
To: York Region Rapid Transit Corporation Board of Directors

From: Mary-Frances Turner, President

Subject: **Project Status Report 2011 – Q2**

Ref: YORK-#3485985

Recommendation

It is recommended that:

1. The attached Project Status Quarterly Report – 2011 – 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 – 2011 – Q2 is attached and reflects activity up to June 30, 2011.

Analysis

HIGHLIGHTS OF THE SECOND QUARTER 2011

Metrolinx Master Agreement executed

- Metrolinx Master Agreement of \$1.755 billion for the Region's Bus Rapid Transit (BRT)-Rapidways & Stations program executed on April 14, 2011.
- Memorandum of Agreement (MOA) signed on September 24, 2009 expired on March 31, 2011.

BRT-Rapidways & Stations program proceeding as per budgeted timelines

- With the substantial completion of Enterprise Drive (H3.3); H3 (3.1 & 3.2) under construction and anticipated to be completed in 2014; and the award of the D1 design-build contract to YC2002 under the cost confidence process – finalization of this agreement will be in Q3, 2011.

OMSF facility proceeding in Headford Business Park

- The Preliminary Engineering design schematics and standards are now completed for the Operations, Maintenance and Storage Facility.
- The site plan application will be made to the Town of Richmond Hill – and it is anticipated that the design build contract will be awarded in the fall of 2011.
- Completion date for this project is by end of 2014.

The Spadina Subway extension program is underway

- With all property required to permit construction of the main VMC station being in place.
- This program is anticipated to go in service by the end of 2015.
- The Region's contribution year-to-date is \$15.5 million for a total of \$50.8 million since the program started – the total commitment of the Region to the program is \$351.6 million, with the Province of Ontario and the Federal government contributing similar amounts.

Studies for the Yonge Subway extension program are on-going

- The Conceptual Design Study report is being reviewed by YRRTC and TTC staff for final approvals by year end.

Capital Expenditures are @ \$77.4 Million after Q2 this year

- \$26.2 million from the BRT program; \$46.6 million from the Spadina Subway extension program; and the remaining reflects the acquisition of buses to upgrade the current fleet.
- Overall, this translates to under-spending when compared to budget.
- The appropriate capital recoveries for the BRT program have not been reflected for Q2 yet, and with heavy construction activities now underway for the BRT program, i.e., H3 (3.1 & 3.2) as well as D1 Early Works, and OMSF getting into gear, capital spending for the remaining balance of the year will be significant.

Operating Expenditures are @ \$3.3 Million after Q2 this year

- Favourable variance is primarily driven by:
 - Lower financing costs relating to the Region funding its contribution portion of the Capital programs from its reserves rather than issuing debt; and
 - Lower salaries and benefits due to vacancies, delayed expenditures for professional contracted services, and delays in booking some internal chargebacks and regional corporate allocated costs.

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 29, 2011

Attachment: YORK-#3475286 – Q2 Detailed Project Status Report

YORK-#3485985-v4-RT__1__Project_Status_Report_2011_-_Q2

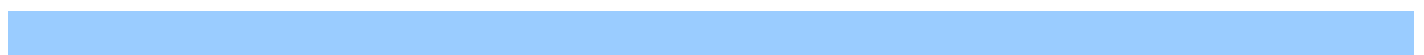


Project Status Quarterly Report 2011-Q2
(April 1, 2011 to June 30, 2011)

