

To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: Project Status Quarterly Report - 2012-Q1

Ref: YORK-#4141948

Recommendation

It is recommended that:

1. The attached Project Status Quarterly Report – 2012-Q1 – 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 – 2012-Q1 is attached and reflects activity up to March 31, 2012.

Analysis

HIGHLIGHTS OF THE FIRST QUARTER

BRT-Rapidways & Stations program is progressing 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. Project-to-date completion is over 26% and on track to be within budget
- Davis Drive (D1) – from Yonge Street to DVP/Hwy. 404 under design with heavy construction to begin in Q2 of 2012 and be complete by late 2014. Project-to-date completion is approximately 4% and on track to be within budget

- Highway 7 West (H2-Extended VMC to Bowes Road) – cost confidence process is underway, with contract award projected to be in Q3 of 2012
- The comprehensive communications plan continues to successfully mitigate impacts while supporting the project schedule. Activities in the first quarter includes:
 - Finalizing the draft Business Support program to bring forward for Board approval in the second quarter
 - Securing project information offices at 7800 Jane Street in the City of Vaughan and 130 Davis Drive in the Town of Newmarket - due to open in the second quarter
 - Forming a working group with staff at Southlake Regional Health Centre to plan communications for the upcoming closure of their main/emergency entrance
- BRT-Rapidways & Stations program is fully funded by the Province of Ontario and represents a total investment of \$1.8 billion in the Region

Spadina Subway extension program is under heavy construction

- Program anticipated to go “in service” by the end of 2015 – remains on schedule and on budget
- Twin Tunnels:
 - South Tunnels contract – launched in August 2011, the first tunnel boring machine (TBM) is heading north towards Finch West Station, having completed 1300 metres of tunneling and is currently under Keele Street, while the second TBM launched in October 2011, has travelled about 1000 metres
 - North Tunnels contract – started in November 2011 and boring south from Steeles West Station, the first TBM has completed 300 metres of tunneling, while the second TBM is approaching 100 metres
- Stations – except for York University which is to be awarded in Q2 of 2012, construction contracts for Steeles West, Highway 407 and Vaughan Metropolitan Centre stations have been awarded and are progressing
- Out of the \$44.1 million spent in Q1 of 2012, Region’s contribution is \$14.7 million for a total of \$80.8 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 for a total investment of \$1.1 billion in the Region

FLOW program - Operations, Maintenance and Storage Facility (OMSF) is proceeding in Headford Business Park, Richmond Hill

- Preliminary Engineering design schematics and standards completed
- Site plan application made to the Town of Richmond Hill – with the Request-for-Proposal (RFP) released in February 2012 and 4 submissions to the RFP have been received; the design-build contract is anticipated to be awarded in early summer of 2012
- With the program being equally shared between the Region and the Federal government, the completion date for this project is by Q4 of 2014

York Strategic Initiatives - Studies for the Yonge Subway extension program

- Yonge Subway Extension (YSE) Conceptual Design Final Report – findings received and endorsed by the Board in April 2012
- Cost estimate in 2011 dollars is \$3.1 billion
- With the Board's authorization, YRRTC staff is proceeding to complete the Transit Project Assessment Process (TPAP) for the train storage facility within the approved Conceptual Design Study budget of \$4.3 million, and will report back to the Board prior to finalizing the TPAP study
- In Q4 of last year, YRRTC was authorized to enter into a contract with Edinburgh Rail (Canada) Ltd., to undertake a Land Value Capture analysis for YSE - contract is valued at a fixed price of \$145,100 (exclusive of HST) and is 50-50 shared with Metrolinx – per Contribution Agreement. Work is underway

Capital Expenditures at \$67.1 million in Q1 – Region's contribution is \$17.6 million

- Capital Expenditures in Q1 at \$67.1 million – the approved 2012 Capital Budget is \$550.3 million
- Capital Expenditures highlights as follows:
 - 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 late 2014 respectively

Capital Programs	Capital Spend	Region Funding	External Funding
Bus Rapid Transit Program (Metrolinx Capital Program)	20,122,856	-	20,122,856
Spadina Subway Program	44,143,458	14,714,486	29,428,972
Yonge Subway Program	2,872,474	2,872,474	-
FLOW Program	7,443	3,721	3,722
Total (\$ millions)	67,146,231	17,590,681	49,555,550

Operating Expenditures at \$2.1 million in Q1

- Operating Expenditures in Q1 at \$2.1 million – the approved 2012 Operating Budget is \$10.8 million
- Unfavourable variance versus Q1 Budget of **(\$0.8 million)**, driven by:
 - Timing differences between actual expenditures and recognition of recoveries from capital, and offset by
 - Lower salaries and benefits due to vacancies and lower expenditures for professional contracted services

Operating Items	Expenditures	%
YRRTC Directs – Salaries, Benefits & Admin. Expenses	926,174	43%
YRRTC Negotiated Specifics – Corporate Services	354,678	16%
Professional Services	168,860	8%
Capital Recoveries	-	-
Financing Costs – Debt Repayments & Interests	706,030	33%
Net Levy (\$ millions)	2,149,742	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

April 23, 2012

Attachment: (1)

YORK-#4141948-v3-RT__1__Project_Status_Quarterly_Report_-_2012-Q1_(Jan__012012_to_Mar_312012).DOC



