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SUBWAY EXTENSIONS MONTHLY REPORT

June 2009

The Rapid Transit Public/Private Partnership Steering Committee recommends:

- 1. Receipt of the presentation by Brian Titherington, Senior Project Manager, Subways, 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 updates the Yonge and Spadina subway extension activities during the month of May 2009.

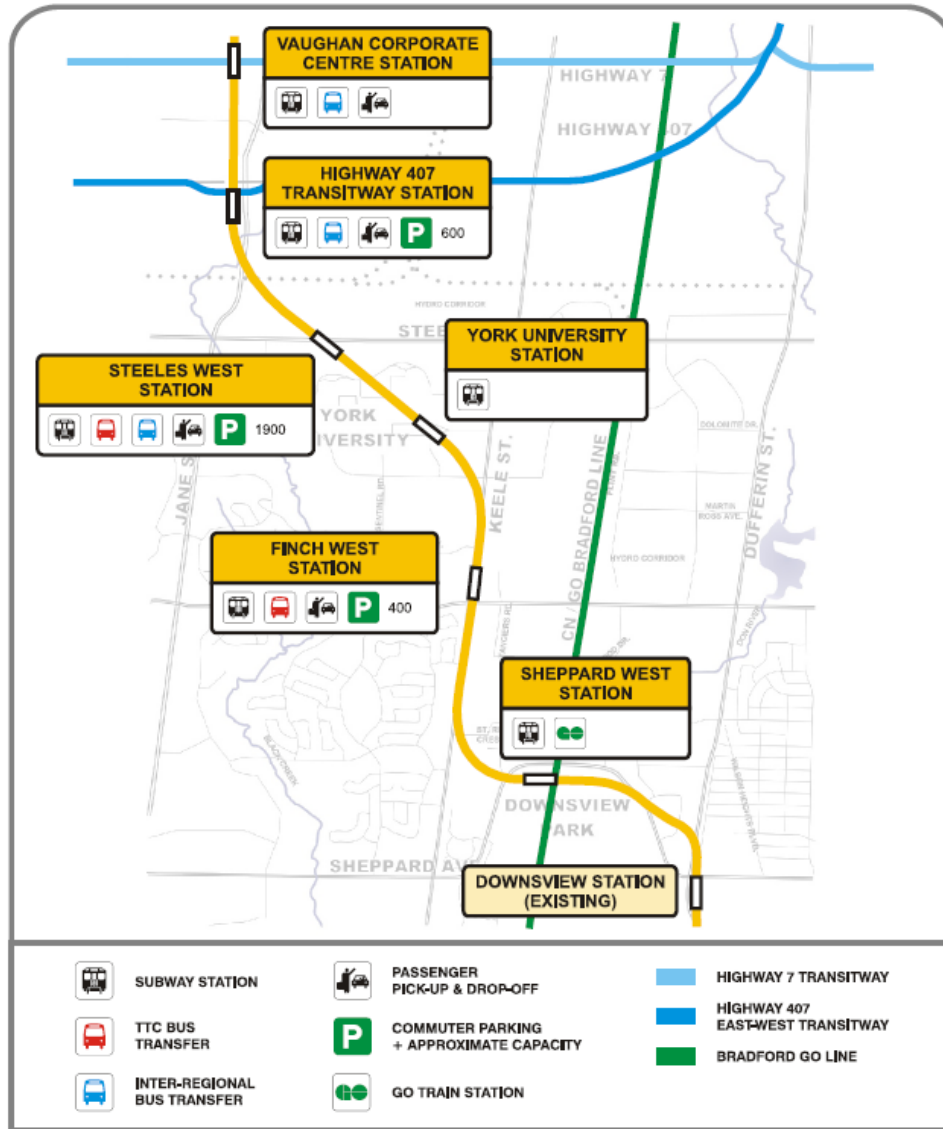
3. BACKGROUND

The Spadina Subway team is fully engaged as part of the Toronto-York Spadina Subway Extension (TYSSE) project team. The preliminary design and engineering efforts are underway for each of the three stations in York Region.

The Yonge Subway team completed the technical study for the extension of the Yonge Subway from Finch Avenue to Highway 7 and filed the Environmental Project Report. On April 6, 2009, following the public review period, the Ministry of the Environment gave unconditional approval and notice to proceed with the Yonge Subway Extension in accordance with the Environmental Project Report. Funding for the capital construction of the project remains outstanding, and staff is waiting for further direction from Metrolinx before additional activities begin.