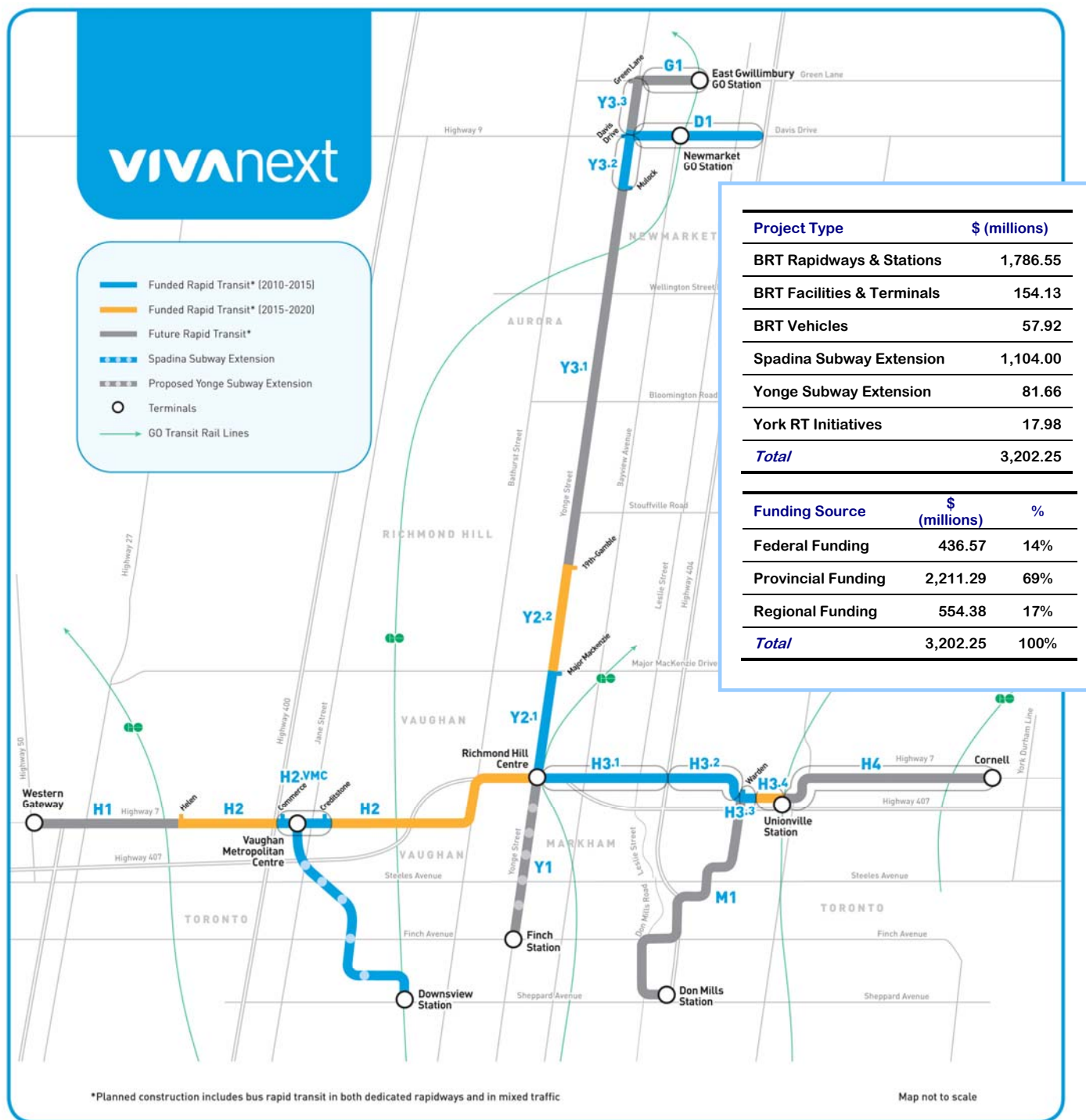
Table of Contents

1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW	4
2.0 QUARTERLY OPERATIONAL HIGHLIGHTS	5
2.1 MANAGEMENT ACTIVITIES.....	5
2.1.1 EXECUTION OF MASTER AGREEMENT WITH METROLINX	5
2.1.2 AWARD OF D1 DESIGN-BUILD AGREEMENT	5
2.2 DESIGN & CONSTRUCTION ACTIVITIES	5
2.2.1 BUS RAPID TRANSIT (BRT) PROGRAM	5
ENTERPRISE DRIVE (H3.3)	5
HIGHWAY 7 – RICHMOND HILL CENTRE TO WARDEN AVENUE (H3.1, H3.2)	6
DAVIS DRIVE (D1) & YONGE STREET (Y3.2)	6
HIGHWAY 7 – PINE VALLEY DRIVE TO RICHMOND HILL CENTRE (H2 & H2-VMC)	8
YONGE STREET – HIGHWAY 7 TO MAJOR MACKENZIE DRIVE (Y2.1)	9
YONGE STREET – LEVENDALE AVENUE TO 19TH AVENUE (GAMBLE ROAD) - (Y2.2)	9
HIGHWAY 7 - ENTERPRISE DRIVE FROM BIRCHMOUNT ROAD TO JUST EAST OF KENNEDY ROAD - (H3.4)	9
OPERATIONS, MAINTENANCE AND STORAGE FACILITY (OMSF)	9
2.2.2 SPADINA SUBWAY EXTENSION PROGRAM	10
SPADINA SUBWAY EXTENSION	10
PROPERTY MATTERS	10
STEELES WEST STATION	11
YORK UNIVERSITY STATION	12
HIGHWAY 407 STATION	12
VAUGHAN METROPOLITAN CENTRE (VMC) STATION	13
TWIN TUNNELS	14
2.2.3 YONGE SUBWAY EXTENSION	15
2.3 PROCUREMENT (SOLICITATION) ACTIVITIES.....	16
2.3.1 AWARDED CONTRACTS - NEW.....	16
2.3.2 AMENDED CONTRACTS – EXISTING	17
2.3.3 OUTSTANDING SOLICITATIONS.....	18
2.3.4 UPCOMING SOLICITATIONS	19
2.4 COMMUNICATIONS.....	20
2.4.1 GOVERNMENT RELATIONS PROGRAM	20
2.4.2 VIVANEXT PROGRAM	20
2.4.3 BUS RAPID TRANSIT PROGRAM	20
H3 – HIGHWAY 7 (RICHMOND HILL CENTRE TO KENNEDY ROAD/ENTERPRISE DRIVE)	20
D1 - DAVIS DRIVE (YONGE STREET TO HIGHWAY 404)	21

2.4.4	SPADINA SUBWAY EXTENSION PROGRAM	21
2.4.5	YONGE SUBWAY EXTENSION PROGRAM	21
3.0	QUARTERLY FINANCIAL UPDATES	22
3.1	CAPITAL BUDGET SUMMARY	22
	METROLINX MASTER AGREEMENT - \$1.755 BILLION	23
	QUICKWINS ANNOUNCEMENT - \$67.6 MILLION	24
	FEDERAL FLOW CONTRIBUTION AGREEMENT - \$170 MILLION	25
	FLOW SPADINA SUBWAY EXTENSION PROGRAM - \$1.085 BILLION	26
	YONGE SUBWAY EXTENSION PROGRAM	26
3.2	OPERATING EXPENDITURE SUMMARY	27
4.0	LOOKING FORWARD	28
APPENDIX 1		29
VIVANEXT PROJECT DESCRIPTIONS		29
	H3.1 AND H3.2 PROJECT	29
	D1 PROJECT	29
	H2 VAUGHAN METROPOLITAN CENTRE (VMC) PROJECT	30
	Y2.1 PROJECT	30
	Y3.2 PROJECT	30
	H2 PROJECT (EXCLUDING H2 VMC)	30
	Y2.2 PROJECT	31
	H3.4 PROJECT	31
APPENDIX 2		32
APPENDIX 3		34
APPENDIX 4		36
APPENDIX 5		37



1.0 VIVANEXT RAPID TRANSIT SYSTEM OVERVIEW



2.0 QUARTERLY OPERATIONAL HIGHLIGHTS

2.1 MANAGEMENT ACTIVITIES

2.1.1 EXECUTION OF MASTER AGREEMENT AMONG YRRTC, METROLINX AND THE REGIONAL MUNICIPALITY OF YORK BUS RAPID TRANSIT-RAPIDWAYS & STATIONS PROGRAM - \$1.755 BILLION

- The Agreement was fully executed on April 20, 2011. It includes amongst others:
 - o Schedule "A" - Authorized Expenditures and Cash Flow Estimate
 - o Schedule "A-1" - Procurement Protocol
 - o Schedule "D" - Administrative and Financial Protocol
 - o Schedule "H" - Capital Cost Eligibility (Eligible Costs)
 - o Schedule "I" - Amended Cost Confidence Process

2.1.2 AWARD OF D1 DESIGN-BUILD AGREEMENT

- On June 29, 2011, the parties successfully reconciled to an agreed Guaranteed Maximum Price (GMP) for the Project of \$143,080,074, exclusive of applicable taxes - YRRTC is currently finalizing this Design-Build Agreement awarded to YC2002 under the Cost Confidence process. The Design-Builder for the Project is Kiewit-EllisDon (KED), a Partnership.

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)

- 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.
- Since commencing use of the rapidway, signal operational improvements have been made at the Warden Avenue / Enterprise Drive, and Enterprise Drive / Rouge Valley Drive intersections to improve the transit operating times through these intersections. The Town of Markham is also looking at providing traffic signals at the Enterprise Drive / Birchmount Road intersection to minimize delays to the buses through this intersection.
- Deficiency issues are being addressed with Kiewit-EllisDon (KED), the Design-Builder, and are anticipated to be fixed by the end of September 2011.



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 has already commenced in late 2010, and the anticipated completion date is by mid 2013.

NEW DEVELOPMENTS

Utility Relocations

- Utility relocations of PowerStream, Enbridge, Rogers, Telus, and Bell services on Highway 7 from Bayview Avenue to Highway 404 (west section) are completed.
- Utility relocations of PowerStream, Enbridge, Rogers, Telus, Bell, Atria, and MTS-Allstream services on Highway 7 from Highway 404 to South Town Centre Boulevard (east section) are ongoing and will be completed by November 2011.
- Utility relocations of PowerStream, Enbridge, Rogers, Telus, Bell, Atria Networks, and MTS-Allstream services on South Town Centre Boulevard, Cedarland Drive and Warden Avenue (south section) are ongoing and will be completed by May 2012.

Design-Build Construction

- The Detailed Design (Civil, Architectural, Structural, and Electrical Designs) for H3 has proceeded from a 90% Design reported in Q1 to 100% Design in Q2.
- As per request from the Town of Richmond Hill, the watermain relocation design is completed and installation of new watermain has commenced. The work is scheduled to be completed by September 2011.
- Temporary Traffic Signal intersection installations on Highway 7 at Chalmers Rd, Saddlecreek Dr, Valleymede Dr, West Beaver Creek Rd, Leslie St and East Beaver Creek Rd (west section) was completed.
- Median removal on Highway 7, mid-block lighting poles installation and temporary pavement markings on Highway 7 from Bayview Avenue to Highway 404 (west section) were completed. The road widening construction has started.
- Final Site Plan for the Bayview Towers and Stations were submitted to the Town of Richmond Hill for approval and afterwards the building permit to be obtained.
- ITS design (Station Amenities, On-Vehicle and Traffic Signal Control System) is ongoing.



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

PROJECT DESCRIPTION

- The Davis Drive (D1) rapidway in the Town of Newmarket, will extend approximately 2.6 km from Yonge Street to Roxborough Road – just east of Southlake Regional Health Centre. Service will continue east in mixed-use traffic, terminating at Highway 404. This section of rapidway will include 6 median and 4 new curb-side stations. Construction on D1-Main Works is scheduled to commence late 2011 with an opening in early 2016.

- 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 early 2015 with completion in 2018.

NEW DEVELOPMENTS – DAVIS DRIVE (D1)

Property

- Demolition and related on-site remediation work on D1-Early Works is complete, except for one site (166 Davis Drive, Shell Gas Station at Parkside Drive) – which is anticipated to be completed in Q4 of this year.
- Construction fencing currently being placed on York Region vacant properties throughout Davis Drive and to be completed by the end of summer 2011.

