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### **FUNDING VIVA UNDERGROUND CONNECTION TO SPADINA SUBWAY AT VAUGHAN METROPOLITAN CENTRE**

**The Finance and Administration Committee recommends the adoption of the recommendation contained in the following report dated September 10, 2010, from the Chief Administrative Officer.**

#### **1. RECOMMENDATION**

It is recommended that:

1. Council approve the June 2010 request of the York Region Rapid Transit Board to provide funding support of up to \$1.3M from the General Capital Reserve funds.

#### **2. PURPOSE**

The purpose of this report is to confirm funding to complete the design of an underground connection from the Hwy 7 VIVA platform to the Spadina subway station at the Vaughan Metropolitan Centre.

#### **3. BACKGROUND**

##### **Separate funding agreements are in place for the Spadina subway and VIVAnext services on Hwy 7**

The Spadina subway project is the subject of a project budget and funding agreements that set out the following:

|                             |                  |       |
|-----------------------------|------------------|-------|
| Province of Ontario         | \$1,134.1        | (43%) |
| Government of Canada        | 622.0            | (24%) |
| City of Toronto             | 526.5            | (20%) |
| Region of York              | 351.6            | (13%) |
| <b>Total project budget</b> | <b>\$2,634.2</b> |       |

The VIVAnext project, which will see construction of dedicated rapidways in the centre of Hwy 7, Yonge St. and Davis Drive is now proceeding in stages. A project budget of \$1.4 B is entirely funded by the Province, through Metrolinx, as part of the MoveOntario program announced by the Premier in 2007.

**Detailed designs for a bus terminal at the Vaughan Metropolitan Centre subway station have made it practical to also connect the station to the median platform on Hwy 7**

In the course of completing detailed designs and tender documents for the projects, it has become evident that an underground connection from the VIVAnext stop located in the median of Hwy 7 would be preferable to taking the buses off the rapidway and into the terminal. This is a significant improvement in time for VIVA passengers proceeding through the Vaughan Metropolitan Centre.

**Neither of the two funding agreements contemplated an underground connection between the VIVA platform and the subway station**

The current subway station design has been expanded to include a bus terminal (for regular YRT buses) as illustrated in Attachment No. 1. Along with other desirable features, the construction budget for the Spadina subway extension is now at its limit and an additional connection to the VIVA platform cannot currently be funded.

Likewise, the budget for VIVAnext is not currently sufficient to cover the cost of the additional connection.

**It is most practical to complete the connection with the subway construction**

Failure to include this connection will leave VIVA patrons having to cross Hwy 7 at grade and pose further challenges for fare media. The alternative is to route buses into the terminal. This would pose a major inconvenience for passengers travelling across Hwy 7 to destinations east or west of the Vaughan Metropolitan Centre.

**The York Region Rapid Transit Board is seeking funding (\$1.3 M) to complete design of the connection**

At its meeting on June 10, 2010, the York Region Rapid Transit Board approved the following recommendations:

1. The Board approve a direct underground connection from the Highway 7 Viva platform to the Spadina Subway at the Vaughan Metropolitan Centre.
2. The Board seeks York Region Council funding support of up to \$1.3 M to be funded from the General Capital Reserve funds.
3. YRRTC staff endeavour to recover the cost of the final design from senior levels of government.

The requested funding deals with design and contract document preparation only. There will be subsequent cost pressure to cover the expected construction costs. The estimates

are being prepared with tendering scheduled to occur in January or February 2011. Once the estimated construction costs are available, it may become necessary to consider funding the incremental construction costs for the connection. Additional authority will be sought if and as required. These costs will also be the subject of efforts to have the Provincially-funded project amended.

#### **4. FINANCIAL IMPLICATIONS**

##### **Funding is subject to ongoing efforts for recovery**

YRRTC staff are working closely with Metrolinx officials to complete agreements for the VIVAnext project. In the course of working through these agreements, efforts will be made to integrate both the design and construction costs.

##### **Subject to potential recoveries, funding can be sourced from General Capital Reserve funds**

As of Dec 31, 2009, the Capital reserve fund had a balance of \$235.8 M. The fund was established in 1995 and can be used for any purpose determined appropriate by Council. It is funded by tax levy surpluses at the end of each year and has typically been used for non-recurring or unplanned expenditures.

#### **5. LOCAL MUNICIPAL IMPACT**

The impact of adding the underground connection will benefit transit patrons residing or working in Vaughan.

#### **6. CONCLUSION**

Detailed design for the Vaughan Metropolitan Centre station on the Spadina subway project has reached a stage where it is necessary to either include or exclude an underground connection from the VIVA platform on Hwy 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 Hwy 7.

The connection cannot currently be funded within project budgets for either the Spadina Subway or VIVAnext projects. It is recommended that the design and tender preparation be funded from Regional reserves. YRRTC will continue efforts to integrate the work in the Metrolinx funded project and recover the Regional funding advanced.

For more information on this report, please contact Bruce Macgregor at Ext. 1200.

The Senior Management Group has reviewed this report.

*(The attachment referred to in this clause was included in the agenda for the September 16, 2010 Committee meeting.)*

# YRT Bus Terminal

