

To: York Region Rapid Transit Corporation Board of Directors
From: Mary-Frances Turner, President
Subject: Project Status Quarterly Report – Q4 2009

Recommendation

It is recommended that:

1. The Q4 2009 quarterly progress report of the Chief Finance and Strategy Officer and Treasurer be received for information.

Purpose

The purpose of this report is to update the Board on project momentum, expenditures and recoveries. Project activities and financial information is current to November 30, 2009.

Finance

Project momentum remains on track

- Over \$14 million in expenditures were incurred from July to November 2009.
- Activities related to the Spadina Subway extension and the procurement of land on Davis Drive and Highway 7 are responsible for 65.2% of year-to-date expenditures.

Construction starts for projects remain, on balance, unchanged

- The construction schedule for Centre Street has been advanced by 9 months, now targeting fall 2013 completion.
- The start of construction for Highway 7 – Richmond Hill Centre to Town Centre Boulevard, has shifted one quarter from Q3 2010 to Q4 2010.
- While the construction start of Highway 7 – Richmond Hill Centre to Pine Valley Drive remains on target, substantial completion has been revised from Q3 2015 to Q4 2015.

- The latter two changes reflect discussions with Metrolinx and Infrastructure Ontario.

For more information on this report, please contact, Susan Tuckey, Chief Finance and Strategy Officer and Treasurer, York Region Rapid Transit Corporation at 905-771-2230, Ext. 1015.

Mary-Frances Turner
President

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Project Status Quarterly Report – 2009-Q4

			
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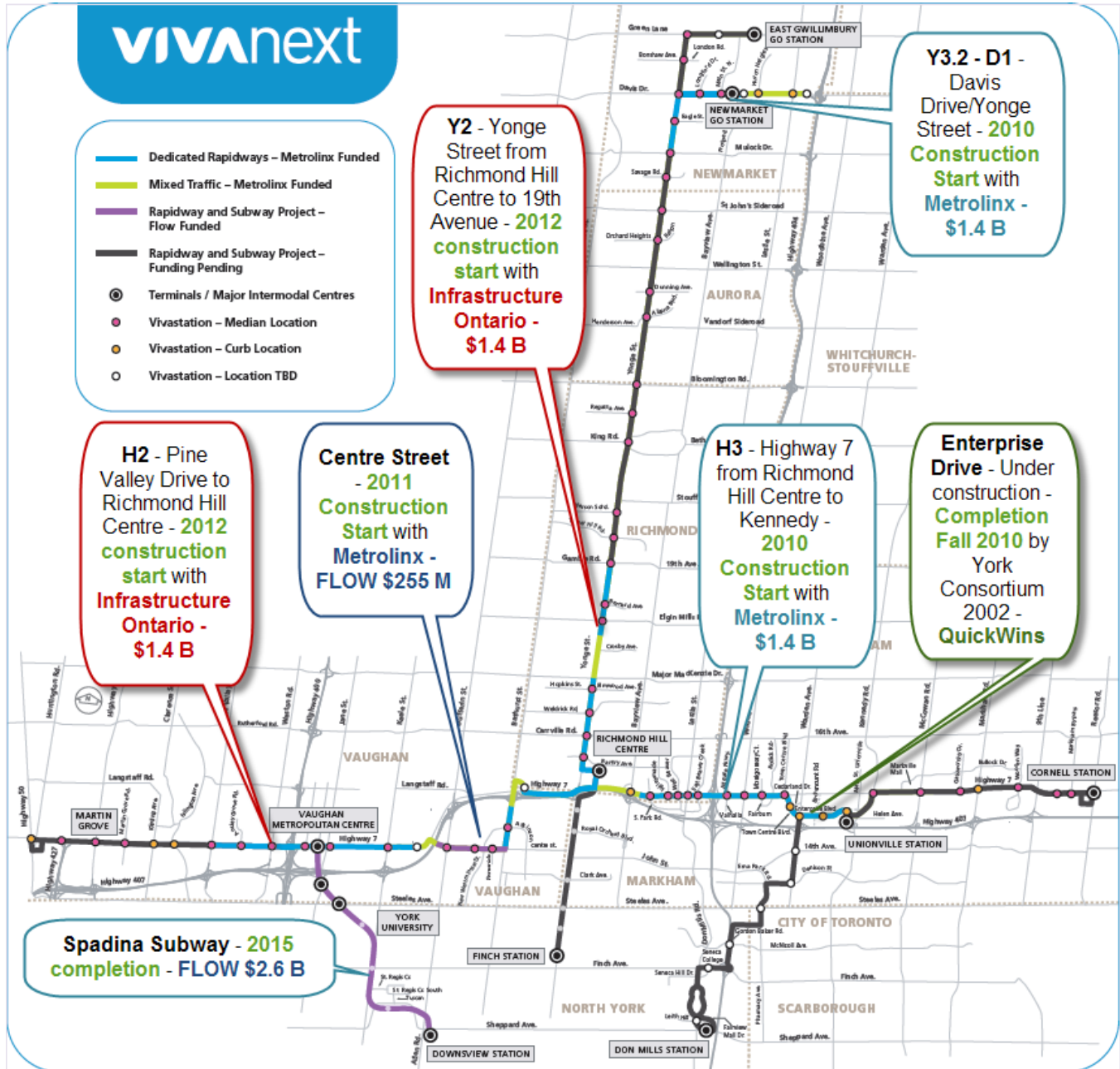
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A – VivaNext Map