Utility Relocations

- Weekly utility coordination meetings continue with Enbridge, Newmarket Hydro, Bell, and Rogers. A concrete encased telecom duct bank will be built along the Davis Drive corridor to transfer telecoms' service from overhead to buried. This duct bank will be constructed by the D1-Main Works contractor, who will also act as the Constructor, on behalf of the Region, for the project. The utility relocation work is planned to commence late 2011, with the majority of the work occurring in conjunction with the construction on D1-Main Works.
- Newmarket Hydro continues to work closely with a consulting firm to design the joint-use hydro and street lighting decorative concrete hydro poles along Davis Drive. Utility relocation is planned to commence late 2011.

Design-Build Construction

- The D1-Early Works are well underway, with construction of the east pier, and east abutment footings completed at the Keith Bridge. Similar works are being completed on the west side. 2 of the 6 Early Works retaining walls have now been completed. One wall (in the vicinity of Lorne Avenue) was removed from the contract since there was no longer the requirement to complete this wall as part of the D1-Early Works. The Early Works is on track to be completed by late November 2011.
- A summary of key activities from the D1-Main Works Cost Confidence process for the award of the Design-Build contract follows:
 - 1 The Cost Confidence process commenced December 2, 2010.
 - 2 A budget reconciliation process was undertaken in March 2011 to reconcile the Capital Cost estimate with the D1-Main Works budget estimate. A number of options were considered to bring both estimates closer.
 - 3 The tendering process commenced early March 2011 with the tenders closing April 29, 2011.
 - 4 The GMP was submitted on May 19, 2011.
 - 5 A second round budget reconciliation process was carried out in June 2011 to reconcile the GMP with the project budget.
 - 6 A second GMP was submitted on June 21, 2011 as a result of the exercise carried out in item 5 above.
 - 7 GMP reconciliation meetings were held, with a final GMP determined and the Design-Build contract awarded to Kiewit-EllisDon (KED) on June 29, 2011.
 - 8 Finalization of the Design-Build agreement with KED is expected by end of August 2011.



NEW DEVELOPMENTS - YONGE STREET (Y3.2)

- The property acquisition process on Y3.2 has commenced. The appraisal tender was awarded, and work commenced in early October of last year. The land purchase activities are expected to be completed by late 2014.

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

PROJECT DESCRIPTION

- The H2-VMC and H2 projects include the design and construction of rapidways primarily along Highway 7 from Helen Street in the City of Vaughan to Yonge Street in Town of Richmond Hill – 16.2 km.
- Specifically, the H2-VMC component of the project refers to the 2.0 km section from just east of Highway 400 to just west of CN McMillan Yard bridge, and design and construction of 2 stations at various locations along the segment. It will be staged to coordinate with the opening of the Spadina Subway extension in 2015.
- As for the H2 component, it refers to the remaining 14.2 km – which will include the construction of 22 stations along this segment together with the design and implementation of related infrastructure and facilities, including intelligent transportation systems.

NEW DEVELOPMENTS (H2-VMC)

Property

- Surveyor work for property requirements for H2-VMC has been completed - property acquisition is proceeding. The Public Tender for Appraisal Services was awarded in March 2011.
- Notices were provided to registered property owners during the week of March 21 as well notices published in local newspapers.

Design-Build Construction

- The Preliminary Engineering Design for H2-VMC is proceeding. The ongoing tasks include the utility identification, traffic study and pavement study.
- Design continues on the sub-surface interface of the BRT system with the Spadina Subway extension at the VMC.
- Development and assessment of the design limits for the H2-VMC segment including the VMC end conditions (points of entry and exit) are completed.
- Refined conceptual architectural design of the VMC Station has been completed and evaluation is ongoing.

NEW DEVELOPMENTS (H2, EXCLUDING VMC)

Property

- A Request for Proposal for Environmental Services is being prepared to be released on Merx in fall 2011.

Design-Build Construction

- Preliminary Engineering for H2 has commenced - tasks include: field investigation, engineering surveys utility identification, bridge condition survey, culvert condition survey, noise study, traffic study and pavement study.

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 early 2013 with completion at the end of 2016.

NEW DEVELOPMENTS

Property

- Property acquisition has commenced - land purchase activities are expected to be completed by 2015.
- Pre-Qualification and Request for Proposal Tender documents for Appraisal Services as well as Public Tender documents for Environmental Services are currently being prepared, and are expected to be released on Merx by fall 2011.

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

PROJECT DESCRIPTION

- 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 Leventdale Avenue to 19th Avenue.

NEW DEVELOPMENTS

- Construction on Y2.2 is scheduled to commence in late 2014 with completion in mid 2019.

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

PROJECT DESCRIPTION

- 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 on Enterprise Drive from Birchmount Road to the GO Station on Kennedy Road. Construction on H3.4 is scheduled to commence in 2017 with completion in 2020.

NEW DEVELOPMENTS

- YRRTC will be reviewing project requirements in the upcoming months.

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, with the Region contributing the other 50%. The anticipated completion date is by end of 2014.

NEW DEVELOPMENTS

Design-Build Construction

- Successfully completed Preliminary Engineering Design Schematics and Standards with IBI Group.
- Site Plan Application to be made to the Town of Richmond Hill in August 2011.
- Request for Pre-Qualification of Design-Builders was released on Merx in July 2011 to shortlist qualified Design-Builders, prior to the Request for Proposal expected to be issued the end of summer 2011. Pre-Qualification Proposals are currently under review by the technical and evaluation teams.
- It is anticipated that the Design-Build Contract will be awarded in the fall of 2011.

2.2.2 SPADINA SUBWAY EXTENSION PROGRAM

SPADINA SUBWAY EXTENSION

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

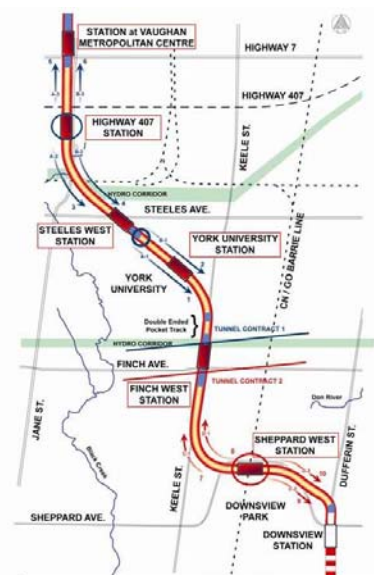
PROPERTY MATTERS

BACKGROUND

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

NEW DEVELOPMENTS

- All property required to permit construction of the main VMC Station contract is in place.
- The City of Vaughan has confirmed that they will only support a YRT Bus Terminal location that includes a direct underground pedestrian tunnel connection to the subway station.
- In order to mitigate any adverse schedule impacts should the negotiations for an alternative location not be successful, the authority to expropriate the lands to east of Millway Avenue for the purpose of the YRT bus terminal is in place.
- At Steeles West Station, the Region provided TYSSE with Permission to Enter and Construct on the York Region lands located to the east of the existing UPS facility. Illegal dumping on this Region owned land is being cleaned up by Property Services and fencing has been erected to protect the site from further incident.



STEELES WEST STATION

PROJECT DESCRIPTION

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



BACKGROUND

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

NEW DEVELOPMENTS

- The Phase 1 Station Construction Contract (subway station entrances, TTC bus terminal, and electrical substation) was tendered this past May and is expected to close in August.
- The site plan for the main subway station entrance and TTC electrical substation in Vaughan was submitted to the City for review in June.
- Structural drawings have been submitted to the City of Toronto for review. City of Toronto staff reviews the structural drawings on behalf of Vaughan and approval is expected in mid-August to coincide with tender closing.
- YRT facilities, including public washrooms, electrical, mechanical and communication equipment rooms, have not been included in the site plan, and will be designed and included as part of a future change order to the Station Contract or tendered as a separate contract.
- A minor setback variance for the subway station entrance, electrical substation and YRT facilities goes before the Vaughan Committee of Adjustment in July.
- YRRTC staff are working with the subway design team on preliminary design options for the canopy of the YRT bus terminal. The TYSSE design consultant has proposed the use of a light-weight translucent material to help achieve maximum coverage of the platform area within the available budget. YRT has reviewed and accepted the use of the low maintenance material.

