

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: May 28, 2014

SUBJECT: ISLINGTON STATION BUS TERMINAL

INFORMATION ITEM

RECOMMENDATION

It is recommended that the Board receive this report for information.

FUNDING

An agreement will be negotiated with Metrolinx to provide the funding for the design and installation of the shoring system at the existing Islington Bus Terminal required to maintain MiWay bus operations until MiWay operations can be moved to a new inter-regional bus terminal at Kipling Station, expected to be no later than 2019.

BACKGROUND

In considering the Report titled "Islington Station – Temporary Bus Terminal" at its meeting on March 26, 2014, the Board, in part, requested Metrolinx to provide a funding commitment by April 30, 2014 for their preferred method of maintaining MiWay bus operations at Islington Station, based on the following alternatives:

- a. A temporary bus terminal for MiWay buses on the Islington Station lands, with an estimated service life of 10 years, a capital cost of approximately \$20 million and annual costs for commuter parking revenue losses plus related operating commitments; or
- b. Structural shoring of the existing bus terminal, with an estimated service life of 4 years and a capital cost of approximately \$10 million.

DISCUSSION

In response to the Board's request, Metrolinx has issued a letter, dated April 30, 2014 (Attachment 1), in which they state their preference is to fund the structural shoring of the existing Islington Station bus terminal. This is intended to extend the life of the existing bus terminal to approximately 2019 allowing time for Metrolinx to provide a new inter-regional bus terminal for MiWay buses at Kipling Station. Metrolinx goes on to indicate that they are committed in principle to an upset limit of \$7.1 million for the shoring work, subject to a formal agreement between TTC and Metrolinx being executed by July 1, 2014. An extension and possibly amendments to the existing agreement with MiWay, which expires December 31, 2016,

may be required to permit the continuation of operation at Islington Station until the availability of the Kipling Inter-Regional Terminal.

The \$7.1 million figure quoted by Metrolinx was based on a high-level TTC estimate of the potential cost of structural shoring which includes less contingency than the previously reported estimate of \$10 million. TTC staff feel that \$7.1 million is a reasonable budget figure.

Meetings between TTC and Metrolinx staff have already been initiated to develop the necessary agreement respecting work scope, schedule, payment terms and approval mechanisms; the outcomes of such meetings will form part of the agreement. Concurrently, preliminary design work has been initiated to ensure that the structural shoring can be implemented by 2016. Developing a clear scope of work and procedure for addressing unforeseen issues will be key in controlling the project costs and minimizing potential disputes between TTC and Metrolinx. The agreement terms will also ensure that the TTC has the requisite flexibility to continue to operate the facility, while at the same time undertake structural shoring design and construction along with other ongoing activities. This will in turn minimize the risk of delay in delivering a project that is critical to protect the safety of the public using the Islington Station bus terminal.

In addition, Metrolinx is advancing its design to finalize the plans and obtain all necessary approvals for the new inter-regional bus terminal at Kipling Station to ensure completion of construction by 2019.

As a result of Metrolinx's selection of the structural shoring option at Islington Station, TTC no longer has an interest in retaining the former Legion lands, located at 3326 Bloor Street West, for a temporary bus terminal. TTC staff have therefore advised the City of Toronto's Chief Corporate Officer that the TTC has no objection to Build Toronto setting up a presentation centre on those lands for development purposes.

JUSTIFICATION

Based on Metrolinx's commitment in principle to fund the structural shoring of the Islington Station bus terminal, TTC staff have initiated the preliminary design of this work and are participating in negotiations with Metrolinx to develop a formal agreement for this joint project.

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Attachment 1 – April 30, 2014 letter from Bruce McCuaig, President and CEO, Metrolinx



METROLINX

An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

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April 30, 2014

Andy Byford
Chief Executive Officer
Toronto Transit Commission
1900 Yonge Street
Toronto, ON M4S 1Z2

Dear Mr. Byford,

RE: Islington Subway Station Bus Terminal Options

This letter is in response to the letter from Vince Rodo, acting on your behalf, dated March 28, 2014, regarding Islington Subway Bus Terminal Options.

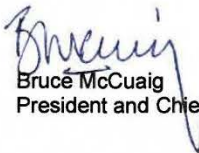
Metrolinx has met with your staff and Mississauga and MiWay representatives to discuss your concerns, transitioning issues, and potential solutions. Metrolinx structural consultants have also reviewed the condition assessment of the existing Islington Bus Terminal by TTC consultants.

In analyzing the two options of either shoring the existing bus terminal slab or building a temporary bus terminal at Islington station, we have decided that shoring the slab at the existing terminal is the appropriate way to proceed. This option was estimated to cost \$7.1M, based on material provided by the TTC on April 3, 2014.

So that work may continue to quickly advance, Metrolinx commits in principle to funding up to \$7.1M for this option, based upon approved invoices and subject to a formal agreement between Metrolinx and the TTC, being entered into by July 1, 2014. We expect that the formal agreement will address details such as schedules, key milestones, payment mechanism and timing, cost and schedule management, and dispute resolution, among other things.

We look forward to continuing to work together on this important project. Nick Spensieri, Director of Multi-Modal Infrastructure at GO Transit, will be in touch shortly to set up a meeting to discuss how to proceed for the next few months and to develop an agreement.

Sincerely,


Bruce McCuaig
President and Chief Executive Officer

- c. Vince Rodo, Chief Financial and Administration Officer, TTC
Geoff Marinoff, Director, MiWay
Joe Pennachetti, City Manager, City of Toronto
Robert Pritchard, Chair, Board of Directors, Metrolinx



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