

To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: **Project Status Report 2011 – Q1**

Ref: YORK-#3329705-v2

Recommendation

It is recommended that:

1. The attached Project Status Quarterly Report – 2011 – Q1 – of the Chief Financial Officer (Acting) 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 – Q1 is attached and reflects activity up to March 31, 2011.

Analysis

Highlights of the First Quarter 2011

- Enterprise Drive Station was completed and began operations on March 6, 2011.
- The Master Agreement and related schedules and attachments have been finalized with total funding advanced to date exceeding \$135 million to cover anticipated expenditures to the end of June 2011. Estimated expenditures to the end of March 2011 total \$72.9 million.
- The Davis Drive and Highway 7 rapidway projects have begun with utility relocations, property remediation and construction activities underway.

- The cost confidence process for the remaining works for the Davis Drive project is underway.
- The Federal FLOW contribution agreement was fully executed by the Government of Canada on March 15th, 2011. A funding claim will be submitted in April for 50% funding on approximately \$8.8 million in eligible costs incurred under this agreement (primarily buses) to date.
- The project office has been very active with procurement activities awarding 23 contracts totaling \$10.2 million being between December 1, 2010 and March 31, 2011.

For more information on this report, please contact Joanne Bovair, Chief Financial Officer (Acting), York Region Rapid Transit Corporation at 905-886-6767, Ext. 1015.

Mary-Frances Turner
President

April 18, 2011

Attachments (1)

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Project Status Quarterly Report – 2011 – Q1

(December 1, 2010 to March 31, 2011)

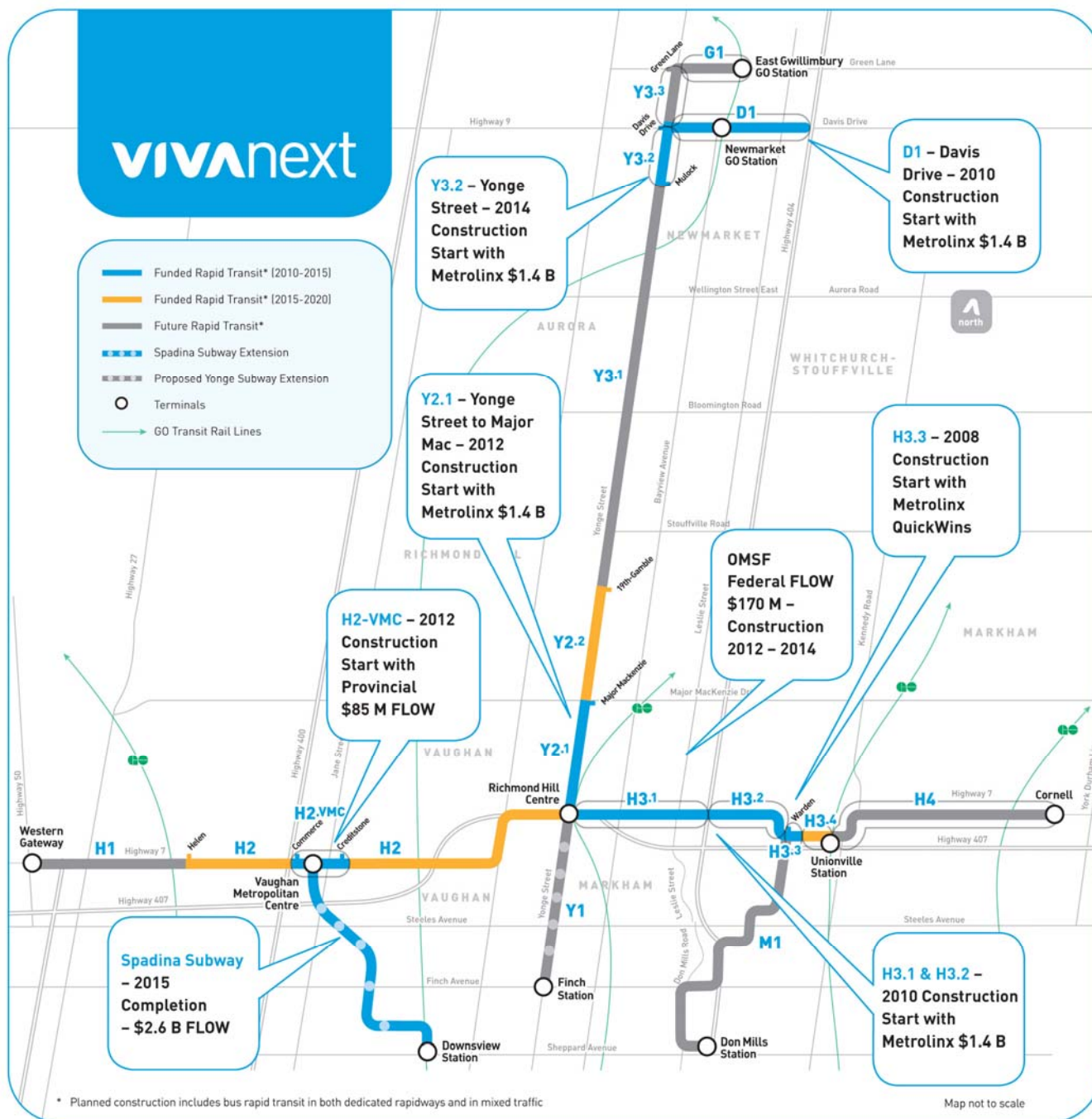
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1.0 Project Summary



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2.0 Activities for Period

2.1 Bus Rapid Transit Quarterly Highlights

2.1.1 Enterprise Drive

- The Enterprise rapidway and Warden Station were successfully completed and began operations on March 6, 2011. This section of rapidway is the first for York Region, and the Warden Station is the first of another 11 new vivanext stations to be built from Warden Avenue to Richmond Hill Centre on Highway 7.