1.0 Quick Project Summary



2.0 Activities for Period

2.1 Bus Rapid Transit Quarterly Highlights

Enterprise Drive

- Phase II Construction (Warden to Birchmount), began in September 2009. Utility relocations have been completed and grading work is now underway.
- The detailed design of the canopies for Warden Station has been completed. The work was tendered in October with the award of this work anticipated for December.

Davis Drive (D1) & Yonge Street (Y3.2), Newmarket

- The property acquisition program for D1 – Davis Drive and H3 – Highway 7 – Richmond Hill to Unionville GO/Kennedy Road continues with the possession of properties to take place before the end of 2009.
- The Preliminary Engineering for Davis Drive is well underway with the submission of Draft Preliminary Engineering Drawings anticipated for December 2009.
- The Concept Design for Yonge Street (Mulock to Davis) is also well underway with Draft Concept Design Drawing also scheduled for submission in December 2009.

Highway 7 – Richmond Hill Centre to Kennedy Road (H3)

- 30% engineering layouts are complete for vivaNext on H3 – Highway 7 – Richmond Hill Centre to Birchmount; Unionville GO/Kennedy Road
- Engineering layouts are nearing completion for vivaNext on Y2 – Yonge Street – from Highway 7 to 19th
- On Highway 7 from Richmond Hill Centre to Kennedy Road, detailed design of utility relocations continues as early works under the Metrolinx Memorandum of Agreement.

Highway 7 – Vaughan Metropolitan Centre to Richmond Hill Centre (H2) and Yonge – Richmond Hill Centre to 19th Avenue (Y2)

- Discussions continue with Infrastructure Ontario to begin the Alternative Financing and Procurement process for these two segments

Operations, Maintenance and Storage Facility (OMSF)

- A preferred site for a rapid transit operations and maintenance site has been identified, and the purchase of this property is in progress.

BRT Vehicles

- A joint York Region Rapid Transit Corporation/YRT Request for Proposal was awarded to NovaBus in October 2009 and the first delivery of buses is anticipated for late 2010.

Phase I Upgrades

- Preliminary design for Galsworthy stop on Highway 7 has commenced. Implementation will occur in 2010.

			
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2.2 Light Rail Transit Quarterly Highlights

Leslie/Don Mills LRT Environmental Project Report (EPR)

- The Leslie/Don Mills LRT EPR is temporarily on hold pending feedback from the local municipalities.
- An update report to the YRRTC Board is scheduled for early 2010 and will provide a summary of the input received at the first round of public and stakeholder consultation undertaken in May and June of 2009 and the results of the municipal feedback.

2.3 Subway Quarterly Highlights

Spadina Subway Extension

Station Design in York Region

- The Spadina Subway Extension project team continues to work towards the 30% design milestone at each of the York Region stations. It is anticipated that conceptual designs for each station in York Region will have been made public before the end of 2009
- A presentation of the project status for each York Region station was given to Vaughan Council at the end of November. Discussions with major landowners in the VMC will commence in December/January.

