

To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: **Project Status Quarterly Report - 2012-Q2**

Ref: YORK-#4343987

Recommendation

It is recommended that:

1. The attached Project Status Quarterly Report – 2012-Q2 – 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-Q2 is attached and reflects activity up to June 30, 2012.

Analysis

HIGHLIGHTS OF THE SECOND QUARTER

BRT-Rapidways & Stations program delivery timelines have been accelerated per Metrolinx Board Approval on June 21 – completion by late Q1 2018. Current rapidways projects are progressing and will be on schedule

- Highway 7 East (H3) – from Bayview Avenue to Warden Avenue, is under heavy construction and projected to be completed in early 2014. Project-to-date completion is over 30% and on track to be within budget.
- Early hand-over and rapid transit service – from Bayview Avenue to Highway 404 expected in Q3 2013.

- Davis Drive (D1) – from Yonge Street to Highway 404 under design with heavy construction beginning in Q3 2012 and completed by late 2014. Project-to-date completion is approximately 10% and on track to be within budget.
- Highway 7 West (H2 Extended VMC to Bowes Road) – cost confidence process was successfully concluded, with the contract awarded for \$158 million to Kiewitt-EllisDon (KED). Project completion is by end of 2015.
- Comprehensive communications plan continues to successfully mitigate impacts while supporting the respective schedules of project in the works. Highlights of the second quarter includes:
 - Launch of the “Shop 7” and “Shop Davis” business support campaigns for affected businesses along Highway 7 East and Davis Drive.
- 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 (TYSSE) program is under heavy construction

- Twin Tunnels:
 - South Tunnels contract – launched in August 2011, Tunnel Boring Machines (TBMs) started from Sheppard West Station and broke through Finch West Station on May 1, 2012 and June 4, 2012 respectively; TBMs are now being relocated back to Sheppard West Station to commence tunneling south towards the existing Downsview Station.
 - North Tunnels contract – started in November 2011 and boring south from Steeles West Station. Both TBMs have completed 500 metres of tunneling and are approaching York University Station.
- Stations – except for the York University Station tender that closed in Q2 2012 and the bids currently being under review, construction contracts for Steeles West, Highway 407 and Vaughan Metropolitan Centre stations have been awarded and are progressing.
- Out of the \$111.1 million spent to date in 2012, Region’s contribution is \$37 million for a total of \$103.7 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.

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

- Preliminary Engineering design schematics and standards completed.
- Procurement process for Design-Build contract was successfully concluded – awarded for \$103.8 million. Project completion by Q4 2014.
- The program is equally shared between the Region and the Federal government.

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.
- With the Board's authorization, YRRTC staff is proceeding to complete the Transit Project Assessment Process (TPAP) for the train storage facility, and will report back to the Board prior to finalizing the TPAP study.

Year-to-date Capital Expenditures at \$160.2 million at end of Q2 – Region's contribution is \$39.9 million

- Approved 2012 Capital Budget is \$550.3 million – with the Metrolinx Capital Plan at \$218.1 million and the Regional Capital Plan at \$332.2 million.
- Capital Expenditures highlights as follows:
 - Heavy construction activities 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.
 - On-going construction activities for the Spadina Subway Extension program, with both tunneling and stations construction ramping up.

Capital Programs	Capital Spend	Region Funding	External Funding
Bus Rapid Transit Program (Metrolinx Capital Program)	\$46,258,903	\$-	\$46,258,903
CSIF-FLOW Program (Regional Capital Program)	\$41,828	\$20,914	\$20,914
TYSSE Subway Program (Regional Capital Program)	\$111,055,569	\$37,018,523	\$74,037,046
Yonge Subway Program (Regional Capital Program)	\$2,878,730	\$2,878,730	\$-
Total (\$ millions)	\$160,235,030	\$39,918,167	\$120,316,863

Year-to-date Operating Expenditures at \$3.3 million at end of Q2

- Approved 2012 Operating Budget is \$10.8 million.
- Year-to-date favourable variance of \$0.9 million, driven by:
 - Lower salaries and benefits due to vacancies and lower expenditures for professional contracted services in first half of 2012.
 - Timing differences for Negotiated Specifics charges and Communication Activities – catch-up will be in Q3.

Operating Items	Expenditures	%
YRRTC Directs – Salaries, Benefits & Admin. Expenses	\$2,174,455	65%
YRRTC Negotiated Specifics – Corporate Services	\$711,424	21%
Professional Services	\$248,197	7%
Capital Recoveries	(\$2,752,972)	(82%)
Financing Costs – Debt Repayments & Interests	\$2,957,692	89%
Net Levy (\$ millions)	\$3,338,795	100%

