

To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: Project Status Report 2011–Q4 and Year End 2011

Ref: YORK-#4053301

Recommendation

It is recommended that:

1. The attached Project Status Quarterly Report – 2011 – Q4 – of the Chief Financial Officer be received for information.

Purpose

The purpose of this report is to provide a project activity and financial update to the Board. The Project Status Quarterly Report – 2011 – Q4 is attached and reflects activity up to December 31, 2011.

Analysis

HIGHLIGHTS OF THE FOURTH QUARTER & YEAR END 2011

BRT-Rapidways & Stations program proceeding as per budgeted timelines

- Highway 7 East (H3) – from Richmond Hill Centre to Warden Avenue under heavy construction and projected to be completed in early 2014
- Davis Drive (D1) – from Yonge Street to DVP/Hwy. 404 under design with construction to begin in 2012 and be complete by late 2014.

- Highway 7 West (H2-Extended VMC to Bowes Road) – preparation for cost confidence process to be initiated in Q1 2012, with contract to be awarded this summer.

Spadina Subway extension program under heavy construction

- Program anticipated to go “in service” by the end of 2015 – Region’s contribution for 2011 at \$43.7 million for a total of \$76.5 million since the start of the program. Total commitment of the Region to this program is \$351.6 million, with the Province of Ontario and the Federal government contributing similar amounts.
- All four Stations – York University, Steeles West, Highway 407 and Vaughan Metropolitan Centre stations, progressing well.
- Twin Tunnels:
 - South Tunnels contract – boring north towards Finch West Station, with the first tunnel boring machine (TBM) having completed 600 metres of tunneling and approaching Keele Street, while the second TBM has travelled about 300 metres
 - North Tunnels contract – boring south from Steeles West Station, with the first TBM having completed 150 metres of tunneling, while the second TBM will start once the first TBM reaches 300 metres

FLOW program - OMSF facility proceeding in Headford Business Park, Richmond Hill

- Preliminary Engineering design schematics and standards completed for the Operations, Maintenance and Storage Facility.
- Site plan application made to the Town of Richmond Hill – with the Request-for-Proposal (RFP) being released in February, it is anticipated that the design-build contract will be awarded in early Q2.
- Completion date for this project is by end of 2014.

York Strategic Initiatives - Studies for the Yonge Subway extension program on-going

- “Draft Final” Conceptual Design Study report circulated to local municipality staff – review and comments anticipated in late January/early February. Information from the report also shared with Metrolinx.

- YRRTC and Region staff currently reviewing a draft report of a phased option, which extends the Yonge Subway only to Steeles Avenue. Comments will be provided in the overall Business Case Assessment - expected to be completed by mid-year.
- YRRTC authorized to enter into a contract with Edinburgh Rail (Canada) Ltd., which undertakes a Land Value Capture analysis for the Yonge Subway extension. Contract valued at a fixed price of \$145,100 (exclusive of HST) is 50-50 shared with Metrolinx – per Contribution Agreement. Report anticipated by Q2.

Capital Expenditures at \$252.1 million in 2011 – Region's contribution was \$46.9 million

- Capital Expenditures in Q4 at \$121.4 million.
- Capital Spending in Q4 was significant with:
 - Heavy construction activities underway for the Bus Rapid Transit (BRT) program, i.e., Highway 7 East (H3) as well as Davis Drive (D1), scheduled for completion in early 2014 and mid-2015 respectively;
 - Spadina Subway program gaining momentum and still remaining on track for completion by end 2015;
 - FLOW program – 60-foot viva buses acquired to upgrade the current fleet.

Capital Programs	Capital Spend	Region Funding	External Funding
Bus Rapid Transit Program (Metrolinx Capital Program)	\$ 115.5	\$ -	\$ 115.5
Spadina Subway Program	\$ 131.0	\$ 43.7	\$ 87.3
FLOW Program	\$ 4.8	\$ 2.4	\$ 2.4
York Strategic Initiatives	\$ 0.8	\$ 0.8	\$ -
Total (\$ millions)	\$ 252.1	\$ 46.9	\$ 205.2

Operating Expenditures at \$10.5 million in 2011

- Favourable variance versus Budget of \$12.0 million, driven by:
 - Lower financing costs related to the Region funding its contribution of the Spadina Subway Capital Program from reserves rather than issuing debt;
 - Lower salaries and benefits due to vacancies and deferred expenditures for professional contracted services.

Operating Items	Expenditures	%
YRRTC Directs – Salaries, Benefits & Admin. Expenses	\$ 3.4	32%
YRRTC Negotiated Specifics – Corporate Services	\$ 2.2	21%
Professional Services	\$ 1.0	10%
Capital Recoveries	\$ (3.8)	(36%)
Financing Costs – Debt Repayments & Interests	\$ 7.7	73%
Net Levy (\$ millions)	\$ 10.5	100%

For more information on this report, please contact Michael Cheong, Chief Financial Officer, York Region Rapid Transit Corporation at 905-886-6767, Ext. 1015.

Mary-Frances Turner
President

February 16, 2012

Attachment: (1)

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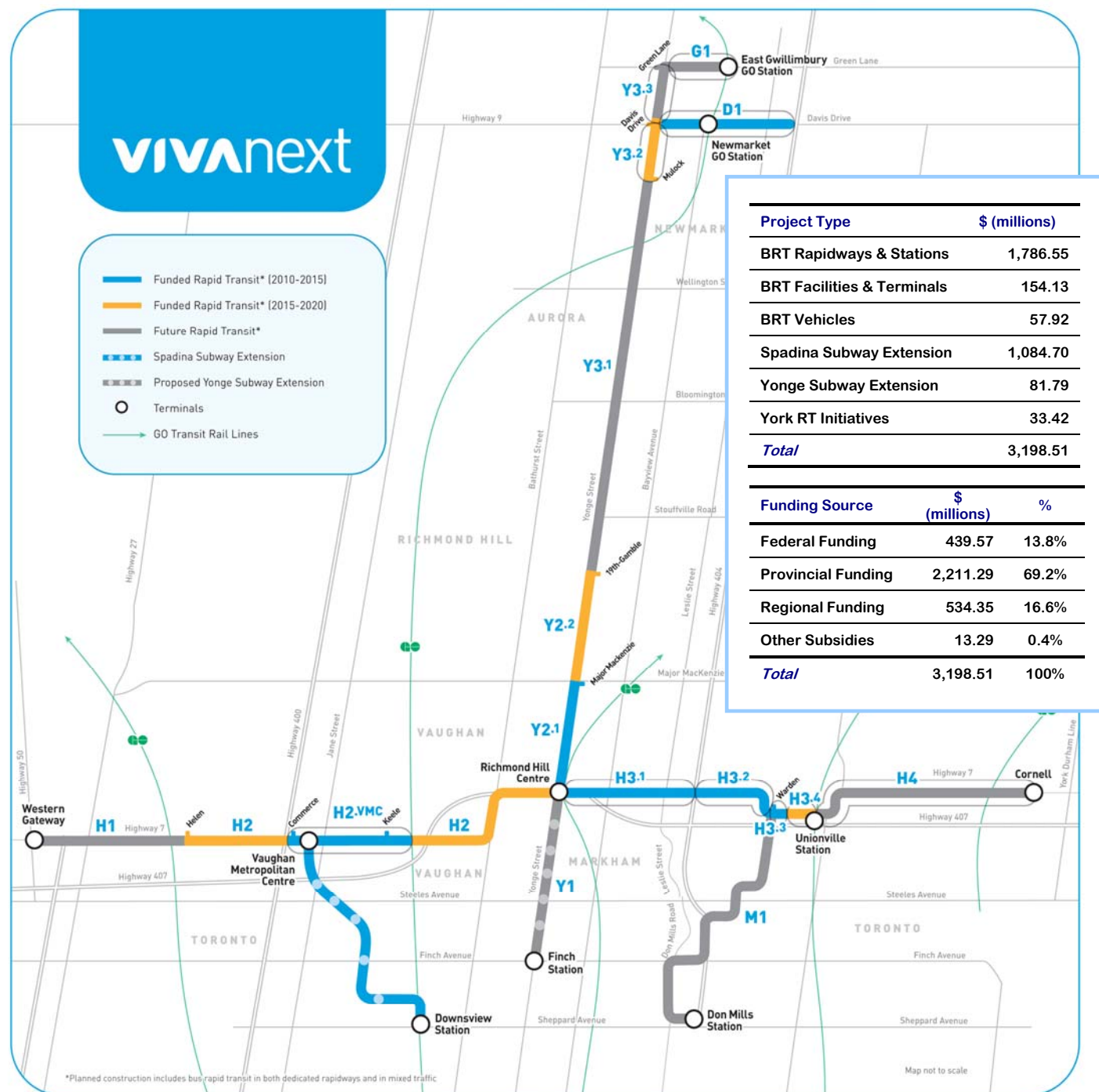
Project Status Quarterly Report 2011-Q4
(October 1, 2011 to December 31, 2011)

