

THE REGIONAL MUNICIPALITY OF YORK

Rapid Transit Public/Private Partnership Steering Committee

April 16, 2009

Report of the

Vice President of the York Region Rapid Transit Corporation

YONGE SUBWAY UPDATE AND MAINTAINING MOMENTUM ON THE INTERIM AND PRELIMINARY DESIGN AND ENGINEERING WORK PROGRAMME

1. RECOMMENDATIONS

It is recommended that:

1. Staff develop with the Toronto Transit Commission, a joint interim work programme and a full preliminary design and engineering work programme for submission and funding approval of Metrolinx, and issue a competitive Request for Proposal for the preliminary design and engineering work programme.
2. Council authorize the issuance of an interim work programme to McCormick Rankin Corporation and York Consortium 2002 in an amount not to exceed \$300,000, subject to Toronto Transit Commission staff and the York Region Rapid Transit Corporation staff being satisfied with the interim work programme, and that the fee structure to undertake such work is deemed to be cost competitive.
3. Council authorize an allocation of \$240,000 from the general capital reserve fund to cover all environmental assessment costs associated with the Environmental Project Report.
4. Staff prepare a joint York Region/Toronto Transit Commission submission to Metrolinx, as part of its request for interim preliminary engineering and design fees, for the recovery of York Region/Toronto Transit Commission expenses to date, and for the Yonge Subway concept and environmental project report.

2. PURPOSE

This report outlines a strategy to maintain momentum on the Yonge Subway project, which is anticipated to have been approved by the Minister of the Environment in this reporting period. In addition, the report updates Council on the Yonge Subway extension activities during March 2009 and seeks authorization to continue work on the Yonge Subway project through an interim and full preliminary design and engineering work programme.

3. BACKGROUND

On June 21, 2007, Council approved an interim budget of \$3,000,000 to commence an environmental assessment and preliminary engineering for the Yonge Street Subway extension to Richmond Hill Centre. The programme has been funded from the General Capital Reserve. Work programmes were awarded to McCormick Rankin and York Consortium 2002 to complete this work.

4. ANALYSIS AND OPTIONS

The Yonge Subway team, consisting of McCormick Rankin Corporation and York Consortium 2002, has completed the technical study for the extension of the Yonge Subway from Finch Avenue to Highway 7. The project co-proponents (York Region, Toronto and the TTC) reviewed and authorized the filing of the report with the Ministry of the Environment. On February 2, 2009, the Environmental Project Report was submitted to the MOE and copied to the key stakeholders.

The environmental project report comment period ended on March 4th and the Ministry of the Environment review process ends on April 8th

A 30 day public review period of the Environmental Project Report ended on March 4, 2009, and comments were received from the public, municipalities and technical agencies.

MOE staff deemed there were two objectors and nine commenters requiring responses from the project team. Responses were issued jointly to the commenters and the MOE on March 12, 2009. Following the 30 day public review period, the Minister has an additional thirty-five days (ending April 8, 2009) to consider the objections/comments and our responses and make a decision. The Minister's scope of consideration is limited to matters of provincial importance, including natural environment, cultural heritage value or interest, or constitutionally protected aboriginal or treaty rights.

The Minister has a number of powers with respect to the Environmental Project Report. The Minister may issue the Proponents a Notice:

- Allowing the Proponent to Proceed with no conditions.
- Allowing the Proponent to Proceed with conditions.
- Requiring Further Consideration, if issues of Provincial importance are of concern.

If the Minister does not issue any Notice after the 65 day combined review period, then York / Toronto can issue a Statement of Completion of Transit Project Assessment Process, and then proceed with the project. Staff will confirm the outcome of the MOE process at the rapid transit meeting.

Work continues with Metrolinx to develop the Project Definition Report and Benefits Case Analysis for the April Metrolinx Board meeting

In parallel with the work to develop the Environmental Project Report, and in conjunction with the City of Toronto and the TTC, staff has been working with Metrolinx and their consultants to develop the project definition and options for the purposes of evaluation, and the development of the Benefits Case Analysis.