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

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 6 median and two new curb-side stations, and station and driver facility at the Highway 404 / Davis Drive commuter parking lot. Construction on D1 is scheduled to commence late 2011 with an opening in early 2015.
- 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 6 median stations. Construction on Y3.2 is scheduled to commence in late 2014 with completion in 2017.



New Developments

- Demolition and related on-site remediation work on D1 is complete, except for one site (Shell Gas Station at Parkside Drive). Demolition and remediation work at Shell is planned for Spring 2011.
- The D1 Early Works are well underway with construction of coffer dams at the Keith Bridge scheduled for completion at the end of March 2011. Construction of the Early Works is scheduled for completion in November 2011.

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- The Preliminary Engineering for D1 is complete, with issuance of a GMP design set. A preliminary Capital Cost estimate has been prepared, and a risk assessment is underway.
- A budget reconciliation process was undertaken to reconcile the Capital Cost estimate with the D1 budget estimate. A number of options are being considered to bring both estimates closer.
- The cost confidence process for the remainder of the D1 works commenced December 2, 2010. Workshops are on-going on a weekly basis. The tendering process commenced early March 2011 with the tenders closing April 21, 2011. Submission of the GMP is scheduled for May 19, 2011, with an award of the contract by end of July / early August 2011.
- Fencing to be placed on York Region vacant properties throughout Davis Drive in April 2011.
- Individual property specific projects to start in April 2011. Projects include transformer relocations, quantity survey, property survey.
- Weekly utility relocation meetings continue with Enbridge, Newmarket Hydro, Bell, Rogers and other telecoms. The majority of work will occur in conjunction with the construction work on D1.
- Newmarket Hydro has retained a firm to design the joint-use hydro and streetlighting decorative concrete hydro poles along D1.
- Staff is currently working with The Town of Newmarket and consultants on the Site Plan Application package for the relocation of Union Hotel. The Hotel will be relocated at the end of summer 2011.
- The property acquisition process on Y3.2 continues. The appraisal tenders have been awarded, and work commenced in early October. Property acquisition is anticipated to be completed by mid-2011.
- Work on the Preliminary Engineering (PE) for Y3.2 continues.



2.1.3 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 8 median stations. Construction on Y2.1 is scheduled to commence in 2012 with completion in 2016.

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New Developments

- Property acquisition has commenced. The survey work for Y2 was awarded in November 2010.
- Public Tender documents for Appraisal Services are currently being prepared and are expected to be released on Merx by mid-April.
- Public Tender documents for Environmental Services are being prepared and expected to be released on Merx by mid-April.



2.1.4 Highway 7 – Richmond Hill Centre to Warden Avenue (H3.1, H3.2)

Project Description

- The Highway 7 (H3) rapidway extends approximately 6.3 kms from Richmond Hill Centre to Warden Avenue. Twenty two stations will be constructed along the route to the Enterprise Drive Station.

New Developments

- The Detailed Design (Civil, Architectural, Structural, and Electrical Designs) for H3 is proceeding toward 90% Design.
- Utility relocations of PowerStream, Enbridge, Rogers, Telus, and Bell services on Highway 7 from Bayview Avenue to Highway 404 (west section) to be completed in April 2011.
- 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) to be completed by September 2011.
- ITS (Station, On-Vehicle and Traffic Signal Control System) Reports and Fibre Optic Feasibility Studies are completed. The design will proceed upon final acceptance.
- Temporary traffic signal relocation (Initial Stage of Construction) has commenced for Highway 7 from Bayview Avenue to Highway 404.
- Site Plan for the Bayview Tower and Station was submitted to the Town of Richmond Hill.
- The final Air Quality Impact Assessment for the Highway 7 Bus Rapid Transit route (Highway 50 to York Durham Line) was submitted to Ministry of Environment, as required by the EA approval.



- A public information session was held at the Delta Hotel Markham on March 23, 2011, and was attended by 65 people.
- Centre median removal (Stage 1 of Construction) for Highway 7 from Bayview Avenue to Highway 404 is scheduled to begin on April 11, 2011.



2.1.5 Highway 7 – Pine Valley Drive to Richmond Hill Centre (H2 & H2-VMC)

Project Description

- The H2 and H2 VMC projects include the design and construction of rapidways primarily along Hwy 7 from Helen Street in the City of Vaughan to Yonge Street in Richmond Hill.
- The H2-VMC component of the project refers to the 2.0km section from just east of Highway 400 to just west of CN McMillan Yard bridge, and design and construction of 22 stations at various locations along the segment.
- The H2-VMC component will be staged to coordinate with the Spadina Subway extension.

New Developments

- Design continues on the sub-surface interface of the BRT system with the Spadina Subway extension at the VMC.
- The Preliminary Engineering (PE) for H2-VMC has commenced. The tasks include the utility identification, traffic study and pavement study.
- Development and assessment of the design limits for the H2-VMC segment is underway and confirmation to be determined.
- Conceptual architectural design of the VMC Station has been completed and evaluation is ongoing.
- Surveyor work for property requirements for H2-VMC has been completed.
- Notices were provided to registered property owners during the week of March 21st as well notices published in local newspapers.
- The Public Tender for Appraisal Services was awarded in March 2011.



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- A risk assessment is underway with the development of a preliminary capital cost estimate also planned.
- Public Tender documents for Environmental Services are being prepared to be released on Merx in April 2011.