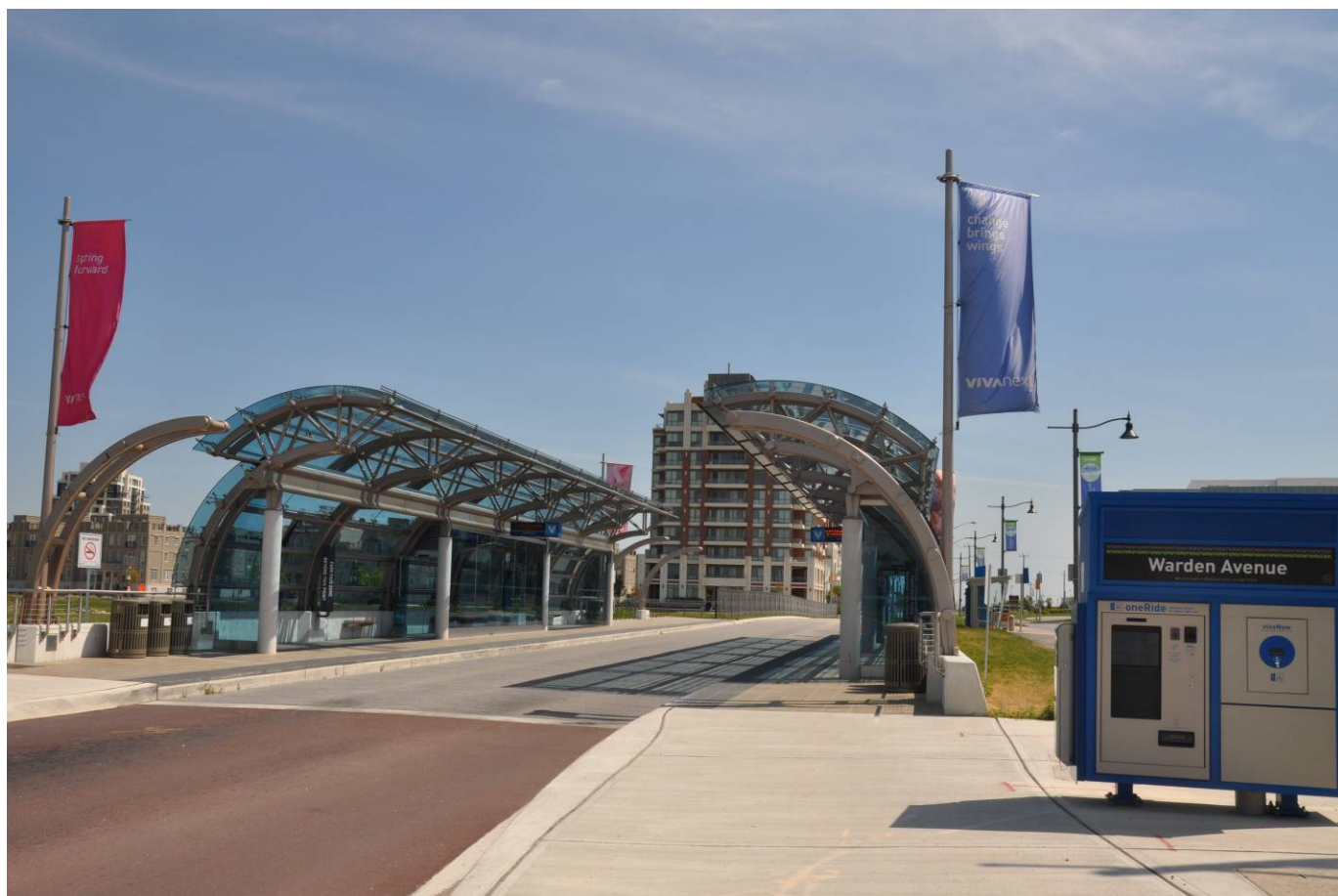
For more information on this report, please contact Michael Cheong, Chief Financial Officer, York Region Rapid Transit Corporation at 905-886-6767, Ext. 1015.

Mary-Frances Turner
President

August 27, 2012

Attachment: (1)

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Project Status Quarterly Report 2012-Q2

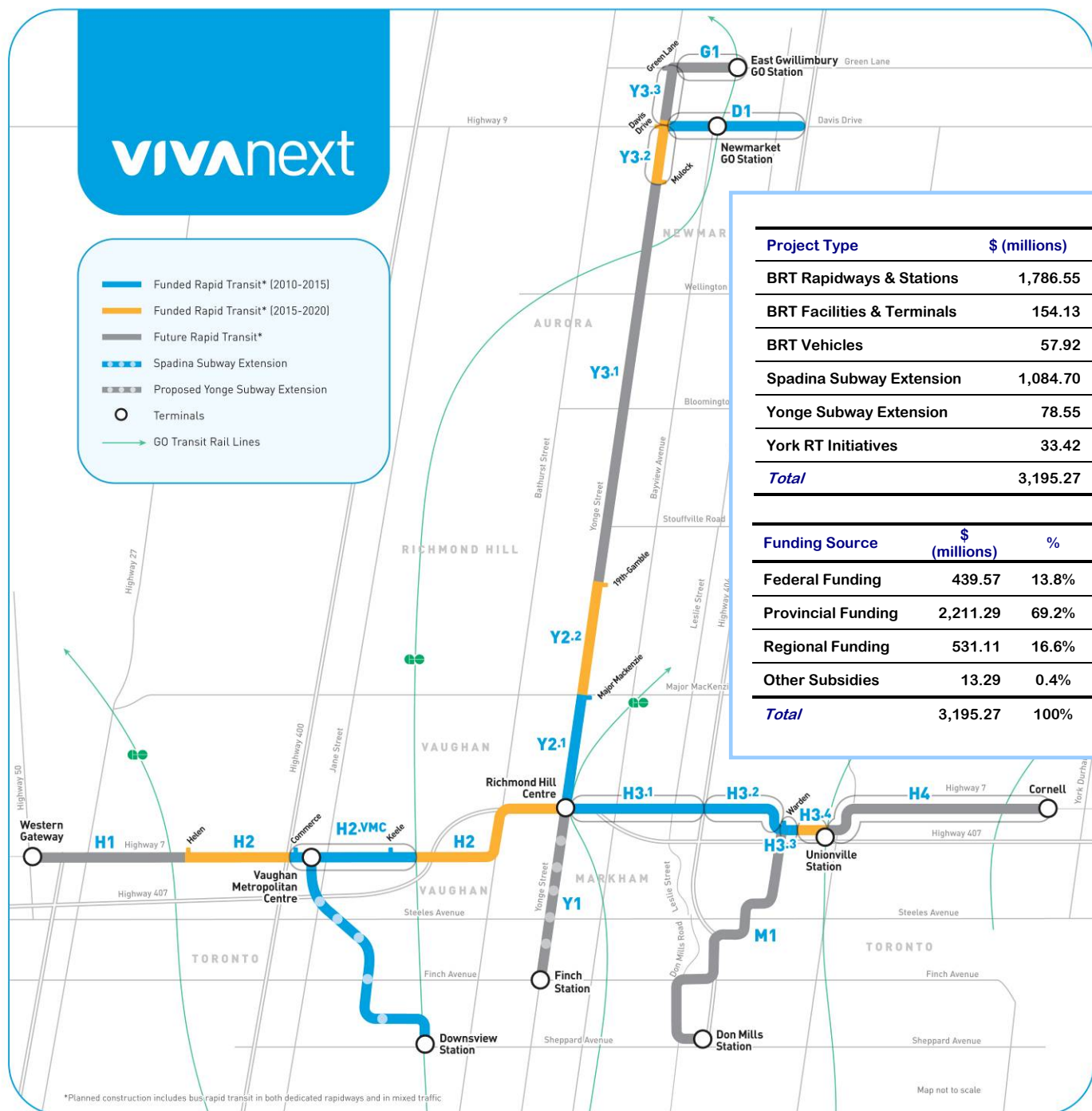
(April 1, 2012 to June 30, 2012)