Project Status Quarterly Report 2012-Q1

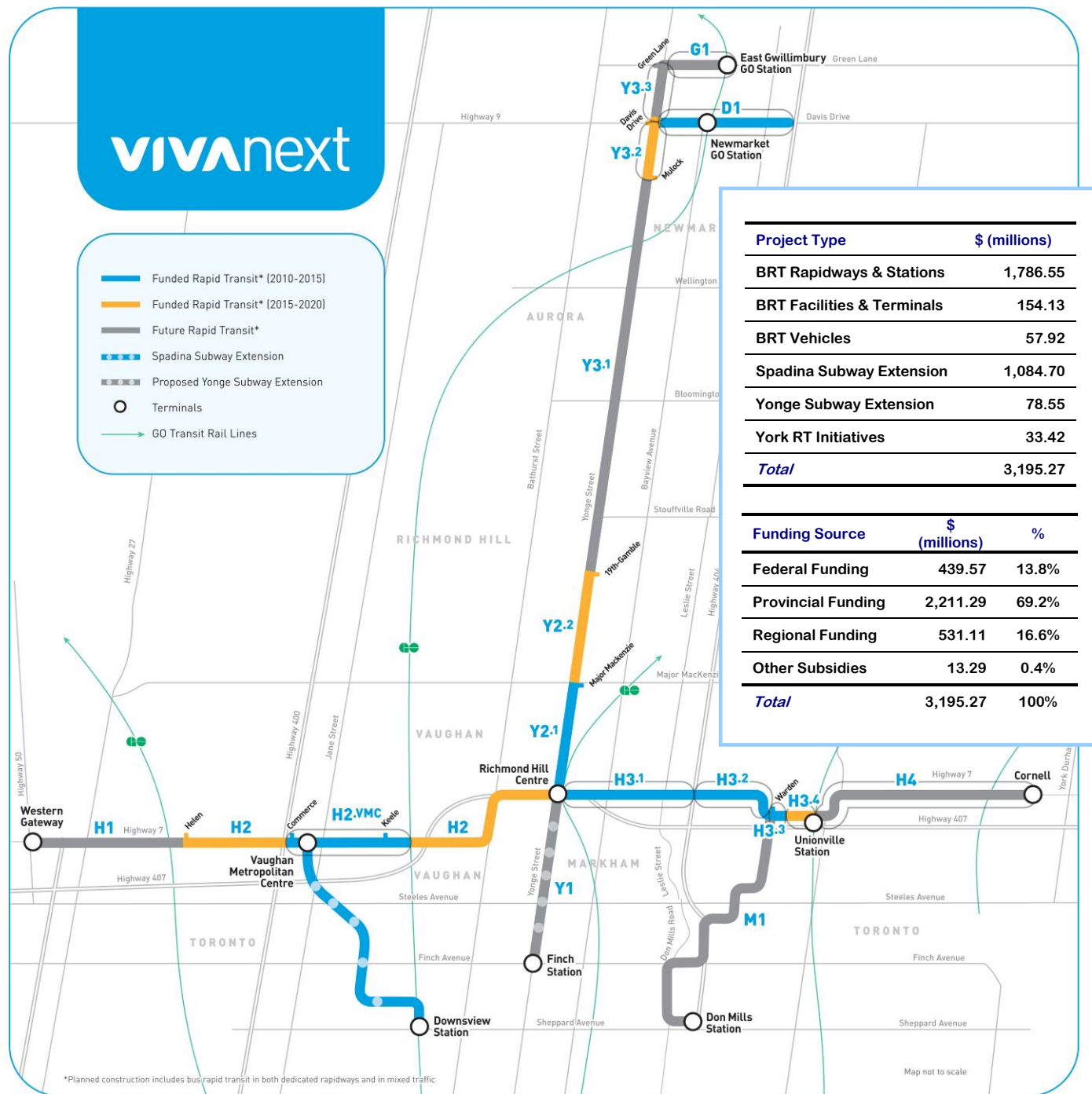
(January 1, 2012 to March 30, 2012)

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 YEAR-TO-DATE UPDATE	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)	7
YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1)	8
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)	9
2.2.2 SPADINA SUBWAY EXTENSION PROGRAM	10
SPADINA SUBWAY EXTENSION	10
PROPERTY MATTERS	10
YORK UNIVERSITY STATION	10
STEELES WEST STATION	11
HIGHWAY 407 STATION	12
VAUGHAN METROPOLITAN CENTRE (VMC) STATION	13
TWIN TUNNELS	14
2.2.3 YONGE SUBWAY EXTENSION	15
2.3 PROCUREMENT (SOLICITATION) ACTIVITIES.....	16
2.3.1 AWARDED CONTRACTS - NEW.....	16
2.3.2 AMENDED CONTRACTS – EXISTING	16
2.3.3 OUTSTANDING SOLICITATIONS.....	17
2.3.4 UPCOMING SOLICITATIONS	17
3.0 COMMUNICATIONS.....	18
3.1.1 GOVERNMENT RELATIONS PROGRAM	18
3.1.2 VIVANEXT PROGRAM	18
3.1.3 BUS RAPID TRANSIT PROGRAM	18
H3 – HIGHWAY 7 (RICHMOND HILL CENTRE TO KENNEDY ROAD/ENTERPRISE DRIVE)	18
D1 - DAVIS DRIVE (YONGE STREET TO HIGHWAY 404)	19
3.1.4 SPADINA SUBWAY EXTENSION PROGRAM	19
3.1.5 YONGE SUBWAY EXTENSION PROGRAM	19

4.0 QUARTERLY FINANCIAL UPDATES	20
4.1 CAPITAL EXPENDITURES SUMMARY	20
METROLINX MASTER AGREEMENT - \$1.755 BILLION	21
QUICKWINS ANNOUNCEMENT - \$67.6 MILLION	22
FEDERAL FLOW CONTRIBUTION AGREEMENT - \$170 MILLION	23
FLOW SPADINA SUBWAY EXTENSION PROGRAM - \$1.085 BILLION	24
YONGE SUBWAY EXTENSION PROGRAM	25
4.2 OPERATING EXPENDITURES SUMMARY	26
5.0 LOOKING FORWARD	27
APPENDIX 1.....	28
VIVANEXT PROJECT DESCRIPTIONS	28
H3.1 AND H3.2 PROJECT	28
D1 PROJECT	28
H2 EXTENDED VAUGHAN METROPOLITAN CENTRE (VMC) PROJECT	29
Y2.1 PROJECT	29
Y3.2 PROJECT	29
H2 PROJECT (EXCLUDING H2 EXTENDED VMC)	29
Y2.2 PROJECT	30
H3.4 PROJECT	30
APPENDIX 2.....	31
APPENDIX 3.....	32
APPENDIX 4.....	33
APPENDIX 5.....	34

