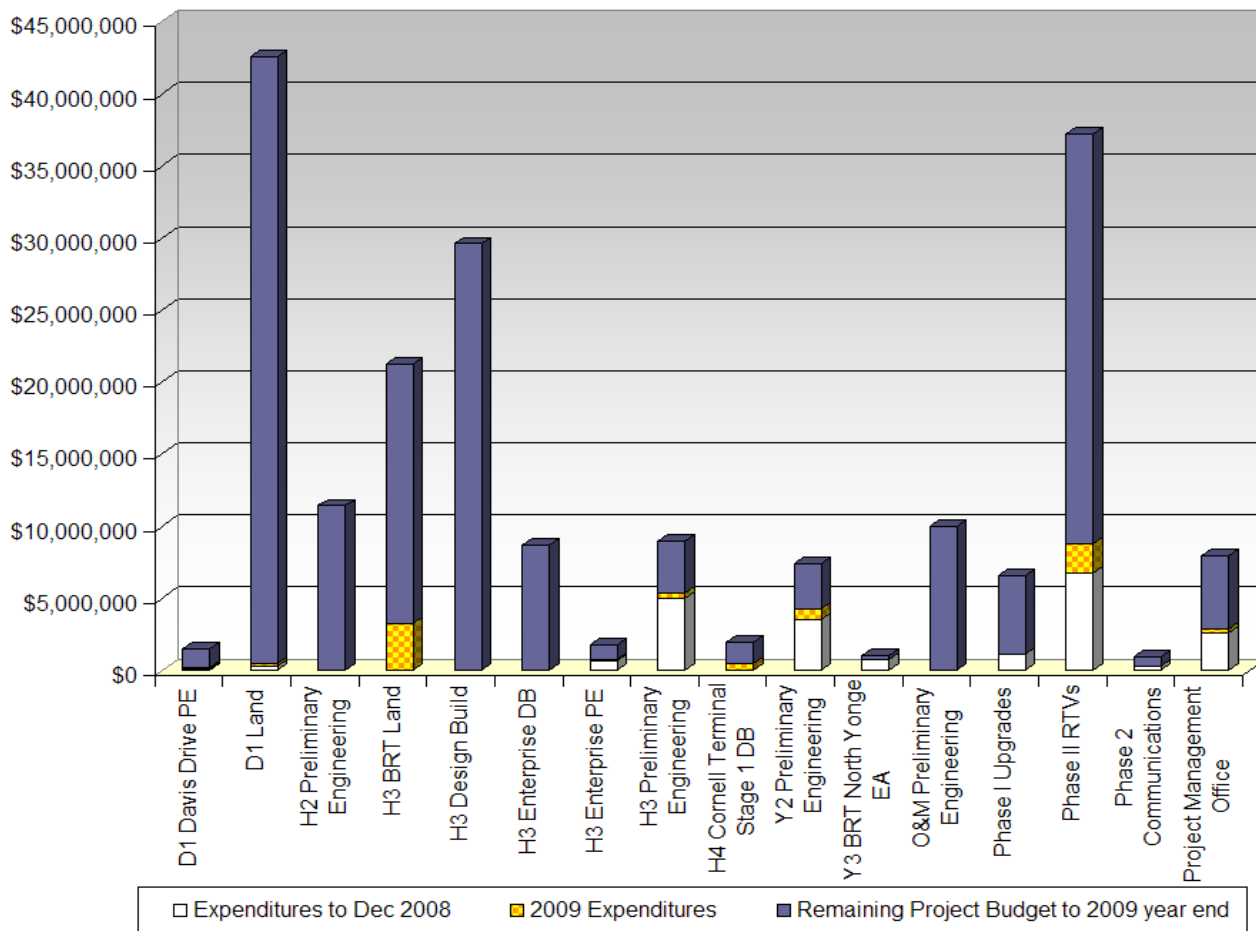
As indicated in Table 1, a total of \$7.6 million has been spent year-to-date (April 2009), representing a 13.5% increase over the March 2009 expenditures. Of the total spent, 0.2% is funded through the tax levy.

Table 1
2009 Expenditures to April 30, 2009

Description	Expenditures Year to Date	Funding Source	Net Cost to Region
D1 Concept Design	\$76,917	QuickWins	\$0
D1 Land	\$169,746	QuickWins	\$0
H2 Concept Design	\$54,014	QuickWins	\$0
H3 BRT Land	\$3,274,728	QuickWins	\$0
H3 Design Build	\$635	\$1.4 billion	\$0
H3 Enterprise DB	\$1,520	QuickWins	\$0
H3 Preliminary Engineering	\$387,422	QuickWins	\$0
H4 Cornell Terminal Stage 1 DB	\$503,240	QuickWins	\$0
O&M Preliminary Engineering	\$5,942	50/50 FLOW	\$2,971
Phase 2 Communications	\$186	QuickWins	\$0
Phase I Upgrades	\$640	Region	\$640
Phase II RTVs	\$2,047,647	QuickWins	\$0
Project Management Office - to be redistributed to capital projects	\$255,352	QuickWins	\$0
QuickStart	\$5,537	Region	\$5,537
Y2 Preliminary Engineering	\$768,850	QuickWins	\$0
Y3 BRT North Yonge EA	\$7,759	QuickWins	\$0
	\$7,560,135		\$9,148

The 2009 expenditures in relation to total expenditures-to-date are illustrated in Figure 1. *Quick Start* expenditures, while provided in Table 1, have been excluded in this Figure as they are essentially complete.

Figure 1
Year to Date expenditures in Relation to Remaining Budget to Year-End 2009



Of the active purchase orders for all bus rapid transit projects, \$37.5 million has been spent out of a total of \$44.2 million, representing a 4% increase from March 2009. The majority of the work has been for concept level design and preliminary engineering work with York Consortium 2002; the procurement of buses; programme management and oversight; legal fees; and the Owner's Engineer.

Table 2
Status of Active Purchase Orders

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	\$668,990	\$246,724
Weirfoulds	Legal Services	\$2,911,877	\$2,765,395	\$146,482
McCormick, Rankin Corporation	Owner's Engineer	\$3,694,340	\$2,593,237	\$1,101,102
Van Hool	Buses - RTVs	\$8,948,181	\$8,944,120	\$4,061
Kiewitt Ellis Don	Enterprise - Phase I	\$512,757	\$136,774	\$375,984
Kiewitt Ellis Don	Jefferson Station	\$836,962	\$836,961	\$1
TTC	Downsview Station	\$247,000	\$0	\$247,000
York Consortium 2002	Phase I - Y1.OM	\$10,500,000	\$9,699,043	\$800,957
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	\$1,770,513	\$1,654,279
York Consortium 2002	Davis Drive Concept Level Design	\$195,331	\$164,381	\$30,950
		\$44,181,465	\$37,527,116	\$6,654,349

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 May 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 the operations, maintenance and storage facility.

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.