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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 complete, with contract awarded in Q3 of 2012.
- BRT program – the comprehensive communications plan continues to successfully mitigate impacts and complaints while supporting the project schedule. It includes:
 - Finalized the draft Business Support program and approved by the Board 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 current 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 were received. The design-build contract has been awarded in July 2012.
- Spadina Subway program – stations' construction and tunneling underway.
- Yonge Subway – findings from the Conceptual Design Final Report have been received and endorsed by the Board in April 2012.
- Financials are trending as per Business Plan and Budget:
 - Capital Expenditures in Q2 YTD were at \$160.2 million, of which the Region's contribution was \$39.9 million – and the remainder was from other senior levels of government;
 - Net Operating Expenditures at \$3.3 million in Q2 – 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 early 2013 for the 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.
- IFC drawings and specifications are ongoing.
- Site Plan for the Bayview Towers and Stations approved by the Town of Richmond Hill – Bayview Towers are now under construction.



- East Beaver Creek, Leslie, West Beaver Creek, Valley Mede and Chalmers Stations are under construction and Site Plan for the Cedarland Drive Station is on-going – canopies have been erected at Leslie and East Beaver Creek.
- Road widening and boulevard construction continues on west section.
- Storm sewer installation ongoing on the south side of Highway 7 between Highway 404 and Woobine Avenue and also on the north side of Highway 7 between Rodick Road and South Town Centre Boulevard, road widening to follow.

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 have begun with Newmarket Hydro installing new hydro poles along Yonge St and pole foundations along Davis Dr.

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. IFC Drawings and specifications are ongoing and have been submitted for Keith Bridge, several retaining walls and streetscaping.
- Tree relocations and removals have been completed.
- Retaining Wall construction has begun at the South Lake Regional Hospital and 466 Davis Drive.
- Construction of the Eastern Creek water crossing will commence in Q3.

NEW DEVELOPMENTS - YONGE STREET (Y3.2)

- The property acquisition process on Y3.2 is underway. 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 has been completed and contract awarded.
- Utility relocation design has commenced.
- Environmental Site assessment completed from Edgeley Blvd to west of the CN Bridge – ongoing east of the CN Bridge to Bowes Rd.

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.

Design-Build Construction

- Engineering surveys, bridge and culverts condition surveys, utility identification and noise study have been completed.
- Work on outstanding design issues continues.

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 2013, with completion at the end of 2016.

NEW DEVELOPMENTS

Property

- Property acquisition has 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.
- Comments on the 40% design have been received from the Town of Richmond Hill.

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 Leventdale 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 timelines 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 2015, with completion in early 2018.

NEW DEVELOPMENTS

- YRRTC will continue to review project requirements as plans around the Markham Centre Unionville Mobility Hub unfold.

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.
- Request-for-Proposal (RFP) released in February 2012 and 4 submissions to the RFP were received. The design-build contract was awarded in July, 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.