Table of Contents

1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW	4
2.0 QUARTERLY OPERATIONAL HIGHLIGHTS	5
2.1 MANAGEMENT ACTIVITIES.....	5
2.1.1 2012 BUSINESS PLANS AND BUDGET UPDATE.....	5
2.1.2 2011 YEAR-END UPDATE	5
2.1.3 MAJOR MILESTONES ACHIEVED IN 2011	5
2.2 DESIGN & CONSTRUCTION ACTIVITIES	6
2.2.1 BUS RAPID TRANSIT (BRT) PROGRAM	6
ENTERPRISE DRIVE (H3.3)	6
HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1, H3.2)	6
DAVIS DRIVE (D1) & YONGE STREET (Y3.2)	7
HIGHWAY 7 – PINE VALLEY DRIVE TO RICHMOND HILL CENTRE (H2 & H2-VMC)	8
YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1)	9
YONGE STREET – LEVENDALE AVENUE TO 19TH AVENUE (GAMBLE ROAD) - (Y2.2)	9
HIGHWAY 7 - ENTERPRISE DRIVE FROM BIRCHMOUNT ROAD TO JUST EAST OF KENNEDY ROAD - (H3.4)	9
OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF)	10
2.2.2 SPADINA SUBWAY EXTENSION PROGRAM	11
SPADINA SUBWAY EXTENSION	11
PROPERTY MATTERS	11
YORK UNIVERSITY STATION.....	11
STEELES WEST STATION	12
HIGHWAY 407 STATION	13
VAUGHAN METROPOLITAN CENTRE (VMC) STATION	13
TWIN TUNNELS.....	14
YONGE SUBWAY EXTENSION	16
2.3 PROCUREMENT (SOLICITATION) ACTIVITIES.....	17
2.3.1 AWARDED CONTRACTS - NEW.....	17
2.3.2 AMENDED CONTRACTS – EXISTING	18
2.3.3 OUTSTANDING SOLICITATIONS.....	19
2.3.4 UPCOMING SOLICITATIONS	19
COMMUNICATIONS	20
2.3.5 GOVERNMENT RELATIONS PROGRAM	20
2.3.6 VIVANEXT PROGRAM	20

2.3.7	BUS RAPID TRANSIT PROGRAM	20
	H3 – HIGHWAY 7 (RICHMOND HILL CENTRE TO KENNEDY ROAD/ENTERPRISE DRIVE)	20
	D1 - DAVIS DRIVE (YONGE STREET TO HIGHWAY 404)	21
2.3.8	SPADINA SUBWAY EXTENSION PROGRAM	21
2.3.9	YONGE SUBWAY EXTENSION PROGRAM	21
3.0	QUARTERLY FINANCIAL UPDATES	22
3.1	CAPITAL EXPENDITURES SUMMARY	22
	METROLINX MASTER AGREEMENT - \$1.755 BILLION	23
	QUICKWINS ANNOUNCEMENT - \$67.6 MILLION	24
	FEDERAL FLOW CONTRIBUTION AGREEMENT - \$170 MILLION	25
	FLOW SPADINA SUBWAY EXTENSION PROGRAM - \$1.085 BILLION	26
	YONGE SUBWAY EXTENSION PROGRAM	26
3.2	OPERATING EXPENDITURES SUMMARY	27
4.0	LOOKING FORWARD	28
APPENDIX 1.....		29
VIVANEXT PROJECT DESCRIPTIONS		29
	H3.1 AND H3.2 PROJECT	29
	D1 PROJECT	29
	H2 VAUGHAN METROPOLITAN CENTRE (VMC) PROJECT.....	30
	Y2.1 PROJECT.....	30
	Y3.2 PROJECT.....	30
	H2 PROJECT (EXCLUDING H2 VMC)	30
	Y2.2 PROJECT.....	31
	H3.4 PROJECT	31
APPENDIX 2.....		32
APPENDIX 3.....		34
APPENDIX 4.....		35
APPENDIX 5.....		35

1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW



2.0 QUARTERLY OPERATIONAL HIGHLIGHTS

2.1 MANAGEMENT ACTIVITIES

2.1.1 2012 BUSINESS PLANS AND BUDGET UPDATE

- With the project management of a Capital Plan valued at \$3.2 billion, the 2012 budget for YRRTC was finalized and approved - adopted by Regional Council with no amendments, on January 26, 2012.

2.1.2 2011 YEAR-END UPDATE

- Capital Expenditures at \$252.1 million in 2011, of which the Region's contribution was \$46.9 million.
 - Capital Expenditures in Q4 at \$121.4 million, with the following hi-lights:
 - Heavy construction activities underway for the Bus Rapid Transit (BRT) program, i.e., Highway 7 East (H3) as well as Davis Drive (D1), scheduled for completion in early 2014 and mid-2015 respectively;
 - Spadina Subway program gaining momentum and still remaining on track for completion by end 2015;
 - FLOW program – 60-foot viva buses acquired to upgrade the current fleet (*please see Section 3.1 for detailed information*).
- Operating Expenditures at \$10.5 million in 2011 - favourable variance versus Budget of \$12.0 million, driven by:
 - Lower financing costs related to the Region funding its contribution of the Spadina Subway Capital Program from reserves rather than issuing debt;
 - Lower salaries and benefits due to vacancies and deferred expenditures for professional contracted services (*please see Section 3.2 for detailed information*).

2.1.3 MAJOR MILESTONES ACHIEVED IN 2011

- YRRTC reported significant progress made in 2011, on securing external funding. Funding achievements:
 - Master Agreement with Metrolinx executed (\$1,755 million);
 - CSIF-FLOW Contribution Agreement with Transport Canada executed (\$170 million);
 - Advanced discussion with Metrolinx regarding Yonge Subway Extension funding.
- Delivery of Capital Plan of \$3.2 billion has also reached important milestones:
 - Enterprise Drive (H3.3) Rapidway and Station in service since March 2011;
 - Highway 7 East (H3.1 & H3.2) under heavy construction;
 - Davis Drive (D1) Early Works reached substantial completion in Q4 2011;
 - Davis Drive (D1) Main Works contract awarded in October 2011 and work is underway;
 - Metrolinx approved the accelerated delivery of Highway 7 West Rapidway and Station between Highway 400 and Bowes Road, project now known as H2, Extended VMC;
 - Spadina Subway stations design finalized and tunnelling boring is underway;
 - Operations, Maintenance and Service Facility (OMSF) preliminary engineering was completed and the RFP for design-build has been released;
 - 15 Rapid Transit vehicles order fully delivered by NovaBus and in service.

2.2 DESIGN & CONSTRUCTION ACTIVITIES

2.2.1 BUS RAPID TRANSIT (BRT) PROGRAM

Refer to Appendix 1 for project descriptions related to the BRT Program.

ENTERPRISE DRIVE (H3.3)

PROJECT DESCRIPTION

- The Enterprise / Warden station and rapidway have been in operation since March 6, 2011. This section of rapidway is the first for York Region, and the Enterprise / Warden station is the first of another 22 new vivaNext stations to be built on Highway 7 from Warden Avenue to Richmond Hill Centre.



NEW DEVELOPMENTS

- Various improvements continue to be implemented with Kiewit-EllisDon (KED), the Design-Builder, and “lessons learned” applied to the H3 stations design.

HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1, H3.2)

PROJECT DESCRIPTION

- The Highway 7 (H3) rapidway extends approximately 6.3 km from Richmond Hill Centre to Warden Avenue in the Towns of Richmond Hill and Markham. 22 stations will be constructed along the route to the Enterprise Drive station. Construction commenced late 2010, and the anticipated completion date is by January 2014.