2.1.6 Operations, Maintenance and Storage Facility (OMSF)

Project Description

- The Operations, Maintenance and Storage Facility is a new 400,000 square foot facility being constructed for an operations and maintenance garage for 250 articulated buses in the Headford Business Park in Richmond Hill. Fifty percent (50%) of the project will be funded under the Federal "FLOW" agreement.



New Developments

- Successfully completed Preliminary Engineering Design Schematics and Standards with IBI Group.
- Site Plan Application to be made to the Town of Richmond Hill in May, 2011.
- Request for Pre-Qualification of Design Builders to be released in April 2011 on Merx to shortlist qualified Design Builders, prior to the Request for Proposal expected to be issued in May with a closing date in June 2011.
- It is anticipated that the Design Build Contract will be awarded in the fall of 2011.

2.2 Subway Quarterly Highlights

2.2.1 Spadina Subway Extension

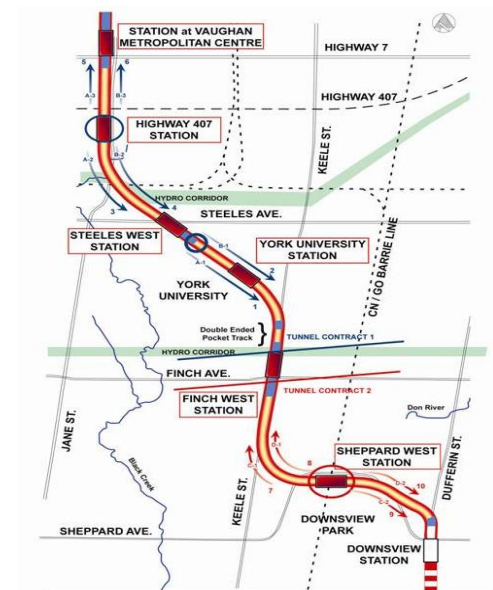
Project Description

- This project relates to an 8.6 km subway extension from the existing Downsview Station to the Vaughan Metropolitan Centre. The extension is scheduled to open for revenue service at the end of 2015.

2.2.1.1 Property Matters

Background

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



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New Developments

- Draft appraisals have been completed for the properties to be acquired for the subway in the area of VMC station. The properties will be in public (York Region/TTC) ownership before the Station contract is awarded.
- Negotiations with Smart Centres for a business arrangement for the bus terminal are proceeding. Business arrangement deadlines have been established.
- The bus terminal is being built as part of a separate construction contract from the main subway.
- The future ownership of property in the area of Steeles West Station is being determined with the TYSSE team. Portions of the land will be acquired by TTC (station entrance building, subsurface tunnels, and an electrical substation), a portion will be retained by the Region of surface transit facilities, and the remaining parcels will be used for Transit Orientated Development.

2.2.1.2 York University Station

Project Description

- This is a new station along the Spadina Subway Extension which provides 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 subway station, two existing viva stops and one YRT stop are being relocated approximately 100m north on Ian MacDonald Boulevard.
- These on campus facilities will only exist for the next 5 years. Once the subway is in operation, YRT/Viva will no longer provide direct service to the York University campus.



New Developments

- The relocation of the Viva/YRT stops has been delayed and is now expected to be relocated during spring of 2011. Coordination between TYSSE, YRT, York U and Brampton is in progress for the redesign of the shelter pads and associated electrical and communication work for the ticket vending machines.
- This equipment will all be removed once the subway opens at the end of 2015.

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2.2.1.3 Steeles West Station

Project Description

- This is a new station along the Spadina Subway Extension located on Steeles Avenue, with the north half of the station located in the City of Vaughan.
- The station includes a dedicated TTC entrance building, a stand alone electrical substation, a YRT bus facility with customer amenities, a Passenger Pick Up and Drop Off (PPUDO) and a commuter parking facility located in the Hydro corridor.



Background

- The station box and surface facilities (north of Steeles Avenue) have been redesigned to be located on the Region's lands.
- This station is being constructed in phases. The first phase includes the main station entrance, and electrical substation. Subsequent phases will include the YRT bus terminal, the PPUDO and the commuter parking facility.
- All facilities will be in place for the opening of the subway.

New Developments

- The detailed design of the main station contract, which includes the entrance and substation north of Steeles, has passed the 90% milestone.
- The first phase of the site plan (which includes the main station entrance and substation) has been submitted to the City of Vaughan for review.
- YRRTC staff are working with the subway design team on preliminary design options for the canopy of the YRT bus terminal.
- YRT facilities, including public washrooms, electrical, mechanical and communication equipment rooms, are included as part of the TYSSE substation. These facilities will be included in the main station contract.

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2.2.1.4 Highway 407 Station

Project Description

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

Background

- In order to provide access to the station for both buses and vehicles, a new bridge over Black Creek is being constructed.
- The station design is complete and is included in the North Tunnels Contract awarded to OHL/FCC.



New Developments

- Road works on Jane Street, including the construction of a new signalized intersection will continue in 2011.
- Relocation of Black Creek is complete and construction of the station access bridge over Black Creek will continue throughout the spring with completion of the contract anticipated for July 2011.
- The surcharge load for the west abutment of the new bridge has been placed for 3 months before piling can commence. The contractor will commence work once the Geotechnical Engineer has reviewed the settlement data.
- The north tunnels contractor (OHL /FCC) has been provided access to the north end of the site in order to mobilize their operations. The new entrance to the north (which does not cross Black Creek) will be used by the tunnelling contractor until the new bridge is open in summer of 2011.

2.2.1.5 Vaughan Metropolitan Centre Station

Project Description

- The station at VMC is being designed and constructed in phases. The first phase is the main station which includes the viva direct connection. The YRT bus terminal and PPUDO are included in a subsequent phase.