Steeles West Station

- A revised conceptual design submission has been received and commented on for Steeles West Station. The design of the York Region bus terminal and PPUDO is being reassessed with respect to operational and development impacts.
- A staging plan to implement the UPS land swap has been developed and is being refined for submission to UPS for review. A meeting with UPS is being planned for December/January

Highway 407 Station

- A preferred station concept has been selected in consultation with MTO/GO. As a result, the bus terminal and station concourse have been redesigned to provide more intuitive way-finding for passengers. A revised 10% conceptual design concept for the bus terminal will be submitted. YRT and GO are working cooperatively to identify a shared facility program for the bus terminal. An advanced contract for the new access bridge across Black Creek is being advanced.

Vaughan Metropolitan Centre Station

- The 10% conceptual design for the VMC station has been received and comments have been provided. The design has been revised to reflect a consolidated main

entrance which provides access from four directions. The design and implementation plan for the YRT bus facility at VMC Station is proceeding. The primary concern is associated with limited project funding which impacts what can be included in the facility to be built on opening day and into the future. York Region and City of Vaughan staff have provided the project with a revised concept and strategy for the Phase 1 and ultimate YRT bus facility. The Phase 1 concept now includes an off-street bus facility

- A work program to complete the design of the direct Viva to Subway connection has been established. YRRTC, and TYSSE staff are continuing to work collaboratively to develop a strategy to build and pay for this connection. As noted previously there may also be a need to secure additional funding

Tunnel Design

- The twin tunnel 60% design was submitted November 2009. Staff are in the process of reviewing and providing comments

Yonge Subway Extension

- An organizational chart has been developed for the Conceptual Design Study. A copy is attached
- A preferred conceptual design consultant has been identified as part of a competitive RFP process. A formal contract is now in place
- A project kick-off meeting was held in November
- Contract project support staff are being retained to assist project management in 5 key areas including: 1) Stations/Cut and Cover Construction, 2) Alignment, Property and Utilities, 3) Tunnels/Bridges, 4) Transportation Planning, and 5) Construction Logistics/Geotechnical. Four staff positions to address these areas (areas 2 and 3 are combined) are expected to be filled by December/January
- Members of the Project Coordinating Committee have been identified with the initial meeting held in December
- A Yonge Subway Development Protocol MOU has been developed in order to inform the review of any proposed developments along the subway alignment. The MOU is currently being reviewed and commented on by staff at the Region as well as the affected municipalities which include Vaughan, Markham and Richmond Hill

2.4 Planned Activities for Next Quarter

- Commence procurement process for the Design Build of the Highway 7 Segment from Yonge to Warden
- Complete program delivery and funding arrangements with Metrolinx, MTO and Transport Canada to maximize the available funding for vivaNext projects
- Continue discussions with Infrastructure Ontario with respect to the delivery of the Highway 7 (H2) & Yonge Street (Y2) segments.
- Continue with advanced work to proceed the Design Build for Davis Drive (D1) and Highway 7 (H3) including; utility design and relocation, demolition of buildings and initiation of the environmental remediation of affected sites.
- Procure consultant services to complete the Conceptual Design for the Operations, Maintenance and Storage Facility in southern York Region

			
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- Continue to advance the station and tunnel designs so that all aspects are at least at the 30% design stage by the spring of 2010
- Commence a federal government relations plan to secure funding for the Yonge Street subway extension
- Develop the work program for the Yonge Subway Conceptual Design Project and commence the design work

3.0 Budget and Cost Status

3.1 Budget/Cost Summary

2.1.1 vivaNext Comparison of 2009 Project Costs to 2009 Budget

2009 Budget	\$398,212,000
Cost to Date – 2009 (Gross)	\$39,321,000
Value of Open Purchase Orders	\$439,643,977
Expensed to Date - Open Purchase Orders	\$58,428,446
Project Contingency on Open Purchase Orders – 15% of original value (excluding Spadina Subway)	\$8,193,378
Project Contingencies - Upset Limit on approved contingencies	\$4,062,746
Project Contingency – Remaining amount available	\$4,130,632

3.2 Contract Status

2.2.1 Environmental Assessment, Concept Level Design and Preliminary Engineering, and Communications Work Program Agreements