1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW



2.0 QUARTERLY OPERATIONAL HIGHLIGHTS

2.1 MANAGEMENT ACTIVITIES

2.1.1 2012 YEAR-TO-DATE UPDATE

- Heavy construction activities are 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 late 2014 respectively.
- BRT program – cost confidence process for Highway 7 West (H2-Extended Vaughan Metropolitan Centre to Bowes Road) is underway, with contract award projected to be in Q3 of 2012.
- BRT program – the comprehensive communications plan continues to successfully mitigate impacts and complaints while supporting the project schedule. It includes:
 - Finalizing the draft Business Support program to bring forward for Board approval in the second quarter;
 - Securing project information offices at 7800 Jane Street in Vaughan and 130 Davis Drive in Newmarket – due to open in the second quarter;
 - Forming a working group with staff at Southlake Regional Health Centre to plan communications for the upcoming closure of their main/emergency entrance.
- FLOW program – Operations, Maintenance and Storage (OMSF) is proceeding in Headford Business Park, Richmond Hill. Request-for-Proposals (RFP) was released in February and 4 submissions to the RFP have been received. The design-build contract is anticipated to be awarded in early summer of 2012.
- Spadina Subway program – remains on track and anticipated to go “in service” by the end of 2015.
- Yonge Subway – findings from the Conceptual Design Final Report have been received and endorsed by the Board in April 2012. Cost estimate in 2011 dollars is \$3.1 billion.
- Financials are trending as per Business Plan and Budget:
 - Capital Expenditures in Q1 were at \$67.1 million, of which the Region’s contribution was \$17.6 million – and the remainder was from other senior levels of government;
 - Operating Expenditures at \$2.1 million in Q1 – the approved 2012 Operating Budget is \$10.8 million.

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

- "Lessons learned" are being applied to the H3 stations design as operations continue at Enterprise Station.

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, and MTS-Allstream services on Highway 7 from Highway 404 to South Town Centre Boulevard (east section) are on-going and will be completed by the end of 2012.
- Similarly, services on South Town Centre Boulevard, Cedarland Drive and Warden Avenue (south section) are on-going, and will be completed by the end of 2012 for same utility companies.



Design-Build Construction

- The Detailed Design (Civil, Architectural, Structural, and Electrical Designs) are 100% complete for H3.1 and 90% complete for H3.2.
- Site Plan for the Bayview Towers and Stations approved by the Town of Richmond Hill – and Bayview Towers now under construction.
- East Beaver Creek, Leslie and West Beaver Creek Stations under construction – and Site Plan for the Cedarland Drive Station is on-going.



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

PROJECT DESCRIPTION

- The Davis Drive (D1) rapidway in the Town of Newmarket extends 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

- Demolition and related on-site remediation of 166 Davis Drive – Shell Gas Station at Parkside Drive is on-going.

Utility Relocations

- Utility coordination meetings continue with Enbridge, Newmarket Hydro, Bell, and Rogers. Utility relocations are planned to commence April 2012.

Design-Build Construction

- Survey work continues in the corridor, including identification of sub-surface infrastructure, condition surveys, and geotechnical investigations.
- The 90% design packages for the D1 Main contract were submitted for review in March 2012.
- Tree relocations and removals commenced in March 2012.
- Road construction will commence in localized areas beginning April 2012.



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-Extended 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 the Town of Richmond Hill – 16.2 km.
- Specifically, the H2-Extended 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 the design and construction of 3 stations along the rapidway. It will be staged to coordinate with the opening of the Spadina Subway Extension in December 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-EXTENDED VMC)

Property

- Property acquisitions are 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.
- H2-Extended VMC cost confidence process commenced this past January, and is underway.

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 this past quarter.

Design-Build Construction

- Preliminary Engineering for H2 is on-going. Engineering surveys, bridge and culverts condition surveys, utility identification and noise study have been 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 acquisitions have commenced, and draft surveys are currently under review.
- Pre-Qualification and Request for Proposal Tender documents for Appraisal Services as well as Public Tender documents for Environmental Services are being prepared, and will be released on Merx this coming quarter.

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 Levendale Avenue to 19th Avenue. This section of rapidway will include 3 median stations.

NEW DEVELOPMENTS

- Construction on Y2.2 is scheduled to commence in late 2014, with completion in late 2018 – but completion timelines for this segment may be accelerated to finish by end of 2017.

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 the QuickWins provincial announcement. The anticipated completion date is by end of 2014.

NEW DEVELOPMENTS

Design-Build Construction

- Preliminary Engineering design schematics and standards have been completed.
- Site Plan application made to the Town of Richmond Hill – with the Request-for-Proposal (RFP) released in February 2012 and 4 submissions to the RFP have been received. The design-build contract is anticipated to be awarded in early summer 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 service in December 2015.

