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SPADINA SUBWAY EXTENSION MONTHLY REPORT NOVEMBER 2008

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendation contained in the following report, November 6, 2008, from the Vice-President, York Region Rapid Transit Corporation:

1. RECOMMENDATION

It is recommended that:

1. This report be received for information.

2. PURPOSE

This report provides a comprehensive description of the activities of the York Region Rapid Transit Corporation and York Consortium 2002 (collectively referred to herein as the “Rapid Transit Office”) relating to the Spadina subway extension.

3. BACKGROUND

Spadina Subway extension work programme is underway

The Ontario government committed \$670 million towards the construction of the Spadina Subway Extension in its spring 2006 budget.

York Region is responsible for delivery of Spadina Subway extension surface facilities in York Region in coordination with the TTC, which is responsible for the delivery of the subway tunnel, stations and System infrastructure.

On March 6, 2007, the Federal Government announced an amount of up to \$697 million through the Building Canada Fund would be made available as its contribution for the funding of the Spadina subway extension to the Vaughan Corporate Centre. This represented one-third of the original \$2.1 billion cost estimate (2006 dollars) for the project. Subsequent to its funding pledge of up to \$697 million, the Federal Government provided an up-front payment of \$75 million which was deposited into the MoveOntario Trust.

On February 21, 2008, Council approved the direct award of work, on a time and materials basis, to York Consortium 2002, for immediate engineering support to the Project to a maximum upset amount of \$300,000, subject to confirmation from the York

Region Rapid Transit Corporation's Owner's Engineer, McCormick Rankin, of an acceptable 2008 rate fee schedule and confirmation from the Executive Task Force that these costs will be fully recoverable from Spadina Subway funding. An acceptable fee rate structure has now been agreed to, and on April 22, 2008, the Executive Task Force confirmed recovery of these costs from the Spadina Subway funding.

4. ANALYSIS AND OPTIONS

PROGRESS UPDATE

The Spadina Subway Extension is fully funded for design and construction and the project continues on time and on budget

The TTC monthly report indicates that the subway project is tracking on time and on budget as of the end of September 2008.

The architectural teams have been selected for the subway station and bus terminals

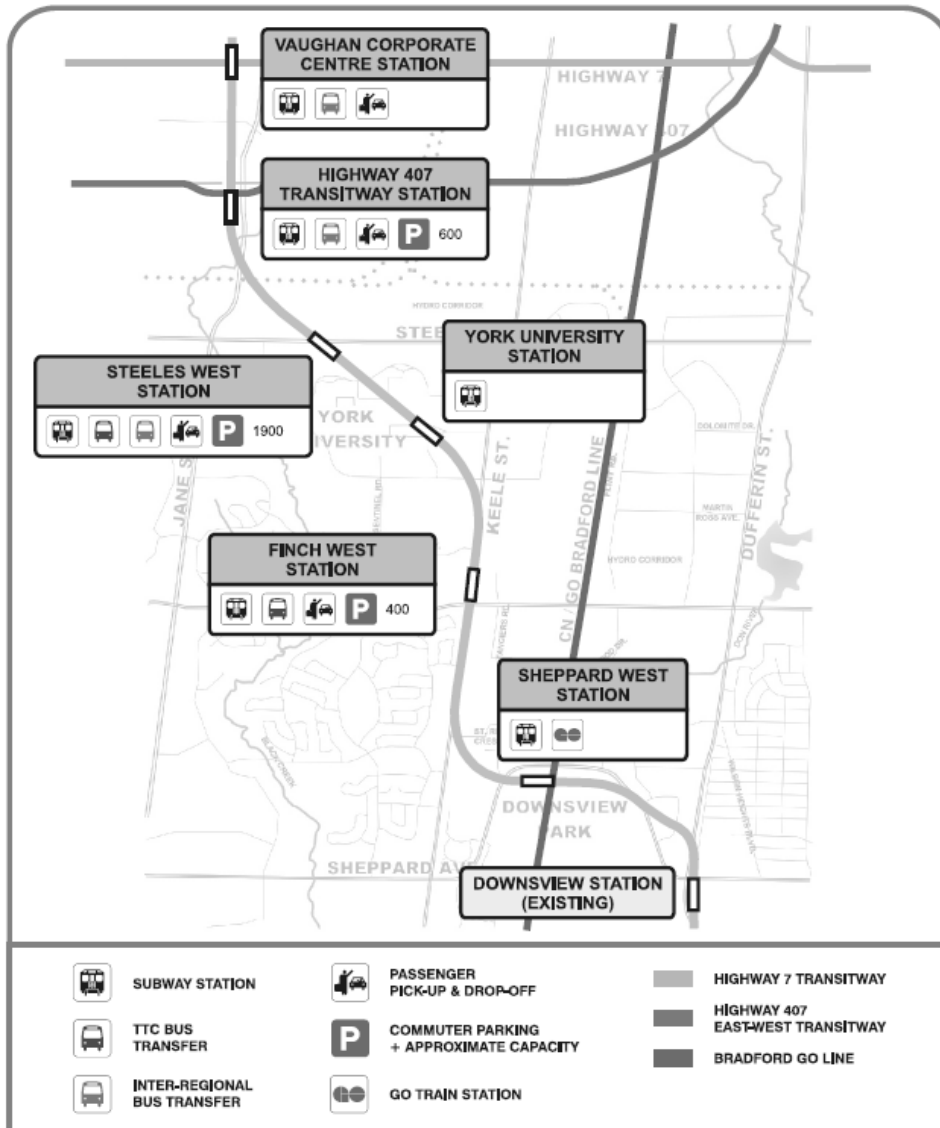
Staff, along with the TTC and the City of Toronto, completed the review and evaluation of the technical proposals for the subway station design. Awards have now been made for the station preliminary designs with a total maximum value of up to \$70 million as follows:

- Finch West and Steeles West Stations - The Spadina Group Associates (Joint Venture, Stevens Group Architects, Lea Consulting and Halsall Associates).
- York University Station and the Vaughan Corporate Centre Terminal Station – ARUP Canada.
- Sheppard West Station and Highway 407 Station - Earth Tech Canada.

Staff will now work with the architectural teams on the surface facilities and will report back on the findings of this work at future Committee meetings.

Golder Associates have been retained as the principal geotechnical team

The principal geotechnical engineering consultant contract, with a value of up to \$8 million, was awarded to Golder Associates Ltd. and the geotechnical engineering consultant contract, with a value of up to \$3.5 million, was awarded to Inspec-Sol Inc. These consultants will provide a sub-surface risk management strategy, such as soil and groundwater management, as well as geotechnical baseline reports.



The Steeles West Station bus terminal(s) are proposed to be split north and south of Steeles Avenue

The TTC has issued a final report on the Steeles West station layout, including proposed bus terminal layouts, which split the terminals with the York Region Transit terminal north of Steeles Avenue and the TTC terminal to the south. This report is currently being reviewed by staff.

A Value Engineering workshop on the project delivery strategy was undertaken

Staff was involved in a Value Engineering workshop on October 8 and 9, 2008 for the development of a Project Delivery Strategy. The outcome of the workshop will be discussed at the November Executive Task Force.

The MoveOntario Trust has retained PriceWaterhouseCoopers to review the project delivery strategy

PriceWaterhouseCoopers have been retained by the MoveOntario Trust as an independent 3rd party to review and verify the project delivery strategy in order to satisfy the requirements of the Provincial and Federal funding partners.

York Consortium 2002 has completed a series of activities on behalf of the Spadina Subway Extension Project as a part of an interim work programme for the TTC

The output from this work programme will allow the Rapid Transit Office to begin development of transit-oriented development plans for the subway extension and surface transit within York Region, with particular emphasis on the Vaughan Corporate Centre.

Planning options for the Vaughan Corporate Centre station bus terminal configuration are being developed

A Vaughan Corporate Centre workshop was held with municipal stakeholders on October 7th. Several development principles were discussed and are included in *Attachment 1* as draft for discussion. A second workshop, to provide further definition and review outputs from the interim work programme, is planned for early November.

The Steeles sewer relocation is nearing completion

The Steeles sewer relocation is near completion, and while some unexpected utility conflicts have been found that will delay installation of maintenance chambers, the sewer will be able to be commissioned on schedule; however, some future work will need to be done to relocate utilities and install maintenance chambers.

COMMUNICATIONS & PUBLIC ENGAGEMENT

Role of the joint communications team was further defined at the Management Committee meeting

As part of the Contribution Agreement, a Federal Management Committee was formed (with representatives from all funding partners) to monitor the project's progress and to administer, manage, and enforce the provisions within the agreement. All

recommendations and decisions of the committee must be unanimous. During its first meeting held in October, the Management Committee clarified that all communications of a capital nature must go through the Management Committee for approval. In addition, it was further clarified that communications decisions are the responsibility of the Management Committee. However, approvals for all project communications will be internal to each organization amongst the funding partners.

New project identifier and templates are under development; required approvals by the funding partners are anticipated by the end of October

A new project logo and templates for newsletters, fact sheets and other communications products are being developed. The templates will serve as the basis for operational communications to the public. Once agreement is reached among the communications group, the recommended logo and templates will go to the Executive Task Force before taking it to the Management Committee for approval.

In addition, a new boiler plate to use on all communications material that recognizes the joint project has been created and approved.

Project websites being reviewed for potential consolidation

Efforts are underway to identify a technical solution to enable TTC's two project websites to be consolidated into one website, while ensuring contractors will still have access to historical information. It is the goal of the communications group to have just one project website available as soon as possible.

Public Engagements

None confirmed at this time.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

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 comprehensive description of the activities of the York Region Rapid Transit office relating to the 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.

(The attachment referred to in this clause was included with the November 13, 2008 agenda.)