New Developments

- The design of the main station has been completed and the contract is out for tender. The tender process is expected to close in mid April 2011.
- The site plan process for the main station contract is in progress with the City of Vaughan.

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- The building permit review is in progress by City of Toronto on behalf of City of Vaughan.
- The area landowner has proposed a new location for the YRT bus terminal. The proposal is part of a larger master plan for the area and locates the YRT bus terminal at the north end of the tail tracks. The proposal is under review by TYSS, YRRTC and the City of Vaughan.

2.2.2 Tunnel Design

Project Description

- The North Tunnel extends from north of Finch West Station to the station at VMC and includes the construction of Highway 407 Station.
- The South Tunnel 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 tunnelling for the subway extension has been divided into two contracts (North and South), with both tunnel contracts awarded.

New Developments

- Tunnel Contractors have started mobilizing the launch of the tunnel boring machines. The south tunnels begin at Downsview Park, while the north tunnels will begin on the York U campus, just south of Steeles Avenue.
- Two tunnel boring machines have been delivered to the launch site for the south tunnel contract.
- One tunnel boring machine has been delivered to the launch site of the north tunnel section south of Steeles Ave. the second one is expected to be delivered in Q2 of 2011.



2.2.3 Yonge Subway Extension

Project Description

- 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 the second quarter of 2011.

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- 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 Yonge Subway which was originally undertaken in 2009. YRRTC is participating along with the TTC to provide information and direction for this update.

New Developments

- YRRTC staff have prepared an addendum to the Yonge Subway “The Missing Link” summarizing the importance of the subway extension as part of the larger GTHA transit network and commenting on a number of related studies.
- A draft Station Design Guidelines document has been prepared. This document informs decisions on key design elements that are beyond the basic civil infrastructure requirements. These elements have a significant influence on the project budget and include architectural aspirations, lighting, sustainability objectives, platform edge doors, integration with TOD, and design standards.
- A bottom-up cost estimate for the Yonge Subway Extension (YSE) is being completed for the end of April. The cost estimate will be based on the current design concepts for each station, the Station Design Guidelines which provide direction on architectural finishes and materials, as well as pricing based on tenders received for the Toronto-York Spadina Subway Extension (TYSSE).
- A preferred concept to accommodate train storage in the area of the RHC station has been identified.
- Key principles to be incorporated in the next phase of the design process for the Richmond Hill/Langstaff anchor hub bus terminal have been identified.
- A briefing is being arranged with area municipalities and agencies to update staff on the findings of the Conceptual Design Study.
- YRRTC staff, together with TTC, are working to provide input on the assumptions and methodology being used in the Metrolinx update of the Yonge subway BCA. An assessment of a phased Yonge Subway option (which has not been previously analyzed) is being analyzed by Metrolinx as part of the BCA update.



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3.0 Procurement Activities

3.1 Awarded Contracts

The following table list the contracts that have been awarded since our last Project Status Report to the Board was prepared up to November 2010.

Procurement	Successful Proponent	Date of Award	Awarded Value (excl taxes)
Surveyors - Y2 (North Portion of Yonge) (PT-10-007-RT)	Omari Mwinyi Surveying Services Ltd.	Dec 2010	\$63,870
Phase I ESA - Y3.2 Property Owner (RFQ-10-065-RT)	Watters Environmental Group Inc.	Dec 2010	\$4,000
Demolition & Remediation 166 Davis Drive (PT-10-019-RT)	Rafat General Contractor Inc.	Dec 2010	\$1,034,012
H2 Surveyor – Weston to Centre at Dufferin (PT-10-024-RT)	Alex Marton Ltd.	Dec 2010	\$78,500
H3 -Pole line Re-Construction for YRRTC Expansion– Hwy 7 Doncrest Rd to East Beaver Creek Rds (RFQ-10-070-RT)	PowerStream	Dec 2010	\$495,650
Utility Decommission – Enbridge, at Keith Bridge (RFQ-11-029-RT)	Enbridge Gas	Dec 2010	\$15,866
H2 Preliminary Engineering (PE) Work Program (OE-11-027-RT)	York Consortium	Dec 2010	\$4,174,371
D1 Main Contract Fairness Monitor (RFQ-11-001-RT)	P1 Consulting Services	Dec 2010	\$14,700
H2 Surveyor – Centre at New Westminster to Bathurst to 407 (PT-10-026-RT)	Alex Marton Ltd.	Jan 2011	\$63,870
Surveyor H2 – Islington to Helen (PT-10-022-RT)	Tulloch Geomatics Ltd.	Jan 2011	\$75,700

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H2 Surveyors – Helen to Weston (PT-10-023-RT)	Alex Marton Ltd.	Jan 2011	\$69,700
1082 Centre Street Appraisal (H2) (RFQ-11-032-RT)	METRIXREALTY	Jan 2011	\$8,500
H2 Preliminary Engineering (PE) Work Program - Program Management (OE-11-031-RT)	York Consortium	Jan 2011	\$3,708,628
Additional Property Requirements - Reference/Expropriation Plan D1, South Side of Davis Drive Between Superior & Charles Streets, Town of Newmarket (RFQ-11-036-RT)	Lloyd & Purcell	Jan 2011	\$8,750
D1 Davis Drive Go Rail Crossing - 3 Phase Review - Newmarket Subdivision at Mile 34.16 (RFQ-11-038-RT)	AECOM	Mar 2011	\$40,000
Fencing Davis Dr (RFQ-11-030-RT)	Post Holes Plus	Mar 2011	\$48,245
H3.2 Agreement of Temporary Use HydroOne Engineering/Review Hwy 7 East Rodick Rd (RFQ-11-055-RT)	Ontario Realty Corporation	Mar 2011	\$1,500
D1 Y3.2 Tree Valuation 16780 Yonge Street, Newmarket (RFQ-11-056-RT)	SilvEcon	Mar 2011	\$1,935
Rogers Permanent Utility Relocation - Highway 7 Corridor - East Beaver Creek Rd and Valleymede Drive (R073883) (RFQ-11-048-RT)	Rogers Communication	Mar 2011	\$25,423
Rogers Temporary Utility Relocation - Highway 7 Corridor - Highway 404 to Bayview Avenue (RFQ-11-040-RT)	Rogers Communication	Mar 2011	\$11,531
H3 Enbridge Relocation - Hwy 7 Chalmers to Valleymede (RFQ-11-044-RT)	Enbridge	Mar 2011	\$216,773