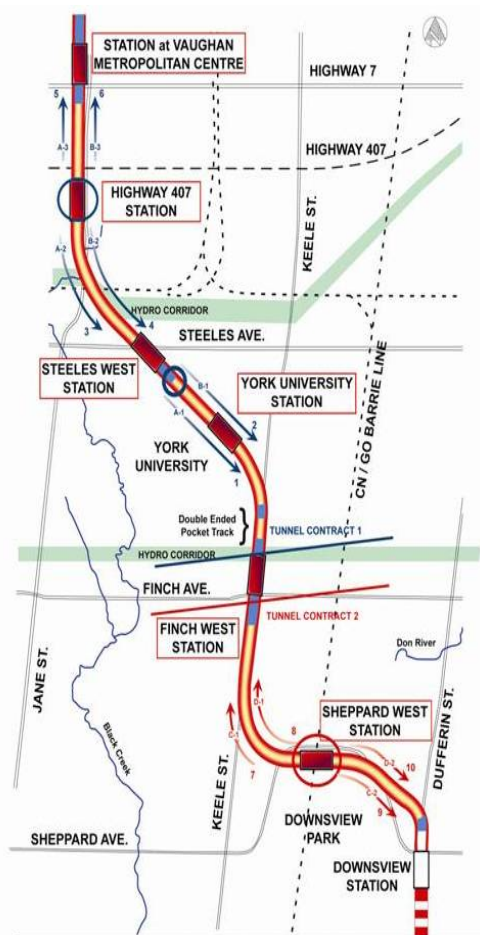
PROPERTY MATTERS

BACKGROUND

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

NEW DEVELOPMENTS

- Infrastructure Ontario (IO) has indicated that they are willing to sell the land that contains the Black Creek bridge and station access road at Highway 407 Station.
- IO is looking for the station access road (and Black Creek bridge) to become a public right-of-way in the future, and is assessing the means by which this can occur. Regardless of ownership, an operation and maintenance agreement for cost sharing will need to be put in place until such time as the road becomes a public right-of-way.
- TYSSE has initiated discussions with Metrolinx with regards to 407 Bus Terminal ownership
- TYSSE has made lease arrangements for land at VMC Station that can accommodate a dry pond that will satisfy the contingency plan requirements for de-watering during a storm event. The Contractor is responsible for all dewatering activities, including permits.



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 serve to eliminate the need for on-campus bus service.
- TTC constructed a bus-way to connect Downsview Station and York University. Viva Orange routing between Downsview station and York University will use the TTC bus-way, and will access new viva stops at Dufferin-Finch and Murray Ross.



BACKGROUND

- As a result of construction associated with the York University station, two existing viva stops and one YRT stop were relocated approximately 100 metres, north on Ian MacDonald Boulevard. A new road was also constructed to by-pass 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.
- TTC requires YRT to enter into an agreement prior to using the Downsview-York University bus-way. YRT has signed agreements to operate on the bus-way between Dufferin Street and Keele Street.

NEW DEVELOPMENTS

- The YRT and viva shelter relocations at York University are now 100% complete.
- Toronto Hydro has installed overhead wires and poles for the hydro service connection to Murray Ross viva Station. The Dufferin-Finch viva Station hydro connection is in the final stages of design by Toronto Hydro.
- YRT is preparing a report for the May 4, 2012 Transportation Services Committee, which will request approval of conditions required to operate on the York University portion of the bus-way.

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 the City of Vaughan, the station includes a fully accessible subway entrance, an electrical sub-station, 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

- Utility relocations continue in order to permit the installation of piles to support excavation of the subway station.
- The TTC Electrical sub-station design is being amended to include the YRT support facilities - specifically, a heated passenger waiting area, public washrooms, and communications/electrical/mechanical rooms.
- TYSSE has initiated the design of these YRT facilities and will include the work as a change order to the station construction contract.
- The design of the YRT bus terminal platforms, bus bays, canopy and systems will be completed under a separate design package and construction contract.
- The City of Vaughan has provided TYSSE with a letter confirming the design vision for Street "C" and requesting upgrades to the TYSSE design that will be funded by the city.

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 reached substantial completion 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 the City of Vaughan Council, and a Structural Building Permit has been issued for the station.



NEW DEVELOPMENTS

- As-built drawings for the Jane Street works have been submitted to YRRTC.
- All piling work for the subway station excavation has been completed. Excavation - down approximately 3 metres - has been completed, and the contractor is installing the first row of tie-backs.



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 this 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

- VMC Station 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. (Carillion) 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 the H2-Extended VMC project. 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. An option to locate the YRT bus terminal and PPUDO on top of the subway tail tracks is being analyzed and is subject to an agreement between all parties.

NEW DEVELOPMENTS

- Carillion has made an application to the City of Vaughan and to York Region for de-watering to Black Creek via the respective storm sewers. York Region has formally responded to Carillion with the conditions that must be met prior to issuing approval for the de-watering. The City of Vaughan continues to discuss the details of the application with Carillion.
- Carillion has completed the installation of a cut-off wall around the north end of the station. The cut-off wall will greatly limit the amount of water entering the excavation.
- Construction of the Tunnel Boring Machine extraction shaft and the electrical substation inside Toromont CAT property has started.
- The land owner north of Highway 7 has agreed to fund the re-design of the north end of the station concourse to make an underground connection to the proposed YRT bus terminal situated on top of the subway tail tracks. The design is proceeding towards 100%.
- TTC Commission confirmed that the official station name will be "Vaughan Metropolitan Centre Station".

TWIN TUNNELS

PROJECT DESCRIPTION

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

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 the 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's TBMs are boring north towards Finch West Station. The first TBM - "Holey" - has completed about 1300 metres of tunnelling and is currently under Keele Street, while the second TBM "Moley" has travelled about 1000 metres.
- Holey is scheduled to break through the headwall at the Finch West Station in April 2012.
- Both TBMs for the North Tunnels Contract are in the ground and approaching York University, operating south from the Steeles West Station. The TBMs require compensation grouting to be completed under the Schulich Building at York University before proceeding further - the first TBM has completed 300 metres of tunnelling, while the second TBM is approaching 100 metres.