The following three options are being tested in the benefits case:

- Option One: A six station subway with today's GO service.
- Option Two: A five station subway with today's GO service.
- Option Three: BRT on Yonge with all day, two-way GO service.

Staff has seen only a partial draft of the findings of the analysis and may be able to comment more fully at the April Committee meeting. It is expected that the Benefits Case Analysis will be before the Metrolinx Board in April, and the results will be brought forward in the next reporting period.

The TTC Rail Yards Needs Study is nearing completion

A Rail Yard Needs Study (RYNS) has been initiated by the TTC to investigate the system-wide needs for rolling stock storage and maintenance that will result from the Spadina and Yonge subway extensions, ongoing fleet expansions, and other projects. The results of the study will determine the rolling stock maintenance and storage requirements and options for the Yonge Subway extension. It is anticipated that study results will be available for the next reporting period.

The Work Programme for the Functional Planning and Transit Project Assessment Process is nearing completion

Since Fall 2007, the joint team of McCormick Rankin Corporation and York Consortium have led the functional planning, and conceptual design work, and were the first project team to work within the new six month EA, or Transit Project Assessment Process (TPAP).

An Interim Work Programme is proposed to keep the project moving forward, as well as continue working on areas of importance for the public on the project

The need to continue efforts in identifying and narrowing options related to surface issues along the Yonge Street subway alignment in York Region arose during the conduct of Transit Project Assessment Process technical and consultation work. The TTC, in consultation with the York Region Rapid Transit Corporation, is preparing a joint comprehensive work programme to progress the project into design and construction.

The TTC has created a project office and has identified Mr. Charles Wheeler as their Chief Project Manager for the project. The TTC also plans to issue a proposal for a preliminary design and engineering (PDE) work programme in April 2009, subject to funding confirmation from the provincial budget and funding allocation to the project from Metrolinx.

The project has a number of surface related challenges that should be addressed in the PDE work plan for the Yonge Subway. In order to ensure the project is in a state of readiness once project financing has been secured, and in order to minimize the risk of cost and schedule to the main project, the surface work activities to be considered for inclusion in the work programme are as follows:

- 1) Richmond Hill Centre / Langstaff Gateway Anchor Hub Development:
 - a. Development of Integrated Transportation and Land Use Master Plan (Bathurst to Bayview, East Don River to 16th Avenue).
 - b. Development of Bus Terminal Layout Concepts integrated with Development, in consultation with property owner.
 - c. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - d. Development of Community Connector concepts through Highway Corridor, between Langstaff lands and Richmond Hill Centre lands.
 - e. Development of Connection concepts from Langstaff lands to Langstaff Longbridge Subway Station.
 - f. Documentation and Tracking of Environmental Project Report (EPR) Commitments to Future Work.

- 2) Longbridge / Uplands Community Design Programme:

- a. Development of Commuter parking lot concepts, including possible sustainability features.
 - b. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - c. Holy Cross Cemetery traffic and property issues.
 - d. Documentation and Tracking of EPR Commitments to Future Work.
- 3) Thornhill Heritage Community Design Programme:
- a. East Don River bridge heritage features.
 - b. Royal Orchard Station Entrances and Station Facilities.
 - c. Emergency Egress Facilities.
 - d. Radial Station Relocation / protection analysis and options.
 - e. Development of concepts for maintenance of access during construction and new connection to Cricklewood Park.
 - f. Development of concepts for driveway access options for Ladies Golf Course.
 - g. Development of options to optimize tunnel Emergency Egress Facilities.
 - h. Documentation and Tracking of EPR Commitments to Future Work.
- 4) Clark Station Community Design Programme:
- a. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - b. Documentation and Tracking of EPR Commitments to Future Work.
- 5) Steeles Station Transit-Oriented Development and Community Design Programme:
- a. Development of Underground Bus Terminal Concepts/utility relocation concepts.
 - b. Minimization of property impacts associated with preferred bus terminal concept.
 - c. Development of concepts for surface facilities, including integration into existing community or redevelopment areas contemplated in municipal plans.
 - d. Development of scope of Pedestrian Movement studies.
 - e. Traffic studies to minimize property impacts.
 - f. Documentation and Tracking of EPR Commitments to Future Work.
- 6) Development of Subway Station Power Feed and Distribution / Coordination concepts with Electrical Utilities, including method and extent of required relocations.