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Y3.2 Phase I ESA 16604 Yonge Street Centre (RFQ-11-047-RT)	Cole Engineering	Mar 2011	\$6,000
VIVA Stop at the corner of Galsworthy and Highway 7. (RFQ-11-043-RT)	JD Barnes	Mar 2011	\$988
<i>Total Value of Contracts Awarded</i>			\$10,168,512

3.2 Amended Contracts

The following table lists contract amounts that have been amended since the previous Project Status to the Board was prepared.

Description	Contract	Vendor	Amount Increase
H3 BRT Utility Relocation	B00012516	Powerstream	\$9,450
YRRTC Communications & Graphics	B00012297	Reactor Art+Design	\$5,928
Owner's Engineer Retainer Service	B000009957	McCormick Rankin Corporation	\$7,915,478
Emergency Procurement - Demolition at 330/338 Davis Drive	B00012233	The Cannington Group	\$17,569
New viva Station Flag and Pole Installation along York U-Downsview TTC Busway	B00011758	WSI Sign Systems	\$3,270
Demolition at 157-159 Davis Drive	B00012392	JMX Contracting Inc	\$437,629
Government Relation Services	B00012478	StrategyCorp	\$85,725
<i>Total Contract Increases</i>			\$8,475,049

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3.3 Outstanding Requests for Quotations, Tenders and Proposals

The following table identifies procurement activities that are underway but not yet awarded.

<i>Procurement</i>	Anticipated Commencement of Work
H2 Appraisal Services – Hwy 7 Islington Avenue & Helen Street (PT-10-052-RT)	Spring 2011
H2 Appraisal Services – Centre Street Dufferin Street and New Westminster Drive (PT-10-053-RT)	Spring 2011
H2 Appraisal Services – Hwy 7 Helen Street and Weston Road (PT-10-053-RT)	Spring 2011
D1 Transformer Relocation (RFQ-11-051-RT)	April 2011
H2 VMC – Appraisers (PT-11-012-RT)	May 2011

3.4 Future Requests for Quotations, Tenders and Proposals

The following table provides the anticipated procurement activities and expected timing.

Procurement	Date of Release /Commencement of Process	Anticipated Commencement of Work	Status
Owner's Engineer Retainer Services (RFP-11-042-RT)	May 2011	January 2012	
Davis Drive Segment Security Services (PT-11-039-RT)	April 2011	May 2011	
Taylor Funeral Home Portico Demolition and Renovation (PT-11-045-RT)	Spring/Summer 2011	Spring/Summer 2011	
Installation of new viva station equipment at Murray Ross and Dufferin-Finch, including installation of mini-modules, fin, mini ticket vending machines, and electrical work. (RFQ-11-046-RT)	March 2011	June 2011	
Yonge Subway - Land Value Capture Analysis (RFP-11-050-RT)	Spring 2011	Summer 2011	
Environmental Consultants Y3.2 (Yonge St) (PT-11-035-RT)	Spring/Summer 2011	Spring/Summer 2011	
H2 PE Consultants with City of Vaughan (PT-11-037-RT)	Spring 2011	Summer 2011	
Multiple Private Transformer Relocations on Davis Drive	Spring/Summer 2011	Spring/Summer 2011	
Front Face Reconfiguration (135 Davis Drive - Muffler Shop)	Spring/Summer 2011	Spring/Summer 2011	
Front Face Reconfiguration (514 Davis Drive - Flea Market)	Spring/Summer 2011	Spring/Summer 2011	

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Loading Docks (17555 Yonge Street – Shoppers Drug Mart)	Spring/Summer 2011	Spring/Summer 2011	
Garbage (26 Lorne Avenue)	Spring/Summer 2011	Spring/Summer 2011	
H2 Corridor remaining Public Tenders (Various) Environmental Consultant, Parking Expert, Landscape Expert, Business Valuation, Appraisers, Quantity Surveyor, Arborist Expert, Heritage Bids	March 2011	April/May 2011	
H2 VMC Public Tenders (Various) Parking Expert, Landscape Expert, Business Valuation, Appraisers, Quantity Surveyor, Arborist Expert, Heritage Bids	March/April 2011	Spring 2011	
Y2 Corridor Public Tenders (Various) Parking Expert, Landscape Expert, Business Valuation, Appraisers, Quantity Surveyor, Arborist Expert, Heritage Bids	Summer 2011	Summer 2011	
Status Legend	 On target; anticipate no delays	 Possible impact on schedule	 Anticipated delays and impact on schedule

4.0 Expenditure and Funding Status

4.1 Operating Expenditure Summary

The following table summarizes the YRRTC Operating budget and expenditures to the end of March 2011.