YORK UNIVERSITY STATION

PROJECT DESCRIPTION

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



BACKGROUND

- As a result of construction associated with the York University station, two existing viva stops and one YRT stop are to be relocated approximately 100 m north on Ian MacDonald Boulevard. A new road is also required to bypass the Commons where the subway station will be situated.
- The on campus YRT/viva facilities will only exist until 2015. Once the subway is in operation, YRT/viva will no longer provide direct service to the York University campus.

NEW DEVELOPMENTS

- The relocation of the YRT and viva stops were completed in June and the relocated shelters are operational.
- YRRTC has received a deficiency list from YRT on the shelters and is working with TYSSE to rectify the deficiencies in a timely manner.
- The North Tunnels Contract will begin work at York University in July in order to prepare for the arrival of the tunnel boring machines (TBMs). The TBMs will bore straight through the station from the launch site located at Steeles West Station to the extraction shaft located north of Finch West Station. The station contractor will not arrive on site until late 2011.
- A new road bypassing the York University Commons (the future site of York University Station) has been constructed by TYSSE. YRT will revise routing to the new bypass in July. This bypass will be in operation until the extension opens for revenue service.
- The new bypass road aligns with the Downsview - York University bus-way. YRT is in the process of executing an agreement with the City of Toronto to access the bus-way on York University property - viva services will continue to divert to local roads on York University property until the agreement is executed.
- Viva service started using the non-York University owned portions of the bus-way between Dufferin Street and Keele Street in May.
- Viva Orange routing between Downsview Station and York University via the bus-way provides service to new viva stops at Dufferin-Finch and Murray Ross. YRRTC is working to have viva fare equipment installed and operational at these stops prior to the September board period.

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. 2 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 work is scheduled for completion in late summer 2011.
- The North Tunnels contract was awarded to OHL/FCC this January, and is scheduled for completion in mid 2015.
- Site plan has been approved by Vaughan Council, and a Structural Building Permit has been issued for the station.

NEW DEVELOPMENTS

- Girders for the bridge over Black Creek were installed in June, and the bridge deck concrete is to be poured in July. Finishing work and paving is scheduled for August to coincide with activation of the Jane Street traffic signals.
- The north tunnels contractor is currently accessing the site via an entrance north of the station that does not cross Black Creek. Once the Advanced contract is complete, the North Tunnels contract will have full access to the station site via the new bridge in order to begin excavation of the station and launch shaft.

VAUGHAN METROPOLITAN CENTRE (VMC) STATION

PROJECT DESCRIPTION

- This station is the terminus of the subway extension. It includes a main entrance building, a direct underground connection to viva service on Highway 7, a 9 bay YRT bus terminal, a PPUDO, a tunnel under Millway Avenue (to potentially connect to the YRT bus terminal), and provision for underground development connections.
- The TTC requires special track work to be placed at a terminal station. This includes a cross-over structure before the subway station, and a cross-over and tail track to be located after the station.

BACKGROUND

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

NEW DEVELOPMENTS

- The tender for VMC Station closed in June and was awarded to Carillion Construction Inc.

- Vaughan Council approved the VMC Station site plan in May. TYSSE staff is currently working to satisfy the approval conditions directly with Vaughan and York Region staff.
- The structural building permit for VMC Station has been issued by the City of Vaughan. The design was reviewed by the City of Toronto on behalf of the City of Vaughan.
- The area landowner has proposed an alternative location for the YRT bus terminal. The proposal is part of a larger master plan for the area. The advantages and disadvantages of the proposal are being reviewed by TYSSE, YRRTC and the City of Vaughan.
- A tunnel under Millway Avenue is included in the awarded VMC Station Contract. This tunnel will provide a direct underground connection to the station for the YRT bus terminal (on the lands east of Millway) or can be used to promote Transit Oriented Development (TOD), should an alternate bus terminal location be agreed to.
- Millway Avenue, between Highway 7 and Portage Parkway, will be closed for the duration of the TYSSE construction (i.e. end of 2015). A comprehensive communication plan reviewed and approved by YRRTC, TYSSE and the City of Vaughan, has been developed to inform the public of the impact. A new right-in access from Highway 7 to the Future Shop parking lot is being provided to help alleviate congestion related to the Millway Avenue closure.

TWIN TUNNELS

PROJECT DESCRIPTION

- Two 5.6 metre diameter twin tunnels will be bored from Downsview Station to the Station at VMC.

BACKGROUND

- The tunnelling has been divided into a North and South contract. Each tunnelling contract will make use of 2 tunnel boring machines (TBM), for a total of 4 TBMs.
- The South Tunnel contract extends from the north end of the existing Downsview Station to the south end of the Finch West Station and includes the construction of Sheppard West Station.
- The North Tunnel contract extends from north of Finch West Station to the station at VMC and includes the construction of Highway 407 Station.
- The South contract was awarded to Aecon Group Inc. in November 2010 and the North contract was awarded to OHL/FCC this past January.



NEW DEVELOPMENTS

- All 4 tunnel boring machines have been delivered to TYSSE. Tunnel liners continue to arrive at the various tunnelling sites on a regular basis.
- Tunnel boring from Sheppard West Station is expected to begin in late July.
- The tunnel launch shaft at Steeles West Station is complete. Tunnelling of the North Tunnels contract is expected to begin in September, and will initially head south to Finch West Station prior to being dismantled and delivered to Highway 407 Station.

2.2.3 YONGE SUBWAY EXTENSION

PROJECT DESCRIPTION

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

BACKGROUND

- YRRTC is working with TTC to complete the Yonge Subway Conceptual Design Study targeted for completion in the fall of 2011.
- The Yonge Subway Conceptual Design study builds on the work completed in the approved environmental assessment in order to maintain a state of readiness, develop a greater level of technical knowledge on the constructability and costs of the project, and address comments in the initial Metrolinx Business Case Assessment (BCA).
- Metrolinx is completing an update to the initial BCA for the Yonge Subway Extension which was originally undertaken in 2009. YRRTC is participating along with the TTC to provide information and direction for this update.

NEW DEVELOPMENTS

- A study briefing was held with area municipalities and agencies in late May to update staff on the findings of the Conceptual Design Study. Meeting attendees included staff from all of the stakeholder municipalities (Toronto, Vaughan, Richmond Hill and Markham), emergency services staff from various municipalities and various other agency staff (Metrolinx, TRCA, 407ETR, ORC).
- Background technical reports which form the basis of the Conceptual Design Study report, have been prepared and are now being reviewed by YRRTC and TTC staff. These background reports include: 1) Architectural Design Guidelines; 2) Construction Plan; 3) System Configuration; 4) Tunnel Ventilation Analysis; 5) Drainage and Stormwater Management for the Langstaff commuter parking lot; 6) Traction Power Configuration; 7) Noise Assessments for the East Don River Bridge and the Langstaff commuter parking lot.
- Based on the revised costing work, the early stage of design (approximately 5%) and the magnitude of contingency being carried, it is believed that the project scope can be managed within the proposed \$3 billion funding envelope.
- Work on congestion issues associated with the Yonge subway line continues to progress. The new "Transit Expansion" plans which have replaced "Transit City" in the City of Toronto, present new opportunities to assist in offsetting the number of Bloor Subway to Yonge Subway transfers at the critical Yonge/Bloor Station. TTC is working with the City of Toronto to understand the implications for downstream congestion on the Yonge line.
- YRRTC, together with TTC, continues to provide inputs on the Metrolinx update of the Yonge subway BCA which is expected to be completed by the end of 2011. An assessment of a phased Yonge Subway option (which has not been previously analyzed) has been included by Metrolinx as part of the BCA update.