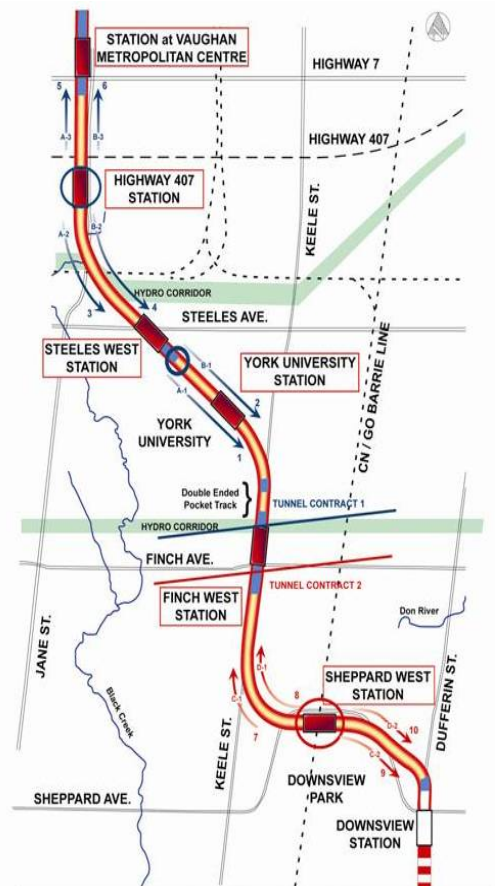
PROPERTY MATTERS

BACKGROUND

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

NEW DEVELOPMENTS

- TTC, York Region, and the majority land owner north of Highway 7 have executed a Principles of Understanding document and Minutes of Settlement to permit a YRT Bus Terminal over the tail tracks of the subway. The bus terminal will be connected to the subway station through an underground pedestrian tunnel. The agreements also provide for for a passenger pick-up and drop-off



facility adjacent to the bus terminal. Staff are working to satisfy the conditions of the POU.

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 required 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

- York University Station Contract tender has closed and TTC is reviewing the bids.
- The Murray Ross viva station is in full operation, and the Dufferin-Finch viva station is pending installation of hydro meter by Toronto Hydro.
- Regional Council has approved YRT staff to proceed to finalize an agreement with TTC to operate on the portion of the busway on York University property.

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

- The Station Contractor has commenced excavation of the subway station box and is continuing to relocate utilities to permit a temporary realignment of Steeles Avenue.
- The design of the YRT back of house facilities, including a heated passenger waiting area, passenger and operator washrooms, and electrical, mechanical and communications rooms has reached 90% design. The YRT space will be a physical extension of the TTC electrical substation and will be issued as a change order to the station 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.
- TYSSE has provided City of Vaughan with a cost estimate to upgrade Steet "C" from what TYSSE requires for operation of the subway station to a municipal road.



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

- The contractor has completed the second level of tie-back installation and has excavated to approximately 6 metres deep.
- General site grading and dewatering activities also continue on site.



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 commence construction of 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. Arrangements 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. The terms of this agreement have been executed as a principle of understanding.



NEW DEVELOPMENTS

- The Station Contractor, Carillion, has obtained a temporary dewatering permit from the City of Vaughan which has been utilized for dewatering the tail tracks north of Highway 7. Carillion is in the process of implementing a dewatering contingency plan as requested by the City of Vaughan in order to obtain a permanent dewatering permit.

- The station contractor has excavated down to approximately 6 meters deep north of Highway 7.
- The cut off wall in Tormont's property is completed. The cut off wall is a physical barrier placed in the ground to minimize water intrusion into the excavation area.
- Utilities within the Tormont property are being relocated. Support of excavation walls will commence once all utility relocations have been completed.
- TYSSE and YRRTC staff are working to satisfy the terms of the bus terminal POU and Minutes of Settlement.

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

- TBMs "Holey" and "Moley" completed the first drive of the South Tunnels Contract. The TBMS started from Sheppard West Station and broke through Finch West Station on May 1, 2012 and June 4, 2012 respectively.
- TBMs "Holey" and "Moley" are being extracted from Finch West Station and are being relocated back to Sheppard West Station to commence tunnelling south towards the existing Downsview Station.
- Both TBMs for the North Tunnels Contract have completed 500 metres of tunnelling and are approaching York University Station. The TBMs started at Steeles West Station.



2.2.3 YONGE SUBWAY EXTENSION

PROJECT DESCRIPTION

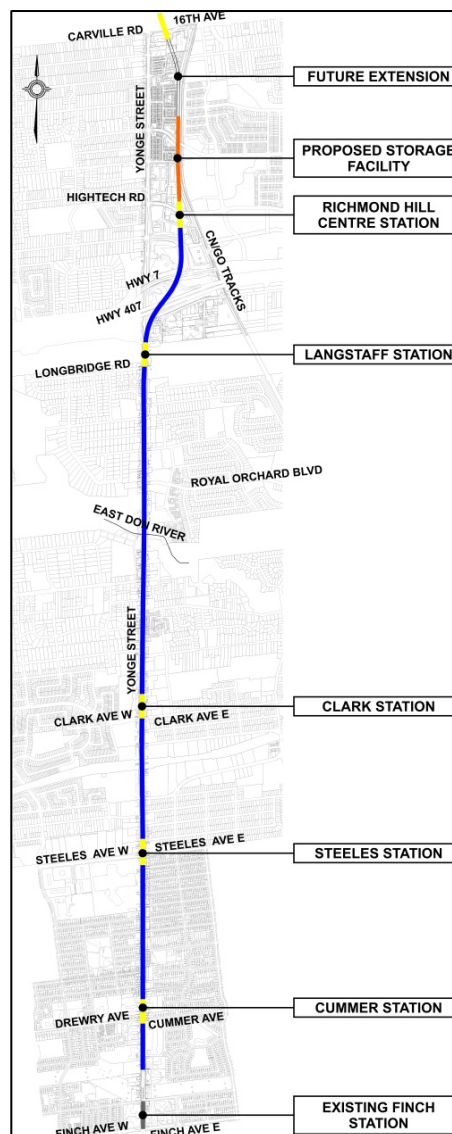
- This project relates to a proposed 6.8 km extension of the Yonge Subway (YSE), from the existing Finch station to the Richmond Hill Centre, plus storage.