<i>Project</i>	<i>Original Award</i>	<i>Project Contingencies - Approved</i>	<i>Expenditures to Date</i>
Yonge Street from Richmond Hill Centre to 19 th Avenue (Y2) and Highway 7, from Richmond Hill Centre to Kennedy Road – Preliminary Engineering (H3)	\$11,615,725	\$1,852,981	\$12,262,629
Yonge Street from Steeles Avenue to Richmond Hill Centre (Y1) and Operations and Maintenance Facility (original facility)	\$10,500,000	\$1,621,683	\$9,913,294
Cornell Terminal – Site Plan Design and Development	\$295,767	\$0	\$119,313
Highway 7 from Pine Valley Drive to Richmond Hill Centre (H2) – Concept Level Design	\$3,424,792	\$49,611	\$2,616,418
Davis Drive (D1) - Concept Level Design	\$195,331	\$54,099	\$229,165
Davis Drive (D1) – Yonge Street (Y3.2) Preliminary Engineering/Concept Level Design	\$4,269,358	\$244,372	\$785,178
Yonge Subway – Project Assessment Report	\$2,793,000	\$240,000	\$2,836,904
Yonge Subway Communications	\$107,000	\$0	\$107,000

			
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2.2.1 Environmental Assessment, Concept Level Design and Preliminary Engineering, and Communications Work Program Agreements

<i>Project</i>	<i>Original Award</i>	<i>Project Contingencies - Approved</i>	<i>Expenditures to Date</i>
2009 Communications	\$900,000	\$0	\$395,499
Leslie/Don Mills LRT Environmental Project Report	\$582,356	\$0	\$101,497
Total	\$34,683,329	\$4,062,746	\$29,366,897

2.2.2 Design/Build and Build Only Work Program Contracts (Including Spadina Subway Reimbursements to TTC/Toronto)

<i>Project</i>	<i>Original Award</i>	<i>Project Contingencies - Approved</i>	<i>Expenditures to Date</i>
Savage Station Contract	\$591,515	\$0	\$422,434
Enterprise – Phase I D/B	\$512,757	\$0	\$363,647
Enterprise – Utility Relocations – Rogers, Powerstream, Enbridge	\$1,267,682	\$0	\$0
Enterprise – Lighting Consultant	\$12,400	\$0	\$2,500
Enterprise - Phase II D/B	\$648,175	\$0	\$550,732
Spadina Subway	\$351,400,000	\$0	\$9,111,328
Spadina Subway – System Capacity Buy-In	\$29,980,000	\$0	\$10,000,000
Total	\$384,412,529	\$0	\$20,450,641

2.2.3 Owner's Engineer, Program Management and Project Office, and Legal Services

<i>Proponent</i>	<i>Original Award</i>	<i>Council Approved Increase Total</i>	<i>Expenditures to Date</i>
WeirFoulds – Legal Services (07/2003 to 06/2010)	\$1,737,500	\$3,231,877	\$2,972,421
McCormick Rankin Corporation – Owner's Engineer Services (01/2007 to 12/2009)	\$3,694,340	\$3,700,000	\$3,269,556
York Consortium 2002 – Program Management (Staff) (05/2009 to 10/2010)	\$5,168,081	\$0	\$0
York Consortium 2002 – Project Office Costs (exclusive of costs incurred directly by YRRTC) (Direct Operating	\$808,752	\$0	\$192,990

2.2.3 Owner's Engineer, Program Management and Project Office, and Legal Services

<i>Proponent</i>	<i>Original Award</i>	<i>Council Approved Increase Total</i>	<i>Expenditures to Date</i>
Costs) (05/2009 to 10/2010)			
York Consortium 2002 – Direct Costs for Leasehold Improvements	\$1,922,100	\$0	\$1,674,984
Lease – 3601 Highway 7 (10 Year)	\$2,975,771	\$0	\$392,581
Total	\$16,306,544	\$3,231,877	\$8,502,532

3.3 Property Acquisition

Legal and Appraisal Fees to date

Davis Drive Properties	\$828,487
Highway 7 – Richmond Hill Centre to Kennedy	\$578,669

Direct Buy Outs to date

Davis Drive Properties	\$1,232,889
Highway 7 – Richmond Hill Centre to Kennedy	\$0

3.4 Commitment and Cost Status Summary

Commitment Status

Committed this Period – New Purchase Orders – July to November	\$19,323,290
Committed to Date – Open Purchase Orders	\$439,643,977

Cost Status - vivaNext

Costs – July to November	\$14,073,000
Costs Year to Date – January to November	\$39,321,000