2.3 PROCUREMENT (SOLICITATION) ACTIVITIES

All tables express values exclusive of taxes.

2.3.1 AWARDED CONTRACTS - NEW

A total of 18 contracts valued @ \$502.6K were awarded for this quarter – this represents approx. 6% of the total value of contracts awarded this year.

Of note, the awards of contracts were primarily for utility relocations – 9 contract awards that have a value of \$380.7K. This is as a result of the commencement of construction for H3 (H3.1 & 3.2) and D1-Early Works.

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	Quarter Reported Awarded				YTD Awarded			
	% of Total	No of Total	% of Total Value	Value	% of Total	No of Total	% of Total Value	Value
Property	27.78%	5	18.23%	\$91,631	27.78%	10	4.15%	\$377,526
Utility Relocations	55.56%	10	75.73%	\$380,664	41.67%	15	8.24%	\$749,574
Design-Build Construction	0.00%	0	0.00%	\$0	13.89%	5	87.11%	\$7,923,954
Program Management	5.56%	1	1.99%	\$10,000	5.56%	2	0.27%	\$24,700
Communications	11.11%	2	4.05%	\$20,350	5.56%	2	0.22%	\$20,350
Terminals	0.00%	0	0.00%	\$0	0.00%	0	0.00%	\$0
Subways	0.00%	0	0.00%	\$0	5.56%	2	0.00%	\$0
Corporate	0.00%	0	0.00%	\$0	0.00%	0	0.00%	\$0
TOTALS		18		\$502,645		36		\$9,096,104
% of Quarter to YTD Awarded (Total)								6%

2.3.2 AMENDED CONTRACTS – EXISTING

5 existing contracts were amended this past quarter, resulting in a net decrease in contract values of **(\$66.5K)**. The decrease was as a result of lower demolition and remediation costs along Davis Drive for the D1-Early Works project.

As well, 12 existing contracts were extended – the majority coming from Property and Utility Relocations works that are still ongoing – there were no contract value increases to any of these.

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	No. of Increased Contracts	% of Total Increases	Value of Contract Increases	No of Contract Extensions	% of Total Extensions	No of Project Closures	% of Contract Closures	% of Total Amendment Activity
Property	3	60%	(\$71,038.00)	8	67%	1	50%	63%
Utility Relocations	2	40%	\$4,509	3	25%	0	0%	26%
Design-Build Construction	0	0%	\$0	0	0%	0	0%	0%
Program Management	0	0%	\$0	0	0%	0	0%	0%
Communications	0	0%	\$0	0	0%	1	50%	5%
Terminals	0	0%	\$0	1	8%	0	0%	5%
Subways	0	0%	\$0	0	0%	0	0%	0%
Corporate	0	0%	\$0	0	0%	0	0%	0%
Total	5		(\$66,529)	12		2		

2.3.3 OUTSTANDING SOLICITATIONS

There is a combined value of \$5+ million of outstanding contracts advertised in Q2 - to be finalized and awarded going forward. Of note, the D1 Design-Build Agreement represents 90% of the value - the Agreement is to be executed in late Q3.

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

Category	Total Sol.	Estimated Value (\$)	Estimated Scheduled for Q3	Estimated Scheduled for Q4	Estimated Scheduled for 2012
Property	4	\$15,002 - \$45,000	\$15,002 - \$45,000	\$0	\$0
Utility Relocations	2	\$20,000 - \$50,000	\$20,002 - \$50,000	\$0	\$0
Design-Build Construction	1	>\$5,000,001	\$0	>\$5,000,001	\$0
Program Management	1	\$10,001 - \$25,000	\$10,001 - \$25,000	\$0	\$0
Communications	1	\$25,001 - \$50,000	\$25,001 - \$50,000	\$0	\$0
Terminals	1	\$25,001 - \$550,000	\$0 - \$5,000	\$25,001 - \$50,000	\$0
Subways	2	\$25,002 - \$55,000	\$25,002 - \$55,000	\$0	\$0
Corporate	0	\$0	\$0	\$0	\$0
Total	12	\$220,008 - \$5,525,001+	\$195,008 - \$250,000	\$25,001 - \$5,050,000+	\$0

2.3.4 UPCOMING SOLICITATIONS

Several upcoming solicitations are scheduled for Q3 - up to \$3.5 million is forecasted to be awarded in Q3, not including Q2 outstanding solicitations. Property and Utility Relocations make up the majority of the activity with an approximated net value of approximately \$3.5 million.

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	No. of Sol.	Estimated Value (\$)		Estimated \$ Scheduled for Q3	Estimated \$ Scheduled for Q4	Estimated \$ Scheduled for 2012
Property	27	\$2,650,026	- \$5,315,000	\$1,190,015 - \$2,935,000	\$1,260,009 - \$1,880,000	\$200,002 - \$500,000
Utility Relocations	8	\$1,505,008	- \$2,885,000	\$380,004 - \$585,000	\$625,003 - \$1,300,000	\$1,000,000
Design-Build Construction	0	\$-	- \$-	\$-	\$-	\$-
Program Management	1	\$-	- \$5,000,001	\$-	\$-	>\$5,000,001
Communications	4	\$220,004	- \$1,050,000	\$20,002 - \$50,000	\$200,002.00 - \$1,000,000	\$-
Terminals	1	\$1,000,001	- \$5,000,000	\$-	\$5,000,000	\$-
Subways	1	\$10,001	- \$25,000	\$-	\$10,001 - \$25,000	\$-
Corporate	0	\$-	- \$-	\$-	\$-	\$0
Total	42	\$5,385,040	- \$19,275,001	\$1,590,021.00 - \$3,570,000	\$3,095,016 - \$9,205,000	\$700,003 - \$6,500,001

2.4 COMMUNICATIONS

2.4.1 GOVERNMENT RELATIONS PROGRAM

- Provided information to various Councillors about the vivaNext construction activity to assist with their communication needs.
- Issued joint announcements and/or held joint media events regarding:
 - o Increase in public transit ridership in York Region.
 - o Beginning of tunnel boring for Toronto-York Spadina Subway Extension.

2.4.2 VIVANEXT PROGRAM

- Managed public communications, stakeholder relations and online engagement.
- Participated in Newmarket Home Show, the YRT\ viva bus rodeo and a Transportation Services event at 90 Bales Drive.
- Spring light-pole banners were installed along Highway 7 and Yonge Street.
- VivaNext blog, Twitter, YouTube and Facebook sites continued to engage the public in meaningful dialogue. Social media efforts from April to June have generated positive results, including:
 - o +22,563 unique visitors to vivanext.com - 21% increase from last quarter.
 - o +75,743 pageviews on vivanext.com - 17% increase from last quarter.
 - o +2,148 blog views.
 - o 799 followers on Twitter - 20% increase from last quarter.
 - o 234 fans on Facebook - 16% increase from last quarter.
 - o 2 new videos on YouTube (13 total).

2.4.3 BUS RAPID TRANSIT PROGRAM

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

- Continued proactive communications regarding the new rapid transit station at Warden Ave. and Enterprise Blvd. - as it began the first few months of service to passengers.
- Advertised Highway 7 East rapidway construction in local business directories and recreation guides.
- 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.
- Implemented plans for a Public Information Centre at South Park and Hwy. 7 - opening is this August.
- Issued 7 construction bulletins regarding removal of medians, utility relocation and watermain replacement.