	YTD Actual	YTD Budget \$	YTD Variance \$	YTD Variance %
Total Gross Operating Expenditures	2,139,867	6,280,995	4,141,128	66%
Less: Capital Recoveries	(1,899,640)	(3,283,104)	(1,383,464)	42%
<i>Net Operating Expenditures</i>	240,227	2,997,891	2,757,664	92%

- Favourable variance in financing costs, \$2,916,942, due to funding project from reserves instead of issuing debt
- Favourable variance of \$1,052,397, due to several factors including savings in salaries and benefits due to vacancies, delayed expenditures for professional contracted services, and delays in booking internal chargebacks and regional corporate allocated costs
- Savings and delayed operating expenditures has resulted in reduced Capital Recoveries against the Q1 budget

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4.2 Capital Project Funding Status

4.2.1 Metrolinx Master Agreement

- Metrolinx has advanced funding totalling \$135,332,466 as of March 31st, and approved expenditure claims totalling \$38,975,789.
- The second expenditure claim covering an additional \$24,104,070 in expenditures up to December 31st, 2010 is awaiting approval from Metrolinx and will be funded out of funds advanced.
- The Metrolinx Master Agreement includes \$38.0 million in funding remaining from the original \$105.6 m Quick Wins announcement, and the \$85.0 million for the Provincial FLOW funding announcement.

Project	Project Expenditures	Project Budget	Budget Remaining	% Remaining
D1 Davis Drive	31,869,304	248,551,253	216,681,949	87%
Y3.2 Yonge Street	3,385,199	111,570,447	108,185,248	97%
Y2.1 Yonge Street	3,110,880	156,568,880	153,458,000	98%
Y2.2 Yonge Street	3,358,290	169,020,571	165,662,281	98%
H2 Highway 7 West	283,434	556,622,834	556,339,400	100%
H2 VMC	23,805	100,498,195	100,474,390	100%
H3.1 and H3.2	30,862,938	302,263,268	271,400,330	90%
H3.4 Highway 7 East	-	109,904,552	109,904,552	100%
Total	72,893,850	1,755,000,000	1,682,106,150	96 %

4.2.2 QuickWins 67.6M Announcement

- 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. The \$38.0 m has been transferred to the Metrolinx master agreement above (see 4.2.1). The following table only relates to the \$67.6 million cash advance.

Project	Project Expenditures	Project Budget	Budget Remaining	% Remaining
Cornell Terminal-Land	847,779	5,865,000	5,017,221	86%
D1 Davis Drive	1,652,913	1,652,913	-	-
Y2 Yonge Street	590,827	590,827	-	-
H2 Highway 7 West	4,286,578	8,697,322	4,410,744	51%
H2 VMC	52,183	2,192,696	2,140,513	98%
H3.3 Enterprise Dr.	16,593,348	18,417,821	1,824,473	10%
Operations, Maintenance and Storage Facility-Land	16,468,421	16,468,421	-	-
BRT Vehicles	13,715,000	13,715,000	-	-
Total	54,207,049	67,600,000	13,392,951	20 %

4.2.3 Federal FLOW Contribution Agreement

- The Federal Flow Funding agreement was executed on March 15, 2011. Ten vehicles were received before the end of March under this agreement and a funding request/claim will be submitted in Q2 reflecting eligible expenditures up to the end of March 31, 2011. Fifty percent (50%) of the project costs are funded by the Government of Canada.

Project	Project Expenditures	Project Budget	Budget Remaining	% Remaining
Cornell Terminal-Design/Build	-	26,274,000	26,274,000	100%
Operations, Maintenance and Storage Facility (OMSF)	380,630	99,526,000	99,145,370	99%
BRT Vehicles	8,448,900	44,200,000	35,751,100	81%
Total	8,829,530	170,000,000	161,170,470	95 %

4.2.4 FLOW Spadina Subway Extension Project

Funding Partner	Project Expenditures	Project Budget	Budget Remaining	% Remaining
York Region	40,780,464	351,600,000	310,819,536	88%
City of Toronto	61,068,847	526,500,000	465,431,153	88%
Move Ontario Trust	119,656,850	1,134,100,000	1,014,443,150	89%
Federal Government	84,041,771	622,000,000	537,958,229	86%
Total	305,547,932	2,634,200,000	2,328,652,068	88 %

- York Region's share of expenditures above exclude York Region's share of the system capacity buy-in costs of \$29.9M, VMC interface and bus terminal costs.
- The above figures are based on TYSSE Project Status Monthly Report #11-01, approved by the ETF March 28, 2011

4.2.5 Yonge Subway Extension Project

Project item	Project Expenditures	Project Budget	Budget Remaining	% Remaining
EA EPR Report	3,021,456	3,240,000	218,544	7%
Conceptual Design	-	4,302,000	4,302,000	100%
Preliminary Engineering	-	74,239,000	74,239,000	100%
Total	3,021,456	81,781,000	78,759,544	96 %

- Conceptual design work is ongoing although no invoices have been received to date.
- YRRTC continues to pursue funding opportunities for the Preliminary Engineering work related to the Yonge Subway extension as presented in the 2011 capital budget. Work will not proceed until a funding source is secured.

4.3 Capital Budget Summary (includes 100 % funded projects)

The following table summarizes the entire YRRTC Capital Project budget and expenditures on a project to date basis to the end of March 2011.

