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**VIVANEXT BUS RAPID TRANSIT MONTHLY REPORT
MARCH 2009**

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

- 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 February 26, 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 January and February 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme, including Phase 1 capital enhancements, the site selection study for an operations and maintenance facility, vehicle procurement, and communications and public engagement activities.

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

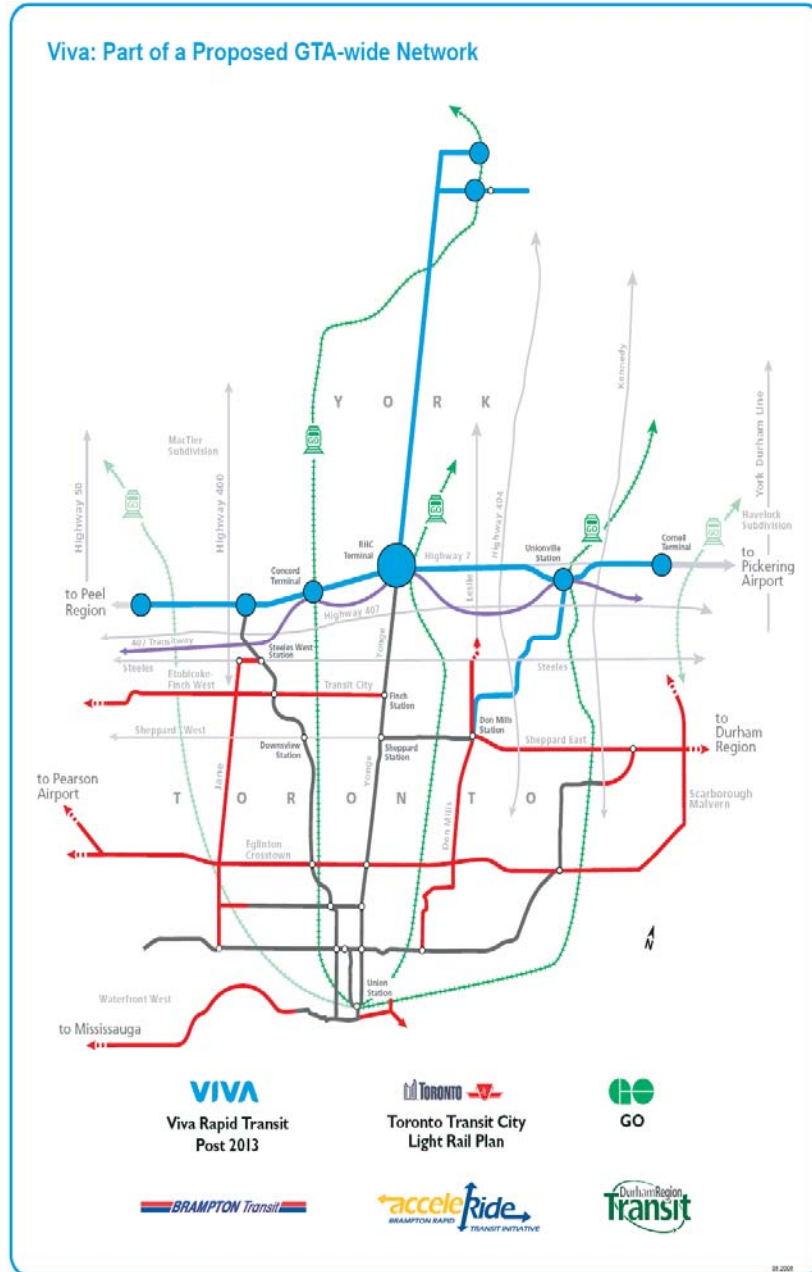
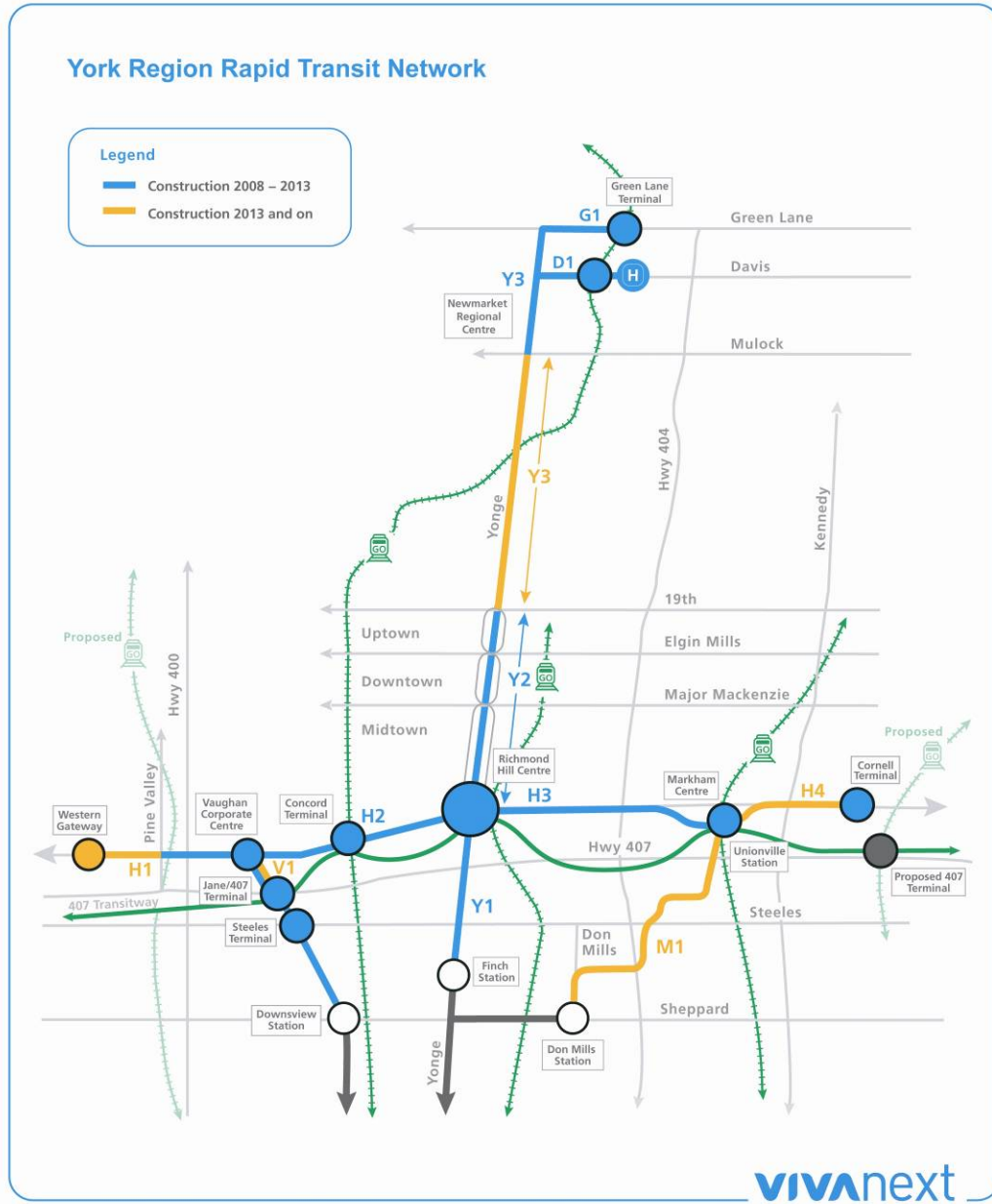