D1 - DAVIS DRIVE (YONGE STREET TO HIGHWAY 404)

- Continued business support campaign for affected businesses; posted business profiles online and provided copy to them for their own use.
- Advertised rapidway construction on Davis Drive, highlighting the Keith Bridge reconstruction and retaining walls construction in the Era Banner, SNAP, the Town of Newmarket's newspaper inserts, and local business directories and recreation guides.
- Issued 4 construction bulletins regarding reconstruction of the Keith Bridge, fencing vacant lots and retaining wall construction.
- Continued renovations at the Public Information Centre at 299 Davis Drive; expected opening is in August/September.
- Community Liaison Specialist continued to meet with stakeholders in the community, including private property owners, Seniors' Meeting Place and Chamber of Commerce.



2.4.4 SPADINA SUBWAY EXTENSION PROGRAM

- Media event held at the South Tunnels launch shaft on June 17 to mark the start of tunnelling for the TYSSE project.
- Continued to work with TYSSE project communications group to promote TYSSE communications.
- Liaised between TYSSE and the City of Vaughan to help plan the communication in the Vaughan Metropolitan Centre and Highway 7 West corridor.

2.4.5 YONGE SUBWAY EXTENSION PROGRAM

- P3 Canada application was submitted and shared with external stakeholders.
- Continued with efforts to move the Yonge Subway extension project forward, and respond to requests from media and other levels of government for further information.

3.0 QUARTERLY FINANCIAL UPDATES

3.1 CAPITAL BUDGET SUMMARY

Capital Expenditures were \$77.4 million at the end of Q2 this year - \$26.2 million was from the Bus Rapid Transit (BRT) program; \$46.6 million was from the Spadina Subway Extension program; and the remaining was for the acquisition of buses for the rapid transit system (funded from the Federal FLOW agreement).

Overall, this translated to under-spending versus the budget – the result of savings from the H3 (3.1 & 3.2) project and deferred expenditures from D1 in the BRT program, and the purchasing delay for 33 additional viva buses, with 2 delivered this year, 4 in 2012 and the remaining 27 in 2014.

However, it must be noted that due to the recent signing of the Metrolinx Master Agreement this quarter, the appropriate capital recoveries for the BRT program have not been reflected for Q2 as of yet, and with heavy construction activities now underway for the BRT program, i.e. H3 (3.1 & 3.2) as well as D1-Early Works, and OMSF getting into gear, capital spending for the remaining balance of the year will be significant.

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

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	1,338,417	54,287,395	67,600,000	13,312,605	20%
Metrolinx \$1.755B	24,869,373	81,455,522	1,755,000,000	1,673,544,478	95%
Federal FLOW \$170M	4,644,364	10,699,484	170,000,000	159,300,516	94%
Spadina Subway Extension	46,597,512	132,341,392	1,084,800,000	952,458,536	88%
Yonge Subway Extension	-	3,698,664	81,781,000	78,082,336	95%
York Region Initiatives					
Initiatives and Upgrades	-	-	37,089,000	37,089,000	100%
BRT Terminal	-	-	6,000,000	6,000,000	100%
Total	\$77,449,666	\$282,482,457	\$3,202,250,000	\$2,899,787,543	91%

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 \$135.3 million as of March 31 this year - and has approved 2 expenditure claims totalling \$63.1 million to date.

The 3rd expenditure claim covering an additional \$9.8 million in expenditures up to March 31st, 2011 has been submitted to Metrolinx and will be funded out of the funds advanced.

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

Project	Project Expenditures Year to date	Project Expenditures Inception to date	Project Budget	Budget Remaining	% Remaining
H3.1 and H3.2	19,161,076	38,366,116	287,310,268	248,944,152	87%
D1 Davis Drive	5,199,279	32,843,948	266,010,253	233,166,305	88%
Y3.2 Yonge Street	132,135	3,385,199	109,064,447	105,679,248	97%
H2 VMC	26,043	23,805	100,498,195	100,474,390	100%
H2 (Excluding VMC)	260,306	327,014	556,622,834	556,295,820	100%
Y2.1 Yonge Street	90,534	3,151,150	156,568,880	153,417,730	98%
Y2.2 Yonge Street	-	3,358,290	169,020,571	165,662,281	98%
H3.4 Highway 7 East	-	-	109,904,552	109,904,552	100%
Total	\$24,869,373	\$81,455,522	\$1,755,000,000	\$1,673,544,478	95.4%

QUICKWINS ANNOUNCEMENT - \$67.6 MILLION

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

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

Project	Project Expenditures Year to date	Project Expenditures Inception to date	Project Budget	Budget Remaining	% Remaining
H3.3 Enterprise Dr.	1,283,937	16,673,694	18,417,821	1,744,127	9%
D1 Davis Drive	-	1,652,913	1,652,913	-	-
H2 VMC	30,425	52,183	2,192,696	2,140,513	98%
H2 (Excluding VMC)	24,055	4,286,578	8,697,322	4,410,744	51%
Y2 Yonge Street	-	590,827	590,827	-	-
Operations, Maintenance and Storage Facility (OMSF) - Land	-	16,468,421	16,468,421	-	-
Bus Terminal - Land	-	847,779	5,865,000	5,017,221	86%
BRT Vehicles	-	13,715,000	13,715,000	-	-
Total	\$1,338,417	\$54,287,395	\$67,600,000	\$13,312,605	20%

FEDERAL FLOW CONTRIBUTION AGREEMENT - \$170 MILLION

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

Regarding the BRT vehicles, 10 vehicles have been received before the end of March under this agreement and a funding claim has been submitted reflecting the eligible expenditures up to the end of March this year.

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

Project	Project Expenditures Year to date	Project Expenditures Inception to date	Project Budget	Budget Remaining	% Remaining
Operations, Maintenance and Storage Facility (OMSF)	650,897	380,630	99,526,000	99,145,370	99%
Bus Terminal – Design-Build	-	-	26,274,000	26,274,000	100%
BRT Vehicles	3,993,467	9,999,484	44,200,000	34,200,430	77%
Total	\$4,644,364	\$10,699,484	\$170,000,000	\$159,300,516	94%

FLOW SPADINA SUBWAY EXTENSION PROGRAM - \$1.085 BILLION

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

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

The provided figures in the below table are based on the TYSSE Project Status Monthly Report #11-04 - as approved by the ETF on June 27, 2011:

Funding Partner	Project Expenditures Year to date	Project Expenditures Inception to date	Project Budget	Budget Remaining	% Remaining
York Region	15,532,504	50,780,464	381,600,000	330,819,536	87%
Move Ontario Trust	15,532,504	40,780,464	351,600,000	310,819,536	88%
Federal Government	15,532,504	40,780,464	351,600,000	310,819,536	88%
Total*	\$46,597,512	\$132,341,392	\$1,084,800,000	952,458,608	88%

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

YONGE SUBWAY EXTENSION PROGRAM

Conceptual design work is ongoing - in partnership with TTC.

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

Funding Partner	Project Expenditures Year to date	Project Expenditures Inception to date	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	-	\$3,698,664	\$81,781,000	\$78,082,336	96%

3.2 OPERATING EXPENDITURE SUMMARY

Operating Expenses are @ \$3.3 million after Q2 this year – which translates to a favourable variance when compared to budget. This favourable variance is primarily driven by:

- Lower financing costs relating to the Region funding its contribution portion of the Capital programs from its reserves rather than issuing debt.
- Lower salaries and benefits due to vacancies, delayed expenditures for professional contracted services, and delays in booking some internal chargebacks and regional corporate allocated costs.

As well, the Capital Recoveries of (\$1.5 million) in Q2 are expected to be more fully recovered by year end.