			
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4.0 Schedule Status

4.1 Project Milestones

Phase	Major Milestone	Planned	Forecast	Actual	Status
Davis Drive and Yonge Street – from Mulock to Davis (Y3.2 – D1)	Award of Concept Design Contract	Q2 2008	Q2 2008	Q2 2008	↑
	Award of Preliminary Engineering	Q2 2009	Q2 2009	Q2 2009	↑
	Start of Property Acquisition	Q2 2009	Q2 2009	Q2 2009	↑
	Start of Keith Bridge Early Works	Q3 2010	Q3 2010		↑
	Substantial completion of Keith Bridge Early Works	Q2 2011	Q2 2011		↑
	Start of Construction	Q4 2010	Q4 2010		↑
	Substantial Performance	Q4 2012	Q4 2012		↑
Phase	Major Milestone	Planned	Forecast	Actual	Status
Yonge Street – Richmond Hill Centre to 19 th Avenue (Y2)	Award of Preliminary Engineering Contract	Q3 2007	Q3 2007	Q3 2007	↑
	Start of Property Acquisition	Q1 2010	Q1 2010		↑
	Financial Close (IO)	Q2 2011	Q2 2011		↑
	Start of Construction	Q3 2011	Q3 2011		↑
	Substantial Performance	Q4 2014	Q4 2014		↑
Phase	Major Milestone	Planned	Forecast	Actual	Status
Jefferson Station	Start of Construction	Q3 2008	Q3 2008	Q3 2008	↑
	Substantial Performance	Q4 2008	Q4 2008	Q4 2008	↑
Phase	Major Milestone	Planned	Forecast	Actual	Status
Savage Station	Start of Construction	Q2 2009	Q2 2009	Q2 2009	↑
	Substantial Performance	Q3 2009	Q3 2009	Q3 2009	↑
Phase	Major Milestone	Planned	Forecast	Actual	Status
Hwy 7 – Pine Valley to Centre/Dufferin; Centre/Bathurst to Richmond Hill Centre (H2)	Award of Concept Design Contract	Q3 2008	Q3 2008	Q3 2008	↑
	Award of Preliminary Engineering for Utilities	Q1 2010	Q1 2010		↑
	Start of Property Acquisition	Q1 2010	Q1 2010		↑
	Financial Close (IO)	Q1 2010	Q1 2010		↑
	Start Procurement Process (IO)	Q2 2011	Q2 2011		↑
	Start of Construction	Q3 2012	Q3 2012		↑
	Substantial Performance	Q3 2015	Q4 2015		↑

Phase	Major Milestone	Planned	Forecast	Actual	Status
Centre Street – Dufferin to Bathurst (H2.3)	Award of Concept Design Contract	Q3 2008	Q3 2008	Q3 2008	🟢
	Award of Preliminary Engineering for Centre Street	Q2 2010	Q4 2010		🟢
	Start of Property Acquisition	Q2 2010	Q2 2010		🟢
	Start of Construction	Q3 2012	Q4 2011		🟢
	Substantial Performance	Q3 2014	Q4 2013		🟢
Phase	Major Milestone	Planned	Forecast	Actual	Status
Hwy 7 – Richmond Hill Centre to Warden (H3)	Award of Preliminary Engineering Contract	Q3 2007	Q3 2007	Q3 2007	🟢
	Start of Property Acquisition	Q1 2009	Q1 2009	Q1 2009	🟢
	Start of Construction	Q3 2010	Q4 2010		🟡
	Substantial Performance	Q4 2013	Q4 2013		🟢
Phase	Major Milestone	Planned	Forecast	Actual	Status
Enterprise Drive (H3.3)	Award of Preliminary Design Contract	Q1 2008	Q1 2008	Q1 2008	🟢
	Start of Construction	Q4 2008	Q4 2008	Q4 2008	🟢
	Substantial Performance	Q4 2010	Q4 2010		🟢
Phase	Major Milestone	Planned	Forecast	Actual	Status
Cornell Terminal	Award of Site Plan Contract	Q1 2008	Q1 2008	Q1 2008	🟢
	Start of Property Acquisition	Q3 2009	Q3 2009		🟢
	Award of Conceptual Design/Preliminary Engineering	Q2 2010	Q1 2011		🟢
	Start of Construction	Q2 2011	Q2 2011		🟢
	Substantial Performance	Q4 2012	Q4 2012		🟢
Status Legend	🟢	On target; anticipate no delays			
	🟡	Possible impact on schedule			
	🔴	Anticipated delays and impact on schedule			

4.2 Procurement

Request for Proposal P-08-102 for the supply of fifteen low-floor, 18.2 metre (60 foot) articulated rapid transit vehicles was awarded on October 22, 2009, to Nova Bus, a division of Volvo Group Canada Inc., in the amount of \$14,060,010, plus GST.