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 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

- YRRTC provided Metrolinx land-use data for the Yonge corridor to assist with analyzing ridership numbers for the Yonge Subway Extension. Metrolinx has prepared a technical memorandum reviewing the ridership results and YRRTC staff is currently reviewing the results with Regional planning and transportation staff.
- TTC Commission has approved staff proceeding with the Transit Project Assessment Process (TPAP) for a Train Storage Facility.



2.3 PROCUREMENT (SOLICITATION) ACTIVITIES

All tables express values exclusive of taxes.

2.3.1 AWARDED CONTRACTS - NEW

A total of 12 contracts valued at \$280.1 million were awarded for this quarter - driven primarily by the award of the Operations, Maintenance and Storage Facility (OMSF), and H2 VMC Design Build contracts.

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	Q2-2012	YTD
Communications	Total	\$ 105,096.20	\$ 13,703.20	\$ 118,799.40
	Count	1	1	2
Corporate	Total		\$ 217,350.00	\$ 217,350.00
	Count		3	3
Design-Build Construction	Total	\$ 132,644.86	\$ 172,484,972.00	\$ 172,617,616.86
	Count	1		1
Program Management	Total	\$ 50,000,000.00		\$ 50,000,000.00
	Count	1		1
Property	Total	\$ 196,694.50	\$ 80,459.00	\$ 277,153.50
	Count	3	2	5
Terminals	Total		\$ 103,800,000.00	\$103,800,000.00
	Count		1	1
Utility Relocation	Total	\$ 2,854,235.54	\$ 3,462,418.42	\$ 6,316,653.96
	Count	8	5	13
Total		\$ 53,288,671.10	\$ 280,058,902.62	\$333,347,573.72
Total Count		14	12	26

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	Q2-2012	YTD
Corporate	Closed			
	Extension			
	Increased Amount		\$ 7,000.00	\$ 7,000.00
Design-Build Construction	Closed			
	Extension	1	1	2
	Increased Amount			
Program Management	Closed			
	Extension	1		1
	Increased Amount			
Property	Closed			
	Extension	5	2	7
	Increased Amount			
Terminals	Closed			
	Extension			
	Increased Amount		\$ 4,900.00	\$ 4,900.00
Utility Relocation	Closed			
	Extension	2	2	4
	Increased Amount	\$ 2,722.41	\$ 16,700.00	\$19,422.41
Total Closed				
Total Extension		9	5	14
Total Increased Amount		\$ 2,722.41	\$ 28,600.00	\$31,322.41

2.3.3 OUTSTANDING SOLICITATIONS

A total of 2 solicitations are currently outstanding, with awards anticipated to be in this coming quarter.

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
		Q3-2012
Property	\$100,001 to \$250,000	1
	\$50,001 to \$100,000	1
TOTAL		2

2.3.4 UPCOMING SOLICITATIONS

Several upcoming solicitations are scheduled for this coming quarter and Q4-2012, with approximately \$10 million forecasted to be awarded.

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	
		Q3-2012	Q4--2012
Communications	\$10,001 to \$25,000	3	
	\$50,001 to \$100,000	3	
Design-Build Construction	\$500,001 to \$1,000,000	1	
Program Management	\$50,001 to \$100,000	1	
Property (excluding land purchases)	\$10,001 to \$25,000	2	
	\$25,001 to \$50,000		1
	\$50,001 to \$100,000	1	1
	\$100,001 to \$250,000	2	1
	\$250,001 to \$500,000	2	
	\$1,000,001 to \$5,000,000	1	
Utility Relocations	\$25,001 to \$50,000	3	
	\$100,001 to \$250,000	2	
	\$250,001 to \$500,000	1	
	\$500,001 to \$1,000,000	2	
	\$1,000,001 to \$5,000,000	4	
TOTAL		28	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, including key messages to address specific topics, and an Activity Playbook outlining construction activities for summer 2012.

3.1.2 VIVANEXT PROGRAM

- On-going management of public communications, stakeholder relations and online engagement.
- Participation of the vivaNext team in the Newmarket Home and Lifestyle Show, Aurora Street Festival, Richmond Hill Home and Garden Show, Aurora Chamber New Members Tradeshow, Woodbridge Italian Festival, Summerfest in Richmond Hill, York Region Public Works Day, and the AB Courier Southlake Hospital Run.
- Distributed a corporate newsletter, updating stakeholders and the community on the progress of all vivaNext projects.
- Updated our marketing campaign of banners crossing York Region along Yonge Street and Highway 7.
- VivaNext blog, Twitter, YouTube and Facebook sites continue to engage the public in meaningful dialogues. Social media efforts this past quarter, show spikes of activity after each of the public events that vivaNext attended, generating relatively steady results, including:
 - 18,545 unique visitors to vivaNext.com – a decrease of 5% from last quarter.
 - 80,497 page views on vivaNext.com – an increase of 6% from last quarter.
 - 8,347 blog views.
 - 1,168 followers on Twitter – an increase of 8% from last quarter.
 - 331 fans on Facebook – an increase of 13% from last quarter.
 - 2 new videos on YouTube, for a total of 37.

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.
- 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.

- Advertising in local newspapers, business directories and recreation guides, and launch of the “Shop 7” business support campaign, along with business profiles of affected businesses along Highway 7 East.
- 13 construction bulletins and 1 traffic advisory issued, regarding lane closures and construction impacts.