2.2.3 YONGE SUBWAY EXTENSION

PROJECT DESCRIPTION

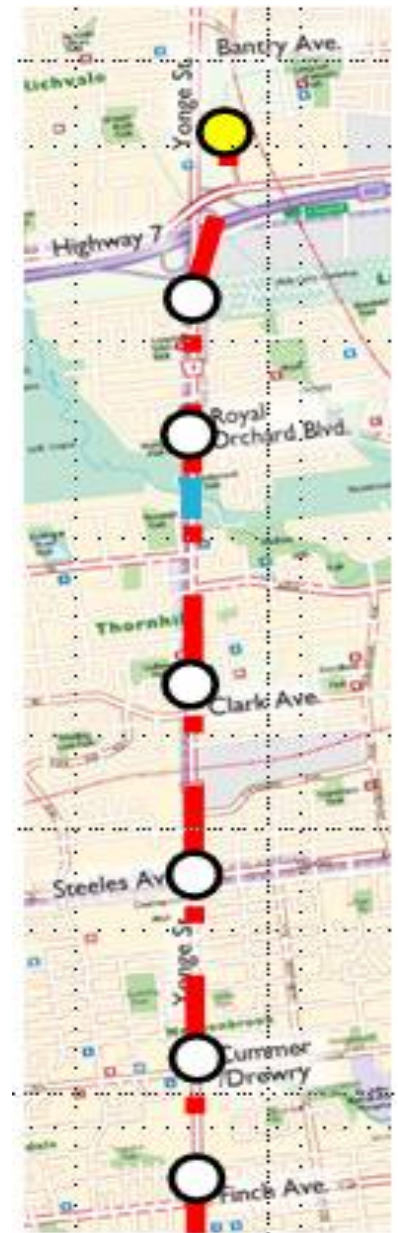
- This project relates to a proposed 6.8 km extension of the Yonge Subway (YSE), from the existing Finch station to the Richmond Hill Centre, plus storage.

BACKGROUND

- 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 Metrolinx Business Case Assessment (BCA).
- The Final Conceptual Design Report was completed this past quarter, and the findings were received and endorsed by the Board in April 2012.
- Metrolinx is completing an update to the 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

- Comments on the draft Conceptual Design Report were received from all stakeholder municipalities. Comments have been addressed and a full comment-response table has been included as Attachment 3 in the Final Report, which was received and endorsed by the Board in April 2012.
- YRRTC has received approval to use the funds from the Conceptual Design Study budget to complete the Transit Project Assessment Process (TPAP) for a Train Storage Facility. The train storage facility was identified by the TTC Subway Rail Yard Needs Study, and is to be located in the vicinity of Richmond Hill Centre to support the YSE.
- The Conceptual Design Study analyzed and determined that the preferred location for the Train Storage Facility is north of Richmond Hill Centre, and the alignment protects for a future station in close proximity to the intersection of Yonge Street and 16th Avenue/Carrville Road.
- Metrolinx hosted a Technical Workshop on the Yonge North Subway Extension BCA in February. YRRTC issued comments on the preliminary analysis and has provided additional land-use data to Metrolinx.



2.3 PROCUREMENT (SOLICITATION) ACTIVITIES

All tables express values exclusive of taxes.

2.3.1 AWARDED CONTRACTS - NEW

A total of 13 contracts valued at \$53.3 million were awarded for this quarter - driven primarily by the award of the Owner's Engineer, Program Management contract.

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		Q1-2012
Communications	Total	105,096.20
	Count	1
Design-Build Construction	Total	132,644.86
	Count	1
Program Management	Total	50,000,000.00
	Count	1
Property (excluding land purchases)	Total	196,694.50
	Count	3
Utility Relocations	Total	2,854,235.54
	Count	8
Total		53,288,671.10
Total Count		14

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	Type	Q1-2012
Design-Build Construction	Closed	
	Extension	2
	Increased Amount	
Program Management	Closed	
	Extension	1
	Increased Amount	
Property (excluding land purchases)	Closed	
	Extension	6
	Increased Amount	
Utility Relocations	Closed	
	Extension	2
	Increased Amount	2,722.41
Total Extension		11
Total Increased Amounts		\$2,722.41

2.3.3 OUTSTANDING SOLICITATIONS

A total of 3 solicitations are currently outstanding, with awards anticipated to be in this coming quarter. Early summer of 2012 will see the award of the Operations, Maintenance and Storage Facility (OMSF) design-build contract.

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	
		Q2-2012	
Communications	\$100,001 to \$500,000		1
Corporate	\$50,001 to \$100,000		1
Design-Build Construction	> \$5,000,000		1
TOTAL			3

2.3.4 UPCOMING SOLICITATIONS

Several upcoming solicitations are scheduled for this coming quarter and Q3, with approximately \$5 million forecasted to be awarded. Not included in this figure is the commencement of the cost confidence process for the H2-Extended VMC design-build, valued at over \$100 million and expected to be awarded in Q3.

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	
		Q2-2012	Q3--2012
Communications	\$10,001 to \$25,000	1	
	\$25,001 to \$50,000	1	
Corporate	\$25,001 to \$50,000	1	
	\$100,001 to \$500,000	1	
Design-Build Construction	>\$5,000,001		1
Property (excluding land purchases)	\$10,001 to \$25,000	2	
	\$50,001 to \$100,000	2	
	\$100,001 to \$250,000	3	
Utility Relocations	\$50,001 to \$100,000	1	
	\$100,001 to \$250,000	1	
	\$250,001 to \$500,000	3	
	\$500,001 to \$1,000,000	1	
	\$1,000,001 to \$5,000,000	3	2
TOTAL		20	3

3.0 COMMUNICATIONS

3.1.1 GOVERNMENT RELATIONS PROGRAM

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

3.1.2 VIVANEXT PROGRAM

- On-going management of public communications, stakeholder relations and online engagement.
- Participation of the vivaNext team in the Newmarket and Markham home shows and Newmarket Chamber of Commerce event - response generally positive and awareness in the community is high.
- VivaNext blog, Twitter, YouTube and Facebook sites continue to engage the public in meaningful dialogues. Social media efforts in this past quarter, have generated relatively steady results, including:
 - 19,397 unique visitors to vivaNext.com – a slight decrease of 0.3% from last quarter.
 - 75,782 pageviews on vivaNext.com – an increase of 4% from last quarter.
 - 7,177 blog views.
 - 1,080 followers on Twitter – an increase from last quarter.
 - 292 fans on Facebook – an increase from last quarter.
 - 1 new video on YouTube, for a total of 35.