Figure 2
York Region Rapid Transit Network – vivaNext



4. ANALYSIS AND OPTIONS

4.1 VIVA BRT RAPIDWAYS

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

Engineering layouts are at 98% completion

All key preliminary engineering activities for the H3 corridor are 98% complete for the section from Yonge Street to Warden Avenue, and the Guaranteed Maximum Price process and the construction programme scheduling have started. The GMP and construction programme process is expected to commence in spring 2009.

Construction of the rapidway between Warden and Birchmount is underway.

Discussions are ongoing with GO Transit, the Town of Markham and landowners about the development of a mobility hub at the Unionville GO Station west of Kennedy Road. These discussions contemplate a fully integrated transportation system supporting significant high-density development planned for this area. Preliminary engineering for this section is expected to be completed during summer 2009.



A specialist study to assess wind, rain, snow and ice behaviour in and around the stations is nearing completion. The analysis to date has indicated that a high level of comfort is provided within the passenger waiting environment. Design refinements to the canopy and station area to further reduce wind infiltration and manage melting snow and ice are presently being developed. The study findings and design enhancements are expected to be finalized in March 2009.

Accommodation for a bi-directional rapidway and bike lanes beneath Highway 404 has been confirmed

As a part of the Preliminary Engineering activities a task was assigned to review the operation of the rapidway underneath Highway 404, a distance of approximately 350 metres.

The Environmental Assessment Report considered three options:

1. Viva operation in mixed traffic.
2. A vertically segregated rapidway through the interchange.
3. A bypass alignment north of the interchange.

Ultimately, the first option was selected since it was the lowest cost option, was operationally feasible, and would not preclude future implementation of a grade separated option.

With the collection of more detailed information about the roadway and bridge dimensions, as part of the preliminary engineering phase, additional options were investigated. This analysis has confirmed that the span length of the Highway 404 bridge over Highway 7 is long enough to accommodate a single bi-directional rapidway in the median, along with curbside bicycle lanes and the three existing general-purpose lanes in each direction, with an incremental cost of less than \$1,000,000. The rapidway will accommodate buses travelling in either direction through traffic signals controlling the approach at either end. This design will ensure continuous rapidways through the Highway 404 area, and mitigates concerns about potential conflicts with other traffic as buses merge out of rapidways into mixed traffic, and then back into rapidways. To accommodate this road configuration under the Highway 404 bridge, the south sidewalk will need to be eliminated and signage put in place to direct pedestrians to the north sidewalk.

This recommended option is illustrated in *Attachment 1*.

A minor amendment to the Environmental Assessment, if required, will be addressed through the annual Compliance Monitoring Program.

Construction of the Enterprise/Civic Mall rapidway between Warden Avenue and Birchmount Road has commenced

In September 2008, Council authorized that, subject to a source of funding being secured, and subject to the cost confidence process being followed, York Consortium 2002 undertake construction of the rapidway and vivaNext station through the Markham Civic Mall, between Warden Avenue and Birchmount Road.

This section is being implemented in three phases:

- Phase 1 includes drainage and other underground works from Warden Avenue to Birchmount Road.
- Phase 2 includes the vivaNext station at Warden Avenue.
- Phase 3 includes grading, base and surface works for the rapidway over the entire length of the Civic Mall and for the jug-handle west of Warden Avenue.

This work is being undertaken through an allocation of Quick Wins money confirmed by the Ministry of Transportation, and is subject to a successful cost confidence process with the Owner's Engineer.

A design-build contract for the Phase 1 works was successfully negotiated in December 2008 with Kiewit EllisDon, the contractor partners of York Consortium 2002. Construction commenced immediately, and is expected to be completed in March 2009.

A Guaranteed Maximum Price is presently being prepared by Kiewit EllisDon for design-build of Phase 2. Concurrently, the Owner's Engineer is preparing a Shadow Bid for the works in accordance with the Going Forward Agreement.

Access issues with IBM staff are resolved

Over the past number of months staff have been working with IBM staff to resolve site access issues to the IBM campus that have arisen out of the re-alignment of the BRT rapidways along the IBM property boundaries on Cedarland Boulevard and Warden Avenue. The final outstanding issue regarding the preservation of the IBM outbound egress from the site to Warden Avenue south of the existing ramp has been resolved to the satisfaction of IBM staff. As a final step IBM staff will be taking the recommended resolution forward to IBM senior executives for ratification as soon as possible. With this matter resolved the design team can complete the design and engineering for inclusion in the construction documents for H3 Highway 7 rapidway segment.