The general alignment and stations included in the Spadina Subway Extension project are summarized in Figure 1.

Figure 1
Spadina Subway Extension - General Alignment and Stations



The current status of land acquisition for the the Spadina Subway Extension is the subject of a separate report on this agenda.

4. ANALYSIS AND OPTIONS

4.1 SPADINA SUBWAY

Progress Update

The Spadina Subway Extension project team are working to maintain the current scope on time and on budget

A number of scope and budget pressures have been identified that could increase the project cost beyond the adjusted budget. These pressures were presented to the Executive Task Force (ETF) in May. As a result, the project team has been directed to take action to maintain the current scope within the previously established project budget and schedule.

The York Region Rapid Transit Corporation (YRRTC) Subway team has added two new members

A Senior Design Architect and a Project Manager have been added to the YRRTC subway team to support the Senior Project Manager on the Toronto-York Spadina Subway Extension project. These staff will represent the Region's interests on the project and are located primarily out of the subway project office.

Tunnels

The tunnel design and the procurement of Tunnel Boring Machines (TBM) are progressing

- The 30 percent Twin Tunnel Design Submission was received on May 25, 2009 and is currently being reviewed.
- The design of the tunnel alignment is being revised to reflect proposed horizontal/vertical modifications to stations.
- The tenders for TBM procurement closed in early May. Award of the contract is anticipated for the July TTC meeting.
- A request for pre-qualification (RFPQ) for the fabrication of the pre-cast concrete tunnel lining was released in May and will close this month.

Stations

The station design teams continue to develop and refine the conceptual designs of the subway stations and bus terminals, emphasizing the maintenance of project budget. Updates with respect to each of the subway stations within York Region are summarized as follows:

The benefits case analysis for the two preferred bus facility concepts at the Vaughan Corporate Centre Station is under review recognizing the station budget constraints and long term plans for city building within the future downtown node

The benefits case analysis for the shortlisted bus facility concepts has been reviewed within the context of the project budget which only included costs associated with an on-street bus solution for the Vaughan Corporate Centre Station.

The two preferred options; one above ground, one below ground, are well above the budget assigned to the project. YRRTC staff, with TTYSE project staff, are developing a strategy to deliver the surface facilities in two phases. The first, an interim phase, will maintain the project schedule and allow the bus facility and subway station to open concurrently. The second phase will allow the terminal facility to be fully integrated into transit-oriented development in accordance with plans for City building. A property protection strategy is under development for the second phase to identify the lands that will be acquired to build the fully integrated transit-oriented development terminal.

Highway 407 Station conceptual design report has been developed and submitted for comment

The preferred concept for the 407 station is being refined to bring the projected cost estimates within the station budget. Refinements include:

- Rationalization of the size of the proposed bus requirements (GO-Transit and YRT) and shared intermodal concourse area.
- Reduction in the size of the enclosed surface areas.
- Reduction in the overall length of the station box.
- Revision to the proposed construction techniques.
- Reorganization of the surface elements to minimize the footprint of the station.

With the proposed refinements in place, the station designers feel that the design maintains the intent of the preferred integrated concept with a station cost estimate that is now in line with the established station budget.

A preferred concept is emerging for Steeles West Station

Four concepts were proposed as part of 10% design submission. These concepts were narrowed to two; the preferred concept as identified by stakeholders at the outset of the design process, as well as a further concept not previously contemplated but developed by the station designers. Project staff and stakeholders have undertaken additional work to weigh the advantages and disadvantages of both concepts. Based on the additional work, the concept as identified by stakeholders at the outset of the project is emerging as the preferred concept. Although this concept still requires significant design input from the station designers to address various stakeholder input, this concept does not create the significant risks which are created by the alternative concept. The significant risks which are created by the alternative concept include:

- Increased project schedule in order to obtain approvals;
- Increased project costs in order to design a larger and more prominent bus terminal;
- Decreased attractiveness for future transit oriented development depending on how the larger bus terminal is designed and received by the development community ;and
- Increased pressure on the area road network to accommodate existing and future traffic generated by development. Increased traffic congestion will increase travel times for TTC and YRT buses.

The elimination of the Triple Track Structure, as confirmed by the Executive Task Force, does not have a significant impact on the functionality of either option.

Third party issues continue to be pursued

The interim and ultimate configuration for the East-West Road in support of OPA 620 is under review with resolution expected in this reporting period. The involved funding agencies are discussing the associated cost sharing and implementation responsibilities for the future road, such as moving the existing UPS propane station, relocating the existing UPS driveway, relocation of UPS parking to the Damiani lands, etc., that do not solely benefit the subway project. These activities will also support transit-oriented development within the area of the future station.