The Request for Proposal for bus rapid transit vehicles was released on March 20, 2009.

			
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5.0 Communications

5.1 Bus Rapid Transit

- Advertised in Town's *Newmarket Now* publication, motivating residents to sign up for e-mail updates about the project along Davis Drive.
- Advertised in Era Banner to support businesses impacted by expropriation in Newmarket.
- Issued a Construction Bulletin in November to announce geotechnical investigation work in the area of Keith Bridge.
- Produced and installed a co-branded construction sign at Enterprise Drive and Warden Avenue, with logos of Ontario, Metrolinx, York Region and YRRTC.
- Finalized a joint news release with MTO and Metrolinx regarding the project along Enterprise Drive.
- While staff continued the land acquisition process in Newmarket, the Community Liaison Specialist continued to meet with stakeholders in the community. This effort continues so that tenants, the general public and Chambers of Commerce are kept up-to-date on the project's status and have an avenue by which to pursue their questions.
- Progressed heritage booklet with input from Newmarket staff and other stakeholders.

5.2 Spadina Subway Extension

- Participated in planning and conducting a joint media event and photo-op.
- Submitted draft articles for the winter issue of the project's newsletter.

5.3 Yonge Subway Extension

- Prepared briefing materials and a speech to highlight need for funding.
- Issued joint news release with City of Toronto and TTC to announce contract award for conceptual design work.
- An organizational chart was prepared to depict the project team in subsequent reports.

5.4 Light Rail Transit

- Online information was updated to reflect current status.

5.5 VivaNext

- Staff participated in the following Santa Claus parades carrying vivaNext information:
 - Vaughan
 - Richmond Hill
 - Markham
 - Newmarket
 - Aurora
- New lightpole banners were installed along Viva routes.

- A meeting with a Toronto Star columnist was arranged, but postponed at the last minute due to breaking news.
- Online copy was refreshed and reflects current work activities
- The Holiday e-Card was developed and issued by e-mail and through social media channels.
- The winter issue of the vivaNext Newsletter was distributed.
- Vivanext.com was updated to include the agendas, minutes and reports of the Rapid Transit Board. In addition, a new business profile was uploaded – Karen's and Tina's Flowers of Newmarket.
- The vivaNext blog, twitter, YouTube and Facebook sites continued to engage the public in meaningful dialogue. Social media efforts during the quarter has generated positive results, including:
 - +14,000 unique visitors to vivanext.com
 - +57,000 pageviews on vivanext.com
 - 175 responses to online poll questions
 - 295 followers on Twitter
 - 95 fans on Facebook

6.0 Project Funding

6.1 Funding Status

\$82 Million Memorandum of Understanding with Metrolinx (part of \$1.4 Billion)

Project Element	Agreement	Incurred to Date
Davis Drive – Final Design and Construction, including utility work	\$425,000	\$0
Davis Drive – Property	\$67,531,800	\$2,061,376
Highway 7 – Final Design and Construction, including utility work	\$2,200,000	\$0
Highway 7 – Property	\$11,928,000	\$578,669
Total	\$82,084,800	\$2,640,045

			
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Spadina Subway – FLOW

Funding Source	Expenditures to Date	Percent
York Region Share	\$9,111,000	13.4%
City of Toronto	\$13,644,000	20.0%
Move Ontario Trust	\$29,974,000	43.9%
Federal Government	\$15,537,000	22.8%
Total Funding	\$68,267,000	100.0%

Yonge Street Subway - \$3.24 million Reserve

	Amount	Percent	Current Status
Reserve			
Reserve	\$3,240,000	43%	
Additional Contribution from Reserve	4,310,000	57%	Finance and Admin Committee, Sept 10, 2009. Conceptual Design – 75% of costs incurred by TTC through an award of contract to an external firm.
Expenditures			
Expenditures to Date – EPR Report – MRC and YC2002	\$2,836,904	37.6%	
Expenditures to Date – ERP Report – Internal Costs	\$77,552	1.0%	Public meetings, printing, postage
Expenditures to Date – Communications	\$107,000	1.4%	
Balance in Reserve	\$4,528,544	60.0%	

MoveOntario 2020 – Quick Wins –\$105.6 million

- Reallocations of QuickWins project monies to key priority projects has been completed.
- A total of \$67.6 million has been received from MTO and has been funding preliminary engineering and related costs.
- The remaining \$38.0 million is subject to a contribution agreement that has not yet been finalized.