NEW DEVELOPMENTS

Utility Relocations

- Utility relocations of PowerStream, Enbridge, Rogers, Telus, Bell, Atria, and MTS-Allstream services on Highway 7 from Highway 404 to South Town Centre Boulevard (east section) are ongoing and will be completed by the Summer 2012.
- Utility relocations of PowerStream, Enbridge, Rogers, Telus, Bell, Atria Networks, and MTS-Allstream services on South Town Centre Boulevard, Cedarland Drive and Warden Avenue (south section) are ongoing, and will be completed by Fall 2012.



Design-Build Construction

- The Detailed Design (Civil, Architectural, Structural, and Electrical Designs) are 100% complete for H3.1 and 90% complete for H3.2.
- The Town of Richmond Hill watermain replacement was completed in October 2011.

- The road widening construction on Highway 7 was completed from Pond Drive to Commerce Valley Drive East/East Beaver Creek Road. For the next phase on Highway 7 between Pond Drive and Commerce Valley Drive East, the traffic lanes were shifted to outer lanes on Highway 7. This allowed for construction of station platforms and canopies in the median of Highway 7 to commence.
- The approved permits for the Bayview Towers were obtained and construction commenced.
- The Site Plan for the Cedarland Drive Station is on going.
- ITS design (Station Amenities, On-Vehicle and Traffic Signal Control System) is on-going.

DAVIS DRIVE (D1) & YONGE STREET (Y3.2)

PROJECT DESCRIPTION

- The Davis Drive (D1) rapidway in the Town of Newmarket will extend approximately 2.6 km from Yonge Street to Roxborough Road – just east of Southlake Regional Health Centre. Service will continue east in mixed-use traffic, terminating at Highway 404. This section of rapidway will include 3 median and 2 new curb-side stations.
- The Yonge Street (Y3.2) rapidway in the Town of Newmarket will extend approximately 2.5 km from Mulock Drive to Davis Drive. This section of rapidway will include 3 median stations.

NEW DEVELOPMENTS – DAVIS DRIVE (D1)

Property

- Fencing and terra seeding of York Region vacant properties throughout Davis Drive were completed.
- Demolition and related on-site remediation of 166 Davis Drive – Shell Gas Station at Parkside Drive has begun in January 2012.

Design-Build Construction

- Handover of the D1 Early Works occurred on November 14, 2011, with construction completed in December.



- The 60% design packages for the D1 Main contract were submitted for review in December 2011.
- Utility coordination meetings continue with Enbridge, Newmarket Hydro, Bell, and Rogers. Utility relocation is planned to commence early 2012
- Survey work continues in the corridor, including identification of sub-surface infrastructure, condition surveys, and geotechnical investigations.

NEW DEVELOPMENTS - YONGE STREET (Y3.2)

- The property acquisition process on Y3.2 has commenced. The appraisal tender was awarded, and work commenced in early October of last year. The land purchase activities are expected to be completed by the end of 2013.

HIGHWAY 7 – PINE VALLEY DRIVE TO RICHMOND HILL CENTRE (H2 & H2-VMC)

PROJECT DESCRIPTION

- The H2-VMC and H2 projects include the design and construction of rapidways primarily along Highway 7 from Helen Street in the City of Vaughan to Yonge Street in Town of Richmond Hill – 16.2 km.
- Specifically, the H2-VMC component of the project refers to the 3.5 km section from just east of Highway 400 to east of Bowes Road (extended section), and design and construction of 3 stations along the rapidway. It will be staged to coordinate with the opening of the Spadina Subway Extension in 2015.
- The H2 component refers to the remaining 12.7 km – which will include the construction of 21 stations along this segment together with the design and implementation of related infrastructure and facilities, including intelligent transportation systems.

NEW DEVELOPMENTS (H2-VMC)

Property

- Property acquisition is underway. Some additional land requirements may be added as design moves forward.

Design-Build Construction

- The Preliminary Engineering design for H2-VMC is complete.
- Design continues on the sub-surface interface of the BRT system with the Spadina Subway Extension at the VMC.
- Refinement of the conceptual architectural design of the VMC station is ongoing.
- H2-VMC Cost Confidence commenced in January 2012.

NEW DEVELOPMENTS (H2, EXCLUDING VMC)

Property

- A Request for Proposal for Environmental Services closed on Merx and the contract was awarded to the successful Environmental Consultant in of Q1 of 2012.

Design-Build Construction

- Preliminary Engineering for H2 is on-going. Engineering surveys, bridge and culverts condition surveys, utility identification and noise study are completed.

YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1)

PROJECT DESCRIPTION

- The Yonge Street (Y2.1) rapidway in the Town of Richmond Hill will extend approximately 3.8 km from Richmond Hill Centre (Highway 7) to Major Mackenzie Drive. This section of rapidway will include 4 median stations. Construction on Y2.1 is scheduled to commence in early 2013 with completion at the end of 2016.

NEW DEVELOPMENTS
Property

- Property acquisition has commenced - land purchase activities are expected to be completed by 2015.
- Pre-Qualification and Request for Proposal Tender documents for Appraisal Services as well as Public Tender documents for Environmental Services are currently being prepared, and will be released on Merx by Q2 of 2012.

YONGE STREET – LEVENDALE AVENUE TO 19TH AVENUE (GAMBLE ROAD) - (Y2.2)

PROJECT DESCRIPTION

- The Yonge Street (Y2.2) rapidway in the Town of Richmond Hill will extend approximately 3.0 km from Levensdale Avenue to 19th Avenue. This section of rapidway will include 3 median stations.

NEW DEVELOPMENTS

- Completion timelines for this segment may be accelerated - construction on Y2.2 is scheduled to commence in late 2014, with completion in late 2018.

HIGHWAY 7 - ENTERPRISE DRIVE FROM BIRCHMOUNT ROAD TO JUST EAST OF KENNEDY ROAD - (H3.4)

PROJECT DESCRIPTION

- The H3.4 Project refers to the section of rapidway through Markham Centre, and includes the design and construction of rapidways adjacent to Enterprise Drive from Birchmount Road to the GO Station at Kennedy Road. Construction on H3.4 is scheduled to commence in 2018 with completion in 2020.

NEW DEVELOPMENTS

- YRRTC will continue to review project requirements in the upcoming months.

OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF)

PROJECT DESCRIPTION

- The Operations, Maintenance and Storage Facility is a new 527,969 square foot facility being constructed for an operations and maintenance garage for 250 articulated buses in the Headford Business Park in Richmond Hill. The design and construction of the project is funded under the Federal FLOW agreement with the Region contributing 50% and Transport Canada 50%, while the property acquisition was funded under QuickWins provincial announcement. The anticipated completion date is by end of 2014.



NEW DEVELOPMENTS

Design-Build Construction

- Successfully completed Preliminary Engineering design schematics and standards.
- Site Plan application to be made to the Town of Richmond Hill in Q1 of 2012.
- Request for pre-qualification of Design-Builders was released on Merx in July 2011 to shortlist five (5) qualified Design-Builders; five (5) qualified Design-Builders were shortlisted in September 2011.
- The Request for Proposal was released on Merx to the short-listed proponents in January 2012.
- It is anticipated that the Design-Build contract will be awarded in Spring of 2012.

2.2.2 SPADINA SUBWAY EXTENSION PROGRAM

SPADINA SUBWAY EXTENSION

- This project relates to an 8.6 km subway extension from the existing Downsview Station to the Vaughan Metropolitan Centre (VMC). The extension is scheduled to open for revenue service in 2015.

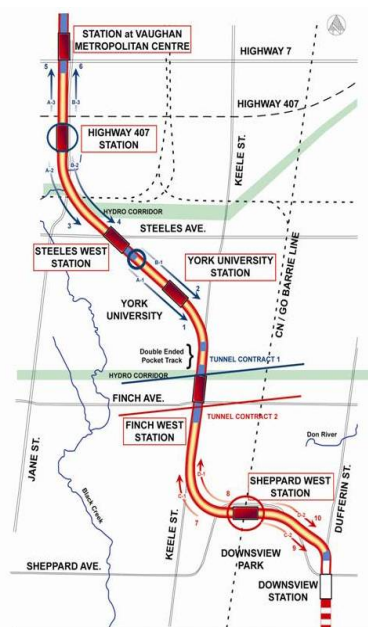
PROPERTY MATTERS

BACKGROUND

- Property requirements for the subway extension project include both surface and subsurface elements.