A follow-up meeting is being arranged with Hydro One to address the components of the project that are awaiting their stage one approval. These components include the East-West Road, the stormwater management ponds and the passenger pick-up and drop-off facility.

4.2 YONGE SUBWAY

All interim design activities remain on hold pending direction from Metrolinx

On April 23, 2009, Council authorized the issuance of an interim work programme to McCormick Rankin Corporation and York Consortium 2002. In addition, a joint submission for full recovery of spent funding and the full preliminary engineering and design activities was forwarded to Metrolinx for their funding consideration. All work programme activities for the Yonge Subway are on hold until further direction is received from Metrolinx who are awaiting direction from their new Board and consideration of the Yonge Subway benefits case.

Staff provided input to the Metrolinx Benefits Case Analysis for the Yonge Subway

Staff, in conjunction with the TTC and the City of Toronto, provided input to the final draft of the Benefits Case Analysis that is being developed by Metrolinx. It is expected that the analysis will be presented to the new Metrolinx Board in July.

The TTC have completed their Subway Rail Yards Needs Study, the study is under review by staff

During the Yonge Subway project assessment process the requirements for additional storage and maintenance facilities were identified, and a study was commissioned to look at the alternatives. The Yonge-University-Spadina (YUS) line, including the Spadina and Yonge line extensions, will ultimately require a fleet of 88 trains including 10% (8) spares. The current system capacity can accommodate 62 train sets. The YUS line will utilize the new Toronto Rocket in a 6 car train configuration, which cannot be split into multiple two-car units per the current configuration for maintenance.

The results of the report are currently under review both at the TTC and by staff. The results and recommendations from the report will be the subject of a future report to Committee.

4.3 COMMUNICATIONS AND PUBLIC ENGAGEMENT

There are no communication updates on either extension at this time

5. FINANCIAL IMPLICATIONS

Expenditures for subway activity increased by 6.1% over March expenditures. As indicated in Table 1, a total of \$16.2 million has been expended on procurement contracts for the Yonge and Spadina subway projects. These expenditures are not limited to 2009 activity and relate to work programs that are currently ongoing.

Table 1
Status of Active Procurement Contracts

Awarded to	Purpose	Contract Award	Spent to Date	Remaining Amount	Status Complete (Y/N)
York Consortium 2002	Yonge Subway Environmental Project Report	\$1,293,000	\$976,212	\$316,788	No
McCormick, Rankin Corporation	Yonge Subway Environmental Project Report	\$1,500,000	\$1,324,557	\$175,443	No
City of Toronto	York Share of Spadina Subway	\$351,400,000	\$3,399,588	\$348,000,442	No

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City of Toronto	Spadina Subway Capacity buy-in	\$29,980,000	\$10,000,000	\$19,980,000	No
UPS	Reimbursement of costs to reinforce slab for subway	\$230,730	\$230,730	\$0	Yes
York Consortium 2002	Spadina Interim Work Program	\$300,000	\$299,127	\$873	Yes
York Consortium 2002	Transit Oriented Development	\$200,000	\$0	\$200,000	No
		\$384,903,730	\$16,230,214	\$368,673,546	

Table 2 provides an accounting of expenditures year-to-date, in comparison to the 2009 Capital Budget. The capital budget for 2009 includes any carry-forward monies approved, but not spent, prior to 2009. Only projects for which work is currently on-going are listed in Table 2.

Table 2
Expenditures Year-to-Date in Relation to 2009 Capital Budget

Description	ETD - Current Period	2009 Budget
Yonge Subway	\$369,682	\$37,109,000
Spadina Subway - YR Expenses	\$5,790	\$1,000,000
Spadina Subway - Payments to TTC	\$3,399,588	\$69,344,000
Spadina Subway - Payments to Toronto	\$10,000,000	\$10,000,000
	\$13,775,060	\$117,453,000

Year to date, York Region Rapid Transit Corporation has expended \$13.775 million, or 6.8% higher than March 2009 activity, of a total \$117.5 million budget for subway-related activities.

6. LOCAL MUNICIPAL IMPACT

The subway extensions are being closely coordinated with local planning, economic development and public works activities along their respective corridors.

7. CONCLUSION

This report provides a high level description of the activities of the York Region Rapid Transit Corporation during May 2009 relating to the Yonge and Spadina subway extensions.

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.