D1 - DAVIS DRIVE (YONGE STREET TO HIGHWAY 404)

- Launch of the “Shop Davis” business support campaign for affected businesses along Davis Drive, and meetings with local businesses to develop business profiles.
- Main construction contract for Davis Drive underway, including:
 - Hosting an open house event about Davis Drive rapidway construction.
 - Distribution of a project newsletter to over 30,000 households and businesses in Newmarket.
 - A brochure illustrating the project, including a map, schedule and key features of the Davis Drive rapidway.
 - A news release to announce the beginning of the main construction for the Davis Drive rapidway.
 - Presentations to the Town of Newmarket Council, and the YRRTC Board of Directors.
- Advertising about the rapidway construction and the benefits on Davis Drive in local publications - Era Banner, SNAP, and local business directories and recreation guides.
- Project updates at community ward meetings provided.
- 24 construction bulletins and 1 traffic advisory issued, regarding construction activities.
- Communications working group for the construction near Southlake Regional Health Centre – met and planned for communications about current and future work.

H2-VMC – HIGHWAY 7 (EDGELEY/INTERCHANGE WAY TO BOWES ROAD)

- In preparation for 2013 construction, began formulating communications plans.
- Advertised about rapidway construction on Highway 7 West, including ads in an event publication, business directory and recreation guide.
- Attended a public planning meeting hosted by the City of Vaughan, and community ratepayers meetings.
- 2 construction bulletins issued, regarding lane closures and impacts from pre-construction activities.

3.1.4 SPADINA SUBWAY EXTENSION PROGRAM

- Continued to coordinate opening a joint public project office with TTC, to share information and answer inquiries about the subway and rapidway projects – location will be at 7800 Jane Street in the City of Vaughan.
- Continuing to work with the TYSSE project communications group to promote TYSSE communications through the website and social media channels, and to coordinate project events and newsletters.

- Coordinated with the project communications group an event to celebrate the completion of tunnelling for the first section of twin tunnels by tunnel boring machines, “Holey” and “Moley”.
- 14 construction bulletins and 1 traffic advisory issued on behalf of the TYSSE project team, regarding subway construction activities.

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 \$160.2 million at the end of this past quarter - \$46.2 million was from the Bus Rapid Transit (BRT) program; \$111.1 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;
- Lower than expected expenditures re. the Spadina Subway Extension and BRT programs.

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	1,043,894	57,212,698	67,600,000	10,387,302	15%
Metrolinx \$1.755B	45,215,005	216,207,820	1,755,000,000	1,538,792,180	88%
Federal FLOW \$170M	41,828	11,003,781	170,000,000	158,996,219	94%
Spadina Subway Extension	111,055,569	350,407,696	1,084,700,000	734,292,304	68%
Yonge Subway Extension	2,878,730	3,088,654	78,550,000	75,461,346	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	\$160,235,026	\$638,700,649	\$3,195,510,000	\$2,556,569,351	80%

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, were submitted Metrolinx in the second quarter – and will be drawn down against the funds already advanced. The 7th claim covering Q2 of 2012, will be submitted in Q3, for an estimated \$25.7 million.

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

Project	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-to-date	Inception-to-date			
H3 - Highway 7 East	26,670,547	108,604,524	287,310,268	178,705,744	62%
D1 - Davis Drive	17,661,118	95,521,381	266,010,253	170,488,872	64%
H2 - Highway 7 West (Extended VMC)	231,041	300,485	100,498,195	100,197,710	100%
Y2.1 - Yonge Street	375,867	3,888,402	156,568,880	152,680,478	98%
H2 - Highway 7 West (Excluding VMC)	262,596	1,032,652	556,622,834	555,590,182	100%
Y2.2 - Yonge Street	-	3,358,290	169,020,571	165,662,281	98%
Y3.2 - Yonge Street	13,836	3,493,786	109,064,447	105,570,661	97%
H3.4 Highway 7 East	-	8,300	109,904,552	109,896,252	100%
Total	45,215,005	\$216,207,820	\$1,755,000,000	\$1,538,792,180	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 Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-to-date	Inception-to-date			
H3.3 - Enterprise Drive	222,552	17,049,724	18,417,821	1,368,097	7%
D1 - Davis Drive	-	1,652,913	1,652,913	-	0%
H2 - Highway 7 West (Extended VMC)	709,291	1,054,436	2,192,696	1,138,260	52%
H2 - Highway 7 West (Excluding VMC)	100,228	5,821,775	8,697,322	2,875,547	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	11,823	847,779	5,865,000	5,017,221	85%
BRT Vehicles - Buses	-	13,715,000	13,715,000	0	0
Total	\$1,043,894	\$57,212,698	\$67,600,000	\$10,387,302	15%

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 was submitted in Q2, reflecting the eligible expenditures from April 1, 2010 up to March 31, 2012. The subsequent audit found the program expenditure fully eligible and compliant with the funding agreement terms.