NEW DEVELOPMENTS

- TYSSE currently has Permission to Enter and Construct from Infrastructure Ontario (IO) for the Highway 407 Station site and is working to finalize the property agreements for the site. The station will have easements registered on title and IO will retain ownership of the site.
- TYSSE has prepared draft property plans for Highway 407 Station. YRRTC has reviewed the plans and will consult YRT and Property Services to identify additional operational needs at Highway 407 Station.
- Additional property is still required for some surface facilities at Steeles West and VMC Stations. These elements are not on the critical path of the project schedule and were separated from the main station contracts in order to provide stakeholders more time to achieve consensus on outstanding issues.



YORK UNIVERSITY STATION

PROJECT DESCRIPTION

- This future station along the Spadina Subway Extension will provide service to York University. Located within the heart of the campus, the new station will eliminate the need for most of the on-campus bus service.

BACKGROUND

- As a result of construction associated with the York University station, two existing viva stops and one YRT stop were relocated approximately 100 m north on Ian MacDonald Boulevard. A new road was also constructed to bypass the Commons where the subway station will be situated.



- The on campus YRT/viva facilities will only exist until 2015. Once the subway is in operation, YRT/viva will no longer provide direct service to the York University campus.
- viva Orange routing between Downsview station and York University via the TTC bus-way provides service to new viva stops at Dufferin-Finch and Murray Ross.

NEW DEVELOPMENTS

- Minor deficiencies remain at the relocated YRT and viva shelters. YRT is prepared to issue acceptance of the shelters once the remaining deficiencies have been fully addressed by TYSSE.
- Toronto Hydro has indicated that the hydro service connections to the Murray Ross and Dufferin-Finch viva Stations will occur early in 2012. Hydro relocation work on Keele Street that directly affects the Murray Ross installation was recently completed.
- YRT continues discussions with the City of Toronto, TTC and York University to finalize agreements to operate on the York University portion of the busway between Downsview Station and York University.

STEELES WEST STATION

PROJECT DESCRIPTION

- This future station along the Spadina Subway Extension is located on Steeles Avenue, with the north half of the station located in the City of Vaughan.
- The station includes a subway entrance and a 12-bay TTC bus terminal with a direct connection to the station south of Steeles Avenue. In Vaughan, the station includes a fully accessible subway entrance, an electrical substation, a 5-bay YRT bus facility with customer amenities, a Passenger Pick Up and Drop Off (PPUDO) facility and a commuter parking facility located within the Hydro corridor with approximately 1,900 spaces. Provisions have also been made for underground development connections.



BACKGROUND

- The station facilities north of Steeles Avenue are being constructed in phases. The first phase includes the main subway station entrance and electrical substation. Subsequent phases will include the YRT bus terminal, the PPUDO facility, and the commuter parking facility as well as the various new roads which provide access to the area.
- The first phase (Phase 1) of the station construction was awarded to Walsh Construction Company Canada in August 2011.
- The YRT bus terminal, PPUDO, commuter parking lot and area roads are in the early stages of design with design completion anticipated in 2012.

NEW DEVELOPMENTS

- Construction has begun on Phase 1 of the station contract (subway station entrances, TTC bus terminal, and electrical substation).

- The utility contractor has removed the median island on Steeles Avenue, reduced traffic from six lanes to four lanes, and has begun relocating utilities in the north boulevard. Four lanes of traffic will be maintained throughout the remainder of station construction.
- Vaughan has been consulted on the design of the roads and boulevards that will be constructed as part of the Phase 2 program. TYSSE is awaiting final confirmation from Vaughan on the preferred design.

HIGHWAY 407 STATION

PROJECT DESCRIPTION

- The station includes an 18-bay bus terminal for GO Transit and YRT to share, a PPUDO facility and a commuter parking lot with approximately 600 spaces.

BACKGROUND

- This station is being constructed as part of the North Tunnels contract. Two tunnel drives (one to the north and one to the south) will be completed from this site prior to construction of the station.
- An advanced contract to pre-build storm water management facilities, relocate Black Creek and a Vaughan sanitary sewer, construct a bridge over Black Creek, and install a signalized intersection with Jane Street was awarded to B. Gottardo in spring 2010. This contract was substantially completed in the fall of 2011.
- The North Tunnels contract was awarded to OHL/FCC in January 2011, and is scheduled for completion in mid 2015.
- Site plan has been approved by Vaughan Council, and a Structural Building Permit has been issued for the station.



NEW DEVELOPMENTS

- The Jane Street traffic signals have been put into full operation and have been accepted by York Region.
- YRRTC has received the required testing reports for Jane Street works from TYSSE and has distributed to Transportation Services for review and final acceptance. As-built drawings will be provided to YRRTC when completed by TYSSE.

VAUGHAN METROPOLITAN CENTRE (VMC) STATION

PROJECT DESCRIPTION

- This station is the terminus of the subway extension. It includes a main entrance building, a direct underground connection to viva service on Highway 7, a 9-bay YRT bus terminal, a PPUDO, a tunnel under Millway Avenue (to potentially connect to the YRT bus terminal), and provision for underground development connections.

- The TTC requires special track work to be placed at a terminal station. This includes a cross-over structure before the subway station, and a cross-over and tail track to be located after the station.

BACKGROUND

- The station at VMC is being designed and constructed in phases. The first phases include the main station and entrance building, Millway tunnel, and below grade components of the viva direct connection. The YRT bus terminal and PPUDO will be included in a subsequent phase.
- The VMC Station Contract was awarded to Carillion Construction Inc. in June 2011.
- Highway 7 in the immediate vicinity of the subway station will be under the control of the TYSSE Station Contractor until 2014 - at which time YRRTC will take over to construct H2-VMC. TYSSE will construct the underground vertical transportation components of the viva direct connection and YRRTC will complete all above grade aspects of the work.
- The location and design of the YRT bus terminal and PPUDO are under discussion with TYSSE, the City of Vaughan and the area land owner.

NEW DEVELOPMENTS

- The City of Vaughan is in the final stages of issuing site plan approval for the infrastructure included in the main station contract.
- Carillion Construction has completed installation of piles for the excavation in the tail track area. The groundwater cut-off wall that will facilitate dewatering of the tail tracks area has been completed. Pile installations are continuing in other section of the contract.
- Carillion has commenced utilities relocations and the traffic detour to the south side of Highway 7 to facilitate excavation of the station box.
- The Contractor has commenced work on the installation of the extraction shaft for the Tunnel Boring Machines inside Tormont CAT property.
- A dewatering test area has been prepared and the Contractor is awaiting approval for the water discharge plan from City of Vaughan.

TWIN TUNNELS

PROJECT DESCRIPTION

- Two 5.4 metre diameter twin tunnels will be bored from Downsview Station to the station at VMC.

BACKGROUND

- The tunnelling has been divided into a North and South Contract. Each tunnelling contract will make use of two tunnel boring machines (TBM), for a total of four TBMs.



- The South Tunnels Contract extends from the north end of the existing Downsview Station to the south end of the Finch West Station and includes the construction of Sheppard West Station.
- The North Tunnels Contract extends from north of Finch West Station to the station at VMC and includes the construction of Highway 407 Station.
- The South Tunnels Contract was awarded to Aecon Group Inc. in November 2010 and the North Tunnels Contract was awarded to OHL / FCC in January 2011.



NEW DEVELOPMENTS

- The South Tunnels Contract now has both TBMs in the ground boring north towards Finch West Station. The first TBM has completed about 600 metres of tunnelling and is approaching Keele Street while the second TBM has travelled about 300m.
- The North Tunnels Contract has begun tunnel boring south from Steeles West Station. The First TBM has completed about 150m of tunnelling. The second TBM is ready to launch when the first TBM reaches 300m.

YONGE SUBWAY EXTENSION

PROJECT DESCRIPTION

- This project relates to a proposed 6.8 km extension of the Yonge Subway from the existing Finch station to the Richmond Hill Centre, plus storage.