3.1.3 BUS RAPID TRANSIT PROGRAM

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

- Communications plan for the next Stage 4 intersection changes at Chalmers, Saddlecreek and Valley Mede deployed. This includes: on-street signage, chaperones on the street, bulletins, e-blasts and social media.
- On-going pro-active communications about temporary station relocations, tree removals and construction activities.
- Donation of trees and transplant services to two schools in Markham from the vivaNext H3 project.
- Continuing to advertise and operate Public Information Office at South Park Road and Highway 7 East.
- 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.
- 13 construction bulletins and 4 traffic advisories issued, regarding lane closures and construction impacts.

D1 - DAVIS DRIVE (YONGE STREET TO HIGHWAY 404)

- On-going business support campaign for affected businesses - meetings with local businesses to develop business profiles.
- Main construction contract for Davis Drive launched, starting with a council presentation to the Town of Newmarket Council, and an update to the YRRTC Board of Directors this past quarter.
- Increase in advertising in regards to the rapidway construction on Davis Drive in local publications - Era Banner, SNAP, the Town of Newmarket's newspaper inserts, and local business directories and recreation guides.
- Project updates at community ward meetings provided.
- 1 construction bulletin and 14 advisories issued, regarding construction activities.
- In preparation for spring construction, kick-off of the tree removal program along Davis Drive. In addition to the construction bulletin, individual calls and visits made to property owners to make them aware of the work.
- Planning of communications for the construction near the main/emergency entrance to Southlake Regional Health Centre initiated – working group identified and formed.
- 10 trees transplanted from the corridor to a local school.

3.1.4 SPADINA SUBWAY EXTENSION PROGRAM

- Coordination with TTC to select and establish a joint public project office to share information and answer inquiries related to the subway and rapidways projects – location will be at 7800 Jane Street in the City of Vaughan and due to open this coming quarter.
- Continuing to work with TYSSE project communications group to promote TYSSE communications through the website and social media channels.
- Joint project newsletter released this past quarter.

3.1.5 YONGE SUBWAY EXTENSION PROGRAM

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

4.0 QUARTERLY FINANCIAL UPDATES

4.1 CAPITAL EXPENDITURES SUMMARY

Capital Expenditures were \$67.1 million at the end of this past quarter - \$20.1 million was from the Bus Rapid Transit (BRT) program; \$44.1 million was from the Spadina Subway Extension program; and \$2.9 million was from the Yonge Subway Extension program.

Overall, this translated to under-spending versus the Capital Expenditures Budget – the result of:

- Extension of the Operations, Maintenance and Storage Facility (OMSF) RFP, to ensure better quality of submissions and higher competitiveness amongst bidders;
- Lower than expected expenditures re. the Spadina Subway Extension program.

The following table summarizes the Capital Expenditures versus the overall Program Budget of \$3.2 billion:

Description	Project Expenditures Year-to-date	Project Expenditures Inception-to-date	Total Project Budget	Project Expenditures Remaining	% Remaining
BRT MoveOntario 2020					
Quick Wins \$67.6M	558,169	56,726,973	67,600,000	10,873,027	16%
Metrolinx \$1.755B	19,564,687	190,557,502	1,755,000,000	1,564,442,498	89%
Federal FLOW \$170M	7,443	10,969,396	170,000,000	159,030,604	94%
Spadina Subway Extension	44,143,458	283,495,585	1,084,700,000	801,204,415	74%
Yonge Subway Extension	2,872,474	3,082,474	78,550,000	75,467,526	96%
York Region Initiatives					
Initiatives and Upgrades	-	780,000	33,420,000	32,640,000	98%
BRT Terminal	-	-	6,000,000	6,000,000	100%
Total	\$67,146,231	\$545,611,930	\$3,195,510,000	\$2,649,658,070	83%

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 \$295.0 million as of March 31, 2012 - and has approved 4 expenditure claims totalling \$116.8 million to date. The 5th and 6th claims covering expenditures for December 2011 and from January 1 to March 31, 2012 respectively, will be submitted to Metrolinx in this coming quarter – and will be drawn down against the funds already advanced.

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

Project	Project Expenditures		Project Budget	Budget Remaining	% Remaining
	Year-to-date	Inception-to-date			
H3 - Highway 7 East	14,032,382	97,347,792	287,310,268	189,962,476	66%
D1 - Davis Drive	5,411,577	82,203,864	266,010,253	183,806,389	69%
H2 - Highway 7 West (Extended VMC)	13,192	39,192	100,498,195	100,459,003	100%
Y2.1 - Yonge Street	34,891	3,294,507	156,568,880	153,274,373	98%
H2 - Highway 7 West (Excluding VMC)	58,809	801,907	556,622,834	555,820,927	100%
Y2.2 - Yonge Street	-	3,358,290	169,020,571	165,662,281	98%
Y3.2 - Yonge Street	13,836	3,503,650	109,064,447	105,560,797	97%
H3.4 Highway 7 East	-	8,300	109,904,552	109,896,252	100%
Total	\$19,564,687	\$190,557,502	\$1,755,000,000	\$1,564,442,498	89.14%

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 this year:

Project	Project Expenditures		Project Budget	Budget Remaining	% Remaining
	Year-to-date	Inception-to-date			
H3.3 - Enterprise Drive	108,048	16,935,220	18,417,821	1,482,601	8%
D1 - Davis Drive	-	1,652,913	1,652,913	0	0%
H2 - Highway 7 West (Extended VMC)	373,991	719,136	2,192,696	1,473,560	67%
H2 - Highway 7 West (Excluding VMC)	76,130	5,797,677	8,697,322	2,899,645	33%
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 - Buses	-	13,715,000	13,715,000	0	0
Total	\$558,169	\$56,726,973	\$67,600,000	\$10,873,027	16%

FEDERAL FLOW CONTRIBUTION AGREEMENT - \$170 MILLION

The Federal FLOW contribution agreement was executed on March 15, 2011 – a 50-50 contribution partnership between the Federal Government and York Region.