Y2 –Yonge Street, Highway 7 to 19th Avenue

Engineering layouts are nearing completion

The preliminary engineering phase is now about 90% complete as follows:

- Design Criteria development, including continued coordination with relevant Richmond Hill studies and reports including streetscape issues, is 95% complete.
- Digital Mapping – existing conditions, 100% complete.
- Pavement and Geotechnical Design Report – 85% complete.
- Drainage Design Report – 90% complete.
- Utility Identification and Coordination – 85% complete.
- Property Legal Descriptions – 90% complete.
- Preliminary Engineering Drawings – 90% complete.
- Transit Priority and ITS Deployment Plan – 90% complete.
- Viva Station Design – 80% complete.

The preliminary engineering drawings and capital cost estimate will be complete in summer 2009. Construction is currently anticipated to commence in 2011.

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

York Consortium 2002 continues to progress the conceptual design for the Highway 7 rapidways from Richmond Hill Centre to Pine Valley Drive

Conceptual design plans are being prepared to enable property requirements to be determined and are about 50% complete. In addition, a study is underway of operations at the Promenade Mall Terminal to improve the interface with YRT service. Conceptual design work is also being integrated with ongoing planning work for the interface with the Spadina Subway Extension at the Vaughan Corporate Centre.

D1 - Davis Drive, Yonge Street to Southlake Regional Health Centre

Environmental Assessment Report is now complete.

The North Yonge Street Corridor Public Transit and Associated Road Improvements Class Environmental Assessment was completed and filed for public review from December 5, 2008 to January 13, 2009. Staff is currently working with the Ministry of the Environment to address issues raised in Part II Order requests received during the public review of the Class EA. A decision by the Ministry of the Environment on the Part II Order requests is expected by March 20, 2009.

The property acquisition programme for Davis Drive has begun

With Council's endorsement, the property acquisition programme has begun. Registered letters were sent to property owners in January to initiate site survey work to confirm land ownership boundaries. A second registered letter providing Notice of Expropriation was sent out in mid February and contact was made with all the landowners prior to them receiving the notification by the Community Liaison Specialist. Public Consultation meetings for owners and tenants are scheduled for April and May and will be coordinated with the Town of Newmarket.

York Consortium 2002 is nearing completion of the conceptual design for the Davis Drive rapidways from Yonge Street to Southlake Regional Health Centre

Conceptual design plans for this section of rapidways have progressed significantly in order to support the commencement of property acquisition in this corridor, and are now about 90% complete. Final preparations are now underway to commence work on the preliminary design phase, including developing a construction phase strategy to enable the commencement of work in 2009. This next phase of work will also include the rapidways on Yonge Street from Mulock Drive to Davis Drive, and facilities required to extend Viva service northward to the East Gwillimbury GO Station. The award of the preliminary design phase is the subject of a separate report.

Y3.2 - Yonge Street, Mulock Drive to Davis Drive

Section Y3.2, a subsection of Y3 (Yonge Street from 19th Avenue to Green Lane) between Mulock Drive and Davis Drive is the subject of a separate report on this agenda.

4.2 PHASE 1 CAPITAL ENHANCEMENTS

Design of the Savage Road Vivastation is now complete

York Consortium 2002 has completed the design of a new Vivastation at Savage Road in Newmarket. Construction is expected to commence in the spring of 2009 and is the subject of a separate report on this agenda.

4.3 SITE SELECTION STUDY – O&M FACILITY

The search for a rapid transit operations and maintenance facility continues

This search has identified some properties with excellent potential as sites for a new Operations, Maintenance and Storage facility for the VIVA fleet, and a report is being completed by the Owner's Engineer to present recommended options for review. It is expected that the results will be submitted to Council in the next reporting period.

4.4 BUS PROCUREMENT

To ensure the Provincial Canadian Content Policy is being properly adhered to and to ensure that the procurement process is fair, the Region has procured the services of a Fairness Monitor to oversee the development and evaluation of the Request for Proposal and to provide advice on the evaluation criteria.