BACKGROUND

- YRRTC is working with TTC to complete the Yonge Subway Conceptual Design Study targeted for completion in early 2012.
- The Yonge Subway Conceptual Design Study builds on the work completed in the approved environmental assessment in order to maintain a state of readiness, develop a greater level of technical knowledge on the constructability and costs of the project, and address comments in the initial Metrolinx Business Case Assessment (BCA).
- Metrolinx is completing an update to the initial BCA for the Yonge Subway Extension which was originally undertaken in 2009. YRRTC is participating along with the TTC to provide information and direction for this update.

NEW DEVELOPMENTS

- The draft final Conceptual Design Report was circulated to local municipality staff in early December for review and comment. Comments are anticipated by mid-January.
- Based on the comments received, meetings will be arranged, and issues will be included in an appendix of the final report for inclusion as part of the next phase of design.
- As noted last quarter, TTC and the City of Toronto continue to work on congestion issues associated with the Yonge subway line. The new Eglinton Crosstown line may assist in easing congestion at Yonge-Bloor Station and may also have implications on the need for the Downtown Relief line. TTC and the City of Toronto are expected to report on these issues in 2012.
- The updated modelling results from the Metrolinx updated BCA are expected to be circulated for discussion and comment in early 2012. These results are important as they will be the basis of the benefits side of the benefit-cost analysis of the report. All relevant information from the Conceptual Design work has been shared with Metrolinx.
- YRRTC and York Region staff are currently reviewing the draft report of a phased option which extends the Yonge Subway only to Steeles Avenue. Comments will be provided as part of the overall BCA.



2.3 PROCUREMENT (SOLICITATION) ACTIVITIES

All tables express values exclusive of taxes.

2.3.1 AWARDED CONTRACTS - NEW

A total of 18 contracts valued at \$1.3 million, were awarded for this quarter bringing the total value for the year to \$154.3 million - driven primarily by the D1 Design Build contract. The awards of contracts in Q4-2011 were primarily for environmental assessments (property) and utility relocations for the ongoing construction for H3 and H2, VMC.

The following table identifies a Categorized Summary of YRRTC Solicitations awarded for the period of this report. Please see Appendix 2 for a more detailed breakdown.

Category		Q1-2011	Q2-2011	Q3-2011	Q4-2011	Year End
Communications	Total			26,090.84	13,098.93	39,189.77
	Count			2	1	2
Corporate	Total				10,200.00	10,200.00
	Count				2	2
Design-Build Construction	Total	7,923,954.00		143,080,074.00		151,004,028.00
	Count	4		1		5
Program Communications	Total		20,350.00			20,350.00
	Count		2			2
Program Management	Total	14,700.00	10,000.00	14,500.00		39,200.00
	Count	1	1	1		3
Property	Total	285,894.64	91,630.90	31,559.12	1,134,650.60	1,543,735.26
	Count	5	5	4	6	20
Subway	Total			192,440.48	19,750.00	212,190.48
	Count			4	1	5
Terminals	Total					
	Count			1		
Utility Relocations	Total	353,044.25	380,663.96	574,954.00	108,044.00	1,446,072.21
	Count	4	10	5	1	22
Total		\$8,577,592.89	\$502,644.86	\$143,919,618.44	\$1,285,743.53	\$154,314,965.72
Count		14	18	18	11	61

2.3.2 AMENDED CONTRACTS – EXISTING

The following table identifies a *Categorized Summary of YRRTC Contract Amendments* for the period of this report. Please see Appendix 3 for a more detailed breakdown.

Category	Data	Q1-2011	Q2-2011	Q3-2011	Q4-2011	Year End
Communications	Closed		1			1
	Extension			1		1
	Increased Amount	5,927.65		5,927.95	562	12,417.60
Corporate	Closed					
	Extension					
	Increased Amount			4,950.00		4,950.00
Program Management*	Closed					
	Extension	1				1
	Increased Amount	7,915,478.00				7,915,478.00
Property	Closed		1	1		2
	Extension	1	10	6	1	18
	Increased Amount	455,198.39	(71,038.04)	126,718.00	12,500.08	523,378.43
Terminals	Closed					
	Extension		1			1
	Increased Amount					
Utility Relocations	Closed					
	Extension		4		2	6
	Increased Amount	9,450.00	4,509.00	859.28		14,818.28
Total Closed			2	1		1
Total Extension		2	15	6		23
Total Increased Amounts		\$8,386,054.04	(\$66,529.04)	\$138,455.23	\$13,062.08	\$8,471,042.31

* Owner's Engineer contract was extended to April 30, 2012 and increased by \$7,915,478.00 as the request for proposals process was commenced.

2.3.3 OUTSTANDING SOLICITATIONS

A total of 7 solicitations are currently outstanding, anticipating the awards in Q1-2012 and Q2-2012. Q1-2012 will see the award of the Owner's Engineer - Program Management contract valued at an upset limit of \$50 million. The OMSF design build contract valued at an upset limit of \$100 million is anticipated to be awarded in Q2-2012.

The following table identifies a *Categorized Summary of YRRTC Solicitations* that are currently advertised or under evaluation, but have not yet been awarded for the period of this report. Please see Appendix 4 for a more detailed breakdown.

Category	Estimated Value	Estimated Project Start Period		
		Q1-2012	Q2-2012	Total
Communications	\$100,001 to \$500,000	1		1
Corporate	\$250,001 to \$500,000	1		1
Program Management	>\$5,000,001	1		1
Property	\$0 to \$5,000	1		1
	\$100,001 to \$250,000	2		2
	\$50,001 to \$100,000	1		1
Terminals	> \$5,000,000		1	1
TOTAL		7	1	8

2.3.4 UPCOMING SOLICITATIONS

Several upcoming solicitations are scheduled for Q1-2012 and Q2-2012, with \$1.7 million forecasted to be awarded. Not included in the table below is the commencement of the cost confidence process for the H2, VMC design build, valued at over \$100 million and expected to be awarded in the summer of 2012.

The following table identifies a *Categorized Summary of YRRTC Solicitations* that are forecasted, but have not yet been advertised for the period of this report. Please see Appendix 5 for a more detailed breakdown.

Category	Estimated Value	Estimated Project Start Period		
		Q1-2012	Q2--2012	Total
Corporate	\$25,001 to \$50,000	1		
Property	\$0 to \$5,000	1		
	\$25,001 to \$50,000		1	
	\$100,001 to \$250,000	1		
Utility Relocations	\$1,000,001 to \$5,000,000	1		
TOTAL		3	1	4

COMMUNICATIONS

2.3.5 GOVERNMENT RELATIONS PROGRAM

- Provided information to various Councillors about the vivaNext construction activity to assist with respective communication needs.
- Provided Incident Management Protocol for Highway 7 East (H3) rapidways project to external stakeholders.

2.3.6 VIVANEXT PROGRAM

- Managed public communications, stakeholder relations and online engagement.
- Participated in the Markham Fall Fair and the Markham Fall Home show with good feedback. Although registered to participate in local Christmas parades and South Lake Festival of Trees, the vivaNext team withdrew due to the transit labour dispute.
- Fall light-pole banners installed along Highway 7 and Yonge Street.
- Launched the customer relationship management database.
- vivaNext blog, Twitter, YouTube and Facebook sites continue to engage the public in meaningful dialogue. Social media efforts from October to December have generated steady results, including:
 - o +19,453 unique visitors to vivaNext.com - 7% increase from last quarter.
 - o +72,962 pageviews on vivaNext.com - 3% increase from last quarter.
 - o 5,895 blog views.
 - o 991 followers on Twitter - increase from last quarter.
 - o 276 fans on Facebook - increase from last quarter.
 - o 1 new video on YouTube (34 total).

2.3.7 BUS RAPID TRANSIT PROGRAM

H3 – HIGHWAY 7 (RICHMOND HILL CENTRE TO KENNEDY ROAD/ENTERPRISE DRIVE)

- Deployed communications plan for the Stage 4 intersection changes at West Beaver Creek, Leslie Street and East Beaver Creek. This included: on-street signage, week-long chaperones on the street, bulletins, e-blasts, social media and radio.
- Continued proactive communications about temporary station relocations and construction activities.
- Prepared communication materials and signage related to the construction of the Bayview Towers and relocations of the stations.
- Advertised Highway 7 East Rapidway construction in local business directories and recreation guides.
- Continued to advertise and operate Public Information Office at South Park Road and Highway 7 East.