Regarding the BRT vehicles, 12 vehicles have already been received under this agreement, and a funding claim of \$5.6 million will be submitted reflecting the eligible expenditures from April 1, 2010 up to March 31, 2012 this coming quarter.

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-to-date	Inception-to-date			
Operations, Maintenance and Storage Facility (OMSF)	7,443	969,911	99,526,000	98,556,089	99%
Bus Terminal - Design-Build	-	-	26,274,000	26,274,000	100%
BRT Vehicles – Buses	-	9,999,484	44,200,000	34,200,516	77%
Total	\$7,443	\$10,969,395	\$170,000,000	\$159,030,605	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 #12-01 - as approved by the Executive Task Force (ETF) on March 27, 2012:

Funding Partner	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-to-date	Inception-to-date			
York Region	14,714,486	101,165,195	381,566,000	280,400,805	73%
Move Ontario Trust	14,714,486	91,165,195	351,567,000	260,401,805	74%
Federal Government	14,714,486	91,165,195	351,567,000	260,401,805	74%
Total	\$44,143,458	\$283,495,585	\$1,084,700,000	801,204,415	74%

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

YONGE SUBWAY EXTENSION PROGRAM

The Conceptual Design Study Final report was received and endorsed by the Board of Directors in April of this year.

YRRTC continues to pursue funding opportunities for the Preliminary Engineering work related to the Yonge Subway Extension, as presented in the 2012 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 – a 50-50 partnership.

Category	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-to-date	Inception-to-date			
Conceptual Design	2,872,474	3,082,474	4,310,000	1,227,526	82%
Preliminary Engineering	-	-	74,240,000	74,240,000	100%
Total	2,872,474	\$3,082,474	\$78,550,000	\$75,467,526	96%

4.2 OPERATING EXPENDITURES SUMMARY

Operating Expenses finished at \$2.1 million at the end of this past quarter – which translates to a unfavourable variance of **(\$0.8 million)** when compared to the Operating Expenditures Budget. This variance is primarily driven by:

- Timing differences between actual expenditures and recognition of recoveries from capital, and offset by;
- Lower salaries and benefits due to vacancies and lower expenditures for professional contracted services.

With the approved 2012 Operating Expenditures Budget at \$10.8 million, the following table summarizes the Operating Expenditures and Budget at the end of March 2012:

	Operating Expenditures Year-to-Date	Budget \$ Year-to-Date	Variance \$ Year-to-Date	Variance % Year-to-Date
Total Gross Operating Expenditures	2,709,876	4,427,280	1,717,404	39%
Less: Recoveries and Revenues	(560,134)	(3,067,009)	(2,506,875)	82%
Net Operating Expenditures	\$2,149,742	\$1,360,271	(\$789,471)	(58%)

5.0 LOOKING FORWARD

Design & Construction Activities:

1. On-going heavy construction of Highway 7 East (H3) and ramp-up of the Davis Drive Main Works (D1) design and construction activities this coming quarter.
2. Finalization of station design and budget for VMC as well as the YRT/viva bus terminal.
3. Beginning of the work on Transportation Plan Assessment Process for the Yonge Subway Extension – must be within the initial budget approved by the Board of Directors for the Conceptual Design Study.

Procurement Activities:

1. Award of the Operations, Maintenance and Storage Facility Design-Build Request for Proposal (RFP-11-071-RT) in early summer of Q2.
2. Completion of the extended H2-Extended VMC cost confidence process and contract award in Q3.

Communications Activities:

1. Advancement of the communications/outreach programs to support the business objectives and public/stakeholder information needs – draft Business Support program to bring forward for Board of Directors approval this coming quarter.
2. Opening of the project information offices at 7800 Jane Street in the City of Vaughan and 130 Davis Drive in Newmarket.
3. Moving forward with staff at Southlake Regional Health Centre to plan communications for the upcoming closure of their main/emergency entrance.

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; and
 - The required terminal facilities at the Highway 404 - Davis Drive carpool parking lot and improvements to the carpool parking lot.

H2 EXTENDED VAUGHAN METROPOLITAN CENTRE (VMC) PROJECT

- The H2 Extended 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), and now includes the extension to Bowes Road.
- H2 Extended 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; and
 - 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 Extended 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 EXTENDED 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
Design-Build Construction (1)	vivaNext TRCA Service Agreement	RFSA-12-001-RT	Toronto & Region Conservation Authority	\$ 132,644.86	\$ 132,644.86
Program Communications (1)	vivaNext 2011 Corridor Banner Installations	PT-12-089-RT	Classic Displays	\$ 105,096.20	\$ 105,096.20
Program Management (1)	Owner's Engineer & Program Management Services	RFP-12-042-RT	Mccormick Rankin Corporation	\$50,000,000.00	\$50,000,000.00
Property – excluding land purchases (3)	D1 Corridor Environmental Remediation Strip Widening	RFP-12-110-RT	Cole Engineering Group Ltd.	\$ 180,079.75	
	D1 Security Services	PT-12-039-RT	INKAS Security Services Ltd	\$ 14,289.75	\$ 196,694.50
	H2-VMC Sign Relocation & Removals	RFQ-12-120-RT	Jeans,Paul	\$ 2,325.00	
Utility Relocations (8)	H3 Powerstream Utility Relocation (WO303027)	RFQ-12-002-RT	Powerstream Inc.	\$ 1,372,768.96	
	H3 MTS Allstream Utility Relocation Hwy 7	RFQ-12-008-RT	MTS Allstream Inc.	\$ 41,132.50	
	H3 Enbridge Hwy 7 Rodick Rd to South Town Centre Blvd	RFQ-12-010-RT	Enbridge Gas Distribution Inc.	\$ 216,742.00	
	H3 Bell Utility Relocation Hwy 7 Lunar Cres to South Town Centre Blvd W052012034	RFQ-12-011-RT	Bell Canada	\$ 950,902.15	
	D1 Newmarket Hydro - JHSC Meetings	RFQ-12-015-RT	Newmarket-Tay Power Distribution Ltd	\$ 20,000.00	\$ 2,854,235.54
	H3 Enbridge Utility Relocation Hwy 7 Valleymede to West Beaver Creek (CV1)	RFQ-12-022-RT	Enbridge Gas Distribution Inc.	\$ 214,535.00	
	H3 Bell Utility Relocation Hwy 7 North Side btw Leslie and East Beaver Creek, Town of Richmond Hill (W052011623)	RFQ-12-023-RT	Bell Canada	\$ 5,974.93	
	H3 Enbridge Utility Relocation Hwy 7 Valleymede to West Beaver Creek (60 metres)	RFQ-12-027-RT	Enbridge Gas Distribution Inc.	\$ 32,180.00	
TOTAL (14)					\$53,288,671.10