Description	Project Expenditures to date	Total Project Budget	Project Expenditures Remaining	% Remaining
BRT Rapidways and stations				
Quick Wins \$67.6 m	54,207,049	67,600,000	13,392,951	20%
Metrolinx	72,893,850	1,755,000,000	1,682,106,150	96%
Federal FLOW - OMSF/Cornell	380,630	126,201,000	125,820,370	99%
Federal FLOW - BRT Vehicles	8,448,900	43,335,000	34,886,100	81%
Bus Rapid Transit studies	116,072	1,075,000	958,928	89%
Spadina Subway Extension (Note 1 below)	50,780,464	381,380,000	330,599,536	87%
VMC Interface/Bus Terminal		24,000,000	24,000,000	100%
Yonge Subway Extension	3,021,456	81,781,000	78,759,544	96%
Park & Ride, Transportation Master plan Network Configuration Study	-	11,789,000	11,789,000	100%
Total	189,848,421	2,492,161,000	2,302,312,579	92 %

Note 1: For comparative purposes, the Spadina Subway Extension budget figure presented above has been restated to represent only York Region's contribution towards the total value of the project, including York's share of system capacity buy-in.

4.4 Contract Status

- The following table provides details of expenditures to date against open contracts, grouped by funding source.

Project	Total Contract Award	Spent to date	Remaining %
D1 Davis Drive	25,229,497	7,915,187	69%
H2 Highway 7 West	7,877,763	3,334,198	58%
H2 VMC	1,300,000	-	100%
H3 Highway 7 East	237,999,966	8,694,845	96%
H3.3 Enterprise Drive	11,899,411	10,175,536	14%
Y2 Yonge Street	109,870	-	100%
Y3.2 Yonge Street North	429,670	195,061	55%
Operations, Maintenance and Storage Facility	655,972	274,802	58%
Cornell Terminal	295,767	119,313	60%
BRT Vehicles	14,067,664	11,155,512	21%
Spadina Subway Extension	382,004,500	50,780,464	87%
Yonge Subway Extension	7,214,325	2,932,044	59%
Project Management and Oversight	20,634,116	12,992,397	37%
Total to March 31, 2011	709,718,521	108,569,361	85%

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4.5 Property Acquisition

- The following table provides details of Property related expenditures to March 31, 2011.

Summary of Expenditures	
Davis Drive Properties - D1	\$24,962,467
Highway 7 West - H2	\$283,434
Highway 7 – H3 - Richmond Hill Centre to Kennedy	\$8,402,886
Yonge Street – Y2	\$471,375
Yonge Street – Y3.2 – Mulock Drive to Davis Drive	\$484,041
Operations, Maintenance and Storage Facility	\$16,471,726
Property Acquisition Total	\$51,075,929

5.0 Schedule Status

5.1 Project Milestones – Property Acquisition

Phase	Major Milestone	Originally Planned	Current Forecast	Actual	Status
Operations, Maintenance and Storage Facility (OMSF)	Purchase of Property	Q3 2009	Q3 2010	Q3 2010	✓
Cornell Terminal	Finalize Property Arrangements	Q3 2009	Q2 2011		⌚
Yonge Street – Davis Drive to Mulock (Y3.2)	Surveyors	Q2 2010	Q2 2010	Q2 2010	✓
	Appraisers	Q2 2010	Q3 2010	Q4 2010	✓
	Transfer of Title	Q2 2011	Q2 2011		🕒
Yonge Street – Richmond Hill Centre to 19th Avenue (Y2.1 and Y2.2)	Surveyors	Q2 2010	Q3 2010	Q4 2010	✓
	Appraisers	Q2 2010	Q2 2011		🕒
	Transfer of Title	Q3 2011	Q3 2011		🕒
Hwy 7 – Pine Valley to Richmond Hill Centre (H2, H2-VMC)	Surveyors	Q1 2010	Q4 2010	Q4 2010	✓
	Appraisers	Q1 2010	Q2 2011		🕒
	Transfer of Title	Q3 2011	Q3 2011		🕒

Status Legend

🕒
On target;
anticipate no
delays

⌚
Possible impact on
schedule

🔴
Anticipated delays
and impact on
schedule

✓
Completed

5.2 Project Milestones – Rapidways

Phase	Major Milestone	Originally Planned	Current Forecast	Actual	Status
Enterprise Drive – H3.3	Award of Preliminary Engineering	Q1 2008	Q1 2008	Q1 2008	✓
	Start of Construction	Q4 2008	Q4 2008	Q4 2008	✓
	Substantial Performance	Q3 2010	Q4 2010	Q1 2011	✓
Hwy 7 – Richmond Hill Centre to Warden (H3.1 and H3.2)	Award of Preliminary Engineering	Q3 2007	Q3 2007	Q3 2007	✓
	Start of Construction	Q3 2010	Q1 2011	Q1 2011	📍
	Substantial Performance	Q4 2013	Q1 2014		📍
Davis Drive – D1	Award of Concept Design Contract	Q2 2008	Q2 2008	Q2 2008	✓
	Award of Preliminary Engineering	Q2 2009	Q2 2009	Q2 2009	✓
	Start of Early Works	Q3 2010	Q4 2010	Q4 2010	✓
	Substantial Completion of Early Works	Q2 2011	Q4 2011		📍
	Start of Major Construction	Q4 2010	Q4 2011		📍
	Substantial Performance	Q4 2012	Q3 2014		📍

Yonge Street – Davis Drive to Mulock (Y3.2)	Award of Concept Design Contract	Q2 2008	Q2 2008	Q2 2008	✓
	Award of Preliminary Engineering	Q2 2009	Q2 2009	Q2 2009	✓
	Start of Construction	Q2 2014	Q1 2014		🕒
	Substantial Performance	Q2 2017	Q4 2016		🕒
Yonge Street – Richmond Hill Centre to Major MacKenzie Drive (Y2.1)	Award of Preliminary Engineering Contract	Q3 2007	Q3 2007	Q3 2007	✓
	Start of Construction	Q2 2012	Q4 2012		🕒
	Substantial Performance	Q3 2015	Q3 2015		🕒
Highway 7 – West of Edgeley to East of Creditstone (H2-VMC)	Award of Concept Design Contract	Q3 2008	Q3 2008	Q3 2008	✓
	Award of Preliminary Engineering	Q1 2010	Q4 2010	Q1 2011	🕒
	Start of Construction	Q3 2012	Q3 2012		🕒
	Substantial Performance	Q3 2015	Q4 2015		🕒