- Issued 12 construction bulletins regarding lane closures and construction impacts and three advisories.
- Community Liaison Specialist continuing to meet with stakeholders along the corridor and expand information sharing with business owners, property management personnel and the Board of Trade.

D1 - DAVIS DRIVE (YONGE STREET TO HIGHWAY 404)

- Continued business support campaign for affected businesses; posted business profiles online and provided copy to them for their own use.
- Advertised Rapidway construction on Davis Drive and in local publications - Era Banner, SNAP, the Town of Newmarket's newspaper inserts, and local business directories and recreation guides.
- Provided project updates at community ward meetings.
- Issued two construction bulletins and 12 lane closure notices regarding construction activities.
- Prepared and installed corridor signage to communicate the completion of first phase of the Keith Bridge construction and advising that road construction crews will be back in the spring of 2012.
- Community Liaison Specialist continuing to meet with stakeholders in the community, including private property owners, Seniors' Meeting Place and Chamber of Commerce.

2.3.8 SPADINA SUBWAY EXTENSION PROGRAM

- Initiated search for joint public project office to share information and answer inquiries related to the subway rapidways projects.
- Continuing to work with TYSSE project communications group to promote TYSSE communications.

2.3.9 YONGE SUBWAY EXTENSION PROGRAM

- Continuing with efforts to move the Yonge Subway Extension program forward, and respond to information requests.

3.0 QUARTERLY FINANCIAL UPDATES

3.1 CAPITAL EXPENDITURES SUMMARY

Capital Expenditures were \$252.1 million at the end of Q4 this year - \$115.6 million was from the Bus Rapid Transit (BRT) program; \$131.0 million was from the Spadina Subway Extension program; and the remaining was for the acquisition of buses for the rapid transit system (funded under the Federal FLOW agreement).

Overall, this translated to under-spending versus the budget, as a result of:

- savings from the Highway 7 East (H3-3.1 & 3.2) project;
- deferred expenditures from the Davis Drive (D1) project;
- re-scheduling in the acquisition of 31 additional viva buses to 2013/2014;
- lower than expected expenditures re. the Spadina Subway Extension program.

The following table summarizes the Capital Expenditures versus the Program Budget until the end of December 2011:

Description	Project Expenditures Year-End	Project Expenditures Inception-to-date	Total Project Budget	Project Expenditures Remaining	% Remaining
BRT MoveOntario 2020:					
Quick Wins - \$67.6M	7,533,390	56,168,804	67,600,000	11,431,196	17%
Metrolinx - \$1.755B	108,028,300	170,992,815	1,755,000,000	1,584,007,185	90%
Federal FLOW - \$170M	4,782,377	10,961,953	170,000,000	159,038,047	94%
Spadina Subway Extension	131,040,000	239,352,127	1,084,700,000	845,347,873	78%
Yonge Subway Extension	-	-	81,790,000	81,790,000	100%
York Region Initiatives:					
Initiatives and Upgrades	780,000	780,000	33,420,000	32,640,000	98%
BRT Terminal	-	-	6,000,000	6,000,000	100%
Total	252,164,067	481,362,443	\$3,198,510,000	2,717,147,557	85%

METROLINX MASTER AGREEMENT - \$1.755 BILLION

The Metrolinx Master Agreement of \$1.755 billion includes:

- \$38.0 million in funding remaining from the original \$105.6 million Quick Wins announcement;
- \$85.0 million for the Provincial FLOW funding announcement; and
- Escalation relating to the \$1.4 billion announcement.

Metrolinx has advanced funding totalling \$195.3 million as of January 24, 2012 - and has approved 4 expenditure claims totalling \$116.8 million to date. The 5th expenditure claim covering expenditures up to December 31, 2011 will be submitted to Metrolinx in Q1 of 2012, and will be funded out of the funds advanced.

The following table shows the project expenditures to-date and relates to the \$1.755 billion funding agreement:

Project	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-End	Inception-to-date			
H3.1 and H3.2	59,856,000	83,315,410	287,310,000	203,994,590	71%
D1 - Davis Drive	46,971,000	76,792,287	266,010,000	189,217,713	71%
Y3.2 - Yonge Street	328,000	3,489,814	109,070,000	105,580,186	97%
H2, VMC	26,000	26,000	210,020,000	209,994,000	100%
H2, excluding VMC	640,000	743,098	412,500,000	411,756,902	100%
Y2.1 - Yonge Street	199,000	3,259,616	191,170,000	187,910,384	98%
Y2.2 - Yonge Street	-	3,358,290	169,020,000	165,661,710	98%
H3.4 - Highway 7 East	8,300	8,300	109,900,000	109,891,700	100%
Total	\$108,028,300	\$170,992,815	\$1,755,000,000	\$1,584,007,185	90%

QUICKWINS ANNOUNCEMENT - \$67.6 MILLION

A total of \$105.6 million was announced as QuickWins funding. This funding consisted of a \$67.6 million in funds advanced and an additional contribution of \$38 million – which has been transferred to the Metrolinx Master Agreement.

The following table shows the project expenditures to-date, and only relates to the \$67.6 million funding announcement – which is expected to be drawn down by the end of Q1 of next year:

Project	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-End	Inception-to-date			
H3.3 - Enterprise Dr.	1,931,243	16,827,172	18,417,821	1,590,649	8%
D1 - Davis Drive	-	1,652,913	1,652,913	-	0%
H2, VMC	530,269	345,145	2,192,696	1,847,551	89%
H2, excluding VMC	5,071,878	5,721,547	8,697,322	2,975,775	42%
Y2 - Yonge Street	-	590,827	590,827	-	0%
Operations, Maintenance and Storage Facility (OMSF) - Land	-	16,468,421	16,468,421	-	0%
Bus Terminal - Land	-	847,779	5,865,000	5,017,221	86%
BRT Vehicles	-	13,715,000	13,715,000	-	0%
Total	7,533,390	\$56,168,804	\$67,600,000	\$11,431,196	18%

FEDERAL FLOW CONTRIBUTION AGREEMENT - \$170 MILLION

The Federal Flow Funding agreement was executed on March 15, 2011 – a 50-50 contribution partnership between the Federal Government and the Regional Municipality of York.

Regarding the BRT vehicles, 12 vehicles have been received under this agreement and a funding claim will be submitted reflecting the eligible expenditures up to the end of March this year.

The following table shows the project expenditures to-date and only relates to the \$170.0 million funding agreement – which is expected to be drawn down by the end of 2014:

Project	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-End	Inception-to-date			
Operations, Maintenance and Storage Facility (OMSF)	788,001	962,468	99,526,000	98,563,532	99%
Bus Terminal – Design-Build	-	-	26,274,000	26,274,000	100%
BRT Vehicles	3,994,376	9,999,484	44,200,000	34,200,516	77%
Total	\$4,782,377	\$10,961,952	\$170,000,000	\$159,038,048	94%

FLOW SPADINA SUBWAY EXTENSION PROGRAM - \$1.085 BILLION

The total budget committed by the funding partners towards Toronto York Spadina Subway Extension (TYSSE) is \$2.6 billion, of which \$1.055 billion worth of assets (40%) are being built in York Region. The Region's contribution is \$351.6 million. In addition, the Region is required to pay an additional \$30 million in capacity buy-in to TTC, as per the Memorandum of Understanding with the City of Toronto.

As well, the Region committed \$19.3 million towards designing and building an interface/concourse between the subway and the viva station at Vaughan Metropolitan Centre (VMC), should alternative funding sources not be available.

The provided figures in the below table are based on the TYSSE Project Status Monthly Report #11-11 - as approved by the ETF on January 26, 2012:

Funding Partner	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-End	Inception-to-date			
York Region	43,680,000	86,450,709	381,566,000	295,115,291	77%
Move Ontario Trust	43,680,000	76,450,709	351,567,000	275,116,291	77%
Federal Government	43,680,000	76,450,709	351,567,000	275,116,291	77%
Total *	\$131,040,000	\$239,352,127	\$1,084,700,000	\$845,347,873	77%

Note: Total funding for TYSSE project \$2.6 billion.