Table 2 Awarded Contracts by Type

Tender Type Category		Q1-2012	
		Total	Count
PT - Invitation to Tender (ITT)	Program Communications	105,096.20	1
	Property	14,289.75	1
RFP - Request for Proposal	Program Management	50,000,000.00	1
	Property	18,0079.75	1
RFQ - Request for Quotation (General)	Property	2,325.00	1
RFQ - Sole Source Request for Quotation	Utility Relocation	2,854,235.54	8
RFSA - Request for Supply Arrangement	Design-Build Construction	132,644.86	1
TOTAL		53,288,671.1	14

APPENDIX 3

Table 1 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-11-048-RT	B00012685	Rogers Cable Communications Inc.	2,722.41	2,722.41
Grand Total					\$2,722.41

Table 2 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
Design-Build Construction	A016095	B00010428	York Consortium
	CC-10-056-RT	B00012538	Kiewit-Ellis Don, A Partnership
Program Management	P-06-63	B00009957	Mccormick Rankin Corporation
Property	RFQ-11-119-RT	B00013202	Design & Delivered
	PT-10-007-RT	B00012515	Omari Mwinyi Surveying Services Ltd.
	PT-10-021-RT	B00012560	Omari Mwinyi Surveying Services Ltd.
	RFQ-11-030-RT	B00012815	Steve Michael Johnson
	PT-11-012-RT	B00012850	Colliers International Realty Advisors
Utility Relocation	RFQ-10-047-RT	B00012474	Newmarket-Tay Power Distribution Ltd
	RFQ-11-048-RT	B00012685	Rogers Cable Communications Inc.

Table 3 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 1 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
Corporate	\$100,001 to \$250,000	PT-12-013-RT	Renovations 8th Floor, 3601 Hwy 7 East, Markham	Q2-2012
	\$50,001 to \$100,000	RFQ-12-006-RT	Senior Staff Coaching	Q2-2012
Terminals	>\$5,000,001	RFP-12-070-RT	OMSF Design Build	Q2-2012

APPENDIX 5

Table 1 Upcoming Solicitations

The following table provides a full breakdown by *Category - YRRTC Upcoming Solicitations* for the period of this report, whereby the proposed solicitation is still in the development and review stage.

Category	Estimated Value	ID	Description	Estimated Project Start Period
Communications	\$10,001 to \$25,000	RFQ-12-030-RT	D1 CCTV Camera	Q2-2012
	\$25,001 to \$50,000	RFQ-12-004-RT	ITS Bluetooth Services for VMS	Q2-2012
Corporate	\$25,001 to \$50,000	RFQ-12-024-RT	Senior Staff Business Planning Meeting Facilitation	Q2-2012
	\$100,001 to \$500,000	RFQ-12-014-RT	Furniture 8th Floor, 3601 Hwy 7 East, Markham	Q2-2012
Design-Build Construction	>\$5,000,001	CC-12-020-RT	H2 VMC Extended Design Build	Q3-2012
Property	\$10,001 to \$25,000	RFQ-12-018-RT	H2 VMC Extended Landscaping/Arborist	Q2-2012
		RFQ-12-019-RT	H2 VMC Extended Signage	Q2-2012
	\$50,001 to \$100,000	RFQ-12-007-RT	D1 Cango Gas Station Tank Removal, 39 Davis Drive, Newmarket	Q2-2012
		PT-12-025-RT	D1 Grounds Maintenance	Q2-2012
	\$100,001 to \$250,000	RFP-12-016-RT	Y2.1 Environmental Services	Q2-2012
		RFP-12-017-RT	Y2.2 Environmental Services	Q2-2012
		RFP-12-028-RT	Y3.2 Environmental Services	Q2-2012
	Utility Relocation	\$1,000,001 to \$5,000,000	RFQ-12-009-RT	H3 Powerstream Utility Relocation South Section Cedarland & Southtown Centre Blvd
RFQ-12-021-RT			H3 Powerstream Utility Relocation Hwy 7 Woodbine to Southtown Centre Blvd	Q2-2012
RFQ-12-031-RT			D1 Enbridge Utility Relocation Davis Drive Yonge St to Huron Heights, Town of Newmarket	Q2-2012
RFQ-12-032-RT			D1 Bell Canada Utility Relocation Davis Drive Yonge St to Huron Heights, Town of Newmarket	Q2-2012
RFQ-12-033-RT			H2 VMC Powerstream Utility Relocation Edgely to Bowes Road	Q3-2012
\$50,001 to \$100,000			RFQ-12-029-RT	H3 Rogers Utility Relocation Hwy 7 Woodbine to Town Centre Blvd
Utility Relocation	\$100,001 to \$250,000	RFQ-12-034-RT	H3 MTS Allstream Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q2-2012
	\$250,001 to \$500,000	RFQ-12-035-RT	H3 Bell Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q2-2012
		RFQ-12-036-RT	H3 Rogers Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q2-2012
		RFQ-12-037-RT	H3 Enbridge Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q2-2012
	\$500,001 to \$1,000,000	RFQ-12-012-RT	D1 Rogers Utility Relocations Davis Drive Yonge St to Huron Heights, Town of Newmarket	Q2-2012