Status Legend

🕒
On target;
anticipate no
delays

🕒
Possible impact
on schedule

🕒
Anticipated
delays and
impact on
schedule

✓
Completed

5.3 Project Milestones – Facilities and Terminals

Phase	Major Milestone	Originally Planned	Current Forecast	Actual	Status
Operations, Maintenance and Storage Facility (OMSF)	Award of Preliminary Engineering	Q3 2010	Q3 2010	Q3 2010	✓
	Start of Construction	Q2 2011	Q3 2011		🕒
	Substantial Performance	Q2 2013	Q3 2013		🕒
Cornell Terminal	Award of Site Plan Contract	Q1 2008	Q1 2008	Q1 2008	✓
	Award of Preliminary Design & Engineering	Q2 2010	Q3 2011		🕒
	Start of Construction	Q2 2011	Q3 2012		🕒
	Substantial Performance	Q4 2012	Q4 2014		🕒

Status Legend

🕒
On target;
anticipate no
delays

🔄
Possible impact
on schedule

🚫
Anticipated
delays and
impact on
schedule

✓
Completed

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6.0 Communications

6.1 Bus Rapid Transit – Specific to Work Programs

6.1.1 D1 - Davis Drive (Yonge Street to Highway 404)

- Continued business support campaign for relocated businesses; posted promotional videos and profiles online and provided copy to them for their own use.
- Advertised the Keith Bridge reconstruction, early construction works and project schedule in the Era Banner, SNAP, the Town of Newmarket's newspaper inserts, and local business directories and recreation guides.
- Issued six construction bulletins regarding reconstruction of the Keith Bridge, tree removal and retaining wall construction.
- Location chosen for a vivaNext Public Information Centre on Davis Drive and started renovations.
- Community Liaison Specialist continued to meet with stakeholders in the community, including the Newmarket Historical Society, Seniors' Meeting Place and Chamber of Commerce.
- First project newsletter issued, including an open house invitation for the Davis Drive rapidways.
- The Davis Drive rapidway open house event attracted over 200 people from the community.



6.1.2 H3 – Highway 7 (Richmond Hill Centre to Kennedy Road/Enterprise Drive)

- Completed construction of York Region's first rapidway segment and rapid transit station, at Warden Ave. and Enterprise Blvd.
- Continued positive media coverage regarding the new rapid transit station at Warden Ave. and Enterprise Blvd., including coverage of the construction and station opening.
- Advertised the upcoming construction and project schedule in local business directories and recreation guides.



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- Community Liaison Specialist continuing to meet with stakeholders along the corridor and opening lines of communication with them, including business owners, property management personnel and the Board of Trade.
- Worked with contractor to develop multi-year communication plan.
- Identified location for a vivaNext Public Information Centre on Highway 7.
- Issued 10 construction bulletins regarding construction of Warden Station, archaeological investigation, utility relocation, tree removal, and changes to traffic signals.
- A project newsletter was issued, including an invitation to a public meeting for the Highway 7 rapidway.
- The Highway 7 rapidway open house event attracted over 60 people from the community.



6.2 VivaNext

- Managed public communications, stakeholder relations and online engagement.
- Staff participated in the Santa Claus Parades in Newmarket, Markham, Vaughan, Richmond Hill and Aurora, Newmarket's Winterfest and the Markham Spring Home Show.
- Winter lightpole banners were installed along Highway 7 and Yonge Street.
- The vivaNext blog, Twitter, YouTube and Facebook sites continued to engage the public in meaningful dialogue. Social media efforts from November 2011 to March 2011 have generated positive results, including:
- +22,283 unique visitors to vivanext.com – 43.9% increase from last quarter
- +96,126 pageviews on vivanext.com – 54.2% increase from last quarter
- +6,390 blog views
- 116 responses to online poll questions – slight increase from last quarter
- 664 followers on Twitter - 21% increase from last quarter
- 201 fans on Facebook – 19.9% increase from last quarter
- 5 new videos on YouTube (11 total)



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6.3 Spadina Subway Extension

- Final station design was unveiled to the public for Steeles West station.
- Conducted an online contest for the public to name the four tunnel boring machines. The winning names and winners were announced, and will be honoured at the tunnel boring launch event this summer.
- Issued the spring project newsletter, including articles about naming the tunnel boring machines, and the future Highway 407 and Vaughan Corporate Centre subway stations.



6.4 Yonge Subway Extension

- Issued “Yonge Subway Extension: The Missing Link” to the Metrolinx Board in November.
- Issued “The Missing Link: Addendum One” to the Metrolinx Board in April in response to their request for more information. Continued with other efforts to move the project forward.

6.5 Government Relations

- Finalized co-branded templates for project-specific communications with Metrolinx.
- Updated distribution lists to reflect newly elected Councils in the Region.
- Prepared vivaNext briefing document / update for newly elected Councils.
- Issued joint announcements and/or held joint media events regarding:
- Unveiling of new Viva bus rapid transit vehicles for York Region
- Metrolinx and York Region deliver \$250 million in rapid transit expansion to award Davis Drive and Highway 7 design/build construction contracts
- First Viva BRT station opening in York Region