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

	Q1 Actual	Q2 Actual	YTD Actual	YTD Budget \$	YTD Variance \$	YTD Variance %
Total Gross Operating Expenditures	2,139,867	4,608,023	6,747,890	12,605,838	5,857,948	46%
Less: Capital Recoveries	(1,899,640)	(1,532,202)	(3,431,842)	(6,610,056)	(3,178,214)	48%
Net Operating Expenditures	240,227	3,075,821	3,316,048	5,995,782	2,679,734	45%

4.0 LOOKING FORWARD

More detailed updates will be discussed at the Board Meeting on September 8, 2011. Some highlights are:

Design & Construction Activities:

1. BRT program management delivering projects on time and on budget.
2. Continued activity to move the Yonge Subway Extension program forward.

Procurement Activities:

1. Finalization of the D1-Main Works Design-Build Agreement – BRT program.
2. Pre-Qualifications of OMSF Design-Build in August, and Request for Proposals (RFP) out in September/October.
3. Release of other upcoming Requests for Quotations (RFQs) and Requests for Proposals (RFPs) relating to Property, Utility Relocations and Program Management.

Communications Activities:

1. Continued proactive communications as it relates to the on-going construction on H3 (3.1 & 3.2) and D1.
2. Opening of a Public Information Centre at South Park and Hwy. 7 in August.

Financial Activities:

1. Compliance reporting to Metrolinx's Master Agreement – capital recoveries for the BRT program.
2. Completion of the 2012 Budget – Capital & Operating

APPENDIX 1

VIVANEXT PROJECT DESCRIPTIONS

H3.1 AND H3.2 PROJECT

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

D1 PROJECT

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

I) EARLY WORKS

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

II) MAIN WORKS

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

H2 VAUGHAN METROPOLITAN CENTRE (VMC) PROJECT

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

Y2.1 PROJECT

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

Y3.2 PROJECT

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

H2 PROJECT (EXCLUDING H2 VMC)

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

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

Y2.2 PROJECT

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

H3.4 PROJECT

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

APPENDIX 2

Table 1 Awarded Contracts

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

Category	Description	ID	Vendor Actual	Awarded Value	Total
Utility Relocation	H3 Enbridge Gas Main Relocation, Warden Avenue (South Section)	RFQ-11-085-RT	Enbridge Gas Distribution Inc.	\$209,691	\$380,664
	D1 Transformer Relocation	RFQ-11-051-RT	Tech 3 Inc	\$128,068	
	D1 Early Works Rogers Known and Encountered Incidental Utilities Relocations (200 & 474 Davis Drive)	RFQ-11-065-RT	Rogers Cable Communications Inc.	\$10,699	
	D1 Early Works Bell Canada Known Utilities Relocations (200 Davis Drive)	RFQ-11-069-RT	Bell Canada	\$6,076	
	D1 Lowering of Enbridge Gas Service Laterals, 130 Davis Drive	RFQ-11-075-RT	Enbridge Gas Distribution Inc.	\$5,000	
	D1 Lowering of Enbridge Gas Service Laterals, 200 Davis Drive	RFQ-11-076-RT	Enbridge Gas Distribution Inc.	\$5,000	
	D1 Lowering of Enbridge Gas Service Laterals, 350 Davis Drive	RFQ-11-077-RT	Enbridge Gas Distribution Inc.	\$5,000	
	D1 Lowering of Enbridge Gas Service Laterals, 54 Davis Drive	RFQ-11-074-RT	Enbridge Gas Distribution Inc.	\$5,000	
	H3 Rogers Facilities Relocation, Warden Avenue (South Section) R11131	RFQ-11-088-RT	Rogers Communications Inc.	\$4,630	
	H3.2 Agreement of Temporary Use HydroOne Engineering/Review Hwy 7 East Rodick Rd	RFQ-11-055-RT	Hydro One c/o Ontario Realty Corporation	\$1,500	
Property	D1 16-18 Main Street Remediation Soil & Groundwater (Strip)	PT-11-071-RT	#N/A	\$73,464	\$91,631
	D1 Community Liaison Office Architectural Services at 299 Davis Drive	RFQ-11-061-RT	Open Architects Inc	\$7,642	
	D1 Security Exterior and Interior Services along Davis Drive, Newmarket	RFQ-11-057-RT	G4S Secure Solutions (Canada) Ltd.	\$4,340	
	Survey Parts 25, 26 29 30	RFQ-11-058-RT	Lloyd & Purcell Ltd	\$4,250	
	D1 Y3.2 Tree Valuation 16780 Yonge Street, Newmarket	RFQ-11-056-RT	Silv-Econ Ltd	\$1,935	
Program Communications	VivaNext What Next Cartoon Strip	RFQ-11-049-RT	Reactor Art Design Limited	\$14,350	\$20,350
	D1 VivaNext Permanent Fencing Illustrated Art Panels	RFQ-11-086-RT	Reactor Art Design Limited	\$6,000	
Program Management	vivaNext Owner's Engineer Request for Proposal Process Advisor	RFQ-11-062-RT	KPMG LLP	\$10,000	\$10,000
Grand Total					\$502,645

Table 2 Awarded Contracts by Type

Tender Type	Category	Q1-2011	Q2-2011	YTD
CC - Cost Confidence	Design-Build Construction	2		2
		\$7,882,999		\$7,882,999
PT - Invitation to Tender (ITT)	Property	2	1	3
		\$214,400	\$73,464	\$287,864
RFQ - Request for Quotation (General)	Design-Build Construction	2		2
		\$40,955		\$40,955
	Program Communications		2	2
			\$20,350	\$20,350
	Program Management	1	1	2
		\$14,700	\$10,000	\$24,700
	Property	4	4	8
		\$71,495	\$18,167	\$89,662
Utility Relocation	4	10	14	
	\$353,044	\$380,664	\$733,708	
Total No Awarded		15	18	33
Total Awarded Value		\$8,577,593	\$502,645	\$9,080,238

APPENDIX 3

Table 3 Contract Value Increases - Existing

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

Category	Description	Original RFX No	Contract No	Vendor	Amount Increase	Total
Property	Demolition 151/157/159 Davis	PT-10-010-RT	B00012392	JMX Contracting Inc.	\$15,680	(\$71,038)
	Appraisors - Commercials (Y3.2)	PT-10-008-RT	B00012365	Janterra Real Estate Advisors	\$2,000	
	Strip Widening Along 470 + 474 Davis Drive	PT-10-041-RT	B00012514	Terratechnik Environmental Ltd.	-\$88,718	
Utility Relocation	Rogers Temporary Utility Relocation - Highway 7 Corridor - Highway 404 to Bayview Avenue	RFQ-11-040-RT	B00012684	Rogers Cable Communications Inc.	\$3,900	\$4,509
					\$609	
Grand Total						(\$66,529)

Table 4 Contracts Extensions - Existing

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

Category	Description	Original RFX No	Contract No	Vendor
Property	Demolition 151/157/159 Davis	PT-10-010-RT	B00012392	JMX Contracting Inc.
	H2 Surveyor – Centre at New Westminster to Bathurst to 407	PT-10-026-RT	B00012643	Alex Marton Ltd.
	Surveyors - Y2 (North Portion of Yonge)	PT-10-007-RT	B00012515	Omari Mwinyi Surveying Services Ltd.
	Surveyors - Y2.1 (South Portion of Yonge)	PT-10-021-RT	B00012560	Omari Mwinyi Surveying Services Ltd.
	166 Davis Drive Demolition	PT-10-019-RT	B00012608	Rafat General Contractor Incorporated
	Surveyor H2 – Islington to Helen	PT-10-022-RT	B00012708	Tulloch Geomatics Inc.
	H2 Surveyors – Helen to Weston	PT-10-023-RT	B00012642	Alex Marton Ltd.
	H2 Surveyor – Weston to Centre at Dufferin	PT-10-024-RT	B00012607	Alex Marton Ltd.
Terminals	Conceptual Design/PE for OMSF	RFP-10-001-RT	B00012394	IBI Group
Utility Relocation	H3 - Pole line Re-Construction for YRRTC Expansion – Hwy 7 Doncrest Road to East Beaver Creek Roads (Stage 1 Dec 10 to Mar 11/ Stage 2 Jan. 11 to June 11)	RFQ-10-070-RT	B00012516	Powerstream Inc.
	Utility Relocation - Hydro One, Davis Drive	RFQ-10-058-RT	B00012496	Hydro One
	Utility Decommission – Enbridge, at Keith Bridge	RFQ-10-029-RT	B00012553	Enbridge Gas Distribution Inc.