4.5 COMMUNICATIONS AND PUBLIC ENGAGEMENT

Staff continued to contact affected property owners in advance of the published expropriation notices

Staff continued to engage affected property owners via mail, telephone calls and on-site visits prior to the expropriation notices being published in the Era Banner, Liberal and Economist & Sun. Our approach to property owners is to try to acquire the lands outside of the expropriation process, failing which we follow through with expropriation.

5. FINANCIAL IMPLICATIONS

There are currently 10 active work programmes or contracts worth a total of approximately \$34.6 million, as identified in Table 1. As at the end of December 2008, just under \$25 million had been expended. Costs associated with contingency items for various necessary activities are included in the costs to date, but have not been itemized.

The Phase I “*Quick Start*” upgrade design/build projects, including Downsview station modifications, and Jefferson station, are not eligible for funding from senior levels of government. Staff will endeavour to recover all other expenditures through MoveOntario 2020 funding.

Metrolinx has included in its Provincial Budget request, \$77 million for vivaNext bus rapid transit projects in 2009. The four year outlook beyond 2009/10 calls for \$138.5 million, \$319.9 million, \$367.4 million and \$191.0 million in years 2010/11 through 2013/14, respectively, for a total of \$1.1 billion.

Staff continue to work with both Federal and Provincial governments to finalize the project to be included in the \$255 million FLOW/Provincial/Regional funding envelope in which each party shares equally in the cost of the projects.

Table 1
Active Work Programmes
(as at December 31, 2008)

Contract	Description	Proponent	Contract Amount	Spent to Date Year End 2008
Communication Strategy and Deployment				
Phase 2	Communications strategy and deployment	York Consortium 2002	\$915,714	\$324,277
Concept Design/Preliminary Engineering				
Y1.OM (Includes \$873,338 for North Yonge EA, of which \$810,684 has been spent; and \$472,766 for Enterprise PE of which \$400,214 has been spent)	Initially for Yonge Street BRT from Steeles to Richmond Hill Centre and for the O&M facility in the southern part of York Region. This contract remains open until the completion of contingency items that were initiated under its authority. Enterprise was initially opened as a contingency item and then became its own work program. Adequate funds remain in the Y1.OM contract to fund the program.	York Consortium 2002	\$10,500,000	\$9,529,268
Y2.H3	Yonge Street from Richmond Hill Centre to 19 th Avenue and Highway 7 from Richmond Hill Centre to Kennedy.	York Consortium 2002	\$11,565,725	\$8,542,545
Cornell	Cornell terminal site plan	York Consortium 2002	\$295,767	\$119,313
H2	Concept design, which is the first stage of preliminary engineering, to lead to the clear identification of the lands that are required for acquisition by the Region	York Consortium 2002	\$3,424,792	\$881,786
D1	Concept design of Davis Drive	York Consortium 2002	\$195,331	\$87,463
Design/Build				
Downsview	To accommodate Viva at Downsview Station	TTC	\$247,000	\$0
Jefferson Station	Construction of the Jefferson Station	Kiewit EllisDon	\$831,287	\$739,508

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Regional Council Meeting of March 26, 2009

Contract	Description	Proponent	Contract Amount	Spent to Date Year End 2008
Owner's Engineer				
OE Services	Services over a three year period. Development of work programs; management of bid and costing process; verification of pricing; invoice and deliverables review of YC activities	McCormick Rankin Corp.	\$3,694,340	\$2,071,611
Legal Fees				
Legal Fees	2003 to Date – to provide legal services for Quick Start preliminary engineering, vivaNext work program agreements, contracts, and expert advice on matters dealing with governance, property and other matters related to the rapid transit office	WeirFoulds	\$2,911,877	\$2,699,907
Total			\$34,581,833	\$24,995,678

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 January and February 2009, relating to progress on the implementation of the vivaNext bus rapid transit programme, including Phase 1 capital enhancements, the site selection study for an operations and maintenance facility, vehicle procurement, and communications and public engagement activities.

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 in the agenda for the March 12, 2009 meeting.)