**Allocation of \$105.6 million QuickWins Funding to vivaNext Projects
(\$millions)**

Projects	Amount	Amount Expended to Date	Amount Funded from Reserve to date
Concept Level Design and Preliminary Engineering			
Cornell Terminal	\$2.3	\$0.158	\$0.135
Davis Drive/Yonge Street from Mulock to Davis Drive (D1 – Y3.2)	\$5.7	\$0.298	\$0
Highway 7 (H2.3) – Centre Street	\$2.8	\$0.694	\$0.600
Enterprise Drive	\$0.9	\$0.941	\$0.737
Highway 7 (H3) – Richmond Hill Centre to Kennedy Road	\$10.7	\$7.253	\$6.360
Yonge Street (Y2) – Richmond Hill Centre to 19 th Avenue	\$8.3	\$5.055	\$4.314
Highway 7 (H2) – Pine Valley Drive to Richmond Hill Centre – with the exclusion of Centre Street	\$5.8	\$2.609	\$1.813
Total Concept Level Design/Preliminary Engineering	\$36.5	\$17.0	\$14.1
Design/Build			
Yonge Street (Y3.2/Y3.3) – Additional VivaStations on Yonge Street north of Davis Drive to provide service to Green Lane	\$2.0	\$0	\$0
Enterprise Drive	\$12.7	\$0.452	\$0
Total Design/Build	\$14.7	\$0.5	\$0
Property			
Cornell – Additional stops and land	\$2.1	\$0.588	\$0.523
Davis Drive/Yonge Street from Mulock to Davis Drive (D1 – Y3.2)	\$9.6	\$2.081	\$0.795
Enterprise	\$3.4	\$3.400	\$3.400
Operations, Maintenance and Storage Facility	\$25.5	\$0.023	\$0
Total Property	\$40.6	\$6.1	\$4.7
Vehicles			
BRT Vehicles	\$13.7	\$10.554	\$5.200
Total Vehicles	\$13.7	\$10.6	\$5.2
Grand Total	\$105.6	\$34.2	\$23.88

FLOW - \$255,000,000 – Equally shared between Canada, Province and York

			
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The projects funded from this FLOW program are: Buses to 2015; and the design and construction of the South Operations and Maintenance Facility; the construction of the Cornell Terminal; and the design/build of Centre Street rapidways and canopies on the H2 segment of the network (H2 starts on Highway 7 at Pine Valley Drive and ends at the Richmond Hill Centre).

Project	Amount (\$million)	Canada	Ontario	York
Cornell Terminal – Design/Build	\$26.3	50%		50%
Operations, Maintenance and Storage Facility - PE & Design/Build	\$99.5	50%		50%
BRT Buses	\$44.2	50%		50%
Centre Street Design/Build	\$85.0		100%	
Total	\$ 255. 0	\$85.0	\$85.0	\$85.0

It is expected that a contribution agreement will be ready for execution in late 2009/early 2010. The Federal contribution has been agreed to by the Federal Government and expenditures for these projects may now commence.

Provincial Announcement - \$14,600,000 – Equally shared between Province and York

The projects funded from this \$14.6 million program are: Environmental Assessments for North Yonge, Highway 7 and Yonge Street from Steeles Avenue to Highway 7; and preliminary engineering for Y1 and the Langstaff O&M. A final report and claim was submitted to the Ministry of Transportation Ontario in November 2009.

Expenditures Incurred to Date	Amount	Percent	Current Status
Total Expenditures to date	\$14,778,300	101.2%	Y1 BRT PE, Langstaff O&M PE, North Yonge EA, Hwy7 EA and Yonge EA from Steeles to Hwy 7 (Excess of \$178,300 of North Yonge EA to be funded from QuickWins)
Maximum that can be claimed	\$14,600,000	100.0%	The contribution agreement has been executed. Audited statements have been received. A final project report is being drafted and will be submitted in Fall 2009 with a final claim for recovery of funds. The final claim documents have been prepared.
Funding Source	Amount	Percent	Current Status
York Region Share	\$7,300,000	50%	
Provincial Government	\$7,300,000	50%	
Total Funding	\$14,600,000	100%	
Funds received from senior levels of government to date	\$0	%	

Appendix A

VivaNext funding map