YONGE SUBWAY EXTENSION PROGRAM

Conceptual design work is ongoing - in partnership with TTC.

YRRTC continues to pursue funding opportunities for the Preliminary Engineering work related to the Yonge Subway Extension as presented in the 2011 Capital Expenditures Budget. However, please note that the Preliminary Engineering funding of \$74.2 million from the Region is conditional until funding partners are secured to pay for their share of the Preliminary Engineering.

Funding Partner	Project Expenditures Year-End	Project Expenditures Inception to date	Project Budget	Budget Remaining	% Remaining
EA EPR Report (completed)	-	3,021,456	3,240,000	218,544	7%
Conceptual Design	-	677,208	4,310,000	3,632,792	84%
Preliminary Engineering	-	-	74,240,000	74,240,000	100%
Total	-	\$3,698,664	\$81,790,000	\$78,091,336	96%

3.2 OPERATING EXPENDITURES SUMMARY

Operating Expenses finished at \$10.5 million as of December 31, 2011 – which translates to a favourable variance of \$1.5 million when compared to budget. This favourable variance is primarily driven by:

- Lower financing costs relating to the Region funding its contribution portion of the Capital programs from its reserves rather than issuing debt.
- Lower salaries and benefits due to vacancies and lower expenditures for professional contracted services.

The following table summarizes the Operating expenditures and budget at the end of December 2011:

	Op. Expenses Year-End	Budget \$	Variance \$	Variance %
Total Gross Operating Expenditures	20,407,602	25,214,200	4,806,598	19%
Less: Recoveries and Revenues	(9,956,160)	(13,220,100)	(3,263,940)	25%
Net Operating Expenditures	\$10,451,442	\$11,994,100	\$1,542,658	13%

4.0 LOOKING FORWARD

Design & Construction Activities:

1. Ramp-up of the Davis Drive Main Works (D1) design and construction activities.
2. Commencement of the extended H2, VMC Cost Confidence Process in January 2012.
3. Presentation of the Yonge Subway Extension Conceptual Design – report for Board for final approval and authority to release by Q2 of 2012.
4. Finalization of station design and budget for VMC as well as the YRT/viva bus terminal.

Procurement Activities:

1. Award of Owner's Engineer Program Management Request for Proposal (RFP-11-042-RT) valued at an upset limit of \$50M - Q1-2012.
2. Award of OMSF Design Build Request for Proposal (RFP-11-071-RT) valued at an upset limit of \$100M – Q2-2012.
3. Conclusion of the Cost-Confidence process and Award of H2, VMC Design-Build Contract – Summer of 2012.

Communications Activities:

1. Continue to advance communications/outreach programs to support the business objectives and public/stakeholder information needs.

APPENDIX 1

VIVANEXT PROJECT DESCRIPTIONS

H3.1 AND H3.2 PROJECT

- The H3 Project refers to the vivaNext bus rapid transit project in the Town of Richmond Hill and Town of Markham, in the Regional Municipality of York, which comprises the Highway 7 rapidways from Richmond Hill Centre Terminal to Warden Station. It includes the design and construction of H3.1 and H3.2 segments:
 - Rapidways along Highway 7 from Bayview Avenue to Town Centre Boulevard (5.3 km);
 - Rapidways along Town Centre Boulevard from Highway 7 to Cedarland Drive (0.4 km);
 - Rapidways along the south side of Cedarland Drive from Town Centre Boulevard to Warden Avenue (0.3 km); and
 - Rapidways along the west side of Warden Avenue from Cedarland Drive to the connection to the jug handle at Enterprise Drive (0.4 km).
- H3.1 and H3.2 segments include the construction of 22 stations at various locations along these segments together with the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems. The two stations at Bayview Avenue will be curbside and will include building towers with stairs and elevators connecting to Bayview Avenue.

D1 PROJECT

- The D1 Project refers to Davis Drive from Yonge Street to Highway 404 in the Town of Newmarket, in the Regional Municipality of York.

I) EARLY WORKS

- The D1 Early Works Project refers to the work along the D1 segment, as hereinafter defined, of the vivaNext rapidways, done in advance of the D1 segment rapidways construction. The Early Works comprise of:
 - The construction of the southern half of the Keith Bridge which crosses the East Holland River on Davis Drive in Town of Newmarket; and
 - The construction of six retaining walls along the south side of Davis Drive.

II) MAIN WORKS

- The D1 Full Works Project refers to the design and construction of rapidways along Davis Drive from Yonge Street to Highway 404 (4.6 km) including the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems. D1 includes the construction of:
 - Rapidways and six median stations along the section between Yonge Street and approximately Roxborough Road (2.5 km).
 - Four curbside stations will be constructed east of Roxborough Road to Highway 404. This section will operate in mixed traffic with no rapidways.
 - A convenient connection with minimal transfer distance to the Newmarket GO Station.
 - The required terminal facilities at the Highway 404 - Davis Drive carpool parking lot and improvements to the carpool parking lot.

H2 VAUGHAN METROPOLITAN CENTRE (VMC) PROJECT

- The H2 Vaughan Metropolitan Centre (VMC) Project refers to the vivaNext bus rapid transit project in the City of Vaughan, in the Regional Municipality of York, and includes the design and construction of rapidways along Highway 7 from just east of Highway 400 to just west of the CN McMillan Yard bridge (2.0 km).
- H2 VMC includes the construction of:
 - Six stations, including the two platforms at Vaughan Metropolitan Centre Station, at various locations along the segment together with the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems.
 - The two platforms at the Vaughan Metropolitan Centre Station will have connections that will be funded by another funding source to the extension of the Spadina Subway.
- The exact limits of the H2 VMC project will be determined during the Preliminary Engineering Design. Some sections of the rapidways or stations may be deferred until the rest of the H2 project depending on the results of the analysis.
- The H2 VMC Project includes construction staging coordinated with the Spadina Subway extension construction.

Y2.1 PROJECT

- The Y2.1 Project refers to the vivaNext bus rapid transit project in the Town of Richmond Hill, in the Regional Municipality of York.
- It includes the design and construction of:
 - Rapidways along the Yonge/Highway 7 Connector Road from the Richmond Hill Centre Terminal to Yonge Street (0.3 km); and
 - Rapidways along Yonge Street from the Yonge/Highway 7 Connector Road to Major Mackenzie Drive (3.6 km).
- Y2.1 Project includes the construction of:
 - Eight stations at various locations along this segment with the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems.

Y3.2 PROJECT

- The Y3.2 Project refers to the vivaNext bus rapid transit project in the Town of Newmarket, in the Regional Municipality of York, and includes the design and construction of rapidways along Yonge Street from south of Mulock Drive to Davis Drive (2.4 km).
- The Y3.2 Project includes the construction of six stations at various locations along this segment together with the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems.
- The Y3.2 Project also includes the construction of four curbside stations on the section from Davis Drive to Green Lane (2.0 km) and station improvements at the East Gwillimbury GO Station to accommodate Viva service.

H2 PROJECT (EXCLUDING H2 VMC)

- The H2 Project refers to the vivaNext bus rapid transit project in the City of Vaughan and the Town of Richmond Hill, in the Regional Municipality of York, excludes the H2 VMC Project described above.

- It includes the design and construction of:
 - Rapidways along Highway 7 from Helen Street to east of Highway 400 (3.6 km);
 - Rapidways along Highway 7 from west of the CN McMillan Yard bridge to east of Bowes Road/Baldwin Avenue (1.3 km);
 - For the Highway 7 segment from east of Bowes Road/Baldwin Avenue to Centre Street, the buses will operate in mixed traffic general purpose lanes (0.4 km);
 - Partial rapidways along Centre Street from Highway 7 to 0.4 km east of Highway 7;
 - Rapidways along Centre Street from 0.4 km east of Highway 7 to Bathurst Street (2.5 km);
 - Rapidways along Bathurst Street from Centre Street to north of Worth Boulevard/ Flamingo Road (1.4 km);
 - For the Bathurst Street segment (crossing the Highway 407) from north of Worth Boulevard/Flamingo Road to the Bathurst Street/Highway 7 Connector Road, the buses will operate in mixed traffic general purpose lanes (1.4km); and
 - Partial Rapidways along Highway 7 from the Bathurst Street/Highway 7 Connector Road to Yonge Street (2.1 km).
- The H2 Project includes the construction of 21 stations at various locations along this segment together with the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems.
- The H2 Project also includes the construction of 1 curbside station on the Highway 7 section from the Bathurst Street/Highway 7 Connector Road to Yonge Street.