Staff plans to award the interim work programme to McCormick Rankin Corporation and York Consortium 2002 on a cost of work basis, not to exceed \$300,000, subject

to finalization of the details and appropriate apportionment of the interim work programme to each company.

Communications and Public Engagement

A joint newsletter is being developed for the Uplands community

Following the meeting with the community's working group in February, staff has been working with community representatives to create a joint newsletter that highlights the proceedings and key questions and answers from the meeting. The newsletter will be mailed in early April to all residents in the community.

Discussions continue with staff from the City of Toronto and TTC regarding project governance

Preliminary discussions continue at a staff level regarding project governance with the City of Toronto and TTC. These discussions are exploratory in nature and will continue over the next few months.

Staff responded to information requests from the Ministry of the Environment relating to its review of the project's Environmental Project Report and comments received from the public and agencies

Although beyond legislated requirements under the Transit Project Assessment Process, the MOE identified eleven pieces of correspondence it received that it wants responded to, with MOE included as an addressee. Staff compiled the responses and issued them on March 12, 2009.

5. FINANCIAL IMPLICATIONS

The interim budget to commence the environmental assessment and preliminary engineering of \$3,000,000 is funded from the General Capital Reserve fund. Expenditures have been allocated to project activities as identified in Table 1.

Table 1
Yonge Subway Environmental Assessment and Preliminary Engineering

| | Budget | Forecast | Additional Funding Sought | Council Authorization |
|---|-------------|-------------|---------------------------|---|
| Legal Fees related to property owners and the generation of mailing lists | \$50,000 | \$50,000 | | n/a |
| Public Meeting facilities, mailing fees, and supplies | \$50,000 | \$50,000 | | n/a |
| Communications Plan Implementation | \$107,000 | \$107,000 | | June 19, 2008 Report 6, Clause 11 of RTPPP Steering Committee |
| McCormick Rankin Corporation – EA work | \$1,500,000 | \$1,700,000 | \$200,000 | June 21, 2007 Report 5, Clause 6 of RTPPP Steering Committee |
| York Consortium 2002 – EA work | \$1,293,000 | \$1,333,000 | \$40,000 | June 21, 2007 Report 5, Clause 6 of RTPPP Steering Committee |
| Total | \$3,000,000 | \$3,240,000 | \$240,000 | |

The \$3 million interim budget had been fully committed as of mid March 2009. With the submission of the Yonge Subway Environmental Project Review, and subsequent printing and distribution, it is anticipated that the final costs for the initial work will be approximate \$3.24 million. The additional costs that were not anticipated relate to the extent of writing required for the Environmental Project Report, costs of reproduction, Longbridge community consultation and related traffic impact studies. At the time the interim budget was established, the new environmental assessment process for transit projects had not been defined. As such, all costs and activities associated with the first project to use the new model were not fully anticipated in work programmes established for the project.

Staff will endeavor to recover all costs associated with the Yonge subway extension through MoveOntario 2020 funding.

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 Corporation during March 2009 relating to the Yonge subway extension.

Costs to progress the project to its current level have resulted in an approximate overrun of \$240,000 for the publishing and distribution of the Environmental Project Report, staging of public consultation meetings, and legal fees associated with developing property title lists for notices. Staff is requesting that this overrun be funded through the capital reserve and will endeavour to recover such costs through MoveOntario 2020 funding.

An additional \$300,000 is needed to develop and deliver an interim work programme to maintain project momentum. It is recommended that Council approve the award of work to McCormick Rankin Corporation and York Consortium 2002 in an amount not to exceed \$300,000, subject to Toronto Transit Commission staff and the York Region Rapid Transit Office staff being satisfied with the interim work programme and that the fee structure to undertake such work is deemed to be cost competitive.

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.

Recommended by:

Approved for Submission:

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April 2, 2009

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