Table 5 Contracts Closures - Existing

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

Category	Description	Original RFX No	Contract No	Vendor
Property	Union Hotel - Topographic Survey	RFQ-10-043-RT	B00012480	Greater Toronto Acres Surveying Inc.
Communications	Viva Communications 2009	A025170	B00011474	York Consortium

APPENDIX 4

Table 6 Outstanding Solicitations

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

Category	Estimated Value	Description	ID	Project Start Period
Design-Build Construction	>\$5,000,001 <	D1 Main Works Design-Build	CC-11-116-RT	Q1-2012
Communications	\$25,001 to \$50,000	vivaNext 2011 Corridor Banner Installations	RFQ-11-090-RT	Q3-2011
Program Management	\$10,001 to \$25,000	YRRTC Owner Engineer RFP Fairness Monitor	RFQ-11-059-RT	Q3-2011
Property	\$10,001 to \$25,000	Y3.2 Phase II ESA 16604 Yonge Street Centre	RFQ-11-073-RT	Q3-2011
	\$5,001 to \$10,000	D1 Erosion Control, 157-159 Davis Drive	RFQ-11-099-RT	Q3-2011
	\$0 to \$5,000	D1 Cost Consulting Services for Quantity Survey at 524 Davis Drive for Portico Replacement	RFQ-11-068-RT	Q3-2011
		D1 Stump Removal, 572 Davis Drive	RFQ-11-093-RT	Q3-2011
Subway	\$100,001 to \$250,000	Yonge Subway - Land Value Capture Analysis	RFP-11-050-RT	Q3-2011
	\$25,001 to \$50,000	Spadina Subway Extension, Planner for the TYSSE Section 25 Appraisals	RFQ-11-105-RT	Q3-2011
Terminals	\$25,001 to \$50,000	OMSF RFP Fairness Monitor	RFQ-11-067-RT	Q4-2011
	\$0 to \$5,000	OMSF Prequalification	RFPQ-11-066-RT	Q3-2011
Utility Relocation	\$10,001 to \$25,000	H3 Atria Networks	RFQ-11-081-RT	Q3-2011
		H3 MTS Allstream Cable Relocation, Hwy 7 and East Beaver Creek	RFQ-11-082-RT	Q3-2011

APPENDIX 5
Table 7 Upcoming Solicitations

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

Category	Estimated Value	Description	ID	Project Start Period
Property (27)	\$50,001 to \$100,000	D1 Corridor Environmental Remediation Strip Widening	RFP-11-110-RT	Q4-2011
		D1 General Maintenance Grass Cutting, Newmarket	RFQ-11-103-RT	Q3-2011
	\$5,001 to \$10,000	D1 Community Liaison Office Exterior Paint, 299 Davis Drive	RFQ-11-118-RT	Q3-2011
	\$25,001 to \$50,000	D1 Communications Office Construction, Tina's Flower Shop	RFQ-11-113-RT	Q3-2011
	\$100,001 to \$250,000	D1 Corridor General Maintenance	PT-11-072-RT	Q3-2011
		D1 Environmental Consultant & Risk Assessment	RFP-11-109-RT	Q4-2011
		Environmental Consultants Y2 (Yonge St)	PT-11-003-RT	Q3-2011
		H2 Appraisal Services – Centre Street Dufferin Street and New Westminster Drive	PT-11-053-RT	Q3-2011
		H2 Appraisal Services – Hwy 7 Helen Street and Weston Road	PT-11-054-RT	Q3-2011
		H2 Appraisal Services – Hwy 7 Islington Avenue & Helen Street	PT-11-052-RT	Q3-2011
		H2 Corridor Balance - Appraisers	PT-11-020-RT	Q3-2011
		H2 Corridor Balance Environmental Consultant	PT-11-019-RT	Q3-2011
		H2 Corridor Balance-Arborist Expert	PT-11-025-RT	Q2-2012
		H2 Corridor Balance-Business Valuation Expert	PT-11-023-RT	Q4-2011
		H2 VMC - Arborist Expert	PT-11-017-RT	Q3-2011
		H2 VMC - Business Valuation Expert	PT-11-015-RT	Q4-2011
		H2 VMC - Environmental Consultant	PT-11-011-RT	Q3-2011
		H3 Corridor Remediation	RFP-11-108-RT	Q4-2011
		H3 Environmental Consultant Stage 1 Hwy 7 Bayview to Warden and South to Enterprise	RFP-11-101-RT	Q3-2011
		H3 Phase I and II Environmental Site Assessments, LCBO and Shell, Hwy 7 Bayview to Warden and South to Enterprise	RFP-11-104-RT	Q4-2011
		Y2 and H2 Corridor ESA and COS	RFP-11-107-RT	Q4-2011
		Y2 Appraisers	PT-11-004-RT	Q3-2011
		Y2 Arborist Expert	PT-11-009-RT	Q2-2012
		Y2 Business Valuation Expert	PT-11-007-RT	Q4-2011
	\$10,001 to \$25,000	D1 Corridor Green Seeding, Newmarket	RFQ-11-102-RT	Q4-2011
		D1 Environmental Services (Section 25 BLG)	RFQ-11-087-RT	Q3-2011
	\$0 to \$5,000	vivaNext Appraiser Prequalification	RFPQ-11-117-RT	Q4-2011

Category	Estimated Value	Description	ID	Project Start Period
Utility Relocation (8)	\$500,001 to \$1,000,000	D1 Enbridge Relocation of Service Line, 350 Davis Drive	RFQ-11-100-RT	Q4-2011
		H3 Powerstream Pole Relocation & Underground Connection, Woodbine to South Town Centre	RFQ-11-092-RT	Q1-2012
	\$250,001 to \$500,000	H3 Rogers Proposed Conduit, Bayview and 404	RFQ-11-091-RT	Q3-2011
	\$100,001 to \$250,000	H3 Powerstream Pole Relocation & Underground Connection, 404 to Woodbine	RFQ-11-083-RT	Q3-2011
		H3 Powerstream Pole Relocation, Warden Avenue (South Section)	RFQ-11-084-RT	Q4-2011
	\$25,001 to \$50,000	D1 Bell Canada Service Requirements, Pen Avenue	RFQ-11-080-RT	Q4-2011
		D1 Enbridge Reinstating Gas Main, Keith Bridge	RFQ-11-114-RT	Q3-2011
	\$5,001 to \$10,000	H3 Pole Relocation, Enterprise and Warden Ave	RFQ-11-098-RT	Q3-2011
Program Management (1)	>\$5,000,001	Owner's Engineer & Program Management Services	RFP-11-042-RT	Q1-2012
Communications (4)	\$100,001 to \$500,000	vivaNext Senior Communications Consultant	RFP-11-094-RT	Q4-2011
	\$100,001 to \$250,000	vivaNext 2011 Corridor Banner Installations	PT-11-089-RT	Q4-2011
	\$10,001 to \$25,000	vivaNext External Printing Requirements	RFQ-11-097-RT	Q3-2011
		vivaNext Internal Printing Requirements	RFQ-11-096-RT	Q3-2011
Subway (1)	\$10,001 to \$25,000	Installation of VIVA station equipment, Murray Ross and Dufferin-Finch.	RFQ-11-046-RT	Q4-2011
Terminals (1)	\$1,000,001 to \$5,000,000	OMSF Design-Build	RFP-11-070-RT	Q4-2011