Y2.2 PROJECT

- The Y2.2 Project refers to the vivaNext bus rapid transit project in the Town of Richmond Hill, in the Regional Municipality of York, and includes the design and construction of rapidways along Yonge Street from Major Mackenzie Drive to 19th Avenue (Gamble Road) (4.1 km).
- In the segment from Major Mackenzie Drive to south of Elgin Mills Road the buses will operate in mixed traffic general purpose lanes, with a curbside station in the Richmond Hill downtown section near Crosby Avenue.
- The Y2.2 Project also includes the construction of 2 curbside stations on the section from Major Mackenzie Drive to Oxford Street/Industrial Road.
- The Y2.2 Project includes the construction of 6 stations at various locations from Oxford Street/Industrial Road to 19th Avenue (Gamble Road) along this segment together with the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems.

H3.4 PROJECT

- The H3.4 Project refers to the vivaNext bus rapid transit project in the Town of Markham in the Regional Municipality of York, and includes the design and construction of rapidways along Enterprise Drive from Birchmount Road to just east of Kennedy Road (1.0 km).
- The H3.4 Project includes the construction of 2 stations at one location along this segment together with the design and implementation of related infrastructure and facilities including, without limitation, intelligent transportation systems.
- The H3.4 Project includes improvements at the Unionville GO Station to accommodate Viva service.

APPENDIX 2

Table 1 Awarded Contracts

The following table provides a full breakdown by Category *YRRTC Solicitations* awarded for the period of this report.

Category	Description	ID	Vendor Actual (As per PO)	Awarded Value	Total
Communications (1)	vivaNext Cineplex Place Cartoon Preshow Slides	RFQ-11-126-RT	Cineplex Media	13,098.93	13,098.93
Corporate (2)	YRRTC Senior Staff Retreat	RFQ-11-133-RT	MAX Potential	7,600.00	10,200.00
	vivaNext "Foundations" Staff Retreat Follow Up	RFQ-11-169-RT	MAX Potential	2,600.00	
Property (4)	D1 Thermal Seeding, 400 and 500 Series Davis Drive, Newmarket	RFQ-11-148-RT	Lomco Limited	8,517.10	1,132,325.60
	H2 VMC - Phase I and II ESA (Environmental Site Assessments)	RFP-11-137-RT	S2S Environmental Inc	376,800.00	
	H2-VMC Landscaping & Arborist	RFQ-11-119-RT	Design & Delivered	4,882.50	
	H3 Phase I and II Environmental Site Assessments, LCBO and Shell, Hwy 7 Bayview to Warden and South to Enterprise	RFP-11-104-RT	Conestoga-Rovers & Associates SPL Consultants Limited	506,055.00 236,061.00	
Subway (1)	Spadina Subway - Installation of Two VIVA Stations	RFQ-11-141-RT	Guild Electric Company Ltd	19,750.00	19,750.00
Utility Relocations (1)	H3 Enbridge Main Relocation, Hwy 7 Cochrane Dr to Woodbine Ave	RFQ-11-159-RT	Enbridge Gas Distribution Inc.	108,044.00	108,044.00
TOTAL (18)					\$1,283,418.53

Table 2 Awarded Contracts by Type

Tender Type	Category	Q1-2011		Q2-2011		Q3-2011		Q4-2011		Year End	
		Total	Count	Total	Count	Total	Count	Total	Count	Total	Count
CC - Cost Confidence	Design-Build Construction	7,882,999.00	2			143,080,074.00	1			150,963,073.00	3
PT - Invitation to Tender (ITT)	Property	214,400.00	1	73,464.00	1					287,864.00	2
RFP - Request for Proposal	Subway					145,100.00	1			145,100.00	1
	Property							1,118,916.00	3	1,118,916.00	3
RFPQ - Request for (Pre) Qualification	Terminals					0	1				1
RFQ - Request for Quotation (General)	Communications					26,090.84	2	13,098.93	1	39,189.77	3
	Corporate							10,200.00	2	10,200.00	2
	Design-Build Construction	40,955.00	2							40,955.00	2
	Program Communications			20,350.00	2					20,350.00	2
	Program Management	14,700.00	1	10,000.00	1	14,500.00	1			29,210.00	3
	Property	71,494.64	4	18,166.90	4	31,559.12	4	13,409.60	2	134,630.26	14
	Subway					47,340.48	3	19,750.00	1	67,090.48	4
	Utility Relocations	368,910.25	4	380,663.96	10	574,954.00	5	108,044.00	1	1,416,706.21	20
TOTAL		\$8,593,458.89	14	\$516,144.86	18	\$143,919,618.44	18	\$1,283,418.53	10	\$ \$154,312,640.72	60

APPENDIX 3

Table 3 Contract Value Increases - Existing

The following table provides a full breakdown by Category *YRRTC Existing Contract Increases Amended* for the period of this report.

Category	RFX No.	Contract No	Vendor	Amount Increase	Total
Communications	RFQ-11-135-RT	B00013088	The Original Flag Store	146.30	562.00
	RFQ-11-090-RT	B00013009	The Original Flag Store	415.70	
Property	PT-10-012-RT	B00012364	Maram Building Corporation	12,500.08	12,500.08
Grand Total					\$13,062.08

Table 4 Contracts Extensions - Existing

The following table provides a full breakdown by Category *YRRTC Existing Contract Extensions Amended* for the period of this report. Extension average does not exceed three months.

Category	RFX No.	Contract No	Vendor
Utility	A025128	B00011530	Powerstream Inc.
	RFQ-10-070-RT	B00012516	Powerstream Inc.
Property	A025165	B00011547	Gabriel Mackinnon

Table 5 Contracts Closures - Existing

The following table provides a full breakdown by Category *YRRTC Existing Contracts Closed* for the period of this report, whereby YRRTC was satisfied with the goods and/or services provided.

N/A

APPENDIX 4

Table 6 Outstanding Solicitations

The following table provides a full breakdown by Category *YRRTC Outstanding Solicitations* for the period of this report whereby a solicitation has been advertised, but no award has yet been reached.

Category	Estimated Value	ID	Description	Estimated Project Start Period
Communications	\$100,001 to \$250,000	PT-11-089-RT	vivaNext 2011 Corridor Banner Installations	Q1-2012
Corporate	\$100,001 to \$500,000	RFP-11-094-RT	vivaNext Senior Communications Consultant	Q1-2012
Program Management	>\$5,000,001	RFP-11-042-RT	Owner's Engineer & Program Management Services	Q1-2012
Property	\$0 to \$5,000	RFQ-11-120-RT	H2-VMC Sign Relocation & Removals	Q1-2012
	\$50,001 to \$100,000	PT-11-039-RT	D1 Security Services	Q1-2012
	\$100,001 to \$250,000	RFP-11-110-RT	D1 Corridor Environmental Remediation Strip Widening	Q1-2012
		RFP-11-152-RT	H2-Vaughan Metropolitan Center Extended Environmental Services	Q1-2012
Terminals	>\$5,000,001 <	RFP-11-070-RT	OMSF Design Build	Q2-2012

APPENDIX 5

Table 7 Upcoming Solicitations

The following table provides a full breakdown by Category *YRRTC Upcoming Solicitations* whereby the proposed solicitation is still in the development and review stage.

Category	Estimated Value	ID	Description	Estimated Project Start Period
Corporate	\$25,001 to \$50,000	RFQ-11-155-RT	YRRTC Mentoring Program 2012	Q1-2012
Property	\$0 to \$5,000	RFPQ-11-117-RT	vivaNext Appraiser Prequalification	Q1-2012
	\$100,001 to \$250,000	RFP-11-035-RT	Y3.2 Environmental Services	Q1-2012
	\$25,001 to \$50,000	RFQ-11-072-RT	D1 Corridor General Maintenance	Q2-2012
Utility Relocations	\$1,000,001 to \$5,000,000	RFQ-12-002-RT	H3 Powerstream Utility Relocation	Q1-2012