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)	41,828	1,004,296	113,619,000	112,614,704	99%
Bus Terminal - Design-Build	-	-	21,019,000	21,019,000	100%
BRT Vehicles – Buses	-	9,999,484	35,362,000	25,362,516	72%
Total	\$41,828	\$11,003,780	\$170,000,000	\$158,996,220	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 #12-04 - as approved by the Executive Task Force (ETF):

Funding Partner	Project Expenditures	Project Expenditures	Project Budget	Budget Remaining	% Remaining
	Year-to-date	Inception-to-date			
York Region	37,018,523	123,469,232	381,566,000	258,096,768	68%
Move Ontario Trust	37,018,523	113,469,232	351,567,000	238,096,768	68%
Federal Government	37,018,523	113,469,232	351,567,000	238,096,768	68%
Total	\$111,055,569	\$350,407,696	\$1,084,700,000	\$734,290,304	68%

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. The Board endorsed the preparation of the TPAP for the tailtrack storage facility for the subway in this quarter. This work will be undertaken as a joint initiative of the TTC and York Region Rapid Transit Corporation.

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	2,878,730	3,088,654	4,310,000	1,221,346	28%
Preliminary Engineering	-	-	74,240,000	74,240,000	100%
Total	\$2,878,730	\$3,088,654	\$78,550,000	\$75,467,526	96%

4.2 OPERATING EXPENDITURES SUMMARY

Net Operating Expenses finished at \$3.3 million at the end of this past quarter – which translates to a favourable variance of \$0.9 million when compared to the Operating Expenditures Budget. This variance is primarily driven by:

- Timing differences between actual expenditures and booking of some Negotiated Specifics;
- 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 June 2012:

	Operating Expenditures Year-to-Date	Budget \$ Year-to-Date	Variance \$ Year-to-Date	Variance % Year-to-Date
Total Gross Operating Expenditures	8,462,370	11,650,670	3,188,300	73%
Less: Recoveries and Revenues	(5,123,574)	(7,383,300)	(2,259,726)	69%
Net Operating Expenditures	\$3,338,796	\$4,267,370	\$928,574	78%

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. Also, final design activities expected to ramp up for the H2 extended VMC corridor.
2. Finalization of station design and budget for VMC as well as the YRT/viva bus terminal.
3. Progression 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. Execution of the DB Agreement for the Operations, Maintenance and Storage Facility in Richmond Hill.
2. Execution of the DB Agreement for the extended H2-Extended VMC project in Q3.

Communications Activities:

1. Advancement of the communications/outreach programs to support the business objectives and public/stakeholder information needs continues with a fall campaign.
2. Refreshed banners along the vivaNext corridors will be rolled out for September.
3. Opening of the Public Information office on Davis Drive.

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
Communications (1)	D1 CCTV Camera	RFQ-12-030-RT	Stacey Electric Company Limited	13,703.20	
Corporate (3)	Senior Staff Coaching	RFQ-12-006-RT	HR Strategies Consulting Inc.	48,150.00	
	Renovations 8th Floor, 3601 Hwy 7 East, Markham	PT-12-013-RT	R-Chad General Contracting Inc	138,000.00	217,350.00
	Senior Staff Business Planning Meeting Facilitation	RFQ-12-024-RT	MAX Potential	31,200.00	
Design-Build Construction (1)	V2 VMC Design Build	CC-12-020-RT	Kiewit Ellis Don	172,484,972.00	172,484,972.00
Property (2)	vivaNext Appraiser Prequalification	RFPQ-12-026-RT	Various	-	
	D1 Cango Gas Station Tank Removal, 39 Davis Drive, Newmarket	RFQ-12-007-RT	JMX Contracting Inc.	80,459.00	80,459.00
Terminals (1)	OMSF Design Build	RFP-12-070-RT	PCL Constructors Canada	103,800,000.00	103,800,000.00
Utility Relocation (5)	H3 Rogers Utility Relocation Hwy 7 Woodbine to Town Centre Blvd	RFQ-12-029-RT	Rogers Communications Inc.	93,980.00	
	D1 Rogers Utility Relocations Davis Drive Yonge St to Huron Heights, Town of Newmarket	RFQ-12-012-RT	Rogers Communications Inc.	989,261.42	
	D1 Enbridge Utility Relocation Davis Drive Yonge St to Huron Heights, Town of Newmarket	RFQ-12-031-RT	Enbridge Gas Distribution Inc.	2,088,290.00	3,462,418.42
	H3 Rogers Utility Relocation South Section Cedarland & Southtown Centre Blvd	RFQ-12-036-RT	Rogers Communications Inc.	26,525.00	
	H3 Enbridge Montgomery Court to Rodick Road, Town of Markham, MC# W052012152	RFQ-12-044-RT	Enbridge Gas Distribution Inc.	264,362.00	
TOTAL (13)					\$280,058,902.62

Table 2 Awarded Contracts by Type

Tender Type	Category	Q1-2012		Q2-2012		YTD	
		Total	Count	Total	Count	Total	Count
CC – Cost Confidence	Design-Build Construction			172,484,972.00	1	172,484,972.00	1
PT - Invitation to Tender (ITT)	Program Communications	105,096.20	1			105,096.20	1
	Property	14,289.75	1			14,289.75	1
	Corporate			138,000.00	1	138,000.00	1
RFP - Request for Proposal	Program Management	50,000,000.00	1			50,000,000.00	1
	Property	18,0079.75	1			18,0079.75	1
	Terminals			103,800,000	1	103,800,000	1
RFPQ – Request for Prequalification	Property			-	1	-	1
	Property	2,325.00	1	80,459.00	1	82,784.00	2
RFQ - Request for Quotation (General)	Communications			13,703.20	1	13,703.20	1
	Corporation			79,350.00	2	79,350.00	2
RFQ - Sole Source Request for Quotation	Utility Relocation	2,854,235.54	8	3,462,418.42	5	6,316,653.96	13
RFSA - Request for Supply Arrangement	Design-Build Construction	132,644.86	1			132,644.86	1
TOTAL		\$53,288,671.10	14	\$280,058,902.62	13	\$333,347,573.72	27

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 Increased
Corporate	PT-12-013-RT	B00013508	R-Chad General Contracting Inc	7,000.00
Terminals	RFQ-11-067-RT	B00013333	KPMG LLP	4,900.00
Utility Relocation	RFQ-12-022-RT	B00013370	Enbridge Gas Distribution Inc.	16,700.00
TOTAL				\$28,600.00

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	A025200	B00011536	York Consortium
	CC-10-056-RT	B00012538	Kiewit-Ellis Don, A Partnership
Property	RFQ-11-030-RT	B00012815	Steve Michael Johnson
	A026537	B00011758	WSI Sign Systems Ltd
	RFQ-10-27-RT	B00012773	Open Architects Inc
Utility Relocation	RFQ-11-040-RT	B00012684	Rogers Cable Communications Inc.
	RFQ-11-082-RT	B00013218	MTS Allstream 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	RFX No.	Description	Estimated Project Start Period
Property	\$100,001 to \$250,000	RFP-12-028-RT	Y3.2 Environmental Services	Q3-2012
	\$50,001 to \$100,000	PT-12-025-RT	D1 Grounds Maintenance	Q3-2012

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	RFX No.	Description	Estimated Project Start
Communications	\$10,001 to \$25,000	RFQ-12-053-RT	H3 Shop 7 Business Support Bags	Q3-2012
		RFQ-12-054-RT	D1 Shop Davis Business Support Bags	Q3-2012
	\$5,001 to \$10,000	RFQ-12-043-RT	H3 CCTV Camera	Q3-2012
		RFQ-12-047-RT	H3 Markham Board of Trade Shop 7 Program	Q3-2012
	\$50,001 to \$100,000	RFQ-12-048-RT	H3 Richmond Hill Board of Trade Shop 7 Program	Q3-2012
		RFQ-12-049-RT	D1 Newmarket Board of Trade Shop Davis Program	Q3-2012
Design-Build Construction	\$500,001 to \$1,000,000	RFQ-12-045-RT	H2 VMC Canadian National Railway Hwy 7 Bridge	Q3-2012
Program Management	\$50,001 to \$100,000	RFQ-12-057-RT	York Consortium 2002 Decommissioning	Q3-2012
Property	\$1,000,001 to \$5,000,000	PT-12-040-RT	D1 Union Hotel Relocation Town of Newmarket	Q3-2012
	\$10,001 to \$25,000	RFQ-12-018-RT	H2 VMC Extended Landscaping/Arborist	Q3-2012
		RFQ-12-019-RT	H2 VMC Extended Signage	Q3-2012
	\$100,001 to \$250,000	RFP-12-016-RT	Y2.1 Environmental Services	Q3-2012
		RFP-12-017-RT	Y2.2 Environmental Services	Q3-2012
		RFQ-12-050-RT	D1 Transformer Relocation (Shoppers) 17555 Yonge Street, Newmarket	Q4-2012
		RFQ-12-052-RT	D1 Transformer Relocation (Senior's Centre) 474 Davis Drive, Newmarket	Q4-2012
	\$250,001 to \$500,000	RFQ-12-037-RT	D1 Demolition Tina's Flower Shop, 299 Davis Drive,	Q3-2012
		PT-12-041-RT	Y2.1 Environmental Services	Q3-2012
	\$50,001 to \$100,000	RFQ-12-039-RT	D1 Transformer Relocation 390 Davis Drive	Q3-2012
		RFQ-12-051-RT	D1 Transformer Relocation (Bethel) 333 Davis Drive,	Q4-2012

Utility Relocation	\$1,000,001 to \$5,000,000	RFQ-12-009-RT	H3 Powerstream Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q3-2012
		RFQ-12-032-RT	D1 Bell Canada Utility Relocation Davis Drive Yonge St to Huron Heights, Town of Newmarket	Q3-2012
		RFQ-12-033-RT	H2 VMC Powerstream Utility Relocation Edgely to Bowes Road	Q3-2012
		RFQ-12-055-RT	H3 Powerstream Utility Relocation Leslie St to Hwy 404 File #307951	Q3-2012
	\$100,001 to \$250,000	RFQ-12-034-RT	H3 MTS Allstream Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q3-2012
		RFQ-12-035-RT	H3 Bell Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q3-2012
	\$25,001 to \$50,000	RFQ-12-042-RT	H3 Powerstream Northwest Corner of West Beaver Creek File #308344 MC #WO52011595	Q3-2012
		RFQ-12-046-RT	D1 Hydro One Utility Relocation Davis Drive/Yonge St.	Q3-2012
		RFQ-12-056-RT	H3 MTS Allstream Utility Relocation East Beaver Creek to Hwy 404	Q3-2012
	\$250,001 to \$500,000	RFQ-12-038-RT	H3 Enbridge Utility Relocation South Section Cedarland & Southtown Centre Blvd	Q3-2012
	\$500,001 to \$1,000,000	RFQ-12-058-RT	H3 Rogers Utility Relocation Underground Conduit & Cable, Doncrest to South Town Centre	Q3-2012
		RFQ-12-059-RT	H3 Powerstream Utility Relocation Poles, Doncrest to Chalmers	Q3-2012